REVISED TRAFFIC IMPACT ANALYSIS

MELROSE TRIANGLE PROJECT

WEST HOLLYWOOD, CALIFORNIA

LSA

December 2013

REVISED TRAFFIC IMPACT ANALYSIS

MELROSE TRIANGLE PROJECT

WEST HOLLYWOOD, CALIFORNIA

Submitted to:

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LSA

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INTRODUCTION

The purpose of this traffic impact analysis (TIA) is to identify the potential traffic and circulation impacts associated with the proposed mixed-use development of 82,010 square feet (sf) of commercial lease space, 137,064 sf of office space, and 76 residential units. Of the commercial uses, approximately 55 percent (45,112 sf) would be designated for general retail, 20 percent (16,404 sf) for art galleries, 15 percent (12,303 sf) for design showrooms, and 10 percent (8,202 sf) for a cafe/ restaurant. The project also includes an 884-space parking structure. This project site is located at the triangular block bounded by Santa Monica Boulevard, Melrose Avenue, and Almont Drive in the City of West Hollywood (City). Figure 1 shows the location of the proposed project and the study area intersections analyzed in the report.

The merging of Melrose Avenue with Santa Monica Boulevard creates the triangular-shaped project site and a complex circulation pattern around the project site. Doheny Drive intersects Santa Monica Boulevard at the point where Melrose Avenue and Santa Monica Boulevard merge. In addition, Civic Center Drive in Beverly Hills terminates at Doheny Drive, south of Santa Monica Boulevard, forming a multiple-street intersection at the west end of the block. No through westbound lanes are available on Melrose Avenue to westbound Santa Monica Boulevard. However, a right-turn-only lane at the terminus of Melrose Avenue allows turns from westbound Melrose Avenue onto eastbound Santa Monica Boulevard. Eastbound right turns are also allowed onto Melrose Avenue, from northbound Doheny Drive. From Santa Monica Boulevard, the project site is accessible to eastbound traffic only, since the westbound lanes of Santa Monica Boulevard are separated from the project frontage by a landscaped median.

This TIA addresses five general areas associated with development of the project:

- Potential increases in traffic volumes at nearby intersections and along surrounding roadways, in neighboring residential areas, and on the Congestion Management Program (CMP) roadway system
- Compliance with City parking codes
- Access driveway interface with the existing and/or planned local circulation network within the proposed study area
- Availability and safety of pedestrian and bicyclist facilities in the vicinity and on site
- A review of construction impacts on traffic surrounding the project site

The traffic analysis for the proposed project examines four scenarios:

1. Existing conditions
2. Existing plus project conditions
3. Cumulative conditions (future short-term year, corresponding to project opening)
4. Cumulative plus project conditions

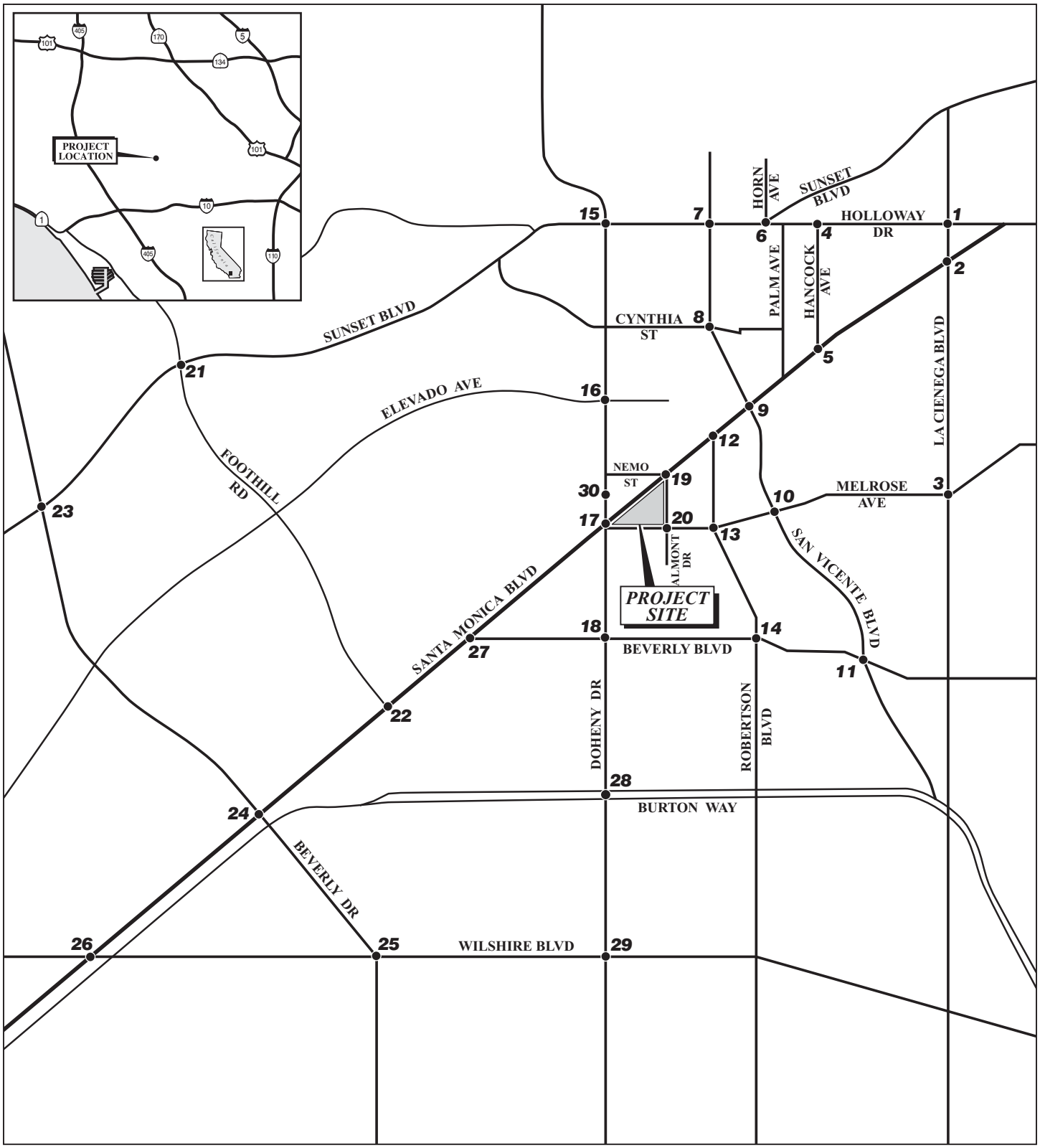

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FIGURE 1

LEGEND

5● - Study Area Intersection

N

Melrose Triangle

Project Location and
Study Area Intersections

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Prior to preparation of this traffic analysis, LSA Associates, Inc. (LSA) discussed the scope of work with the City staff. The traffic analysis provides an assessment of potential traffic/circulation impacts and determination of appropriate mitigation measures as required for California Environmental Quality Act (CEQA) compliance.

Project Description

The proposed project considers the development of 82,010 sf of commercial lease space, 137,064 sf of office, and 76 residential units. Of the commercial uses, approximately 55 percent (45,112 sf) would be designated for general retail, 20 percent (16,404 sf) for art galleries, 15 percent (12,303 sf) for design showrooms, and 10 percent (8,202 sf) for a cafe/restaurant. A subterranean structure will be built to provide 884 parking spaces. Figure 2 shows the site plan for the proposed Melrose Triangle project. The ground floor land uses are a mix of retail/commercial uses. Residential units are planned four floors over the retail/commercial uses. The 76 residential units are divided into 69 one-bedroom (one bedroom/loft/penthouse), and 7 two-bedroom units. Vehicular access from the adjacent streets would be via three driveways. One driveway is planned to be located adjacent to the paseo entrance on Santa Monica Boulevard. The second driveway is planned east of the paseo entrance on Melrose Avenue. The third driveway is planned at the east end of the project on Almont Drive.

A review and analysis of the 884-space parking supply is provided in subsequent sections of this analysis. This parking supply would be provided in four below-grade levels. The West Hollywood Municipal Code (WHMC) requires 847 spaces for the entire project, including 285 spaces to serve the 82,010 sf of retail/commercial use, 425 spaces to serve the 137,064 sf of office space, and 137 spaces to serve the 76 residential units. The project would exceed the WHMC requirements by 37 spaces. In addition, the project will provide 40 bicycle parking spaces.

Access to the project site and structured parking would be provided on all three adjacent streets. The Santa Monica Boulevard access is planned as a restricted right in/out location. Full-access driveways will access the site from the Almont Drive frontage and near the easterly end of the Melrose Avenue frontage. The street grade at Melrose Avenue and Almont Drive is approximately 12.5 feet (ft) lower than the street grade at Santa Monica Boulevard. The Melrose Avenue and Almont Drive entrances access the site at the B1 level parking area, whereas the Santa Monica Boulevard entrance accesses the B1 level parking area via a ramp.

METHODOLOGY

This TIA is prepared consistent with the objectives and requirements of the City of West Hollywood and City of Beverly Hills, the Los Angeles County Metropolitan Transportation Authority (Metro) CMP (2010), and applicable provisions of CEQA.

As requested by City staff, the study area analyzed in this report includes the following intersections and roadway segments. Figure 3 illustrates the existing geometrics and traffic control for each study area intersection and roadway segment.

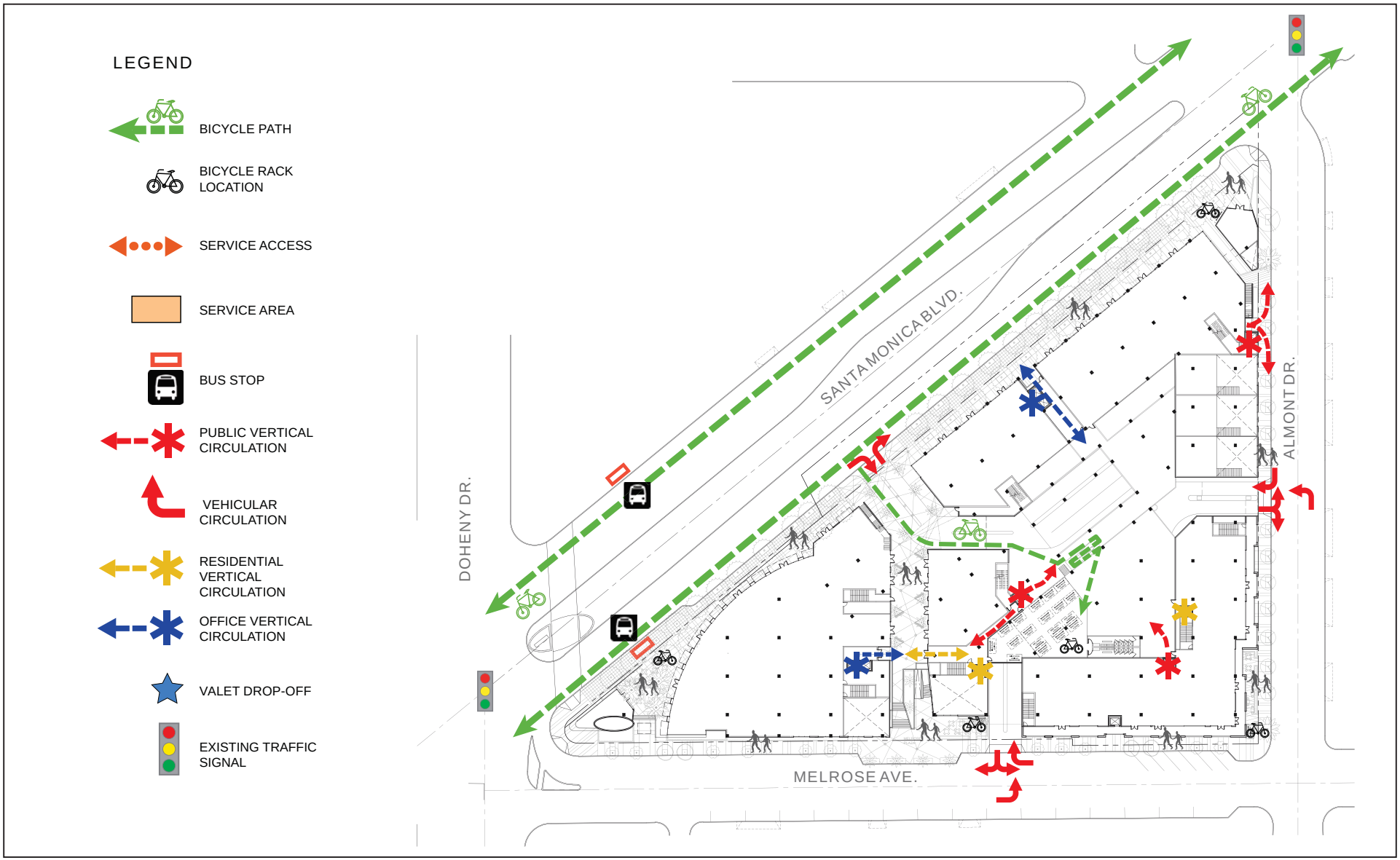

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FIGURE 2

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Melrose Triangle
Site Plan

SOURCE: studionelevan at Perkowitz+Ruth Architects

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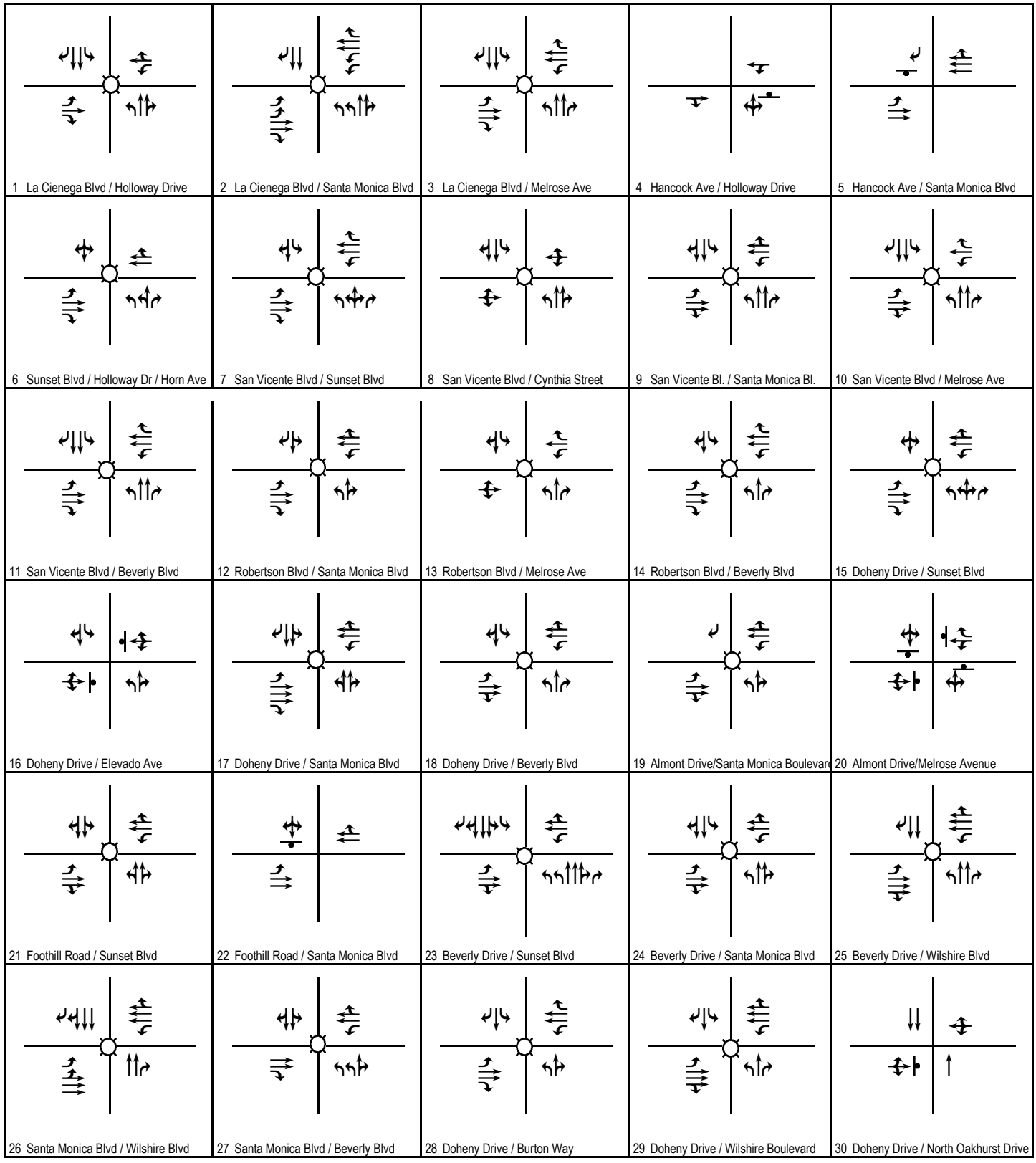

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FIGURE 3

Legend
Signal
Stop Sign

Melrose Triangle
Existing Geometrics and Traffic Control

Study Area Intersections

1. La Cienega Boulevard/Holloway Drive
2. La Cienega Boulevard/Santa Monica Boulevard (CMP Monitoring Station No. 161)
3. La Cienega Boulevard/Melrose Avenue
4. Hancock Avenue/Holloway Drive
5. Hancock Avenue/Santa Monica Boulevard
6. Sunset Boulevard/Holloway Drive/Horn Avenue
7. San Vicente Boulevard/Sunset Boulevard
8. San Vicente Boulevard/Cynthia Street
9. San Vicente Boulevard/Santa Monica Boulevard
10. San Vicente Boulevard/Melrose Avenue
11. San Vicente Boulevard/Beverly Boulevard
12. Robertson Boulevard/Santa Monica Boulevard
13. Robertson Boulevard/Melrose Avenue
14. Robertson Boulevard/Beverly Boulevard
15. Doheny Drive/Sunset Boulevard
16. Doheny Drive/Elevado Avenue (shared City of West Hollywood and City of Beverly Hills)
17. Doheny Drive/Santa Monica Boulevard (CMP Monitoring Station No. 160, shared City of West Hollywood and City of Beverly Hills)
18. Doheny Drive/Beverly Boulevard (shared City of West Hollywood and City of Beverly Hills)
19. Almont Drive/Santa Monica Boulevard
20. Almont Drive/Melrose Avenue
21. Foothill Road/Sunset Boulevard (City of Beverly Hills)
22. Foothill Road/Santa Monica Boulevard (City of Beverly Hills)
23. Beverly Drive/Sunset Boulevard (City of Beverly Hills)
24. Beverly Drive/Santa Monica Boulevard (City of Beverly Hills)
25. Beverly Drive/Wilshire Boulevard (City of Beverly Hills)
26. Santa Monica Boulevard/Wilshire Boulevard (City of Beverly Hills and CMP Monitoring Station No. 5)
27. Santa Monica Boulevard/Beverly Boulevard (City of Beverly Hills)
28. Doheny Drive/Burton Way (City of Beverly Hills)
29. Doheny Drive/Wilshire Boulevard (City of Beverly Hills)
30. Doheny Drive/North Oakhurst Drive (City of Beverly Hills)

Intersection Level of Service Methodology. The *Traffix* (Version 8.0R1) computer software was utilized to determine the levels of service (LOS) at study area intersections. For intersections within the City of West Hollywood, signalized and unsignalized intersections were analyzed using Highway Capacity Manual (HCM) methodology. CMP monitoring locations within the City of West Hollywood were also analyzed using the Intersection Capacity Utilization (ICU) methodology. For the City of Beverly Hills, signalized intersections were analyzed using the ICU methodology, consistent with City of Beverly Hills procedures, and unsignalized intersections were analyzed using HCM methodology. At the intersections of Doheny Drive/Santa Monica Boulevard and Doheny Drive/Beverly Boulevard, which are shared by both cities, both the HCM and ICU methodologies were applied. The unsignalized intersection of Doheny Drive/Elevado Avenue is also shared between the Cities of Beverly Hills and West Hollywood.

HCM methodology calculates the average delay experienced by all vehicles at a signalized intersection. Because the methodology analyzes the operation of an intersection, observed characteristics of the study area intersections (e.g., the flow rate of vehicles through the intersections) were applied to the analysis. The resulting calculation of average delay experienced by vehicles at the intersection is then used to determine the LOS at that location. The ICU methodology compares the amount of traffic an intersection is able to process (capacity) to the level of traffic during peak hours (volume). The resulting volume-to-capacity ratio (v/c) is expressed in terms of LOS. LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. LOS criteria for signalized intersections are presented below.

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

The relationship between LOS and the delay or v/c ratio at signalized intersections is as follows:

Level of Service	Delay (HCM Methodology)	Volume-to-Capacity (ICU Methodology)
A	≤ 10.0	≤ 0.600
B	> 10.0 and ≤ 20.0	0.610–0.700
C	> 20.0 and ≤ 35.0	0.710–0.800
D	> 35.0 and ≤ 55.0	0.810–0.900
E	> 55.0 and ≤ 80.0	0.910–1.000
F	> 80.0	> 1.000

HCM = Highway Capacity Manual
ICU = Intersection Capacity Utilization

At three intersections, Sunset Boulevard/Holloway Drive/Horn Avenue, San Vicente Boulevard/Sunset Boulevard, and Doheny Drive/Sunset Boulevard, analysis of measured traffic volume and intersection geometrics calculates a delay less than 80 seconds and would not indicate LOS F conditions. However, visual observations of these intersections during peak travel periods conclude that conditions meet the forced flow operation of LOS F in the LOS descriptions above. These conditions are anticipated to continue through the project opening year. Therefore, based on these visual observations, LOS F is indicated for these intersections in all of the scenarios studied.

The HCM methodology was used to determine intersection LOS at unsignalized intersections. For the unsignalized HCM methodology, the LOS is presented in terms of total intersection delay and approach delay of the major and minor streets (in seconds per vehicle). The relationship of delay and LOS at unsignalized intersections is summarized below.

Level of Service	Unsignalized Intersection Delay per Vehicle (sec)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

sec = seconds

Thresholds of Significance. Both the City of West Hollywood and the City of Beverly Hills use a sliding scale to determine when added traffic is a significant impact. The City of West Hollywood also considers roadway classification when determining the threshold of significance. Table A displays the criteria for a significant project contribution for both cities. At the intersection of two commercial corridors (as identified by the City of West Hollywood), an impact occurs if project traffic results in LOS D and an increase in delay of 12 seconds or greater, or if project traffic results in LOS E or F and an increase in delay of 8 seconds or greater. Eleven intersections in the study area

Table A: Thresholds of Significance for Project Contribution

	West Hollywood				Beverly Hills			
	Commercial Corridor	Signalized Intersection	All-way Stop	Two-way Stop	Signalized Intersection	All-way Stop	Two-way Stop	CMP
LOS F	8 sec	5 sec	5 sec	5 sec	0.020	3 sec	10 sec	0.02
LOS E	8 sec	5 sec	5 sec	5 sec	0.020	3 sec	LOS F	n/a
LOS D	12 sec	8 sec	8 sec	5 sec	0.030	4 sec	LOS E or F	n/a
LOS C or better	n/a	n/a	n/a	n/a	n/a	n/a	LOS E or F	n/a

CMP = Congestion Management Plan
LOS = level of service
n/a= not applicable
sec = seconds

are in this category. At other signalized intersections and all-way stop-controlled intersections, an impact occurs if project traffic results in LOS D and an increase in delay of 8 seconds or greater, or LOS E or F and an increase in delay of 5 seconds or greater. At a two-way stop-controlled intersection, project traffic results in a significant impact if the most constrained approach is LOS D, E, or F and delay is increased by 5 seconds or greater.

The City of Beverly Hills considers a project's traffic to result in a significant impact if it causes an increase in v/c of 0.020 or more to a signalized intersection where the final LOS is E or F. A project's traffic would also result in a significant impact if it causes an increase in v/c of 0.030 or more to a signalized intersection where the final LOS is D. At an all-way stop-controlled intersection, project traffic is significant when it causes an increase in delay of 3.0 seconds or greater where the final LOS is E or F, or 4.0 seconds or greater where the final LOS is D. At a two-way stop-controlled intersection, project traffic is significant if it causes LOS on any leg to degrade from LOS D or better to LOS E or worse, or from LOS E to LOS F, or if project traffic causes an increase in delay of 10 seconds or more to an approach already operating at LOS F.

The Los Angeles County CMP provides criteria for determining a significant impact to CMP monitoring locations. Project traffic is significant if it causes an increase in v/c of 0.02 or more, causing LOS F, or to an intersection already operating at LOS F.

The City of West Hollywood has also adopted thresholds based on average daily traffic (ADT) to determine whether project traffic would have a significant impact to residential street segments. Project traffic would have a significant impact in the following circumstances:

- Project traffic increases ADT by 12 percent on a roadway with ADT of 2,000 or less
- Project traffic increases ADT by 10 percent on a roadway with ADT of 2,001 to 3,000
- Project traffic increases ADT by 8 percent on a roadway with ADT of 3,001 to 6,749
- Project traffic increases ADT by 6.25 percent on a roadway with ADT of 6,750 or greater

EXISTING BASELINE CONDITIONS

Existing Land Use and Traffic/Parking Characteristics

The project site is currently developed with primarily office uses along Santa Monica Boulevard. Existing uses along Melrose Avenue include retail/commercial, primarily fine art, antique shops, and/or studios. Almont Drive is fronted by industrial and commercial/service uses and parking lots. Commercial uses along Almont Drive include appliance repair and other services. Parking is also provided within the project area in surface lots. Approximately 73 surface parking spaces are available: 33 spaces on the west end of the project site and 40 spaces centrally located and surrounded by existing land uses. Existing sidewalks are located on Santa Monica Boulevard, Melrose Avenue, and Almont Drive, with a width of at least 14 ft along Santa Monica Boulevard.

EXISTING CIRCULATION SYSTEM

Key roadways in the vicinity of the project site are as follows:

- **Santa Monica Boulevard.** Santa Monica Boulevard is the northern border of the project site and is classified as a Major Highway on the City's General Plan Circulation Element. The City of West Hollywood considers this roadway a commercial corridor for the purposes of a TIA.
- **Doheny Drive.** Doheny Drive, located west of the project site, is classified as a secondary Highway in the City's General Plan Circulation Element. Land uses along Doheny Drive are commercial near the Santa Monica Boulevard corridor and residential/institutional to the north and south of Santa Monica Boulevard. The City of West Hollywood considers this roadway a commercial corridor for the purposes of a TIA.
- **Melrose Avenue.** Melrose Avenue is located south of the project site and is classified as a secondary Highway in the City's General Plan Circulation Element. Melrose Avenue has two lanes in each direction. Land use along Melrose Avenue is primarily commercial/retail. The City of West Hollywood considers this roadway a commercial corridor for the purposes of a TIA.
- **Almont Drive.** Almont Drive, a north-south roadway, is located east of the project and is classified as a local street. Almont Drive has one lane in each direction, with curbside parking on both sides of the street. The land uses on Almont Drive are primarily commercial/retail near the project site and residential to the south. South of Melrose Avenue, bollards, chains, and signs have been installed to prevent north-south traffic along Almont Drive. No through traffic from north of Melrose Avenue can use Almont Drive to travel to destinations to the south and vice-versa.

Transit service is provided to the site by the Los Angeles Metropolitan Transportation Authority (Metro) and the City of West Hollywood CityLine. The CityLine services are provided Monday through Saturday, 9:00 a.m. to 6:00 p.m., approximately every 40 minutes. The CityLine service extends west to the intersection of Santa Monica Boulevard and Robertson Boulevard. Metro Lines 4 and 10 and Metro Rapid Line 704 are adjacent to the project site. In addition, Metro Line 220 along Robertson Boulevard and Metro Line 14 along Beverly Boulevard are located within 0.25 mile (mi) of the project site, a commonly used measure of acceptable walking distance. Metro Line 4 and Metro Rapid Line 704 connect to the Metro Red Line at the Vermont/Santa Monica station. Metro Line 14 connects to the Metro Red Line at the Vermont/Beverly station. An existing transit stop along Santa

Monica Boulevard provides benches and a shelter. At this location, buses do not have a turnout and stop in the travel lane to load and unload passengers. The existing transit stop along Santa Monica Boulevard would remain with the proposed project.

On-street parking is located around the project site along all three adjacent streets. There are existing sidewalks along both sides of Santa Monica Boulevard, Melrose Avenue, and Almont Drive. Existing crosswalks are provided at all adjacent intersections.

According to the City of West Hollywood Bicycle and Pedestrian Mobility Plan (adopted July 2003), a Class II (on-road striped) bicycle lane is present along Santa Monica Boulevard from Almont Drive to North Kings Road.

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE ANALYSIS

Peak-hour intersection turn volumes for the study area intersections were collected by National Data and Surveying Services in January 2012.

Figure 4 presents the existing a.m., midday, and p.m. peak-hour turn movement volumes for the study area intersections. Appendix A provides existing count data.

Table B summarizes the results of the existing a.m., midday, and p.m. peak-hour LOS analysis for the 30 study area intersections. As discussed above, the LOS were determined using HCM methodology in the City of West Hollywood and ICU methodology in the City of Beverly Hills. The existing LOS calculation worksheets are contained in Appendix B.

As shown in Table B, all study area intersections operate at good LOS, with the exception of the following locations:

- La Cienega Boulevard/Santa Monica Boulevard (LOS E in the a.m. peak hour according to CMP criteria and LOS E in the p.m. peak hour according to City criteria)
- Hancock Avenue/Holloway Drive (LOS E in the p.m. peak hour)
- Sunset Boulevard/Holloway Drive/Horn Avenue (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- San Vicente Boulevard/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- Doheny Drive/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- Doheny Drive/Elevado Avenue (LOS F in the p.m. peak hour)
- Doheny Drive/Santa Monica Boulevard (LOS F in the a.m. peak hour according to City criteria)
- Foothill Road/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Santa Monica Boulevard/Wilshire Boulevard (LOS F in the a.m. peak hour and LOS E in the p.m. peak hour)
- Doheny Drive/Wilshire Boulevard (LOS E in a.m. peak hour)

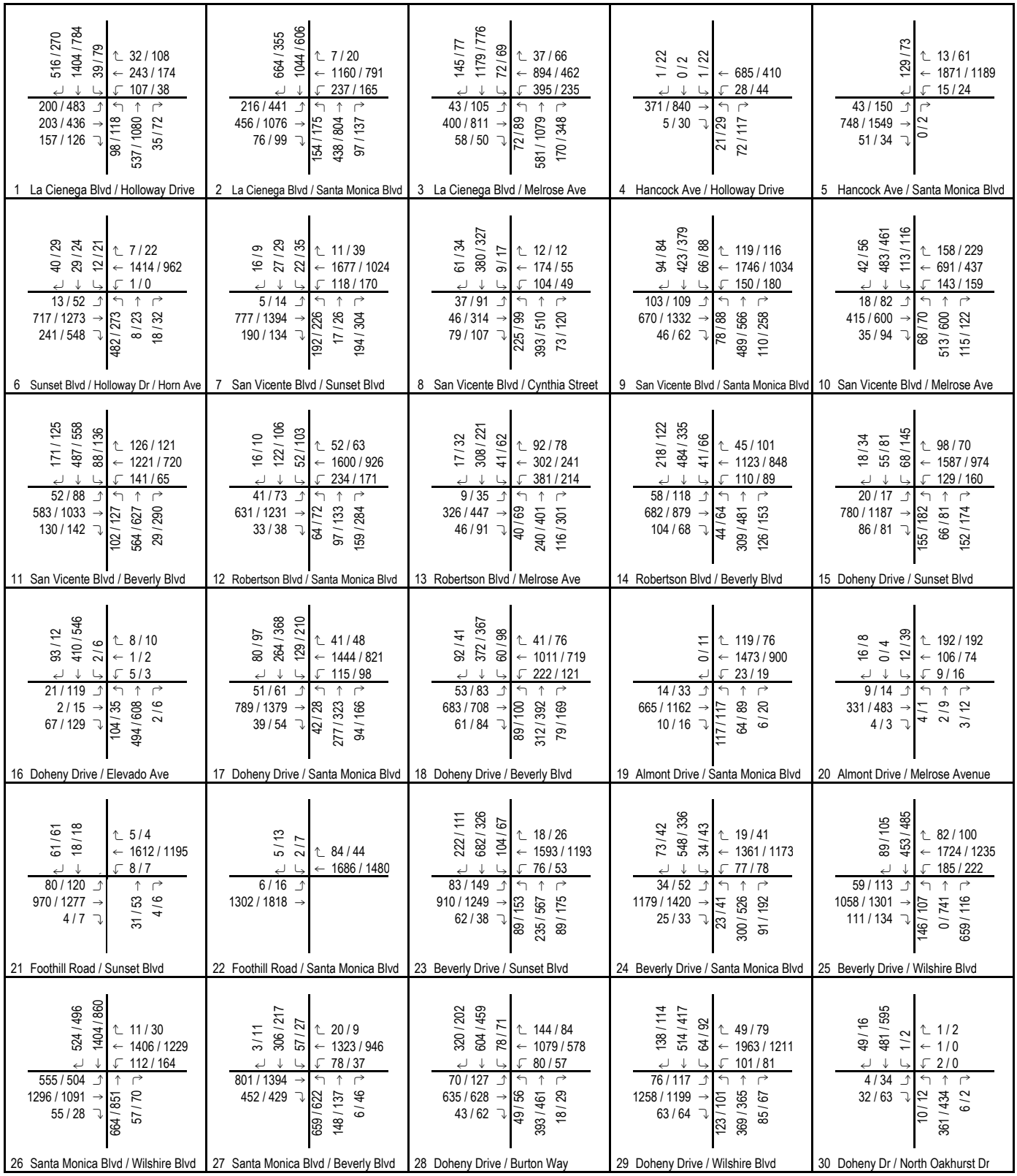


FIGURE 4A

Legend

123 / 456 AM / PM Peak Hour Volume

Melrose Triangle

Existing AM and PM Peak Hour Traffic Volumes

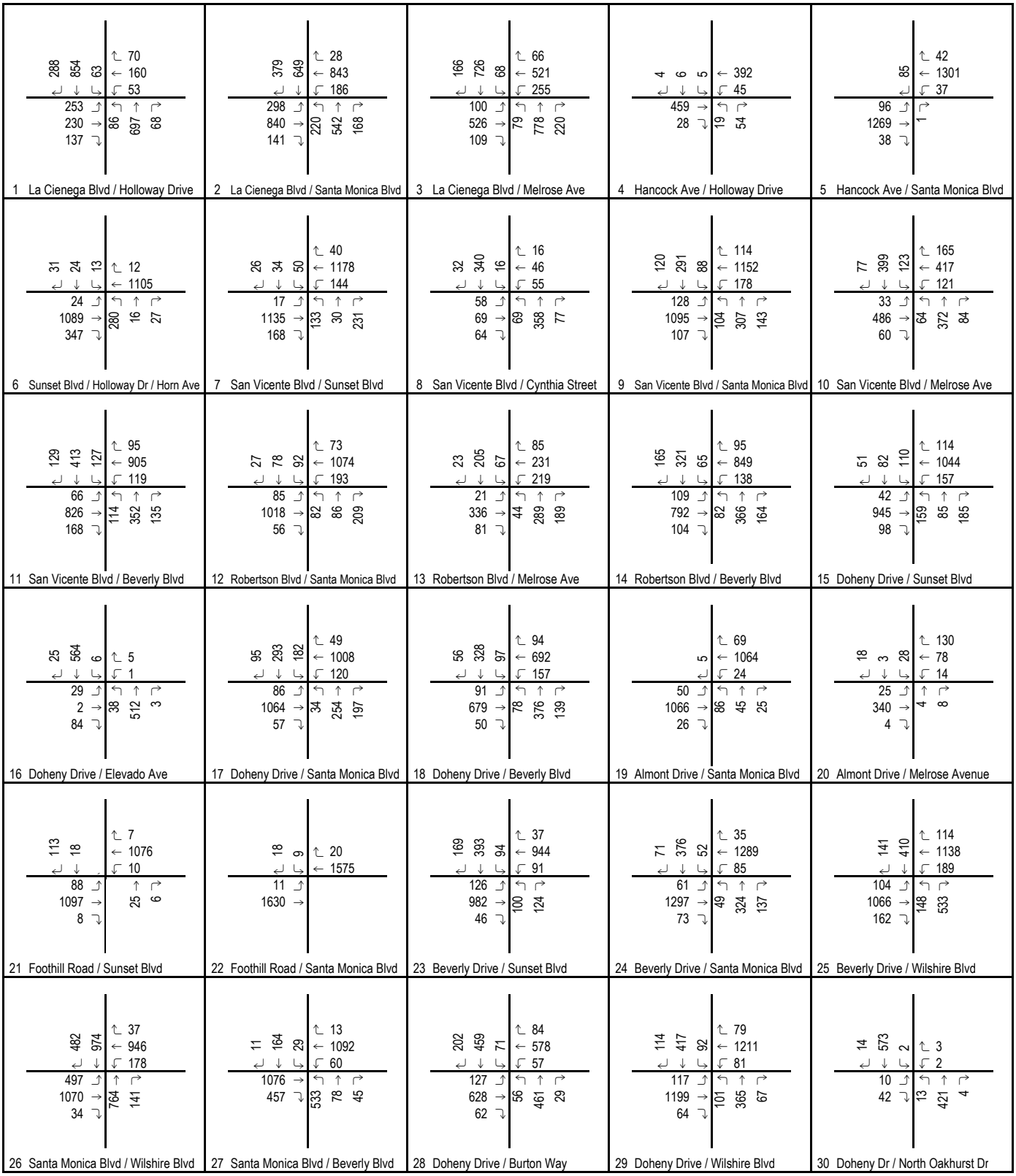


FIGURE 4B

Legend

123 Midday Peak Hour Volume

Melrose Triangle

Existing Midday Peak Hour Traffic Volumes

Table B: Existing Conditions Intersection Level of Service Summary

	Intersection	City	Type	Existing Condition					
				AM		Midday		PM	
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Boulevard/Holloway Drive	WH	S	26.7	C	24.4	C	40.3	D
2	La Cienega Boulevard/Santa Monica Boulevard	WH	C	52.0	D	30.9	C	55.9	E
		CMP	S	0.993	E	0.762	C	0.779	C
3	La Cienega Boulevard/Melrose Avenue	WH	C	39.6	D	23.1	C	25.9	C
4	Hancock Avenue/Holloway Drive	WH	U	20.7	C	19.0	C	44.7	E
5	Hancock Avenue/Santa Monica Boulevard	WH	U	17.9	C	13.7	B	15.8	C
6	Sunset Boulevard/Holloway Drive/Horn Avenue	WH	S	40.7	F[1]	14.1	F[1]	14.5	F[1]
7	San Vicente Boulevard/Sunset Boulevard	WH	S	17.2	F[1]	19.8	F[1]	23.6	F[1]
8	San Vicente Boulevard/Cynthia Street	WH	S	8.8	A	8.5	A	11.8	B
9	San Vicente Boulevard/Santa Monica Boulevard	WH	C	32.1	C	22.4	C	32.4	C
10	San Vicente Boulevard/Melrose Avenue	WH	C	15.0	B	12.6	B	13.5	B
11	San Vicente Boulevard/Beverly Boulevard	WH	C	20.5	C	18.3	B	21.3	C
12	Robertson Boulevard/Santa Monica Boulevard	WH	C	18.3	B	20.9	C	27.6	C
13	Robertson Boulevard/Melrose Avenue	WH	S	11.0	B	10.3	B	12.5	B
14	Robertson Boulevard/Beverly Boulevard	WH	C	24.3	C	12.6	B	12.8	B
15	Doheny Drive/Sunset Boulevard	WH	C	25.0	F[1]	34.3	F[1]	33.8	F[1]
16	Doheny Drive/Elevado Avenue	WH/BH	U	20.6	C	21.9	C	157.9	F
17	Doheny Drive/Santa Monica Boulevard	WH	C	102.2	F	48.6	D	53.9	D
		BH/CMP	S	0.848	D	0.784	C	0.791	C
18	Doheny Drive/Beverly Boulevard	WH	C	18.3	B	16.1	B	16.1	B
		BH	S	0.817	D	0.722	C	0.741	C
19	Almont Drive/Santa Monica Boulevard	WH	S	6.3	A	6.1	A	8.8	A
20	Almont Drive/Melrose Avenue	WH	A	9.3	A	9.6	A	12.1	B
21	Foothill Road/Sunset Boulevard	BH	S	0.717	C	0.581	A	0.616	B
22	Foothill Road/Santa Monica Boulevard	BH	U	54.0	F	86.0	F	83.0	F
23	Beverly Drive/Sunset Boulevard	BH	S	0.825	D	0.622	B	0.734	C
24	Beverly Drive/Santa Monica Boulevard	BH	S	0.761	C	0.752	C	0.854	D
25	Beverly Drive/Wilshire Boulevard	BH	S	0.746	C	0.695	B	0.769	C
26	Santa Monica Boulevard/Wilshire Boulevard	BH	S	1.043	F	0.854	D	0.943	E
27	Santa Monica Boulevard/Beverly Boulevard	BH	S	0.840	D	0.704	C	0.833	D
28	Doheny Drive/Burton Way	BH	S	0.889	D	0.711	C	0.711	C
29	Doheny Drive/Wilshire Boulevard	BH	S	0.965	E	0.766	C	0.766	C
30	Doheny Drive/North Oakhurst Drive	BH	U	14.5	B	13.1	B	17.8	C

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service

A = All-way Stop Controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or Two- Way Stop- Controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

EXISTING PEDESTRIAN AND BICYCLE VOLUMES

In addition to the vehicle traffic volumes described above, National Data and Surveying Services counted pedestrian and bicycle use at five locations within the study area. Table C displays the pedestrian and bicycle volumes observed during the a.m., midday, and p.m. peak hours.

Table C: Existing Pedestrian and Bicycle Volume

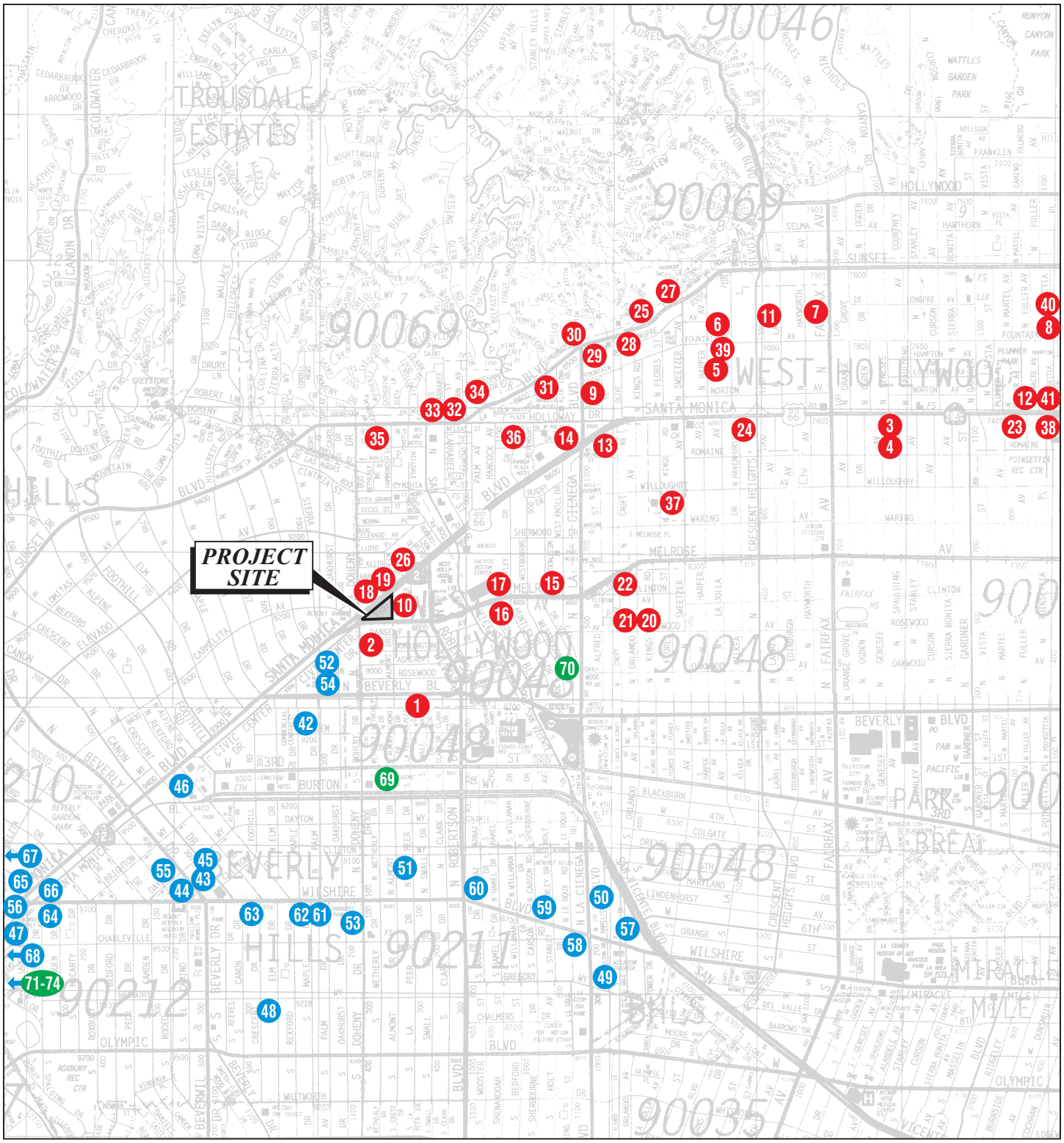
Intersection		Pedestrian			Bicycle		
		AM	Midday	PM	AM	Midday	PM
1	La Cienega Boulevard/Holloway Drive	115	167	128	4	6	4
7	San Vicente Boulevard/Sunset Boulevard	118	200	229	16	5	10
9	San Vicente Boulevard/Santa Monica Boulevard	271	566	618	26	21	41
14	Robertson Boulevard/Beverly Boulevard	163	300	285	6	7	14
17	Doheny Drive/Santa Monica Boulevard	65	63	109	7	9	23

Pedestrian and bicycle volume at the intersection of La Cienega Boulevard/Holloway Drive is evenly split in all directions. At the intersection of San Vicente Boulevard/Sunset Boulevard, pedestrian and bicycle volume is higher along Sunset Boulevard than San Vicente Boulevard. In fact, no bicycles were observed on San Vicente Boulevard. Pedestrian and bicycle volume was also higher on Santa Monica Boulevard than San Vicente Boulevard at the intersection of San Vicente Boulevard/Santa Monica Boulevard. Observed bicycle volume was higher in the westbound direction in the a.m. and midday peak hours and higher in the eastbound direction in the p.m. peak hour. At the intersection of Robertson Boulevard/Beverly Boulevard, pedestrian and bicycle travel occurs on both roadways, although pedestrian volume is higher on the east side of Robertson Boulevard than on the west side. Bicycle volume at the intersection of Santa Monica Boulevard/Doheny Drive was primarily along Santa Monica Boulevard and primarily in the eastbound direction. Pedestrian volume, however, was heavier along Doheny Drive. It should be noted that at all five intersections examined, bicycles were observed traveling against the vehicular direction (on the left side of the street).

CUMULATIVE 2016 BASELINE CONDITIONS

According to the project applicant, the proposed project will be opened in 2016. To present a cumulative 2016 traffic condition, traffic volumes for approved/pending projects were developed, a regional ambient growth rate was determined, and both were added to the existing traffic counts.

A list of approved/pending projects was provided by City of West Hollywood and the City of Beverly Hills staffs. Cumulative projects in Los Angeles were referenced from a list provided by the Los Angeles Department of Transportation based on distance from the project site. The lists of approved/ pending projects are presented in Appendix C. The locations of the approved/pending projects are illustrated in Figure 5. Detail regarding the approved/pending projects and their respective trip generations are available in Appendix C. To reflect regional growth in the study area, a growth rate was added to the existing traffic volumes consistent with Los Angeles County CMP guidance. Exhibit D-1 in the CMP indicates that a growth factor of 0.14 percent per year should be used in the west/ central Los Angeles area. Therefore, a growth factor of 0.56 percent is applied to existing 2012 traffic volumes in the 2016 analyses.



LSA

FIGURE 5

*Refer to Appendix C for Full Project Details and Information

Melrose Triangle

Locations of Cumulative Projects

BASE MAP SOURCE: The Thomas Guide

I:\CWH1002\G\Traffic\Approved Projects.cdr (12/7/12)

The resulting cumulative 2016 a.m., midday, and p.m. peak-hour traffic volumes are shown in Figure 6. An analysis of cumulative 2016 LOS was prepared for the study area intersections. No specific improvements are identified in the West Hollywood or Beverly Hills Capital Improvement Plans. Therefore, this analysis assumes existing intersection geometrics. The results are shown in Table D. The LOS worksheets are provided in Appendix D.

Table D: Cumulative 2016 Baseline Conditions Intersection Level of Service Summary

	Intersection	City	Type	Cumulative 2016					
				AM		Midday		PM	
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Boulevard/Holloway Drive	WH	S	32.2	C	26.7	C	56.8	E
2	La Cienega Boulevard/Santa Monica Boulevard	WH	C	82.0	F	58.6	E	176.0	F
		CMP	S	1.136	F	0.972	E	1.039	F
3	La Cienega Boulevard/Melrose Avenue	WH	C	68.1	E	50.8	D	44.5	D
4	Hancock Avenue/Holloway Drive	WH	U	22.8	C	21.6	C	59.9	F
5	Hancock Avenue/Santa Monica Boulevard	WH	U	24.7	C	20.8	C	21.6	C
6	Sunset Boulevard/Holloway Drive/Horn Avenue	WH	S	66.4	F[1]	19.7	F[1]	19.1	F[1]
7	San Vicente Boulevard/Sunset Boulevard	WH	S	26.8	F[1]	46.1	F[1]	61.9	F[1]
8	San Vicente Boulevard/Cynthia Street	WH	S	9.0	A	7.5	A	13.0	B
9	San Vicente Boulevard/Santa Monica Boulevard	WH	C	117.2	F	158.4	F	144.3	F
10	San Vicente Boulevard/Melrose Avenue	WH	C	17.8	B	14.2	B	16.7	B
11	San Vicente Boulevard/Beverly Boulevard	WH	C	23.3	C	23.4	C	33.5	C
12	Robertson Boulevard/Santa Monica Boulevard	WH	C	30.4	C	42.5	D	65.6	E
13	Robertson Boulevard/Melrose Avenue	WH	S	12.1	B	11.3	B	14.0	B
14	Robertson Boulevard/Beverly Boulevard	WH	C	33.7	C	16.8	B	16.2	B
15	Doheny Drive/Sunset Boulevard	WH	C	29.2	F[1]	40.5	F[1]	47.5	F[1]
16	Doheny Drive/Elevado Avenue	WH/BH	U	25.5	D	37.4	E	>180	F
17	Doheny Drive/Santa Monica Boulevard	WH	C	174.7	F	144.4	F	140.8	F
		BH/CMP	S	1.049	F	1.111	F	1.054	F
18	Doheny Drive/Beverly Boulevard	WH	C	24.1	C	27.2	C	25.4	C
		BH	S	0.911	E	0.908	E	0.915	E
19	Almont Drive/Santa Monica Boulevard	WH	S	6.8	A	6.1	A	8.7	A
20	Almont Drive/Melrose Avenue	WH	A	9.7	A	10.7	B	13.6	B
21	Foothill Road/Sunset Boulevard	BH	S	0.757	C	0.648	B	0.686	B
22	Foothill Road/Santa Monica Boulevard	BH	U	>180	F	>180	F	>180	F
23	Beverly Drive/Sunset Boulevard	BH	S	0.868	D	0.746	C	0.795	C
24	Beverly Drive/Santa Monica Boulevard	BH	S	1.033	F	1.249	F	1.231	F
25	Beverly Drive/Wilshire Boulevard	BH	S	0.948	E	0.941	E	0.916	E
26	Santa Monica Boulevard/Wilshire Boulevard	BH	S	1.253	F	1.146	F	1.200	F
27	Santa Monica Boulevard/Beverly Boulevard	BH	S	0.999	E	0.936	E	1.046	F
28	Doheny Drive/Burton Way	BH	S	0.972	E	0.859	D	0.852	D
29	Doheny Drive/Wilshire Boulevard	BH	S	1.126	F	0.995	E	0.985	E
30	Doheny Drive/North Oakhurst Drive	BH	U	16.8	C	18.2	C	27.4	D

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service

A = All-way Stop Controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or Two-Way Stop -Controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

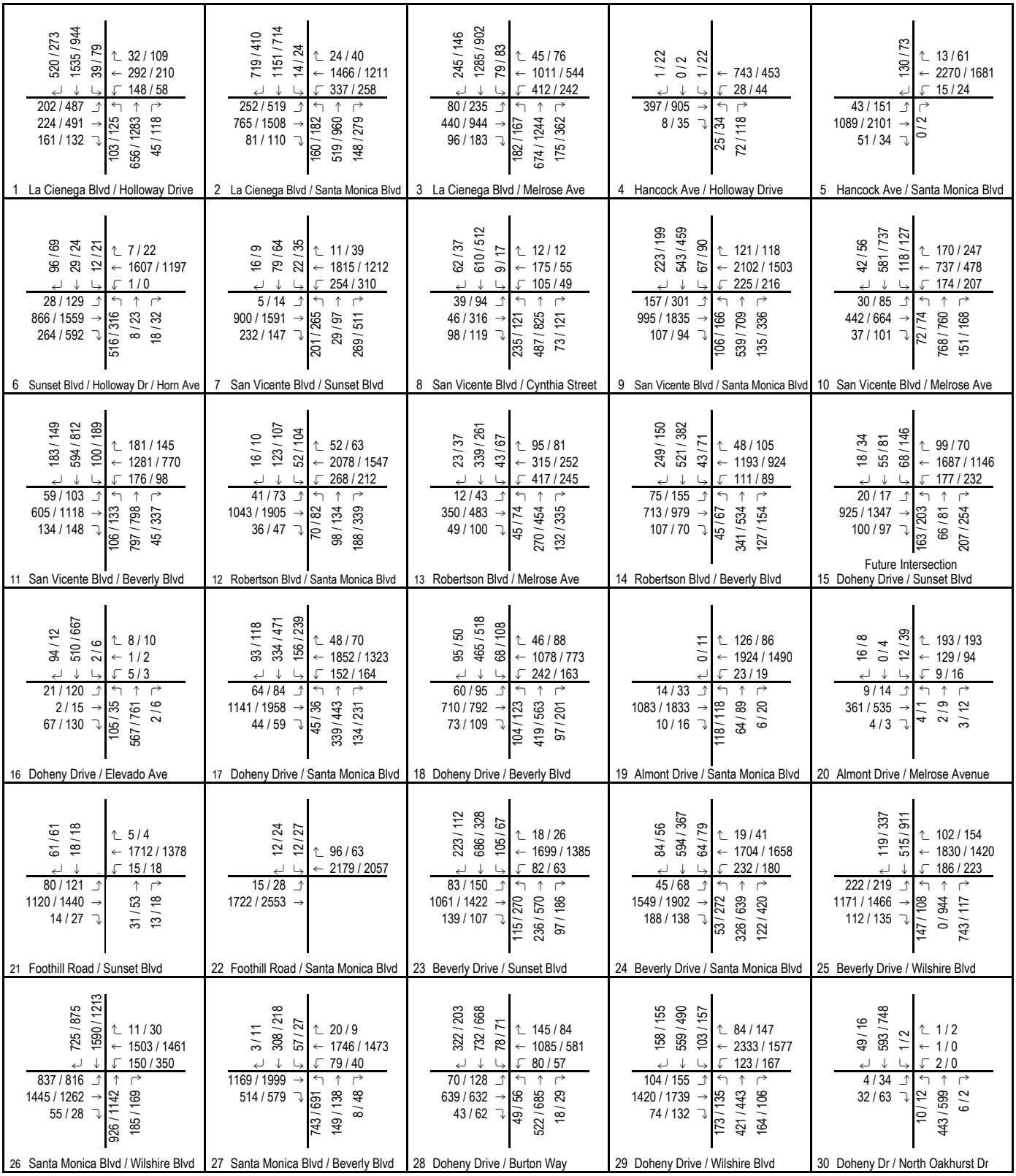


FIGURE 6A

Legend

123 / 456 AM / PM Peak Hour Volume

Melrose Triangle

Cumulative (2016) AM and PM Peak Hour Traffic Volumes

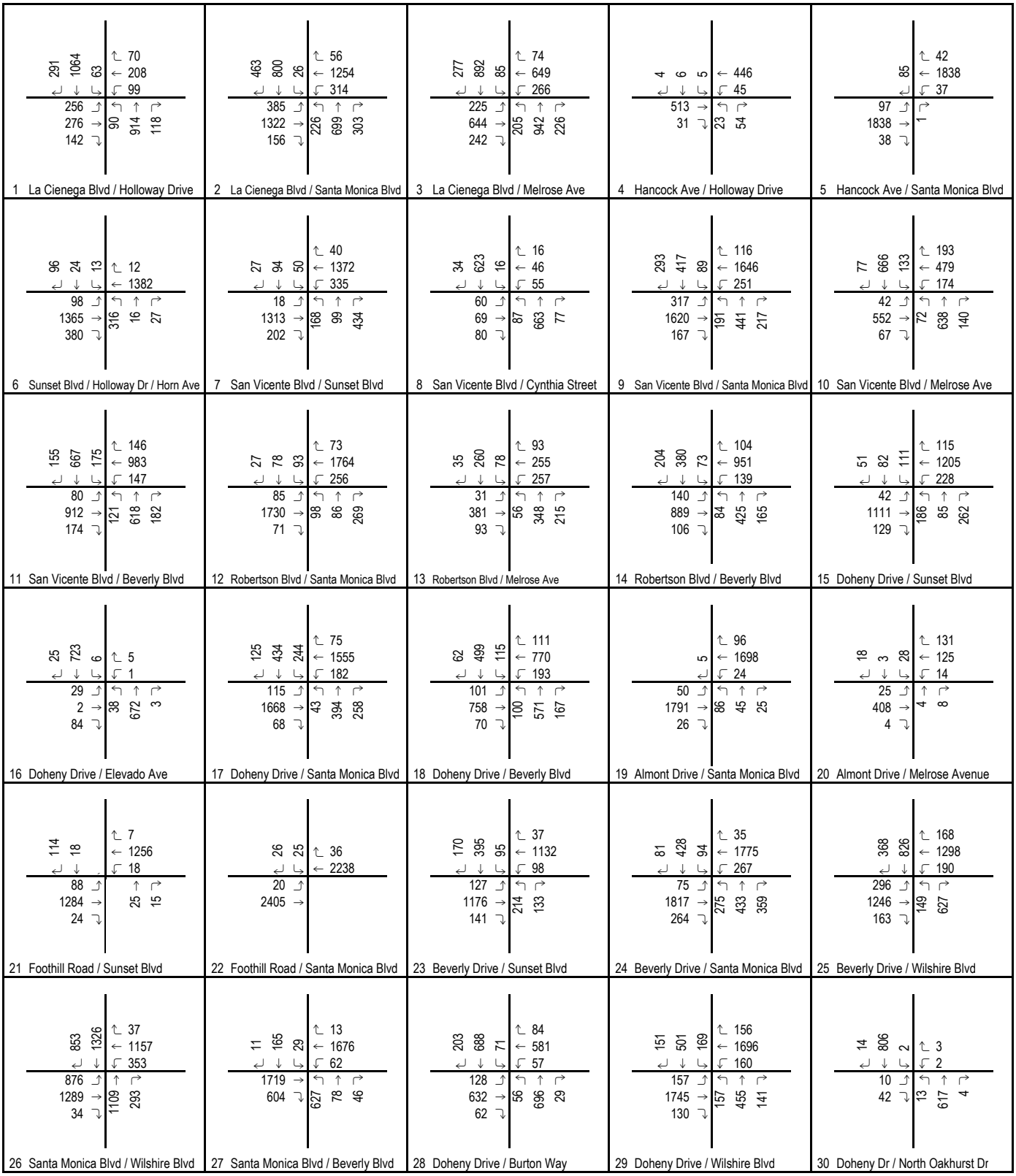


FIGURE 6B

Legend

123 Midday Peak Hour Volume

Melrose Triangle

Cumulative (2016) Midday Peak Hour Traffic Volumes

As Table D indicates, the following intersections are anticipated to operate at poor LOS in 2016:

- La Cienega Boulevard/Holloway Drive (LOS E in the p.m. peak hour)
- La Cienega Boulevard/Santa Monica Boulevard (LOS F in the a.m. and p.m. peak hours and LOS E in the midday peak hour according to West Hollywood criteria, LOS F in the a.m. and p.m. peak hours according to CMP criteria)
- La Cienega Boulevard/Melrose Avenue (LOS E in the a.m. peak hour)
- Hancock Avenue/Holloway Drive (LOS F in the p.m. peak hour)
- Sunset Boulevard/Holloway Drive/Horn Avenue (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- San Vicente Boulevard/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- San Vicente Boulevard/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Robertson Boulevard/Santa Monica Boulevard (LOS E in the p.m. peak hour)
- Doheny Drive/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- Doheny Drive/Elevado Avenue (LOS E in the midday and LOS F in the p.m. peak hour)
- Doheny Drive/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours according to West Hollywood, Beverly Hills, and CMP criteria)
- Doheny Drive/Beverly Boulevard (LOS E in the a.m., midday, and p.m. peak hours according to Beverly Hills criteria)
- Foothill Road/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Beverly Drive/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Beverly Drive/Wilshire Boulevard (LOS E in the a.m., midday, and p.m. peak hours)
- Santa Monica Boulevard/Wilshire Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Santa Monica Boulevard/Beverly Boulevard (LOS E in the a.m. and midday peak hours and LOS F in the p.m. peak hour)
- Doheny Drive/Burton Way (LOS E in the a.m. peak hour)
- Doheny Drive/Wilshire Boulevard (LOS F in the a.m. peak hour and LOS E in the midday and p.m. peak hours)

PROJECT CONDITION

Trip Generation

The proposed project includes the development of 82,010 sf of commercial lease space, 137,064 sf of office, and 76 residential units. Of the commercial uses, approximately 55 percent (45,112 sf) would be designated for general retail, 20 percent (16,404 sf) for art galleries, 15 percent (12,303 sf) for

design showrooms, and 10 percent (8,202 sf) for a cafe/restaurant. The daily and peak-hour trips for the project were generated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* manual (Eighth Edition, 2008). This project proposes a mix of uses but, to provide the most cautious estimate of trip generation, is not treated as a mixed-use development. Because of the vertical orientation of the proposed project, ground-level commercial uses are equally attractive to general street traffic as to project residents. The treatment of this project as independent uses reflects a conservative estimation of traffic generation, with no reduction for potential trip capture from the project residents.

Existing land uses and their potential trip generation were taken into consideration in the estimation of net trip generation for the developed site. Trip generation of the existing retail/commercial and office uses was based on application of ITE trip rates. Project trip generation is presented in Table E. As the table indicates, the proposed project has the potential to generate approximately 5,732 trips per day, including 371 trips in the a.m. peak hour, 755 trips in the midday peak hour, and 513 trips in the p.m. peak hour. When the trip generation of the existing uses is accounted for, the proposed project has the potential to generate a net of 3,578 average daily trips, of which 260 would occur in the a.m. peak hour, 431 would occur in the midday peak hour, and 303 would occur in the p.m. peak hour.

Table E: Melrose Triangle Trip Generation

Land Use (Land Use Code)	Size	Unit	ADT	AM Peak			Midday Peak			PM Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates [1]												
Specialty Retail Center (814)[2]		TSF	44.32	0.80	0.53	1.33	3.28	3.56	6.84	1.19	1.52	2.71
Furniture Store (890)		TSF	5.06	0.12	0.05	0.17	0.25	0.15	0.40	0.22	0.23	0.45
Quality Restaurant (931)		TSF	89.95	0.66	0.15	0.81	4.57	1.00	5.57	5.02	2.47	7.49
Apartment (220)		DU	6.65	0.10	0.41	0.51	0.16	0.39	0.55	0.40	0.22	0.62
General Office (710) [3]		TSF	ITE Regression Equations									
Trip Generation												
Existing Land Use												
Retail	38.74	TSF	1,717	31	21	52	127	138	265	46	59	105
General Office	23.47	TSF	437	52	7	59	29	30	59	18	87	105
Existing Trip Generation			*2,154*	*83*	*28*	*111*	*156*	*168*	*324*	*64*	*146*	*210*
Proposed Project												
Retail	45.11	TSF	1,999	36	24	60	148	160	309	54	68	122
Art Gallery	16.40	TSF	727	13	9	22	54	58	112	20	25	44
Design Showrooms	12.30	TSF	62	1	1	2	3	2	5	3	3	6
Restaurant	8.20	TSF	738	5	1	7	37	8	46	41	20	61
Apartments	76	DU	505	8	31	39	12	30	42	31	16	47
General Office	137.1	TSF	1,701	212	29	241	120	121	241	39	193	232
Proposed Trip Generation			*5,732*	*276*	*95*	*371*	*375*	*380*	*755*	*187*	*326*	*513*
Net Trip Generation (Proposed - Existing)			**3,578**	**193**	**67**	**260**	**218**	**212**	**431**	**123**	**180**	**303**

[1] Trip rates from Trip Generation, ITE, Eighth Edition, 2008.
[2] Trip rate in a.m. peak hour from San Diego Traffic Generators (2002).
[3] General Office Building - (ITE Code 710). Ln(ADT) = 0.77 * Ln(TSF) + 3.65, Ln(AM) = 0.80 * Ln(TSF) + 1.55, (PM) = 1.12 * (TSF) + 78.81

ADT = Average Daily Traffic
DU = dwelling units
ITE = Institute of Transportation Engineers
TSF = thousand square feet

Trip Distribution and Assignment

Project trip distribution for the proposed project was based on the project's location in relation to local and regional transportation facilities and origins/destinations. Prior to the preparation of this analysis, LSA provided the project trip distribution to the City of West Hollywood Traffic Engineer for review and approval. The initial project trip distribution was developed based on the *2010 CMP of Los Angeles County* (page D-21). This trip distribution reflects regional attractions to/from the site and results in an approximately equal distribution of trips in the north, south, east, and west directions. However, due to the topography of the project study area, trips will be distributed mostly to the south, east, and west, with only a small percentage to and from the north. Additionally, the turn restrictions onto Melrose Avenue for westbound traffic would result in only northbound Doheny Drive traffic using the westbound lanes of Melrose Avenue east of Santa Monica Boulevard. In addition, no project traffic is able to travel north/south on Almont Drive due to the roadway closure. This regional and local distribution was shared with City staff and refined to reflect actual route selection and logical travel paths in the project study area.

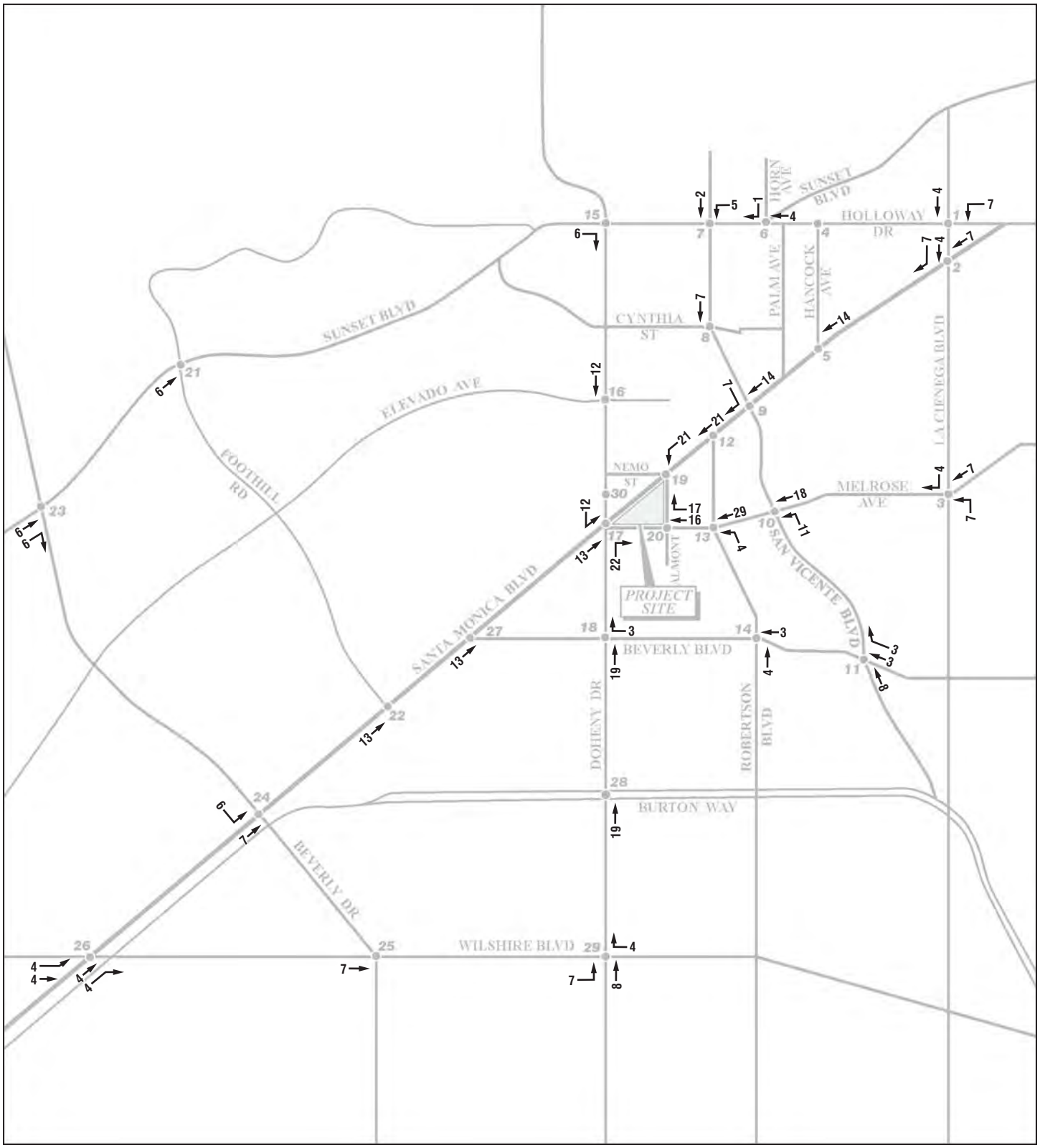
Figures 7a and 7b show the regional trip distribution for the proposed project. Figure 8a illustrates the inbound and outbound traffic volumes at project driveways. Figures 8b and 8c display the resulting project trip assignment for study area intersections.

EXISTING PLUS PROJECT CONDITIONS

To determine the existing plus project condition, traffic generated by the proposed project was added to existing baseline traffic volumes at the study area intersections. Figure 9 shows the resulting existing plus project a.m., midday, and p.m. peak-hour traffic volumes. The existing plus project peak-hour LOS analysis is presented in Table F. LOS worksheets are provided in Appendix E.

As this table indicates, with the addition of project traffic all study area intersections are forecast to operate at good LOS, with the exception of the following locations.

- La Cienega Boulevard/Santa Monica Boulevard (LOS F in the a.m. peak hour according to CMP criteria and LOS E in the p.m. peak hour according to City criteria)
- Hancock Avenue/Holloway Drive (LOS E in the p.m. peak hour)
- Sunset Boulevard/Holloway Drive/Horn Avenue (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- San Vicente Boulevard/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- Doheny Drive/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- Doheny Drive/Elevado Avenue (LOS F in the p.m. peak hour)
- Doheny Drive/Santa Monica Boulevard (LOS F in the a.m. peak hour and LOS E in the p.m. peak hour)
- Foothill Road/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)



LSA

FIGURE 7a

LEGEND

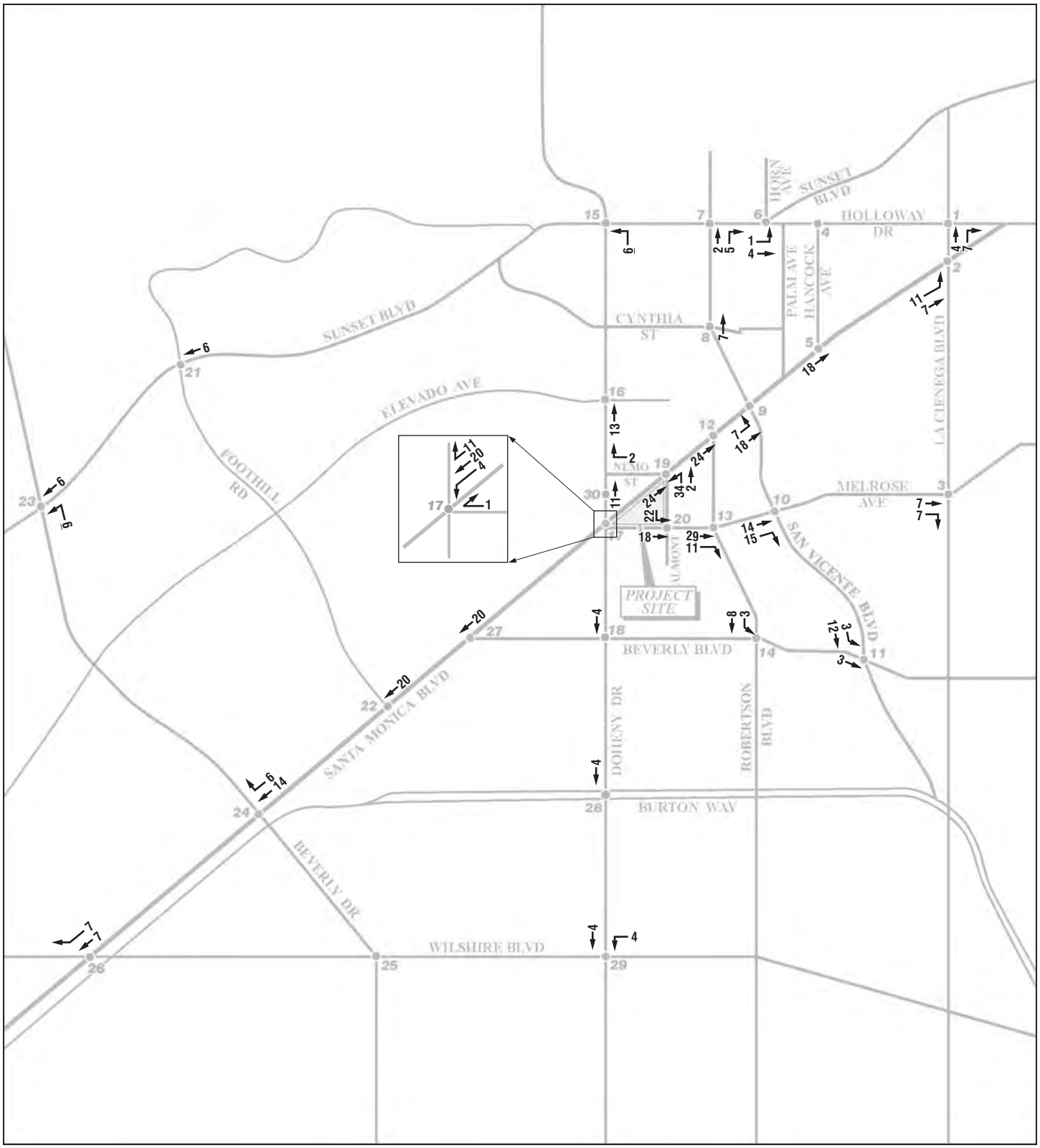
5● - Study Area Intersection

←XX - Trip Distribution - Percent Inbound Trips

Melrose Triangle

Project Trip Distribution - Inbound

I:\CWH1002\G\Traffic\Project Trip Dist-Inbound.cdr (9/10/12)



LSA

FIGURE 7b

LEGEND

5● - Study Area Intersection

←XX - Trip Distribution - Percent Inbound Trips

Melrose Triangle

Project Trip Distribution - Outbound

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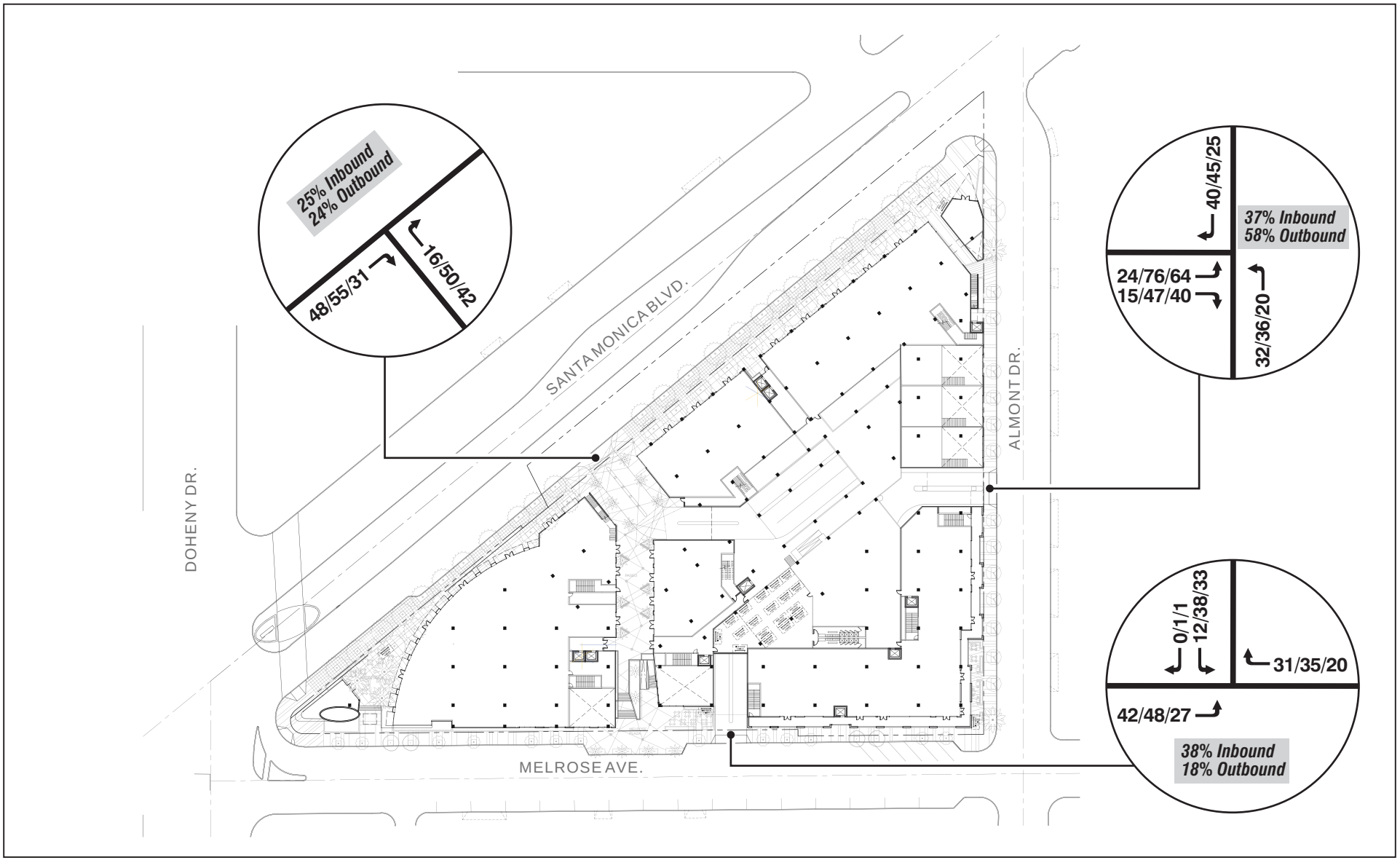

LSA

LEGEND

XX/YY/ZZ - AM/Midday/PM Peak Hour Project Trips

FIGURE 8a

Melrose Triangle

Project Driveway Volumes

SOURCE: studionelevan at Perkowitz+Ruth Architects

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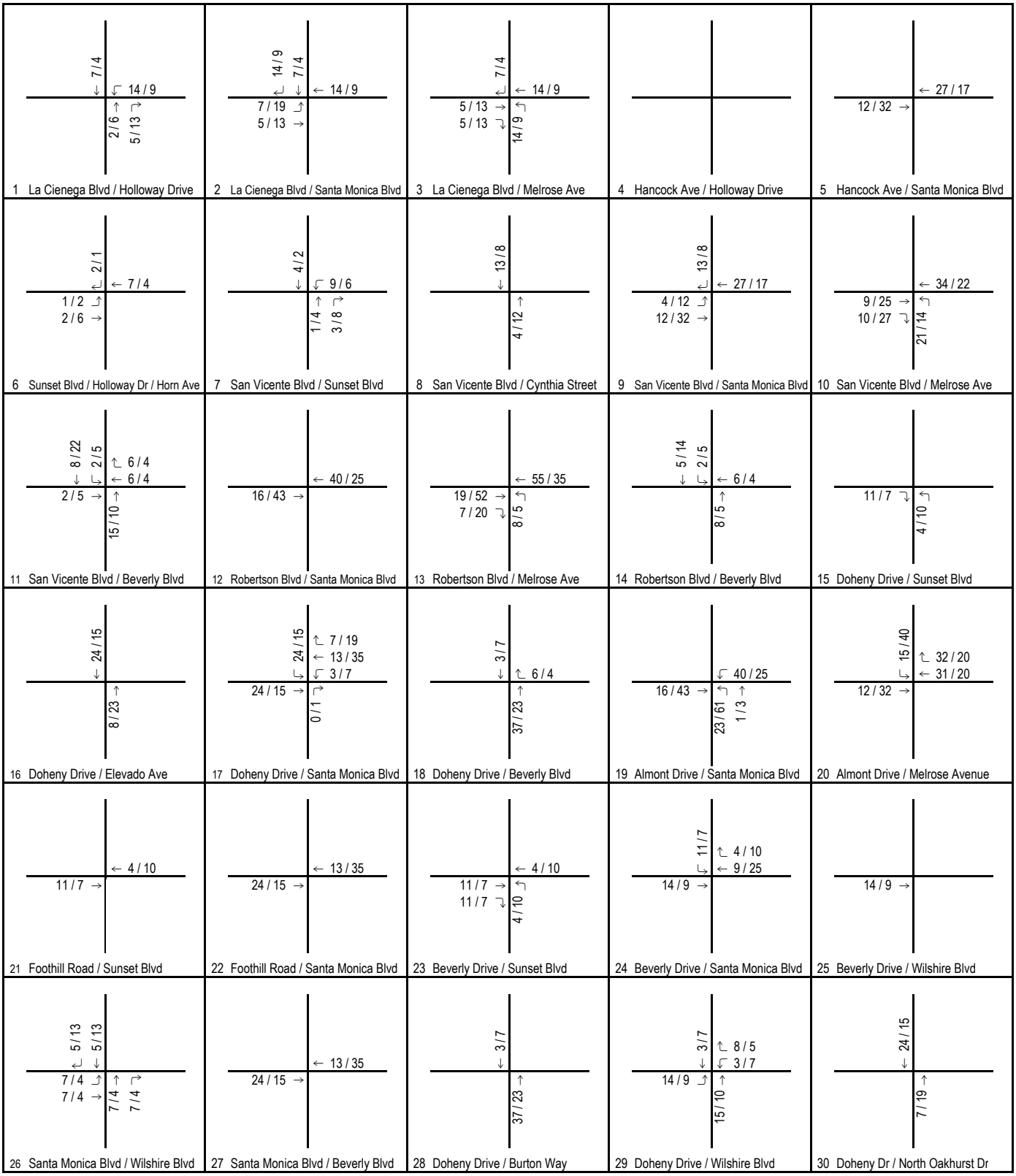


FIGURE 8B

Legend

123 / 456 AM / PM Peak Hour Volume

Melrose Triangle

Project AM and PM Peak Hour Trip Assignment

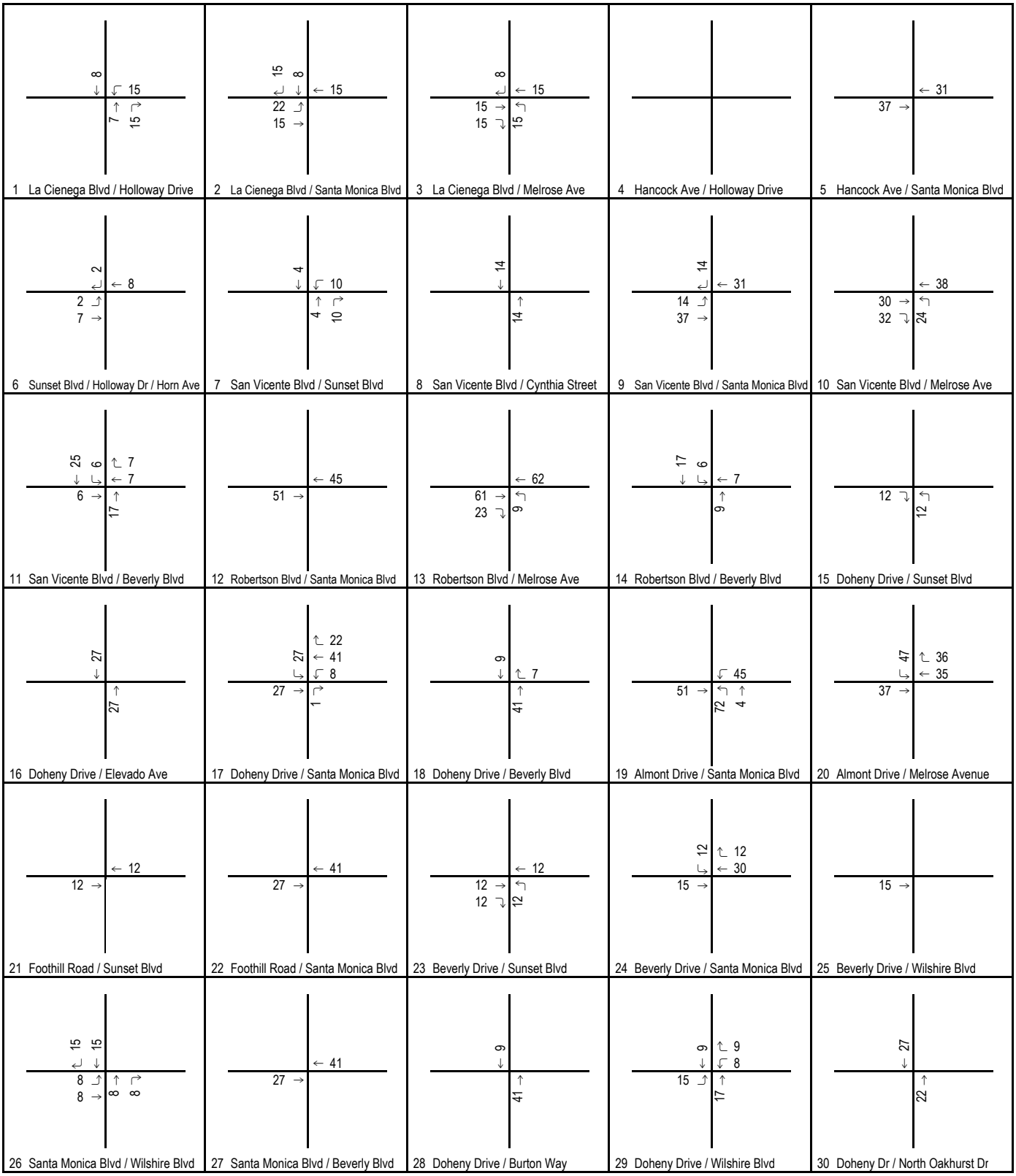


FIGURE 8C

Legend

123 Midday Peak Hour Volume

Melrose Triangle

Project Midday Peak Hour Trip Assignment

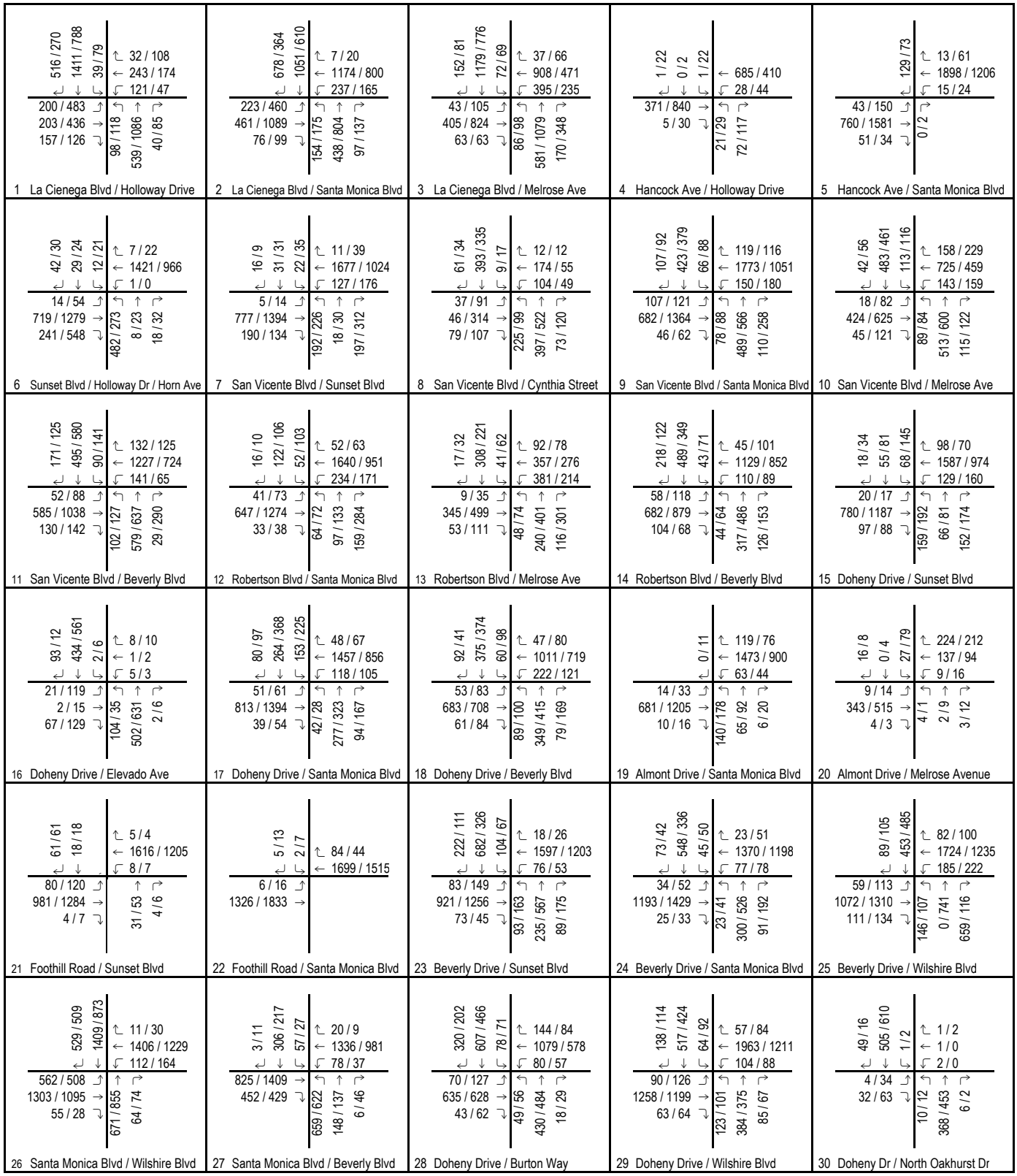


FIGURE 9A

Legend

123 / 456 AM / PM Peak Hour Volume

Melrose Triangle

Existing Plus Project AM and PM Peak Hour Traffic Volumes

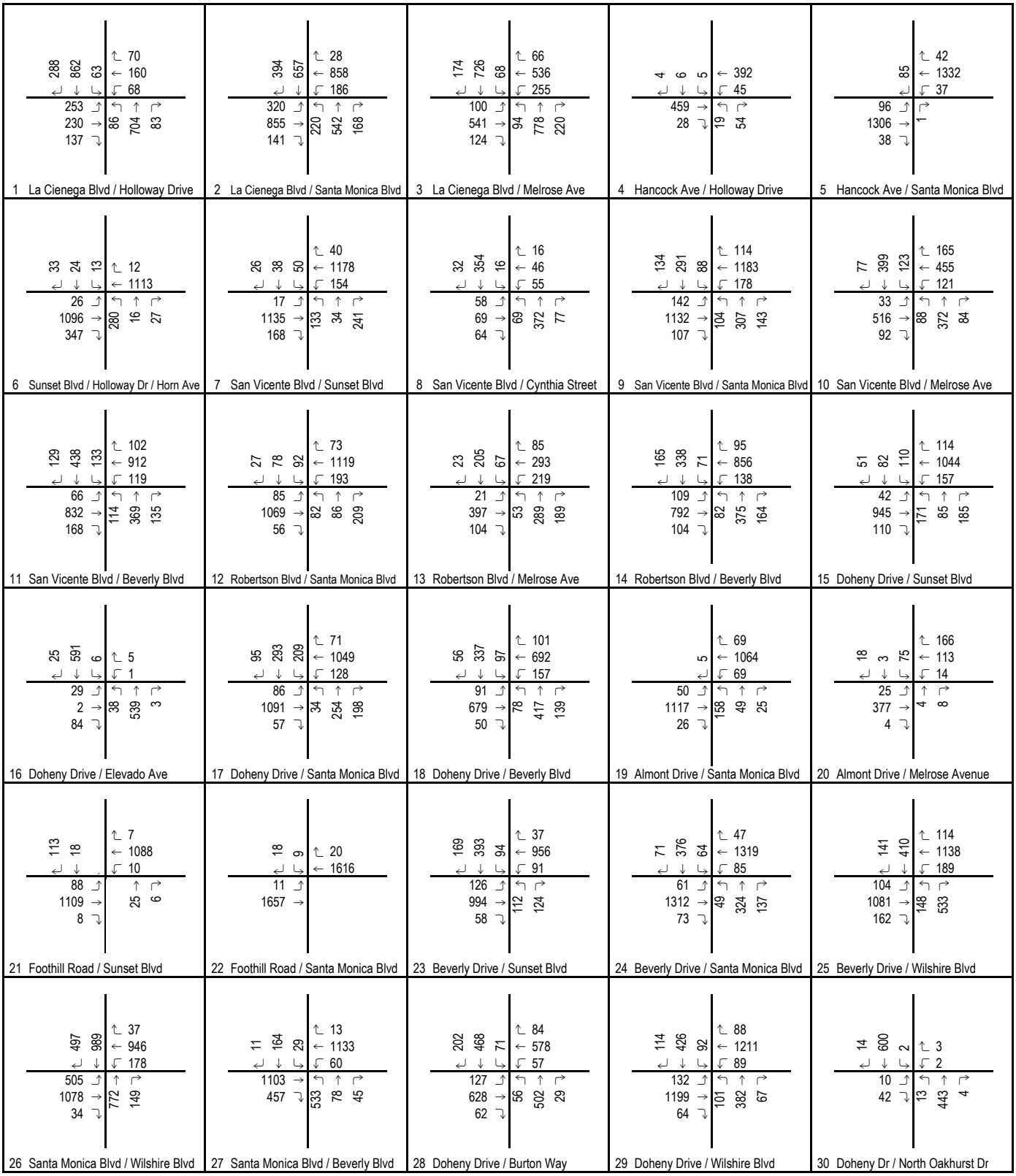


FIGURE 9B

Legend

123 Midday Peak Hour Volume

Melrose Triangle

Existing Plus Project Midday Peak Hour Traffic Volumes

Table F: Existing Plus Project Intersection Level of Service Summary

	Intersection	City	Type	Existing Condition						Existing Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
1	La Cienega Blvd./Holloway Drive	WH	S	26.7	C	24.4	C	40.3	D	26.9	C	24.6	C	41.1	D	0.2	0.2	0.8
2	La Cienega Blvd./Santa Monica Blvd.	WH	C	52.0	D	30.9	C	55.9	E	54.9	D	31.7	C	58.2	E	2.9	0.8	2.3
		CMP	S	0.993	E	0.762	C	0.779	C	1.008	F	0.783	C	0.788	C	0.015	0.021	0.009
3	La Cienega Blvd./Melrose Avenue	WH	C	39.6	D	23.1	C	25.9	C	40.9	D	23.0	C	26.2	C	1.3	-0.1	0.3
4	Hancock Avenue/Holloway Drive	WH	U	20.7	C	19.0	C	44.7	E	20.7	C	19.0	C	44.7	E	0.0	0.0	0.0
5	Hancock Avenue/Santa Monica Blvd.	WH	U	17.9	C	13.7	B	15.8	C	18.2	C	14.0	B	16.0	C	0.3	0.3	0.2
6	Sunset Blvd./Holloway Drive/Horn Ave.	WH	S	40.7	F[1]	14.1	F[1]	14.5	F[1]	41.2	F[1]	14.3	F[1]	14.6	F[1]	0.5	0.2	0.1
7	San Vicente Blvd./Sunset Blvd.	WH	S	17.2	F[1]	19.8	F[1]	23.6	F[1]	17.7	F[1]	20.5	F[1]	24.3	F[1]	0.5	0.7	0.7
8	San Vicente Blvd./Cynthia Street	WH	S	8.8	A	8.5	A	11.8	B	8.8	A	8.4	A	11.8	B	0.0	-0.1	0.0
9	San Vicente Blvd./Santa Monica Blvd.	WH	C	32.1	C	22.4	C	32.4	C	33.1	C	24.5	C	34.7	C	1.0	2.1	2.3
10	San Vicente Blvd./Melrose Avenue	WH	C	15.0	B	12.6	B	13.5	B	15.5	B	12.8	B	13.7	B	0.5	0.2	0.2
11	San Vicente Blvd./Beverly Blvd.	WH	C	20.5	C	18.3	B	21.3	C	20.7	C	18.7	B	21.6	C	0.2	0.4	0.3
12	Robertson Blvd./Santa Monica Blvd.	WH	C	18.3	B	20.9	C	27.6	C	18.6	B	21.1	C	28.5	C	0.3	0.2	0.9
13	Robertson Blvd./Melrose Avenue	WH	S	11.0	B	10.3	B	12.5	B	11.0	B	10.6	B	13.4	B	0.0	0.3	0.9
14	Robertson Blvd./Beverly Blvd.	WH	C	24.3	C	12.6	B	12.8	B	24.8	C	12.8	B	12.9	B	0.5	0.2	0.1
15	Doheny Drive/Sunset Blvd.	WH	C	25.0	F[1]	34.3	F[1]	33.8	F[1]	25.1	F[1]	34.5	F[1]	34.1	F[1]	0.1	0.2	0.3
16	Doheny Drive/Elevado Avenue	WH/BH	U	20.6	C	21.9	C	157.9	F	21.4	C	23.6	C	>180	F	0.8	1.7	>10
17	Doheny Drive/Santa Monica Blvd.	WH	C	102.2	F	48.6	D	53.9	D	105.6	F	52.7	D	55.8	E	3.4	4.1	1.9
		BH/ CMP	S	0.848	D	0.784	C	0.791	C	0.862	D	0.813	D	0.803	D	0.014	0.028	0.012
18	Doheny Drive/Beverly Blvd.	WH	C	18.3	B	16.1	B	16.1	B	18.7	B	16.5	B	16.4	B	0.4	0.4	0.2
		BH	S	0.817	D	0.722	C	0.741	C	0.819	D	0.747	C	0.745	C	0.002	0.025	0.004
19	Almont Drive/Santa Monica Blvd.	WH	S	6.3	A	6.1	A	8.8	A	6.9	A	8.8	A	10.7	B	0.6	2.7	1.9
20	Almont Drive/Melrose Avenue	WH	A	9.3	A	9.6	A	12.1	B	9.6	A	10.6	B	13.7	B	0.3	1.0	1.6
21	Foothill Road/Sunset Boulevard	BH	S	0.717	C	0.581	A	0.616	B	0.718	C	0.585	A	0.619	B	0.001	0.004	0.003
22	Foothill Road/Santa Monica Blvd.	BH	U	54.0	F	86.0	F	83.0	F	55.9	F	96.3	F	90.1	F	1.9	10.3	7.1
23	Beverly Drive/Sunset Blvd.	BH	S	0.825	D	0.622	B	0.734	C	0.828	D	0.630	B	0.737	C	0.003	0.008	0.003
24	Beverly Drive/Santa Monica Blvd.	BH	S	0.761	C	0.752	C	0.854	D	0.765	C	0.770	C	0.861	D	0.004	0.018	0.007
25	Beverly Drive/Wilshire Blvd.	BH	S	0.746	C	0.695	B	0.769	C	0.746	C	0.698	B	0.771	C	0.000	0.003	0.002
26	Santa Monica Blvd./Wilshire Blvd.	BH	S	1.043	F	0.854	D	0.943	E	1.049	F	0.862	D	0.947	E	0.006	0.008	0.004
27	Santa Monica Blvd./Beverly Blvd.	BH	S	0.840	D	0.704	C	0.833	D	0.844	D	0.713	C	0.838	D	0.004	0.009	0.005

Table F: Existing Plus Project Intersection Level of Service Summary

				Existing Condition						Existing Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
	Intersection	City	Type	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
28	Doheny Drive/Burton Way	BH	S	0.889	D	0.711	C	0.711	C	0.891	D	0.736	C	0.725	C	0.002	0.025	0.014
29	Doheny Drive/Wilshire Blvd.	BH	S	0.965	E	0.766	C	0.766	C	0.977	E	0.782	C	0.777	C	0.012	0.016	0.011
30	Doheny Drive/North Oakhurst Drive	BH	U	14.5	B	13.1	B	17.8	C	14.8	B	13.5	B	18.5	C	0.3	0.4	0.7

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service.

Outline indicates an impact based on the following criteria:

WH : At intersections where two commercial corridors meet: The project results in an increase of 12 seconds of delay at an LOS D intersection or 8 seconds of delay at a LOS E or F intersection.

: At all other signalized and all-way stop intersections: The project results in an increase of 8 seconds of delay at an LOS D intersection or 5 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in an increase of 5 seconds of delay and a final LOS of D, E, or F.

BH : At signalized intersections: v/c increase of 0.03 or more when the final LOS is D, or v/c increase of 0.02 or more when the final LOS is E or F.

: At all-way stop intersections: The project results in an increase of 4 seconds of delay at a LOS D intersection or 3 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in a degraded LOS or an increase of 10 seconds of delay and a final LOS F intersection.

CMP : A significant impact occurs when the project results in a final LOS of F and a v/c increase of 0.02 or more.

A = All-way stop-controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or two-way stop-controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

- Santa Monica Boulevard/Wilshire Boulevard (LOS F in the a.m. peak hour and LOS E in the p.m. peak hour)
- Doheny Drive/Wilshire Boulevard (LOS E in a.m. peak hour)

At the unsignalized intersections, the project is expected to contribute 10 seconds of delay or greater to the intersection of Doheny Drive/Elevado Avenue, which is currently operating at LOS F. This is considered a significant impact by both City of West Hollywood and City of Beverly Hills criteria. The project is also expected to result in an increase of 10 seconds of delay at the intersection of Foothill Road/Santa Monica Boulevard, which is currently operating at LOS F. Therefore, the proposed Melrose Triangle project will create a significant impact at these intersections in the existing plus project condition.

CUMULATIVE 2016 PLUS PROJECT CONDITIONS

To determine the cumulative 2016 (project opening) plus project conditions, traffic generated by the project was added to the cumulative 2016 baseline traffic volumes at each study area intersection. Figure 10 illustrates the resulting cumulative 2016 plus project a.m. and p.m. peak-hour traffic volumes. The cumulative 2016 plus project peak-hour LOS analysis is provided in Table G. LOS worksheets are provided in Appendix F.

As this table indicates, with the addition of project traffic, all study area intersections are forecast to operate at good LOS, with the exception of the following locations.

- La Cienega Boulevard/Holloway Drive (LOS E in the p.m. peak hour)
- La Cienega Boulevard/Santa Monica Boulevard (LOS F in the a.m. and p.m. peak hours and LOS E in the midday peak hour according to West Hollywood criteria, LOS F in the a.m. and p.m. peak hours according to CMP criteria)
- La Cienega Boulevard/Melrose Avenue (LOS E in the a.m. peak hour)
- Hancock Avenue/Holloway Drive (LOS F in the p.m. peak hour)
- Sunset Boulevard/Holloway Drive/Horn Avenue (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- San Vicente Boulevard/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- San Vicente Boulevard/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Robertson Boulevard/Santa Monica Boulevard (LOS E in the p.m. peak hour)
- Doheny Drive/Sunset Boulevard (congested LOS visually observed in a.m., midday, and p.m. peak hours)
- Doheny Drive/Elevado Avenue (LOS E in the midday peak hour and LOS F in the p.m. peak hour)
- Doheny Drive/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours according to West Hollywood, Beverly Hills, and CMP criteria)

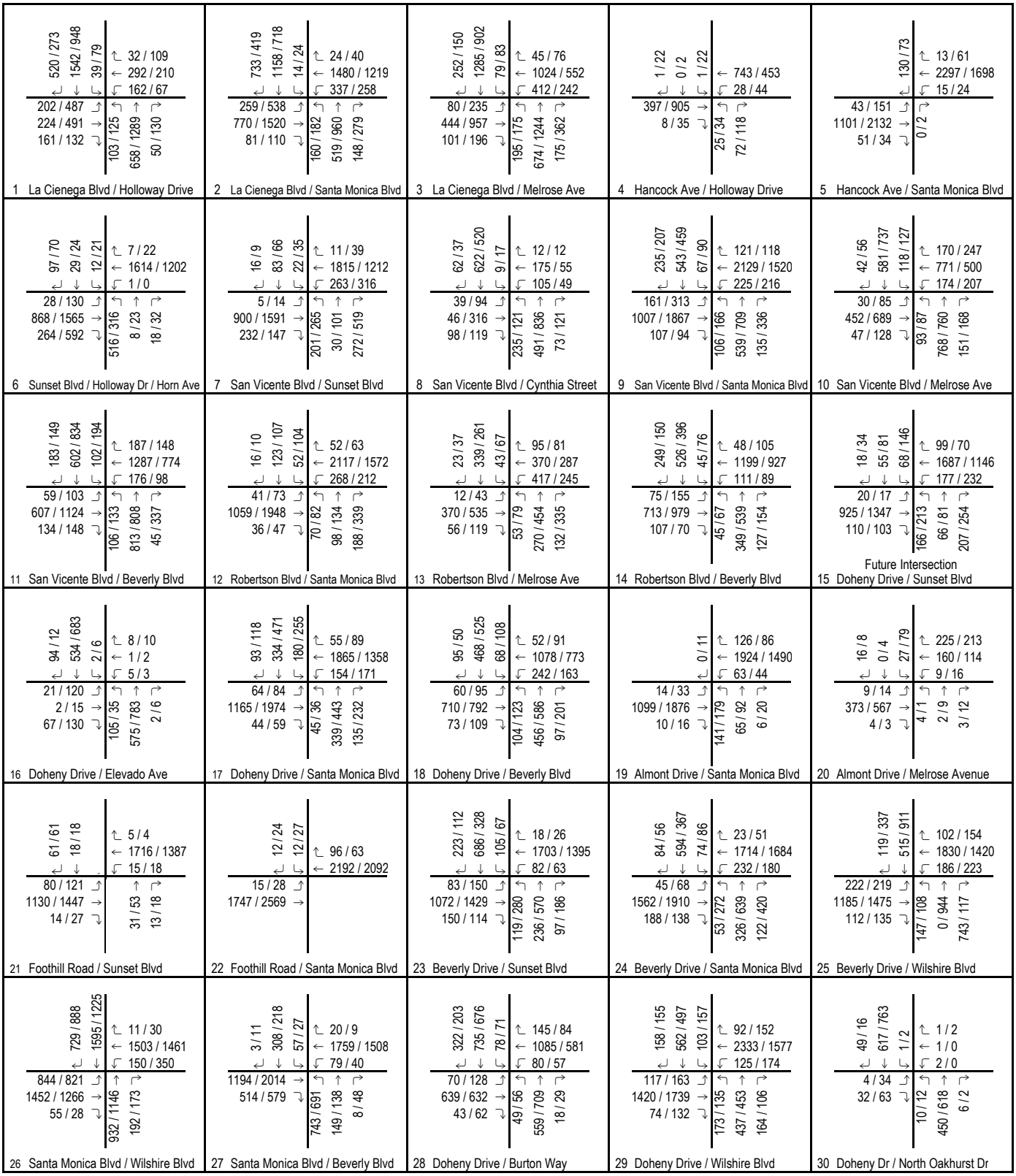


FIGURE 10A

Legend

123 / 456 AM / PM Peak Hour Volume

Melrose Triangle

Cumulative (2016) Plus Project AM and PM Peak Hour Traffic Volumes

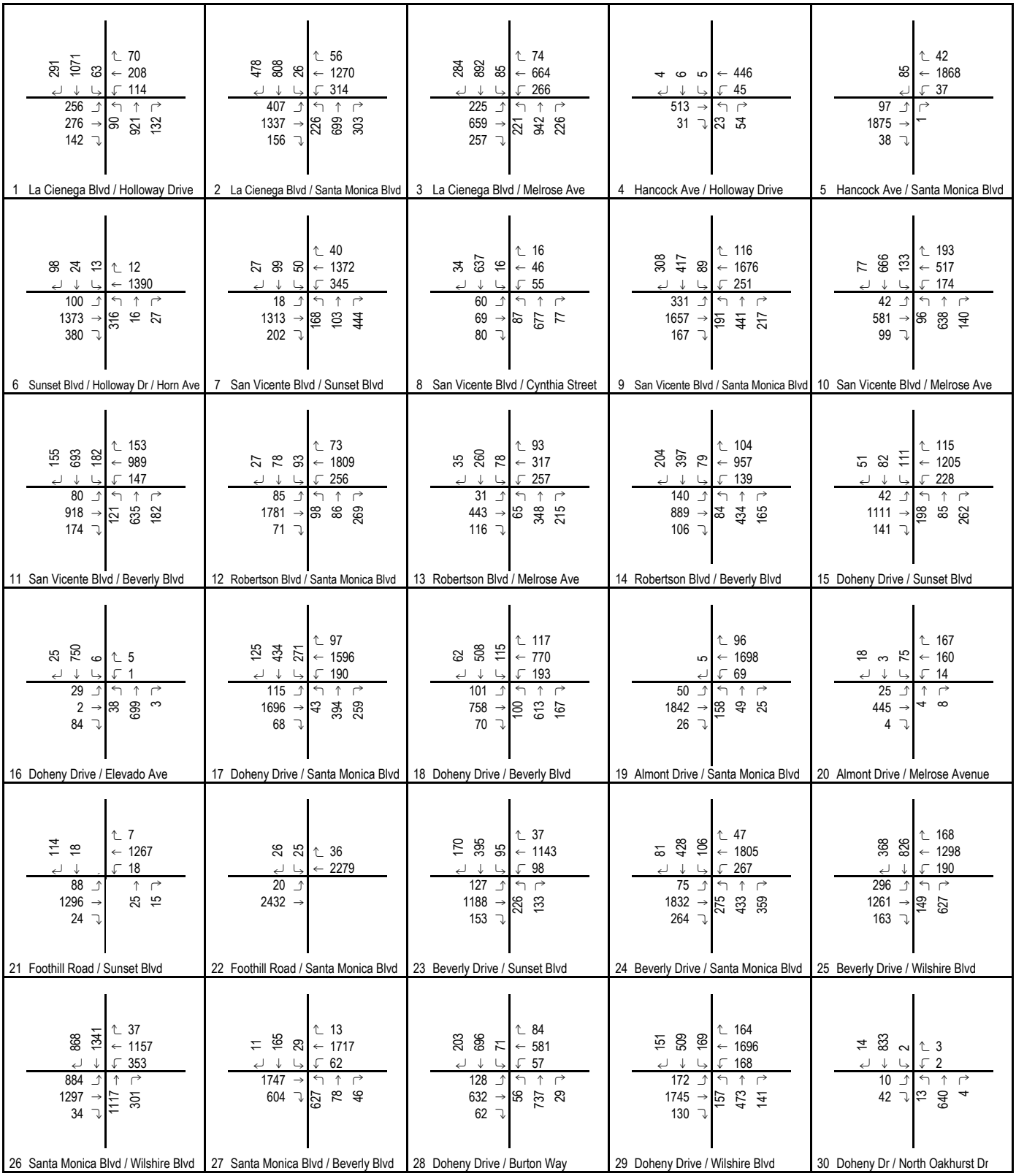


FIGURE 10B

Legend

123 Midday Peak Hour Volume

Melrose Triangle

Cumulative (2016) Plus Project Midday Peak Hour Traffic Volumes

Table G: Cumulative 2016 Plus Project Intersection Level of Service Summary

	Intersection	City	Type	Cumulative 2016						Cumulative 2016 Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
1	La Cienega Blvd./Holloway Drive	WH	S	32.2	C	26.7	C	56.8	E	32.5	C	26.9	C	58.0	E	0.3	0.2	1.2
2	La Cienega Blvd./Santa Monica Blvd.	WH	C	82.0	F	58.6	E	176.0	F	85.7	F	61.9	E	180.5	F	3.7	2.2	4.5
		CMP	S	1.136	F	0.972	E	1.039	F	1.152	F	0.993	E	1.043	F	0.016	0.021	0.004
3	La Cienega Blvd./Melrose Avenue	WH	C	68.1	E	50.8	D	44.5	D	70.5	E	54.7	D	45.0	D	2.4	3.9	0.5
4	Hancock Avenue/Holloway Drive	WH	U	22.8	C	21.6	C	59.9	F	22.8	C	21.6	C	59.9	F	0.0	0.0	0.0
5	Hancock Avenue/Santa Monica Blvd.	WH	U	24.7	C	20.8	C	21.6	C	25.3	D	21.4	C	22.0	C	0.6	0.6	0.4
6	Sunset Blvd./Holloway Drive/Horn Ave.	WH	S	66.4	F[1]	19.7	F[1]	19.1	F[1]	67.1	F[1]	19.9	F[1]	19.2	F[1]	0.7	0.2	0.1
7	San Vicente Blvd./Sunset Blvd.	WH	S	26.8	F[1]	46.1	F[1]	61.9	F[1]	27.4	F[1]	48.7	F[1]	64.1	F[1]	0.6	2.6	2.2
8	San Vicente Blvd./Cynthia Street	WH	S	9.0	A	7.5	A	13.0	B	9.1	A	7.5	A	13.1	B	0.1	0.0	0.1
9	San Vicente Blvd./Santa Monica Blvd.	WH	C	117.2	F	158.4	F	144.3	F	123.0	F	165.1	F	148.6	F	5.8	6.7	4.3
10	San Vicente Blvd./Melrose Avenue	WH	C	17.8	B	14.2	B	16.7	B	18.7	B	14.6	B	17.5	B	0.9	0.4	0.8
11	San Vicente Blvd./Beverly Blvd.	WH	C	23.3	C	23.4	C	33.5	C	23.6	C	24.0	C	33.8	C	0.3	0.6	0.3
12	Robertson Blvd./Santa Monica Blvd.	WH	C	30.4	C	42.5	D	65.6	E	32.2	C	45.7	D	68.6	E	1.8	3.2	3.0
13	Robertson Blvd./Melrose Avenue	WH	S	12.1	B	11.3	B	14.0	B	12.1	B	11.9	B	15.5	B	0.0	0.6	1.5
14	Robertson Blvd./Beverly Blvd.	WH	C	33.7	C	16.8	B	16.2	B	34.3	C	17.7	B	16.5	B	0.6	0.9	0.3
15	Doheny Drive/Sunset Blvd.	WH	C	29.2	F[1]	40.5	F[1]	47.5	F[1]	29.4	F[1]	41.0	F[1]	48.0	F[1]	0.2	0.5	0.5
16	Doheny Drive/Elevado Avenue	WH/ BH	U	25.5	D	37.4	E	>180	F	26.5	D	42.0	E	>180	F	1.0	4.6	>10
17	Doheny Drive/Santa Monica Blvd.	WH	C	174.7	F	144.4	F	140.8	F	178.1	F	157.4	F	149.9	F	3.4	13.0	9.1
		BH/ CMP	S	1.049	F	1.111	F	1.054	F	1.063	F	1.139	F	1.067	F	0.014	0.028	0.012
18	Doheny Drive/Beverly Blvd.	WH	C	24.1	C	27.2	C	25.4	C	24.6	C	27.7	C	27.2	C	0.5	0.5	1.8
		BH	S	0.911	E	0.908	E	0.915	E	0.913	E	0.934	E	0.920	E	0.002	0.026	0.005
19	Almont Drive/Santa Monica Blvd.	WH	S	6.8	A	6.1	A	8.7	A	7.5	A	9.0	A	11.1	B	0.7	2.9	2.4
20	Almont Drive/Melrose Avenue	WH	A	9.7	A	10.7	B	13.6	B	10.0	B	12.0	B	15.9	C	0.3	1.3	2.3
21	Foothill Road/Sunset Boulevard	BH	S	0.757	C	0.648	B	0.686	B	0.758	C	0.651	B	0.689	B	0.001	0.003	0.003
22	Foothill Road/Santa Monica Blvd.	BH	U	>180	F	>180	F	>180	F	>180	F	>180	F	>180	F	>10	>10	>10
23	Beverly Drive/Sunset Blvd.	BH	S	0.868	D	0.746	C	0.795	C	0.870	D	0.757	C	0.793	C	0.002	0.011	-0.002
24	Beverly Drive/Santa Monica Blvd.	BH	S	1.033	F	1.249	F	1.231	F	1.037	F	1.254	F	1.238	F	0.004	0.005	0.007

Table G: Cumulative 2016 Plus Project Intersection Level of Service Summary

	Intersection	City	Type	Cumulative 2016						Cumulative 2016 Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
25	Beverly Drive/Wilshire Blvd.	BH	S	0.948	E	0.941	E	0.916	E	0.948	E	0.941	E	0.927	E	0.0	0.0	0.011
26	Santa Monica Blvd./Wilshire Blvd.	BH	S	1.253	F	1.146	F	1.200	F	1.257	F	1.148	F	1.203	F	0.004	0.002	0.003
27	Santa Monica Blvd./Beverly Blvd.	BH	S	0.999	E	0.936	E	1.046	F	1.003	F	0.945	E	1.051	F	0.004	0.009	0.005
28	Doheny Drive/Burton Way	BH	S	0.972	E	0.859	D	0.852	D	0.973	E	0.885	D	0.867	D	0.001	0.026	0.015
29	Doheny Drive/Wilshire Blvd.	BH	S	1.126	F	0.995	E	0.985	E	1.138	F	1.011	F	0.994	E	0.012	0.016	0.009
30	Doheny Drive/North Oakhurst Drive	BH	U	16.8	C	18.2	C	27.4	D	17.2	C	19.1	C	29.0	D	0.4	0.9	1.6

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service.

Outline indicates an impact based on the following criteria:

WH : At intersections where two commercial corridors meet: The project results in an increase of 12 seconds of delay at an LOS D intersection or 8 seconds of delay at an LOS E or F intersection.

: At all other signalized and all-way stop intersections: The project results in an increase of 8 seconds of delay at an LOS D intersection or 5 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in an increase of 5 seconds of delay and a final LOS of D, E, or F.

BH : At signalized intersections: v/c increase of 0.03 or more when the final LOS is D, or v/c increase of 0.02 or more when the final LOS is E or F.

: At all-way stop intersections: The project results in an increase of 4 seconds of delay at an LOS D intersection or 3 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in a degraded LOS or an increase of 10 seconds of delay and a final LOS F intersection.

CMP : A significant impact occurs when the project results in a final LOS of F and a v/c increase of 0.02 or more.

A = All-way stop-controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or two-way stop-controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

- Doheny Drive/Beverly Boulevard (LOS E in the a.m., midday, and p.m. peak hours according to Beverly Hills criteria)
- Foothill Road/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Beverly Drive/Santa Monica Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Beverly Drive/Wilshire Boulevard (LOS E in the a.m., midday, and p.m. peak hours)
- Santa Monica Boulevard/Wilshire Boulevard (LOS F in the a.m., midday, and p.m. peak hours)
- Santa Monica Boulevard/Beverly Boulevard (LOS E in the midday peak hour and LOS F in the a.m. and p.m. peak hours)
- Doheny Drive/Burton Way (LOS E in the a.m. peak hour)
- Doheny Drive/Wilshire Boulevard (LOS F in the a.m. and midday peak hours and LOS E in the p.m. peak hour)

The project is expected to contribute 10 seconds of delay or greater in the p.m. peak hour to the intersection of Doheny Drive/Elevado Avenue, which is currently operating at LOS F. This is considered a significant impact by both City of West Hollywood and City of Beverly Hills criteria. The project is expected to contribute 8 seconds of delay or greater in the midday and p.m. peak hours to the intersection of Doheny Drive/Santa Monica Boulevard. This is considered a significant impact by City of West Hollywood criteria. The project is also expected to increase the v/c ratio by 0.020 or more at this intersection in the midday peak hour, which is considered a significant impact by the City of Beverly Hills criteria.

One other intersection that is shared by the City of West Hollywood and the City of Beverly Hills does not meet the criteria for a significant project impact by City of West Hollywood criteria but would be considered a significant project impact by City of Beverly Hills criteria. The project would increase the v/c ratio by 0.020 or more at the intersection of Doheny Drive/Beverly Boulevard in the midday peak hour. This intersection is anticipated to operate at a poor LOS without the project. The project is also expected to result in an increase of 10 seconds of delay at the intersection of Foothill Road/Santa Monica Boulevard, which is currently operating at LOS F. Therefore, the proposed Melrose Triangle project will create a significant impact at these four intersections in the cumulative 2016 plus project condition.

SATURDAY ANALYSIS

Ten study area intersections are located within the City of Beverly Hills. An additional three intersections are shared by the City of West Hollywood and the City of Beverly Hills. Analyses within the City of Beverly Hills generally include an analysis of conditions during the Saturday midday peak hour, which occurs between 12:00 p.m. and 2:00 p.m.

The trip generation of the project during a Saturday peak hour was calculated using trip rates from the ITE, where available. For specialty retail use, Saturday peak-hour trip generation rates are not provided in the ITE Trip Generation Manual. In this case, the weekday peak hour of generation trip rate was used. The Saturday peak-hour trip generation for the project is shown in Table H. As shown in Table H, the project would generate 331 peak-hour trips during the Saturday midday peak hour,

Table H: Melrose Triangle Saturday Trip Generation

Land Use (Land Use Code)	Size	Unit	ADT	Saturday Peak		
				In	Out	Total
Trip Rates [1]						
Specialty Retail Center (814) [2]		TSF	42.04	3.28	3.56	6.84
Furniture Store (890)		TSF	4.94	0.51	0.44	0.95
Quality Restaurant (931)		TSF	94.36	6.38	4.44	10.82
Apartment (220)		DU	6.39	0.26	0.26	0.52
General Office (710) [3]		TSF	ITE Regression Equation			
Trip Generation						
Existing Land Use						
Retail	38.74	TSF	1,629	127	138	265
General Office	23.47	TSF	69	6	5	11
Existing Trip Generation			1,697	133	143	277
Proposed Project						
Retail	45.11	TSF	1,897	148	160	309
Art Gallery	16.40	TSF	690	54	58	112
Design Showrooms	12.30	TSF	61	6	5	12
Restaurant	8.20	TSF	774	52	36	89
Apartments	76	DU	486	20	20	40
General Office	137.1	TSF	312	26	22	48
Proposed Trip Generation			4,218	306	302	608
Net Trip Generation (Proposed - Existing)			2,521	173	159	331

[1] Trip rates from Trip Generation, ITE, Eighth Edition, 2008.
[2] No Saturday peak-hour rate provided.
[3] General Office Building - (ITE Code 710). Ln(ADT) = 0.77 * Ln(TSF) + 3.65, Ln(Saturday) = 0.81 * Ln(TSF) – 0.12

ADT = Average Daily Traffic
DU = dwelling units
ITE = Institute of Traffic Engineers
TSF = thousand square feet

less than the 431 trips anticipated to be generated during the weekday midday peak hour. Therefore, the project would contribute less to intersection v/c on Saturday than on a weekday. As a result, project impacts occurring during the Saturday peak hour are expected to be equal to or less than project impacts already identified in the weekday analysis, and no new significant impacts are anticipated.

SITE ANALYSIS

Parking Requirement

The project as proposed would provide 884 parking spaces within four subterranean parking levels. Parking for the commercial uses includes 129 spaces on the B1 level, 248 spaces on the B2 level, 256 spaces on the B3 level, and 251 spaces on the B4 level. Of those 884 parking spaces, 15 are handicap-accessible accessible spaces and 358 are located in 179 tandem parking spaces for exclusive use by valet (visitor parking or assisted employee parking). Parking for the residential uses includes 73 spaces on the B2 level and 75 spaces on the B3 level. Of those 148 spaces, 5 are handicap-accessible

spaces and 28 are located in 14 tandem parking spaces, where both spaces are designated for the same residential unit. Accessing residential parking areas requires separate access through gates in the parking garage.

In comparison, WHMC requires 847 spaces to serve the specific commercial and residential components of the project, including 285 spaces to serve the 82,010 sf of commercial/retail uses; 425 spaces to serve the 137,064 sf of office space, and 137 spaces to serve 76 residential dwelling units. The project, which provides 884 spaces, would exceed the WHMC requirement by 37 spaces.

On-site Circulation

Access to the project site and structured parking would be provided at all three adjacent streets. The street grade at Melrose Avenue and Almont Drive is approximately 12.5 ft lower than the street grade at Santa Monica Boulevard. The Santa Monica Boulevard access would provide two-way ingress/ egress to ramps leading to the B1 parking level. This entrance is planned as a restricted right-in/out location. Full-access driveways will access the site from the Almont Drive frontage and near the easterly end of the Melrose Avenue frontage. Entering from the Santa Monica Boulevard or Almont Drive driveways leads directly to the valet stand, whereas entering from Melrose Avenue is closer to the ramps leading to resident parking on the B2 and B3 parking levels.

The design of the proposed entry and surface parking area was analyzed with a large passenger vehicle or delivery van entering and exiting the site. Using the "Turning Vehicle Templates" by the ITE, a passenger car *type P*, with a length of 19 ft and a turning radius of 24 ft, can easily maneuver in and out of the parking lot. Truck bays are located on the B1 parking level. Trucks would enter the site from Melrose Avenue, back in to one of five truck bays, and exit onto Almont Drive. Truck maneuvers would not interfere with access to the valet stand or the ramps to/from other parking levels.

Within the parking garage, downramps have a maximum grade of 12 percent, and upramps have a maximum grade of 14 percent. Design of the parking structure ramps and vertical clearances shall be reviewed and approved by City staff as part of the plan preparation and engineering review.

Pedestrian/Bicycle Circulation

Existing sidewalks are located on Melrose Avenue, Almont Drive, and Santa Monica Boulevard, with a width of least 14 ft along Santa Monica Boulevard. An existing pedestrian crosswalk is provided east of the Hancock Avenue/Santa Monica Boulevard intersection. A Class II (on-road striped) bicycle lane is present along Santa Monica Boulevard in the vicinity of the project. Bicycles can access the site from all three entrances. Bicycles entering from Santa Monica Boulevard would access the bicycle parking on the first floor. Bicycles entering from Almont Drive or Melrose Avenue would access the bicycle parking on the B1 parking level. As a result, pedestrians and bicyclists do have nearby access to circulate safely to/from the project site.

TRANSIT ANALYSIS

The project is not proposing to change the existing bus benches or shelter or move the location of the bus stop. As calculated in Table E, the Melrose Triangle project is estimated to generate 39 residential vehicle trips and 221 commercial vehicle trips in the a.m. peak hour and 47 residential vehicle trips and 256 commercial vehicle trips in the p.m. peak hour. Appendix D of the CMP provides a methodology for forecasting transit trips generated by a project. According to CMP methodology, the project would generate 55 residential person trips and 309 commercial person trips in the a.m. peak hour and 66 residential person trips and 358 commercial person trips in the p.m. peak hour.

The project site is within 0.25 mi of a CMP transit corridor; therefore, 5 percent of residential trips and 7 percent of commercial trips would be estimated to access the site by transit. Therefore, a total of 24 a.m. peak-hour trips and 31 p.m. peak-hour trips would utilize transit according to CMP guidelines. These trips would be split between Metro Lines 4, 10, 14, 220, and 704 and the City of West Hollywood CityLine. Assuming even utilization of each line, the individual additions to these lines would be fewer than 10 person trips during the peak hour, which is not anticipated to result in a significant impact.

While it is likely that some of the trips generated by the proposed project will be carpools or nonautomotive (i.e., walking or transit), the TIA assumed all trips generated by the proposed project would be single-occupant vehicle trips. This was done to provide a conservative analysis of traffic impacts by distributing the most liberal number of vehicles possible to the roadway network.

NEIGHBORHOOD STREET ANALYSIS

The proposed project fronts Santa Monica Boulevard, which would provide regional circulation to/ from the project site. Access to project parking, however, occurs at Melrose Avenue and Almont Drive. Circulation along Melrose Avenue adjacent to the project is controlled based on turn movement restrictions at Almont Drive, Santa Monica Boulevard, and Doheny Drive. Melrose Avenue primarily serves retail/commercial land uses in the project vicinity. Almont Street south of the project site is a local street fronting residential uses. Almont Street is the only north-south residential street in the vicinity of the project site. Almont Street is closed to through traffic just south of Melrose Avenue. Therefore, Almont Street is not considered in the neighborhood street analysis. The closest street to the west is Doheny Drive and to the east is Robertson Boulevard, both primary regional north-south arterials. No other intervening north-south residential streets could be used to access the project site and, thereby, be adversely affected by vehicles driving to the proposed project.

Vehicles leaving Melrose Triangle can access any of the three driveways regardless of where they entered. A vehicle entering from Santa Monica Boulevard could exit onto Melrose Avenue if that exit accesses a more convenient route to the next destination. For example, somebody traveling north on Doheny Drive would prefer to use the Melrose Avenue exit, whereas somebody traveling south on Doheny Drive would prefer to use the Almont Drive exit. Even though patrons will tend to take the most advantageous route, this TIA includes analysis of three nonsignalized streets that patrons may use when exiting Melrose Triangle: Nemo Street, Wiley Lane, and an alley between Melrose Avenue and Rangely Avenue. The City of West Hollywood has established the following criteria to determine whether project traffic significantly impacts a nonsignalized street:

- For roadways with ADT of 2,000 vehicles or fewer, project traffic represents a 12 percent or greater increase in ADT
- For roadways with ADT between 2,001 and 3,000 vehicles, project traffic represents a 10 percent or greater increase in ADT
- For roadways with ADT between 3,001 and 6,749 vehicles, project traffic represents an 8 percent or greater increase in ADT
- For roadways with ADT of at least 6,750 vehicles, project traffic represents a 6.25 percent or greater increase in ADT

Traffic exiting Melrose Triangle on Almont Drive and desiring to travel north on Doheny Drive could turn left at the Almont Drive/Santa Monica Boulevard intersection and use Santa Monica Boulevard to reach Doheny Drive. This route, however, takes motorists south who ultimately will be traveling north. Some of the traffic exiting Melrose Triangle on Almont Drive and desiring to travel north on Doheny Drive may decide instead to travel through the intersection of Almont Drive/Santa Monica Boulevard and use either Nemo Street to reach Doheny Drive or Wiley Lane and another east–west street to reach Doheny Drive. Traffic counts collected on both Nemo Street and Wiley Lane reveal that the more direct route, Nemo Street, is used by more motorists. Traffic counts collected over 24 hours in January 2012 identified 2,264 daily trips on Nemo Street (89 percent of which were westbound toward Doheny Drive), of which 177 occurred during the a.m. peak hour, 120 occurred during the midday peak hour, and 175 occurred during the p.m. peak hour. Wiley Lane is a one-way northbound street between Nemo Street and Keith Avenue. Traffic volumes in this segment were found to be 289 daily trips, of which 12 occur in the a.m. peak hour, 20 occur in the midday peak hour, and 28 occur in the p.m. peak hour.

Almont Drive south of Melrose Avenue is configured as a temporary cul-de-sac to keep commercial traffic from encroaching on the neighborhood. The cul-de-sac effectively prohibits project traffic and all other traffic from using Almont Drive south of Melrose Avenue for north-south travel. The cul-de-sac is a long-term temporary traffic calming measure. Through the conditions of approval, the City may require that the project applicant participate in maintenance of the cul-de-sac to ensure that the cul-de-sac remains viable and impacts to the residential street are avoided. Because of the restrictions to north–south travel on Almont Drive south of Melrose Avenue, an alley located east of Doheny Drive and west of Almont Drive presents an attractive alternative route for reaching Rangely Avenue. This route would be particularly attractive for a motorist wanting to turn left on Doheny Drive, a movement that cannot be made from Melrose Avenue but can be made from Rangely Avenue. The alley is narrow, is signed and striped for one-way southbound traffic, and contains speed humps. Weekday traffic counts were collected for 24 hours in January 2012, which revealed 819 vehicles traveling through the alley. All of those vehicles were traveling southbound. Of these 819 daily trips, 100 occurred in the a.m. peak hour, 59 in the midday peak hour, and 55 in the p.m. peak hour.

Traffic anticipated to be added to these three neighborhood streets was analyzed according the City of West Hollywood criteria. The results of this analysis is displayed on Table I. Project traffic contributions do not exceed the established thresholds. Therefore, no significant adverse neighborhood traffic impacts are forecast as a result of the proposed project.

Table I: Neighborhood Street Volume

Roadway	Existing ADT	Impact Threshold	Project Traffic	Project Contribution	Impact?
Nemo Street	2,264	10%	32	1.4%	No
Wiley Lane	289	12%	3	1.1%	No
Petco Alley	819	12%	7	0.85%	No

ADT = average daily traffic

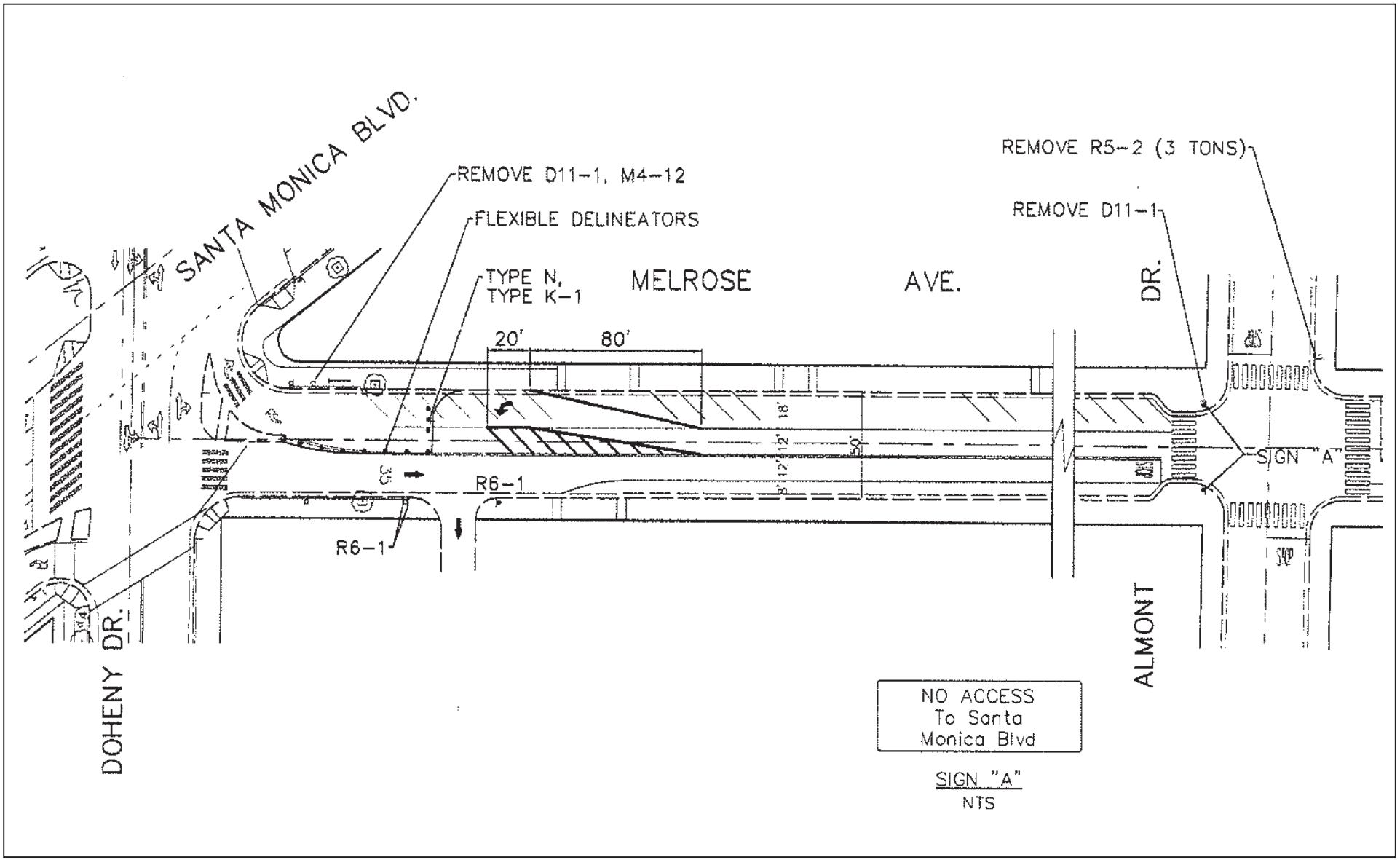
CONGESTION MANAGEMENT PROGRAM ANALYSIS

The CMP requires that new development projects analyze potential impacts on CMP monitoring locations. Three arterial monitoring stations within the study area are included in the 2010 CMP for Los Angeles County: (1) Doheny Drive/Santa Monica Boulevard, (2) La Cienega Boulevard/Santa Monica Boulevard, and (3) Santa Monica Boulevard/Wilshire Boulevard. The CMP requires analysis of these facilities during the a.m. or p.m. weekday peak hours. Freeway segments were not included in this analysis because the project is not anticipated to add 150 or more trips to any monitoring locations in the a.m. or p.m. weekday peak hours. For the purposes of the CMP, a significant impact would occur if intersection LOS with the project is LOS F and the proposed project causes a 0.02 or greater increase to v/c.

The intersections of La Cienega Boulevard/Santa Monica Boulevard and Doheny Drive/Santa Monica Boulevard currently operate at LOS F in the a.m. peak hour in the existing condition. However, the proposed project is not anticipated to contribute 0.02 or greater to v/c and would not cause a significant impact according to CMP criteria. The intersections of La Cienega Boulevard/Santa Monica Boulevard and Santa Monica Boulevard/Wilshire Boulevard are forecast to operate at LOS F in the cumulative condition during the a.m. and p.m. peak hours without and with the proposed project. However, the proposed project is not anticipated to contribute 0.02 or greater to v/c and would not cause a significant impact according to CMP criteria. The intersection of Doheny Drive/ Santa Monica Boulevard is forecast to operate at LOS F in the cumulative condition during the a.m. peak hour with the proposed project. However, the proposed project is not anticipated to contribute 0.02 or greater to v/c and would not cause a significant impact according to CMP criteria. Therefore, the proposed project will not have a significant impact on the CMP Highway System.

ROADWAY CLOSURE ANALYSIS

The City of West Hollywood is planning to modify the intersection of Melrose Avenue with Doheny Drive and Santa Monica Boulevard. The roadway modification would be accomplished by constructing a partial cul-de-sac on Melrose Avenue west of the proposed Melrose Triangle parking lot entrance to terminate westbound traffic while continuing to permit eastbound traffic. Figure 11 illustrates the location and configuration of the proposed roadway modification. As proposed, the modification would continue to permit use of the alley from eastbound and westbound Melrose Avenue. This roadway modification became a cumulative project after completion of the traffic impact analysis presented above. Therefore, an additional supplemental analysis was prepared in order to determine whether the roadway modification would alter the conclusions of the traffic impact analysis.



LSA

FIGURE 11

N

0 32.5 65
FEET

SOURCE: KOA Corporation

I:\CWH1002\G\Traffic\Roadway Modification.cdr (11/20/13)

Melrose Triangle
Proposed Roadway Modification

The proposed turn-movement restriction will not generate new traffic but would redistribute traffic among three intersections: Doheny Drive/Santa Monica Boulevard (#17), Almont Drive/Santa Monica Boulevard (#19), and Almont Drive/Melrose Avenue (#20). Counts of existing traffic volume at the study area intersections determined that the volume of vehicles using the Melrose Avenue westbound right turn onto Santa Monica Boulevard is 20 in the a.m. peak hour, 42 in the midday peak hour, and 38 in the p.m. peak hour. The most likely origins of these vehicles are businesses and residences located along Melrose Avenue west of Almont Drive. Drivers originating from other areas would not find this to be the most convenient route to Santa Monica Boulevard. The partial cul-de-sac located at the Petco alley would redistribute these trips either north on Almont Drive to Santa Monica Boulevard or south along the alley to Rangley Avenue, west on Rangley Avenue to Doheny Drive, and then turning right onto Santa Monica Boulevard. This section presents two analyses, one presenting the effects if traffic is wholly redistributed north on Almont Drive and another presenting the effects if traffic is wholly redistributed south along the alley.

The Melrose Triangle parking structure has three exits: one onto Santa Monica Boulevard, one onto Almont Drive, and one onto Melrose Avenue. All three exits are available to all vehicles leaving the parking structure, which allows drivers to select the most advantageous exit for travel to their next destination. Therefore, most vehicles traveling east on Santa Monica Boulevard are anticipated to use the Santa Monica Boulevard exit rather than using the Melrose Avenue exit and then turning right onto Santa Monica Boulevard. However, the traffic analysis above had included a nominal number of project trips using the westbound right turn from Melrose Avenue onto Santa Monica Boulevard. With the closure of this turn lane, that nominal project traffic would instead use Almont Drive or the Petco alley to reach Santa Monica Boulevard from Melrose Avenue.

Table J displays the results of the analysis if traffic is wholly redistributed on Almont Drive. This analysis shows that the same intersections would be significantly impacted as shown in Tables F and G for conditions without the closure, and the project impacts would not change from those previously discussed.

Table K displays the results of the analysis if traffic is wholly redistributed south along the Petco alley. This analysis shows that the same intersections would be significantly impacted as shown in Tables F and G for conditions without the closure, and the project impacts would not change from those previously discussed. As neither extreme is anticipated to alter the conclusions of the traffic impact analysis, any combination of use of Almont Drive and the alley by drivers as they redistribute themselves is also anticipated not to alter the conclusions of the traffic impact analysis.

Table J: Cumulative 2016 and Cumulative 2016 Plus Project With Traffic Redistribution North on Almont Drive Level of Service Summary

	Intersection	City	Type	Cumulative 2016 With Roadway Modification						Cumulative 2016 Plus Project With Roadway Modification						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
17	Doheny Drive/Santa Monica Blvd.	WH	C	174.7	F	144.4	F	140.8	F	178.1	F	157.4	F	149.9	F	3.4	13.0	9.1
		BH/ CMP	S	1.049	F	1.111	F	1.054	F	1.063	F	1.139	F	1.067	F	0.014	0.028	0.013
19	Almont Drive/Santa Monica Blvd.	WH	S	7.9	A	8.3	A	10.6	B	8.5	A	11.6	B	13.3	B	0.6	3.3	2.7
20	Almont Drive/Melrose Avenue	WH	A	9.9	A	11.6	B	15.2	C	10.1	B	13.3	B	18.4	C	0.2	1.7	3.2

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service.

Outline indicates an impact based on the following criteria:

WH : At intersections where two commercial corridors meet: The project results in an increase of 12 seconds of delay at an LOS D intersection or 8 seconds of delay at an LOS E or F intersection.

: At all other signalized and all-way stop intersections: The project results in an increase of 8 seconds of delay at an LOS D intersection or 5 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in an increase of 5 seconds of delay and a final LOS of D, E, or F.

BH : At signalized intersections: v/c increase of 0.03 or more when the final LOS is D, or v/c increase of 0.02 or more when the final LOS is E or F.

: At all-way stop intersections: The project results in an increase of 4 seconds of delay at an LOS D intersection or 3 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in a degraded LOS or an increase of 10 seconds of delay and a final LOS F intersection.

CMP : A significant impact occurs when the project results in a final LOS of F and a v/c increase of 0.02 or more.

A = All-way stop-controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or two-way stop-controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

Table K: Cumulative 2016 and Cumulative 2016 Plus Project With Traffic Redistribution South along the Alley Level of Service Summary

	Intersection	City	Type	Cumulative 2016 With Roadway Modification						Cumulative 2016 Plus Project With Roadway Modification						Change With Modification		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
17	Doheny Drive/Santa Monica Blvd.	WH	C	175.3	F	149.9	F	145.8	F	178.7	F	162.9	F	154.9	F	3.4	13.0	9.1
		BH/ CMP	S	1.055	F	1.124	F	1.066	F	1.069	F	1.153	F	1.079	F	0.011	0.029	0.013
19	Almont Drive/Santa Monica Blvd.	WH	S	6.8	A	6.1	A	8.7	A	7.5	A	9.0	A	11.1	B	0.7	2.9	2.4
20	Almont Drive/Melrose Avenue	WH	A	9.7	A	10.7	B	13.6	B	10.0	B	12.0	B	15.9	C	0.3	1.3	2.3

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service.

Outline indicates an impact based on the following criteria:

WH : At intersections where two commercial corridors meet: The project results in an increase of 12 seconds of delay at an LOS D intersection or 8 seconds of delay at an LOS E or F intersection.

: At all other signalized and all-way stop intersections: The project results in an increase of 8 seconds of delay at an LOS D intersection or 5 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in an increase of 5 seconds of delay and a final LOS of D, E, or F.

BH : At signalized intersections: v/c increase of 0.03 or more when the final LOS is D, or v/c increase of 0.02 or more when the final LOS is E or F.

: At all-way stop intersections: The project results in an increase of 4 seconds of delay at an LOS D intersection or 3 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in a degraded LOS or an increase of 10 seconds of delay and a final LOS F intersection.

CMP : A significant impact occurs when the project results in a final LOS of F and a v/c increase of 0.02 or more.

A = All-way stop-controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or two-way stop-controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

MITIGATION MEASURES

The project is anticipated to create a significant traffic/circulation impact at two study area intersections in the existing plus project scenario, Doheny Drive/Elevado Avenue and Foothill Road/ Santa Monica Boulevard. In the cumulative 2016 plus project scenario, the project is anticipated to significantly impact both of these intersections as well as two others, Doheny Drive/Santa Monica Boulevard and Doheny Drive/Beverly Boulevard. Recommended improvements for each intersection are described below.

Doheny Drive/Elevado Avenue

This intersection is currently operating at poor LOS and is anticipated to continue to operate at poor LOS in the future without and with project traffic. Project-added traffic would significantly impact the intersection based on both City of West Hollywood and City of Beverly Hills significance criteria, as shown in Table G. Delays/impacts are primarily to traffic on Elevado Avenue because of relatively high traffic volumes on Doheny Drive. The City of West Hollywood recently conducted a traffic signal warrant analysis of this intersection, and results show that a traffic signal is not warranted. Widening Elevado Avenue to provide additional lanes is not expected to reduce delays. The project would have significant and unavoidable impacts at this location.

Doheny Drive/Santa Monica Boulevard

This intersection is currently operating at poor LOS and is anticipated to continue to operate at poor LOS in the future without and with project traffic. Project-added traffic would significantly impact the intersection based on both City of West Hollywood and City of Beverly Hills significance criteria, as shown in Table G. Along Doheny Drive, right-of-way constraints prevent widening of roadway to provide additional capacity. Similarly, Santa Monica Boulevard is currently at buildout, and adding additional travel and/or turn lanes is not feasible without acquiring additional right-of-way. The project would have significant and unavoidable impacts at this location.

Doheny Drive/Beverly Boulevard

This intersection is currently operating at poor LOS and is anticipated to continue to operate at poor LOS in the future without and with project traffic. Project-added traffic would significantly impact the intersection based on City of Beverly Hills significance criteria, as shown in Table G. Along Doheny Drive, right-of-way constraints prevent widening of the roadway to provide additional capacity. Similarly, Beverly Boulevard is currently at buildout, and adding additional travel and/or turn lanes is not feasible without acquiring additional right-of-way. The project would have significant and unavoidable impacts at this location.

Foothill Road/Santa Monica Boulevard

This intersection is currently operating at poor LOS and is anticipated to continue to operate at poor LOS in the future without and with project traffic. Project-added traffic would significantly impact the intersection based on the City of Beverly Hills significance criteria, as shown in Table G. Delays/impacts are primarily to traffic on Foothill Road because of relatively high traffic volumes on

Santa Monica Boulevard. Based on peak-hour traffic volumes on Foothill Road (22 vehicles in the a.m. peak hour, 48 vehicles at midday, and 45 vehicles in the p.m. peak hour), the intersection does not meet traffic signal warrants based on MUTCD thresholds; thus, installation of a traffic signal is not recommended. Widening Foothill Road to provide separate turn lanes is not expected to reduce delays. The project would have significant and unavoidable impacts at this location.

CONSTRUCTION IMPACTS AND MITIGATION

Development of the proposed project will require excavation and grading of the site, delivery of materials and personnel, and construction of buildings and structures. Excavation for the subterranean parking garage is expected to require 34,500 one-way truck trips (17,250 round trips) and 9 months to complete. Construction activity is forecast to last 24 months from the completion of excavation. Construction traffic generated by the proposed project has the potential to adversely affect impact local roadways during the construction period. Therefore, the following mitigation measures to alleviate construction impacts are required under the City's standard development conditions:

- Prior to the approval of a grading permit for the project, a construction program and mitigation plan shall be submitted to the Director of Public Works for review and approval. This plan is intended to disclose the actual construction activity, including all staging, demolition, grading activity, numbers of haul trucks, haul routes, employee numbers and shifts, employee parking locations, delivery and service scheduling, and general construction duration.

  The plan shall include measures to address potential impacts from the disclosed activities, including the following.

  The plan shall include disclosure of any encroachments into the public right-of-way. This includes items that could be underground, at street grade, or in the airspace. Examples of items of concern include tunnels, bridges, foundation tie backs (temporary and permanent); soldier piles (temporary and permanent); cantilevered overhangs; and walls. For encroaching tie backs, the plan shall include the anticipated number, their length into the public right-of-way, locations, and depths. Tie backs and the tunnel into the public right-of-way could cause impacts to utilities and/or the ability to have unimpaired use of the public right-of-way in the future. Therefore, these need to be identified so approval of the project is only issued with full understanding of the long-term impacts to public right-of-way.

  The plan shall include measures to address the impacts due to the construction phase of the project. Issues to be evaluated shall include:

  - Demolition
  - Excavation
  - Pile driving
  - Dewatering
  - Construction of utility undergrounding
  - Construction of buildings (i.e., crane hoisting; helicopter deliveries; unloading steel; concrete pours etc.)

- Construction of off-site improvements (i.e., roadway widenings, traffic signal relocation)
- Truck access to and from the site, as well as truck routes
- Truck staging area
- Daily truck volumes during excavation and construction
- Pedestrian traffic (sidewalk closures and detours)
- Vehicular traffic (extent of any lane closures on major highways or other streets)

For the demolition and construction phases of the work, the plan shall adhere to a Demolition and Construction Debris Recycling Plan. A minimum of 50 percent of all demolition debris and construction waste must be recycled. The Plan shall specify where materials will be sent for recycling or disposal. Debris is to be hauled away only by a recycler or hauler permitted to operate in West Hollywood.

- A monitoring program to prove compliance with demolition and construction debris recycling shall be required, including monthly submittal of disposal reports and manifests to the City.
- For the demolition and construction phases of the work, the plan shall adhere to a Storm Water Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) consistent with the National Pollutant Discharge Elimination System Permit for the purposes of controlling wet weather erosion and off-site sedimentation at the project site. The SWPPP shall be prepared in compliance with regulations issued by the State Regional Water Quality Control Board, in addition to local requirements.
- The City does not intend to allow closure of traffic lanes on major highways for extended periods to accommodate the construction of this project. The construction mitigation plan shall include as a minimum:
  - Describe how demolition of existing structures is to be accomplished.
  - Describe how excavation for the subterranean garages and tunnels is to be accomplished.
  - Designate the permitted waste haulers and recyclers and include the construction period disposal and recycling plan.
  - Indicate where any cranes are to be located for erection and construction.
  - Describe how much of the public street, alleyway, or sidewalk is proposed to be used in conjunction with construction.
  - Describe the phases or stages for sequencing the construction of the public right-of-way improvements (i.e., roadway widening/modifications, including traffic signal relocations).
  - Set forth the extent and nature of any pile-driving operations.
  - Describe the length and number of any tie backs that must extend under the public right-of-way or property of other persons.
  - Specify the nature and extent of any dewatering and its effect on any adjacent buildings.
  - Describe anticipated construction-related truck routes, number of truck trips, hours of hauling, and staging/parking locations.

- Describe logistics for delivery and off-loading of large construction materials (i.e., steel, beams).
- Specify the nature and extent of any helicopter hauling.
- State whether any construction activity beyond normally permitted hours is proposed.
- Describe any proposed construction noise mitigation measures.
- Describe construction-period security measures, including any fencing, lighting, and security personnel.
- Provide a drainage plan and SWPPP.
- Provide a construction-period parking plan that shall minimize use of public streets for parking.

REFERENCES

Alta Planning and Design, *City of West Hollywood Bike and Pedestrian Mobility Plan*, 2003.

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City of West Hollywood, City of West Hollywood General Plan.

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Institute of Transportation Engineers, *Trip Generation, Eighth Edition,* 2008.

Institute of Transportation Engineers, *Turning Vehicle Templates: A Transportation Design Aid,* 1991.

Los Angeles County Metropolitan Transportation Authority, *Congestion Management Program,* 2010.

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

Persons Consulted:

BijanVaziri, Beverly Hills Department of Transportation and Public Works.

Bob Cheung, West Hollywood Community Development Department – Long-Range Mobility and Planning.

APPENDIX A

EXISTING TRAFFIC VOLUMES

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_001

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Holloway Dr			Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	1	0	1	0	
7:00 AM	17	67	7	8	267	61	15	25	30	8	40	7	552
7:15 AM	21	74	7	4	330	78	24	27	16	9	62	6	658
7:30 AM	25	107	11	8	335	114	28	31	39	14	59	5	776
7:45 AM	26	113	17	8	346	122	34	30	24	18	73	14	825
8:00 AM	26	111	5	8	378	138	45	35	41	16	66	8	877
8:15 AM	17	132	10	13	355	127	50	53	34	26	58	10	885
8:30 AM	24	147	9	5	343	120	60	49	38	31	61	4	891
8:45 AM	31	147	11	13	328	131	45	66	44	34	58	10	918
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	187	898	77	67	2682	891	301	316	266	156	477	64	6382
APPROACH %'s :	16.09%	77.28%	6.63%	1.84%	73.68%	24.48%	34.09%	35.79%	30.12%	22.38%	68.44%	9.18%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	98	537	35	39	1404	516	200	203	157	107	243	32	3571
PEAK HR FACTOR :		0.886			0.935			0.903			0.936		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_001

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Holloway Dr			Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	1	0	1	0	
11:00 AM	29	149	18	11	243	77	49	50	32	8	41	20	727
11:15 AM	24	161	17	11	231	71	53	52	35	8	44	23	730
11:30 AM	28	179	10	23	219	69	48	47	24	3	27	17	694
11:45 AM	22	168	22	14	242	56	62	52	30	12	41	13	734
12:00 PM	23	165	20	18	240	68	61	55	31	19	39	15	754
12:15 PM	22	175	19	10	207	63	55	57	37	6	41	23	715
12:30 PM	16	192	14	22	199	71	65	64	33	12	44	14	746
12:45 PM	25	165	15	13	208	86	72	54	36	16	36	18	744
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	189	1354	135	122	1789	561	465	431	258	84	313	143	5844
APPROACH %'s :	11.26%	80.69%	8.05%	4.94%	72.37%	22.69%	40.29%	37.35%	22.36%	15.56%	57.96%	26.48%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	86	697	68	63	854	288	253	230	137	53	160	70	2959
PEAK HR FACTOR :		0.958			0.924			0.957			0.969		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_001

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Holloway Dr			Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	1	0	1	0	
4:00 PM	32	243	18	24	171	66	99	77	45	12	46	13	846
4:15 PM	25	257	21	22	176	58	117	73	31	7	37	16	840
4:30 PM	25	259	22	30	194	76	111	81	44	11	39	21	913
4:45 PM	36	286	11	16	195	73	124	92	35	13	45	26	952
5:00 PM	28	282	23	17	191	57	127	110	33	7	34	28	937
5:15 PM	33	268	14	19	194	69	114	104	32	7	40	22	916
5:30 PM	21	264	20	16	190	61	125	109	35	14	51	27	933
5:45 PM	36	266	15	27	209	83	117	113	26	10	49	31	982
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	236	2125	144	171	1520	543	934	759	281	81	341	184	7319
APPROACH %'s :	9.42%	84.83%	5.75%	7.65%	68.04%	24.31%	47.32%	38.45%	14.24%	13.37%	56.27%	30.36%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	118	1080	72	79	784	270	483	436	126	38	174	108	3768
PEAK HR FACTOR :		0.953			0.888			0.968			0.870		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_002

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	3	0	2	3	0	2	1.5	0.5	
7:00 AM	15	69	16		178	129	20	87	14	31	281	2	842
7:15 AM	18	72	11		189	172	23	82	13	44	298	1	923
7:30 AM	27	104	13		241	157	41	109	16	40	300	2	1050
7:45 AM	42	111	22		256	140	44	115	12	43	286	2	1073
8:00 AM	44	102	20		265	176	46	98	23	50	298	1	1123
8:15 AM	24	99	29		260	169	52	109	22	56	282	1	1103
8:30 AM	33	116	20		261	155	59	116	17	49	303	2	1131
8:45 AM	53	121	28		258	164	59	133	14	82	277	3	1192
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	256	794	159	0	1908	1262	344	849	131	395	2325	14	8437
APPROACH %'s :	21.17%	65.67%	13.15%	0.00%	60.19%	39.81%	25.98%	64.12%	9.89%	14.45%	85.04%	0.51%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	154	438	97	0	1044	664	216	456	76	237	1160	7	4549
PEAK HR FACTOR :		0.853			0.968			0.908			0.970		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_002

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	3	0	2	3	0	2	1.5	0.5	
11:00 AM	52	105	29		170	117	79	175	40	52	223	4	1046
11:15 AM	41	126	41		154	122	78	200	25	35	179	2	1003
11:30 AM	45	125	39		158	99	94	193	33	41	216	2	1045
11:45 AM	52	125	35		188	83	81	198	34	45	216	2	1059
12:00 PM	60	146	31		181	94	65	177	33	50	233	5	1075
12:15 PM	48	141	52		153	91	79	224	32	47	199	10	1076
12:30 PM	53	130	46		153	87	67	220	42	46	202	6	1052
12:45 PM	59	125	39		162	107	87	219	34	43	209	7	1091
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	410	1023	312	0	1319	800	630	1606	273	359	1677	38	8447
APPROACH %'s :	23.50%	58.62%	17.88%	0.00%	62.25%	37.75%	25.11%	64.01%	10.88%	17.31%	80.86%	1.83%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	220	542	168	0	649	379	298	840	141	186	843	28	4294
PEAK HR FACTOR :		0.965			0.935			0.940			0.918		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_002

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	3	0	2	3	0	2	1.5	0.5	
4:00 PM	45	185	54		150	79	113	254	22	51	192	7	1152
4:15 PM	43	192	48		154	93	114	252	31	57	189	6	1179
4:30 PM	42	169	51		160	90	123	258	21	47	191	5	1157
4:45 PM	43	198	29		165	75	119	257	22	41	165	7	1121
5:00 PM	52	211	34		149	92	114	242	20	46	188	4	1152
5:15 PM	47	190	30		153	80	112	277	29	38	181	8	1145
5:30 PM	39	186	41		155	78	109	272	26	37	223	4	1170
5:45 PM	37	217	32		149	105	106	285	24	44	199	4	1202
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	348	1548	319	0	1235	692	910	2097	195	361	1528	45	9278
APPROACH %'s :	15.71%	69.89%	14.40%	0.00%	64.09%	35.91%	28.42%	65.49%	6.09%	18.67%	79.01%	2.33%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	175	804	137	0	606	355	441	1076	99	165	791	20	4669
PEAK HR FACTOR :		0.939			0.946			0.967			0.924		0.971

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_003

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	6	100	20	14	191	18	1	33	7	74	92	4	560
7:15 AM	10	90	30	8	220	24	2	39	3	76	135	5	642
7:30 AM	8	125	33	17	279	35	6	58	7	85	197	9	859
7:45 AM	14	155	40	13	276	39	13	86	7	98	220	10	971
8:00 AM	16	147	46	13	316	27	13	99	8	93	239	13	1030
8:15 AM	20	132	50	21	275	45	11	107	23	92	259	5	1040
8:30 AM	19	157	39	18	290	30	11	89	12	108	204	10	987
8:45 AM	17	145	35	20	298	43	8	105	15	102	192	9	989
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	110	1051	293	124	2145	261	65	616	82	728	1538	65	7078
APPROACH %'s :	7.57%	72.28%	20.15%	4.90%	84.78%	10.32%	8.52%	80.73%	10.75%	31.23%	65.98%	2.79%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	72	581	170	72	1179	145	43	400	58	395	894	37	4046
PEAK HR FACTOR :		0.957			0.967			0.888			0.931		0.973

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_003

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
11:00 AM	21	138	49	11	212	47	22	104	16	68	100	10	798
11:15 AM	19	194	45	18	156	36	21	92	25	52	114	11	783
11:30 AM	26	180	63	15	179	36	17	119	23	54	101	12	825
11:45 AM	20	170	61	15	191	50	16	120	29	69	137	19	897
12:00 PM	22	194	58	15	195	44	16	144	27	64	127	9	915
12:15 PM	20	208	53	24	186	32	20	130	26	68	137	17	921
12:30 PM	12	186	61	13	169	40	35	122	24	55	109	19	845
12:45 PM	25	190	48	16	176	50	29	130	32	68	148	21	933
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	165	1460	438	127	1464	335	176	961	202	498	973	118	6917
APPROACH %'s :	8.00%	70.77%	21.23%	6.59%	76.01%	17.39%	13.14%	71.77%	15.09%	31.34%	61.23%	7.43%	

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	79	778	220	68	726	166	100	526	109	255	521	66	3614
PEAK HR FACTOR :		0.958			0.945			0.962			0.888		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_003

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	19	257	74	17	192	26	34	181	11	60	96	12	979
4:15 PM	23	259	91	18	191	21	17	191	19	49	120	13	1012
4:30 PM	22	268	84	19	202	18	25	170	14	67	106	16	1011
4:45 PM	22	281	91	13	189	27	21	209	12	60	103	15	1043
5:00 PM	17	260	84	20	197	15	29	215	12	58	141	20	1068
5:15 PM	28	270	89	17	188	17	30	217	12	50	112	15	1045
5:30 PM	28	273	89	19	173	16	25	185	14	61	103	11	997
5:45 PM	21	304	89	16	174	21	22	202	8	51	116	10	1034
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	180	2172	691	139	1506	161	203	1570	102	456	897	112	8189
APPROACH %'s :	5.92%	71.38%	22.71%	7.70%	83.39%	8.91%	10.83%	83.73%	5.44%	31.13%	61.23%	7.65%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	89	1079	348	69	776	77	105	811	50	235	462	66	4167
PEAK HR FACTOR :		0.962			0.964			0.932			0.871		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_004

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Hancock Ave			Hancock Ave			Holloway Dr			Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	1	3	1	1	0		26	1	7	79	1	120
7:15 AM	4	0	10	0	0	2		41	1	12	130	0	200
7:30 AM	9	0	17	0	0	1		57	2	13	156	0	255
7:45 AM	7	0	27	0	0	0		67	3	11	163	0	278
8:00 AM	7	0	14	0	0	1		86	4	9	162	0	283
8:15 AM	6	0	20	1	0	0		93	0	7	174	0	301
8:30 AM	2	0	17	0	0	0		107	1	5	187	0	319
8:45 AM	6	0	21	0	0	0		85	0	7	162	0	281

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	41	1	129	2	1	4	0	562	12	71	1213	1	2037
APPROACH %'s :	23.98%	0.58%	75.44%	28.57%	14.29%	57.14%	0.00%	97.91%	2.09%	5.53%	94.40%	0.08%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	21	0	72	1	0	1	0	371	5	28	685	0	1184
PEAK HR FACTOR :		0.861			0.500			0.870			0.928		0.928

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_004

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Hancock Ave			Hancock Ave			Holloway Dr			Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
11:00 AM	4		18	1	1	1		115	3	12	92		247
11:15 AM	2		17	0	0	1		99	2	6	109		236
11:30 AM	5		9	0	1	0		101	5	9	110		240
11:45 AM	3		2	2	1	2		108	6	8	110		242
12:00 PM	6		10	2	2	2		117	10	11	106		266
12:15 PM	4		11	1	1	0		111	8	16	99		251
12:30 PM	7		14	1	0	0		93	7	7	92		221
12:45 PM	2		19	1	3	2		138	3	11	95		274
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	0	100	8	9	8	0	882	44	80	813	0	1977
APPROACH %'s :	24.81%	0.00%	75.19%	32.00%	36.00%	32.00%	0.00%	95.25%	4.75%	8.96%	91.04%	0.00%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	19	0	54	5	6	4	0	459	28	45	392	0	1012
PEAK HR FACTOR :	0.869			0.625			0.863			0.934			0.923

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_004

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Hancock Ave			Hancock Ave			Holloway Dr			Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	10		23	0	0	1		189	3	5	99		330
4:15 PM	6		31	2	0	1		194	6	10	117		367
4:30 PM	7		28	3	0	1		201	9	8	88		345
4:45 PM	2		23	1	1	1		211	5	10	104		358
5:00 PM	10		41	6	0	4		204	8	12	113		398
5:15 PM	6		26	1	1	5		233	8	5	85		370
5:30 PM	3		23	6	0	6		215	5	10	101		369
5:45 PM	10		27	9	1	7		188	9	17	111		379
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	54	0	222	28	3	26	0	1635	53	77	818	0	2916
APPROACH %'s :	19.57%	0.00%	80.43%	49.12%	5.26%	45.61%	0.00%	96.86%	3.14%	8.60%	91.40%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	29	0	117	22	2	22	0	840	30	44	410	0	1516
PEAK HR FACTOR :		0.716			0.676			0.902			0.887		0.952

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_005

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Hancock Ave			Hancock Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM						13	5	106	2	1	402	6	535
7:15 AM						28	3	100	6	0	471	4	612
7:30 AM						21	7	131	11	0	470	5	645
7:45 AM						35	12	164	6	1	456	10	684
8:00 AM						30	5	176	9	0	473	5	698
8:15 AM						25	11	173	11	0	473	2	695
8:30 AM						33	8	171	19	1	476	3	711
8:45 AM						41	8	228	12	0	449	3	741

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	226	59	1249	76	3	3670	38	5321
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	4.26%	90.25%	5.49%	0.08%	98.90%	1.02%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	129	32	748	51	1	1871	13	2845
PEAK HR FACTOR :		0.000			0.787			0.838			0.982		0.960

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_005

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Hancock Ave			Hancock Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
11:00 AM			0			22	14	278	9		333	7	663
11:15 AM			0			12	15	318	11		342	11	709
11:30 AM			3			16	9	307	10		311	8	664
11:45 AM			0			26	17	303	5		325	10	686
12:00 PM			0			21	11	299	8		343	11	693
12:15 PM			0			24	16	315	9		338	11	713
12:30 PM			0			14	17	346	8		307	6	698
12:45 PM			1			26	14	309	13		313	14	690
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	4	0	0	161	113	2475	73	0	2612	78	5516
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	4.25%	93.01%	2.74%	0.00%	97.10%	2.90%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	85	58	1269	38	0	1301	42	2794
PEAK HR FACTOR :		0.250			0.817			0.920			0.948		0.980

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_005

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Hancock Ave			Hancock Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
4:00 PM			0			12	21	399	5		263	15	715
4:15 PM			0			16	29	385	6		295	15	746
4:30 PM			0			20	28	423	3		287	10	771
4:45 PM			0			21	28	401	5		261	8	724
5:00 PM			1			17	42	354	10		291	18	733
5:15 PM			0			18	25	374	9		293	12	731
5:30 PM			0			15	35	414	7		300	15	786
5:45 PM			1			23	31	407	8		305	16	791

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	142	239	3157	53	0	2295	109	5997
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	6.93%	91.53%	1.54%	0.00%	95.47%	4.53%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	2	0	0	73	133	1549	34	0	1189	61	3041
PEAK HR FACTOR :		0.500			0.793			0.941			0.974		0.961

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_005

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Hancock Ave			Hancock Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM							2			2			4
7:15 AM							0			2			2
7:30 AM							1			6			7
7:45 AM							1			4			5
8:00 AM							0			5			5
8:15 AM							3			4			7
8:30 AM							4			2			6
8:45 AM							4			3			7

	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	15	0	0	28	0	0	43
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	11	0	0	14	0	0	25
PEAK HR FACTOR :		0.000			0.000			0.688			0.700		0.893

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_005

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Hancock Ave			Hancock Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
11:00 AM							4			13			17
11:15 AM							3			8			11
11:30 AM							7			11			18
11:45 AM							4			9			13
12:00 PM							7			10			17
12:15 PM							13			9			22
12:30 PM							14			9			23
12:45 PM							4			5			9
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	56	0	0	74	0	0	130
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	38	0	0	37	0	0	75
PEAK HR FACTOR :	0.000			0.000			0.679			0.925			0.815

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_005

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Hancock Ave			Hancock Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
4:00 PM							2			8			10
4:15 PM							1			9			10
4:30 PM							1			2			3
4:45 PM							4			4			8
5:00 PM							2			8			10
5:15 PM							2			6			8
5:30 PM							6			7			13
5:45 PM							7			3			10

	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	25	0	0	47	0	0	72
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	17	0	0	24	0	0	41
PEAK HR FACTOR :	0.000			0.000			0.607			0.750			0.788

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_006

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Horn Ave			Horn Ave			Sunset Blvd/Holloway Dr			Sunset Blvd/Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	1	0	2	0	
7:00 AM	64	1	1	3	1	10	0	81	23	0	321	1	506
7:15 AM	86	1	0	1	3	4	4	113	23	0	420	0	655
7:30 AM	114	0	3	5	4	5	4	117	43	0	359	1	655
7:45 AM	112	1	2	0	6	11	4	173	51	1	420	1	782
8:00 AM	119	7	7	4	5	11	3	159	48	0	349	1	713
8:15 AM	120	0	2	4	9	5	2	205	78	0	321	3	749
8:30 AM	131	0	7	4	9	13	4	180	64	0	324	2	738
8:45 AM	113	3	5	8	11	15	3	248	64	0	296	3	769
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	859	13	27	29	48	74	24	1276	394	1	2810	12	5567
APPROACH %'s :	95.55%	1.45%	3.00%	19.21%	31.79%	49.01%	1.42%	75.32%	23.26%	0.04%	99.54%	0.43%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	482	8	18	12	29	40	13	717	241	1	1414	7	2982
PEAK HR FACTOR :		0.920			0.779			0.852			0.842		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_006

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Horn Ave			Horn Ave			Sunset Blvd/Holloway Dr			Sunset Blvd/Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	1	0	2	0	
11:00 AM	69	4	1	1	8	5	6	214	85		284	4	681
11:15 AM	59	6	5	7	5	6	5	242	65		280	4	684
11:30 AM	74	5	2	3	5	13	4	257	87		304	2	756
11:45 AM	69	3	9	6	6	6	0	283	84		281	4	751
12:00 PM	72	5	5	1	4	7	14	281	87		269	4	749
12:15 PM	65	3	11	3	9	5	6	268	89		251	2	712
12:30 PM	64	4	6	1	7	8	5	275	73		270	3	716
12:45 PM	67	4	5	3	7	8	5	273	108		301	3	784
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	539	34	44	25	51	58	45	2093	678	0	2240	26	5833
APPROACH %'s :	87.36%	5.51%	7.13%	18.66%	38.06%	43.28%	1.60%	74.33%	24.08%	0.00%	98.85%	1.15%	
PEAK HR START TIME :	1130 AM												TOTAL
PEAK HR VOL :	280	16	27	13	24	31	24	1089	347	0	1105	12	2968
PEAK HR FACTOR :		0.985			0.810			0.955			0.913		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_006

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Horn Ave			Horn Ave			Sunset Blvd/Holloway Dr			Sunset Blvd/Holloway Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	1	0	2	0	
4:00 PM	76	6	7	6	5	9	11	327	118	0	235	3	803
4:15 PM	71	7	6	5	1	7	8	318	125	1	252	4	805
4:30 PM	67	5	11	4	13	4	5	295	142	0	237	6	789
4:45 PM	63	2	13	3	0	7	16	325	129	0	250	2	810
5:00 PM	74	8	7	4	10	5	14	320	123	0	237	4	806
5:15 PM	63	2	9	7	7	9	11	343	142	0	223	8	824
5:30 PM	63	3	5	4	4	3	13	304	143	0	235	3	780
5:45 PM	73	10	11	6	3	12	14	306	140	0	267	7	849
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	550	43	69	39	43	56	92	2538	1062	1	1936	37	6466
APPROACH %'s :	83.08%	6.50%	10.42%	28.26%	31.16%	40.58%	2.49%	68.74%	28.76%	0.05%	98.07%	1.87%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	273	23	32	21	24	29	52	1273	548	0	962	22	3259
PEAK HR FACTOR :		0.872			0.804			0.944			0.898		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_007

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	1	1	0	1	2	1	1	2	0	
7:00 AM	30	3	19	4	3	4	1	79	17	14	356	4	534
7:15 AM	41	3	19	2	7	7	2	106	24	16	482	4	713
7:30 AM	31	1	34	7	1	4	1	116	31	25	435	5	691
7:45 AM	37	5	52	8	8	2	2	125	29	35	497	6	806
8:00 AM	49	4	48	3	6	1	2	162	41	40	420	6	782
8:15 AM	54	3	46	5	3	7	1	202	47	20	430	2	820
8:30 AM	39	4	42	2	7	6	1	182	47	33	426	1	790
8:45 AM	50	6	58	12	11	2	1	231	55	25	401	2	854
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	331	29	318	43	46	33	11	1203	291	208	3447	30	5990
APPROACH %'s :	48.82%	4.28%	46.90%	35.25%	37.70%	27.05%	0.73%	79.93%	19.34%	5.64%	93.54%	0.81%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	192	17	194	22	27	16	5	777	190	118	1677	11	3246
PEAK HR FACTOR :		0.884			0.650			0.847			0.969		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_007

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	1	1	0	1	2	1	1	2	0	
11:00 AM	30	1	54	13	6	9	5	222	39	38	298	7	722
11:15 AM	28	6	63	7	9	7	6	248	45	37	307	12	775
11:30 AM	36	5	58	13	8	3	6	256	41	44	309	15	794
11:45 AM	36	12	68	7	7	10	1	290	37	40	290	16	814
12:00 PM	33	7	59	11	3	3	3	288	48	40	287	7	789
12:15 PM	33	6	53	16	5	8	6	277	38	29	279	15	765
12:30 PM	28	5	61	10	18	8	3	276	39	35	281	10	774
12:45 PM	39	12	58	13	8	7	5	294	43	40	331	8	858
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	263	54	474	90	64	55	35	2151	330	303	2382	90	6291
APPROACH %'s :	33.25%	6.83%	59.92%	43.06%	30.62%	26.32%	1.39%	85.49%	13.12%	10.92%	85.84%	3.24%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	133	30	231	50	34	26	17	1135	168	144	1178	40	3186
PEAK HR FACTOR :		0.904			0.764			0.965			0.898		0.928

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_007

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	1	1	0	1	2	1	1	2	0	
4:00 PM	40	4	79	9	4	7	6	326	28	45	250	6	804
4:15 PM	38	4	68	8	4	3	3	364	45	34	298	5	874
4:30 PM	40	5	72	10	4	4	4	332	39	39	242	9	800
4:45 PM	45	5	78	7	7	6	1	362	25	38	276	11	861
5:00 PM	62	7	86	9	10	1	1	335	32	48	253	9	853
5:15 PM	44	6	87	9	6	1	6	369	29	42	235	13	847
5:30 PM	64	11	71	12	5	0	2	342	30	41	246	7	831
5:45 PM	56	2	60	5	8	7	5	348	43	39	290	10	873
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	389	44	601	69	48	29	28	2778	271	326	2090	70	6743
APPROACH %'s :	37.62%	4.26%	58.12%	47.26%	32.88%	19.86%	0.91%	90.28%	8.81%	13.11%	84.07%	2.82%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	226	26	304	35	29	9	14	1394	134	170	1024	39	3404
PEAK HR FACTOR :		0.897			0.913			0.954			0.909		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_008

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Cynthia St			Cynthia St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
7:00 AM	16	50	4	0	36	0	2	4	10	6	4	0	132
7:15 AM	4	57	8	0	53	5	6	5	8	20	20	2	188
7:30 AM	24	55	13	0	49	4	7	6	11	19	33	4	225
7:45 AM	45	98	13	2	78	9	9	4	6	22	32	2	320
8:00 AM	90	98	19	0	105	21	10	5	9	20	34	3	414
8:15 AM	57	105	20	1	102	12	6	11	23	23	48	5	413
8:30 AM	41	88	19	6	85	11	9	15	28	32	48	1	383
8:45 AM	37	102	15	2	88	17	12	15	19	29	44	3	383
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	314	653	111	11	596	79	61	65	114	171	263	20	2458
APPROACH %'s :	29.13%	60.58%	10.30%	1.60%	86.88%	11.52%	25.42%	27.08%	47.50%	37.67%	57.93%	4.41%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	225	393	73	9	380	61	37	46	79	104	174	12	1593
PEAK HR FACTOR :		0.835			0.893			0.779			0.895		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_008

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Cynthia St			Cynthia St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
11:00 AM	22	74	19	3	76	7	10	12	14	10	4	2	253
11:15 AM	18	78	24	3	102	3	16	11	13	8	14	4	294
11:30 AM	17	88	14	3	80	12	19	23	15	14	12	5	302
11:45 AM	15	105	17	5	78	4	14	17	13	20	9	4	301
12:00 PM	19	87	22	5	80	13	9	18	23	13	11	3	303
12:15 PM	24	75	16	8	65	5	13	13	18	11	12	7	267
12:30 PM	16	72	12	2	90	3	14	15	20	16	12	6	278
12:45 PM	17	84	24	3	82	5	19	27	14	17	16	2	310
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	148	663	148	32	653	52	114	136	130	109	90	33	2308
APPROACH %'s :	15.43%	69.13%	15.43%	4.34%	88.60%	7.06%	30.00%	35.79%	34.21%	46.98%	38.79%	14.22%	
PEAK HR START TIME :	1115 AM												TOTAL
PEAK HR VOL :	69	358	77	16	340	32	58	69	64	55	46	16	1200
PEAK HR FACTOR :		0.920			0.898			0.838			0.886		0.990

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_008

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Cynthia St			Cynthia St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
4:00 PM	29	100	23	2	83	5	20	49	23	15	10	7	366
4:15 PM	17	93	32	3	80	8	21	52	22	8	14	3	353
4:30 PM	24	108	22	5	97	2	18	57	28	12	14	1	388
4:45 PM	20	125	22	3	71	6	25	64	32	12	10	4	394
5:00 PM	24	134	30	4	88	5	24	79	23	14	12	3	440
5:15 PM	29	145	29	4	73	7	26	100	32	17	13	4	479
5:30 PM	21	114	29	2	70	10	23	68	32	9	15	2	395
5:45 PM	25	117	32	7	96	12	18	67	20	9	15	3	421
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	189	936	219	30	658	55	175	536	212	96	103	27	3236
APPROACH %'s :	14.06%	69.64%	16.29%	4.04%	88.56%	7.40%	18.96%	58.07%	22.97%	42.48%	45.58%	11.95%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	99	510	120	17	327	34	91	314	107	49	55	12	1735
PEAK HR FACTOR :		0.898			0.822			0.810			0.853		0.906

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_009

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	32	0	1	2	0	
7:00 AM	13	50	15	10	40	7	10	91	2	28	369	11	646
7:15 AM	19	68	21	3	56	14	8	87	5	25	471	12	789
7:30 AM	14	71	19	10	57	23	9	120	6	24	481	15	849
7:45 AM	28	124	25	10	81	15	16	147	3	28	426	23	926
8:00 AM	20	157	23	10	97	28	26	160	7	31	418	38	1015
8:15 AM	14	119	29	18	111	25	19	143	6	34	443	29	990
8:30 AM	20	100	25	12	113	25	18	187	15	41	457	27	1040
8:45 AM	24	113	33	26	102	16	29	180	18	36	428	25	1030
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	152	802	190	99	657	153	135	1115	62	247	3493	180	7285
APPROACH %'s :	13.29%	70.10%	16.61%	10.89%	72.28%	16.83%	10.29%	84.98%	4.73%	6.30%	89.11%	4.59%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	78	489	110	66	423	94	92	670	46	142	1746	119	4075
PEAK HR FACTOR :		0.846			0.946			0.890			0.956		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_009

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	32	0	1	2	0	
11:00 AM	26	71	40	14	65	29	25	260	25	33	296	28	912
11:15 AM	26	75	40	22	75	27	26	298	25	31	300	27	972
11:30 AM	32	78	28	26	80	28	26	268	25	45	284	25	945
11:45 AM	20	83	35	26	71	36	34	269	32	35	272	34	947
12:00 PM	21	70	41	21	70	18	28	257	32	41	288	22	909
12:15 PM	18	57	46	21	65	27	25	266	31	37	313	34	940
12:30 PM	28	70	45	23	88	23	25	295	17	30	250	18	912
12:45 PM	32	85	46	19	79	20	23	270	26	49	278	35	962
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	203	589	321	172	593	208	212	2183	213	301	2281	223	7499
APPROACH %'s :	18.24%	52.92%	28.84%	17.68%	60.95%	21.38%	8.13%	83.70%	8.17%	10.73%	81.32%	7.95%	
PEAK HR START TIME :	1100 AM												TOTAL
PEAK HR VOL :	104	307	143	88	291	120	111	1095	107	144	1152	114	3776
PEAK HR FACTOR :		0.982			0.931			0.941			0.985		0.971

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_009

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	32	0	1	2	0	
4:00 PM	28	100	50	20	97	19	24	359	22	40	240	18	1017
4:15 PM	25	106	51	22	80	25	27	347	21	38	255	32	1029
4:30 PM	19	110	61	20	100	20	30	353	24	35	241	25	1038
4:45 PM	24	132	59	19	76	27	30	370	24	27	249	25	1062
5:00 PM	21	140	67	24	93	24	25	308	14	35	261	35	1047
5:15 PM	20	148	48	21	92	26	31	316	23	33	247	29	1034
5:30 PM	27	145	63	21	86	17	19	354	9	41	267	25	1074
5:45 PM	20	133	80	22	108	17	25	354	16	42	259	27	1103
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	184	1014	479	169	732	175	211	2761	153	291	2019	216	8404
APPROACH %'s :	10.97%	60.47%	28.56%	15.71%	68.03%	16.26%	6.75%	88.35%	4.90%	11.52%	79.93%	8.55%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	88	566	258	88	379	84	100	1332	62	151	1034	116	4258
PEAK HR FACTOR :		0.970			0.937			0.946			0.977		0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_009

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	32	0	1	2	0	
7:00 AM							0			4			4
7:15 AM							0			1			1
7:30 AM							1			1			2
7:45 AM							0			4			4
8:00 AM							3			1			4
8:15 AM							3			3			6
8:30 AM							2			1			3
8:45 AM							3			3			6
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	12	0	0	18	0	0	30
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	11	0	0	8	0	0	19
PEAK HR FACTOR :	0.000			0.000			0.917			0.667			0.792

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_009

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	32	0	1	2	0	
11:00 AM							4			0			4
11:15 AM							2			5			7
11:30 AM							4			6			10
11:45 AM							2			4			6
12:00 PM							6			8			14
12:15 PM							0			8			8
12:30 PM							5			10			15
12:45 PM							6			8			14
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	29	0	0	49	0	0	78
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	17	0	0	34	0	0	51
PEAK HR FACTOR :		0.000			0.000			0.708			0.850		0.850

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_009

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	32	0	1	2	0	
4:00 PM							3			5			8
4:15 PM							4			10			14
4:30 PM							2			7			9
4:45 PM							0			7			7
5:00 PM							0			5			5
5:15 PM							3			3			6
5:30 PM							2			6			8
5:45 PM							0			3			3
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	14	0	0	46	0	0	60
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	9	0	0	29	0	0	38
PEAK HR FACTOR :	0.000			0.000			0.563			0.725			0.679

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_010

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	1	1	
7:00 AM	5	56	5	7	62	8	1	24	3	23	70	22	286
7:15 AM	7	72	11	20	71	1	3	30	3	20	111	27	376
7:30 AM	7	77	14	12	78	5	1	54	6	43	157	35	489
7:45 AM	9	139	13	22	95	5	3	82	9	40	162	36	615
8:00 AM	16	161	18	25	94	8	4	94	10	35	170	57	692
8:15 AM	11	108	24	27	128	10	4	103	5	36	182	32	670
8:30 AM	16	115	30	32	126	14	7	99	9	38	161	36	683
8:45 AM	25	129	43	29	135	10	3	119	11	34	178	33	749
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	96	857	158	174	789	61	26	605	56	269	1191	278	4560
APPROACH %'s :	8.64%	77.14%	14.22%	16.99%	77.05%	5.96%	3.78%	88.06%	8.15%	15.48%	68.53%	16.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	68	513	115	113	483	42	18	415	35	143	691	158	2794
PEAK HR FACTOR :		0.883			0.917			0.880			0.947		0.933

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_010

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	1	1	
11:00 AM	15	111	20	26	76	15	6	87	8	29	82	26	501
11:15 AM	11	104	26	25	98	7	5	104	18	25	85	34	542
11:30 AM	10	112	20	27	95	22	12	104	14	28	85	31	560
11:45 AM	17	89	20	30	93	18	5	117	14	21	109	32	565
12:00 PM	19	91	22	32	94	26	10	123	18	26	101	48	610
12:15 PM	11	84	18	34	106	15	8	106	8	27	112	38	567
12:30 PM	17	84	18	29	89	18	9	127	19	30	83	45	568
12:45 PM	17	113	26	28	110	18	6	130	15	38	121	34	656
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	117	788	170	231	761	139	61	898	114	224	778	288	4569
APPROACH %'s :	10.88%	73.30%	15.81%	20.42%	67.29%	12.29%	5.68%	83.69%	10.62%	17.36%	60.31%	22.33%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	64	372	84	123	399	77	33	486	60	121	417	165	2401
PEAK HR FACTOR :		0.833			0.960			0.934			0.911		0.915

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_010

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	1	1	
4:00 PM	15	135	35	36	111	20	9	145	25	27	97	39	694
4:15 PM	10	121	26	25	115	11	12	122	21	28	84	40	615
4:30 PM	13	143	36	29	120	14	16	144	26	29	97	47	714
4:45 PM	14	142	47	29	90	14	18	141	28	32	103	52	710
5:00 PM	22	150	38	24	96	18	19	153	22	40	126	58	766
5:15 PM	21	139	29	29	123	20	22	155	21	40	108	62	769
5:30 PM	12	154	24	27	98	10	19	143	22	41	104	53	707
5:45 PM	15	157	31	36	144	8	22	149	29	38	99	56	784
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	122	1141	266	235	897	115	137	1152	194	275	818	407	5759
APPROACH %'s :	7.98%	74.62%	17.40%	18.85%	71.93%	9.22%	9.24%	77.68%	13.08%	18.33%	54.53%	27.13%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	70	600	122	116	461	56	82	600	94	159	437	229	3026
PEAK HR FACTOR :		0.943			0.842			0.970			0.921		0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_011

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	2	0	
7:00 AM	14	53	6	21	49	19	12	75	21	24	180	13	487
7:15 AM	12	79	8	15	71	18	7	83	25	31	253	24	626
7:30 AM	30	73	16	18	79	35	9	140	39	38	311	18	806
7:45 AM	24	139	11	14	104	40	16	134	37	43	268	29	859
8:00 AM	26	154	6	25	100	29	11	143	34	34	279	33	874
8:15 AM	21	127	5	21	144	49	14	132	27	41	304	29	914
8:30 AM	27	116	10	24	122	46	9	143	33	24	323	31	908
8:45 AM	28	167	8	18	121	47	18	165	36	42	315	33	998
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	182	908	70	156	790	283	96	1015	252	277	2233	210	6472
APPROACH %'s :	15.69%	78.28%	6.03%	12.69%	64.28%	23.03%	7.04%	74.47%	18.49%	10.18%	82.10%	7.72%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	102	564	29	88	487	171	52	583	130	141	1221	126	3694
PEAK HR FACTOR :		0.856			0.871			0.873			0.954		0.925

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_011

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	2	0	
11:00 AM	33	93	19	27	86	25	10	167	62	18	211	23	774
11:15 AM	25	101	25	28	94	26	19	208	37	15	201	28	807
11:30 AM	28	89	24	30	107	34	13	210	46	17	215	31	844
11:45 AM	25	97	35	21	100	25	20	208	53	20	187	19	810
12:00 PM	33	75	33	31	104	23	16	202	42	29	204	22	814
12:15 PM	25	97	29	37	99	26	20	186	37	27	220	15	818
12:30 PM	34	70	43	20	97	44	11	229	42	26	248	26	890
12:45 PM	22	110	30	39	113	36	19	209	47	37	233	32	927
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	225	732	238	233	800	239	128	1619	366	189	1719	196	6684
APPROACH %'s :	18.83%	61.26%	19.92%	18.32%	62.89%	18.79%	6.06%	76.62%	17.32%	8.98%	81.70%	9.32%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	114	352	135	127	413	129	66	826	168	119	905	95	3449
PEAK HR FACTOR :		0.927			0.890			0.940			0.926		0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_011

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	2	0	
4:00 PM	35	128	62	24	129	27	30	281	41	19	225	24	1025
4:15 PM	28	130	66	26	149	33	26	237	41	15	167	30	948
4:30 PM	33	136	66	34	135	28	35	257	38	18	206	29	1015
4:45 PM	42	176	57	28	121	25	14	247	35	20	164	32	961
5:00 PM	26	136	77	26	120	31	26	281	51	12	198	41	1025
5:15 PM	26	162	72	34	162	33	18	240	30	21	173	19	990
5:30 PM	29	150	82	37	105	25	21	266	24	13	183	29	964
5:45 PM	46	179	59	39	171	36	23	246	37	19	166	32	1053
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	265	1197	541	248	1092	238	193	2055	297	137	1482	236	7981
APPROACH %'s :	13.23%	59.76%	27.01%	15.72%	69.20%	15.08%	7.58%	80.75%	11.67%	7.39%	79.89%	12.72%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	127	627	290	136	558	125	88	1033	142	65	720	121	4032
PEAK HR FACTOR :		0.919			0.832			0.882			0.902		0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_012

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0.5	0.5	1	2	0	1	2	0	
7:00 AM	1	5	17	4	10	2	4	77	2	39	347	3	511
7:15 AM	11	4	16	2	8	6	5	80	2	45	425	6	610
7:30 AM	5	13	19	7	13	4	6	114	5	56	436	16	694
7:45 AM	14	16	33	7	23	4	9	123	3	29	424	6	691
8:00 AM	19	30	39	7	24	3	12	156	6	60	391	12	759
8:15 AM	12	18	25	14	30	4	12	143	9	52	406	15	740
8:30 AM	18	28	41	13	35	3	4	165	7	56	417	10	797
8:45 AM	15	21	54	18	33	6	6	167	11	62	386	15	794
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	95	135	244	72	176	32	58	1025	45	399	3232	83	5596
APPROACH %'s :	20.04%	28.48%	51.48%	25.71%	62.86%	11.43%	5.14%	90.87%	3.99%	10.74%	87.02%	2.23%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	64	97	159	52	122	16	34	631	33	230	1600	52	3090
PEAK HR FACTOR :		0.889			0.833			0.948			0.974		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_012

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0.5	0.5	1	2	0	1	2	0	
11:00 AM	14	18	57	24	11	3	16	239	12	38	283	12	727
11:15 AM	25	23	49	19	13	7	11	282	15	49	283	17	793
11:30 AM	19	22	49	23	29	9	18	251	15	43	276	24	778
11:45 AM	17	16	58	28	22	6	18	238	11	59	248	18	739
12:00 PM	21	25	53	22	14	5	14	247	15	34	267	14	731
12:15 PM	18	12	55	23	13	6	15	233	17	56	293	19	760
12:30 PM	6	25	52	22	31	8	14	268	12	40	241	24	743
12:45 PM	14	20	65	24	23	7	14	240	20	45	268	23	763
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	134	161	438	185	156	51	120	1998	117	364	2159	151	6034
APPROACH %'s :	18.28%	21.96%	59.75%	47.19%	39.80%	13.01%	5.37%	89.40%	5.23%	13.61%	80.74%	5.65%	
PEAK HR START TIME :	1115 AM												TOTAL
PEAK HR VOL :	82	86	209	92	78	27	61	1018	56	185	1074	73	3041
PEAK HR FACTOR :		0.952			0.807			0.921			0.954		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_012

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0.5	0.5	1	2	0	1	2	0	
4:00 PM	21	29	83	24	27	5	18	296	10	43	228	14	798
4:15 PM	19	40	77	26	29	2	17	285	9	40	246	15	805
4:30 PM	17	32	60	25	27	2	13	314	9	40	226	19	784
4:45 PM	15	32	64	28	23	1	15	336	10	41	226	15	806
5:00 PM	24	25	57	25	19	7	12	261	7	40	254	18	749
5:15 PM	18	37	68	22	27	6	16	272	7	39	240	12	764
5:30 PM	21	32	68	26	24	5	14	274	1	31	254	14	764
5:45 PM	15	25	71	24	25	8	8	299	5	30	238	8	756
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	150	252	548	200	201	36	113	2337	58	304	1912	115	6226
APPROACH %'s :	15.79%	26.53%	57.68%	45.77%	46.00%	8.24%	4.51%	93.18%	2.31%	13.04%	82.02%	4.93%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	72	133	284	103	106	10	63	1231	38	164	926	63	3193
PEAK HR FACTOR :		0.899			0.961			0.922			0.958		0.990

CONTROL : Signalized

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National Data & Surveying Services

Project ID: CA12_5036_012

Day: TUESDAY

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AM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	0	1	0	1	0.5	0.5	1	2	0	1	2	0	
7:00 AM							2			0			2
7:15 AM							1			0			1
7:30 AM							1			0			1
7:45 AM							0			0			
8:00 AM							1			0			1
8:15 AM							1			0			1
8:30 AM							4			3			7
8:45 AM							1			1			2

	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	11	0	0	4	0	0	15
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	7	0	0	4	0	0	11
PEAK HR FACTOR :	0.000			0.000			0.438			0.333			0.393

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National Data & Surveying Services

Project ID: CA12_5036_012

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	0	1	0	1	0.5	0.5	1	2	0	1	2	0	
11:00 AM							2			1			3
11:15 AM							6			3			9
11:30 AM							2			1			3
11:45 AM							3			2			5
12:00 PM							5			1			6
12:15 PM							3			3			6
12:30 PM							10			2			12
12:45 PM							6			2			8
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	37	0	0	15	0	0	52
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	24	0	0	8	0	0	32
PEAK HR FACTOR :	0.000			0.000			0.600			0.667			0.667

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Day: TUESDAY

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Date: 01/24/2012

PM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
LANES:	0	1	0	1	0.5	0.5	1	2	0	1	2	0	
4:00 PM							2			0			2
4:15 PM							4			1			5
4:30 PM							0			1			1
4:45 PM							4			0			4
5:00 PM							2			3			5
5:15 PM							3			2			5
5:30 PM							1			2			3
5:45 PM							0			1			1

	NL	NT	NR	SL	ST	SR	EU	ET	ER	WU	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	16	0	0	10	0	0	26
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	10	0	0	7	0	0	17
PEAK HR FACTOR :	0.000			0.000			0.625			0.583			0.850

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Project ID: CA12_5036_013

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	0	1	0	1	1	1	
7:00 AM	3	26	5	3	43	4	2	16	7	41	31	9	190
7:15 AM	4	31	12	4	34	3	2	23	7	63	46	10	239
7:30 AM	4	30	18	11	63	4	2	31	4	97	71	12	347
7:45 AM	4	63	31	8	49	1	0	57	11	95	53	20	392
8:00 AM	7	65	28	13	66	5	2	69	11	99	71	28	464
8:15 AM	8	51	30	8	79	5	2	84	13	97	84	22	483
8:30 AM	13	50	31	12	82	6	2	87	12	97	62	20	474
8:45 AM	12	74	27	8	81	1	3	86	10	88	85	22	497
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	55	390	182	67	497	29	15	453	75	677	503	143	3086
APPROACH %'s :	8.77%	62.20%	29.03%	11.30%	83.81%	4.89%	2.76%	83.43%	13.81%	51.17%	38.02%	10.81%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	40	240	116	41	308	17	9	326	46	381	302	92	1918
PEAK HR FACTOR :		0.876			0.915			0.943			0.954		0.965

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Intersection Turning Movement

Prepared by:

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Project ID: CA12_5036_013

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	0	1	0	1	1	1	
11:00 AM	13	77	52	11	31	9	2	51	22	41	43	29	381
11:15 AM	9	69	37	12	39	3	7	55	19	50	38	21	359
11:30 AM	11	63	43	17	45	3	5	63	14	25	57	20	366
11:45 AM	9	60	26	14	77	4	14	66	17	41	59	27	414
12:00 PM	10	69	43	16	48	7	7	88	17	60	56	31	452
12:15 PM	12	81	47	17	66	2	6	78	27	53	62	14	465
12:30 PM	10	66	44	18	46	9	3	83	20	47	51	11	408
12:45 PM	12	73	55	16	45	5	5	87	17	59	62	29	465
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	558	347	121	397	42	49	571	153	376	428	182	3310
APPROACH %'s :	8.68%	56.31%	35.02%	21.61%	70.89%	7.50%	6.34%	73.87%	19.79%	38.13%	43.41%	18.46%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	44	289	189	67	205	23	21	336	81	219	231	85	1790
PEAK HR FACTOR :		0.932			0.868			0.978			0.892		0.962

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Date: 01/24/2012

PM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	0	1	0	1	1	1	
4:00 PM	17	86	47	17	43	3	9	116	17	27	63	25	470
4:15 PM	6	81	58	16	57	8	6	97	19	43	49	23	463
4:30 PM	16	68	69	19	68	5	11	99	19	42	71	25	512
4:45 PM	11	84	76	20	50	7	6	113	15	49	61	19	511
5:00 PM	12	105	82	14	49	5	7	114	18	60	55	27	548
5:15 PM	17	105	79	16	77	11	17	118	24	47	76	21	608
5:30 PM	19	99	65	12	46	7	4	107	27	51	59	15	511
5:45 PM	21	92	75	20	49	9	7	108	22	56	51	15	525
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	119	720	551	134	439	55	67	872	161	375	485	170	4148
APPROACH %'s :	8.56%	51.80%	39.64%	21.34%	69.90%	8.76%	6.09%	79.27%	14.64%	36.41%	47.09%	16.50%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	69	401	301	62	221	32	35	447	91	214	241	78	2192
PEAK HR FACTOR :		0.959			0.757			0.901			0.925		0.901

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_014

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	2	0	1	2	0	
7:00 AM	9	26	18	8	52	21	4	100	20	8	131	2	399
7:15 AM	6	41	21	5	77	24	3	109	20	28	203	8	545
7:30 AM	18	41	32	5	100	58	5	163	24	32	249	10	737
7:45 AM	12	70	30	6	98	42	14	153	36	27	226	5	719
8:00 AM	12	72	34	8	118	52	15	159	21	27	226	8	752
8:15 AM	12	66	23	6	121	48	12	159	27	29	272	10	785
8:30 AM	11	80	30	11	131	58	10	169	27	23	317	16	883
8:45 AM	9	91	39	16	114	60	21	195	29	31	308	11	924
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	89	487	227	65	811	363	84	1207	204	205	1932	70	5744
APPROACH %'s :	11.08%	60.65%	28.27%	5.25%	65.46%	29.30%	5.62%	80.74%	13.65%	9.29%	87.54%	3.17%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	44	309	126	41	484	218	58	682	104	110	1123	45	3344
PEAK HR FACTOR :		0.862			0.929			0.861			0.897		0.905

CONTROL : Signalized

Intersection Turning Movement

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National Data & Surveying Services

Project ID: CA12_5036_014

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	2	0	1	2	0	
11:00 AM	16	102	35	12	66	35	17	187	17	27	209	19	742
11:15 AM	21	85	49	14	81	36	19	196	23	36	205	22	787
11:30 AM	21	101	40	21	77	31	26	167	23	26	209	22	764
11:45 AM	19	82	43	17	94	29	18	201	23	25	176	23	750
12:00 PM	20	86	45	16	74	46	28	185	30	33	202	25	790
12:15 PM	19	93	37	15	88	49	28	174	31	31	200	22	787
12:30 PM	20	92	34	19	77	33	26	231	26	32	222	25	837
12:45 PM	23	95	48	15	82	37	27	202	17	42	225	23	836
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	159	736	331	129	639	296	189	1543	190	252	1648	181	6293
APPROACH %'s :	12.97%	60.03%	27.00%	12.12%	60.06%	27.82%	9.83%	80.28%	9.89%	12.11%	79.19%	8.70%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	82	366	164	65	321	165	109	792	104	138	849	95	3250
PEAK HR FACTOR :		0.922			0.906			0.888			0.933		0.971

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Date: 01/24/2012

PM

NS/EW Streets:	Robertson Blvd			Robertson Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	2	0	1	2	0	
4:00 PM	16	114	44	14	72	33	26	226	28	27	221	14	835
4:15 PM	19	107	36	20	97	29	24	218	30	28	215	18	841
4:30 PM	20	100	41	23	76	38	25	212	26	27	215	25	828
4:45 PM	15	108	44	23	75	28	31	199	25	14	208	25	795
5:00 PM	16	104	44	12	74	31	33	243	14	21	216	20	828
5:15 PM	16	134	31	17	93	33	30	197	25	26	222	18	842
5:30 PM	11	123	38	18	88	31	25	208	15	20	192	35	804
5:45 PM	21	120	40	19	80	27	30	231	14	22	218	28	850
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	134	910	318	146	655	250	224	1734	177	185	1707	183	6623
APPROACH %'s :	9.84%	66.81%	23.35%	13.89%	62.32%	23.79%	10.49%	81.22%	8.29%	8.92%	82.27%	8.82%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	64	481	153	66	335	122	118	879	68	89	848	101	3324
PEAK HR FACTOR :		0.964			0.914			0.918			0.968		0.978

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_015

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	0	2	0	1	2	1	1	2	0	
7:00 AM	19	8	9	5	5	5	4	83	11	36	355	22	562
7:15 AM	26	16	20	15	5	4	8	97	12	36	414	20	673
7:30 AM	27	15	15	17	9	1	6	123	14	30	445	16	718
7:45 AM	38	14	24	18	8	5	7	149	18	31	416	24	752
8:00 AM	24	21	30	12	13	7	1	178	23	44	440	19	812
8:15 AM	42	15	23	24	17	2	8	167	19	30	372	30	749
8:30 AM	39	19	40	20	13	4	5	210	24	36	428	28	866
8:45 AM	50	11	59	12	12	5	6	225	20	19	347	21	787
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	265	119	220	123	82	33	45	1232	141	262	3217	180	5919
APPROACH %'s :	43.87%	19.70%	36.42%	51.68%	34.45%	13.87%	3.17%	86.88%	9.94%	7.16%	87.92%	4.92%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	155	66	152	68	55	18	20	780	86	129	1587	98	3214
PEAK HR FACTOR :		0.777			0.820			0.882			0.902		0.928

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_015

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	0	2	0	1	2	1	1	2	0	
11:00 AM	40	23	43	28	17	17	9	224	28	39	251	33	752
11:15 AM	39	29	47	28	23	10	13	224	21	38	260	31	763
11:30 AM	46	19	50	30	25	12	13	240	19	41	278	23	796
11:45 AM	34	14	45	24	17	12	7	257	30	39	255	27	761
12:00 PM	40	18	47	25	16	12	11	250	34	29	242	21	745
12:15 PM	35	24	41	27	18	9	7	246	22	44	234	20	727
12:30 PM	47	23	53	26	25	8	8	252	26	46	240	14	768
12:45 PM	29	20	67	29	23	13	14	230	25	43	267	18	778
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	310	170	393	217	164	93	82	1923	205	319	2027	187	6090
APPROACH %'s :	35.51%	19.47%	45.02%	45.78%	34.60%	19.62%	3.71%	87.01%	9.28%	12.59%	80.02%	7.38%	
PEAK HR START TIME :	1100 AM												TOTAL
PEAK HR VOL :	159	85	185	110	82	51	42	945	98	157	1044	114	3072
PEAK HR FACTOR :		0.933			0.907			0.923			0.961		0.965

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Intersection Turning Movement

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National Data & Surveying Services

Project ID: CA12_5036_015

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	0	2	0	1	2	1	1	2	0	
4:00 PM	42	15	39	34	18	10	6	318	22	40	241	10	795
4:15 PM	51	27	42	48	21	7	5	288	22	41	253	30	835
4:30 PM	29	14	40	32	24	7	4	333	20	36	235	15	789
4:45 PM	60	25	53	31	18	10	2	248	17	43	245	15	767
5:00 PM	45	20	53	29	22	8	3	289	11	28	262	15	785
5:15 PM	50	17	62	27	17	9	5	274	15	38	236	11	761
5:30 PM	54	19	47	17	20	7	7	329	14	37	266	12	829
5:45 PM	43	23	54	24	15	10	5	271	22	29	268	17	781
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	374	160	390	242	155	68	37	2350	143	292	2006	125	6342
APPROACH %'s :	40.48%	17.32%	42.21%	52.04%	33.33%	14.62%	1.46%	92.89%	5.65%	12.05%	82.79%	5.16%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	182	81	174	145	81	34	17	1187	81	160	974	70	3186
PEAK HR FACTOR :		0.792			0.855			0.900			0.929		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_016

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Elevado Ave			Elevado Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	9	51	0	0	68	2	0	0	3	0	0	0	133
7:15 AM	11	69	1	0	61	6	0	0	8	0	1	0	157
7:30 AM	20	78	1	0	82	10	3	0	7	0	0	0	201
7:45 AM	36	117	0	0	99	9	2	0	11	0	0	0	274
8:00 AM	18	124	1	0	96	20	6	0	17	1	0	2	285
8:15 AM	30	113	0	0	107	16	4	1	16	0	0	2	289
8:30 AM	26	129	1	1	102	33	6	1	20	2	1	2	324
8:45 AM	30	128	0	1	105	24	5	0	14	2	0	2	311
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	180	809	4	2	720	120	26	2	96	5	2	8	1974
APPROACH %'s :	18.13%	81.47%	0.40%	0.24%	85.51%	14.25%	20.97%	1.61%	77.42%	33.33%	13.33%	53.33%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	104	494	2	2	410	93	21	2	67	5	1	8	1209
PEAK HR FACTOR :		0.949			0.928			0.833			0.700		0.933

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_016

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Elevado Ave			Elevado Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
11:00 AM	15	128	3	2	124	2	4	0	10	0		2	290
11:15 AM	9	125	0	1	111	2	6	0	28	1		2	285
11:30 AM	12	141	0	1	134	10	5	1	17	1		2	324
11:45 AM	7	116	0	0	123	3	6	0	8	0		0	263
12:00 PM	5	122	1	0	133	5	8	0	19	1		2	296
12:15 PM	13	126	0	1	137	4	10	1	17	0		0	309
12:30 PM	12	134	1	4	143	9	6	0	20	0		1	330
12:45 PM	8	130	1	1	151	7	5	1	28	0		2	334
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	81	1022	6	10	1056	42	50	3	147	3	0	11	2431
APPROACH %'s :	7.30%	92.16%	0.54%	0.90%	95.31%	3.79%	25.00%	1.50%	73.50%	21.43%	0.00%	78.57%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	38	512	3	6	564	25	29	2	84	1	0	5	1269
PEAK HR FACTOR :		0.940			0.936			0.846			0.500		0.950

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_016

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Elevado Ave			Elevado Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	11	130	0	2	137	6	10	3	32	2	0	0	333
4:15 PM	11	139	3	1	151	5	13	2	25	0	0	1	351
4:30 PM	11	147	3	1	144	6	23	5	39	0	1	2	382
4:45 PM	12	159	0	3	133	4	25	0	32	1	0	0	369
5:00 PM	5	156	1	0	140	0	36	5	32	1	0	4	380
5:15 PM	7	146	2	2	129	2	35	5	26	1	1	4	360
5:30 PM	13	143	2	0	119	3	24	7	33	1	0	1	346
5:45 PM	10	127	0	0	124	5	23	5	28	0	0	0	322
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	80	1147	11	9	1077	31	189	32	247	6	2	12	2843
APPROACH %'s :	6.46%	92.65%	0.89%	0.81%	96.42%	2.78%	40.38%	6.84%	52.78%	30.00%	10.00%	60.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	35	608	6	6	546	12	119	15	129	3	2	10	1491
PEAK HR FACTOR :		0.949			0.934			0.901			0.625		0.976

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_017

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	0.5	1.5	1	1	2	1	0	2	0	
7:00 AM	8	33	10	4	37	26	7	68	8	19	309	5	534
7:15 AM	6	37	10	3	26	23	10	79	2	29	397	3	625
7:30 AM	5	43	12	10	46	21	16	103	2	20	382	4	664
7:45 AM	8	87	29	5	62	24	14	94	9	32	364	3	731
8:00 AM	6	71	21	9	64	16	10	129	8	26	379	7	746
8:15 AM	9	59	7	6	55	23	11	137	12	27	376	9	731
8:30 AM	17	64	20	13	80	28	17	165	10	31	330	12	787
8:45 AM	10	83	16	15	65	13	13	134	9	31	359	13	761
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	477	125	65	435	174	98	909	60	215	2896	56	5579
APPROACH %'s :	10.28%	71.09%	18.63%	9.64%	64.54%	25.82%	9.18%	85.19%	5.62%	6.79%	91.44%	1.77%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	42	277	64	43	264	80	51	565	39	115	1444	41	3025
PEAK HR FACTOR :		0.878			0.800			0.853			0.971		0.961

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_017

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	0.5	1.5	1	1	2	1	0	2	0	
11:00 AM	9	60	28	25	66	24	25	200	12	22	220	13	704
11:15 AM	4	72	46	24	76	26	14	228	13	31	266	10	810
11:30 AM	5	67	28	29	63	29	26	228	15	21	254	15	780
11:45 AM	15	61	24	20	75	26	19	204	15	31	261	11	762
12:00 PM	10	54	35	21	79	14	27	203	14	32	227	13	729
12:15 PM	12	80	27	16	74	32	21	203	14	28	266	11	784
12:30 PM	7	77	33	33	66	30	20	203	14	21	238	17	759
12:45 PM	7	70	28	26	72	30	19	246	15	22	236	7	778
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	541	249	194	571	211	171	1715	112	208	1968	97	6106
APPROACH %'s :	8.03%	62.98%	28.99%	19.88%	58.50%	21.62%	8.56%	85.84%	5.61%	9.15%	86.58%	4.27%	
PEAK HR START TIME :	1115 AM												TOTAL
PEAK HR VOL :	34	254	133	94	293	95	86	863	57	115	1008	49	3081
PEAK HR FACTOR :		0.863			0.956			0.935			0.954		0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_017

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	0.5	1.5	1	1	2	1	0	2	0	
4:00 PM	7	68	30	18	87	32	14	275	15	21	236	18	821
4:15 PM	6	81	29	26	95	23	14	256	20	25	210	10	795
4:30 PM	12	80	24	21	96	21	16	272	10	21	190	6	769
4:45 PM	3	94	37	26	90	21	17	264	9	26	185	14	786
5:00 PM	9	61	36	18	77	15	18	271	5	18	240	12	780
5:15 PM	4	76	30	27	85	29	17	212	13	23	222	13	751
5:30 PM	14	81	40	12	82	21	25	264	12	21	205	8	785
5:45 PM	10	60	43	14	87	24	21	230	12	35	238	8	782
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	65	601	269	162	699	186	142	2044	96	190	1726	89	6269
APPROACH %'s :	6.95%	64.28%	28.77%	15.47%	66.76%	17.77%	6.22%	89.57%	4.21%	9.48%	86.08%	4.44%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	28	323	120	91	368	97	61	1067	54	93	821	48	3171
PEAK HR FACTOR :		0.879			0.965			0.972			0.875		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_017

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	0.5	1.5	1	1	2	1	0	2	0	
7:00 AM			2	5					12			1	20
7:15 AM			7	5					19			0	31
7:30 AM			4	7					24			1	36
7:45 AM			9	19					38			3	69
8:00 AM			6	24					41			5	76
8:15 AM			3	23					62			5	93
8:30 AM			7	18					64			6	95
8:45 AM			14	21					57			4	96

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	52	122	0	0	0	0	317	0	0	25	516
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	30	86	0	0	0	0	224	0	0	20	360
PEAK HR FACTOR :	0.536			0.896			0.875			0.833			0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_017

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	0.5	1.5	1	1	2	1	0	2	0	
11:00 AM			7	21					33	0		10	71
11:15 AM			13	22					36	0		12	83
11:30 AM			13	16					37	0		15	81
11:45 AM			14	25					42	0		11	92
12:00 PM			22	18					48	1		14	103
12:15 PM			13	28					49	0		8	98
12:30 PM			17	21					55	2		9	104
12:45 PM			12	21					49	2		11	95

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	111	172	0	0	0	0	349	5	0	90	727
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	5.26%	0.00%	94.74%	

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	64	88	0	0	0	0	201	5	0	42	400
PEAK HR FACTOR :	0.727			0.786			0.914			0.783			0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_017

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	0.5	1.5	1	1	2	1	0	2	0	
4:00 PM			15	31					80	0		12	138
4:15 PM			11	38					52	1		5	107
4:30 PM			9	30					90	0		12	141
4:45 PM			15	35					64	1		6	121
5:00 PM			12	25					76	1		8	122
5:15 PM			12	32					68	1		16	129
5:30 PM			13	29					78	1		10	131
5:45 PM			9	33					90	2		4	138

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	96	253	0	0	0	0	598	7	0	73	1027
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	8.75%	0.00%	91.25%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	46	119	0	0	0	0	312	5	0	38	520
PEAK HR FACTOR :	0.885			0.902			0.867			0.632			0.942

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_018

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
7:00 AM	14	43	10	6	58	9	3	105	7	21	143	4	423
7:15 AM	9	46	6	11	56	4	8	107	18	21	166	10	462
7:30 AM	25	56	10	9	64	9	6	164	9	52	203	8	615
7:45 AM	18	102	13	17	83	20	15	156	11	51	196	24	706
8:00 AM	21	77	22	14	90	17	7	164	20	39	213	13	697
8:15 AM	26	69	27	13	93	16	14	147	16	69	235	9	734
8:30 AM	22	76	20	17	98	27	16	170	4	57	285	11	803
8:45 AM	20	90	10	16	91	32	16	202	21	57	278	8	841
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	155	559	118	103	633	134	85	1215	106	367	1719	87	5281
APPROACH %'s :	18.63%	67.19%	14.18%	11.84%	72.76%	15.40%	6.05%	86.42%	7.54%	16.89%	79.11%	4.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	89	312	79	60	372	92	53	683	61	222	1011	41	3075
PEAK HR FACTOR :		0.984			0.923			0.834			0.902		0.914

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_018

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
11:00 AM	14	95	35	19	75	10	15	145	9	32	162	21	632
11:15 AM	23	98	29	14	82	8	13	142	13	43	150	19	634
11:30 AM	21	83	30	24	79	18	18	144	12	40	169	19	657
11:45 AM	24	89	40	18	93	14	19	177	16	37	135	21	683
12:00 PM	17	96	36	21	100	7	18	164	14	32	188	26	719
12:15 PM	15	104	52	29	81	14	24	172	13	47	174	26	751
12:30 PM	29	90	32	24	57	6	10	175	3	37	164	25	652
12:45 PM	17	86	19	23	90	29	39	168	20	41	166	17	715
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	160	741	273	172	657	106	156	1287	100	309	1308	174	5443
APPROACH %'s :	13.63%	63.12%	23.25%	18.40%	70.27%	11.34%	10.11%	83.41%	6.48%	17.25%	73.03%	9.72%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	78	376	139	97	328	56	91	679	50	157	692	94	2837
PEAK HR FACTOR :		0.867			0.847			0.903			0.954		0.944

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_018

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
4:00 PM	25	93	52	18	97	12	18	176	16	38	196	22	763
4:15 PM	19	97	42	28	75	7	20	170	28	25	162	20	693
4:30 PM	28	104	42	22	104	12	22	186	16	29	171	13	749
4:45 PM	28	98	33	30	91	10	23	176	24	29	190	21	753
5:00 PM	29	98	33	22	77	10	23	179	16	37	165	18	707
5:15 PM	19	106	33	16	87	7	30	181	21	36	191	19	746
5:30 PM	38	93	25	20	86	11	38	174	31	45	153	31	745
5:45 PM	39	99	28	19	88	10	32	187	15	40	175	21	753
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	225	788	288	175	705	79	206	1429	167	279	1403	165	5909
APPROACH %'s :	17.29%	60.57%	22.14%	18.25%	73.51%	8.24%	11.43%	79.30%	9.27%	15.11%	75.96%	8.93%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	100	392	169	98	367	41	83	708	84	121	719	76	2958
PEAK HR FACTOR :		0.950			0.917			0.977			0.895		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_019

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Almont Dr/Nemo St			Almont Dr/Nemo St			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	1	0	1	2	0	1	2	0	
7:00 AM	13	7	0			0	0	83	0	1	332	10	446
7:15 AM	25	9	0			0	0	88	1	2	400	20	545
7:30 AM	39	18	1			1	0	116	1	3	387	15	581
7:45 AM	20	19	2			0	0	124	0	4	400	25	594
8:00 AM	31	15	2			0	1	162	2	3	371	32	619
8:15 AM	31	22	2			0	0	154	0	5	365	25	604
8:30 AM	21	16	0			0	0	175	5	6	387	27	637
8:45 AM	34	9	2			0	2	174	3	8	350	29	611
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	214	115	9	0	0	1	3	1076	12	32	2992	183	4637
APPROACH %'s :	63.31%	34.02%	2.66%	0.00%	0.00%	100.00%	0.27%	98.63%	1.10%	1.00%	93.30%	5.71%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	117	62	6	0	0	0	3	665	10	22	1473	113	2471
PEAK HR FACTOR :		0.841			0.000			0.942			0.957		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_019

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Almont Dr/Nemo St			Almont Dr/Nemo St			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	1	0	1	2	0	1	2	0	
11:00 AM	24	12	7			3	2	223	7	5	236	18	537
11:15 AM	15	9	4			2	1	303	4	6	288	15	647
11:30 AM	23	6	4			0	3	268	7	4	278	19	612
11:45 AM	19	15	7			0	2	248	6	4	256	17	574
12:00 PM	29	9	10			3	1	247	9	6	242	12	568
12:15 PM	29	9	8			1	1	249	3	5	268	14	587
12:30 PM	15	8	7			6	1	277	5	6	232	24	581
12:45 PM	17	8	11			1	1	297	5	6	234	14	594
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	171	76	58	0	0	16	12	2112	46	42	2034	133	4700
APPROACH %'s :	56.07%	24.92%	19.02%	0.00%	0.00%	100.00%	0.55%	97.33%	2.12%	1.90%	92.08%	6.02%	
PEAK HR START TIME :	1115 AM												TOTAL
PEAK HR VOL :	86	39	25	0	0	5	7	1066	26	20	1064	63	2401
PEAK HR FACTOR :		0.781			0.417			0.892			0.928		0.928

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_019

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Almont Dr/Nemo St			Almont Dr/Nemo St			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	1	0	1	2	0	1	2	0	
4:00 PM	21	12	10			5	1	322	5	4	226	15	621
4:15 PM	23	12	7			4	0	306	5	4	227	19	607
4:30 PM	20	14	9			3	6	300	2	3	202	16	575
4:45 PM	27	13	6			2	1	331	4	4	191	20	599
5:00 PM	35	23	3			4	0	302	3	6	220	26	622
5:15 PM	25	14	5			1	3	282	4	5	228	16	583
5:30 PM	28	31	6			1	2	276	5	5	232	10	596
5:45 PM	29	17	6			5	2	302	4	3	220	18	606
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	208	136	52	0	0	25	15	2421	32	34	1746	140	4809
APPROACH %'s :	52.53%	34.34%	13.13%	0.00%	0.00%	100.00%	0.61%	98.10%	1.30%	1.77%	90.94%	7.29%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	117	85	20	0	0	11	7	1162	16	19	900	70	2407
PEAK HR FACTOR :		0.854			0.550			0.962			0.981		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_019

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Almont Dr			Almont Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	1	0	1	2	0	1	2	0	
7:00 AM							0			0			
7:15 AM							1			0			1
7:30 AM							0			0			
7:45 AM							4			0			4
8:00 AM							2			1			3
8:15 AM							1			0			1
8:30 AM							4			0			4
8:45 AM							0			0			

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	12	0	0	1	0	0	13
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	11	0	0	1	0	0	12
PEAK HR FACTOR :	0.000			0.000			0.688			0.250			0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_019

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Almont Dr			Almont Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	1	0	1	2	0	1	2	0	
11:00 AM							4			0			4
11:15 AM							10			1			11
11:30 AM							7			2			9
11:45 AM							8			0			8
12:00 PM							9			1			10
12:15 PM							7			2			9
12:30 PM							4			1			5
12:45 PM							11			0			11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	60	0	0	7	0	0	67
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	1115 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	34	0	0	4	0	0	38
PEAK HR FACTOR :	0.000			0.000			0.850			0.500			0.864

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_019

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Almont Dr			Almont Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	1	0	1	2	0	1	2	0	
4:00 PM							5			0			5
4:15 PM							3			0			3
4:30 PM							7			0			7
4:45 PM							5			0			5
5:00 PM							7			1			8
5:15 PM							5			0			5
5:30 PM							4			0			4
5:45 PM							3			0			3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	39	0	0	1	0	0	40
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	24	0	0	1	0	0	25
PEAK HR FACTOR :		0.000			0.000			0.857			0.250		0.781

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_020

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

AM

NS/EW Streets:	Almont Dr			Almont Dr			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0.5	0.5	1	
7:00 AM	0	0	0	0		0	0	17	0	1	5	17	40
7:15 AM	0	0	0	0		3	0	30	0	1	6	37	77
7:30 AM	0	0	0	1		1	1	36	0	0	15	56	110
7:45 AM	1	1	1	0		3	0	64	0	3	15	42	130
8:00 AM	2	0	1	3		4	1	73	1	2	22	50	159
8:15 AM	1	0	0	2		3	1	87	1	1	27	58	181
8:30 AM	0	0	0	2		6	5	84	2	2	28	36	165
8:45 AM	1	2	2	5		3	2	87	0	4	29	48	183
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	3	4	13	0	23	10	478	4	14	147	344	1045
APPROACH %'s :	41.67%	25.00%	33.33%	36.11%	0.00%	63.89%	2.03%	97.15%	0.81%	2.77%	29.11%	68.12%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	4	2	3	12	0	16	9	331	4	9	106	192	688
PEAK HR FACTOR :	0.450			0.875			0.945			0.892			0.940

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_020

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

NOON

NS/EW Streets:	Almont Dr			Almont Dr			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0.5	0.5	1	
11:00 AM	0	4	1	8	0	3	4	56	0	6	17	35	134
11:15 AM	0	0	2	7	0	2	8	72	1	3	19	26	140
11:30 AM	1	1	1	9	1	1	3	60	0	1	32	35	145
11:45 AM	1	0	2	9	0	2	2	75	1	4	22	40	158
12:00 PM	0	1	2	8	0	3	8	82	0	5	18	33	160
12:15 PM	0	0	2	8	0	2	7	82	1	5	24	41	172
12:30 PM	0	2	3	5	2	8	3	93	1	2	15	23	157
12:45 PM	0	1	1	7	1	5	7	83	2	2	21	33	163

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	9	14	61	4	26	42	603	6	28	168	266	1229
APPROACH %'s :	8.00%	36.00%	56.00%	67.03%	4.40%	28.57%	6.45%	92.63%	0.92%	6.06%	36.36%	57.58%	

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	4	8	28	3	18	25	340	4	14	78	130	652
PEAK HR FACTOR :		0.600			0.817			0.951			0.793		0.948

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_020

Day: TUESDAY

City: City of West Hollywood

Date: 01/24/2012

PM

NS/EW Streets:	Almont Dr			Almont Dr			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0.5	0.5	1	
4:00 PM	1	0	2	6	2	4	8	119	0	6	19	44	211
4:15 PM	1	2	1	12	0	3	4	97	0	6	10	35	171
4:30 PM	2	0	4	7	0	2	5	116	0	2	22	37	197
4:45 PM	0	1	1	8	1	3	3	114	0	1	19	48	199
5:00 PM	0	6	7	14	0	1	3	114	3	3	18	49	218
5:15 PM	0	0	1	6	0	4	3	121	0	3	27	46	211
5:30 PM	1	0	1	12	1	3	4	122	0	4	15	50	213
5:45 PM	0	3	3	7	3	0	4	126	0	5	14	47	212
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	12	20	72	7	20	34	929	3	30	144	356	1632
APPROACH %'s :	13.51%	32.43%	54.05%	72.73%	7.07%	20.20%	3.52%	96.17%	0.31%	5.66%	27.17%	67.17%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	9	12	39	4	8	14	483	3	15	74	192	854
PEAK HR FACTOR :		0.423			0.797			0.962			0.924		0.979

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_021

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Foothill Rd			Foothill Rd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	2	4	0	1	0	8	16	106	2	1	323	1	464
7:15 AM	1	3	0	1	1	3	22	139	1	2	391	1	565
7:30 AM	12	2	0	1	6	17	16	164	0	1	450	1	670
7:45 AM	7	12	0	1	8	14	24	197	3	6	412	1	685
8:00 AM	7	8	2	2	5	13	27	212	3	1	403	2	685
8:15 AM	8	8	0	1	7	20	16	233	0	4	434	2	733
8:30 AM	14	5	0	0	4	13	14	251	1	2	406	0	710
8:45 AM	9	10	2	0	2	15	23	274	0	1	369	1	706
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	60	52	4	7	33	103	158	1576	10	18	3188	9	5218
APPROACH %'s :	51.72%	44.83%	3.45%	4.90%	23.08%	72.03%	9.06%	90.37%	0.57%	0.56%	99.16%	0.28%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	38	31	4	3	18	61	80	970	4	8	1612	5	2834
PEAK HR FACTOR :		0.869			0.732			0.887			0.923		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_021

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Foothill Rd			Foothill Rd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
11:00 AM	5	11	0	1	2	25	18	242	2	4	265	2	577
11:15 AM	5	7	3	3	2	22	18	265	4	2	255	0	586
11:30 AM	5	13	1	4	4	22	28	243	5	4	295	2	626
11:45 AM	11	5	2	4	5	15	19	265	3	2	275	2	608
12:00 PM	3	4	5	3	6	27	21	273	2	1	240	1	586
12:15 PM	8	6	0	1	5	28	25	276	1	2	263	0	615
12:30 PM	7	9	0	1	3	27	25	285	1	2	289	3	652
12:45 PM	9	6	1	2	4	31	17	263	4	5	284	3	629
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	53	61	12	19	31	197	171	2112	22	22	2166	13	4879
APPROACH %'s :	42.06%	48.41%	9.52%	7.69%	12.55%	79.76%	7.42%	91.63%	0.95%	1.00%	98.41%	0.59%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	27	25	6	7	18	113	88	1097	8	10	1076	7	2482
PEAK HR FACTOR :		0.906			0.932			0.959			0.929		0.952

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_021

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Foothill Rd			Foothill Rd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
4:00 PM	10	12	1	2	1	29	17	341	4	3	294	3	717
4:15 PM	8	20	0	6	6	28	23	308	1	2	317	0	719
4:30 PM	12	11	1	3	5	25	21	299	2	2	273	1	655
4:45 PM	6	16	2	1	4	21	24	325	0	2	285	1	687
5:00 PM	9	16	3	4	8	19	27	318	3	3	268	1	679
5:15 PM	12	12	0	2	4	19	35	342	0	0	297	0	723
5:30 PM	14	14	2	3	4	12	33	312	3	2	301	2	702
5:45 PM	10	11	1	3	2	11	25	305	1	2	329	1	701
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	81	112	10	24	34	164	205	2550	14	16	2364	9	5583
APPROACH %'s :	39.90%	55.17%	4.93%	10.81%	15.32%	73.87%	7.40%	92.09%	0.51%	0.67%	98.95%	0.38%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	45	53	6	12	18	61	120	1277	7	7	1195	4	2805
PEAK HR FACTOR :		0.867			0.734			0.931			0.908		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_022

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Foothill Rd			Foothill Rd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	0	2	0	
7:00 AM				0		1	2	165			414	12	594
7:15 AM				1		2	1	207			454	20	685
7:30 AM				1		3	0	243			497	16	760
7:45 AM				1		2	3	260			470	20	756
8:00 AM				0		0	3	292			432	23	750
8:15 AM				1		2	1	306			410	20	740
8:30 AM				1		3	0	348			425	22	799
8:45 AM				0		0	2	356			419	19	796

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	5	0	13	12	2177	0	0	3521	152	5880
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	27.78%	0.00%	72.22%	0.55%	99.45%	0.00%	0.00%	95.86%	4.14%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	2	0	5	6	1302	0	0	1686	84	3085
PEAK HR FACTOR :	0.000			0.438			0.913			0.973			0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_022

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Foothill Rd			Foothill Rd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	0	2	0	
11:00 AM				2		3	4	362			392	3	766
11:15 AM				2		6	5	420			396	5	834
11:30 AM				1		3	6	358			429	5	802
11:45 AM				1		5	3	358			407	6	780
12:00 PM				2		4	2	412			385	6	811
12:15 PM				1		1	1	398			396	5	802
12:30 PM				2		8	5	403			385	5	808
12:45 PM				4		5	3	417			409	4	842

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	15	0	35	29	3128	0	0	3199	39	6445
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	30.00%	0.00%	70.00%	0.92%	99.08%	0.00%	0.00%	98.80%	1.20%	

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	9	0	18	11	1630	0	0	1575	20	3263
PEAK HR FACTOR :		0.000			0.675			0.977			0.965		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_022

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Foothill Rd			Foothill Rd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	0	2	0	
4:00 PM				2		2	3	479			380	14	880
4:15 PM				4		3	5	421			383	12	828
4:30 PM				0		4	3	478			359	10	854
4:45 PM				1		4	5	440			358	8	816
5:00 PM				0		3	5	453			357	13	831
5:15 PM				0		3	2	447			424	9	885
5:30 PM				0		2	6	480			386	5	879
5:45 PM				0		2	4	468			372	8	854

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	7	0	23	33	3666	0	0	3019	79	6827
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	23.33%	0.00%	76.67%	0.89%	99.11%	0.00%	0.00%	97.45%	2.55%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	10	17	1848	0	0	1539	35	3449
PEAK HR FACTOR :		0.000			0.833			0.959			0.909		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Beverly Dr			Beverly Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
7:00 AM	3	26	3	2	83	37	5	102	0	12	287	5	565
7:15 AM	1	31	3	3	105	54	4	141	5	20	348	9	724
7:30 AM	1	40	10	3	118	50	7	145	5	12	399	6	796
7:45 AM	0	35	8	4	137	54	17	186	0	16	392	5	854
8:00 AM	4	43	9	4	146	53	23	182	0	16	391	2	873
8:15 AM	1	48	10	1	150	55	10	221	2	16	398	6	918
8:30 AM	5	58	7	1	136	46	22	232	4	17	403	6	937
8:45 AM	1	44	7	5	139	39	11	275	5	19	373	4	922
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	325	57	23	1014	388	99	1484	21	128	2991	43	6589
APPROACH %'s :	4.02%	81.66%	14.32%	1.61%	71.16%	27.23%	6.17%	92.52%	1.31%	4.05%	94.59%	1.36%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	11	193	33	11	571	193	66	910	11	68	1565	18	3650
PEAK HR FACTOR :		0.846			0.941			0.848			0.969		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Beverly Dr			Beverly Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
11:00 AM	5	59	11	14	67	20	18	193	2	23	241	11	664
11:15 AM	1	46	20	3	103	20	19	235	7	18	229	12	713
11:30 AM	3	43	13	7	61	23	18	220	3	27	276	13	707
11:45 AM	8	62	13	6	96	26	24	236	3	25	232	11	742
12:00 PM	3	64	17	7	64	28	19	245	4	22	200	4	677
12:15 PM	7	65	21	5	89	26	19	249	5	18	221	11	736
12:30 PM	7	45	11	8	80	30	31	252	3	21	244	11	743
12:45 PM	6	67	9	9	87	25	22	234	2	33	233	7	734
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	40	451	115	59	647	198	170	1864	29	187	1876	80	5716
APPROACH %'s :	6.60%	74.42%	18.98%	6.53%	71.57%	21.90%	8.24%	90.35%	1.41%	8.73%	87.54%	3.73%	
PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	25	236	62	26	329	110	93	982	15	86	897	37	2898
PEAK HR FACTOR :		0.868			0.908			0.953			0.924		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Beverly Dr			Beverly Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
4:00 PM	7	94	24	8	79	17	34	297	8	11	293	6	878
4:15 PM	9	99	21	6	78	16	27	284	8	17	286	7	858
4:30 PM	10	120	13	7	63	15	26	270	2	17	268	6	817
4:45 PM	11	92	19	3	74	13	25	288	1	19	243	10	798
5:00 PM	8	107	20	5	68	18	35	327	4	10	285	9	896
5:15 PM	11	111	27	4	70	17	33	300	5	14	285	3	880
5:30 PM	9	89	16	5	64	17	29	326	2	9	287	5	858
5:45 PM	5	96	20	4	61	23	28	296	0	16	294	9	852
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	70	808	160	42	557	136	237	2388	30	113	2241	55	6837
APPROACH %'s :	6.74%	77.84%	15.41%	5.71%	75.78%	18.50%	8.93%	89.94%	1.13%	4.69%	93.03%	2.28%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	33	403	83	18	263	75	125	1249	11	49	1151	26	3486
PEAK HR FACTOR :		0.871			0.978			0.946			0.961		0.973

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Crescent Dr			Crescent Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
7:00 AM	1	0		16	7	1	0					11	36
7:15 AM	6	0		21	4	3	0					4	38
7:30 AM	7	2		27	2	0	1					8	47
7:45 AM	14	0		35	6	1	1					6	63
8:00 AM	17	3		26	4	0	1					0	51
8:15 AM	17	0		21	2	0	2					5	47
8:30 AM	10	1		28	2	2	0					3	46
8:45 AM	14	1		29	7	0	1					5	57

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	7	0	203	34	7	6	0	0	0	0	42	385
APPROACH %'s :	92.47%	7.53%	0.00%	83.20%	13.93%	2.87%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	55	5	0	109	14	1	5	0	0	0	0	19	208
PEAK HR FACTOR :	0.750			0.738			0.625			0.594			0.825

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Crescent Dr			Crescent Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
11:00 AM	11	0		17	4	2	1					3	38
11:15 AM	6	0		20	4	1	2					9	42
11:30 AM	7	1		13	4	4	1					3	33
11:45 AM	6	1		9	4	1	2					6	29
12:00 PM	12	1		12	3	4	1					10	43
12:15 PM	11	3		18	3	4	4					10	53
12:30 PM	13	5		12	3	5	5					4	47
12:45 PM	8	1		12	3	7	2					5	38
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	74	12	0	113	28	28	18	0	0	0	0	50	323
APPROACH %'s :	86.05%	13.95%	0.00%	66.86%	16.57%	16.57%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	44	10	0	54	12	20	12	0	0	0	0	29	181
PEAK HR FACTOR :	0.750			0.860			0.600			0.725			0.854

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Crescent Dr			Crescent Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
4:00 PM	22	0		19	4	1	1					8	55
4:15 PM	26	1		11	2	1	2					13	56
4:30 PM	28	5		15	4	4	1					2	59
4:45 PM	25	1		13	5	1	3					8	56
5:00 PM	21	3		13	3	4	1					3	48
5:15 PM	30	0		11	1	2	3					9	56
5:30 PM	28	2		3	0	1	2					12	48
5:45 PM	34	0		6	2	4	0					5	51

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	214	12	0	91	21	18	13	0	0	0	0	60	429
APPROACH %'s :	94.69%	5.31%	0.00%	70.00%	16.15%	13.85%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	101	7	0	58	15	7	7	0	0	0	0	31	226
PEAK HR FACTOR :	0.818			0.833			0.583			0.596			0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Crescent Dr			Crescent Dr			Beverly Dr			Beverly Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
7:00 AM	6	4	0	4	10				6	0			30
7:15 AM	12	5	1	11	12				9	1			51
7:30 AM	14	1	0	7	12				11	1			46
7:45 AM	12	11	1	10	14				17	0			65
8:00 AM	13	10	2	6	10				18	0			59
8:15 AM	5	18	2	13	14				7	5			64
8:30 AM	8	10	1	13	12				12	1			57
8:45 AM	16	10	3	7	18				14	2			70
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	69	10	71	102	0	0	0	94	10	0	0	442
APPROACH %'s :	52.12%	41.82%	6.06%	41.04%	58.96%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	42	48	8	39	54	0	0	0	51	8	0	0	250
PEAK HR FACTOR :	0.845			0.861			0.708			0.400			0.893

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Crescent Dr			Crescent Dr			Beverly Dr			Beverly Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
11:00 AM	11	12	1	6	15				8	0			53
11:15 AM	6	14	4	5	8				8	1			46
11:30 AM	17	11	1	8	12				5	2			56
11:45 AM	8	13	4	7	6				10	2			50
12:00 PM	19	4	5	6	3				5	0			42
12:15 PM	16	11	2	8	7				10	2			56
12:30 PM	15	9	5	6	13				5	1			54
12:45 PM	10	8	1	6	11				9	3			48
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	102	82	23	52	75	0	0	0	60	11	0	0	405
APPROACH %'s :	49.28%	39.61%	11.11%	40.94%	59.06%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	1100 AM												TOTAL
PEAK HR VOL :	42	50	10	26	41	0	0	0	31	5	0	0	205
PEAK HR FACTOR :	0.879			0.798			0.775			0.625			0.915

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Crescent Dr			Crescent Dr			Beverly Dr			Beverly Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
4:00 PM	28	16	11	4	2				7	4			72
4:15 PM	29	21	2	4	5				11	5			77
4:30 PM	29	17	7	3	8				10	0			74
4:45 PM	34	15	10	5	5				11	3			83
5:00 PM	33	19	6	5	8				8	0			79
5:15 PM	42	17	4	6	2				8	2			81
5:30 PM	39	17	5	4	9				8	2			84
5:45 PM	50	16	3	9	5				3	0			86

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	284	138	48	40	44	0	0	0	66	16	0	0	636
APPROACH %'s :	60.43%	29.36%	10.21%	47.62%	52.38%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	164	69	18	24	24	0	0	0	27	4	0	0	330
PEAK HR FACTOR :		0.909			0.857			0.844			0.500		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023
The Beverly Hills Hotel
City: City of Beverly Hills

Day: TUESDAY

Date: 01/24/2012

AM

NS/EW Streets:	Beverly Dr			Beverly Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
7:00 AM	4	0			0	0	2				1	0	7
7:15 AM	1	0			4	0	2				1	0	8
7:30 AM	1	0			2	0	3				1	0	7
7:45 AM	3	0			0	0	5				3	0	11
8:00 AM	1	4			2	0	1				4	1	13
8:15 AM	3	2			4	0	3				1	1	14
8:30 AM	4	3			0	0	5				0	0	12
8:45 AM	0	1			6	0	3				4	0	14
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	17	10	0	0	18	0	24	0	0	0	15	2	86
APPROACH %'s :	62.96%	37.04%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	88.24%	11.76%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	8	10	0	0	12	0	12	0	0	0	9	2	53
PEAK HR FACTOR :	0.643			0.500			0.600			0.550			0.946

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023
The Beverly Hills Hotel
City: City of Beverly Hills

Day: TUESDAY

Date: 01/24/2012

NOON

NS/EW Streets:	Beverly Dr			Beverly Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
11:00 AM	1	2			2	0	2				3	0	10
11:15 AM	1	0			1	0	3				4	0	9
11:30 AM	0	2			2	0	2				4	1	11
11:45 AM	3	1			4	0	4				3	1	16
12:00 PM	5	2			2	0	4				3	0	16
12:15 PM	1	1			7	0	7				3	1	20
12:30 PM	6	2			5	0	7				6	3	29
12:45 PM	3	1			6	0	3				6	6	25
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	11	0	0	29	0	32	0	0	0	32	12	136
APPROACH %'s :	64.52%	35.48%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	72.73%	27.27%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	15	6	0	0	20	0	21	0	0	0	18	10	90
PEAK HR FACTOR :	0.656			0.714			0.750			0.583			0.776

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_023
The Beverly Hills Hotel
City: City of Beverly Hills

Day: TUESDAY

Date: 01/24/2012

PM

NS/EW Streets:	Beverly Dr			Beverly Dr			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	0.5	1	0.5	1	2	0	1	2	0	
4:00 PM	2	2			1	0	3				5	1	14
4:15 PM	0	1			2	0	6				1	0	10
4:30 PM	2	2			1	0	3				1	0	9
4:45 PM	2	3			1	0	1				2	0	9
5:00 PM	2	1			1	0	3				2	1	10
5:15 PM	3	2			2	0	4				4	0	15
5:30 PM	1	0			2	0	6				3	2	14
5:45 PM	1	1			3	0	4				2	2	13

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	12	0	0	13	0	30	0	0	0	20	6	94
APPROACH %'s :	52.00%	48.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	76.92%	23.08%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	7	4	0	0	8	0	17	0	0	0	11	5	52
PEAK HR FACTOR :	0.550			0.667			0.708			0.800			0.867

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_024

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Beverly Dr			Beverly Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	5	41	4	1	73	12	5	141	2	17	322	2	625
7:15 AM	5	46	8	6	109	16	9	170	4	12	399	4	788
7:30 AM	3	70	8	7	87	21	7	210	2	27	425	4	871
7:45 AM	4	81	17	6	131	20	12	240	6	13	399	1	930
8:00 AM	3	64	20	10	132	23	11	278	6	17	348	7	919
8:15 AM	3	68	30	8	155	16	12	298	7	25	322	2	946
8:30 AM	7	97	22	9	127	17	6	296	6	18	353	4	962
8:45 AM	10	71	19	7	134	17	5	307	6	17	338	6	937
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	40	538	128	54	948	142	67	1940	39	146	2906	30	6978
APPROACH %'s :	5.67%	76.20%	18.13%	4.72%	82.87%	12.41%	3.27%	94.82%	1.91%	4.74%	94.29%	0.97%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	23	300	91	34	548	73	34	1179	25	77	1361	19	3764
PEAK HR FACTOR :		0.821			0.915			0.973			0.971		0.978

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_024

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Beverly Dr			Beverly Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
11:00 AM	6	73	27	7	97	20	16	294	14	23	326	5	908
11:15 AM	10	81	29	19	99	12	11	345	9	22	333	11	981
11:30 AM	6	63	25	15	100	11	10	302	9	12	335	4	892
11:45 AM	12	72	27	17	104	18	18	313	14	21	353	10	979
12:00 PM	13	73	28	6	99	19	18	320	19	24	309	6	934
12:15 PM	11	79	44	14	91	14	17	306	12	24	319	15	946
12:30 PM	14	75	37	14	86	25	11	314	28	19	309	5	937
12:45 PM	11	97	28	18	100	13	15	357	14	18	352	9	1032
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	83	613	245	110	776	132	116	2551	119	163	2636	65	7609
APPROACH %'s :	8.82%	65.14%	26.04%	10.81%	76.23%	12.97%	4.16%	91.56%	4.27%	5.69%	92.04%	2.27%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	49	324	137	52	376	71	61	1297	73	85	1289	35	3849
PEAK HR FACTOR :		0.938			0.952			0.927			0.929		0.932

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_024

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Beverly Dr			Beverly Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	12	129	37	10	89	16	11	336	11	20	312	11	994
4:15 PM	13	148	34	11	102	15	10	353	7	23	263	11	990
4:30 PM	14	130	39	10	86	4	16	356	14	19	288	6	982
4:45 PM	9	122	49	14	75	12	6	343	5	19	259	11	924
5:00 PM	10	134	48	5	95	16	11	348	7	16	258	11	959
5:15 PM	6	145	47	11	86	9	10	344	6	24	319	14	1021
5:30 PM	19	117	49	14	83	10	14	365	7	19	296	13	1006
5:45 PM	6	130	48	13	72	7	17	363	13	19	300	3	991
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	89	1055	351	88	688	89	95	2808	70	159	2295	80	7867
APPROACH %'s :	5.95%	70.57%	23.48%	10.17%	79.54%	10.29%	3.20%	94.45%	2.35%	6.27%	90.57%	3.16%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	41	526	192	43	336	42	52	1420	33	78	1173	41	3977
PEAK HR FACTOR :		0.958			0.907			0.957			0.905		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_025

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Beverly Dr			Beverly Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	1	1	3	0	1	3	0	
7:00 AM	16	59	8	1	61	15	6	122	12	20	311	8	639
7:15 AM	21	73	12	0	72	13	2	120	10	28	354	10	715
7:30 AM	26	138	18	0	89	15	5	146	14	29	434	12	926
7:45 AM	21	141	16	0	78	18	9	197	16	37	497	20	1050
8:00 AM	33	131	27	0	110	21	18	277	28	32	406	15	1098
8:15 AM	33	169	29	0	122	26	9	256	23	51	422	29	1169
8:30 AM	40	194	29	0	115	19	14	264	33	50	433	12	1203
8:45 AM	40	187	43	0	106	23	18	261	27	52	463	26	1246
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	230	1092	182	1	753	150	81	1643	163	299	3320	132	8046
APPROACH %'s :	15.29%	72.61%	12.10%	0.11%	83.30%	16.59%	4.29%	87.07%	8.64%	7.97%	88.51%	3.52%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	146	681	128	0	453	89	59	1058	111	185	1724	82	4716
PEAK HR FACTOR :		0.884			0.916			0.950			0.920		0.946

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_025

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Beverly Dr			Beverly Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	1	1	3	0	1	3	0	
11:00 AM	31	129	30	0	98	30	28	227	50	40	234	31	928
11:15 AM	38	139	36	0	102	29	18	268	57	43	298	20	1048
11:30 AM	33	120	23	0	108	40	14	268	47	43	254	20	970
11:45 AM	43	146	33	3	99	33	28	275	44	53	291	31	1079
12:00 PM	30	147	17	0	96	44	26	266	46	50	284	20	1026
12:15 PM	40	167	30	0	104	28	31	240	38	35	283	27	1023
12:30 PM	35	156	32	4	111	36	19	285	34	51	280	36	1079
12:45 PM	41	145	36	3	128	32	28	280	41	43	255	42	1074
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	291	1149	237	10	846	272	192	2109	357	358	2179	227	8227
APPROACH %'s :	17.35%	68.52%	14.13%	0.89%	75.00%	24.11%	7.22%	79.35%	13.43%	12.95%	78.84%	8.21%	
PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	148	616	112	7	410	141	104	1066	162	189	1138	114	4207
PEAK HR FACTOR :		0.924			0.924			0.960			0.961		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_025

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Beverly Dr			Beverly Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	1	1	3	0	1	3	0	
4:00 PM	36	157	37	0	121	25	22	238	36	43	270	21	1006
4:15 PM	36	190	35	1	124	35	19	300	44	43	287	29	1143
4:30 PM	28	146	30	0	130	44	15	285	35	47	246	29	1035
4:45 PM	29	135	27	4	123	38	28	375	44	38	292	38	1171
5:00 PM	29	171	27	0	131	21	32	327	33	58	297	23	1149
5:15 PM	31	202	33	0	133	33	32	323	34	52	308	27	1208
5:30 PM	21	198	22	1	96	25	20	305	29	54	321	37	1129
5:45 PM	26	170	34	0	125	26	29	346	38	58	309	13	1174
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	236	1369	245	6	983	247	197	2499	293	393	2330	217	9015
APPROACH %'s :	12.76%	74.00%	13.24%	0.49%	79.53%	19.98%	6.59%	83.61%	9.80%	13.37%	79.25%	7.38%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	107	741	116	1	485	105	113	1301	134	222	1235	100	4660
PEAK HR FACTOR :		0.906			0.890			0.937			0.945		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_026

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Santa Monica Blvd			Santa Monica Blvd			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	0	2.5	1.5	1.5	2.5	0	1	3	0	
7:00 AM		90	8		245	121	67	121	3	27	223	0	905
7:15 AM		135	6		285	119	72	162	6	26	291	2	1104
7:30 AM		124	11		323	162	97	178	6	29	355	0	1285
7:45 AM		144	15		354	142	113	318	9	27	351	3	1476
8:00 AM		147	12		356	146	112	318	10	28	348	5	1482
8:15 AM		168	15		360	119	146	315	8	23	360	2	1516
8:30 AM		173	8		346	139	144	332	18	30	356	2	1548
8:45 AM		176	22		342	120	153	331	19	31	342	2	1538

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1157	97	0	2611	1068	904	2075	79	221	2626	16	10854
APPROACH %'s :	0.00%	92.26%	7.74%	0.00%	70.97%	29.03%	29.56%	67.85%	2.58%	7.72%	91.72%	0.56%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	664	57	0	1404	524	555	1296	55	112	1406	11	6084
PEAK HR FACTOR :		0.910			0.960			0.947			0.985		0.983

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_026

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Santa Monica Blvd			Santa Monica Blvd			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	0	2.5	1.5	1.5	2.5	0	1	3	0	
11:00 AM		186	28		227	112	111	246	6	34	207	13	1170
11:15 AM		202	24		230	107	122	246	5	53	241	8	1238
11:30 AM		175	38		252	136	109	253	7	37	236	7	1250
11:45 AM		197	34		255	115	143	275	10	44	265	12	1350
12:00 PM		189	33		234	131	115	241	6	43	220	11	1223
12:15 PM		201	35		243	121	115	266	10	42	232	8	1273
12:30 PM		177	39		242	115	124	288	8	49	229	6	1277
12:45 PM		202	34		260	131	144	233	8	48	223	8	1291

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1529	265	0	1943	968	983	2048	60	350	1853	73	10072
APPROACH %'s :	0.00%	85.23%	14.77%	0.00%	66.75%	33.25%	31.80%	66.26%	1.94%	15.38%	81.41%	3.21%	

PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	0	764	141	0	974	482	497	1070	34	178	946	37	5123
PEAK HR FACTOR :		0.959			0.984			0.935			0.904		0.949

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_026

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Santa Monica Blvd			Santa Monica Blvd			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	0	2.5	1.5	1.5	2.5	0	1	3	0	
4:00 PM		223	14		233	135	125	269	7	40	275	5	1326
4:15 PM		215	18		229	111	114	246	6	40	238	9	1226
4:30 PM		190	19		207	131	152	271	4	35	228	9	1246
4:45 PM		222	29		195	109	133	262	7	35	269	7	1268
5:00 PM		195	15		213	110	127	250	5	40	302	7	1264
5:15 PM		222	17		209	122	108	299	5	45	322	7	1356
5:30 PM		216	14		205	138	129	286	8	39	301	8	1344
5:45 PM		218	24		233	126	140	256	10	40	304	8	1359

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1701	150	0	1724	982	1028	2139	52	314	2239	60	10389
APPROACH %'s :	0.00%	91.90%	8.10%	0.00%	63.71%	36.29%	31.94%	66.45%	1.62%	12.02%	85.69%	2.30%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	851	70	0	860	496	504	1091	28	164	1229	30	5323
PEAK HR FACTOR :		0.951			0.944			0.959			0.951		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_027

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Beverly Blvd			Beverly Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	2	0	0	2	1	1	2	0	
7:00 AM	115	12	0	0	18	1		97	74	12	360	0	689
7:15 AM	149	13	0	1	46	0		107	75	15	346	1	753
7:30 AM	163	24	3	3	52	1		143	119	14	372	2	896
7:45 AM	163	28	3	7	71	0		155	88	20	350	2	887
8:00 AM	155	39	2	11	64	0		189	103	15	356	2	936
8:15 AM	174	32	2	23	74	1		176	98	18	311	8	917
8:30 AM	169	41	2	11	66	0		230	122	17	340	4	1002
8:45 AM	161	36	0	12	102	2		206	129	28	316	6	998
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1249	225	12	68	493	5	0	1303	808	139	2751	25	7078
APPROACH %'s :	84.05%	15.14%	0.81%	12.01%	87.10%	0.88%	0.00%	61.72%	38.28%	4.77%	94.37%	0.86%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	659	148	6	57	306	3	0	801	452	78	1323	20	3853
PEAK HR FACTOR :		0.959			0.789			0.890			0.952		0.961

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_027

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Beverly Blvd			Beverly Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	2	0	0	2	1	1	2	0	
11:00 AM	133	16	10	1	46	1		267	116	14	256	3	863
11:15 AM	118	21	17	9	46	1		281	116	18	285	1	913
11:30 AM	144	22	10	8	36	5		274	111	14	289	4	917
11:45 AM	119	18	8	7	49	4		236	111	16	283	4	855
12:00 PM	152	17	10	5	33	1		285	119	12	235	4	873
12:15 PM	120	19	11	6	41	1		264	113	16	275	6	872
12:30 PM	139	31	9	6	33	3		275	116	10	251	2	875
12:45 PM	152	15	15	8	48	2		283	130	16	258	1	928
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1077	159	90	50	332	18	0	2165	932	116	2132	25	7096
APPROACH %'s :	81.22%	11.99%	6.79%	12.50%	83.00%	4.50%	0.00%	69.91%	30.09%	5.10%	93.80%	1.10%	
PEAK HR START TIME :	1115 AM												TOTAL
PEAK HR VOL :	533	78	45	29	164	11	0	1076	457	60	1092	13	3558
PEAK HR FACTOR :		0.916			0.850			0.949			0.949		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_027

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Beverly Blvd			Beverly Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	2	0	0	2	1	1	2	0	
4:00 PM	159	37	10	12	67	1		330	101	16	240	3	976
4:15 PM	143	23	13	9	68	5		353	115	11	251	2	993
4:30 PM	159	26	5	12	62	5		311	124	15	201	0	920
4:45 PM	152	35	10	11	55	3		353	120	8	220	1	968
5:00 PM	157	32	10	10	61	3		331	100	11	209	4	928
5:15 PM	175	41	13	3	49	2		359	96	7	265	1	1011
5:30 PM	138	29	13	3	52	3		351	113	11	252	3	968
5:45 PM	150	46	13	7	54	1		368	87	7	231	2	966
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1233	269	87	67	468	23	0	2756	856	86	1869	16	7730
APPROACH %'s :	77.60%	16.93%	5.48%	12.01%	83.87%	4.12%	0.00%	76.30%	23.70%	4.36%	94.82%	0.81%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	622	137	46	27	217	11	0	1394	429	37	946	9	3875
PEAK HR FACTOR :		0.879			0.861			0.964			0.908		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_028

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Burton Way			Burton Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	1	1	2	1	
7:00 AM	11	40	3	10	73	27	7	70	3	6	125	24	399
7:15 AM	11	50	3	15	83	48	7	95	6	14	157	16	505
7:30 AM	14	63	5	11	119	65	16	86	5	14	222	38	658
7:45 AM	19	85	3	13	139	79	6	140	12	14	254	40	804
8:00 AM	11	96	3	16	129	69	20	158	10	15	247	26	800
8:15 AM	17	88	9	17	148	89	16	158	17	18	278	40	895
8:30 AM	8	94	3	18	168	77	15	149	8	30	289	36	895
8:45 AM	13	115	3	27	159	85	19	170	8	17	265	42	923
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	104	631	32	127	1018	539	106	1026	69	128	1837	262	5879
APPROACH %'s :	13.56%	82.27%	4.17%	7.54%	60.45%	32.01%	8.83%	85.43%	5.75%	5.75%	82.49%	11.76%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	49	393	18	78	604	320	70	635	43	80	1079	144	3513
PEAK HR FACTOR :		0.878			0.924			0.949			0.918		0.952

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_028

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Burton Way			Burton Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	1	1	2	1	
11:00 AM	12	110	7	14	97	28	28	141	16	6	132	23	614
11:15 AM	13	112	8	18	109	51	31	132	15	11	128	20	648
11:30 AM	21	110	2	16	106	34	26	142	17	13	144	23	654
11:45 AM	19	101	8	16	107	45	24	141	13	16	142	26	658
12:00 PM	14	111	9	19	127	47	33	162	18	21	130	28	719
12:15 PM	13	120	9	21	105	52	36	145	20	12	146	20	699
12:30 PM	14	100	7	15	102	45	33	159	11	11	157	21	675
12:45 PM	15	130	4	16	125	58	25	162	13	13	145	15	721
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	121	894	54	135	878	360	236	1184	123	103	1124	176	5388
APPROACH %'s :	11.32%	83.63%	5.05%	9.83%	63.95%	26.22%	15.29%	76.73%	7.97%	7.34%	80.11%	12.54%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	56	461	29	71	459	202	127	628	62	57	578	84	2814
PEAK HR FACTOR :		0.916			0.920			0.959			0.951		0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_028

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Burton Way			Burton Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	1	1	2	1	
4:00 PM	16	112	8	21	128	29	37	245	22	22	177	25	842
4:15 PM	18	119	3	36	102	37	37	239	18	10	181	24	824
4:30 PM	18	111	10	26	143	34	38	239	16	14	183	24	856
4:45 PM	15	109	10	19	129	32	35	228	14	7	167	26	791
5:00 PM	20	120	5	20	134	35	29	230	11	11	197	28	840
5:15 PM	21	127	7	18	123	36	36	265	14	13	171	22	853
5:30 PM	23	121	11	24	137	27	36	278	11	12	169	30	879
5:45 PM	11	127	8	31	135	33	32	281	8	9	166	36	877
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	142	946	62	195	1031	263	280	2005	114	98	1411	215	6762
APPROACH %'s :	12.35%	82.26%	5.39%	13.10%	69.24%	17.66%	11.67%	83.58%	4.75%	5.68%	81.84%	12.47%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	75	495	31	93	529	131	133	1054	44	45	703	116	3449
PEAK HR FACTOR :		0.969			0.946			0.947			0.915		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_029

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	3	0	1	3	0	
7:00 AM	15	47	29	9	61	11	9	151	6	6	303	12	659
7:15 AM	25	44	25	6	69	17	16	150	11	27	384	12	786
7:30 AM	19	47	15	10	98	28	9	222	14	16	501	12	991
7:45 AM	33	91	21	19	110	35	17	250	17	16	471	18	1098
8:00 AM	22	85	20	12	127	21	16	291	15	15	476	8	1108
8:15 AM	31	93	19	15	125	40	23	291	17	22	473	19	1168
8:30 AM	33	87	27	20	132	44	21	332	13	21	503	10	1243
8:45 AM	37	104	19	17	130	33	16	344	18	43	511	12	1284
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	215	598	175	108	852	229	127	2031	111	166	3622	103	8337
APPROACH %'s :	21.76%	60.53%	17.71%	9.08%	71.66%	19.26%	5.60%	89.51%	4.89%	4.27%	93.09%	2.65%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	123	369	85	64	514	138	76	1258	63	101	1963	49	4803
PEAK HR FACTOR :		0.902			0.913			0.924			0.933		0.935

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_029

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	3	0	1	3	0	
11:00 AM	23	79	14	20	84	31	24	307	18	22	248	21	891
11:15 AM	28	94	17	16	90	20	17	320	16	16	298	21	953
11:30 AM	27	80	15	22	97	28	30	292	11	22	298	15	937
11:45 AM	16	79	24	12	97	24	24	297	22	25	324	17	961
12:00 PM	23	97	21	18	105	29	34	282	21	22	297	12	961
12:15 PM	26	111	12	21	107	33	29	310	18	21	327	15	1030
12:30 PM	21	70	12	22	94	22	28	306	8	17	300	26	926
12:45 PM	31	87	22	31	111	30	26	301	17	21	287	26	990
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	195	697	137	162	785	217	212	2415	131	166	2379	153	7649
APPROACH %'s :	18.95%	67.74%	13.31%	13.92%	67.44%	18.64%	7.69%	87.56%	4.75%	6.15%	88.18%	5.67%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	101	365	67	92	417	114	117	1199	64	81	1211	79	3907
PEAK HR FACTOR :		0.894			0.906			0.966			0.944		0.948

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5036_029

Day: TUESDAY

City: City of Beverly Hills

Date: 01/24/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	3	0	1	3	0	
4:00 PM	22	92	27	27	139	19	37	411	15	26	317	13	1145
4:15 PM	32	94	21	16	103	25	29	404	21	29	290	15	1079
4:30 PM	25	104	21	23	132	15	38	369	18	21	302	19	1087
4:45 PM	33	83	21	17	114	21	29	437	20	24	345	15	1159
5:00 PM	35	105	25	21	124	27	33	406	24	20	353	20	1193
5:15 PM	23	110	28	19	118	28	30	418	10	15	303	19	1121
5:30 PM	24	106	19	18	105	19	27	428	19	20	352	23	1160
5:45 PM	26	98	27	18	127	23	37	413	16	23	368	14	1190
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	220	792	189	159	962	177	260	3286	143	178	2630	138	9134
APPROACH %'s :	18.32%	65.95%	15.74%	12.25%	74.11%	13.64%	7.05%	89.08%	3.88%	6.04%	89.27%	4.68%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	108	419	99	76	474	97	127	1665	69	78	1376	76	4664
PEAK HR FACTOR :		0.948			0.940			0.982			0.944		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5133_001

Day: TUESDAY

City: City of Beverly Hills

Date: 04/17/2012

AM

NS/EW Streets:	Doheny Dr			Doheny Dr			Oakhurst Dr			Oakhurst Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	2	0	0	1	0	0	1	0	
7:00 AM	2	49	2	0	67	4	1		2	0	1	1	129
7:15 AM	2	47	3	0	62	4	2		4	0	0	0	124
7:30 AM	0	50	0	0	72	7	1		10	0	0	0	140
7:45 AM	0	65	1	0	82	19	0		10	0	0	0	177
8:00 AM	4	81	2	0	128	12	1		6	1	1	0	236
8:15 AM	2	70	2	1	122	14	0		7	0	0	1	219
8:30 AM	2	111	0	0	123	11	1		10	1	0	0	259
8:45 AM	2	99	2	0	108	12	2		9	0	0	0	234

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	14	572	12	1	764	83	8	0	58	2	2	2	1518
APPROACH %'s :	2.34%	95.65%	2.01%	0.12%	90.09%	9.79%	12.12%	0.00%	87.88%	33.33%	33.33%	33.33%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	10	361	6	1	481	49	4	0	32	2	1	1	948
PEAK HR FACTOR :		0.834			0.948			0.818			0.500		0.915

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5133_001

Day: TUESDAY

City: City of Beverly Hills

Date: 04/17/2012

NOON

NS/EW Streets:	Doheny Dr			Doheny Dr			Oakhurst Dr			Oakhurst Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	2	0	0	1	0	0	1	0	
11:00 AM	0	102	1	1	115	1	0		6	0		1	227
11:15 AM	2	93	3	0	127	1	0		8	1		0	235
11:30 AM	1	85	1	1	145	3	4		6	0		1	247
11:45 AM	0	110	2	1	168	2	2		10	0		0	295
12:00 PM	3	97	1	1	120	5	4		11	1		0	243
12:15 PM	3	116	1	0	150	3	4		5	0		2	284
12:30 PM	7	98	0	0	135	4	0		16	1		1	262
12:45 PM	2	105	0	1	149	1	2		15	0		0	275

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	18	806	9	5	1109	20	16	0	77	3	0	5	2068
APPROACH %'s :	2.16%	96.76%	1.08%	0.44%	97.80%	1.76%	17.20%	0.00%	82.80%	37.50%	0.00%	62.50%	

PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	13	421	4	2	573	14	10	0	42	2	0	3	1084
PEAK HR FACTOR :		0.913			0.861			0.813			0.625		0.919

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5133_001

Day: TUESDAY

City: City of Beverly Hills

Date: 04/17/2012

PM

NS/EW Streets:	Doheny Dr			Doheny Dr			Oakhurst Dr			Oakhurst Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	2	0	0	1	0	0	1	0	
4:00 PM	1	97	4	0	133	1	3		9	1		0	249
4:15 PM	4	93	2	2	162	4	5		16	1		1	290
4:30 PM	2	105	2	1	157	2	5		8	0		0	282
4:45 PM	2	117	2	0	149	3	5		20	0		0	298
5:00 PM	7	107	0	1	136	1	4		17	0		0	273
5:15 PM	3	85	1	0	163	4	13		12	0		0	281
5:30 PM	2	129	0	0	149	3	7		13	0		0	303
5:45 PM	0	113	1	1	147	8	10		21	0		2	303
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	21	846	12	5	1196	26	52	0	116	2	0	3	2279
APPROACH %'s :	2.39%	96.25%	1.37%	0.41%	97.47%	2.12%	30.95%	0.00%	69.05%	40.00%	0.00%	60.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	12	434	2	2	595	16	34	0	63	0	0	2	1160
PEAK HR FACTOR :		0.855			0.918			0.782			0.250		0.957

CONTROL : 1-Way Stop (EB)

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5036-001
N/S Street: La Cienega Blvd
E/W Street: Holloway Dr
DATE: 1/24/2012 DAY: Tuesday
CITY: West Hollywood

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	2	4	4	2	2	3
7:15 AM	1	4	2	3	2	4	3	2
7:30 AM	1	2	0	6	1	4	0	4
7:45 AM	4	7	2	5	9	3	4	1
8:00 AM	5	7	3	4	9	2	2	1
8:15 AM	2	3	0	5	4	5	3	2
8:30 AM	2	3	4	2	6	2	2	2
8:45 AM	5	4	5	5	3	10	1	2
TOTALS	**20**	**33**	**18**	**34**	**38**	**32**	**17**	**17**

BIKES

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

N O O N

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	1	5	4	2	10	3	1	4
11:15 AM	4	0	2	4	2	4	2	2
11:30 AM	3	5	1	2	0	2	1	8
11:45 AM	8	4	1	0	4	2	8	4
12:00 PM	4	4	3	13	3	12	5	4
12:15 PM	6	4	4	9	6	6	4	4
12:30 PM	6	5	2	1	3	6	4	3
12:45 PM	4	4	8	3	6	10	2	9
TOTALS	**36**	**31**	**25**	**34**	**34**	**45**	**27**	**38**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	1	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	1	0	0	0
12:00 PM	0	0	0	1	0	1	0	0
12:15 PM	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	1	0	0	1	1
12:45 PM	0	0	1	0	0	0	0	0
TOTALS	**0**	**1**	**2**	**3**	**1**	**2**	**1**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	3	4	2	4	3	0	3
4:15 PM	5	1	5	4	5	0	5	9
4:30 PM	3	4	3	3	2	5	3	4
4:45 PM	2	2	1	2	6	4	4	6
5:00 PM	2	2	4	0	9	7	4	3
5:15 PM	8	3	8	3	4	0	3	9
5:30 PM	2	5	0	5	6	6	1	6
5:45 PM	5	1	3	3	5	1	5	5
TOTALS	**29**	**21**	**28**	**22**	**41**	**26**	**25**	**45**

BIKES

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5036-007
N/S Street: San Vicente Blvd
E/W Street: Sunset Blvd
DATE: 1/24/2012 DAY: Tuesday
CITY: West Hollywood

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	12	2	1	2	0	0	2
7:15 AM	0	3	1	0	1	0	1	2
7:30 AM	5	2	8	5	7	7	1	2
7:45 AM	1	3	7	10	3	7	5	0
8:00 AM	3	7	2	0	0	3	1	1
8:15 AM	1	5	7	5	2	2	4	2
8:30 AM	5	4	1	1	2	0	3	2
8:45 AM	0	8	5	8	4	5	1	2
TOTALS	**15**	**44**	**33**	**30**	**21**	**24**	**16**	**13**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	3	0	0	0	0
7:30 AM	0	0	0	7	0	0	0	0
7:45 AM	0	0	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**6**	**10**	**0**	**0**	**0**	**0**

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	5	2	4	4	3	1	3	2
11:15 AM	3	5	4	3	5	1	3	4
11:30 AM	7	3	7	9	4	5	2	3
11:45 AM	12	7	8	6	3	2	2	2
12:00 PM	9	14	3	11	2	4	1	5
12:15 PM	6	18	9	3	5	2	2	2
12:30 PM	8	18	5	7	6	6	2	2
12:45 PM	8	13	8	7	4	2	7	1
TOTALS	**58**	**80**	**48**	**50**	**32**	**23**	**22**	**21**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0
12:30 PM	1	1	0	0	0	0	0	0
12:45 PM	1	1	0	0	0	0	0	0
TOTALS	**2**	**3**	**3**	**0**	**0**	**0**	**0**	**0**

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	10	9	11	14	9	9	8	3
4:15 PM	11	12	4	11	1	6	1	7
4:30 PM	6	8	14	8	3	4	8	7
4:45 PM	12	16	7	2	3	0	2	3
5:00 PM	3	6	9	10	2	2	3	10
5:15 PM	7	5	6	8	1	4	7	8
5:30 PM	11	8	13	12	0	8	5	7
5:45 PM	7	16	4	3	3	5	4	11
TOTALS	**67**	**80**	**68**	**68**	**22**	**38**	**38**	**56**

BIKES

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5036-009
N/S Street: San Vicente Blvd
E/W Street: Santa Monica Blvd
DATE: 1/24/2012 DAY: Tuesday
CITY: West Hollywood

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	7	5	1	4	3	3	2	1
7:15 AM	5	19	2	8	8	3	4	3
7:30 AM	9	7	3	6	4	5	5	1
7:45 AM	11	7	4	10	7	5	8	4
8:00 AM	7	10	8	9	6	4	7	5
8:15 AM	12	10	9	6	10	7	4	7
8:30 AM	9	15	6	16	8	5	6	8
8:45 AM	15	12	7	14	9	10	4	6
TOTALS	**75**	**85**	**40**	**73**	**55**	**42**	**40**	**35**

BIKES

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

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	25	19	12	11	7	6	5	14
11:15 AM	19	23	9	10	10	11	5	11
11:30 AM	29	27	9	9	7	7	5	14
11:45 AM	16	27	5	11	6	6	7	17
12:00 PM	17	24	20	18	14	10	3	10
12:15 PM	26	23	22	12	14	4	5	15
12:30 PM	32	36	18	8	20	18	7	23
12:45 PM	28	33	24	22	24	16	10	10
TOTALS	**192**	**212**	**119**	**101**	**102**	**78**	**47**	**114**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	1	1	0	0	0	0	0
11:15 AM	0	1	1	0	0	2	0	0
11:30 AM	0	7	0	0	0	0	0	0
11:45 AM	0	0	1	1	0	0	0	0
12:00 PM	0	1	0	0	0	0	1	0
12:15 PM	0	6	1	1	0	2	0	0
12:30 PM	0	1	1	0	0	0	0	0
12:45 PM	0	2	1	2	0	0	0	0
TOTALS	**0**	**19**	**6**	**4**	**0**	**4**	**1**	**0**

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	39	33	14	10	16	7	3	7
4:15 PM	23	27	20	8	12	11	10	16
4:30 PM	23	35	31	13	18	10	9	21
4:45 PM	30	31	22	14	16	9	12	10
5:00 PM	45	28	19	12	14	18	15	14
5:15 PM	46	30	21	13	13	12	7	7
5:30 PM	42	31	16	12	17	13	10	8
5:45 PM	23	30	20	12	4	7	6	10
TOTALS	**271**	**245**	**163**	**94**	**110**	**87**	**72**	**93**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	1	1	1	0	0	0	0	0
4:15 PM	1	4	4	0	0	0	0	1
4:30 PM	3	4	3	0	1	0	1	1
4:45 PM	1	2	7	1	1	0	1	0
5:00 PM	0	0	4	0	0	0	0	0
5:15 PM	0	2	6	1	0	0	0	2
5:30 PM	1	2	2	0	0	0	0	0
5:45 PM	0	2	5	0	0	0	0	1
TOTALS	**7**	**17**	**32**	**2**	**2**	**0**	**2**	**5**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5036-014
N/S Street: Robertson Blvd
E/W Street: Beverly Blvd
DATE: 1/24/2012 DAY: Tuesday
CITY: West Hollywood

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	7	4	5	3	3	1
7:15 AM	0	1	3	5	9	5	1	1
7:30 AM	4	4	7	6	6	8	3	0
7:45 AM	5	2	6	5	6	7	4	3
8:00 AM	5	0	1	7	5	7	1	0
8:15 AM	3	6	8	4	6	6	1	2
8:30 AM	4	2	7	3	11	6	2	2
8:45 AM	8	3	15	8	10	13	4	3
TOTALS	**30**	**20**	**54**	**42**	**58**	**55**	**19**	**12**

BIKES

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

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	5	7	11	13	16	21	2	11
11:15 AM	9	8	11	10	12	9	7	2
11:30 AM	3	7	15	6	15	10	0	7
11:45 AM	2	6	14	5	15	9	0	4
12:00 PM	5	10	13	14	19	13	6	15
12:15 PM	4	8	13	10	17	10	0	14
12:30 PM	6	8	11	7	14	6	3	4
12:45 PM	8	12	6	11	7	14	6	6
TOTALS	**42**	**66**	**94**	**76**	**115**	**92**	**24**	**63**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	0	0	1	1	0	0	0
11:15 AM	1	0	0	0	0	1	1	0
11:30 AM	0	1	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0
TOTALS	**1**	**2**	**1**	**1**	**2**	**3**	**1**	**0**

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	6	4	9	15	13	15	10	5
4:15 PM	10	8	13	12	14	24	4	7
4:30 PM	2	7	6	12	10	13	11	5
4:45 PM	2	2	3	6	12	11	4	10
5:00 PM	9	6	11	11	13	11	10	4
5:15 PM	9	10	8	5	11	10	3	11
5:30 PM	5	9	3	3	9	11	7	9
5:45 PM	5	2	8	8	17	15	8	5
TOTALS	**48**	**48**	**61**	**72**	**99**	**110**	**57**	**56**

BIKES

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

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5036-017
N/S Street: Doheny Dr
E/W Street: Santa Monica Blvd
DATE: 1/24/2012 DAY: Tuesday
CITY: West Hollywood

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	4	3	1	1
7:15 AM	0	0	0	1	2	1	0	3
7:30 AM	0	0	0	0	2	3	4	3
7:45 AM	0	0	2	0	0	5	2	2
8:00 AM	0	0	0	2	0	3	0	0
8:15 AM	0	0	2	0	2	2	0	4
8:30 AM	0	0	0	0	5	0	1	4
8:45 AM	3	1	1	3	5	0	3	5
TOTALS	**3**	**1**	**5**	**7**	**20**	**17**	**11**	**22**

BIKES

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

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	1	1	1	2	0	2	0
11:15 AM	1	2	3	0	0	2	1	2
11:30 AM	0	0	3	2	0	1	0	0
11:45 AM	0	0	0	2	1	0	2	1
12:00 PM	0	1	2	1	1	3	2	0
12:15 PM	0	1	0	0	1	1	1	1
12:30 PM	1	1	2	1	3	0	0	3
12:45 PM	3	1	0	1	6	1	0	0
TOTALS	**5**	**7**	**11**	**8**	**14**	**8**	**8**	**7**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	0	1	0	1	1	0	1
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	0
11:45 AM	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	0
12:15 PM	0	1	1	0	0	0	0	1
12:30 PM	0	0	1	0	0	0	0	0
12:45 PM	0	0	1	0	0	0	0	0
TOTALS	**0**	**1**	**5**	**0**	**3**	**1**	**0**	**2**

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	3	0	1	1	0	5	1	0
4:15 PM	4	4	6	1	0	1	0	1
4:30 PM	0	0	5	2	0	0	4	2
4:45 PM	1	2	1	2	9	2	3	2
5:00 PM	6	2	4	1	1	4	1	2
5:15 PM	5	1	2	0	1	4	1	3
5:30 PM	0	0	4	0	0	1	0	2
5:45 PM	0	0	4	5	2	2	0	5
TOTALS	**19**	**9**	**27**	**12**	**13**	**19**	**10**	**17**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	1	0	3	0	1	1	0	1
4:15 PM	0	0	2	1	0	0	0	1
4:30 PM	1	0	3	0	0	0	0	0
4:45 PM	0	1	2	0	0	0	0	1
5:00 PM	0	0	2	2	0	0	0	0
5:15 PM	0	1	5	1	0	0	0	1
5:30 PM	0	0	2	1	0	0	0	2
5:45 PM	0	0	2	0	0	0	0	0
TOTALS	**2**	**2**	**21**	**5**	**1**	**1**	**0**	**6**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5036-017
N/S Street: Doheny Dr
E/W Street: Santa Monica Blvd
DATE: 1/24/2012 DAY: Tuesday
CITY: West Hollywood

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PEDESTRIANS

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

BIKES

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

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	0	4	1	0	0	0	0
11:15 AM	0	0	6	2	0	0	0	0
11:30 AM	0	0	2	2	0	0	0	0
11:45 AM	0	0	3	5	0	0	0	0
12:00 PM	0	0	2	1	0	0	0	0
12:15 PM	0	0	2	1	0	0	0	0
12:30 PM	0	0	4	1	0	0	0	0
12:45 PM	0	0	3	2	0	0	0	0
TOTALS	**0**	**0**	**26**	**15**	**0**	**0**	**0**	**0**

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0
11:45 AM	0	0	0	1	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	2	5	0	0	0	0
4:15 PM	0	0	5	1	0	0	0	0
4:30 PM	0	0	9	1	0	0	0	0
4:45 PM	0	0	11	1	0	0	0	0
5:00 PM	0	0	3	2	0	0	0	0
5:15 PM	0	0	2	7	0	0	0	0
5:30 PM	0	0	3	3	0	0	0	0
5:45 PM	0	0	4	8	0	0	0	0
TOTALS	**0**	**0**	**39**	**28**	**0**	**0**	**0**	**0**

BIKES

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

Prepared by NDS/ATD

VOLUME

Nemo St between Doheny Dr & Willey Ln

Day: Tuesday
Date: 1/24/2012

City: West Hollywood
Project #: CA12_5035_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	246	2,018	2,264

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		5		5		12:00			5		22		27	
00:15			0		1		1		12:15			3		17		20	
00:30			0		3		3		12:30			8		33		41	
00:45			0		0	9	0	9	12:45			1	17	21	93	22	110
01:00			0		1		1		13:00			2		41		43	
01:15			0		1		1		13:15			4		31		35	
01:30			0		1		1		13:30			2		30		32	
01:45			0		3	6	3	6	13:45			1	9	39	141	40	150
02:00			0		0		0		14:00			6		40		46	
02:15			0		0		0		14:15			4		41		45	
02:30			0		0		0		14:30			10		34		44	
02:45			0		0		0		14:45			1	21	31	146	32	167
03:00			0		0		0		15:00			2		33		35	
03:15			0		2		2		15:15			4		45		49	
03:30			0		0		0		15:30			4		31		35	
03:45			0		2	4	2	4	15:45			3	13	29	138	32	151
04:00			0		0		0		16:00			5		27		32	
04:15			0		1		1		16:15			6		34		40	
04:30			0		0		0		16:30			3		31		34	
04:45			0		2	3	2	3	16:45			4	18	35	127	39	145
05:00			0		3		3		17:00			6		48		54	
05:15			2		1		3		17:15			3		33		36	
05:30			3		5		8		17:30			4		41		45	
05:45			1	6	1	10	2	16	17:45			4	17	36	158	40	175
06:00			4		4		8		18:00			3		36		39	
06:15			0		7		7		18:15			4		31		35	
06:30			1		11		12		18:30			4		35		39	
06:45			3	8	15	37	18	45	18:45			3	14	23	125	26	139
07:00			1		16		17		19:00			12		28		40	
07:15			0		29		29		19:15			3		27		30	
07:30			2		33		35		19:30			10		27		37	
07:45			1	4	45	123	46	127	19:45			6	31	20	102	26	133
08:00			0		45		45		20:00			4		13		17	
08:15			1		44		45		20:15			1		16		17	
08:30			0		41		41		20:30			6		15		21	
08:45			2	3	41	171	43	174	20:45			7	18	17	61	24	79
09:00			3		50		53		21:00			5		13		18	
09:15			2		39		41		21:15			2		16		18	
09:30			2		45		47		21:30			4		18		22	
09:45			3	10	42	176	45	186	21:45			2	13	15	62	17	75
10:00			4		42		46		22:00			1		7		8	
10:15			5		41		46		22:15			2		7		9	
10:30			2		28		30		22:30			5		18		23	
10:45			6	17	41	152	47	169	22:45			1	9	11	43	12	52
11:00			7		31		38		23:00			3		7		10	
11:15			3		24		27		23:15			2		3		5	
11:30			1		29		30		23:30			1		10		11	
11:45			0	11	25	109	25	120	23:45			1	7	2	22	3	29
TOTALS				59		800		**859**	**TOTALS**				187		1218		**1405**
SPLIT %				6.9%		93.1%		**37.9%**	**SPLIT %**				13.3%		86.7%		**62.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	246	2,018	2,264

AM Peak Hour			10:15	08:15	**09:00**	**PM Peak Hour**			19:00	17:00	**13:45**
AM Pk Volume			20	176	**186**	**PM Pk Volume**			31	158	**175**
Pk Hr Factor			0.714	0.880	**0.877**	**Pk Hr Factor**			0.646	0.823	**0.951**
7 - 9 Volume	0	0	7	294	**301**	**4 - 6 Volume**	0	0	35	285	**320**
7 - 9 Peak Hour			07:00	07:45	**07:45**	**4 - 6 Peak Hour**			16:15	17:00	**17:00**
7 - 9 Pk Volume	0	0	4	175	**177**	**4 - 6 Pk Volume**	0	0	19	158	**175**
Pk Hr Factor	0.000	0.000	0.500	0.972	**0.962**	**Pk Hr Factor**	0.000	0.000	0.792	0.823	**0.810**

Prepared by NDS/ATD

VOLUME

Willey Ln between Nemo St & Harland Ave

Day: Tuesday
Date: 1/24/2012

City: West Hollywood
Project #: CA12_5035_002

DAILY TOTALS	NB	SB	EB	WB	Total
	289	0	0	0	289

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	6		0			6	
00:15	0		0			0		12:15	3		0			3	
00:30	0		0			0		12:30	4		0			4	
00:45	0		0			0		12:45	7	20	0			7	20
01:00	0		0			0		13:00	6		0			6	
01:15	0		0			0		13:15	9		0			9	
01:30	0		0			0		13:30	5		0			5	
01:45	0		0			0		13:45	7	27	0			7	27
02:00	1		0			1		14:00	4		0			4	
02:15	0		0			0		14:15	5		0			5	
02:30	0		0			0		14:30	6		0			6	
02:45	0	1	0			0	1	14:45	3	18	0			3	18
03:00	0		0			0		15:00	6		0			6	
03:15	1		0			1		15:15	7		0			7	
03:30	0		0			0		15:30	5		0			5	
03:45	0	1	0			0	1	15:45	3	21	0			3	21
04:00	0		0			0		16:00	3		0			3	
04:15	0		0			0		16:15	8		0			8	
04:30	0		0			0		16:30	5		0			5	
04:45	0		0			0		16:45	6	22	0			6	22
05:00	0		0			0		17:00	9		0			9	
05:15	0		0			0		17:15	2		0			2	
05:30	1		0			1		17:30	4		0			4	
05:45	1	2	0			1	2	17:45	6	21	0			6	21
06:00	1		0			1		18:00	5		0			5	
06:15	0		0			0		18:15	5		0			5	
06:30	1		0			1		18:30	4		0			4	
06:45	1	3	0			1	3	18:45	3	17	0			3	17
07:00	2		0			2		19:00	6		0			6	
07:15	1		0			1		19:15	10		0			10	
07:30	1		0			1		19:30	4		0			4	
07:45	3	7	0			3	7	19:45	6	26	0			6	26
08:00	1		0			1		20:00	7		0			7	
08:15	3		0			3		20:15	4		0			4	
08:30	5		0			5		20:30	0		0			0	
08:45	1	10	0			1	10	20:45	3	14	0			3	14
09:00	4		0			4		21:00	2		0			2	
09:15	6		0			6		21:15	4		0			4	
09:30	3		0			3		21:30	3		0			3	
09:45	3	16	0			3	16	21:45	4	13	0			4	13
10:00	6		0			6		22:00	3		0			3	
10:15	2		0			2		22:15	2		0			2	
10:30	5		0			5		22:30	1		0			1	
10:45	5	18	0			5	18	22:45	1	7	0			1	7
11:00	6		0			6		23:00	3		0			3	
11:15	7		0			7		23:15	0		0			0	
11:30	3		0			3		23:30	1		0			1	
11:45	4	20	0			4	20	23:45	1	5	0			1	5
TOTALS		78					**78**	**TOTALS**		211					**211**
SPLIT %		100.0%					**27.0%**	**SPLIT %**		100.0%					**73.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	289	0	0	0	289

AM Peak Hour	10:30				**10:30**	**PM Peak Hour**	16:15				**16:15**
AM Pk Volume	23				**23**	**PM Pk Volume**	28				**28**
Pk Hr Factor	0.821				**0.821**	**Pk Hr Factor**	0.778				**0.778**
7 - 9 Volume	17	0	0	0	**17**	**4 - 6 Volume**	43	0	0	0	**43**
7 - 9 Peak Hour	07:45				**07:45**	**4 - 6 Peak Hour**	16:15				**16:15**
7 - 9 Pk Volume	12	0	0	0	**12**	**4 - 6 Pk Volume**	28	0	0	0	**28**
Pk Hr Factor	0.600	0.000	0.000	0.000	**0.600**	**Pk Hr Factor**	0.778	0.000	0.000	0.000	**0.778**

Prepared by NDS/ATD

VOLUME

N-S Alley between Melrose Ave & Rangley Ave

Day: Tuesday
Date: 1/24/2012

City: West Hollywood
Project #: CA12_5035_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	819	0	0	819

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	1			1	12:00	0	11			11
00:15	0	0			0	12:15	0	19			19
00:30	0	0			0	12:30	0	12			12
00:45	0	0	1		0 1	12:45	0	11	53		11 53
01:00	0	0			0	13:00	0	6			6
01:15	0	0			0	13:15	0	18			18
01:30	0	0			0	13:30	0	11			11
01:45	0	1	1		1 1	13:45	0	10	45		10 45
02:00	0	0			0	14:00	0	13			13
02:15	0	2			2	14:15	0	13			13
02:30	0	0			0	14:30	0	18			18
02:45	0	0	2		0 2	14:45	0	15	59		15 59
03:00	0	0			0	15:00	0	8			8
03:15	0	0			0	15:15	0	15			15
03:30	0	0			0	15:30	0	10			10
03:45	0	1	1		1 1	15:45	0	17	50		17 50
04:00	0	0			0	16:00	0	13			13
04:15	0	0			0	16:15	0	10			10
04:30	0	0			0	16:30	0	13			13
04:45	0	0			0	16:45	0	14	50		14 50
05:00	0	0			0	17:00	0	13			13
05:15	0	2			2	17:15	0	15			15
05:30	0	0			0	17:30	0	9			9
05:45	0	0	2		0 2	17:45	0	15	52		15 52
06:00	0	1			1	18:00	0	19			19
06:15	0	2			2	18:15	0	21			21
06:30	0	3			3	18:30	0	11			11
06:45	0	5	11		5 11	18:45	0	16	67		16 67
07:00	0	4			4	19:00	0	15			15
07:15	0	9			9	19:15	0	12			12
07:30	0	13			13	19:30	0	16			16
07:45	0	16	42		16 42	19:45	0	9	52		9 52
08:00	0	20			20	20:00	0	5			5
08:15	0	23			23	20:15	0	2			2
08:30	0	30			30	20:30	0	10			10
08:45	0	27	100		27 100	20:45	0	2	19		2 19
09:00	0	28			28	21:00	0	6			6
09:15	0	26			26	21:15	0	1			1
09:30	0	22			22	21:30	0	4			4
09:45	0	22	98		22 98	21:45	0	5	16		5 16
10:00	0	17			17	22:00	0	2			2
10:15	0	9			9	22:15	0	6			6
10:30	0	8			8	22:30	0	4			4
10:45	0	11	45		11 45	22:45	0	1	13		1 13
11:00	0	4			4	23:00	0	1			1
11:15	0	5			5	23:15	0	0			0
11:30	0	18			18	23:30	0	0			0
11:45	0	11	38		11 38	23:45	0	1	2		1 2
TOTALS		341			**341**	**TOTALS**		478			**478**
SPLIT %		100.0%			**41.6%**	**SPLIT %**		100.0%			**58.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	819	0	0	819

AM Peak Hour		08:30			**08:30**	**PM Peak Hour**		18:00			**18:00**
AM Pk Volume		111			**111**	**PM Pk Volume**		67			**67**
Pk Hr Factor		0.925			**0.925**	**Pk Hr Factor**		0.798			**0.798**
7 - 9 Volume	0	142	0	0	**142**	**4 - 6 Volume**	0	102	0	0	**102**
7 - 9 Peak Hour		08:00			**08:00**	**4 - 6 Peak Hour**		16:30			**16:30**
7 - 9 Pk Volume	0	100	0	0	**100**	**4 - 6 Pk Volume**	0	55	0	0	**55**
Pk Hr Factor	0.000	0.833	0.000	0.000	**0.833**	**Pk Hr Factor**	0.000	0.917	0.000	0.000	**0.917**

APPENDIX B

EXISTING LEVEL OF SERVICE WORKSHEETS

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	4	Average Delay (sec/veh):	26.7
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	98	537	35	39	1404	516	200	203	157	107	243	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	537	35	39	1404	516	200	203	157	107	243	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	537	35	39	1404	516	200	203	157	107	243	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	537	35	39	1404	516	200	203	157	107	243	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	537	35	39	1404	516	200	203	157	107	243	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	537	35	39	1404	516	200	203	157	107	243	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.83	0.83
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	1516	2821	184	1516	3032	1357	1516	1596	1357	1516	1386	183
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.03	0.46	0.38	0.13	0.13	0.12	0.07	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.62	0.53	0.53	0.60	0.53	0.53	0.36	0.23	0.23	0.33	0.20	0.20
Volume/Cap:	0.55	0.36	0.36	0.09	0.87	0.71	0.68	0.56	0.51	0.32	0.87	0.87
Delay/Veh:	19.2	13.5	13.5	8.5	25.7	21.0	31.0	36.2	35.2	25.1	60.5	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	13.5	13.5	8.5	25.7	21.0	31.0	36.2	35.2	25.1	60.5	60.5
LOS by Move:	B	B	B	A	C	C	C	D	D	C	E	E
HCM2kAvgQ:	2	5	5	1	23	13	7	6	5	3	11	11

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.039
Loss Time (sec):	4	Average Delay (sec/veh):	52.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0 0	2	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	438	97	0	1044	664	216	456	76	237	1160	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	438	97	0	1044	664	216	456	76	237	1160	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	438	97	0	1044	664	216	456	76	237	1160	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	438	97	0	1044	664	216	456	76	237	1160	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.78	0.78	0.84	0.80	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.64	0.36	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2416	535	0	3032	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.00	0.34	0.49	0.07	0.15	0.06	0.08	0.38	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.52	0.52	0.00	0.47	0.47	0.07	0.35	0.35	0.09	0.37	0.37
Volume/Cap:	1.04	0.35	0.35	0.00	0.73	1.04	1.04	0.43	0.16	0.87	1.04	0.01
Delay/Veh:	132.1	14.1	14.1	0.0	23.3	72.7	119.4	25.5	22.8	68.9	69.4	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.1	14.1	14.1	0.0	23.3	72.7	119.4	25.5	22.8	68.9	69.4	20.1
LOS by Move:	F	B	B	A	C	E	F	C	C	E	E	C
HCM2kAvgQ:	6	5	5	0	13	24	7	6	2	6	27	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 0 2		0 1	2 0 2		0 1	2 0 2		0 1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	438	97	0	1044	664	216	456	76	237	1160	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	438	97	0	1044	664	216	456	76	237	1160	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	438	97	0	1044	664	216	456	76	237	1160	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	438	97	0	1044	664	216	456	76	237	1160	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.64	0.36	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2620	580	0	3200	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.00	0.33	0.42	0.07	0.14	0.05	0.07	0.36	0.00
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	4	Average Delay (sec/veh):	39.6
Optimal Cycle:	55	Level Of Service:	D

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	72	581	170	72	1179	145	43	400	58	395	894	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	581	170	72	1179	145	43	400	58	395	894	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	581	170	72	1179	145	43	400	58	395	894	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	72	581	170	72	1179	145	43	400	58	395	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	581	170	72	1179	145	43	400	58	395	894	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	72	581	170	72	1179	145	43	400	58	395	894	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.80	0.71	0.26	0.80	0.71	0.16	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	182	3032	1357	492	3032	1357	295	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.40	0.19	0.13	0.15	0.39	0.11	0.15	0.13	0.04	0.26	0.29	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.33	0.33	0.33	0.23	0.56	0.00
Volume/Cap:	0.90	0.49	0.32	0.37	1.00	0.27	0.44	0.40	0.13	1.13	0.52	0.00
Delay/Veh:	93.6	21.0	19.5	20.8	52.2	19.0	26.5	23.3	21.0	121.0	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.6	21.0	19.5	20.8	52.2	19.0	26.5	23.3	21.0	121.0	12.4	0.0
LOS by Move:	F	C	B	C	D	B	C	C	C	F	B	A
HCM2kAvgQ:	4	7	3	2	24	3	2	5	1	20	8	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[20.7]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	21	0	72	1	0	1	0	371	5	28	685	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	21	0	72	1	0	1	0	371	5	28	685	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	72	1	0	1	0	371	5	28	685	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	21	0	72	1	0	1	0	371	5	28	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	72	1	0	1	0	371	5	28	685	0
Critical Gap Module:												
Critical Gp:	7.1 6.5	6.2		7.1 6.5	6.2		xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1115 1115	374		1151 1117	685		xxxx xxxx	xxxxx		376 xxxx	xxxxx	
Potent Cap.:	187 210	677		177 209	452		xxxx xxxx	xxxxx		1194 xxxx	xxxxx	
Move Cap.:	183 205	677		155 204	452		xxxx xxxx	xxxxx		1194 xxxx	xxxxx	
Volume/Cap:	0.11 0.00	0.11		0.01 0.00	0.00		xxxx xxxx	xxxx		0.02 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.1 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.1 xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	*		A *	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 421	xxxxx		xxxx 231	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 0.8	xxxxx		xxxxx 0.0	xxxxx		xxxxx xxxx	xxxxx		0.1 xxxx	xxxxx	
Shrd ConDel:	xxxxx 16.0	xxxxx		xxxxx 20.7	xxxxx		xxxxx xxxx	xxxxx		8.1 xxxx	xxxxx	
Shared LOS:	* C	*		* C	*		* *	*		A *	*	
ApproachDel:	16.0			20.7			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[17.9]

Street Name:	Hancock Ave						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	129	43	748	51	15	1871	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	129	43	748	51	15	1871	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	129	43	748	51	15	1871	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	129	43	748	51	15	1871	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	129	43	748	51	15	1871	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	630	1884	xxxx	xxxxx	799	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	429	322	xxxx	xxxxx	833	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	429	322	xxxx	xxxxx	833	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.13	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2	0.5	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.0	17.9	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	C	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	4	Average Delay (sec/veh):	40.7
Optimal Cycle:	148	Level Of Service:	D

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	1	0 1 0
Volume Module:												
Base Vol:	482	8	18	12	29	40	13	717	241	1	1414	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	8	18	12	29	40	13	717	241	1	1414	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	8	18	12	29	40	13	717	241	1	1414	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	8	18	12	29	40	13	717	241	1	1414	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	8	18	12	29	40	13	717	241	1	1414	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	8	18	12	29	40	13	717	241	1	1414	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.78	0.78	0.78	0.80	0.80	0.71	0.80	0.80	0.80
Lanes:	1.97	0.03	1.00	0.15	0.36	0.49	1.00	2.00	1.00	0.01	1.98	0.01
Final Sat.:	2992	50	1357	219	529	730	1516	3032	1357	2	3012	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.01	0.05	0.05	0.05	0.01	0.24	0.18	0.47	0.47	0.47
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.06	0.06	0.06	0.75	0.25	0.25	0.49	0.73	0.73
Volume/Cap:	0.96	0.96	0.08	0.96	0.96	0.96	0.10	0.95	0.71	0.96	0.65	0.65
Delay/Veh:	78.4	78.4	42.2	139.3	139	139.3	12.3	64.7	47.9	43.6	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	78.4	42.2	139.3	139	139.3	12.3	64.7	47.9	43.6	9.1	9.1
LOS by Move:	E	E	D	F	F	F	B	E	D	D	A	A
HCM2kAvgQ:	13	13	1	6	6	6	0	18	9	32	15	15

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	4	Average Delay (sec/veh):	17.2
Optimal Cycle:	43	Level Of Service:	B

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0 1	0	1	0 2	0 1	0	2 0 1
Volume Module:												
Base Vol:	192	17	194	22	27	16	5	777	190	118	1677	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	17	194	22	27	16	5	777	190	118	1677	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	17	194	22	27	16	5	777	190	118	1677	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	17	194	22	27	16	5	777	190	118	1677	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	17	194	22	27	16	5	777	190	118	1677	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	17	194	22	27	16	5	777	190	118	1677	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.46	0.08	1.46	1.00	0.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2109	117	2115	1516	946	561	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.01	0.03	0.03	0.00	0.26	0.14	0.08	0.55	0.01
Crit Moves:		****			****						****	
Green/Cycle:	0.19	0.19	0.36	0.04	0.04	0.04	0.00	0.57	0.57	0.73	0.73	0.73
Volume/Cap:	0.47	0.76	0.25	0.38	0.76	0.76	0.76	0.45	0.25	0.29	0.76	0.01
Delay/Veh:	43.5	51.9	26.8	60.6	100	100.4	249.7	15.5	13.4	11.6	11.1	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	51.9	26.8	60.6	100	100.4	249.7	15.5	13.4	11.6	11.1	4.3
LOS by Move:	D	D	C	E	F	F	F	B	B	B	B	A
HCM2kAvgQ:	4	8	3	1	3	3	1	9	4	2	20	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	4	Average Delay (sec/veh):	8.8
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	225	393	73	9	380	61	37	46	79	104	174	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	393	73	9	380	61	37	46	79	104	174	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	393	73	9	380	61	37	46	79	104	174	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	393	73	9	380	61	37	46	79	104	174	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	393	73	9	380	61	37	46	79	104	174	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	393	73	9	380	61	37	46	79	104	174	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.78	0.78	0.38	0.78	0.78	0.71	0.71	0.71	0.71	0.71	0.71
Lanes:	1.00	1.69	0.31	1.00	1.72	0.28	0.23	0.28	0.49	0.36	0.60	0.04
Final Sat.:	744	2496	464	718	2558	411	306	381	654	484	809	56
Capacity Analysis Module:												
Vol/Sat:	0.30	0.16	0.16	0.01	0.15	0.15	0.12	0.12	0.12	0.22	0.22	0.22
Crit Moves:	****										****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.56	0.29	0.29	0.02	0.28	0.28	0.32	0.32	0.32	0.56	0.56	0.56
Delay/Veh:	9.6	6.5	6.5	5.5	6.5	6.5	11.4	11.4	11.4	13.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	6.5	6.5	5.5	6.5	6.5	11.4	11.4	11.4	13.8	13.8	13.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	2	2	0	2	2	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.322
Loss Time (sec):	4	Average Delay (sec/veh):	32.1
Optimal Cycle:	180	Level Of Service:	C

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	78	489	110	66	423	94	103	670	46	150	1746	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	489	110	66	423	94	103	670	46	150	1746	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	489	110	66	423	94	103	670	46	150	1746	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	489	110	66	423	94	103	670	46	150	1746	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	489	110	66	423	94	103	670	46	150	1746	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	489	110	66	423	94	103	670	46	150	1746	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.80	0.71	0.80	0.78	0.78	0.06	0.79	0.79	0.29	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	314	3032	1357	1516	2414	536	105	2809	193	544	2811	192
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.08	0.04	0.18	0.18	0.98	0.24	0.24	0.28	0.62	0.62
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.20	0.20	0.03	0.24	0.24	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	1.08	0.79	0.40	1.25	0.74	0.74	1.35	0.33	0.33	0.38	0.86	0.86
Delay/Veh:	170.6	44.9	35.5	252.8	39.3	39.3	237.8	5.2	5.2	6.0	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	170.6	44.9	35.5	252.8	39.3	39.3	237.8	5.2	5.2	6.0	14.0	14.0
LOS by Move:	F	D	D	F	D	D	F	A	A	A	B	B
HCM2kAvgQ:	6	10	3	6	9	9	7	4	4	2	25	25

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	4	Average Delay (sec/veh):	15.0
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	68	513	115	113	483	42	18	415	35	143	691	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	513	115	113	483	42	18	415	35	143	691	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	513	115	113	483	42	18	415	35	143	691	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	513	115	113	483	42	18	415	35	143	691	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	513	115	113	483	42	18	415	35	143	691	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	513	115	113	483	42	18	415	35	143	691	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.80	0.71	0.27	0.80	0.71	0.21	0.79	0.79	0.40	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00
Final Sat.:	552	3032	1357	516	3032	1357	391	2763	233	764	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.08	0.22	0.16	0.03	0.05	0.15	0.15	0.19	0.43	0.12
Crit Moves:				****							****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.39	0.53	0.27	0.69	0.50	0.10	0.07	0.24	0.24	0.30	0.69	0.19
Delay/Veh:	21.3	21.6	19.4	34.0	21.1	18.1	5.6	6.2	6.2	6.7	11.2	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.6	19.4	34.0	21.1	18.1	5.6	6.2	6.2	6.7	11.2	6.0
LOS by Move:	C	C	B	C	C	B	A	A	A	A	B	A
HCM2kAvgQ:	1	5	2	4	5	1	0	2	2	2	12	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	4	Average Delay (sec/veh):	20.5
Optimal Cycle:	34	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	102	564	29	88	487	171	52	583	130	141	1221	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	564	29	88	487	171	52	583	130	141	1221	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	564	29	88	487	171	52	583	130	141	1221	126
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	564	0	88	487	171	52	583	130	141	1221	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	564	0	88	487	171	52	583	130	141	1221	126
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	564	0	88	487	171	52	583	130	141	1221	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.80	0.84	0.23	0.80	0.71	0.14	0.80	0.71	0.33	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	525	3032	1596	442	3032	1357	265	3032	1357	624	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.20	0.16	0.13	0.20	0.19	0.10	0.23	0.40	0.09
Crit Moves:				****							****	
Green/Cycle:	0.32	0.32	0.00	0.32	0.32	0.32	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.61	0.58	0.00	0.62	0.50	0.39	0.30	0.30	0.15	0.35	0.62	0.14
Delay/Veh:	40.7	35.0	0.0	43.0	33.5	32.4	10.3	9.3	8.4	10.2	13.2	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	35.0	0.0	43.0	33.5	32.4	10.3	9.3	8.4	10.2	13.2	8.3
LOS by Move:	D	D	A	D	C	C	B	A	A	B	B	A
HCM2kAvgQ:	4	10	0	3	7	5	1	5	2	3	14	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	4	Average Delay (sec/veh):	18.3
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	64	97	159	52	122	16	41	631	33	234	1600	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	97	159	52	122	16	41	631	33	234	1600	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	97	159	52	122	16	41	631	33	234	1600	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	97	159	52	122	16	41	631	33	234	1600	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	97	159	52	122	16	41	631	33	234	1600	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	97	159	52	122	16	41	631	33	234	1600	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.76	0.76	0.52	0.52	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.38	0.62	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	709	548	899	294	689	1357	1516	3032	1357	1516	2922	95
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.18	0.18	0.01	0.03	0.21	0.02	0.15	0.55	0.55
Crit Moves:					****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.52	0.48	0.48	0.74	0.70	0.70
Volume/Cap:	0.40	0.78	0.78	0.78	0.78	0.05	0.27	0.43	0.05	0.38	0.78	0.78
Delay/Veh:	34.6	48.0	48.0	52.8	52.8	30.4	13.0	17.0	13.6	5.2	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	48.0	48.0	52.8	52.8	30.4	13.0	17.0	13.6	5.2	12.0	12.0
LOS by Move:	C	D	D	D	D	C	B	B	B	A	B	B
HCM2kAvgQ:	2	9	9	7	7	0	1	7	1	2	17	17

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	4	Average Delay (sec/veh):	11.0
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	0	0 1!	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	40	240	116	41	308	17	9	326	46	381	302	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	240	116	41	308	17	9	326	46	381	302	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	240	116	41	308	17	9	326	46	381	302	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	240	116	41	308	17	9	326	46	381	302	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	240	116	41	308	17	9	326	46	381	302	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	240	116	41	308	17	9	326	46	381	302	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.84	0.71	0.43	0.83	0.83	0.82	0.82	0.82	0.53	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.02	0.86	0.12	1.00	1.00	1.00
Final Sat.:	659	1596	1357	814	1500	83	37	1336	188	1007	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.09	0.05	0.21	0.21	0.24	0.24	0.24	0.38	0.19	0.00
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.55	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.16	0.39	0.22	0.13	0.54	0.54	0.45	0.45	0.45	0.69	0.35	0.00
Delay/Veh:	11.5	12.8	11.7	11.3	14.2	14.2	7.9	7.9	7.9	13.0	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	12.8	11.7	11.3	14.2	14.2	7.9	7.9	7.9	13.0	7.2	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
HCM2kAvgQ:	0	3	1	1	5	5	4	4	4	5	3	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	4	Average Delay (sec/veh):	24.3
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	44	309	126	41	484	218	58	682	104	110	1123	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	309	126	41	484	218	58	682	104	110	1123	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	309	126	41	484	218	58	682	104	110	1123	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	309	126	41	484	218	58	682	104	110	1123	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	309	126	41	484	218	58	682	104	110	1123	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	309	126	41	484	218	58	682	104	110	1123	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.84	0.71	0.38	0.80	0.80	0.12	0.80	0.71	0.26	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1596	1357	729	1049	472	235	3032	1357	503	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.09	0.06	0.46	0.46	0.25	0.22	0.08	0.22	0.37	0.03
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.37	0.45	0.21	0.13	1.07	1.07	0.48	0.45	0.15	0.44	0.74	0.07
Delay/Veh:	13.4	12.4	10.8	10.4	70.7	70.7	12.9	9.9	8.2	10.8	13.9	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	12.4	10.8	10.4	70.7	70.7	12.9	9.9	8.2	10.8	13.9	7.8
LOS by Move:	B	B	B	B	E	E	B	A	A	B	B	A
HCM2kAvgQ:	1	4	2	0	21	21	1	5	1	1	9	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	4	Average Delay (sec/veh):	25.0
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Protected				Prot+Permit			
Rights:	Ovl			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	1	0	0	1! 0	0	1	0	2	0	1	
Volume Module:														
Base Vol:	155	66	152	68	55	18	20	780	86		129	1587	98	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	155	66	152	68	55	18	20	780	86		129	1587	98	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	155	66	152	68	55	18	20	780	86		129	1587	98	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	155	66	152	68	55	18	20	780	86		129	1587	98	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	155	66	152	68	55	18	20	780	86		129	1587	98	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	155	66	152	68	55	18	20	780	86		129	1587	98	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.80	0.80	0.71		0.80	0.79	0.79	
Lanes:	1.35	0.30	1.35	0.48	0.39	0.13	1.00	2.00	1.00		1.00	1.88	0.12	
Final Sat.:	1987	442	1977	738	597	195	1516	3032	1357		1516	2830	175	
Capacity Analysis Module:														
Vol/Sat:	0.08	0.15	0.08	0.09	0.09	0.09	0.01	0.26	0.06		0.09	0.56	0.56	
Crit Moves:		****			****		****					****		
Green/Cycle:	0.18	0.18	0.35	0.11	0.11	0.11	0.02	0.51	0.51		0.69	0.66	0.66	
Volume/Cap:	0.44	0.84	0.22	0.84	0.84	0.84	0.84	0.50	0.12		0.34	0.84	0.84	
Delay/Veh:	44.4	61.5	27.8	82.8	82.8	82.8	174.9	19.6	15.4		13.5	18.8	18.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.4	61.5	27.8	82.8	82.8	82.8	174.9	19.6	15.4		13.5	18.8	18.8	
LOS by Move:	D	E	C	F	F	F	F	B	B		B	B	B	
HCM2kAvgQ:	4	9	3	7	7	7	2	10	2		2	27	27	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #16 Doheny Drive/ Elevado Avenue

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[20.6]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	104	494		2		2	410		93				21		2		67		5		1		8	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	104	494		2		2	410		93				21		2		67		5		1		8	
Added Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0				0		0		0		0		0		0	
Initial Fut:	104	494		2		2	410		93				21		2		67		5		1		8	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	104	494		2		2	410		93				21		2		67		5		1		8	
Reduct Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
FinalVolume:	104	494		2		2	410		93				21		2		67		5		1		8	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx					7.1		6.5		6.2		7.1		6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx					3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	503	xxxx	xxxxx			496	xxxx	xxxxx					1168		1165		457		1198		1210		495	
Potent Cap.:	1072	xxxx	xxxxx			1078	xxxx	xxxxx					172		196		608		164		184		579	
Move Cap.:	1072	xxxx	xxxxx			1078	xxxx	xxxxx					156		177		608		134		166		579	
Volume/Cap:	0.10	xxxx	xxxx			0.00	xxxx	xxxx					0.13		0.01		0.11		0.04		0.01		0.01	
Level Of Service Module:																								
2Way95thQ:	0.3	xxxx	xxxxx			0.0	xxxx	xxxxx					xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	8.7	xxxx	xxxxx			8.3	xxxx	xxxxx					xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*		A	*		*				*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx					xxxx		351		xxxxx		xxxx		245		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					xxxxx		1.0		xxxxx		xxxxx		0.2		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					xxxxx		18.7		xxxxx		xxxxx		20.6		xxxxx	
Shared LOS:	*	*		*		*	*		*				*		C		*		*		C		*	
ApproachDel:	xxxxxx					xxxxxx							18.7						20.6					
ApproachLOS:	*					*							C						C					

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Note: Queue reported is the number of cars per lane.

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Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	4	Average Delay (sec/veh):	102.2
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	277	94	129	264	80	51	789	39	115	1444	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	277	94	129	264	80	51	789	39	115	1444	41
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	277	94	129	264	0	51	789	39	115	1444	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	277	94	129	264	0	51	789	39	115	1444	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	277	94	129	264	0	51	789	39	115	1444	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.20	1.34	0.46	0.66	1.34	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	353	2327	790	1166	2386	1900	1805	5187	1615	1805	3496	99
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.11	0.00	0.03	0.15	0.02	0.06	0.41	0.41
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.74	0.74	0.74	0.69	0.69	0.00	0.09	0.47	0.07	0.20	1.28	1.28
Delay/Veh:	54.7	54.7	54.7	52.5	52.5	0.0	29.3	33.8	29.2	30.6	175	174.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	54.7	52.5	52.5	0.0	29.3	33.8	29.2	30.6	175	174.9
LOS by Move:	D	D	D	D	D	A	C	C	C	C	F	F
HCM2kAvgQ:	8	8	8	9	9	0	1	8	1	3	50	50

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	277	94	129	264	80	51	789	39	115	1444	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	277	94	129	264	80	51	789	39	115	1444	41
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	277	94	129	264	0	51	789	39	115	1444	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	277	94	129	264	0	51	789	39	115	1444	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	277	94	129	264	0	51	789	39	115	1444	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.34	0.46	0.66	1.34	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	325	2146	728	1050	2150	1600	1600	4800	1600	1600	3112	88
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.00	0.03	0.16	0.02	0.07	0.46	0.46
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.029
Loss Time (sec):	4	Average Delay (sec/veh):	18.3
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	312	79	60	372	92	53	683	61	222	1011	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	312	79	60	372	92	53	683	61	222	1011	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	312	79	60	372	92	53	683	61	222	1011	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	312	79	60	372	92	53	683	61	222	1011	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.84	0.71	0.32	0.81	0.81	0.80	0.79	0.79	0.80	0.79	0.79
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.84	0.16	1.00	1.92	0.08
Final Sat.:	322	1596	1357	600	1241	307	1516	2750	246	1516	2897	117
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.06	0.10	0.30	0.30	0.03	0.25	0.25	0.15	0.35	0.35
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.47	0.42	0.42	0.61	0.55	0.55
Volume/Cap:	0.79	0.56	0.17	0.29	0.86	0.86	0.23	0.59	0.59	0.53	0.64	0.64
Delay/Veh:	50.7	19.9	16.1	17.4	34.1	34.1	11.1	16.5	16.5	9.0	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	19.9	16.1	17.4	34.1	34.1	11.1	16.5	16.5	9.0	12.0	12.0
LOS by Move:	D	B	B	B	C	C	B	B	B	A	B	B
HCM2kAvgQ:	4	6	1	1	11	11	1	7	7	4	9	9

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	312	79	60	372	92	53	683	61	222	1011	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	312	79	60	372	92	53	683	61	222	1011	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	312	79	60	372	92	53	683	61	222	1011	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	312	79	60	372	92	53	683	61	222	1011	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.84	0.16	1.00	1.92	0.08
Final Sat.:	1600	1600	1600	1600	1283	317	1600	2938	262	1600	3075	125
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.05	0.04	0.29	0.29	0.03	0.23	0.23	0.14	0.33	0.33
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	4	Average Delay (sec/veh):	6.3
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1!	0	0	0 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	117	64	6	0	0	0	14	665	10	23	1473	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	64	6	0	0	0	14	665	10	23	1473	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	64	6	0	0	0	14	665	10	23	1473	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	64	6	0	0	0	14	665	10	23	1473	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	64	6	0	0	0	14	665	10	23	1473	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	64	6	0	0	0	14	665	10	23	1473	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.84	0.84	0.84	0.11	0.80	0.80	0.32	0.79	0.79
Lanes:	1.45	0.50	0.05	0.00	0.00	1.00	1.00	1.97	0.03	1.00	1.85	0.15
Final Sat.:	2094	717	67	0	0	1596	211	2982	45	602	2775	224
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.00	0.00	0.00	0.07	0.22	0.22	0.04	0.53	0.53
Crit Moves:		****									****	
Green/Cycle:	0.14	0.14	0.14	0.00	0.00	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.40	0.65	0.65	0.00	0.00	0.00	0.08	0.27	0.27	0.05	0.65	0.65
Delay/Veh:	39.9	45.8	45.8	0.0	0.0	0.0	1.9	2.1	2.1	1.7	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	45.8	45.8	0.0	0.0	0.0	1.9	2.1	2.1	1.7	4.0	4.0
LOS by Move:	D	D	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	5	5	0	0	0	0	3	3	0	11	11

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	3	12	0	16	9	331	4	9	106	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	3	12	0	16	9	331	4	9	106	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	12	0	16	9	331	4	9	106	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	12	0	16	9	331	4	9	106	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	12	0	16	9	331	4	9	106	192
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.43	0.00	0.57	0.03	0.96	0.01	0.08	0.92	1.00
Final Sat.:	281	141	211	282	0	376	21	786	9	57	677	864
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	xxxx	0.04	0.42	0.42	0.42	0.16	0.16	0.22
Crit Moves:			****	****			****					****
Delay/Veh:	8.2	8.2	8.2	8.2	0.0	8.2	10.5	10.5	10.5	8.4	8.4	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	8.2	0.0	8.2	10.5	10.5	10.5	8.4	8.4	8.0
LOS by Move:	A	A	A	A	*	A	B	B	B	A	A	A
ApproachDel:	8.2			8.2			10.5			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.2			8.2			10.5			8.1		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	38	31	4	3	18	61	80	970	4	8	1612	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	31	4	3	18	61	80	970	4	8	1612	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	31	4	3	18	61	80	970	4	8	1612	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	31	4	3	18	61	80	970	4	8	1612	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	31	4	3	18	61	80	970	4	8	1612	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	31	4	3	18	61	80	970	4	8	1612	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.07	0.93	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	1600	1425	175	117	1483	1600	1600	3187	13	1600	3190	10
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.04	0.05	0.30	0.30	0.01	0.51	0.51
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: F[54.0]

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Rights:	Include			Include			Include				Include			
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0		0 0	1 1	0	
Volume Module:														
Base Vol:	0	0	0	2	0	5	6	1302	0		0	1686	84	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0	2	0	5	6	1302	0		0	1686	84	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	2	0	5	6	1302	0		0	1686	84	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	2	0	5	6	1302	0		0	1686	84	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	0	0	0	2	0	5	6	1302	0		0	1686	84	
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	xxxxx	2391	3042	885	1770	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	29	13	292	357	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	29	13	292	357	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	80	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	54.0	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	F	*	*	*	*		*	*	*	
ApproachDel:	xxxxxx			54.0			xxxxxx				xxxxxx			
ApproachLOS:	*			F			*				*			

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	1	1 1	1 1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	235	89	104	682	222	83	910	62	76	1593	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	235	89	104	682	222	83	910	62	76	1593	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	235	89	104	682	222	83	910	62	76	1593	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	235	89	104	682	222	83	910	62	76	1593	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	235	89	104	682	222	83	910	62	76	1593	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	235	89	104	682	222	83	910	62	76	1593	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	1.10	1.00	3.00	1.00	1.00	1.87	0.13	1.00	1.98	0.02
Final Sat.:	3200	4642	1758	1600	4800	1600	1600	2996	204	1600	3164	36
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.07	0.14	0.14	0.05	0.30	0.30	0.05	0.50	0.50
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	23	300	91	34	548	73	34	1179	25	77	1361	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	300	91	34	548	73	34	1179	25	77	1361	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	300	91	34	548	73	34	1179	25	77	1361	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	300	91	34	548	73	34	1179	25	77	1361	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	300	91	34	548	73	34	1179	25	77	1361	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	300	91	34	548	73	34	1179	25	77	1361	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.76	0.24	1.00	1.96	0.04	1.00	1.97	0.03
Final Sat.:	1600	2455	745	1600	2824	376	1600	3134	66	1600	3156	44
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.02	0.19	0.19	0.02	0.38	0.38	0.05	0.43	0.43
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	146	681	128	0	453	89	59	1058	111	185	1724	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	681	128	0	453	89	59	1058	111	185	1724	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	681	128	0	453	89	59	1058	111	185	1724	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	681	128	0	453	89	59	1058	111	185	1724	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	681	128	0	453	89	59	1058	111	185	1724	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	681	128	0	453	89	59	1058	111	185	1724	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.72	0.28	1.00	2.86	0.14
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4344	456	1600	4582	218
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.08	0.00	0.14	0.06	0.04	0.24	0.24	0.12	0.38	0.38
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	664	57	0	1404	524	555	1296	55	112	1406	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	664	57	0	1404	524	555	1296	55	112	1406	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.91	1.09	1.00	2.92	0.08	1.00	2.98	0.02
Final Sat.:	0	3200	1600	0	4661	1739	1600	4670	130	1600	4763	37
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.04	0.00	0.30	0.30	0.35	0.28	0.42	0.07	0.30	0.30
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	659	148	6	57	306	3	0	801	452	78	1323	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	148	6	57	306	3	0	801	452	78	1323	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	659	148	6	57	306	3	0	801	452	78	1323	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	148	6	57	306	3	0	801	452	78	1323	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	148	6	57	306	3	0	801	452	78	1323	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	659	148	6	57	306	3	0	801	452	78	1323	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.96	0.04	0.31	1.67	0.02	0.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3200	1538	62	498	2675	26	0	3200	1600	1600	3152	48
Capacity Analysis Module:												
Vol/Sat:	0.21	0.10	0.10	0.11	0.11	0.11	0.00	0.25	0.28	0.05	0.42	0.42
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0		1	1 0	2 0	1
Volume Module:												
Base Vol:	49	393	18	78	604	320	70	635	43	80	1079	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	393	18	78	604	320	70	635	43	80	1079	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	393	18	78	604	320	70	635	43	80	1079	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	393	18	78	604	320	70	635	43	80	1079	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	393	18	78	604	320	70	635	43	80	1079	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	393	18	78	604	320	70	635	43	80	1079	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1530	70	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.05	0.38	0.20	0.04	0.20	0.03	0.05	0.34	0.09
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	123	369	85	64	514	138	76	1258	63	101	1963	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	369	85	64	514	138	76	1258	63	101	1963	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	369	85	64	514	138	76	1258	63	101	1963	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	369	85	64	514	138	76	1258	63	101	1963	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	369	85	64	514	138	76	1258	63	101	1963	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	369	85	64	514	138	76	1258	63	101	1963	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.86	0.14	1.00	2.93	0.07
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4571	229	1600	4683	117
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.05	0.04	0.32	0.09	0.05	0.28	0.28	0.06	0.42	0.42
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	1	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	10	361			6		1	481			49		4	0			32		2	1			1	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	10	361			6		1	481			49		4	0			32		2	1			1	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	10	361			6		1	481			49		4	0			32		2	1			1	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	10	361			6		1	481			49		4	0			32		2	1			1	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
FinalVolume:	10	361			6		1	481			49		4	0			32		2	1			1	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5			6.2		7.1	6.5			6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0			3.3		3.5	4.0			3.3	
Capacity Module:																								
Cnflict Vol:	530	xxxx	xxxxx				367	xxxx	xxxxx				893	895			265		627	916			364	
Potent Cap.:	1048	xxxx	xxxxx				1203	xxxx	xxxxx				265	282			779		399	274			685	
Move Cap.:	1048	xxxx	xxxxx				1203	xxxx	xxxxx				261	279			779		380	272			685	
Volume/Cap:	0.01	xxxx	xxxx				0.00	xxxx	xxxx				0.02	0.00			0.04		0.01	0.00			0.00	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	8.5	xxxx	xxxxx				8.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	638	xxxxx				xxxx	384	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	0.0	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				8.0	xxxx	xxxxx				xxxxx	11.0	xxxxx				xxxxx	14.5	xxxxx			
Shared LOS:	*	*		*			A	*		*			*	B		*			*	B		*		
ApproachDel:	xxxxxx						xxxxxx						11.0						14.5					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	4	Average Delay (sec/veh):	24.4
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	86	697	68	63	854	288	253	230	137	53	160	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	697	68	63	854	288	253	230	137	53	160	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	697	68	63	854	288	253	230	137	53	160	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	697	68	63	854	288	253	230	137	53	160	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	697	68	63	854	288	253	230	137	53	160	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	697	68	63	854	288	253	230	137	53	160	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.80	0.80
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1516	2727	266	1516	3032	1357	1516	1596	1357	1516	1059	463
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.04	0.28	0.21	0.17	0.14	0.10	0.03	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.50	0.43	0.43	0.48	0.41	0.41	0.48	0.37	0.37	0.31	0.22	0.22
Volume/Cap:	0.35	0.60	0.60	0.24	0.68	0.52	0.52	0.39	0.27	0.15	0.68	0.68
Delay/Veh:	16.2	23.0	23.0	15.7	25.6	22.8	18.5	23.3	22.1	24.7	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	23.0	23.0	15.7	25.6	22.8	18.5	23.3	22.1	24.7	41.5	41.5
LOS by Move:	B	C	C	B	C	C	B	C	C	C	D	D
HCM2kAvgQ:	1	9	9	1	12	7	6	5	3	1	8	8

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	4	Average Delay (sec/veh):	30.9
Optimal Cycle:	44	Level Of Service:	C

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0 0	2	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	542	168	0	649	379	298	840	141	186	843	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	542	168	0	649	379	298	840	141	186	843	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	542	168	0	649	379	298	840	141	186	843	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	542	168	0	649	379	298	840	141	186	843	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	542	168	0	649	379	298	840	141	186	843	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.84	0.80	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.53	0.47	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2232	692	0	3032	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.00	0.21	0.28	0.10	0.28	0.10	0.06	0.28	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.46	0.46	0.00	0.37	0.37	0.13	0.41	0.41	0.09	0.36	0.36
Volume/Cap:	0.76	0.52	0.52	0.00	0.59	0.76	0.76	0.68	0.25	0.73	0.76	0.06
Delay/Veh:	55.5	19.4	19.4	0.0	26.4	34.9	50.6	25.6	19.7	55.0	31.2	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	19.4	19.4	0.0	26.4	34.9	50.6	25.6	19.7	55.0	31.2	20.7
LOS by Move:	E	B	B	A	C	C	D	C	B	D	C	C
HCM2kAvgQ:	5	8	8	0	8	10	6	12	3	5	14	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 0 2		0 1	2 0 2		0 1	2 0 2		0 1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	542	168	0	649	379	298	840	141	186	843	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	542	168	0	649	379	298	840	141	186	843	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	542	168	0	649	379	298	840	141	186	843	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	542	168	0	649	379	298	840	141	186	843	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	542	168	0	649	379	298	840	141	186	843	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2443	757	0	3200	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.00	0.20	0.24	0.09	0.26	0.09	0.06	0.26	0.02
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	4	Average Delay (sec/veh):	23.1
Optimal Cycle:	34	Level Of Service:	C

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	79	778	220	68	726	166	100	526	109	255	521	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	778	220	68	726	166	100	526	109	255	521	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	778	220	68	726	166	100	526	109	255	521	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	778	220	68	726	166	100	526	109	255	521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	778	220	68	726	166	100	526	109	255	521	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	778	220	68	726	166	100	526	109	255	521	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.80	0.71	0.16	0.80	0.71	0.31	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	348	3032	1357	308	3032	1357	594	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.23	0.26	0.16	0.22	0.24	0.12	0.17	0.17	0.08	0.17	0.17	0.00
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.33	0.33	0.33	0.25	0.58	0.00
Volume/Cap:	0.60	0.68	0.43	0.59	0.64	0.33	0.51	0.52	0.24	0.68	0.30	0.00
Delay/Veh:	30.5	25.3	21.5	30.2	24.3	20.4	26.2	24.7	22.0	35.8	9.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	25.3	21.5	30.2	24.3	20.4	26.2	24.7	22.0	35.8	9.7	0.0
LOS by Move:	C	C	C	C	C	C	C	C	C	D	A	A
HCM2kAvgQ:	3	11	5	3	9	3	3	7	2	8	4	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[19.0]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	19	0	54	5	6	4	0	459	28	45	392	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	19	0	54	5	6	4	0	459	28	45	392	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	54	5	6	4	0	459	28	45	392	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	19	0	54	5	6	4	0	459	28	45	392	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	0	54	5	6	4	0	459	28	45	392	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	960	955	473	982	969	392	xxxx	xxxx	xxxxx	487	xxxx	xxxxx
Potent Cap.:	238	260	595	230	256	661	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx
Move Cap.:	225	249	595	203	245	661	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx
Volume/Cap:	0.08 0.00	0.09		0.02 0.02	0.01		xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	417	xxxxx	xxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.5	xxxxx	xxxxx	19.0	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	A	*	*
ApproachDel:		15.5			19.0		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.7]

Street Name:	Hancock Ave									Santa Monica Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0			1	0	0			85	96	1269			38	37	1301			42
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	0	0			1	0	0			85	96	1269			38	37	1301			42
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			1	0	0			85	96	1269			38	37	1301			42
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	0	0			1	0	0			85	96	1269			38	37	1301			42
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
FinalVolume:	0	0			1	0	0			85	96	1269			38	37	1301			42
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			654	xxxx	xxxx			455	1343	xxxx	xxxxx			1307	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx			414	xxxx	xxxx			558	520	xxxx	xxxxx			536	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx			414	xxxx	xxxx			558	520	xxxx	xxxxx			536	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx			0.00	xxxx	xxxx			0.15	0.18	xxxx	xxxx			0.07	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			0.5	0.7	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx			13.7	xxxxx	xxxx			12.6	13.5	xxxx	xxxxx			12.2	xxxx	xxxxx		
LOS by Move:	*	*			B	*	*			B	B	*	*			B	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	13.7					12.6					xxxxxx					xxxxxx				
ApproachLOS:	B					B					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	4	Average Delay (sec/veh):	14.1
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0 1	1 0
Volume Module:												
Base Vol:	280	16	27	13	24	31	24	1089	347	0	1105	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	16	27	13	24	31	24	1089	347	0	1105	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	16	27	13	24	31	24	1089	347	0	1105	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	16	27	13	24	31	24	1089	347	0	1105	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	16	27	13	24	31	24	1089	347	0	1105	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	16	27	13	24	31	24	1089	347	0	1105	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.78	0.78	0.78	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.89	0.11	1.00	0.19	0.35	0.46	1.00	2.00	1.00	0.00	1.98	0.02
Final Sat.:	2884	165	1357	284	524	676	1516	3032	1357	0	2994	33
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.05	0.05	0.05	0.02	0.36	0.26	0.00	0.37	0.37
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.08	0.08	0.08	0.71	0.70	0.70	0.00	0.68	0.68
Volume/Cap:	0.55	0.55	0.11	0.55	0.55	0.55	0.09	0.51	0.36	0.00	0.55	0.55
Delay/Veh:	46.1	46.1	41.6	57.8	57.8	57.8	6.7	8.4	7.3	0.0	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	46.1	41.6	57.8	57.8	57.8	6.7	8.4	7.3	0.0	10.3	10.3
LOS by Move:	D	D	D	E	E	E	A	A	A	A	B	B
HCM2kAvgQ:	6	6	1	3	3	3	0	10	5	0	11	11

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	4	Average Delay (sec/veh):	19.8
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0 1	0	1	0 2	0	1	0 2	0	1
Volume Module:												
Base Vol:	133	30	231	50	34	26	17	1135	168	144	1178	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	30	231	50	34	26	17	1135	168	144	1178	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	30	231	50	34	26	17	1135	168	144	1178	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	30	231	50	34	26	17	1135	168	144	1178	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	30	231	50	34	26	17	1135	168	144	1178	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	30	231	50	34	26	17	1135	168	144	1178	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.31	0.14	1.55	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1880	202	2210	1516	846	647	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.10	0.03	0.04	0.04	0.01	0.37	0.12	0.09	0.39	0.03
Crit Moves:		****				****		****			****	
Green/Cycle:	0.22	0.22	0.36	0.06	0.06	0.06	0.02	0.55	0.55	0.67	0.67	0.67
Volume/Cap:	0.32	0.68	0.29	0.56	0.68	0.68	0.58	0.68	0.23	0.43	0.58	0.04
Delay/Veh:	39.7	46.4	27.8	62.6	74.8	74.8	84.2	20.6	14.0	12.8	11.1	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	46.4	27.8	62.6	74.8	74.8	84.2	20.6	14.0	12.8	11.1	6.7
LOS by Move:	D	D	C	E	E	E	F	C	B	B	B	A
HCM2kAvgQ:	3	7	4	3	3	3	1	16	3	3	12	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	4	Average Delay (sec/veh):	8.5
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	69	358	77	16	340	32	58	69	64	55	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	358	77	16	340	32	58	69	64	55	46	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	358	77	16	340	32	58	69	64	55	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	358	77	16	340	32	58	69	64	55	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	358	77	16	340	32	58	69	64	55	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	358	77	16	340	32	58	69	64	55	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.78	0.78	0.38	0.79	0.79	0.72	0.72	0.72	0.69	0.69	0.69
Lanes:	1.00	1.65	0.35	1.00	1.83	0.17	0.30	0.36	0.34	0.47	0.39	0.14
Final Sat.:	801	2428	522	729	2736	257	417	497	461	620	518	180
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.02	0.12	0.12	0.14	0.14	0.14	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.18	0.31	0.31	0.05	0.26	0.26	0.31	0.31	0.31	0.20	0.20	0.20
Delay/Veh:	7.9	8.4	8.4	7.3	8.1	8.1	9.3	9.3	9.3	8.7	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	8.4	8.4	7.3	8.1	8.1	9.3	9.3	9.3	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	2	2	0	2	2	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	4	Average Delay (sec/veh):	22.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	104	307	143	88	291	120	128	1095	107	178	1152	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	307	143	88	291	120	128	1095	107	178	1152	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	307	143	88	291	120	128	1095	107	178	1152	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	307	143	88	291	120	128	1095	107	178	1152	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	307	143	88	291	120	128	1095	107	178	1152	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	307	143	88	291	120	128	1095	107	178	1152	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.80	0.71	0.80	0.76	0.76	0.13	0.79	0.79	0.15	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.82	0.18	1.00	1.82	0.18
Final Sat.:	514	3032	1357	1516	2053	846	255	2727	266	281	2723	270
Capacity Analysis Module:												
Vol/Sat:	0.20	0.10	0.11	0.06	0.14	0.14	0.50	0.40	0.40	0.63	0.42	0.42
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.07	0.29	0.29	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.89	0.44	0.46	0.89	0.48	0.48	0.75	0.60	0.60	0.95	0.63	0.63
Delay/Veh:	87.9	33.6	34.4	102.6	29.6	29.6	28.1	9.8	9.8	66.3	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	33.6	34.4	102.6	29.6	29.6	28.1	9.8	9.8	66.3	10.3	10.3
LOS by Move:	F	C	C	F	C	C	C	A	A	E	B	B
HCM2kAvgQ:	6	5	4	5	6	6	3	11	11	9	12	12

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	4	Average Delay (sec/veh):	12.6
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	64	372	84	123	399	77	33	486	60	121	417	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	372	84	123	399	77	33	486	60	121	417	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	372	84	123	399	77	33	486	60	121	417	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	372	84	123	399	77	33	486	60	121	417	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	372	84	123	399	77	33	486	60	121	417	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	372	84	123	399	77	33	486	60	121	417	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.80	0.71	0.38	0.80	0.71	0.34	0.79	0.79	0.35	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.00	1.00
Final Sat.:	697	3032	1357	731	3032	1357	653	2656	328	666	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.17	0.13	0.06	0.05	0.18	0.18	0.18	0.26	0.12
Crit Moves:				****							****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.25	0.33	0.17	0.45	0.35	0.15	0.09	0.32	0.32	0.32	0.45	0.21
Delay/Veh:	16.8	17.1	16.0	19.1	17.3	15.9	7.2	8.4	8.4	8.7	9.5	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	17.1	16.0	19.1	17.3	15.9	7.2	8.4	8.4	8.7	9.5	7.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	3	1	3	4	1	0	3	3	2	6	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	4	Average Delay (sec/veh):	18.3
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	114	352	135	127	413	129	66	826	168	119	905	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	352	135	127	413	129	66	826	168	119	905	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	352	135	127	413	129	66	826	168	119	905	95
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	352	0	127	413	129	66	826	168	119	905	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	352	0	127	413	129	66	826	168	119	905	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	352	0	127	413	129	66	826	168	119	905	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.80	0.84	0.38	0.80	0.71	0.21	0.80	0.71	0.23	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	648	3032	1596	723	3032	1357	399	3032	1357	442	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.00	0.18	0.14	0.10	0.17	0.27	0.12	0.27	0.30	0.07
Crit Moves:	****										****	
Green/Cycle:	0.36	0.36	0.00	0.36	0.36	0.36	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.49	0.32	0.00	0.49	0.38	0.27	0.27	0.45	0.20	0.44	0.49	0.12
Delay/Veh:	31.6	28.1	0.0	31.4	28.8	27.6	11.6	12.8	10.6	13.8	13.3	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	28.1	0.0	31.4	28.8	27.6	11.6	12.8	10.6	13.8	13.3	10.0
LOS by Move:	C	C	A	C	C	C	B	B	B	B	B	A
HCM2kAvgQ:	4	5	0	4	6	3	1	8	3	3	10	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	4	Average Delay (sec/veh):	20.9
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	82	86	209	92	78	27	85	1018	56	193	1074	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	86	209	92	78	27	85	1018	56	193	1074	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	86	209	92	78	27	85	1018	56	193	1074	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	86	209	92	78	27	85	1018	56	193	1074	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	86	209	92	78	27	85	1018	56	193	1074	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	86	209	92	78	27	85	1018	56	193	1074	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.75	0.75	0.43	0.43	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.29	0.71	0.54	0.46	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	820	416	1011	441	374	1357	1516	3032	1357	1516	2811	191
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.21	0.21	0.02	0.06	0.34	0.04	0.13	0.38	0.38
Crit Moves:					****			****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.56	0.48	0.48	0.67	0.58	0.58
Volume/Cap:	0.34	0.69	0.69	0.70	0.70	0.07	0.31	0.70	0.09	0.49	0.66	0.66
Delay/Veh:	28.2	36.0	36.0	39.9	39.9	25.2	11.3	21.9	14.2	11.2	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	36.0	36.0	39.9	39.9	25.2	11.3	21.9	14.2	11.2	15.4	15.4
LOS by Move:	C	D	D	D	D	C	B	C	B	B	B	B
HCM2kAvgQ:	2	9	9	6	6	1	2	14	1	3	12	12

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	4	Average Delay (sec/veh):	10.3
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	0	0 1!	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	44	289	189	67	205	23	21	336	81	219	231	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	289	189	67	205	23	21	336	81	219	231	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	289	189	67	205	23	21	336	81	219	231	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	44	289	189	67	205	23	21	336	81	219	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	289	189	67	205	23	21	336	81	219	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	44	289	189	67	205	23	21	336	81	219	231	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.84	0.71	0.37	0.83	0.83	0.81	0.81	0.81	0.51	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	0.05	0.77	0.18	1.00	1.00	1.00
Final Sat.:	819	1596	1357	699	1413	159	73	1175	283	975	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.14	0.10	0.15	0.15	0.29	0.29	0.29	0.22	0.14	0.00
Crit Moves:		****						****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.57	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.15	0.50	0.39	0.27	0.40	0.40	0.50	0.50	0.50	0.40	0.25	0.00
Delay/Veh:	12.2	14.5	13.6	13.1	13.7	13.7	7.7	7.7	7.7	7.1	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	14.5	13.6	13.1	13.7	13.7	7.7	7.7	7.7	7.1	6.2	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	4	2	1	3	3	5	5	5	2	2	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	4	Average Delay (sec/veh):	12.6
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	0 1	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	82	366	164	65	321	165	109	792	104	138	849	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	366	164	65	321	165	109	792	104	138	849	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	366	164	65	321	165	109	792	104	138	849	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	366	164	65	321	165	109	792	104	138	849	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	366	164	65	321	165	109	792	104	138	849	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	366	164	65	321	165	109	792	104	138	849	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.84	0.71	0.34	0.80	0.80	0.20	0.80	0.71	0.22	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	456	1596	1357	642	1000	514	388	3032	1357	423	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.12	0.10	0.32	0.32	0.28	0.26	0.08	0.33	0.28	0.07
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.41	0.53	0.28	0.23	0.74	0.74	0.56	0.52	0.15	0.65	0.56	0.14
Delay/Veh:	13.2	13.3	11.2	11.2	18.7	18.7	14.2	10.5	8.2	18.2	10.9	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.3	11.2	11.2	18.7	18.7	14.2	10.5	8.2	18.2	10.9	8.2
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
HCM2kAvgQ:	2	6	2	1	8	8	2	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	4	Average Delay (sec/veh):	34.3
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Prot+Permit				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	0	0		0	0	0		0	0	30		0	0	30		0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0			
Lanes:	1	0	1!	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	159	85	185		110	82	51		42	945	98		157	1044	114					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	159	85	185		110	82	51		42	945	98		157	1044	114					
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	159	85	185		110	82	51		42	945	98		157	1044	114					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	159	85	185		110	82	51		42	945	98		157	1044	114					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	159	85	185		110	82	51		42	945	98		157	1044	114					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	159	85	185		110	82	51		42	945	98		157	1044	114					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.77	0.77	0.77		0.80	0.80	0.80		0.80	0.80	0.71		0.80	0.79	0.79					
Lanes:	1.31	0.33	1.36		0.45	0.34	0.21		1.00	2.00	1.00		1.00	1.80	0.20					
Final Sat.:	1919	485	1993		687	512	318		1516	3032	1357		1516	2693	294					
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.18	0.09		0.16	0.16	0.16		0.03	0.31	0.07		0.10	0.39	0.39					
Crit Moves:		****				****			****					****						
Green/Cycle:	0.23	0.23	0.36		0.21	0.21	0.21		0.04	0.40	0.40		0.54	0.50	0.50					
Volume/Cap:	0.37	0.78	0.26		0.78	0.78	0.78		0.78	0.78	0.18		0.61	0.78	0.78					
Delay/Veh:	39.4	50.5	27.2		56.6	56.6	56.6		107.5	34.5	23.3		32.0	27.2	27.2					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	39.4	50.5	27.2		56.6	56.6	56.6		107.5	34.5	23.3		32.0	27.2	27.2					
LOS by Move:	D	D	C		E	E	E		F	C	C		C	C	C					
HCM2kAvgQ:	4	9	3		10	10	10		3	17	2		5	20	20					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[21.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	38	512		3			6	564		25			29		2		84		1		0		5	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	38	512		3			6	564		25			29		2		84		1		0		5	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	38	512		3			6	564		25			29		2		84		1		0		5	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	38	512		3			6	564		25			29		2		84		1		0		5	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	38	512		3			6	564		25			29		2		84		1		0		5	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5		6.2		7.1		6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	589	xxxx	xxxxx				515	xxxx	xxxxx				1181		1180		577		1221		1191		514	
Potent Cap.:	996	xxxx	xxxxx				1061	xxxx	xxxxx				169		192		520		158		189		565	
Move Cap.:	996	xxxx	xxxxx				1061	xxxx	xxxxx				162		184		520		127		181		565	
Volume/Cap:	0.04	xxxx	xxxx				0.01	xxxx	xxxx				0.18		0.01		0.16		0.01		0.00		0.01	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	8.8	xxxx	xxxxx				8.4	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		327		xxxxx		xxxx		359		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		1.5		xxxxx		xxxxx		0.1		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		21.9		xxxxx		xxxxx		15.2		xxxxx	
Shared LOS:	*	*		*			*	*		*			*		C		*		*		C		*	
ApproachDel:	xxxxxx						xxxxxx						21.9						15.2					
ApproachLOS:	*						*						C						C					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	4	Average Delay (sec/veh):	48.6
Optimal Cycle:	124	Level Of Service:	D

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	254	197	182	293	95	86	1064	57	120	1008	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	254	197	182	293	95	86	1064	57	120	1008	49
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	254	197	182	293	0	86	1064	57	120	1008	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	254	197	182	293	0	86	1064	57	120	1008	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	254	197	182	293	0	86	1064	57	120	1008	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.14	1.05	0.81	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	237	1770	1373	1357	2184	1900	1805	5187	1615	1805	3419	166
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.13	0.00	0.05	0.21	0.04	0.07	0.29	0.29
Crit Moves:		****			****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.89	0.89	0.89	0.83	0.83	0.00	0.15	0.64	0.11	0.21	0.91	0.91
Delay/Veh:	67.4	67.4	67.4	60.4	60.4	0.0	30.0	36.6	29.6	30.7	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	67.4	67.4	60.4	60.4	0.0	30.0	36.6	29.6	30.7	51.4	51.4
LOS by Move:	E	E	E	E	E	A	C	D	C	C	D	D
HCM2kAvgQ:	11	11	11	12	12	0	2	12	1	3	22	22

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	254	197	182	293	95	86	1064	57	120	1008	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	254	197	182	293	95	86	1064	57	120	1008	49
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	254	197	182	293	0	86	1064	57	120	1008	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	254	197	182	293	0	86	1064	57	120	1008	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	254	197	182	293	0	86	1064	57	120	1008	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.05	0.81	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	224	1676	1300	1226	1974	1600	1600	4800	1600	1600	3052	148
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.15	0.15	0.00	0.05	0.22	0.04	0.08	0.33	0.33
Crit Moves:		****	****				****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	4	Average Delay (sec/veh):	16.1
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	376	139	97	328	56	91	679	50	157	692	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	376	139	97	328	56	91	679	50	157	692	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	376	139	97	328	56	91	679	50	157	692	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	376	139	97	328	56	91	679	50	157	692	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	376	139	97	328	56	91	679	50	157	692	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	376	139	97	328	56	91	679	50	157	692	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.84	0.71	0.27	0.82	0.82	0.80	0.79	0.79	0.80	0.78	0.78
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.86	0.14	1.00	1.76	0.24
Final Sat.:	496	1596	1357	509	1333	228	1516	2796	206	1516	2622	356
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.10	0.19	0.25	0.25	0.06	0.24	0.24	0.10	0.26	0.26
Crit Moves:					****			****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.42	0.42	0.59	0.51	0.51
Volume/Cap:	0.43	0.64	0.28	0.52	0.67	0.67	0.29	0.57	0.57	0.39	0.52	0.52
Delay/Veh:	18.5	21.1	16.2	20.2	22.0	22.0	10.2	16.3	16.3	8.3	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	21.1	16.2	20.2	22.0	22.0	10.2	16.3	16.3	8.3	12.1	12.1
LOS by Move:	B	C	B	C	C	C	B	B	B	A	B	B
HCM2kAvgQ:	2	8	2	2	7	7	1	7	7	2	7	7

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	376	139	97	328	56	91	679	50	157	692	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	376	139	97	328	56	91	679	50	157	692	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	376	139	97	328	56	91	679	50	157	692	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	376	139	97	328	56	91	679	50	157	692	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	376	139	97	328	56	91	679	50	157	692	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	376	139	97	328	56	91	679	50	157	692	94
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.86	0.14	1.00	1.76	0.24
Final Sat.:	1600	1600	1600	1600	1367	233	1600	2981	219	1600	2817	383
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.09	0.06	0.24	0.24	0.06	0.23	0.23	0.10	0.25	0.25
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	4	Average Delay (sec/veh):	6.1
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	1	0	
Volume Module:														
Base Vol:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	86	45	25	0	0	5	50	1066	26		24	1064	69	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	86	45	25	0	0	5	50	1066	26		24	1064	69	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.66	0.68	0.68	0.84	0.84	0.73	0.19	0.79	0.79		0.20	0.79	0.79	
Lanes:	1.39	0.39	0.22	0.00	0.00	1.00	1.00	1.95	0.05		1.00	1.88	0.12	
Final Sat.:	1749	510	284	0	0	1381	354	2948	72		372	2822	183	
Capacity Analysis Module:														
Vol/Sat:	0.05	0.09	0.09	0.00	0.00	0.00	0.14	0.36	0.36		0.06	0.38	0.38	
Crit Moves:		****										****		
Green/Cycle:	0.18	0.18	0.18	0.00	0.00	0.18	0.78	0.78	0.78		0.78	0.78	0.78	
Volume/Cap:	0.27	0.48	0.48	0.00	0.00	0.02	0.18	0.46	0.46		0.08	0.48	0.48	
Delay/Veh:	35.4	37.8	37.8	0.0	0.0	33.6	3.2	4.0	4.0		2.8	4.1	4.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.4	37.8	37.8	0.0	0.0	33.6	3.2	4.0	4.0		2.8	4.1	4.1	
LOS by Move:	D	D	D	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	2	4	4	0	0	0	0	6	6		0	7	7	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4	8	28	3	18	25	340	4	14	78	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	8	28	3	18	25	340	4	14	78	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	28	3	18	25	340	4	14	78	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	28	3	18	25	340	4	14	78	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	28	3	18	25	340	4	14	78	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.57	0.06	0.37	0.07	0.92	0.01	0.15	0.85	1.00
Final Sat.:	0	224	448	372	40	239	55	750	9	108	604	842
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.08	0.08	0.08	0.45	0.45	0.45	0.13	0.13	0.15
Crit Moves:			****	****			****					****
Delay/Veh:	0.0	7.9	7.9	8.4	8.4	8.4	10.9	10.9	10.9	8.4	8.4	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	7.9	8.4	8.4	8.4	10.9	10.9	10.9	8.4	8.4	7.6
LOS by Move:	*	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		7.9			8.4			10.9			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.4			10.9			8.0	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.8	0.8	0.8	0.1	0.1	0.2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	27	25	6	7	18	113	88	1097	8	10	1076	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	25	6	7	18	113	88	1097	8	10	1076	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	25	6	7	18	113	88	1097	8	10	1076	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	25	6	7	18	113	88	1097	8	10	1076	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	25	6	7	18	113	88	1097	8	10	1076	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	25	6	7	18	113	88	1097	8	10	1076	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.93	0.86	0.21	0.10	0.90	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	1490	1379	331	162	1438	1600	1600	3177	23	1600	3179	21
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.07	0.06	0.35	0.35	0.01	0.34	0.34
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[86.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0				9	0			18		11	1630			0		0	1575			20	
Growth Adj:	1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	0	0	0				9	0			18		11	1630			0		0	1575			20	
Added Vol:	0	0	0				0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0	0				0	0			0		0	0			0		0	0			0	
Initial Fut:	0	0	0				9	0			18		11	1630			0		0	1575			20	
User Adj:	1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	0	0	0				9	0			18		11	1630			0		0	1575			20	
Reduct Vol:	0	0	0				0	0			0		0	0			0		0	0			0	
FinalVolume:	0	0	0				9	0			18		11	1630			0		0	1575			20	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.8	6.5			6.9		4.1	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0			3.3		2.2	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				2422	3237			798		1595	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx				28	10			333		416	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx				27	9			333		416	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx				0.33	0.00			0.05		0.03	xxxx	xxxx		xxxx		xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx			xxxxx		0.1	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx			xxxxx		13.9	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
LOS by Move:	*	*	*				*	*			*		B	*	*		*		*	*				
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		70		xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		1.5		xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx		86.0		xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*		F		*		*	*	*				*	*	*			
ApproachDel:	xxxxxx						86.0						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 1	1	1 1	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	100	0	124	94	393	169	126	982	46	91	944	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	124	94	393	169	126	982	46	91	944	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	124	94	393	169	126	982	46	91	944	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	124	94	393	169	126	982	46	91	944	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	124	94	393	169	126	982	46	91	944	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	124	94	393	169	126	982	46	91	944	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	3200	3200	3200	1600	4800	1600	1600	3057	143	1600	3079	121
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.06	0.08	0.11	0.08	0.32	0.32	0.06	0.31	0.31
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	49	324	137	52	376	71	61	1297	73	85	1289	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	324	137	52	376	71	61	1297	73	85	1289	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	324	137	52	376	71	61	1297	73	85	1289	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	324	137	52	376	71	61	1297	73	85	1289	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	324	137	52	376	71	61	1297	73	85	1289	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	324	137	52	376	71	61	1297	73	85	1289	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.95	0.05
Final Sat.:	1600	2249	951	1600	2692	508	1600	3029	171	1600	3115	85
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.03	0.14	0.14	0.04	0.43	0.43	0.05	0.41	0.41
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	148	616	112	0	410	141	104	1066	162	189	1138	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	616	112	0	410	141	104	1066	162	189	1138	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	616	112	0	410	141	104	1066	162	189	1138	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	616	112	0	410	141	104	1066	162	189	1138	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	616	112	0	410	141	104	1066	162	189	1138	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	616	112	0	410	141	104	1066	162	189	1138	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.60	0.40	1.00	2.73	0.27
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4167	633	1600	4363	437
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.07	0.00	0.13	0.09	0.07	0.26	0.26	0.12	0.26	0.26
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	764	141	0	974	482	497	1070	34	178	946	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	141	0	974	482	497	1070	34	178	946	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	764	141	0	974	482	497	1070	34	178	946	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	764	141	0	974	482	497	1070	34	178	946	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	764	141	0	974	482	497	1070	34	178	946	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	764	141	0	974	482	497	1070	34	178	946	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.68	1.32	1.00	2.94	0.06	1.00	2.89	0.11
Final Sat.:	0	3200	1600	0	4281	2119	1600	4701	99	1600	4619	181
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.09	0.00	0.23	0.23	0.31	0.23	0.35	0.11	0.20	0.20
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	533	78	45	29	164	11	0	1076	457	60	1092	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	78	45	29	164	11	0	1076	457	60	1092	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	533	78	45	29	164	11	0	1076	457	60	1092	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	78	45	29	164	11	0	1076	457	60	1092	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	78	45	29	164	11	0	1076	457	60	1092	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	78	45	29	164	11	0	1076	457	60	1092	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.63	0.37	0.28	1.61	0.11	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1015	585	455	2573	173	0	3200	1600	1600	3162	38
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.08	0.06	0.06	0.06	0.00	0.34	0.29	0.04	0.35	0.35
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	461	29	71	459	202	127	628	62	57	578	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	461	29	71	459	202	127	628	62	57	578	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	461	29	71	459	202	127	628	62	57	578	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	461	29	71	459	202	127	628	62	57	578	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	461	29	71	459	202	127	628	62	57	578	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1505	95	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.04	0.29	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	365	67	92	417	114	117	1199	64	81	1211	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	365	67	92	417	114	117	1199	64	81	1211	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	365	67	92	417	114	117	1199	64	81	1211	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	365	67	92	417	114	117	1199	64	81	1211	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	1.00	2.82	0.18
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4557	243	1600	4506	294
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.04	0.06	0.26	0.07	0.07	0.26	0.26	0.05	0.27	0.27
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	13	421	4	2	573	14	10	0	42	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	421	4	2	573	14	10	0	42	2	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	421	4	2	573	14	10	0	42	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	421	4	2	573	14	10	0	42	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	421	4	2	573	14	10	0	42	2	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	587	xxxx	xxxxx	425	xxxx	xxxxx	1035	1035	294	740	1040	423
Potent Cap.:	998	xxxx	xxxxx	1145	xxxx	xxxxx	212	234	751	335	232	635
Move Cap.:	998	xxxx	xxxxx	1145	xxxx	xxxxx	209	230	751	313	229	635
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.06	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	501	xxxxx	xxxx	450	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	13.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.0			13.1		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	4	Average Delay (sec/veh):	40.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	118	1080	72	79	784	270	483	436	126	38	174	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1080	72	79	784	270	483	436	126	38	174	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1080	72	79	784	270	483	436	126	38	174	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1080	72	79	784	270	483	436	126	38	174	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1080	72	79	784	270	483	436	126	38	174	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1080	72	79	784	270	483	436	126	38	174	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.79	0.79
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1516	2817	188	1516	3032	1357	1516	1596	1357	1516	929	576
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.38	0.05	0.26	0.20	0.32	0.27	0.09	0.03	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.45	0.39	0.39	0.39	0.34	0.34	0.53	0.47	0.47	0.23	0.19	0.19
Volume/Cap:	0.49	0.98	0.98	0.55	0.76	0.58	0.87	0.58	0.20	0.17	0.98	0.98
Delay/Veh:	20.1	51.7	51.7	27.2	32.5	29.0	36.7	20.3	15.5	30.4	87.8	87.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	51.7	51.7	27.2	32.5	29.0	36.7	20.3	15.5	30.4	87.8	87.8
LOS by Move:	C	D	D	C	C	C	D	C	B	C	F	F
HCM2kAvgQ:	2	22	22	3	13	7	16	10	2	1	13	13

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	4	Average Delay (sec/veh):	55.9
Optimal Cycle:	161	Level Of Service:	E

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0 0	2	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	804	137	0	606	355	441	1076	99	165	791	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	804	137	0	606	355	441	1076	99	165	791	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	804	137	0	606	355	441	1076	99	165	791	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	804	137	0	606	355	441	1076	99	165	791	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.78	0.78	0.84	0.80	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.71	0.29	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2534	432	0	3032	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.00	0.20	0.26	0.15	0.35	0.07	0.06	0.26	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.30	0.51	0.51	0.00	0.21	0.21	0.15	0.39	0.39	0.06	0.30	0.30
Volume/Cap:	0.20	0.62	0.62	0.00	0.97	1.27	1.01	0.92	0.19	0.92	0.87	0.05
Delay/Veh:	25.8	18.3	18.3	0.0	66.9	184.3	88.5	40.4	20.4	90.6	42.2	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	18.3	18.3	0.0	66.9	184.3	88.5	40.4	20.4	90.6	42.2	24.9
LOS by Move:	C	B	B	A	E	F	F	D	C	F	D	C
HCM2kAvgQ:	2	11	11	0	11	20	12	21	2	5	15	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	Level Of Service:	C

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0			0 0 2		0 1	2 0 2		0 1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	804	137	0	606	355	441	1076	99	165	791	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	804	137	0	606	355	441	1076	99	165	791	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	804	137	0	606	355	441	1076	99	165	791	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	804	137	0	606	355	441	1076	99	165	791	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.71	0.29	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2734	466	0	3200	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.00	0.19	0.22	0.14	0.34	0.06	0.05	0.25	0.01
Crit Moves:	****						****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	4	Average Delay (sec/veh):	25.9
Optimal Cycle:	54	Level Of Service:	C

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	89	1079	348	69	776	77	105	811	50	235	462	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1079	348	69	776	77	105	811	50	235	462	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1079	348	69	776	77	105	811	50	235	462	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	1079	348	69	776	77	105	811	50	235	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1079	348	69	776	77	105	811	50	235	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	1079	348	69	776	77	105	811	50	235	462	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.80	0.71	0.10	0.80	0.71	0.71	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	372	3032	1357	190	3032	1357	1357	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	0.26	0.36	0.26	0.06	0.08	0.27	0.04	0.15	0.15	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.33	0.33	0.33	0.18	0.51	0.00
Volume/Cap:	0.54	0.81	0.58	0.82	0.58	0.13	0.23	0.80	0.11	0.86	0.30	0.00
Delay/Veh:	22.1	25.5	20.3	67.4	19.5	15.0	21.9	32.0	20.9	58.5	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	25.5	20.3	67.4	19.5	15.0	21.9	32.0	20.9	58.5	12.7	0.0
LOS by Move:	C	C	C	E	B	B	C	C	C	E	B	A
HCM2kAvgQ:	3	16	8	4	9	1	2	13	1	9	4	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: E[44.7]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	29	0	117	22	2	22	0	840	30	44	410	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	29	0	117	22	2	22	0	840	30	44	410	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	117	22	2	22	0	840	30	44	410	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	29	0	117	22	2	22	0	840	30	44	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	0	117	22	2	22	0	840	30	44	410	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1365	1353	855	1412	1368	410	xxxx	xxxx	xxxxx	870	xxxx	xxxxx
Potent Cap.:	126	151	361	117	148	646	xxxx	xxxx	xxxxx	783	xxxx	xxxxx
Move Cap.:	115	143	361	76	140	646	xxxx	xxxx	xxxxx	783	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.32	0.29	0.01	0.03	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	253	xxxxx	xxxx	135	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.3	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	36.9	xxxxx	xxxxx	44.7	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
Shared LOS:	*	E	*	*	E	*	*	*	*	A	*	*
ApproachDel:		36.9			44.7		xxxxxx			xxxxxx		
ApproachLOS:		E			E		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[15.8]

Street Name:	Hancock Ave									Santa Monica Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	2			0	0	73			150	1549	34			24	1189	61		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	792			xxxx	xxxx	427			1250	xxxx	xxxxx			1583	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	337			xxxx	xxxx	582			564	xxxx	xxxxx			421	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	337			xxxx	xxxx	582			564	xxxx	xxxxx			421	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	0.13			0.27	xxxx	xxxx			0.06	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	0.4			1.1	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	15.8			xxxxx	xxxx	12.1			13.7	xxxx	xxxxx			14.1	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	B			B	*	*			B	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	15.8					12.1					xxxxxx					xxxxxx				
ApproachLOS:	C					B					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	4	Average Delay (sec/veh):	14.5
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0	1 1 0
Volume Module:												
Base Vol:	273	23	32	21	24	29	52	1273	548	0	962	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	23	32	21	24	29	52	1273	548	0	962	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	23	32	21	24	29	52	1273	548	0	962	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	23	32	21	24	29	52	1273	548	0	962	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	23	32	21	24	29	52	1273	548	0	962	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	23	32	21	24	29	52	1273	548	0	962	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.78	0.78	0.78	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.84	0.16	1.00	0.28	0.32	0.40	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	2814	237	1357	423	483	584	1516	3032	1357	0	2956	68
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.05	0.05	0.05	0.03	0.42	0.40	0.00	0.33	0.33
Crit Moves:	****				****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.72	0.72	0.72	0.00	0.65	0.65
Volume/Cap:	0.59	0.59	0.14	0.59	0.59	0.59	0.33	0.59	0.56	0.00	0.50	0.50
Delay/Veh:	48.1	48.1	43.1	59.8	59.8	59.8	6.0	8.7	8.9	0.0	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	48.1	43.1	59.8	59.8	59.8	6.0	8.7	8.9	0.0	11.2	11.2
LOS by Move:	D	D	D	E	E	E	A	A	A	A	B	B
HCM2kAvgQ:	6	6	1	4	4	4	1	12	10	0	10	10

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	4	Average Delay (sec/veh):	23.6
Optimal Cycle:	58	Level Of Service:	C

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	1	0	0 1	0	1	0 2	0	1
Volume Module:												
Base Vol:	226	26	304	35	29	9	14	1394	134	170	1024	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	26	304	35	29	9	14	1394	134	170	1024	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	26	304	35	29	9	14	1394	134	170	1024	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	26	304	35	29	9	14	1394	134	170	1024	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	26	304	35	29	9	14	1394	134	170	1024	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	26	304	35	29	9	14	1394	134	170	1024	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.81	0.81	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.39	0.09	1.52	1.00	0.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1993	128	2186	1516	1174	364	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.14	0.02	0.02	0.02	0.01	0.46	0.10	0.11	0.34	0.03
Crit Moves:		****			****			****			****	
Green/Cycle:	0.25	0.25	0.38	0.03	0.03	0.03	0.02	0.56	0.56	0.67	0.67	0.67
Volume/Cap:	0.46	0.83	0.37	0.77	0.83	0.83	0.50	0.83	0.18	0.61	0.50	0.04
Delay/Veh:	38.8	51.2	26.9	113.8	129	128.7	72.0	25.4	13.2	28.0	9.9	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	51.2	26.9	113.8	129	128.7	72.0	25.4	13.2	28.0	9.9	6.6
LOS by Move:	D	D	C	F	F	F	E	C	B	C	A	A
HCM2kAvgQ:	5	11	5	3	3	3	1	24	2	5	10	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	4	Average Delay (sec/veh):	11.8
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	99	510	120	17	327	34	91	314	107	49	55	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	510	120	17	327	34	91	314	107	49	55	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	510	120	17	327	34	91	314	107	49	55	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	510	120	17	327	34	91	314	107	49	55	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	510	120	17	327	34	91	314	107	49	55	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	510	120	17	327	34	91	314	107	49	55	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.78	0.78	0.24	0.79	0.79	0.76	0.76	0.76	0.65	0.65	0.65
Lanes:	1.00	1.62	0.38	1.00	1.81	0.19	0.18	0.61	0.21	0.42	0.48	0.10
Final Sat.:	760	2386	561	447	2708	282	257	887	302	522	586	128
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.04	0.12	0.12	0.35	0.35	0.35	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.38	0.62	0.62	0.11	0.35	0.35	0.62	0.62	0.62	0.16	0.16	0.16
Delay/Veh:	13.4	15.0	15.0	11.6	12.6	12.6	8.5	8.5	8.5	5.2	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	15.0	15.0	11.6	12.6	12.6	8.5	8.5	8.5	5.2	5.2	5.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	5	5	0	2	2	5	5	5	1	1	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.141
Loss Time (sec):	4	Average Delay (sec/veh):	32.4
Optimal Cycle:	180	Level Of Service:	C

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	566	258	88	379	84	109	1332	62	180	1034	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	566	258	88	379	84	109	1332	62	180	1034	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	566	258	88	379	84	109	1332	62	180	1034	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	566	258	88	379	84	109	1332	62	180	1034	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	566	258	88	379	84	109	1332	62	180	1034	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	566	258	88	379	84	109	1332	62	180	1034	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.80	0.71	0.80	0.78	0.78	0.16	0.79	0.79	0.12	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.91	0.09	1.00	1.80	0.20
Final Sat.:	401	3032	1357	1516	2415	535	313	2877	134	220	2686	301
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.06	0.16	0.16	0.35	0.46	0.46	0.82	0.39	0.39
Crit Moves:	****			****						****		
Green/Cycle:	0.21	0.21	0.21	0.05	0.27	0.27	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	1.04	0.88	0.90	1.08	0.59	0.59	0.50	0.67	0.67	1.18	0.55	0.55
Delay/Veh:	147.8	51.7	66.9	170.8	33.2	33.2	9.0	9.5	9.5	143.4	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	147.8	51.7	66.9	170.8	33.2	33.2	9.0	9.5	9.5	143.4	7.9	7.9
LOS by Move:	F	D	E	F	C	C	A	A	A	F	A	A
HCM2kAvgQ:	6	12	11	6	7	7	2	12	12	12	10	10

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	4	Average Delay (sec/veh):	13.5
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	70	600	122	116	461	56	82	600	94	159	437	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	600	122	116	461	56	82	600	94	159	437	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	600	122	116	461	56	82	600	94	159	437	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	600	122	116	461	56	82	600	94	159	437	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	600	122	116	461	56	82	600	94	159	437	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	600	122	116	461	56	82	600	94	159	437	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.80	0.71	0.27	0.80	0.71	0.31	0.78	0.78	0.28	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.00	1.00
Final Sat.:	658	3032	1357	520	3032	1357	581	2569	403	523	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.09	0.22	0.15	0.04	0.14	0.23	0.23	0.30	0.27	0.17
Crit Moves:				****							****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.25	0.47	0.21	0.52	0.36	0.10	0.27	0.45	0.45	0.58	0.52	0.32
Delay/Veh:	14.4	15.7	13.8	18.3	14.8	13.0	10.5	11.4	11.4	15.5	12.4	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	15.7	13.8	18.3	14.8	13.0	10.5	11.4	11.4	15.5	12.4	10.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	2	3	4	1	1	5	5	4	7	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	4	Average Delay (sec/veh):	21.3
Optimal Cycle:	34	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	127	627	290	136	558	125	88	1033	142	65	720	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	627	290	136	558	125	88	1033	142	65	720	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	627	290	136	558	125	88	1033	142	65	720	121
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	627	0	136	558	125	88	1033	142	65	720	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	627	0	136	558	125	88	1033	142	65	720	121
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	627	0	136	558	125	88	1033	142	65	720	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.80	0.84	0.26	0.80	0.71	0.25	0.80	0.71	0.15	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	551	3032	1596	487	3032	1357	471	3032	1357	287	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.00	0.28	0.18	0.09	0.19	0.34	0.10	0.23	0.24	0.09
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.00	0.44	0.44	0.44	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.53	0.47	0.00	0.64	0.42	0.21	0.35	0.64	0.20	0.43	0.45	0.17
Delay/Veh:	27.1	24.4	0.0	33.0	23.6	21.2	17.1	20.9	14.9	19.0	17.5	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	24.4	0.0	33.0	23.6	21.2	17.1	20.9	14.9	19.0	17.5	14.6
LOS by Move:	C	C	A	C	C	C	B	C	B	B	B	B
HCM2kAvgQ:	4	9	0	4	7	3	2	14	3	2	9	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.056
Loss Time (sec):	4	Average Delay (sec/veh):	27.6
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	72	133	284	103	106	10	73	1231	38	171	926	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	133	284	103	106	10	73	1231	38	171	926	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	133	284	103	106	10	73	1231	38	171	926	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	133	284	103	106	10	73	1231	38	171	926	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	133	284	103	106	10	73	1231	38	171	926	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	133	284	103	106	10	73	1231	38	171	926	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.75	0.75	0.36	0.36	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.32	0.68	0.49	0.51	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	793	457	976	334	344	1357	1516	3032	1357	1516	2811	191
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.31	0.31	0.01	0.05	0.41	0.03	0.11	0.33	0.33
Crit Moves:					****			****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.47	0.47	0.61	0.53	0.53
Volume/Cap:	0.25	0.81	0.81	0.86	0.86	0.02	0.26	0.86	0.06	0.64	0.63	0.63
Delay/Veh:	23.2	38.7	38.7	55.3	55.3	20.8	12.2	29.1	14.4	25.6	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	38.7	38.7	55.3	55.3	20.8	12.2	29.1	14.4	25.6	17.6	17.6
LOS by Move:	C	D	D	E	E	C	B	C	B	C	B	B
HCM2kAvgQ:	2	14	14	9	9	0	1	21	1	3	11	11

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	4	Average Delay (sec/veh):	12.5
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	401	301	62	221	32	35	447	91	214	241	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	401	301	62	221	32	35	447	91	214	241	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	401	301	62	221	32	35	447	91	214	241	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	69	401	301	62	221	32	35	447	91	214	241	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	401	301	62	221	32	35	447	91	214	241	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	69	401	301	62	221	32	35	447	91	214	241	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.84	0.71	0.27	0.82	0.82	0.80	0.80	0.80	0.51	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	0.06	0.78	0.16	1.00	1.00	1.00
Final Sat.:	780	1596	1357	514	1368	198	93	1190	242	969	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.22	0.12	0.16	0.16	0.38	0.38	0.38	0.22	0.15	0.00
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.56	0.56	0.56	0.56	0.56	0.00
Volume/Cap:	0.24	0.68	0.60	0.32	0.43	0.43	0.68	0.68	0.68	0.40	0.27	0.00
Delay/Veh:	12.3	17.6	15.9	13.3	13.5	13.5	10.9	10.9	10.9	7.5	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	17.6	15.9	13.3	13.5	13.5	10.9	10.9	10.9	7.5	6.6	0.0
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	1	6	4	1	4	4	8	8	8	2	2	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	4	Average Delay (sec/veh):	12.8
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	64	481	153	66	335	122	118	879	68	89	848	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	481	153	66	335	122	118	879	68	89	848	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	481	153	66	335	122	118	879	68	89	848	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	481	153	66	335	122	118	879	68	89	848	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	481	153	66	335	122	118	879	68	89	848	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	481	153	66	335	122	118	879	68	89	848	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.84	0.71	0.24	0.81	0.81	0.20	0.80	0.71	0.19	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	501	1596	1357	464	1123	409	388	3032	1357	370	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.11	0.14	0.30	0.30	0.30	0.29	0.05	0.24	0.28	0.07
Crit Moves:		****						****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.29	0.70	0.26	0.33	0.69	0.69	0.61	0.58	0.10	0.48	0.56	0.15
Delay/Veh:	11.8	16.9	11.1	12.2	16.8	16.8	16.3	11.1	8.0	11.8	10.9	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	16.9	11.1	12.2	16.8	16.8	16.3	11.1	8.0	11.8	10.9	8.2
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
HCM2kAvgQ:	1	9	2	1	7	7	3	7	1	1	6	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	4	Average Delay (sec/veh):	33.8
Optimal Cycle:	74	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	182	81	174	145	81	34	17	1187	81	160	974	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	81	174	145	81	34	17	1187	81	160	974	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	81	174	145	81	34	17	1187	81	160	974	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	81	174	145	81	34	17	1187	81	160	974	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	81	174	145	81	34	17	1187	81	160	974	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	81	174	145	81	34	17	1187	81	160	974	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.35	0.31	1.34	0.56	0.31	0.13	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1987	460	1964	850	475	199	1516	3032	1357	1516	2801	201
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.09	0.17	0.17	0.17	0.01	0.39	0.06	0.11	0.35	0.35
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.20	0.32	0.20	0.20	0.20	0.02	0.45	0.45	0.58	0.55	0.55
Volume/Cap:	0.45	0.87	0.27	0.87	0.87	0.87	0.63	0.87	0.13	0.65	0.63	0.63
Delay/Veh:	42.4	61.9	30.3	70.2	70.2	70.2	98.0	36.5	19.5	30.7	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	61.9	30.3	70.2	70.2	70.2	98.0	36.5	19.5	30.7	19.3	19.3
LOS by Move:	D	E	C	E	E	E	F	D	B	C	B	B
HCM2kAvgQ:	4	10	3	12	12	12	2	24	2	5	14	14

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 28.3 Worst Case Level Of Service: F[157.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	35	608		6			6	546		12			119		15	129			3		2	10		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00		
Initial Bse:	35	608		6			6	546		12			119		15	129			3		2	10		
Added Vol:	0	0		0			0	0		0			0		0	0			0		0	0		
PasserByVol:	0	0		0			0	0		0			0		0	0			0		0	0		
Initial Fut:	35	608		6			6	546		12			119		15	129			3		2	10		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Volume:	35	608		6			6	546		12			119		15	129			3		2	10		
Reduct Vol:	0	0		0			0	0		0			0		0	0			0		0	0		
FinalVolume:	35	608		6			6	546		12			119		15	129			3		2	10		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5	6.2			7.1		6.5	6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0	3.3			3.5		4.0	3.3		
Capacity Module:																								
Cnflict Vol:	558	xxxx	xxxxx				614	xxxx	xxxxx				1251		1248	552			1317		1251	611		
Potent Cap.:	1023	xxxx	xxxxx				975	xxxx	xxxxx				151		175	537			136		174	497		
Move Cap.:	1023	xxxx	xxxxx				975	xxxx	xxxxx				142		168	537			93		167	497		
Volume/Cap:	0.03	xxxx	xxxx				0.01	xxxx	xxxx				0.84		0.09	0.24			0.03		0.01	0.02		
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx		xxxx	xxxxx			xxxx		xxxx	xxxxx		
Control Del:	8.6	xxxx	xxxxx				8.7	xxxx	xxxxx				xxxxx		xxxx	xxxxx			xxxxx		xxxx	xxxxx		
LOS by Move:	A	*		*			A	*		*			*		*	*			*		*	*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		225	xxxxx			xxxx		233	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		12.6	xxxxx			xxxxx		0.2	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		158	xxxxx			xxxxx		21.5	xxxxx		
Shared LOS:	*	*		*			*	*		*			*		F	*			*		C	*		
ApproachDel:	xxxxxx						xxxxxx						157.9						21.5					
ApproachLOS:	*						*						F						C					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	4	Average Delay (sec/veh):	53.9
Optimal Cycle:	124	Level Of Service:	D

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	323	166	210	368	97	61	1379	54	98	821	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	323	166	210	368	97	61	1379	54	98	821	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	323	166	210	368	0	61	1379	54	98	821	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	323	166	210	368	0	61	1379	54	98	821	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	323	166	210	368	0	61	1379	54	98	821	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.11	1.25	0.64	0.73	1.27	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	186	2141	1100	1288	2257	1900	1805	5187	1615	1805	3383	198
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.16	0.16	0.00	0.03	0.27	0.03	0.05	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.94	0.94	0.94	1.01	1.01	0.00	0.10	0.82	0.10	0.17	0.75	0.75
Delay/Veh:	74.8	74.8	74.8	92.4	92.4	0.0	29.5	42.2	29.5	30.2	40.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	74.8	74.8	92.4	92.4	0.0	29.5	42.2	29.5	30.2	40.4	40.4
LOS by Move:	E	E	E	F	F	A	C	D	C	C	D	D
HCM2kAvgQ:	12	12	12	17	17	0	2	17	1	3	16	16

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	323	166	210	368	97	61	1379	54	98	821	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	323	166	210	368	97	61	1379	54	98	821	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	323	166	210	368	0	61	1379	54	98	821	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	323	166	210	368	0	61	1379	54	98	821	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	323	166	210	368	0	61	1379	54	98	821	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.25	0.64	0.73	1.27	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	173	1999	1027	1163	2037	1600	1600	4800	1600	1600	3023	177
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.18	0.00	0.04	0.29	0.03	0.06	0.27	0.27
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	4	Average Delay (sec/veh):	16.1
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	392	169	98	367	41	83	708	84	121	719	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	392	169	98	367	41	83	708	84	121	719	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	392	169	98	367	41	83	708	84	121	719	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	392	169	98	367	41	83	708	84	121	719	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	392	169	98	367	41	83	708	84	121	719	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	392	169	98	367	41	83	708	84	121	719	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.84	0.71	0.28	0.83	0.83	0.80	0.79	0.79	0.80	0.79	0.79
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.79	0.21	1.00	1.81	0.19
Final Sat.:	504	1596	1357	530	1414	158	1516	2667	316	1516	2704	286
Capacity Analysis Module:												
Vol/Sat:	0.20	0.25	0.12	0.18	0.26	0.26	0.05	0.27	0.27	0.08	0.27	0.27
Crit Moves:					****			****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.49	0.42	0.42	0.56	0.48	0.48
Volume/Cap:	0.50	0.62	0.31	0.46	0.65	0.65	0.29	0.63	0.63	0.36	0.55	0.55
Delay/Veh:	18.0	18.8	15.0	17.4	19.8	19.8	10.8	17.1	17.1	9.4	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.8	15.0	17.4	19.8	19.8	10.8	17.1	17.1	9.4	13.4	13.4
LOS by Move:	B	B	B	B	B	B	B	B	B	A	B	B
HCM2kAvgQ:	2	8	3	2	7	7	1	8	8	2	7	7

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	392	169	98	367	41	83	708	84	121	719	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	392	169	98	367	41	83	708	84	121	719	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	392	169	98	367	41	83	708	84	121	719	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	392	169	98	367	41	83	708	84	121	719	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	392	169	98	367	41	83	708	84	121	719	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	392	169	98	367	41	83	708	84	121	719	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.79	0.21	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	1439	161	1600	2861	339	1600	2894	306
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.11	0.06	0.25	0.26	0.05	0.25	0.25	0.08	0.25	0.25
Crit Moves:	****					****		****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	4	Average Delay (sec/veh):	8.8
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	1 0
Volume Module:														
Base Vol:	117	89	20	0	0	11	33	1162	16		19	900	76	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	117	89	20	0	0	11	33	1162	16		19	900	76	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	117	89	20	0	0	11	33	1162	16		19	900	76	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	117	89	20	0	0	11	33	1162	16		19	900	76	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	117	89	20	0	0	11	33	1162	16		19	900	76	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	117	89	20	0	0	11	33	1162	16		19	900	76	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.67	0.69	0.69	0.84	0.84	0.73	0.22	0.80	0.80		0.17	0.79	0.79	
Lanes:	1.36	0.52	0.12	0.00	0.00	1.00	1.00	1.97	0.03		1.00	1.84	0.16	
Final Sat.:	1727	690	155	0	0	1381	410	2985	41		316	2763	233	
Capacity Analysis Module:														
Vol/Sat:	0.07	0.13	0.13	0.00	0.00	0.01	0.08	0.39	0.39		0.06	0.33	0.33	
Crit Moves:		****						****						
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.24	0.72	0.72	0.72		0.72	0.72	0.72	
Volume/Cap:	0.28	0.54	0.54	0.00	0.00	0.03	0.11	0.54	0.54		0.08	0.45	0.45	
Delay/Veh:	31.3	34.7	34.7	0.0	0.0	29.2	4.4	6.6	6.6		4.3	5.9	5.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.3	34.7	34.7	0.0	0.0	29.2	4.4	6.6	6.6		4.3	5.9	5.9	
LOS by Move:	C	C	C	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	2	5	5	0	0	0	0	8	8		0	7	7	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	9	12	39	4	8	14	483	3	16	74	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	9	12	39	4	8	14	483	3	16	74	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	39	4	8	14	483	3	16	74	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	39	4	8	14	483	3	16	74	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	39	4	8	14	483	3	16	74	192
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.76	0.08	0.16	0.03	0.96	0.01	0.18	0.82	1.00
Final Sat.:	27	245	326	441	45	90	22	769	5	122	565	809
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.63	0.63	0.63	0.13	0.13	0.24
Crit Moves:	****			****					****			****
Delay/Veh:	8.5	8.5	8.5	9.1	9.1	9.1	14.6	14.6	14.6	8.6	8.6	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	9.1	9.1	9.1	14.6	14.6	14.6	8.6	8.6	8.4
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.5			9.1			14.6			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			9.1			14.6			8.4		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	1.6	1.6	1.6	0.1	0.1	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	45	53	6	12	18	61	120	1277	7	7	1195	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	53	6	12	18	61	120	1277	7	7	1195	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	53	6	12	18	61	120	1277	7	7	1195	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	53	6	12	18	61	120	1277	7	7	1195	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	53	6	12	18	61	120	1277	7	7	1195	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	53	6	12	18	61	120	1277	7	7	1195	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	1.02	0.11	0.26	0.74	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	1385	1631	185	422	1178	1600	1600	3183	17	1600	3189	11
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.02	0.04	0.08	0.40	0.40	0.00	0.37	0.37
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[83.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0				7	0			13		16	1818			0		0	1480			44	
Growth Adj:	1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	0	0	0				7	0			13		16	1818			0		0	1480			44	
Added Vol:	0	0	0				0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0	0				0	0			0		0	0			0		0	0			0	
Initial Fut:	0	0	0				7	0			13		16	1818			0		0	1480			44	
User Adj:	1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	0	0	0				7	0			13		16	1818			0		0	1480			44	
Reduct Vol:	0	0	0				0	0			0		0	0			0		0	0			0	
FinalVolume:	0	0	0				7	0			13		16	1818			0		0	1480			44	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.8	6.5			6.9		4.1	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0			3.3		2.2	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				2443	3352			762		1524	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx				27	8			352		443	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx				26	8			352		443	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx				0.27	0.00			0.04		0.04	xxxx	xxxx		xxxx		xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx			xxxxx		0.1	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx			xxxxx		13.4	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
LOS by Move:	*	*	*				*	*			*		B	*	*		*		*	*				
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		65	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		1.1	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx		83.0	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*		F	*			*	*	*				*	*	*			
ApproachDel:	xxxxxx						83.0						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 1	1 1	1	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	153	567	175	67	326	111	149	1249	38	53	1193	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	567	175	67	326	111	149	1249	38	53	1193	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	567	175	67	326	111	149	1249	38	53	1193	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	567	175	67	326	111	149	1249	38	53	1193	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	567	175	67	326	111	149	1249	38	53	1193	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	567	175	67	326	111	149	1249	38	53	1193	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	1.94	0.06	1.00	1.96	0.04
Final Sat.:	3200	4800	1600	1600	4800	1600	1600	3106	94	1600	3132	68
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.04	0.07	0.07	0.09	0.40	0.40	0.03	0.38	0.38
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	41	526	192	43	336	42	52	1420	33	78	1173	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	526	192	43	336	42	52	1420	33	78	1173	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	526	192	43	336	42	52	1420	33	78	1173	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	526	192	43	336	42	52	1420	33	78	1173	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	526	192	43	336	42	52	1420	33	78	1173	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	526	192	43	336	42	52	1420	33	78	1173	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.93	0.07
Final Sat.:	1600	2344	856	1600	2844	356	1600	3127	73	1600	3092	108
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.03	0.12	0.12	0.03	0.45	0.45	0.05	0.38	0.38
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	107	741	116	0	485	105	113	1301	134	222	1235	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	741	116	0	485	105	113	1301	134	222	1235	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	741	116	0	485	105	113	1301	134	222	1235	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	741	116	0	485	105	113	1301	134	222	1235	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	741	116	0	485	105	113	1301	134	222	1235	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	741	116	0	485	105	113	1301	134	222	1235	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.72	0.28	1.00	2.78	0.22
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4352	448	1600	4440	360
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.07	0.00	0.15	0.07	0.07	0.30	0.30	0.14	0.28	0.28
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	851	70	0	860	496	504	1091	28	164	1229	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	851	70	0	860	496	504	1091	28	164	1229	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	851	70	0	860	496	504	1091	28	164	1229	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	851	70	0	860	496	504	1091	28	164	1229	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	851	70	0	860	496	504	1091	28	164	1229	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	851	70	0	860	496	504	1091	28	164	1229	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.54	1.46	1.00	2.95	0.05	1.00	2.93	0.07
Final Sat.:	0	3200	1600	0	4059	2341	1600	4720	80	1600	4686	114
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.04	0.00	0.21	0.21	0.32	0.23	0.35	0.10	0.26	0.26
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	622	137	46	27	217	11	0	1394	429	37	946	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	622	137	46	27	217	11	0	1394	429	37	946	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	622	137	46	27	217	11	0	1394	429	37	946	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	622	137	46	27	217	11	0	1394	429	37	946	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	622	137	46	27	217	11	0	1394	429	37	946	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	622	137	46	27	217	11	0	1394	429	37	946	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.75	0.25	0.21	1.70	0.09	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1198	402	339	2723	138	0	3200	1600	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.08	0.08	0.08	0.00	0.44	0.27	0.02	0.30	0.30
Crit Moves:	****				****			****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0		1	1 0	2 0	1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	461	29	71	459	202	127	628	62	57	578	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	461	29	71	459	202	127	628	62	57	578	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	461	29	71	459	202	127	628	62	57	578	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	461	29	71	459	202	127	628	62	57	578	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	461	29	71	459	202	127	628	62	57	578	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1505	95	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.04	0.29	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	365	67	92	417	114	117	1199	64	81	1211	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	365	67	92	417	114	117	1199	64	81	1211	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	365	67	92	417	114	117	1199	64	81	1211	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	365	67	92	417	114	117	1199	64	81	1211	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	1.00	2.82	0.18
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4557	243	1600	4506	294
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.04	0.06	0.26	0.07	0.07	0.26	0.26	0.05	0.27	0.27
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[17.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	1	0	1	0		0	0	1!	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	12	434		2			2	595		16			34		0		63		0		0		0	2
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	1.00
Initial Bse:	12	434		2			2	595		16			34		0		63		0		0		0	2
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	0
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	0
Initial Fut:	12	434		2			2	595		16			34		0		63		0		0		0	2
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Volume:	12	434		2			2	595		16			34		0		63		0		0		0	2
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	0
FinalVolume:	12	434		2			2	595		16			34		0		63		0		0		0	2
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5		6.2		xxxxx	xxxx			6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0		3.3		xxxxx	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	611	xxxx	xxxxx				436	xxxx	xxxxx				1067		1067		306		xxxx	xxxx			435	
Potent Cap.:	978	xxxx	xxxxx				1134	xxxx	xxxxx				202		224		739		xxxx	xxxx			625	
Move Cap.:	978	xxxx	xxxxx				1134	xxxx	xxxxx				199		221		739		xxxx	xxxx			625	
Volume/Cap:	0.01	xxxx	xxxx				0.00	xxxx	xxxx				0.17		0.00		0.09		xxxx	xxxx			0.00	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx	xxxx			0.0	
Control Del:	8.7	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx	xxxx			10.8	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		378		xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx		1.0		xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx		17.8		xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			A	*		*			*		C		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						17.8						10.8					
ApproachLOS:	*						*						C						B					

Note: Queue reported is the number of cars per lane.

APPENDIX C

APPROVED/PENDING PROJECTS LIST

Cumulative Projects Trip Generation Summary

Land Use		Size	Unit	ADT	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates [1]													
220	Apartment		DU	6.65	0.10	0.41	0.51	0.16	0.39	0.55	0.40	0.22	0.62
230	Residential Condominium/Townhouse		DU	5.81	0.07	0.37	0.44	0.08	0.36	0.44	0.35	0.17	0.52
252	Senior Adult Housing – Attached		DU	3.48	0.05	0.08	0.13	0.03	0.03	0.06	0.10	0.06	0.16
310	Hotel		Room	8.92	0.39	0.28	0.67	0.35	0.29	0.64	0.34	0.36	0.70
492	Health/Fitness Club		TSF	32.93	0.62	0.76	1.38	0.59	0.82	1.41	2.01	1.52	3.53
536	Private School (K-12)		Student	2.48	0.49	0.32	0.81	0.24	0.34	0.58	0.07	0.10	0.17
561	Synagogue		TSF	10.64	0.07	0.07	0.14	0.24	0.18	0.42	0.79	0.90	1.69
710	General Office Building		TSF	11.01	1.36	0.19	1.55	0.78	0.78	1.55	0.25	1.24	1.49
720	Medical-Dental Office Building		TSF	36.13	1.13	1.17	2.30	2.39	1.23	3.62	0.93	2.53	3.46
732	United States Post Office		TSF	108.19	4.27	3.94	8.21	5.97	6.22	12.19	5.67	5.45	11.12
814	Specialty Retail [2]		TSF	44.32	0.80	0.53	1.33	3.28	3.56	6.84	1.19	1.52	2.71
820	Shopping Center (Commercial)		TSF	42.94	0.61	0.39	1.00	2.13	2.13	4.25	1.83	1.90	3.73
841	New Car Sales		TSF	33.34	1.50	0.53	2.03	1.23	0.97	2.20	1.01	1.58	2.59
850	Supermarket		TSF	102.24	2.19	1.40	3.59	4.92	5.13	10.05	5.36	5.15	10.50
851	Convenience Market (24 hours)		TSF	737.99	33.52	33.52	67.03	35.82	37.28	73.10	26.73	25.68	52.41
931	Quality Restaurant		TSF	89.95	0.41	0.41	0.81	4.57	1.00	5.57	5.02	2.47	7.49
932	High-Turnover (Sit-Down) Restaurant		TSF	127.15	5.99	5.53	11.52	7.04	6.49	13.53	6.58	4.57	11.15
Trip Generation													
City of West Hollywood													
1) 8900 Beverly Boulevard													
Retail		18.260	TSF	809	14	10	24	60	65	125	22	27	49
Restaurant		1.600	TSF	203	9	9	18	11	11	22	9	8	17
Medical Office		18.970	TSF	685	37	10	47	46	23	69	19	52	71
Apartment		6	DU	40	1	2	3	1	2	3	3	1	4
Total				1,737	61	31	92	118	101	219	53	88	141
2) 458 Doheny Drive													
Retail		4,850	TSF	215	4	2	6	16	17	33	6	7	13
3) 1046 Genesee Avenue													
Residential Condominium/Townhouse		5	DU	29	0	2	2	0	2	2	2	1	3
4) 1050 Genesee Avenue													
Residential Condominium/Townhouse		5	DU	29	0	2	2	0	2	2	2	1	3
5) 1264 Harper Avenue													
Residential Condominium/Townhouse		16	DU	94	1	6	7	1	6	7	5	3	8
6) 1345 Havenhurst Drive													
Residential Condominium/Townhouse		16	DU	94	1	6	7	1	6	7	5	3	8
7) 1342 Hayworth Ave.													
Residential Condominium/Townhouse		16	DU	94	1	6	7	1	6	7	5	3	8
8) 1201 La Brea Avenue													
Retail		8.833	TSF	391	7	5	12	29	31	60	11	13	24
Apartment		8	DU	54	1	3	4	1	3	4	3	2	5
Total				445	8	8	16	30	34	64	14	15	29
9) 1136 La Cienega Boulevard													
Residential Condominium/Townhouse		14	DU	82	1	5	6	1	5	6	5	2	7

Cumulative Projects Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
10) 623 La Peer Drive												
La Peer Hotel			876	28	24	52	36	32	68	36	32	68
11) 1343 Laurel Avenue												
Senior Housing	35	DU	122	1	2	3	1	1	2	2	2	4
12) 7144 Santa Monica Boulevard												
Apartment	166	DU	1,104	17	68	85	26	65	91	67	36	103
Retail	6.800	TSF	301	5	4	9	23	24	47	8	10	18
Restaurant	2.500	TSF	225	2	0	2	11	3	14	13	6	19
Existing	(40)	TSF	(177)	(24)	(7)	(31)	(23)	(10)	(33)	(10)	(21)	(31)
Total			1,453	0	65	65	37	82	119	78	31	109
13) 8550 Santa Monica Boulevard												
Retail	8.700	TSF	497	8	12	20	30	38	68	18	16	34
Residential Condominium/Townhouse	19	DU	110	1	7	8	2	7	8	7	3	10
Total			607	9	19	28	32	45	76	25	19	44
14) 8555 Santa Monica Boulevard												
Apartment	102	DU	678	10	42	52	16	40	56	41	22	63
Retail	32.955	TSF	1,249	12	8	20	92	100	192	33	43	76
Restaurant	6.308	TSF	802	38	35	73	44	41	85	41	29	70
Existing	(28.765)	TSF	(1,293)	(42)	(39)	(81)	(69)	(69)	(138)	(57)	(53)	(110)
Total			1,436	18	46	64	83	112	195	58	41	99
15) 8551, 8564, and 8568 Melrose Avenue												
Retail	30.700	TSF	1,361	25	16	41	101	109	210	37	46	83
Apartment	10	DU	67	1	4	5	2	4	6	4	2	6
Total			1,428	26	20	46	103	113	216	41	48	89
16) 8650 Melrose Avenue												
Retail	14.571	TSF	646	11	8	19	48	52	100	17	22	39
Apartment	7	DU	47	1	3	4	1	3	4	3	1	4
Total			693	12	11	23	49	55	104	20	23	43
17) 8687 Melrose Avenue												
Office	400.000	TSF	4,404	546	74	620	310	310	620	93	455	548
18) 9061 Nemo Street												
Retail	9.990	TSF	443	8	5	13	33	35	68	12	15	27
19) 9062 Nemo Street												
Retail	20.105	TSF	891	16	11	27	66	72	138	24	30	54
Residential Condominium/Townhouse	4	DU	23	0	2	2	0	2	2	1	1	2
Total			914	16	13	29	66	74	140	25	31	56
20) 500 Orlando Avenue												
Apartment	4	DU	27	0	2	2	1	1	2	1	1	2
21) 507 Orlando Avenue												
Apartment	9	DU	60	1	4	5	1	4	5	4	2	6
22) 611 Orlando Avenue												
Residential Condominium/Townhouse	5	DU	29	0	2	2	0	2	2	2	1	3
23) 7302 Santa Monica Boulevard												
Movietown			1,617	41	122	163	0	75	75	155	94	249

Cumulative Projects Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
24) 8120 Santa Monica Boulevard												
Walgreens, retail, and apartments			1,018	8	7	15	21	27	48	61	57	118
25) 8350 Santa Monica Boulevard												
Kings Road Mixed-use			173	(7)	7	0	10	15	25	9	(3)	6
26) 9001 Santa Monica Boulevard												
Mixed-use project			829	16	(8)	8	49	9	58	31	16	47
27) 8305 Sunset Boulevard												
Retail/Restaurant			1,137	0	0	0	57	13	70	64	31	95
28) 8418 Sunset Boulevard												
Sunset Time			2,226	67	55	122	82	68	150	114	76	190
29) 8490 Sunset Boulevard												
Hotel	296	Room	2,640	115	83	198	104	85	189	101	106	207
Retail/Restaurant	39.440	TSF	1,748	32	21	52	130	140	270	47	60	107
Residential	189	DU	1,108	14	69	83	15	68	83	66	32	98
Total			5,496	161	173	333	249	293	542	214	198	412
30) 8497 Sunset Boulevard												
Residential/Retail/Restaurant			1,921	32	30	62	42	46	88	32	31	63
31) 8600 Sunset Boulevard												
Retail	16.785	TSF	744	13	9	22	55	60	115	20	25	45
32) 8801 Sunset Boulevard												
Tower Records Reuse			1,161	42	27	69	38	44	82	63	73	136
33) 8873 Sunset Boulevard												
Retail	9.995	TSF	443	8	5	13	33	35	68	12	15	27
34) 8788 Shoreham												
Hotel	196	Room	1,748	76	55	131	69	56	125	67	70	137
Apartment	4	DU	27	0	2	2	1	1	2	1	1	2
Total			1,775	76	57	133	70	57	127	68	71	139
35) 9040 Sunset Boulevard												
Hotel			2,554	63	49	112	63	49	112	106	91	197
36) 8703 West Knoll Drive												
Residential Condominium/Townhouse	7	DU	41	1	2	3	1	2	3	3	1	4
37) 8328 Willoughby Avenue												
Residential Condominium/Townhouse	17	DU	100	1	6	7	1	6	7	6	3	9
38) Southwest corner of Santa Monica/Formosa												
Warner Studios			4,450	389	49	438	389	49	438	113	332	445
39) 8210 Fountain Avenue												
Residential Condominium/Townhouse	9	DU	53	1	3	4	1	3	4	3	2	5
40) 1222 La Brea Avenue												
Apartment	187	DU	1,257	19	76	95	30	73	103	75	41	116
Convenience Store	5.664	TSF	251	5	3	8	19	20	39	7	8	15
Restaurant	7.089	TSF	901	43	39	82	48	48	96	39	38	77
Coffee Shop	2.300	TSF	292	14	12	26	16	15	31	13	12	25
Bank	4.506	TSF	200	3	2	5	20	19	39	21	21	42
Total			2,901	84	132	216	133	175	308	155	120	275

Cumulative Projects Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
41) 7113 Santa Monica Boulevard												
Apartment	184	DU	1,236	19	75	94	29	72	101	74	40	114
Convenience Store	3.300	TSF	146	2	2	4	11	12	23	4	5	9
Restaurant	4.800	TSF	610	29	26	55	33	32	65	26	26	52
Pharmacy	3.250	TSF	287	5	4	9	13	13	26	14	14	28
Bank	2.000	TSF	89	1	1	2	9	8	17	10	9	19
Total			2,368	56	108	164	95	137	222	128	94	222
City of Beverly Hills												
42) 9261 Alden Drive												
Synagogue	14.811	TSF	158	2	0	2	0	0	0	12	13	25
43) 202-240 North Beverly Drive												
Residential Condominium/Townhouse	25	DU	147	2	9	11	2	9	11	9	4	13
Shopping Center	27.000	TSF	2,900	44	28	71	127	137	264	127	137	264
Hotel	214	Room	1,748	73	47	120	66	60	126	66	60	126
Total			4,795	119	84	202	195	206	401	202	201	403
44) 231 North Beverly Drive												
Shopping Center	(45.500)	TSF	(4,070)	(60)	(38)	(98)	(179)	(194)	(372)	(179)	(194)	(372)
Shopping Center	22.875	TSF	2,603	39	25	65	114	123	236	114	123	236
Office	177.225	TSF	2,073	261	36	296	148	148	296	47	230	277
Quality Restaurant	8.000	TSF	720	3	3	6	37	8	45	40	20	60
Total			1,326	243	26	269	120	85	205	22	179	201
45) 257 North Canon Drive												
Office	11.400	TSF	440	54	8	62	31	31	62	10	50	60
Shopping Center	30.700	TSF	1,979	31	20	50	86	93	179	86	93	179
Restaurant	1.800	TSF	636	30	28	58	35	32	68	33	21	55
Total			3,055	115	56	170	152	156	309	129	164	294
46) 469 North Crescent Drive												
United States Post Office	(34.000)	TSF	(3,678)	(142)	(131)	(273)	(142)	(131)	(273)	(189)	(182)	(370)
Live Theater	500	Seats	11,200	0	0	0	0	0	0	50	50	100
Private School (K-12)	210	Student	521	101	66	166	0	0	0	15	21	36
Wallis Annenberg Cultural Center			8,043	(41)	(65)	(107)	(142)	(131)	(273)	(124)	(111)	(234)
47) 9936 Durant Drive												
Residential Condominium/Townhouse	13	DU	76	2	4	6	3	3	6	5	2	7
48) 309-325 South Elm Drive												
Residential Condominium/Townhouse	7	DU	41	0	3	3	1	3	3	2	1	4
49) 225 South Hamilton Drive												
Residential Condominium/Townhouse	13	DU	76	1	5	6	1	5	6	5	2	7
50) 50 North La Cienega Boulevard												
Medical/Dental Office	14.000	TSF	506	27	7	35	17	18	35	14	38	52
51) 156-168 North La Peer Drive												
Residential Condominium/Townhouse	10	DU	59	1	4	4	1	4	4	4	2	5
52) 450-460 North Palm Drive												
Residential Condominium/Townhouse	35	DU	205	3	12	15	12	6	18	12	6	18

Cumulative Projects Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
53) 140-144 South Oakhurst Drive												
Residential Condominium/Townhouse	11	DU	64	1	4	5	1	4	5	4	2	6
54) 432 Oakhurst Drive												
Residential Condominium/Townhouse	34	DU	200	3	12	15	12	6	18	12	6	18
55) 320 North Rodeo Drive												
Shopping Center	15.000	TSF	645	9	6	15	27	29	56	27	29	56
56) 9900 Santa Monica Boulevard												
Office	119.000	TSF	1,309	162	22	184	30	147	177	30	147	177
57) 121 San Vicente Boulevard												
Medical/Dental Office	34.000	TSF	1,265	68	18	88	62	93	155	35	95	130
Specialty Retail Center	6.700	TSF	297	19	26	45	18	15	33	18	15	33
Total			1,562	87	44	133	80	108	188	53	110	163
58) 8536 Wilshire Boulevard												
Shopping Center	24.890	TSF	2,750	41	26	68	120	130	250	120	130	250
59) 8600 Wilshire Boulevard												
Shopping Center	2.300	TSF	837	13	9	22	36	39	75	36	39	75
Residential Condominium/Townhouse	21	DU	123	1	8	9	2	8	9	7	4	11
Total			960	14	17	31	38	47	84	43	43	86
60) 8767 Wilshire Boulevard												
Office	60.856	TSF	670	83	12	94	47	47	94	15	75	91
Shopping Center	11.260	TSF	1,642	26	16	42	71	77	148	71	77	148
Restaurant	3.000	TSF	381	18	17	35	21	19	41	20	13	38
Total			2,693	127	45	171	139	143	283	106	165	272
61) 9200 Wilshire Boulevard												
Residential Condominium/Townhouse	53	DU	311	4	20	23	4	19	23	19	9	28
Shopping Center	8.400	TSF	1,357	22	14	35	59	63	122	59	63	122
Quality Restaurant	5.600	TSF	504	2	2	5	26	6	31	28	14	42
Total			2,172	28	36	63	89	88	176	106	86	192
62) 9230 Wilshire Boulevard												
Car Dealership	150.300	TSF	1,253	50	32	82	28	25	53	25	54	78
63) 9378 Wilshire Boulevard												
Office	14.996	TSF	165	20	3	23	11	12	23	4	19	22
Shopping Center	14.996	TSF	644	9	6	15	27	29	56	27	29	56
Total			809	29	9	38	38	41	79	31	48	78
64) 9754 Wilshire Boulevard												
Office	24.566	TSF	270	33	5	38	19	19	38	6	30	37
Medical/Dental Office	7.977	TSF	288	16	4	20	10	10	20	8	22	30
Total			558	49	9	58	29	29	58	14	52	67
65) 9817 Wilshire Boulevard												
Office	73.300	TSF	806	100	13	113	29	90	109	50	50	100
66) 9844 Wilshire Boulevard												
Shopping Center	95.000	TSF	6,568	93	59	152	290	315	605	290	315	605
Quality Restaurant	(5.043)	TSF	(454)	(2)	(2)	(4)	(23)	(5)	(28)	(25)	(12)	(38)
Total			6,114	91	57	148	267	310	577	265	303	567

Cumulative Projects Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
67) 9876 Wilshire Boulevard												
Hotel	(46)	Room	(376)	(16)	(10)	(26)	(14)	(13)	(27)	(14)	(13)	(27)
Residential Condominium/Townhouse	110	DU	645	8	41	48	9	40	48	39	19	57
Quality Restaurant	5.000	TSF	450	2	2	4	23	5	28	25	12	37
Shopping Center	5.000	TSF	969	16	10	26	42	45	87	42	45	87
Total			1,688	10	43	52	60	77	136	92	63	154
68) 9900 Wilshire Boulevard												
Shopping Center	(220.000)	TSF	(2,495)	(9)	0	(9)	(163)	(134)	(297)	(112)	(106)	(218)
Residential Condominium/Townhouse	235	DU	834	21	45	66	40	40	78	42	35	78
Shopping Center	11.656	TSF	501	7	5	12	20	20	40	21	23	44
Restaurant	4.200	TSF	534	25	23	48	36	31	68	28	18	46
Total			(626)	44	73	117	(67)	(43)	(111)	(21)	(30)	(50)
City of Los Angeles												
69) 300 South Wetherly Drive												
Residential Condominium/Townhouse	140	DU	270	3	17	20	4	16	20	15	7	22
70) 375 North La Cienega Boulevard												
Apartment	125	DU	467	11	44	55	12	29	41	30	16	46
71) 10000 South Santa Monica Boulevard												
Residential Condominium/Townhouse	283	DU	1,189	18	78	96	18	76	93	67	41	108
72) 10250 Santa Monica Boulevard												
359,000 sf retail and 262 condominiums			5,922	(108)	(69)	(177)	275	300	575	178	186	364
73) 2025 Avenue of the Stars												
Century Plaza Mixed Use Development [3]			(826)	69	12	81	102	200	302	(8)	131	123
74) 10131 Constellation Boulevard												
725,830 sf office, 4,120 sf retail, and 1,300 mobility hub			3,404	393	21	414	207	207	414	33	337	370
Total Cumulative Projects Trip Generation			**94,545**	**3,470**	**1,745**	**5,211**	**4,055**	**4,383**	**8,424**	**3,245**	**4,533**	**7,779**

[1] Trip Rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, Eighth Edition, 2008.

[2] Trip rate in a.m. peak hour from San Diego Traffic Generators, 2002.

[3] Century Plaza Mixed Use Development Draft EIR, July 2011.

ADT = average daily trips
DU = dwelling unit
EIR = Environmental Impact Report
sf = square feet
TSF = thousand square feet

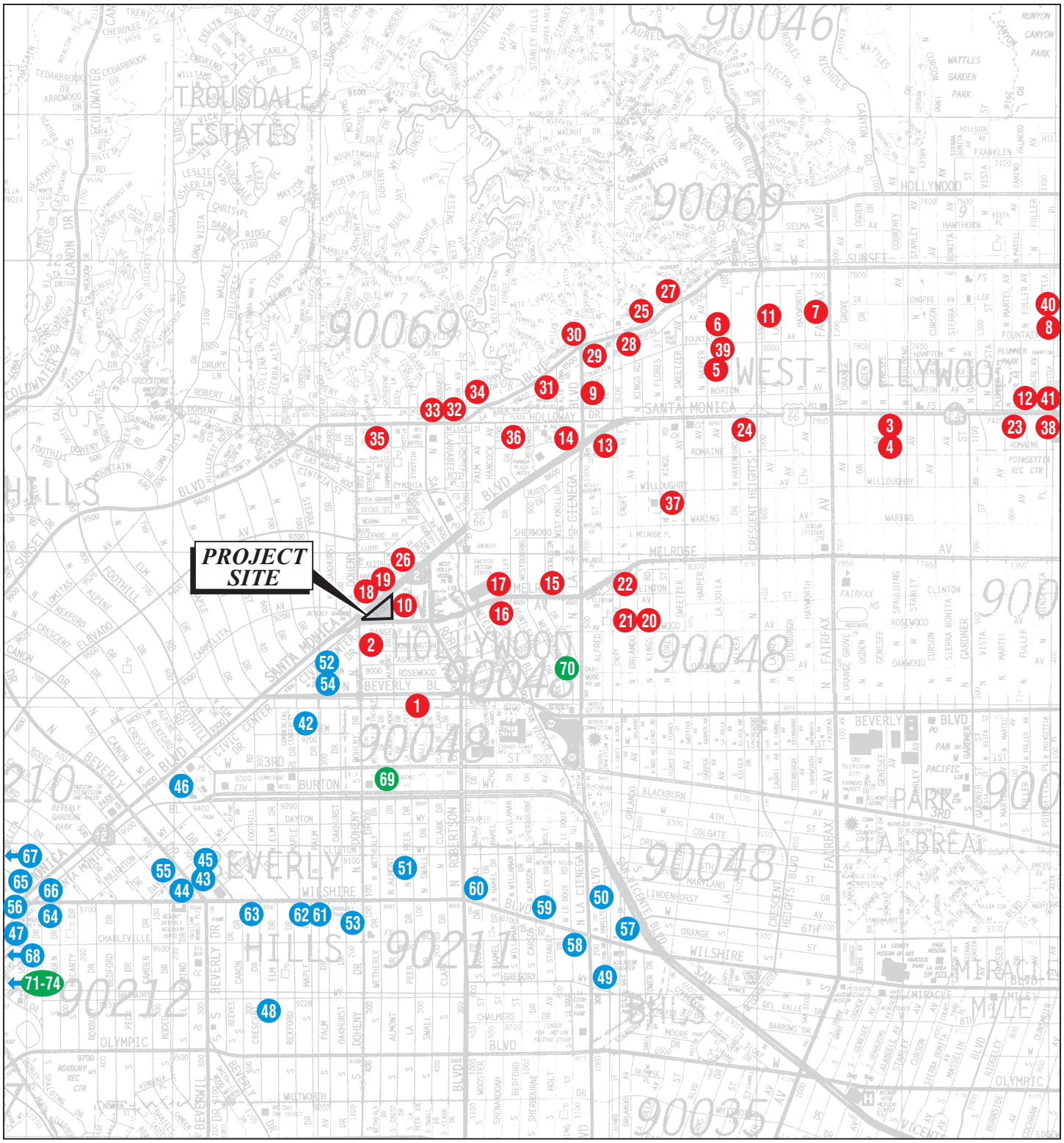

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FIGURE 5

*Refer to Appendix C for Full Project Details and Information

Melrose Triangle

Locations of Cumulative Projects

BASE MAP SOURCE: The Thomas Guide

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Updated: Feb 2012

Location	Project Description - Land Use	Intensity	Units	Weekday										Friday and Saturday Daily	Friday and Saturday Night-Time Peak Hour		
				Daily Total	AM Peak Hour			Mid-day Peak Hour			PM Peak Hour						
					Total	In	Out	Total	In	Out	Total	In	Out		Total	In	Out
8900 Beverly Blvd	Retail	18,260	sf	809	24	14	10	125	60	65	49	22	27	768	92	52	40
	Restaurant	1,600	sf	203	18	9	9	22	11	11	17	9	8	253	32	16	16
	Medical Office	18,970	sf	685	47	37	10	69	46	23	71	19	52	170	-	-	-
	Apartments	6	du	40	3	1	2	3	1	2	4	3	1	38	3	2	1
	Subtotal			1,737	92	61	31	219	118	101	141	53	88	1,229	127	70	57
458 Doheny Dr	Retail	4,850	sf	215	6	4	2	33	16	17	13	6	7	204	24	13	11
1046 Genesee Ave	Condominiums	5	du	29	2	0	2	2	0	2	3	2	1	28	2	1	1
1050 Genesee Ave	Condominiums	5	du	29	2	0	2	2	0	2	3	2	1	28	2	1	1
1264 Harper Ave	Condominiums	16	du	94	7	1	6	7	1	6	8	5	3	91	8	4	4
1345 Havenhurst Dr	Condominiums	16	du	94	7	1	6	7	1	6	8	5	3	91	8	4	4
1342 Hayworth Ave	Condominiums	16	du	94	7	1	6	7	1	6	8	5	3	91	8	4	4
1201 La Brea Ave	Retail	8,833	sf	391	12	7	5	60	29	31	24	11	13	371	44	25	19
	Apartments	8	du	54	4	1	3	4	1	3	5	3	2	51	4	2	2
	Subtotal			445	16	8	8	64	30	34	29	14	15	422	48	27	21
1136 La Cienega Blvd	Condominiums	14	du	82	6	1	5	6	1	5	7	5	2	79	7	4	3
623 La Peer Dr	La Peer Hotel			876	52	28	24	68	36	32	68	36	32	876	68	36	32
1343 Laurel Ave	Senior Housing	35	du	122	3	1	2	2	1	1	4	2	2	88	4	2	2
8551, 8564 & 8568 Melrose Ave	Retail	30,700	sf	1,361	41	25	16	210	101	109	83	37	46	1,291	154	86	68
	Apartments	10	du	67	5	1	4	6	2	4	6	4	2	64	5	3	2
	Subtotal			1,428	46	26	20	216	103	113	89	41	48	1,355	159	89	70
8650 Melrose Ave	Retail	14,571	sf	646	19	11	8	100	48	52	39	17	22	613	73	41	32
	Apartments	7	du	47	4	1	3	4	1	3	4	3	1	45	4	2	2
	Subtotal			693	23	12	11	104	49	55	43	20	23	658	77	43	34
8687 Melrose Ave	Office	400,000	sf	4,404	620	546	74	620	310	310	548	93	455	948	-	-	-
9061 Nemo St	Retail	9,990	sf	443	13	8	5	68	33	35	27	12	15	420	50	28	22
9062 Nemo St	Retail	20,105	sf	891	27	16	11	138	66	72	54	24	30	845	101	57	44
	Condominiums	4	sf	23	2	0	2	2	0	2	2	1	1	23	2	1	1
	Subtotal			914	29	16	13	140	66	74	56	25	31	868	103	58	45
500 Orlando Ave	Apartments	4	du	27	2	0	2	2	1	1	2	1	1	26	2	1	1
507 Orlando Ave	Apartments	9	du	60	5	1	4	5	1	4	6	4	2	58	5	3	2
611 Orlando Ave	Condominiums	5	du	29	2	0	2	2	0	2	3	2	1	28	2	1	1
7302 Santa Monica Blvd	Movietown			1,617	163	41	122	75	0	75	249	155	94	678	389	211	178
8120 Santa Monica Blvd	Walgreens + Retail + Apartments			1,018	15	8	7	48	21	27	118	61	57	1,015	87	41	46
8350 Santa Monica Blvd	Kings Road Mixed-use			173	0	-7	7	25	10	15	6	9	-3	234	15	8	7
9001 Santa Monica Blvd	Mixed-use Project			829	8	16	-8	58	49	9	47	31	16	829	51	29	22
9040,9060,9080, 9098 Santa Monica Blvd	Melrose Triangle			3,426	126	21	106	126	21	106	262	181	81	3,426	262	181	81
8305 Sunset Blvd	Retail/Restaurant			1,137	0	0	0	70	57	13	95	64	31	1,193	137	81	56
8418 Sunset Blvd	Sunset Time			2,226	122	67	55	150	82	68	190	114	76	1,471	178	128	50
8490 Sunset Blvd	Hotel	296	or	2,640	198	115	83	189	104	85	207	101	106	3,108	258	129	129
	Retail/Restaurant	39,440	sf	1,748	52	31	21	270	130	140	107	47	60	1,658	198	111	87
	Residential	189	du	1,108	83	14	69	83	15	68	98	66	32	1,072	89	48	41
	Subtotal			5,496	333	160	173	542	249	293	412	214	198	5,838	545	288	257
8497 Sunset Blvd	Residential/Retail/Restaurant			1,921	62	32	30	88	42	46	63	32	31	925	116	59	57
8600 Sunset Blvd	Retail	16,785	sf	744	22	13	9	115	55	60	45	20	25	706	84	47	37
8801 Sunset Blvd	Tower Records			1,161	69	42	27	82	38	44	136	63	73	719	84	44	40
8873 Sunset Blvd	Retail	9,995	sf	443	13	8	5	68	33	35	27	12	15	420	50	28	22
8950 Sunset Blvd	Hotel	196	or	1,748	131	76	55	125	69	56	137	67	70	2,058	171	86	85
	Apartments	4	du	27	2	0	2	2	1	1	2	1	1	26	2	1	1
	Subtotal			2,218	146	84	62	195	103	92	166	80	86	2,504	223	115	108
9040 Sunset Blvd	Hotel			2,554	112	63	49	112	63	49	197	106	91	2,822	245	135	110
8703 West Knoll Dr	Condominiums	7	du	41	3	1	2	3	1	2	4	3	1	40	3	2	1
8328 Willoughby Ave	Condominiums	17	du	100	7	1	6	7	1	6	9	6	3	96	8	4	4
SW corner Santa Monica/Formosa	Warner Studios			4,450	438	389	49	438	389	49	445	113	332	450	45	11	34
8210 Fountain Ave	Condominiums	9	du	53	4	1	3	4	1	3	5	3	2	51	4	2	2
1222 La Brea Ave	Apartments	187	du	1,257	95	19	76	103	30	73	116	75	41	1,195	97	49	48
	Convenience Store	5,664	sf	251	8	5	3	39	19	20	15	7	8	238	28	16	12
	Restaurant	7,089	sf	901	82	43	39	96	48	48	77	39	38	1,123	142	71	71
	Coffee Shop	2,300	sf	292	26	14	12	31	16	15	25	13	12	364	46	23	23
	Bank	4,506	sf	200	5	3	2	39	20	19	42	21	21	18	6	3	3
	Subtotal			2,901	216	84	132	308	133	175	275	155	120	2,938	319	162	157
7113 Santa Monica Blvd	Apartments	184	du	1,236	94	19	75	101	29	72	114	74	40	1,176	96	48	48
	Convenience Store	3,300	sf	146	4	2	2	23	11	12	9	4	5	139	17	10	7
	Restaurant	4,800	sf	610	55	29	26	65	33	32	52	26	26	760	96	48	48
	Pharmacy	3,250	sf	287	9	5	4	26	13	13	28	14	14	287	26	13	13
	Bank	2,000	sf	89	2	1	1	17	9	8	19	10	9	8	3	2	1
	Subtotal			2,368	164	56	108	232	95	137	222	128	94	2,370	238	121	117

Table 6: Project Trip Generation Estimates

Land Use	Size		ITE Code	Weekday								
				Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Trip Generation Rates													
Apartment [a]	-	du	220	6.65	20%	80%	0.51	29%	71%	0.55	65%	35%	0.62
Specialty Retail [a][b]	-	sf	814	44.32	60%	40%	1.33	48%	52%	6.84	44%	56%	2.71
Quality Restaurant [a]	-	sf	931	89.95	82%	18%	0.81	82%	18%	5.57	67%	33%	7.49
Manufacturing [a]	-	sf	140	3.82	78%	22%	0.73	68%	32%	0.78	36%	64%	0.73
General Office [c]	-	sf	710	11.01	88%	12%	1.55	88%	12%	1.55	17%	83%	1.49
Proposed Project													
Apartment	166	du	220	1,104	17	68	85	26	65	91	67	36	103
Retail	6,800	sf	814	301	5	4	9	23	24	47	8	10	18
Quality Restaurant	2,500	sf	931	225	2	0	2	11	3	14	13	6	19
Sub-total				1,630	24	72	96	60	92	152	88	52	140
Existing Use (Trip Credit)													
Metal Plating Facility	36,000	sf	140	*138*	*20*	*6*	*26*	*19*	*9*	*28*	*9*	*17*	*26*
Sound Editing Studio	3,500	sf	710	*39*	*4*	*1*	*5*	*4*	*1*	*5*	*1*	*4*	*5*
Subtotal				*177*	*24*	*7*	*31*	*23*	*10*	*33*	*10*	*21*	*31*
Net Trip Generation (Residential)				**1,104**	**17**	**68**	**85**	**26**	**65**	**91**	**67**	**36**	**103**
Net Trip Generation (Non-Residential)				**349**	**-17**	**-3**	**-20**	**11**	**17**	**28**	**11**	**-5**	**6**
Net Total Trip Generation				**1,453**	**0**	**65**	**65**	**37**	**82**	**119**	**78**	**31**	**109**

Source: Institute of Transportation Engineers (ITE) "Trip Generation - 8th Edition", unless otherwise indicated.

Notes:

[a] Midday peak hour rate is based on ITE's AM Peak Hour of Generator rate.

[b] No ITE trip rate available for the AM. AM peak hour rate obtained from SANDAG Traffic Generators, April 2002.

[c] Midday peak hour rate is based on ITE's AM Peak Hour rate.

Location	Project Description - Land Use	Weekday									
		Daily Total	AM Peak Hour			Mid-day Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
8550 Santa Monica Blvd	Retail/Restaurant	497	20	8	12	68	30	38	34	18	16

Bob Cheung
City of West Hollywood
Long Range Mobility & Planning
Community Development Dept
323-848-6346

TABLE XX

PROPOSED PROJECT TRIP GENERATION ESTIMATES

Trip Generation Rates [a]												
Land Use	ITE#	Rate	Daily	AM Peak Hour			MD Peak Hour [b]			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Apartment	220	per dwelling unit	6.65	20%	80%	0.51	29%	71%	0.55	65%	35%	0.62
Single-Family Detached Housing	210	per dwelling unit	9.57	25%	75%	0.75	26%	74%	0.77	63%	37%	1.01
Residential Condominium/Townhouse	230	per dwelling unit	5.81	17%	83%	0.44	19%	81%	0.44	67%	33%	0.52
Office [c]	710	per 1,000 square feet	11.01	88%	12%	1.55	88%	12%	1.55	17%	83%	1.49
Specialty Retail [d]	814	per 1,000 square feet	44.32	61%	39%	0.73	48%	52%	6.84	44%	56%	2.71
High-Turnover Restaurant	931	per 1,000 square feet	127.15	52%	48%	11.52	52%	48%	13.53	59%	41%	11.15
Health/Fitness Club	492	per 1,000 square feet	32.93	45%	55%	1.38	42%	58%	1.41	57%	43%	3.53
Hair Salon [e]	918	per 1,000 square feet	14.95	100%	0%	1.21	100%	0%	1.21	17%	83%	1.45

Trip Generation Estimates												
Land Use	ITE#	Size	Weekday Daily	AM Peak Hour			MD Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Proposed Project												
Apartments	220	102 du	678	10	42	52	16	40	56	41	22	63
High-Turnover Restaurant	932	6.308 ksf	802	38	35	73	44	41	85	41	29	70
Specialty Retail	814	32.955 ksf	1,461	15	9	24	108	117	225	39	50	89
Less Pass-by (10%)			*(146)*	*(2)*	*(1)*	*(3)*	*(11)*	*(12)*	*(23)*	*(4)*	*(5)*	*(9)*
Less Internal Capture/Transit/Walk (5%)			*(66)*	*(1)*	*0*	*(1)*	*(5)*	*(5)*	*(10)*	*(2)*	*(2)*	*(4)*
SUBTOTAL			2,729	60	85	145	152	181	333	115	94	209
Existing Uses (to be removed)												
Single-Family Detached Housing	210	4 du	38	1	2	3	1	2	3	3	1	4
Residential Condominium/Townhouse	230	40 du	232	3	15	18	3	15	18	14	7	21
High-Turnover Restaurant	932	2.730 ksf	347	16	15	31	19	18	37	18	12	30
Specialty Retail	814	10.040 ksf	445	4	3	7	33	36	69	12	15	27
Less Pass-by (10%)			*(45)*	*0*	*0*	*0*	*(3)*	*(4)*	*(7)*	*(1)*	*(2)*	*(3)*
Less Internal Capture/Transit/Walk (5%)			*(20)*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*	*(1)*	*(1)*	*(2)*
Health/Fitness Club	492	4.150 ksf	137	3	3	6	3	3	6	9	6	15
Office	710	4.495 ksf	49	6	1	7	6	1	7	1	6	7
Hair Salon	918	7.350 ksf	110	9	0	9	9	0	9	2	9	11
SUBTOTAL			1,293	42	39	81	69	69	138	57	53	110
NET NEW TRIPS			**1,436**	**18**	**46**	**64**	**83**	**112**	**195**	**58**	**41**	**99**

Notes:

[a] Source: ITE Trip Generation Manual, 8th Edition, 2008.

[b] Weekday midday peak hour trip rate was assumed to be the AM peak hour of generator.

[c] The AM peak hour generator is equivalent to the AM peak hour of adjacent street traffic for ITE 710.

[d] AM rate was derived from the proportional relationship of PM rates between ITE 814 and Shopping Center (ITE 820) and applied to ITE 820 AM rate.

[e] As no daily rate is provided for ITE 918, the daily rate was derived from the proportional relationship between peak hour trip rates for ITE 918 and ITE 932. The AM peak hour generator is equivalent to the AM peak hour of adjacent street traffic for ITE 918.

City of Beverly Hills Cumulative Projects list

Updated June 2009

ZONE	ADDRESS	ACTIVE	EXISTING USE	ITE CODE	SIZE	UNITS	AM IN	AM OUT	AM TOTAL	MID IN	MID OUT	MID TOTAL	PM IN	PM OUT
1	9261 Alden Dr.	☑	☐	561	14.811	TSF	2	0	2	0	0	0	12	13
2	202-240 N. Beverly Dr.	☑	☐	230	25.000	DU	2	9	11	2	9	11	9	4
3	202-240 N. Beverly Dr.	☐	☐	820E	27.000	TSF	44	28	71	127	137	264	127	137
4	202-240 N. Beverly Dr.	☐	☐	310	214.000	RMS	73	47	120	66	60	126	66	60
5	231 N. Beverly Dr.	☑	☑	820E	45.500	TSF	-60	-38	-98	-179	-194	-372	-179	-194
6	231 N. Beverly Dr.	☑	☐	710E	177.225	TSF	261	36	296	0	0	0	47	230
7	231 N. Beverly Dr.	☑	☐	820E	22.875	TSF	39	25	65	114	123	236	114	123
8	231 N. Beverly Dr.	☑	☐	931	8.000	TSF	3	3	6	37	8	45	40	20
9	257 N. Canon Dr.	☑	☐	710R	11.400	TSF	54	8	62	0	0	0	10	50
10	257 N. Canon Dr.	☑	☐	820E	30.700	TSF	31	20	50	86	93	179	86	93
11	257 N. Canon Dr.	☑	☐	932	1.800	TSF	30	28	58	35	32	68	33	21
12	469 N. Crescent Dr.	☑	☐	441	500.000	SEATS	0	0	0	0	0	0	50	50
13	469 N. Crescent Dr.	☑	☐	536	150.000	STU	72	47	119	0	0	0	11	15
14	469 N. Crescent Dr.	☑	☐	536	60.000	STU	29	19	47	0	0	0	4	6
15	469 N. Crescent Dr.	☑	☑	732	34.000	TSF	-142	-131	-273	-142	-131	-273	-189	-182
16	9936 Durant Dr.	☑	☐	230	13.000	DU	2	4	6	3	3	6	5	2
17	309-325 S. Elm Dr.	☑	☐	230	7.000	DU	0	3	3	1	3	3	2	1
18	225 S. Hamilton Dr.	☑	☐	230	13.000	DU	1	5	6	1	5	6	5	2
19	50 N. La Cienega Blvd.	☐	☐	720	14.000	TSF	27	7	35	0	0	0	14	38
20	156-168 N. La Peer Dr.	☑	☐	230	10.000	DU	1	4	4	1	4	4	4	2
	450-60 N. Palm Drive	☑	☐	**230**	**35.000**	**DU**	**3**	**12**	**15**	**12**	**6**	**18**	**12**	**6**
21	140-144 S. Oakhurst	☐	☐	230	11.000	DU	1	4	5	1	4	5	4	2
	432 N. Oakhurst	☑	☐	**230**	**34.000**	**DU**	**3**	**12**	**15**	**12**	**6**	**18**	**12**	**6**
22	320 N. Rodeo Dr.	☑	☐	820E	15.000	TSF	9	6	15	27	29	56	27	29
23	9900 Santa Monica	☐	☐	710E	119.000	TSF	162	22	184	30	147	177	30	147
24	**121 San Vicente Blvd.**	☑	☐	720	34000.000	TSF	68	18	88	62	93	155	35	95
	121 San Vicente Blvd.	☑	☐	814	6700.000	TSF	19	26	45	18	15	33	18	15
25	8536 Wilshire Blvd.	☑	☐	820E	24.890	TSF	41	26	68	120	130	250	120	130
26	8600 Wilshire Blvd.	☑	☐	230	21.000	DU	1	8	9	2	8	9	7	4
		☑	☐											

		☑	☐											
27	8600 Wilshire Blvd.	☑	☐	820E	4.800	TSF	15	10	25	41	44	84	41	44
28	8600 Wilshire Blvd.	☑	☑	820R	2.500	TSF	-2	-1	-3	-5	-5	-9	-5	-5
29	8767 Wilshire Blvd.	☑	☐	710R	60.856	TSF	83	12	94	0	0	0	15	75
30	8767 Wilshire Blvd.	☑	☐	820E	11.260	TSF	26	16	42	71	77	148	71	77
31	8767 Wilshire Blvd.	☑	☐	932	3.000	TSF	18	17	35	21	19	41	20	13
32	9200 Wilshire Blvd.	☑	☐	230	53.000	DU	4	20	23	4	19	23	19	9
33	9200 Wilshire Blvd.	☑	☐	820E	8.400	TSF	22	14	35	59	63	122	59	63
34	9200 Wilshire Blvd.	☑	☐	931	5.600	TSF	2	2	5	26	6	31	28	14
35	**9230 Wilshire Blvd.**	☑	☐	841	**150.300**	TSF	EIR	TO	BE	Released	SOON	NEED	Break	Down
36	9378 Wilshire Blvd.	☐	☐	710R	14.996	TSF	20	3	23	0	0	0	4	19
37	9378 Wilshire Blvd.	☐	☐	820R	14.996	TSF	9	6	15	27	29	56	27	29
38	9754 Wilshire Blvd.	☐	☐	710R	24.566	TSF	33	5	38	0	0	0	6	30
39	9754 Wilshire Blvd.	☐	☐	720	7.977	TSF	16	4	20	0	0	0	8	22
40	**9817 Wilshire Blvd.**	☑	☐	710E	73.300	TSF	100	13	113	29	90	109	50	50
41	9844 Wilshire Blvd.	☑	☑	931	5.043	TSF	-2	-2	-4	-23	-5	-28	-25	-12
42	9844 Wilshire Blvd.	☑	☐	820E	95.000	TSF	93	59	152	290	315	605	290	315
43	9876 Wilshire Blvd.	☑	☐	310	-46.000	RMS	-16	-10	-26	-14	-13	-27	-14	-13
44	9876 Wilshire Blvd.	☑	☐	230	110.000	DU	8	41	48	9	40	48	39	19
45	9876 Wilshire Blvd.	☑	☐	931	5.000	TSF	2	2	4	23	5	28	25	12
46	9876 Wilshire Blvd.	☑	☐	820E	5.000	TSF	16	10	26	42	45	87	42	45
47	9900 Wilshire Blvd.	☑	☑	820R-2	220.000	TSF	-9	0	-9	-163	-134	-297	-112	-106
48	9900 Wilshire Blvd.	☑	☐	232-1	235.000	DU	21	45	66	40	40	78	42	35
49	9900 Wilshire Blvd.	☑	☐	820R-1	11.656	TSF	7	5	12	20	20	40	21	23
50	9900 Wilshire Blvd.	☑	☐	932-1	4.200	TSF	25	23	48	36	31	68	28	18

Bold: new additions

PM TOTAL	WKEND IN	WKEND OUT	WKEND TOTAL	ADT TOTAL
25	55	57	112	158
13	6	6	12	147
264	192	177	370	2900
126	66	60	126	1748
-372	-270	-249	-519	-4,070
277	32	27	59	2073
236	173	159	332	2603
60	51	36	87	720
60	9	8	16	440
179	131	121	252	1979
55	63	37	100	636
100	50	50	100	11200
26	0	0	0	372
10	0	0	0	149
-370	-110	-90	-200	-3678
7	3	3	6	76
4	2	2	3	41
7	3	3	6	76
52	29	22	51	506
5	3	2	5	59
18	**9**	**7**	**16**	**205**
6	3	2	5	64
18	**9**	**7**	**16**	**200**
56	38	37	75	645
177	89	78	168	1309
130	72	55	127	1265
33	18	18	36	297
250	182	168	351	2750
11	5	5	10	123

84	63	58	120	944
-9	-6	-6	-12	-107
91	13	12	25	670
148	109	100	209	1642
33	38	22	60	381
28	13	12	25	311
122	90	83	173	1357
42	36	25	61	504
of	SQ	Feet		hold
22	3	3	6	165
56	39	36	75	644
37	5	5	10	270
30	17	12	29	288
100	15	15	30	806
-38	-32	-22	-55	-454
605	435	402	837	6568
-27	-14	-13	-27	-376
57	28	24	52	645
37	32	22	54	450
87	64	59	123	969
-218	-187	-167	-352	-2495
78	26	45	68	834
44	30	28	58	501
46	53	31	84	534

TABLE X
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF LOS ANGELES										
1.	Condominium Project 2007-CEN-4200 300 S Wetherly Drive	Condominiums	140 DU	270	3	17	20	15	7	22
14.	Apartments WLA08-070 375 N La Cienega Blvd	Apartment	125 DU	467	11	44	55	30	16	46
23.	Condominium Project WLA07-079 10000 S Santa Monica Blvd	Condominium	283 DU	1,189	18	78	96	67	41	108
38.	Westfield Century City Expansion ENV-2006-1914-EIR / WLA06-095 10250 Santa Monica Blvd	Retail Condominium	359,000 262 DU	5,922	-108	-69	-177	178	186	364
39.	Mixed-Use Project ENV-2008-4950-EIR / WLA09-009 2025 Avenue Of The Stars	Condominium Hotel Office Fitness Club Restaurant Retail	271 DU 394 Room 119,400 sf 14,000 sf 11,500 sf 85,000 sf	-826	69	12	81	-8	131	123

Sources:
City of Los Angeles Planning Department & Department of Transportation, March 2011.
City of Beverly Hills Planning Department, November 2010.
City of Culver City, April 2011.
City of West Hollywood, August 2011.
Trip Generation, 8th Edition, Institute of Transportation Engineers (ITE), 2008.

APPENDIX D

CUMULATIVE LEVEL OF SERVICE WORKSHEETS

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	4	Average Delay (sec/veh):	32.2
Optimal Cycle:	134	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	98	537	35	39	1404	516	200	203	157	107	243	32
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	99	540	35	39	1412	519	201	204	158	108	244	32
Added Vol:	4	116	10	0	123	1	1	20	3	40	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	656	45	39	1535	520	202	224	161	148	292	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	656	45	39	1535	520	202	224	161	148	292	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	656	45	39	1535	520	202	224	161	148	292	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	656	45	39	1535	520	202	224	161	148	292	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.83	0.83
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.90	0.10
Final Sat.:	1516	2809	193	1516	3032	1357	1516	1596	1357	1516	1416	156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.03	0.51	0.38	0.13	0.14	0.12	0.10	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.61	0.54	0.54	0.59	0.53	0.53	0.35	0.21	0.21	0.37	0.22	0.22
Volume/Cap:	0.60	0.43	0.43	0.11	0.95	0.72	0.73	0.67	0.56	0.45	0.95	0.95
Delay/Veh:	23.5	13.8	13.8	9.2	34.9	21.3	35.4	41.2	37.9	23.9	74.7	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	13.8	13.8	9.2	34.9	21.3	35.4	41.2	37.9	23.9	74.7	74.7
LOS by Move:	C	B	B	A	C	C	D	D	D	C	E	E
HCM2kAvgQ:	2	7	7	1	29	13	7	7	5	4	14	14

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.202
Loss Time (sec):	4	Average Delay (sec/veh):	82.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0	1	1 0 1	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	155	440	98	0	1050	668	217	459	76	238	1166	7
Added Vol:	5	79	50	14	101	51	35	306	5	99	300	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	519	148	14	1151	719	252	765	81	337	1466	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	519	148	14	1151	719	252	765	81	337	1466	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	519	148	14	1151	719	252	765	81	337	1466	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	519	148	14	1151	719	252	765	81	337	1466	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.75	0.75	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.56	0.44	0.02	1.98	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2284	649	34	2828	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.41	0.41	0.53	0.09	0.25	0.06	0.11	0.48	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.49	0.49	0.44	0.44	0.44	0.07	0.34	0.34	0.13	0.40	0.40
Volume/Cap:	1.20	0.47	0.47	0.92	0.92	1.20	1.20	0.74	0.18	0.88	1.20	0.04
Delay/Veh:	190.2	17.3	17.3	37.6	37.6	134.0	173.3	31.7	23.2	62.2	129	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	190.2	17.3	17.3	37.6	37.6	134.0	173.3	31.7	23.2	62.2	129	18.2
LOS by Move:	F	B	B	D	D	F	F	C	C	E	F	B
HCM2kAvgQ:	6	7	7	17	17	36	9	12	2	8	42	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.136
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 1		1 0 1	2 0		2 0 1	2 0		2 0 1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	155	440	98	0	1050	668	217	459	76	238	1166	7
Added Vol:	5	79	50	14	101	51	35	306	5	99	300	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	519	148	14	1151	719	252	765	81	337	1466	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	519	148	14	1151	719	252	765	81	337	1466	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	519	148	14	1151	719	252	765	81	337	1466	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	519	148	14	1151	719	252	765	81	337	1466	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.56	0.44	0.02	1.98	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2492	708	38	3162	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.36	0.45	0.08	0.24	0.05	0.11	0.46	0.02
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.544
Loss Time (sec):	4	Average Delay (sec/veh):	68.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	72	581	170	72	1179	145	43	400	58	395	894	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	72	584	171	72	1186	146	43	402	58	397	899	37
Added Vol:	110	90	4	7	99	99	37	38	38	15	112	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	674	175	79	1285	245	80	440	96	412	1011	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	182	674	175	79	1285	245	80	440	96	412	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	674	175	79	1285	245	80	440	96	412	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	182	674	175	79	1285	245	80	440	96	412	1011	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.80	0.71	0.27	0.80	0.71	0.15	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	172	3032	1357	504	3032	1357	281	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	1.06	0.22	0.13	0.16	0.42	0.18	0.29	0.15	0.07	0.27	0.33	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.25	0.25	0.25	0.17	0.42	0.00
Volume/Cap:	1.98	0.42	0.24	0.30	0.79	0.34	1.00	0.58	0.28	1.60	0.79	0.00
Delay/Veh:	499.9	12.8	11.4	12.2	19.8	12.2	135.1	30.5	27.5	325.8	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	499.9	12.8	11.4	12.2	19.8	12.2	135.1	30.5	27.5	325.8	26.0	0.0
LOS by Move:	F	B	B	B	B	B	F	C	C	F	C	A
HCM2kAvgQ:	18	6	3	2	17	4	5	6	2	32	15	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[22.8]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	21	0	72	1	0	1	0	371	5	28	685	0
Growth Adj:	1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01	
Initial Bse:	21	0	72	1	0	1	0	373	5	28	689	0
Added Vol:	4	0	0	0	0	0	0	24	3	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	72	1	0	1	0	397	8	28	743	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	25	0	72	1	0	1	0	397	8	28	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	72	1	0	1	0	397	8	28	743	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1201 1200		401	1236 1204		743	xxxx	xxxx	xxxxx	405	xxxx	xxxxx
Potent Cap.:	163	187	653	154	186	418	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx
Move Cap.:	160	182	653	135	181	418	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx
Volume/Cap:	0.16 0.00		0.11	0.01 0.00		0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	364	xxxxx	xxxx	204	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.5	xxxxx	xxxxx	22.8	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	A	*	*
ApproachDel:		18.5			22.8		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[24.7]

Street Name:	Hancock Ave						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	129	43	748	51	15	1871	13
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	130	43	752	51	15	1881	13
Added Vol:	0	0	0	0	0	0	0	337	0	0	389	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	130	43	1089	51	15	2270	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	130	43	1089	51	15	2270	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	130	43	1089	51	15	2270	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	763	2284	xxxx	xxxxx	1140	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	351	225	xxxx	xxxxx	620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	351	225	xxxx	xxxxx	620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.19	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.7	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.1	24.7	xxxx	xxxxx	11.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	C	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			21.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	1.124
Loss Time (sec):	4	Average Delay (sec/veh):	66.4
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1	0 2	0 1	0 1	0 1 0
Volume Module:												
Base Vol:	482	8	18	12	29	40	13	717	241	1	1414	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	485	8	18	12	29	40	13	721	242	1	1422	7
Added Vol:	31	0	0	0	0	56	15	145	22	0	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	8	18	12	29	96	28	866	264	1	1607	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	8	18	12	29	96	28	866	264	1	1607	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	8	18	12	29	96	28	866	264	1	1607	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	8	18	12	29	96	28	866	264	1	1607	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.76	0.76	0.76	0.80	0.80	0.71	0.80	0.80	0.80
Lanes:	1.97	0.03	1.00	0.09	0.21	0.70	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	2995	47	1357	126	306	1008	1516	3032	1357	2	3014	13
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.10	0.10	0.10	0.02	0.29	0.19	0.53	0.53	0.53
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.15	0.15	0.08	0.08	0.08	0.74	0.25	0.25	0.47	0.70	0.70
Volume/Cap:	1.12	1.12	0.09	1.12	1.12	1.12	0.29	1.12	0.77	1.12	0.76	0.76
Delay/Veh:	130.9	131	43.8	173.4	173	173.4	20.8	117	51.4	96.9	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.9	131	43.8	173.4	173	173.4	20.8	117	51.4	96.9	12.9	12.9
LOS by Move:	F	F	D	F	F	F	C	F	D	F	B	B
HCM2kAvgQ:	17	17	1	10	10	10	1	27	11	46	21	21

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	4	Average Delay (sec/veh):	26.8
Optimal Cycle:	76	Level Of Service:	C

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	192	17	194	22	27	16	5	777	190	118	1677	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	193	17	195	22	27	16	5	781	191	119	1686	11
Added Vol:	8	12	74	0	52	0	0	119	41	135	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	29	269	22	79	16	5	900	232	254	1815	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	29	269	22	79	16	5	900	232	254	1815	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	29	269	22	79	16	5	900	232	254	1815	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	29	269	22	79	16	5	900	232	254	1815	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.82	0.82	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.38	0.11	1.51	1.00	0.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1984	158	2169	1516	1293	263	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.12	0.01	0.06	0.06	0.00	0.30	0.17	0.17	0.60	0.01
Crit Moves:		****				****					****	
Green/Cycle:	0.21	0.21	0.46	0.07	0.07	0.07	0.00	0.44	0.44	0.68	0.68	0.68
Volume/Cap:	0.48	0.88	0.27	0.21	0.88	0.88	0.88	0.68	0.39	0.59	0.88	0.01
Delay/Veh:	42.1	60.2	20.2	53.7	105	105.0	348.0	28.2	23.2	30.7	19.6	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	60.2	20.2	53.7	105	105.0	348.0	28.2	23.2	30.7	19.6	6.1
LOS by Move:	D	E	C	D	F	F	F	C	C	C	B	A
HCM2kAvgQ:	5	10	4	1	6	6	1	15	6	6	31	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	4	Average Delay (sec/veh):	9.0
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	225	393	73	9	380	61	37	46	79	104	174	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	226	395	73	9	382	61	37	46	79	105	175	12
Added Vol:	9	92	0	0	228	1	2	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	487	73	9	610	62	39	46	98	105	175	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	487	73	9	610	62	39	46	98	105	175	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	487	73	9	610	62	39	46	98	105	175	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	487	73	9	610	62	39	46	98	105	175	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.78	0.78	0.35	0.79	0.79	0.72	0.72	0.72	0.72	0.72	0.72
Lanes:	1.00	1.74	0.26	1.00	1.81	0.19	0.21	0.25	0.54	0.36	0.60	0.04
Final Sat.:	563	2583	389	656	2713	277	290	342	728	489	818	56
Capacity Analysis Module:												
Vol/Sat:	0.42	0.19	0.19	0.01	0.22	0.22	0.14	0.14	0.14	0.21	0.21	0.21
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.69	0.31	0.31	0.02	0.37	0.37	0.43	0.43	0.43	0.69	0.69	0.69
Delay/Veh:	12.4	4.9	4.9	4.0	5.1	5.1	14.7	14.7	14.7	20.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	4.9	4.9	4.0	5.1	5.1	14.7	14.7	14.7	20.0	20.0	20.0
LOS by Move:	B	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	2	2	0	3	3	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.322
Loss Time (sec):	4	Average Delay (sec/veh):	117.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	78	489	110	66	423	94	103	670	46	150	1746	119
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	492	111	66	425	95	104	674	46	151	1756	120
Added Vol:	28	47	24	1	118	128	53	321	61	74	346	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	539	135	67	543	223	157	995	107	225	2102	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	539	135	67	543	223	157	995	107	225	2102	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	539	135	67	543	223	157	995	107	225	2102	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	539	135	67	543	223	157	995	107	225	2102	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.80	0.71	0.80	0.76	0.76	0.04	0.79	0.79	0.20	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.81	0.19	1.00	1.89	0.11
Final Sat.:	479	3032	1357	1516	2057	842	80	2696	291	373	2845	163
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.10	0.04	0.26	0.26	1.96	0.37	0.37	0.60	0.74	0.74
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.13	0.13	0.02	0.15	0.15	0.81	0.81	0.81	0.81	0.81	0.81
Volume/Cap:	1.48	1.33	0.74	2.35	1.73	1.73	2.17	0.46	0.46	0.75	0.91	0.91
Delay/Veh:	318.9	208	56.9	751.6	381	381.3	581.0	3.1	3.1	14.4	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	318.9	208	56.9	751.6	381	381.3	581.0	3.1	3.1	14.4	13.1	13.1
LOS by Move:	F	F	E	F	F	F	F	A	A	B	B	B
HCM2kAvgQ:	9	20	6	8	35	35	15	5	5	5	31	31

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	4	Average Delay (sec/veh):	17.8
Optimal Cycle:	56	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	68	513	115	113	483	42	18	415	35	143	691	158
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	68	516	116	114	486	42	18	417	35	144	695	159
Added Vol:	4	252	35	4	95	0	12	25	2	30	42	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	768	151	118	581	42	30	442	37	174	737	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	768	151	118	581	42	30	442	37	174	737	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	768	151	118	581	42	30	442	37	174	737	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	768	151	118	581	42	30	442	37	174	737	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.80	0.71	0.19	0.80	0.71	0.13	0.79	0.79	0.38	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00
Final Sat.:	517	3032	1357	354	3032	1357	251	2764	232	715	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.11	0.33	0.19	0.03	0.12	0.16	0.16	0.24	0.46	0.13
Crit Moves:				****							****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.35	0.64	0.28	0.84	0.48	0.08	0.22	0.29	0.29	0.44	0.84	0.23
Delay/Veh:	17.0	19.5	15.7	54.2	17.2	14.2	9.4	9.1	9.1	10.8	21.2	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	19.5	15.7	54.2	17.2	14.2	9.4	9.1	9.1	10.8	21.2	8.8
LOS by Move:	B	B	B	D	B	B	A	A	A	B	C	A
HCM2kAvgQ:	1	7	2	5	6	1	0	3	3	3	17	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	4	Average Delay (sec/veh):	23.3
Optimal Cycle:	43	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	102	564	29	88	487	171	52	583	130	141	1221	126
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	103	567	29	88	490	172	52	586	131	142	1228	127
Added Vol:	3	230	16	12	104	11	7	19	3	34	53	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	797	45	100	594	183	59	605	134	176	1281	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	797	0	100	594	183	59	605	134	176	1281	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	797	0	100	594	183	59	605	134	176	1281	181
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	797	0	100	594	183	59	605	134	176	1281	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.80	0.84	0.17	0.80	0.71	0.10	0.80	0.71	0.30	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	496	3032	1596	329	3032	1357	193	3032	1357	575	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.00	0.31	0.20	0.13	0.31	0.20	0.10	0.31	0.42	0.13
Crit Moves:				****							****	
Green/Cycle:	0.41	0.41	0.00	0.41	0.41	0.41	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.52	0.65	0.00	0.75	0.48	0.33	0.55	0.36	0.18	0.55	0.75	0.24
Delay/Veh:	29.4	30.0	0.0	51.7	26.6	24.8	22.5	14.6	12.9	18.6	22.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	30.0	0.0	51.7	26.6	24.8	22.5	14.6	12.9	18.6	22.0	13.5
LOS by Move:	C	C	A	D	C	C	C	B	B	B	C	B
HCM2kAvgQ:	4	13	0	3	8	4	1	6	2	5	20	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.254
Loss Time (sec):	4	Average Delay (sec/veh):	30.4
Optimal Cycle:	168	Level Of Service:	C

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	64	97	159	52	122	16	41	631	33	234	1600	52
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	64	98	160	52	123	16	41	635	33	235	1609	52
Added Vol:	6	0	28	0	0	0	0	408	3	33	469	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	98	188	52	123	16	41	1043	36	268	2078	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	98	188	52	123	16	41	1043	36	268	2078	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	98	188	52	123	16	41	1043	36	268	2078	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	98	188	52	123	16	41	1043	36	268	2078	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.76	0.76	0.47	0.47	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.34	0.66	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	712	491	947	268	628	1357	1516	3032	1357	1516	2946	74
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.20	0.20	0.01	0.03	0.34	0.03	0.18	0.71	0.71
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.53	0.50	0.50	0.77	0.73	0.73
Volume/Cap:	0.48	0.97	0.97	0.95	0.95	0.06	0.38	0.69	0.05	0.53	0.97	0.97
Delay/Veh:	37.6	83.5	83.5	92.5	92.5	32.1	18.4	20.5	12.9	13.0	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	83.5	83.5	92.5	92.5	32.1	18.4	20.5	12.9	13.0	25.5	25.5
LOS by Move:	D	F	F	F	F	C	B	C	B	B	C	C
HCM2kAvgQ:	3	13	13	9	9	0	1	14	1	3	33	33

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	4	Average Delay (sec/veh):	12.1
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	240	116	41	308	17	9	326	46	381	302	92
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	40	241	117	41	310	17	9	328	46	383	304	93
Added Vol:	5	29	15	2	29	6	3	22	3	34	11	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	270	132	43	339	23	12	350	49	417	315	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	45	270	132	43	339	23	12	350	49	417	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	270	132	43	339	23	12	350	49	417	315	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	45	270	132	43	339	23	12	350	49	417	315	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.84	0.71	0.40	0.83	0.83	0.82	0.82	0.82	0.53	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.03	0.85	0.12	1.00	1.00	1.00
Final Sat.:	595	1596	1357	758	1479	101	46	1323	186	1001	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.10	0.06	0.23	0.23	0.26	0.26	0.26	0.42	0.20	0.00
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.55	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.20	0.44	0.25	0.15	0.60	0.60	0.48	0.48	0.48	0.76	0.36	0.00
Delay/Veh:	11.8	13.2	11.9	11.4	15.3	15.3	8.2	8.2	8.2	16.1	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	13.2	11.9	11.4	15.3	15.3	8.2	8.2	8.2	16.1	7.3	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	3	1	1	6	6	5	5	5	5	3	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	4	Average Delay (sec/veh):	33.7
Optimal Cycle:	117	Level Of Service:	C

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	44	309	126	41	484	218	58	682	104	110	1123	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	311	127	41	487	219	58	686	105	111	1129	45
Added Vol:	1	30	0	2	34	30	17	27	2	0	64	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	341	127	43	521	249	75	713	107	111	1193	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	341	127	43	521	249	75	713	107	111	1193	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	341	127	43	521	249	75	713	107	111	1193	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	341	127	43	521	249	75	713	107	111	1193	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.84	0.71	0.36	0.80	0.80	0.11	0.80	0.71	0.25	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1596	1357	680	1026	491	212	3032	1357	479	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.09	0.06	0.51	0.51	0.35	0.24	0.08	0.23	0.39	0.04
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.38	0.49	0.22	0.15	1.17	1.17	0.63	0.47	0.16	0.46	0.79	0.07
Delay/Veh:	13.5	12.8	10.8	10.5	109	109.4	21.1	10.0	8.2	11.2	15.2	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	12.8	10.8	10.5	109	109.4	21.1	10.0	8.2	11.2	15.2	7.8
LOS by Move:	B	B	B	B	F	F	C	B	A	B	B	A
HCM2kAvgQ:	1	5	2	0	29	29	2	5	1	1	10	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.147
Loss Time (sec):	4	Average Delay (sec/veh):	29.2
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	155	66	152	68	55	18	20	780	86	129	1587	98
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	156	66	153	68	55	18	20	784	86	130	1596	99
Added Vol:	7	0	54	0	0	0	0	141	14	47	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	66	207	68	55	18	20	925	100	177	1687	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	66	207	68	55	18	20	925	100	177	1687	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	66	207	68	55	18	20	925	100	177	1687	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	66	207	68	55	18	20	925	100	177	1687	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.32	0.26	1.42	0.48	0.39	0.13	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1928	385	2055	738	597	195	1516	3032	1357	1516	2842	166
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.10	0.09	0.09	0.09	0.01	0.31	0.07	0.12	0.59	0.59
Crit Moves:		****			****		****				****	
Green/Cycle:	0.19	0.19	0.38	0.10	0.10	0.10	0.01	0.49	0.49	0.68	0.66	0.66
Volume/Cap:	0.44	0.90	0.27	0.90	0.90	0.90	0.90	0.63	0.15	0.51	0.90	0.90
Delay/Veh:	43.2	67.3	26.0	97.6	97.6	97.6	204.7	23.6	17.2	26.0	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	67.3	26.0	97.6	97.6	97.6	204.7	23.6	17.2	26.0	23.5	23.5
LOS by Move:	D	E	C	F	F	F	F	C	B	C	C	C
HCM2kAvgQ:	4	10	4	8	8	8	2	14	2	4	33	33

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[25.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	104	494	2	2	410	93	21	2	67	5	1	8
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	105	497	2	2	412	94	21	2	67	5	1	8
Added Vol:	0	70	0	0	98	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	567	2	2	510	94	21	2	67	5	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	567	2	2	510	94	21	2	67	5	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	105	567	2	2	510	94	21	2	67	5	1	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	604	xxxx	xxxxx	569	xxxx	xxxxx	1343	1339	557	1373	1385	568
Potent Cap.:	984	xxxx	xxxxx	1014	xxxx	xxxxx	130	154	534	124	145	526
Move Cap.:	984	xxxx	xxxxx	1014	xxxx	xxxxx	117	138	534	99	129	526
Volume/Cap:	0.11	xxxx	xxxx	0.00	xxxx	xxxx	0.18	0.01	0.13	0.05	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	282	xxxxx	xxxx	190	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.7	xxxxx	xxxxx	25.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.7			25.5		
ApproachLOS:	*			*			C			D		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	4	Average Delay (sec/veh):	174.7
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	39	26	69	13	13	348	5	36	400	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	134	156	334	93	64	1141	44	152	1852	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	134	156	334	0	64	1141	44	152	1852	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.17	1.31	0.52	0.64	1.36	1.00	1.00	3.00	1.00	1.00	1.95	0.05
Final Sat.:	302	2261	892	1128	2424	1900	1805	5187	1615	1805	3504	91
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.14	0.00	0.04	0.22	0.03	0.08	0.53	0.53
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.93	0.93	0.93	0.86	0.86	0.00	0.11	0.68	0.08	0.26	1.64	1.64
Delay/Veh:	73.3	73.3	73.3	62.7	62.7	0.0	29.6	37.7	29.3	31.3	333	333.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	73.3	73.3	62.7	62.7	0.0	29.6	37.7	29.3	31.3	333	333.2
LOS by Move:	E	E	E	E	E	A	C	D	C	C	F	F
HCM2kAvgQ:	12	12	12	12	12	0	2	13	1	4	84	84

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	39	26	69	13	13	348	5	36	400	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	134	156	334	93	64	1141	44	152	1852	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	134	156	334	0	64	1141	44	152	1852	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.31	0.52	0.64	1.36	1.00	1.00	3.00	1.00	1.00	1.95	0.05
Final Sat.:	280	2094	826	1017	2183	1600	1600	4800	1600	1600	3119	81
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.00	0.04	0.24	0.03	0.09	0.59	0.59
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.315
Loss Time (sec):	4	Average Delay (sec/veh):	24.1
Optimal Cycle:	87	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Prot+Permit				Prot+Permit			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0 1	1	0	0 1	0	1	0 1	1 0	1	0	1	1 0
Volume Module:														
Base Vol:	89	312	79	60	372	92	53	683	61		222	1011	41	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	89	314	79	60	374	93	53	687	61		223	1017	41	
Added Vol:	15	105	18	8	91	2	7	23	12		19	61	5	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	104	419	97	68	465	95	60	710	73		242	1078	46	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	104	419	97	68	465	95	60	710	73		242	1078	46	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	104	419	97	68	465	95	60	710	73		242	1078	46	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	104	419	97	68	465	95	60	710	73		242	1078	46	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.12	0.84	0.71	0.24	0.82	0.82	0.80	0.79	0.79		0.54	0.79	0.79	
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.81	0.19		1.00	1.92	0.08	
Final Sat.:	234	1596	1357	462	1293	263	1516	2710	280		1025	2890	124	
Capacity Analysis Module:														
Vol/Sat:	0.45	0.26	0.07	0.15	0.36	0.36	0.04	0.26	0.26		0.24	0.37	0.37	
Crit Moves:	****						****					****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.47	0.42	0.42		0.57	0.51	0.51	
Volume/Cap:	1.03	0.68	0.19	0.39	0.94	0.94	0.32	0.62	0.62		0.68	0.73	0.73	
Delay/Veh:	119.7	21.5	14.7	17.2	43.6	43.6	12.0	17.0	17.0		14.5	15.3	15.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	119.7	21.5	14.7	17.2	43.6	43.6	12.0	17.0	17.0		14.5	15.3	15.3	
LOS by Move:	F	C	B	B	D	D	B	B	B		B	B	B	
HCM2kAvgQ:	6	9	2	1	14	14	1	8	8		5	12	12	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	314	79	60	374	93	53	687	61	223	1017	41
Added Vol:	15	105	18	8	91	2	7	23	12	19	61	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	419	97	68	465	95	60	710	73	242	1078	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	419	97	68	465	95	60	710	73	242	1078	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	419	97	68	465	95	60	710	73	242	1078	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	419	97	68	465	95	60	710	73	242	1078	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.81	0.19	1.00	1.92	0.08
Final Sat.:	1600	1600	1600	1600	1330	270	1600	2900	300	1600	3068	132
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.06	0.04	0.35	0.35	0.04	0.24	0.24	0.15	0.35	0.35
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	4	Average Delay (sec/veh):	6.8
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	64	6	0	0	0	14	665	10	23	1473	119
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	118	64	6	0	0	0	14	669	10	23	1481	120
Added Vol:	0	0	0	0	0	0	0	414	0	0	443	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	64	6	0	0	0	14	1083	10	23	1924	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	64	6	0	0	0	14	1083	10	23	1924	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	64	6	0	0	0	14	1083	10	23	1924	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	64	6	0	0	0	14	1083	10	23	1924	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.84	0.84	0.84	0.06	0.80	0.80	0.21	0.79	0.79
Lanes:	1.45	0.50	0.05	0.00	0.00	1.00	1.00	1.98	0.02	1.00	1.88	0.12
Final Sat.:	2094	717	67	0	0	1596	118	3001	28	391	2821	184
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.00	0.00	0.00	0.12	0.36	0.36	0.06	0.68	0.68
Crit Moves:		****									****	
Green/Cycle:	0.11	0.11	0.11	0.00	0.00	0.00	0.85	0.85	0.85	0.85	0.85	0.85
Volume/Cap:	0.50	0.80	0.80	0.00	0.00	0.00	0.14	0.43	0.43	0.07	0.80	0.80
Delay/Veh:	42.9	61.4	61.4	0.0	0.0	0.0	2.0	1.9	1.9	1.3	5.6	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	61.4	61.4	0.0	0.0	0.0	2.0	1.9	1.9	1.3	5.6	5.6
LOS by Move:	D	E	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	6	6	0	0	0	0	4	4	0	18	18

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	3	12	0	16	9	333	4	9	107	193
Added Vol:	0	0	0	0	0	0	0	28	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	3	12	0	16	9	361	4	9	129	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	12	0	16	9	361	4	9	129	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	12	0	16	9	361	4	9	129	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	12	0	16	9	361	4	9	129	193
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.43	0.00	0.57	0.02	0.97	0.01	0.07	0.93	1.00
Final Sat.:	275	137	206	275	0	366	20	784	9	48	683	860
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	xxxx	0.04	0.46	0.46	0.46	0.19	0.19	0.22
Crit Moves:		****				****		****				****
Delay/Veh:	8.3	8.3	8.3	8.3	0.0	8.3	11.0	11.0	11.0	8.7	8.7	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	8.3	0.0	8.3	11.0	11.0	11.0	8.7	8.7	8.0
LOS by Move:	A	A	A	A	*	A	B	B	B	A	A	A
ApproachDel:		8.3			8.3			11.0			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.3			11.0			8.3	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	38	31	4		3	18	61		80	970	4		8	1612	5	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	38	31	4		3	18	61		80	975	4		8	1621	5	
Added Vol:	12	0	9		0	0	0		0	145	10		7	91	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	31	13		3	18	61		80	1120	14		15	1712	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	50	31	13		3	18	61		80	1120	14		15	1712	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	31	13		3	18	61		80	1120	14		15	1712	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	50	31	13		3	18	61		80	1120	14		15	1712	5	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.72	0.28		0.07	0.93	1.00		1.00	1.98	0.02		1.00	1.99	0.01	
Final Sat.:	1600	1159	441		117	1483	1600		1600	3160	40		1600	3191	9	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03		0.00	0.01	0.04		0.05	0.35	0.35		0.01	0.54	0.54	
Crit Moves:	****						****		****					****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: F[718.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0				2	0	5				6	1302	0				0	1686	84			
Growth Adj:	1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01			
Initial Bse:	0	0	0				2	0	5				6	1309	0				0	1695	84			
Added Vol:	0	0	0				10	0	7				9	413	0				0	484	12			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				12	0	12				15	1722	0				0	2179	96			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				12	0	12				15	1722	0				0	2179	96			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				12	0	12				15	1722	0				0	2179	96			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.8	6.5	6.9				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				3119	3980	1138				2276	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				9	3	198				227	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				9	3	198				227	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				1.40	0.00	0.06				0.07	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				22.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				C	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		16	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		3.5	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx		718	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*		F	*			*	*	*				*	*	*			
ApproachDel:	xxxxxx						718.5						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 1	1	1 1	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	89	235	89	104	682	222	83	910	62	76	1593	18
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	236	89	105	686	223	83	915	62	76	1602	18
Added Vol:	26	0	8	0	0	0	0	146	77	6	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	236	97	105	686	223	83	1061	139	82	1699	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	236	97	105	686	223	83	1061	139	82	1699	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	236	97	105	686	223	83	1061	139	82	1699	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	236	97	105	686	223	83	1061	139	82	1699	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	1.17	1.00	3.00	1.00	1.00	1.77	0.23	1.00	1.98	0.02
Final Sat.:	3200	4531	1869	1600	4800	1600	1600	2829	371	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.07	0.14	0.14	0.05	0.38	0.38	0.05	0.54	0.54
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	23	300	91	34	548	73	34	1179	25	77	1361	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	23	302	92	34	551	73	34	1186	25	77	1369	19
Added Vol:	30	24	30	30	43	11	11	363	163	155	335	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	326	122	64	594	84	45	1549	188	232	1704	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	326	122	64	594	84	45	1549	188	232	1704	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	326	122	64	594	84	45	1549	188	232	1704	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	326	122	64	594	84	45	1549	188	232	1704	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.75	0.25	1.00	1.78	0.22	1.00	1.98	0.02
Final Sat.:	1600	2331	869	1600	2802	398	1600	2853	347	1600	3165	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.04	0.21	0.21	0.03	0.54	0.54	0.15	0.54	0.54
Crit Moves:	****				****			****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	146	681	128	0	453	89	59	1058	111	185	1724	82
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	147	685	129	0	456	89	59	1064	112	186	1734	82
Added Vol:	0	296	0	0	59	30	163	107	0	0	96	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	981	129	0	515	119	222	1171	112	186	1830	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	981	129	0	515	119	222	1171	112	186	1830	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	981	129	0	515	119	222	1171	112	186	1830	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	981	129	0	515	119	222	1171	112	186	1830	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.74	0.26	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4382	418	1600	4545	255
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.08	0.00	0.16	0.07	0.14	0.27	0.27	0.12	0.40	0.40
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.253
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	668	57	0	1412	527	558	1303	55	113	1414	11
Added Vol:	0	258	128	0	178	198	279	142	0	37	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	926	185	0	1590	725	837	1445	55	150	1503	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	926	185	0	1590	725	837	1445	55	150	1503	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	926	185	0	1590	725	837	1445	55	150	1503	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	926	185	0	1590	725	837	1445	55	150	1503	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.75	1.25	1.10	2.83	0.07	1.00	2.98	0.02
Final Sat.:	0	3200	1600	0	4396	2004	1761	4522	118	1600	4765	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.12	0.00	0.36	0.36	0.48	0.32	0.47	0.09	0.32	0.32
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	659	148	6	57	306	3	0	801	452	78	1323	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	663	149	6	57	308	3	0	805	455	78	1330	20
Added Vol:	80	0	2	0	0	0	0	364	59	1	416	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	743	149	8	57	308	3	0	1169	514	79	1746	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	743	149	8	57	308	3	0	1169	514	79	1746	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	149	8	57	308	3	0	1169	514	79	1746	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	743	149	8	57	308	3	0	1169	514	79	1746	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.95	0.05	0.31	1.67	0.02	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1518	82	498	2675	26	0	3200	1600	1600	3164	36
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.10	0.12	0.12	0.12	0.00	0.37	0.32	0.05	0.55	0.55
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0		1	1 0	2 0	1
Volume Module:												
Base Vol:	49	393	18	78	604	320	70	635	43	80	1079	144
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	395	18	78	607	322	70	639	43	80	1085	145
Added Vol:	0	127	0	0	125	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	522	18	78	732	322	70	639	43	80	1085	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	522	18	78	732	322	70	639	43	80	1085	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	522	18	78	732	322	70	639	43	80	1085	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	522	18	78	732	322	70	639	43	80	1085	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1546	54	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.05	0.46	0.20	0.04	0.20	0.03	0.05	0.34	0.09
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	123	369	85	64	514	138	76	1258	63	101	1963	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	124	371	85	64	517	139	76	1265	63	102	1974	49
Added Vol:	49	50	79	39	42	19	28	155	11	21	359	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	421	164	103	559	158	104	1420	74	123	2333	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	421	164	103	559	158	104	1420	74	123	2333	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	421	164	103	559	158	104	1420	74	123	2333	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	421	164	103	559	158	104	1420	74	123	2333	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	1.00	2.90	0.10
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4561	239	1600	4633	167
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.10	0.06	0.35	0.10	0.07	0.31	0.31	0.08	0.50	0.50
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[16.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	1 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	10	361	6	1	481	49	4	0	32	2	1	1
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	10	363	6	1	484	49	4	0	32	2	1	1
Added Vol:	0	80	0	0	109	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	443	6	1	593	49	4	0	32	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	443	6	1	593	49	4	0	32	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	443	6	1	593	49	4	0	32	2	1	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	642	xxxx	xxxxx	449	xxxx	xxxxx	1086	1089	321	765	1110	446
Potent Cap.:	952	xxxx	xxxxx	1122	xxxx	xxxxx	195	217	724	323	211	617
Move Cap.:	952	xxxx	xxxxx	1122	xxxx	xxxxx	193	215	724	306	209	617
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.04	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	554	xxxxx	xxxx	309	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.9			16.8		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	4	Average Delay (sec/veh):	26.7
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	86	697	68	63	854	288	253	230	137	53	160	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	701	68	63	859	290	254	231	138	53	161	70
Added Vol:	4	213	50	0	205	1	2	45	4	46	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	914	118	63	1064	291	256	276	142	99	208	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	914	118	63	1064	291	256	276	142	99	208	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	914	118	63	1064	291	256	276	142	99	208	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	914	118	63	1064	291	256	276	142	99	208	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.78	0.78	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.81	0.81
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1516	2639	342	1516	3032	1357	1516	1596	1357	1516	1147	388
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.04	0.35	0.21	0.17	0.17	0.10	0.07	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.53	0.46	0.46	0.50	0.44	0.44	0.45	0.32	0.32	0.35	0.23	0.23
Volume/Cap:	0.45	0.75	0.75	0.33	0.79	0.48	0.62	0.54	0.33	0.26	0.79	0.79
Delay/Veh:	17.5	24.5	24.5	16.6	27.2	20.4	22.3	29.1	26.2	23.0	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	24.5	24.5	16.6	27.2	20.4	22.3	29.1	26.2	23.0	48.0	48.0
LOS by Move:	B	C	C	B	C	C	C	C	C	C	D	D
HCM2kAvgQ:	2	13	13	2	17	7	7	7	3	2	10	10

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.002
Loss Time (sec):	4	Average Delay (sec/veh):	58.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0	1	1 0	1	2 0	2 0	1	2 0	2 0 1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	221	545	169	0	653	381	300	845	142	187	848	28
Added Vol:	5	154	134	26	147	82	85	477	14	127	406	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	699	303	26	800	463	385	1322	156	314	1254	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	699	303	26	800	463	385	1322	156	314	1254	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	699	303	26	800	463	385	1322	156	314	1254	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	699	303	26	800	463	385	1322	156	314	1254	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.76	0.76	0.63	0.63	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.40	0.60	0.06	1.94	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2020	876	76	2335	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.34	0.34	0.34	0.13	0.44	0.11	0.11	0.41	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.42	0.42	0.34	0.34	0.34	0.13	0.44	0.44	0.11	0.41	0.41
Volume/Cap:	1.00	0.83	0.83	1.01	1.01	1.01	1.00	1.00	0.26	1.00	1.00	0.10
Delay/Veh:	105.2	31.1	31.1	67.1	67.1	76.8	89.5	52.2	18.1	94.7	54.9	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.2	31.1	31.1	67.1	67.1	76.8	89.5	52.2	18.1	94.7	54.9	18.0
LOS by Move:	F	C	C	E	E	E	F	D	B	F	D	B
HCM2kAvgQ:	7	17	17	16	16	17	10	29	3	9	27	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 1		1 0 1	2 0		2 0 1	2 0		2 0 1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	221	545	169	0	653	381	300	845	142	187	848	28
Added Vol:	5	154	134	26	147	82	85	477	14	127	406	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	699	303	26	800	463	385	1322	156	314	1254	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	699	303	26	800	463	385	1322	156	314	1254	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	699	303	26	800	463	385	1322	156	314	1254	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	699	303	26	800	463	385	1322	156	314	1254	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.40	0.60	0.06	1.94	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2233	967	101	3099	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.02	0.26	0.29	0.12	0.41	0.10	0.10	0.39	0.04
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.388
Loss Time (sec):	4	Average Delay (sec/veh):	50.8
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	79	778	220	68	726	166	100	526	109	255	521	66
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	79	782	221	68	730	167	101	529	110	256	524	66
Added Vol:	126	160	5	17	162	110	124	115	132	10	125	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	942	226	85	892	277	225	644	242	266	649	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	205	942	226	85	892	277	225	644	242	266	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	942	226	85	892	277	225	644	242	266	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	205	942	226	85	892	277	225	644	242	266	649	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.80	0.71	0.15	0.80	0.71	0.24	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	314	3032	1357	287	3032	1357	452	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.65	0.31	0.17	0.30	0.29	0.20	0.50	0.21	0.18	0.18	0.21	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.36	0.36	0.36	0.13	0.49	0.00
Volume/Cap:	1.41	0.67	0.36	0.64	0.64	0.44	1.39	0.59	0.50	1.30	0.43	0.00
Delay/Veh:	246.5	20.2	16.0	28.9	19.5	16.9	235.7	24.4	23.3	206.0	14.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	246.5	20.2	16.0	28.9	19.5	16.9	235.7	24.4	23.3	206.0	14.9	0.0
LOS by Move:	F	C	B	C	B	B	F	C	C	F	B	A
HCM2kAvgQ:	15	12	4	3	11	5	16	8	6	17	6	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[21.6]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	19	0	54	5	6	4	0	459	28	45	392	0
Growth Adj:	1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01	
Initial Bse:	19	0	54	5	6	4	0	462	28	45	394	0
Added Vol:	4	0	0	0	0	0	0	51	3	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	54	5	6	4	0	513	31	45	446	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	23	0	54	5	6	4	0	513	31	45	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	54	5	6	4	0	513	31	45	446	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1070	1065	528	1092	1080	446	xxxx	xxxx	xxxxx	544	xxxx	xxxxx
Potent Cap.:	201	224	554	194	220	616	xxxx	xxxx	xxxxx	1035	xxxx	xxxxx
Move Cap.:	188	214	554	169	210	616	xxxx	xxxx	xxxxx	1035	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.10	0.03	0.03	0.01	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	351	xxxxx	xxxx	232	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.1	xxxxx	xxxxx	21.6	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	A	*	*
ApproachDel:		18.1			21.6		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[20.8]

Street Name:	Hancock Ave								Santa Monica Blvd							
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0			1	0	0			85	96	1269			38	37	1301			42
Growth Adj:	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01
Initial Bse:	0	0			1	0	0			85	97	1276			38	37	1308			42
Added Vol:	0	0			0	0	0			0	0	562			0	0	530			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			1	0	0			85	97	1838			38	37	1838			42
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	0	0			1	0	0			85	97	1838			38	37	1838			42
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
FinalVolume:	0	0			1	0	0			85	97	1838			38	37	1838			42
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			938	xxxx	xxxx			634	1881	xxxx	xxxxx			1876	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx			269	xxxx	xxxx			427	323	xxxx	xxxxx			325	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx			269	xxxx	xxxx			427	323	xxxx	xxxxx			325	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx			0.00	xxxx	xxxx			0.20	0.30	xxxx	xxxx			0.11	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			0.7	1.2	xxxx	xxxxx			0.4	xxxx	xxxxx		
Control Del:	xxxxx	xxxx			18.4	xxxxx	xxxx			15.5	20.8	xxxx	xxxxx			17.5	xxxx	xxxxx		
LOS by Move:	*	*			C	*	*			C	C	*	*			C	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	18.4					15.5					xxxxxx					xxxxxx				
ApproachLOS:	C					C					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	4	Average Delay (sec/veh):	19.7
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0	1 1 0
Volume Module:												
Base Vol:	280	16	27	13	24	31	24	1089	347	0	1105	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	282	16	27	13	24	31	24	1095	349	0	1111	12
Added Vol:	34	0	0	0	0	65	74	270	31	0	271	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	16	27	13	24	96	98	1365	380	0	1382	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	16	27	13	24	96	98	1365	380	0	1382	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	16	27	13	24	96	98	1365	380	0	1382	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	16	27	13	24	96	98	1365	380	0	1382	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.75	0.75	0.75	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.90	0.10	1.00	0.10	0.18	0.72	1.00	2.00	1.00	0.00	1.98	0.02
Final Sat.:	2900	148	1357	141	259	1034	1516	3032	1357	0	3003	26
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.09	0.09	0.09	0.06	0.45	0.28	0.00	0.46	0.46
Crit Moves:		****			****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.12	0.12	0.12	0.71	0.70	0.70	0.00	0.61	0.61
Volume/Cap:	0.75	0.75	0.14	0.75	0.75	0.75	0.41	0.64	0.40	0.00	0.75	0.75
Delay/Veh:	56.4	56.4	45.1	67.2	67.2	67.2	12.9	10.6	7.9	0.0	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	45.1	67.2	67.2	67.2	12.9	10.6	7.9	0.0	18.5	18.5
LOS by Move:	E	E	D	E	E	E	B	B	A	A	B	B
HCM2kAvgQ:	8	8	1	6	6	6	2	15	6	0	20	20

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.078
Loss Time (sec):	4	Average Delay (sec/veh):	46.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	133	30	231	50	34	26	17	1135	168	144	1178	40
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	134	30	232	50	34	26	17	1141	169	145	1185	40
Added Vol:	34	69	202	0	60	1	1	172	33	190	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	99	434	50	94	27	18	1313	202	335	1372	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	99	434	50	94	27	18	1313	202	335	1372	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	99	434	50	94	27	18	1313	202	335	1372	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	99	434	50	94	27	18	1313	202	335	1372	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.81	0.81	0.16	0.80	0.71	0.54	0.80	0.71
Lanes:	1.21	0.25	1.54	1.00	0.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1730	354	2206	1516	1197	345	297	3032	1357	1018	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.20	0.03	0.08	0.08	0.06	0.43	0.15	0.33	0.45	0.03
Crit Moves:		****			****			****			****	
Green/Cycle:	0.27	0.27	0.48	0.08	0.08	0.08	0.41	0.41	0.41	0.62	0.62	0.62
Volume/Cap:	0.36	1.05	0.41	0.44	1.05	1.05	0.15	1.05	0.36	0.90	0.72	0.05
Delay/Veh:	35.8	91.7	20.5	55.8	153	152.6	22.5	74.0	24.6	60.0	16.9	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	91.7	20.5	55.8	153	152.6	22.5	74.0	24.6	60.0	16.9	8.7
LOS by Move:	D	F	C	E	F	F	C	E	C	E	B	A
HCM2kAvgQ:	4	19	7	2	8	8	1	34	5	14	19	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	4	Average Delay (sec/veh):	7.5
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	69	358	77	16	340	32	58	69	64	55	46	16
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	69	360	77	16	342	32	58	69	64	55	46	16
Added Vol:	18	303	0	0	281	2	2	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	663	77	16	623	34	60	69	80	55	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	663	77	16	623	34	60	69	80	55	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	663	77	16	623	34	60	69	80	55	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	663	77	16	623	34	60	69	80	55	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.79	0.79	0.26	0.79	0.79	0.72	0.72	0.72	0.68	0.68	0.68
Lanes:	1.00	1.79	0.21	1.00	1.90	0.10	0.29	0.33	0.38	0.47	0.39	0.14
Final Sat.:	560	2672	312	500	2852	156	391	450	521	609	510	177
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.03	0.22	0.22	0.15	0.15	0.15	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.27	0.44	0.44	0.06	0.38	0.38	0.44	0.44	0.44	0.26	0.26	0.26
Delay/Veh:	6.1	6.5	6.5	5.0	6.2	6.2	13.2	13.2	13.2	12.0	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	6.5	6.5	5.0	6.2	6.2	13.2	13.2	13.2	12.0	12.0	12.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	3	3	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	3.128
Loss Time (sec):	4	Average Delay (sec/veh):	158.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	104	307	143	88	291	120	128	1095	107	178	1152	114
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	105	309	144	88	293	121	129	1101	108	179	1158	115
Added Vol:	86	132	73	1	124	172	188	519	59	72	488	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	441	217	89	417	293	317	1620	167	251	1646	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	441	217	89	417	293	317	1620	167	251	1646	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	441	217	89	417	293	317	1620	167	251	1646	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	441	217	89	417	293	317	1620	167	251	1646	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.80	0.71	0.80	0.75	0.75	0.07	0.79	0.79	0.07	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.81	0.19	1.00	1.87	0.13
Final Sat.:	313	3032	1357	1516	1671	1174	136	2711	279	129	2805	197
Capacity Analysis Module:												
Vol/Sat:	0.61	0.15	0.16	0.06	0.25	0.25	2.33	0.60	0.60	1.94	0.59	0.59
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.20	0.20	0.02	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	2.65	0.71	0.78	3.04	1.12	1.12	3.17	0.81	0.81	2.64	0.80	0.80
Delay/Veh:	819.1	40.9	51.2	1052	111	110.7	1015	11.0	11.0	778.8	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	819.1	40.9	51.2	1052	111	110.7	1015	11.0	11.0	778.8	10.5	10.5
LOS by Move:	F	D	D	F	F	F	F	B	B	F	B	B
HCM2kAvgQ:	22	8	8	11	20	20	36	17	17	28	20	20

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	4	Average Delay (sec/veh):	14.2
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	64	372	84	123	399	77	33	486	60	121	417	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	64	374	84	124	401	77	33	489	60	122	419	166
Added Vol:	8	264	56	9	265	0	9	63	7	52	60	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	638	140	133	666	77	42	552	67	174	479	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	638	140	133	666	77	42	552	67	174	479	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	638	140	133	666	77	42	552	67	174	479	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	638	140	133	666	77	42	552	67	174	479	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.80	0.71	0.26	0.80	0.71	0.27	0.79	0.79	0.30	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.00	1.00
Final Sat.:	474	3032	1357	498	3032	1357	504	2659	325	576	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.10	0.27	0.22	0.06	0.08	0.21	0.21	0.30	0.30	0.14
Crit Moves:				****							****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.34	0.47	0.23	0.60	0.49	0.13	0.17	0.41	0.41	0.60	0.60	0.28
Delay/Veh:	14.6	14.9	13.1	20.2	15.1	12.3	10.5	11.9	11.9	16.8	14.6	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.9	13.1	20.2	15.1	12.3	10.5	11.9	11.9	16.8	14.6	11.1
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	2	3	6	1	1	5	5	4	9	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	4	Average Delay (sec/veh):	23.4
Optimal Cycle:	50	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	114	352	135	127	413	129	66	826	168	119	905	95
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	115	354	136	128	415	130	66	831	169	120	910	96
Added Vol:	6	264	46	47	252	25	14	81	5	27	73	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	618	182	175	667	155	80	912	174	147	983	146
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	618	0	175	667	155	80	912	174	147	983	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	618	0	175	667	155	80	912	174	147	983	146
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	618	0	175	667	155	80	912	174	147	983	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.80	0.84	0.26	0.80	0.71	0.16	0.80	0.71	0.18	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	456	3032	1596	498	3032	1357	311	3032	1357	351	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.00	0.35	0.22	0.11	0.26	0.30	0.13	0.42	0.32	0.11
Crit Moves:				****						****		
Green/Cycle:	0.44	0.44	0.00	0.44	0.44	0.44	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.60	0.46	0.00	0.80	0.50	0.26	0.49	0.57	0.24	0.80	0.62	0.20
Delay/Veh:	30.4	23.8	0.0	46.8	24.3	21.4	20.5	19.8	15.7	44.0	20.7	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	23.8	0.0	46.8	24.3	21.4	20.5	19.8	15.7	44.0	20.7	15.3
LOS by Move:	C	C	A	D	C	C	C	B	B	D	C	B
HCM2kAvgQ:	4	8	0	6	9	3	2	12	3	7	14	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.169
Loss Time (sec):	4	Average Delay (sec/veh):	42.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	82	86	209	92	78	27	85	1018	56	193	1074	73
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	82	86	210	93	78	27	85	1024	56	194	1080	73
Added Vol:	16	0	59	0	0	0	0	706	15	62	684	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	86	269	93	78	27	85	1730	71	256	1764	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	86	269	93	78	27	85	1730	71	256	1764	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	86	269	93	78	27	85	1730	71	256	1764	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	86	269	93	78	27	85	1730	71	256	1764	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.74	0.74	0.38	0.38	0.71	0.80	0.80	0.71	0.59	0.79	0.79
Lanes:	1.00	0.24	0.76	0.54	0.46	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	839	344	1070	393	333	1357	1516	3032	1357	1129	2894	120
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.24	0.24	0.02	0.06	0.57	0.05	0.23	0.61	0.61
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.61	0.55	0.55	0.73	0.66	0.66
Volume/Cap:	0.48	1.03	1.03	0.97	0.97	0.08	0.52	1.03	0.10	0.80	0.93	0.93
Delay/Veh:	34.2	94.8	94.8	94.9	94.9	29.3	22.0	53.1	10.6	20.2	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	94.8	94.8	94.9	94.9	29.3	22.0	53.1	10.6	20.2	23.6	23.6
LOS by Move:	C	F	F	F	F	C	C	D	B	C	C	C
HCM2kAvgQ:	3	17	17	9	9	1	2	38	1	5	27	27

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	4	Average Delay (sec/veh):	11.3
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	44	289	189	67	205	23	21	336	81	219	231	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	291	190	67	206	23	21	338	81	220	232	85
Added Vol:	12	57	25	11	54	12	10	43	12	37	23	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	348	215	78	260	35	31	381	93	257	255	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	56	348	215	78	260	35	31	381	93	257	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	348	215	78	260	35	31	381	93	257	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	56	348	215	78	260	35	31	381	93	257	255	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.84	0.71	0.32	0.82	0.82	0.80	0.80	0.80	0.51	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	0.06	0.76	0.18	1.00	1.00	1.00
Final Sat.:	696	1596	1357	600	1381	186	94	1144	281	969	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.16	0.13	0.19	0.19	0.33	0.33	0.33	0.27	0.16	0.00
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.56	0.56	0.56	0.56	0.56	0.00
Volume/Cap:	0.22	0.59	0.43	0.36	0.51	0.51	0.59	0.59	0.59	0.47	0.29	0.00
Delay/Veh:	12.4	15.7	13.7	13.7	14.4	14.4	9.1	9.1	9.1	7.9	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	15.7	13.7	13.7	14.4	14.4	9.1	9.1	9.1	7.9	6.5	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	5	3	1	5	5	7	7	7	3	2	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	4	Average Delay (sec/veh):	16.8
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	82	366	164	65	321	165	109	792	104	138	849	95
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	82	368	165	65	323	166	110	796	105	139	854	96
Added Vol:	2	57	0	8	57	38	30	93	1	0	97	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	425	165	73	380	204	140	889	106	139	951	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	425	165	73	380	204	140	889	106	139	951	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	425	165	73	380	204	140	889	106	139	951	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	425	165	73	380	204	140	889	106	139	951	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.84	0.71	0.29	0.80	0.80	0.17	0.80	0.71	0.19	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	316	1596	1357	551	984	529	329	3032	1357	364	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.12	0.13	0.39	0.39	0.42	0.29	0.08	0.38	0.31	0.08
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.62	0.61	0.28	0.31	0.89	0.89	0.85	0.59	0.16	0.76	0.63	0.15
Delay/Veh:	21.4	14.8	11.2	11.8	29.9	29.9	44.9	11.2	8.2	29.3	11.8	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	14.8	11.2	11.8	29.9	29.9	44.9	11.2	8.2	29.3	11.8	8.2
LOS by Move:	C	B	B	B	C	C	D	B	A	C	B	A
HCM2kAvgQ:	2	7	2	1	11	11	5	7	1	2	7	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	4	Average Delay (sec/veh):	40.5
Optimal Cycle:	106	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	159	85	185	110	82	51	42	945	98	157	1044	114
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	160	85	186	111	82	51	42	950	99	158	1050	115
Added Vol:	26	0	76	0	0	0	0	161	30	70	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	85	262	111	82	51	42	1111	129	228	1205	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	85	262	111	82	51	42	1111	129	228	1205	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	85	262	111	82	51	42	1111	129	228	1205	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	85	262	111	82	51	42	1111	129	228	1205	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.80	0.80	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.30	0.28	1.42	0.45	0.34	0.21	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1889	401	2068	687	512	318	1516	3032	1357	1516	2733	260
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.13	0.16	0.16	0.16	0.03	0.37	0.09	0.15	0.44	0.44
Crit Moves:		****			****			****			****	
Green/Cycle:	0.23	0.23	0.39	0.17	0.17	0.17	0.03	0.40	0.40	0.57	0.53	0.53
Volume/Cap:	0.43	0.92	0.32	0.92	0.92	0.92	0.84	0.92	0.24	0.76	0.84	0.84
Delay/Veh:	39.6	65.4	25.3	83.7	83.7	83.7	126.8	45.9	24.3	42.8	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	65.4	25.3	83.7	83.7	83.7	126.8	45.9	24.3	42.8	28.0	28.0
LOS by Move:	D	E	C	F	F	F	F	D	C	D	C	C
HCM2kAvgQ:	4	13	5	12	12	12	3	25	3	8	24	24

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: E[37.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	38	512	3	6	564	25	29	2	84	1	0	5
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	38	515	3	6	567	25	29	2	84	1	0	5
Added Vol:	0	157	0	0	156	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	672	3	6	723	25	29	2	84	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	672	3	6	723	25	29	2	84	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	672	3	6	723	25	29	2	84	1	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	748	xxxx	xxxxx	675	xxxx	xxxxx	1500	1499	736	1541	1510	673
Potent Cap.:	870	xxxx	xxxxx	926	xxxx	xxxxx	101	123	422	95	122	458
Move Cap.:	870	xxxx	xxxxx	926	xxxx	xxxxx	96	117	422	72	115	458
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.30	0.02	0.20	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	223	xxxxx	xxxx	242	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	37.4	xxxxx	xxxxx	20.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			37.4			20.2		
ApproachLOS:	*			*			E			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	4	Average Delay (sec/veh):	144.4
Optimal Cycle:	136	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	60	61	139	29	29	598	11	61	541	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	258	244	434	125	115	1668	68	182	1555	75
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	258	244	434	0	115	1668	68	182	1555	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.12	1.14	0.74	0.72	1.28	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	211	1926	1260	1277	2268	1900	1805	5187	1615	1805	3419	166
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.19	0.19	0.00	0.06	0.32	0.04	0.10	0.45	0.45
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.27	1.27	1.27	1.19	1.19	0.00	0.20	1.00	0.13	0.31	1.41	1.41
Delay/Veh:	187.2	187	187.2	152.1	152	0.0	30.6	63.2	29.8	31.9	231	231.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.2	187	187.2	152.1	152	0.0	30.6	63.2	29.8	31.9	231	231.5
LOS by Move:	F	F	F	F	F	A	C	E	C	C	F	F
HCM2kAvgQ:	24	24	24	23	23	0	3	24	2	5	62	62

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.111
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	60	61	139	29	29	598	11	61	541	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	258	244	434	125	115	1668	68	182	1555	75
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	258	244	434	0	115	1668	68	182	1555	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.14	0.74	0.72	1.28	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	199	1814	1187	1152	2048	1600	1600	4800	1600	1600	3052	148
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.21	0.21	0.00	0.07	0.35	0.04	0.11	0.51	0.51
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.210
Loss Time (sec):	4	Average Delay (sec/veh):	27.2
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Prot+Permit				Prot+Permit			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	1	1	0	0 1	0	1	0	1	0 1	1	0
Volume Module:														
Base Vol:	78	376	139	97	328	56	91	679	50		157	692	94	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	78	378	140	98	330	56	92	683	50		158	696	95	
Added Vol:	22	193	27	17	169	6	9	75	20		35	74	16	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	100	571	167	115	499	62	101	758	70		193	770	111	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	571	167	115	499	62	101	758	70		193	770	111	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	100	571	167	115	499	62	101	758	70		193	770	111	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	571	167	115	499	62	101	758	70		193	770	111	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.14	0.84	0.71	0.14	0.83	0.83	0.80	0.79	0.79		0.60	0.78	0.78	
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.83	0.17		1.00	1.75	0.25	
Final Sat.:	273	1596	1357	259	1395	174	1516	2739	254		1138	2601	373	
Capacity Analysis Module:														
Vol/Sat:	0.37	0.36	0.12	0.44	0.36	0.36	0.07	0.28	0.28		0.17	0.30	0.30	
Crit Moves:				****				****			****			
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.42	0.42		0.55	0.47	0.47	
Volume/Cap:	0.91	0.88	0.30	1.09	0.88	0.88	0.38	0.65	0.65		0.62	0.64	0.64	
Delay/Veh:	77.6	33.3	14.6	136.8	33.4	33.4	11.3	17.6	17.6		13.6	15.4	15.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	77.6	33.3	14.6	136.8	33.4	33.4	11.3	17.6	17.6		13.6	15.4	15.4	
LOS by Move:	E	C	B	F	C	C	B	B	B		B	B	B	
HCM2kAvgQ:	5	15	3	4	13	13	2	9	9		4	9	9	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	376	139	97	328	56	91	679	50	157	692	94
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	378	140	98	330	56	92	683	50	158	696	95
Added Vol:	22	193	27	17	169	6	9	75	20	35	74	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	571	167	115	499	62	101	758	70	193	770	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	571	167	115	499	62	101	758	70	193	770	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	571	167	115	499	62	101	758	70	193	770	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	571	167	115	499	62	101	758	70	193	770	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.83	0.17	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1422	178	1600	2928	272	1600	2798	402
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.10	0.07	0.35	0.35	0.06	0.26	0.26	0.12	0.28	0.28
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	4	Average Delay (sec/veh):	6.1
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	86	45	25	0	0	5	50	1072	26		24	1070	69	
Added Vol:	0	0	0	0	0	0	0	719	0		0	628	27	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	86	45	25	0	0	5	50	1791	26		24	1698	96	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	86	45	25	0	0	5	50	1791	26		24	1698	96	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	86	45	25	0	0	5	50	1791	26		24	1698	96	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	45	25	0	0	5	50	1791	26		24	1698	96	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.66	0.67	0.67	0.84	0.84	0.73	0.09	0.80	0.80		0.08	0.79	0.79	
Lanes:	1.38	0.40	0.22	0.00	0.00	1.00	1.00	1.97	0.03		1.00	1.89	0.11	
Final Sat.:	1737	505	281	0	0	1381	166	2983	44		160	2847	162	
Capacity Analysis Module:														
Vol/Sat:	0.05	0.09	0.09	0.00	0.00	0.00	0.30	0.60	0.60		0.15	0.60	0.60	
Crit Moves:		****						****						
Green/Cycle:	0.12	0.12	0.12	0.00	0.00	0.12	0.84	0.84	0.84		0.84	0.84	0.84	
Volume/Cap:	0.40	0.72	0.72	0.00	0.00	0.03	0.36	0.72	0.72		0.18	0.71	0.71	
Delay/Veh:	41.0	53.1	53.1	0.0	0.0	38.5	3.6	4.4	4.4		2.3	4.4	4.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.0	53.1	53.1	0.0	0.0	38.5	3.6	4.4	4.4		2.3	4.4	4.4	
LOS by Move:	D	D	D	A	A	D	A	A	A		A	A	A	
HCM2kAvgQ:	2	5	5	0	0	0	0	11	11		0	13	13	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1	0		0 0 1!	0		0 0 1!	0	0	0 1	0	0 1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	4	8	28	3	18	25	342	4	14	78	131
Added Vol:	0	0	0	0	0	0	0	66	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	8	28	3	18	25	408	4	14	125	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	28	3	18	25	408	4	14	125	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	28	3	18	25	408	4	14	125	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	28	3	18	25	408	4	14	125	131
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.57	0.06	0.37	0.06	0.93	0.01	0.10	0.90	1.00
Final Sat.:	0	211	422	352	38	227	46	751	7	71	636	830
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.08	0.08	0.08	0.54	0.54	0.54	0.20	0.20	0.16
Crit Moves:		****				****		****			****	
Delay/Veh:	0.0	8.1	8.1	8.7	8.7	8.7	12.5	12.5	12.5	8.9	8.9	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.7	8.7	8.7	12.5	12.5	12.5	8.9	8.9	7.7
LOS by Move:	*	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.1			8.7			12.5			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.7			12.5			8.3	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	1.1	1.1	1.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	27	25	6	7	18	113	88	1097	8	10	1076	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	25	6	7	18	114	88	1103	8	10	1082	7
Added Vol:	16	0	9	0	0	0	0	181	16	8	174	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	25	15	7	18	114	88	1284	24	18	1256	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	25	15	7	18	114	88	1284	24	18	1256	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	25	15	7	18	114	88	1284	24	18	1256	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	25	15	7	18	114	88	1284	24	18	1256	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.10	0.90	1.00	1.00	1.96	0.04	1.00	1.99	0.01
Final Sat.:	1600	1023	577	162	1438	1600	1600	3141	59	1600	3182	18
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.00	0.01	0.07	0.06	0.41	0.41	0.01	0.39	0.39
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 31.2 Worst Case Level Of Service: F[2890.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0		0		0		9		0		18		11	1630		0			0	1575			20	
Growth Adj:	1.01	1.01		1.01		1.01	1.01		1.01			1.01	1.01	1.01		1.01		1.01	1.01	1.01			1.01	
Initial Bse:	0		0		0		9		0		18		11	1639		0			0	1584			20	
Added Vol:	0		0		0		16		0		8		9	766		0			0	654			16	
PasserByVol:	0		0		0		0		0		0		0	0		0			0	0			0	
Initial Fut:	0		0		0		25		0		26		20	2405		0			0	2238			36	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00	1.00		1.00		1.00	1.00	1.00			1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00	1.00		1.00		1.00	1.00	1.00			1.00	
PHF Volume:	0		0		0		25		0		26		20	2405		0			0	2238			36	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
FinalVolume:	0		0		0		25		0		26		20	2405		0			0	2238			36	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.8		6.5		6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5		4.0		3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				3499		4701		1137		2274	xxxx	xxxxx		xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				5		1		199		227	xxxx	xxxxx		xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				5		1		199		227	xxxx	xxxxx		xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				5.50		0.00		0.13		0.09	xxxx	xxxx		xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.3	xxxx	xxxxx		xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				22.4	xxxx	xxxxx		xxxxx	xxxxx						
LOS by Move:	*	*	*				*	*	*				C	*	*		*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		9	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		7.7	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx		2891	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*		F	*			*	*	*				*	*	*			
ApproachDel:	xxxxxx						2890.7						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 1	1	1 1	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	100	0	124	94	393	169	126	982	46	91	944	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	0	125	95	395	170	127	987	46	92	949	37
Added Vol:	113	0	8	0	0	0	0	189	95	6	183	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	0	133	95	395	170	127	1176	141	98	1132	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	0	133	95	395	170	127	1176	141	98	1132	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	0	133	95	395	170	127	1176	141	98	1132	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	0	133	95	395	170	127	1176	141	98	1132	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.79	0.21	1.00	1.94	0.06
Final Sat.:	3200	3200	3200	1600	4800	1600	1600	2857	343	1600	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.06	0.08	0.11	0.08	0.41	0.41	0.06	0.37	0.37
Crit Moves:	****					****		****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.249
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	49	324	137	52	376	71	61	1297	73	85	1289	35
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	326	138	52	378	71	61	1304	73	85	1296	35
Added Vol:	226	107	221	42	50	10	14	513	191	182	479	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	433	359	94	428	81	75	1817	264	267	1775	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	433	359	94	428	81	75	1817	264	267	1775	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	433	359	94	428	81	75	1817	264	267	1775	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	433	359	94	428	81	75	1817	264	267	1775	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.09	0.91	1.00	1.68	0.32	1.00	1.75	0.25	1.00	1.96	0.04
Final Sat.:	1600	1750	1450	1600	2689	511	1600	2794	406	1600	3138	62
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.25	0.06	0.16	0.16	0.05	0.65	0.65	0.17	0.57	0.57
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	148	616	112	0	410	141	104	1066	162	189	1138	114
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	149	619	113	0	412	142	105	1072	163	190	1144	115
Added Vol:	0	352	0	0	414	226	191	174	0	0	154	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	971	113	0	826	368	296	1246	163	190	1298	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	971	113	0	826	368	296	1246	163	190	1298	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	971	113	0	826	368	296	1246	163	190	1298	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	971	113	0	826	368	296	1246	163	190	1298	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.65	0.35	1.00	2.66	0.34
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4245	555	1600	4251	549
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.07	0.00	0.26	0.23	0.18	0.29	0.29	0.12	0.31	0.31
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.146
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	764	141	0	974	482	497	1070	34	178	946	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	768	142	0	979	485	500	1076	34	179	951	37
Added Vol:	0	341	151	0	347	368	376	213	0	174	206	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1109	293	0	1326	853	876	1289	34	353	1157	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1109	293	0	1326	853	876	1289	34	353	1157	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1109	293	0	1326	853	876	1289	34	353	1157	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1109	293	0	1326	853	876	1289	34	353	1157	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.43	1.57	1.21	2.74	0.05	1.00	2.91	0.09
Final Sat.:	0	3200	1600	0	3896	2504	1942	4375	83	1600	4650	150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.18	0.00	0.34	0.34	0.45	0.29	0.41	0.22	0.25	0.25
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	533	78	45	29	164	11	0	1076	457	60	1092	13
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	536	78	45	29	165	11	0	1082	460	60	1098	13
Added Vol:	91	0	1	0	0	0	0	637	144	2	578	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	78	46	29	165	11	0	1719	604	62	1676	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	78	46	29	165	11	0	1719	604	62	1676	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	78	46	29	165	11	0	1719	604	62	1676	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	78	46	29	165	11	0	1719	604	62	1676	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.63	0.37	0.28	1.61	0.11	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1006	594	455	2573	173	0	3200	1600	1600	3175	25
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.06	0.06	0.06	0.00	0.54	0.38	0.04	0.53	0.53
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1	0 1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	464	29	71	462	203	128	632	62	57	581	84
Added Vol:	0	232	0	0	226	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	696	29	71	688	203	128	632	62	57	581	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	696	29	71	688	203	128	632	62	57	581	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	696	29	71	688	203	128	632	62	57	581	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	696	29	71	688	203	128	632	62	57	581	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1536	64	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.04	0.43	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.995
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	102	367	67	93	419	115	118	1206	64	81	1218	79
Added Vol:	55	88	74	76	82	36	39	539	66	79	478	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	455	141	169	501	151	157	1745	130	160	1696	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	455	141	169	501	151	157	1745	130	160	1696	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	455	141	169	501	151	157	1745	130	160	1696	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	455	141	169	501	151	157	1745	130	160	1696	156
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4466	334	1600	4395	405
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.09	0.11	0.31	0.09	0.10	0.39	0.39	0.10	0.39	0.39
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[18.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	1 0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	13	421	4	2	573	14	10	0	42	2	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	423	4	2	576	14	10	0	42	2	0	3
Added Vol:	0	194	0	0	230	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	617	4	2	806	14	10	0	42	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	617	4	2	806	14	10	0	42	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	617	4	2	806	14	10	0	42	2	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	820	xxxx	xxxxx	621	xxxx	xxxxx	1464	1465	410	1053	1470	619
Potent Cap.:	817	xxxx	xxxxx	969	xxxx	xxxxx	107	129	646	206	129	492
Move Cap.:	817	xxxx	xxxxx	969	xxxx	xxxxx	105	127	646	190	126	492
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.10	0.00	0.07	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	325	xxxxx	xxxx	301	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	18.2	xxxxx	xxxxx	17.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.2			17.2		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.062
Loss Time (sec):	4	Average Delay (sec/veh):	56.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	118	1080	72	79	784	270	483	436	126	38	174	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	119	1086	72	79	788	272	486	438	127	38	175	109
Added Vol:	6	197	46	0	156	1	1	53	5	20	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1283	118	79	944	273	487	491	132	58	210	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1283	118	79	944	273	487	491	132	58	210	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1283	118	79	944	273	487	491	132	58	210	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1283	118	79	944	273	487	491	132	58	210	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.47	0.80	0.71	0.60	0.84	0.71	0.80	0.80	0.80
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1516	2740	253	895	3032	1357	1138	1596	1357	1516	998	516
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.09	0.31	0.20	0.43	0.31	0.10	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.49	0.43	0.43	0.42	0.38	0.38	0.49	0.43	0.43	0.25	0.19	0.19
Volume/Cap:	0.56	1.10	1.10	0.58	0.83	0.53	0.96	0.71	0.23	0.25	1.10	1.10
Delay/Veh:	21.5	84.2	84.2	29.7	33.5	25.5	55.5	26.9	18.1	30.2	121	121.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	84.2	84.2	29.7	33.5	25.5	55.5	26.9	18.1	30.2	121	121.3
LOS by Move:	C	F	F	C	C	C	E	C	B	C	F	F
HCM2kAvgQ:	3	31	31	3	16	7	20	14	3	2	17	17

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.059
Loss Time (sec):	4	Average Delay (sec/veh):	176.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	0	1	1 0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	176	809	138	0	609	357	443	1082	100	166	795	20
Added Vol:	6	151	141	24	105	53	76	426	10	92	416	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	960	279	24	714	410	519	1508	110	258	1211	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	960	279	24	714	410	519	1508	110	258	1211	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	960	279	24	714	410	519	1508	110	258	1211	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	960	279	24	714	410	519	1508	110	258	1211	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.53	0.53	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.55	0.45	0.07	1.93	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2270	659	65	1933	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.37	0.37	0.30	0.18	0.50	0.08	0.09	0.40	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.30	0.54	0.54	0.23	0.23	0.23	0.13	0.36	0.36	0.06	0.29	0.29
Volume/Cap:	0.20	0.78	0.78	1.58	1.58	1.29	1.37	1.39	0.23	1.39	1.37	0.10
Delay/Veh:	25.9	21.1	21.1	308.4	308	190.6	224.7	213	22.6	250.8	208	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	21.1	21.1	308.4	308	190.6	224.7	213	22.6	250.8	208	25.9
LOS by Move:	C	C	C	F	F	F	F	F	C	F	F	C
HCM2kAvgQ:	2	18	18	29	29	24	19	53	2	11	42	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.039
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 1		1 0 1	2 0		2 0 1	2 0		2 0 1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	176	809	138	0	609	357	443	1082	100	166	795	20
Added Vol:	6	151	141	24	105	53	76	426	10	92	416	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	960	279	24	714	410	519	1508	110	258	1211	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	960	279	24	714	410	519	1508	110	258	1211	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	960	279	24	714	410	519	1508	110	258	1211	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	960	279	24	714	410	519	1508	110	258	1211	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.55	0.45	0.07	1.93	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2480	720	104	3096	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.02	0.23	0.26	0.16	0.47	0.07	0.08	0.38	0.03
Crit Moves:		****						****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.211
Loss Time (sec):	4	Average Delay (sec/veh):	44.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	89	1079	348	69	776	77	105	811	50	235	462	66
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	1085	350	69	780	77	106	816	50	236	465	66
Added Vol:	78	159	12	14	122	69	129	128	133	6	79	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1244	362	83	902	146	235	944	183	242	544	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	167	1244	362	83	902	146	235	944	183	242	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1244	362	83	902	146	235	944	183	242	544	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	167	1244	362	83	902	146	235	944	183	242	544	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.80	0.71	0.09	0.80	0.71	0.30	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	287	3032	1357	163	3032	1357	567	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.58	0.41	0.27	0.51	0.30	0.11	0.41	0.31	0.14	0.16	0.18	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.38	0.38	0.38	0.14	0.52	0.00
Volume/Cap:	1.34	0.94	0.61	1.04	0.68	0.25	1.10	0.83	0.36	1.11	0.35	0.00
Delay/Veh:	221.2	37.4	21.4	138.1	21.9	16.3	120.4	30.8	20.8	131.2	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	221.2	37.4	21.4	138.1	21.9	16.3	120.4	30.8	20.8	131.2	12.8	0.0
LOS by Move:	F	D	C	F	C	B	F	C	C	F	B	A
HCM2kAvgQ:	12	22	8	6	12	3	13	15	4	13	5	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: F[59.9]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	29	0	117	22	2	22	0	840	30	44	410	0
Growth Adj:	1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01	
Initial Bse:	29	0	118	22	2	22	0	845	30	44	412	0
Added Vol:	5	0	0	0	0	0	0	60	5	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	118	22	2	22	0	905	35	44	453	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	34	0	118	22	2	22	0	905	35	44	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	118	22	2	22	0	905	35	44	453	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1476	1464	922	1523	1482	453	xxxx	xxxx	xxxxx	940	xxxx	xxxxx
Potent Cap.:	105	130	330	98	126	611	xxxx	xxxx	xxxxx	738	xxxx	xxxxx
Move Cap.:	96	122	330	60	119	611	xxxx	xxxx	xxxxx	738	xxxx	xxxxx
Volume/Cap:	0.36	0.00	0.36	0.37	0.02	0.04	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	213	xxxxx	xxxx	110	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.6	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	55.4	xxxxx	xxxxx	59.9	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	B	*	*
ApproachDel:		55.4			59.9		xxxxxx			xxxxxx		
ApproachLOS:		F			F		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[21.6]

Street Name:	Hancock Ave								Santa Monica Blvd							
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Growth Adj:	1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01		
Initial Bse:	0	0	2			0	0	73			151	1558	34			24	1196	61		
Added Vol:	0	0	0			0	0	0			0	543	0			0	485	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	2			0	0	73			151	2101	34			24	1681	61		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	2			0	0	73			151	2101	34			24	1681	61		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	2			0	0	73			151	2101	34			24	1681	61		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	1067			xxxx	xxxx	591			1742	xxxx	xxxxx			2135	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	221			xxxx	xxxx	455			366	xxxx	xxxxx			258	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	221			xxxx	xxxx	455			366	xxxx	xxxxx			258	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	0.16			0.41	xxxx	xxxx			0.09	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	0.6			2.0	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	21.4			xxxxx	xxxx	14.4			21.6	xxxx	xxxxx			20.4	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	B			C	*	*			C	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	21.4					14.4					xxxxxx					xxxxxx				
ApproachLOS:	C					B					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	4	Average Delay (sec/veh):	19.1
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0 1	1 0
Volume Module:												
Base Vol:	273	23	32	21	24	29	52	1273	548	0	962	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	275	23	32	21	24	29	52	1280	551	0	967	22
Added Vol:	41	0	0	0	0	40	77	279	41	0	230	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	23	32	21	24	69	129	1559	592	0	1197	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	23	32	21	24	69	129	1559	592	0	1197	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	23	32	21	24	69	129	1559	592	0	1197	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	23	32	21	24	69	129	1559	592	0	1197	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.76	0.76	0.76	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.86	0.14	1.00	0.18	0.21	0.61	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	2840	208	1357	268	306	878	1516	3032	1357	0	2968	55
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.08	0.08	0.08	0.09	0.51	0.44	0.00	0.40	0.40
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.11	0.11	0.11	0.71	0.71	0.71	0.00	0.58	0.58
Volume/Cap:	0.73	0.73	0.16	0.73	0.73	0.73	0.54	0.73	0.62	0.00	0.69	0.69
Delay/Veh:	54.2	54.2	44.5	67.6	67.6	67.6	7.8	12.0	10.4	0.0	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	54.2	44.5	67.6	67.6	67.6	7.8	12.0	10.4	0.0	18.7	18.7
LOS by Move:	D	D	D	E	E	E	A	B	B	A	B	B
HCM2kAvgQ:	7	7	1	6	6	6	3	19	12	0	17	17

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	4	Average Delay (sec/veh):	61.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	226	26	304	35	29	9	14	1394	134	170	1024	39
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	227	26	306	35	29	9	14	1402	135	171	1030	39
Added Vol:	38	71	205	0	35	0	0	189	12	139	182	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	97	511	35	64	9	14	1591	147	310	1212	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	97	511	35	64	9	14	1591	147	310	1212	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	97	511	35	64	9	14	1591	147	310	1212	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	97	511	35	64	9	14	1591	147	310	1212	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.82	0.82	0.80	0.80	0.71	0.32	0.80	0.71
Lanes:	1.27	0.20	1.53	1.00	0.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1826	287	2188	1516	1372	194	1516	3032	1357	599	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.23	0.02	0.05	0.05	0.01	0.52	0.11	0.52	0.40	0.03
Crit Moves:		****			****			****			****	
Green/Cycle:	0.29	0.29	0.47	0.04	0.04	0.04	0.01	0.46	0.46	0.62	0.62	0.62
Volume/Cap:	0.49	1.15	0.50	0.57	1.15	1.15	0.65	1.15	0.24	0.96	0.65	0.05
Delay/Veh:	35.3	126	22.1	68.9	218	217.9	110.6	110	20.2	50.9	15.4	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	126	22.1	68.9	218	217.9	110.6	110	20.2	50.9	15.4	9.0
LOS by Move:	D	F	C	E	F	F	F	F	C	D	B	A
HCM2kAvgQ:	6	26	8	2	6	6	1	47	3	15	15	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	4	Average Delay (sec/veh):	13.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	99	510	120	17	327	34	91	314	107	49	55	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	100	513	121	17	329	34	92	316	108	49	55	12
Added Vol:	21	312	0	0	183	3	2	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	825	121	17	512	37	94	316	119	49	55	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	825	121	17	512	37	94	316	119	49	55	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	825	121	17	512	37	94	316	119	49	55	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	825	121	17	512	37	94	316	119	49	55	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.78	0.78	0.15	0.79	0.79	0.76	0.76	0.76	0.64	0.64	0.64
Lanes:	1.00	1.74	0.26	1.00	1.86	0.14	0.18	0.60	0.22	0.42	0.48	0.10
Final Sat.:	592	2595	380	292	2799	203	255	862	324	516	579	126
Capacity Analysis Module:												
Vol/Sat:	0.20	0.32	0.32	0.06	0.18	0.18	0.37	0.37	0.37	0.10	0.10	0.10
Crit Moves:		****						****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.48	0.74	0.74	0.12	0.43	0.43	0.74	0.74	0.74	0.19	0.19	0.19
Delay/Veh:	11.9	14.6	14.6	9.2	10.4	10.4	14.5	14.5	14.5	7.4	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	14.6	14.6	9.2	10.4	10.4	14.5	14.5	14.5	7.4	7.4	7.4
LOS by Move:	B	B	B	A	B	B	B	B	B	A	A	A
HCM2kAvgQ:	2	8	8	0	3	3	7	7	7	1	1	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.625
Loss Time (sec):	4	Average Delay (sec/veh):	144.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	88	566	258	88	379	84	109	1332	62	180	1034	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	88	569	259	88	381	84	110	1339	62	181	1040	117
Added Vol:	78	140	77	2	78	115	191	496	32	35	463	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	709	336	90	459	199	301	1835	94	216	1503	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	709	336	90	459	199	301	1835	94	216	1503	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	709	336	90	459	199	301	1835	94	216	1503	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	709	336	90	459	199	301	1835	94	216	1503	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.80	0.71	0.80	0.76	0.76	0.09	0.79	0.79	0.06	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.39	0.61	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	354	3032	1357	1516	2019	877	180	2864	147	109	2781	218
Capacity Analysis Module:												
Vol/Sat:	0.47	0.23	0.25	0.06	0.23	0.23	1.67	0.64	0.64	1.99	0.54	0.54
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.18	0.18	0.02	0.20	0.20	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	2.31	1.30	1.38	2.98	1.14	1.14	2.19	0.84	0.84	2.62	0.71	0.71
Delay/Veh:	672.8	189	234.6	1024	121	121.3	572.1	11.1	11.1	774.2	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	672.8	189	234.6	1024	121	121.3	572.1	11.1	11.1	774.2	7.3	7.3
LOS by Move:	F	F	F	F	F	F	F	B	B	F	A	A
HCM2kAvgQ:	18	24	24	11	19	19	29	19	19	24	15	15

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	4	Average Delay (sec/veh):	16.7
Optimal Cycle:	50	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	70	600	122	116	461	56	82	600	94	159	437	229
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	70	603	123	117	464	56	82	603	95	160	439	230
Added Vol:	4	157	45	10	273	0	3	61	6	47	39	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	760	168	127	737	56	85	664	101	207	478	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	760	168	127	737	56	85	664	101	207	478	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	760	168	127	737	56	85	664	101	207	478	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	760	168	127	737	56	85	664	101	207	478	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.80	0.71	0.20	0.80	0.71	0.28	0.78	0.78	0.25	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	394	3032	1357	377	3032	1357	538	2581	391	479	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.12	0.34	0.24	0.04	0.16	0.26	0.26	0.43	0.30	0.18
Crit Moves:				****						****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.46	0.61	0.30	0.81	0.59	0.10	0.30	0.48	0.48	0.81	0.56	0.34
Delay/Veh:	17.9	18.0	15.0	45.8	17.7	13.5	10.3	11.3	11.3	32.0	12.6	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	18.0	15.0	45.8	17.7	13.5	10.3	11.3	11.3	32.0	12.6	10.3
LOS by Move:	B	B	B	D	B	B	B	B	B	C	B	B
HCM2kAvgQ:	1	7	2	5	8	1	1	6	6	6	8	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.164
Loss Time (sec):	4	Average Delay (sec/veh):	33.5
Optimal Cycle:	180	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	127	627	290	136	558	125	88	1033	142	65	720	121
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	128	631	292	137	561	126	88	1039	143	65	724	122
Added Vol:	5	167	45	52	251	23	15	79	5	33	46	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	798	337	189	812	149	103	1118	148	98	770	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	798	0	189	812	149	103	1118	148	98	770	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	798	0	189	812	149	103	1118	148	98	770	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	798	0	189	812	149	103	1118	148	98	770	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.80	0.84	0.24	0.80	0.71	0.17	0.80	0.71	0.07	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	439	3032	1596	448	3032	1357	322	3032	1357	140	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.30	0.26	0.00	0.42	0.27	0.11	0.32	0.37	0.11	0.70	0.25	0.11
Crit Moves:				****						****		
Green/Cycle:	0.36	0.36	0.00	0.36	0.36	0.36	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.83	0.73	0.00	1.16	0.74	0.30	0.53	0.61	0.18	1.16	0.42	0.18
Delay/Veh:	64.8	35.6	0.0	159.8	36.0	27.8	16.6	15.5	10.6	172.4	12.7	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	35.6	0.0	159.8	36.0	27.8	16.6	15.5	10.6	172.4	12.7	10.6
LOS by Move:	E	D	A	F	D	C	B	B	B	F	B	B
HCM2kAvgQ:	7	14	0	11	14	4	2	13	2	8	8	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.312
Loss Time (sec):	4	Average Delay (sec/veh):	65.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	1 0	0 1	1 0	2 0	1	1 0	1	1 0
Volume Module:												
Base Vol:	72	133	284	103	106	10	73	1231	38	171	926	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	72	134	286	104	107	10	73	1238	38	172	931	63
Added Vol:	10	0	53	0	0	0	0	667	9	40	616	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	134	339	104	107	10	73	1905	47	212	1547	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	134	339	104	107	10	73	1905	47	212	1547	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	134	339	104	107	10	73	1905	47	212	1547	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	134	339	104	107	10	73	1905	47	212	1547	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.75	0.75	0.40	0.40	0.71	0.80	0.80	0.71	0.36	0.79	0.79
Lanes:	1.00	0.28	0.72	0.49	0.51	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	854	403	1021	374	384	1357	1516	3032	1357	692	2896	119
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.28	0.28	0.01	0.05	0.63	0.03	0.31	0.53	0.53
Crit Moves:		****						****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.60	0.55	0.55	0.68	0.61	0.61
Volume/Cap:	0.33	1.15	1.15	0.96	0.96	0.03	0.44	1.15	0.06	0.79	0.87	0.87
Delay/Veh:	28.7	126	125.9	83.4	83.4	25.4	24.4	95.7	10.6	26.4	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	126	125.9	83.4	83.4	25.4	24.4	95.7	10.6	26.4	20.7	20.7
LOS by Move:	C	F	F	F	F	C	C	F	B	C	C	C
HCM2kAvgQ:	2	25	25	10	10	0	2	50	1	4	22	22

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	4	Average Delay (sec/veh):	14.0
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	401	301	62	221	32	35	447	91	214	241	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	69	403	303	62	222	32	35	450	92	215	242	78
Added Vol:	5	51	32	5	39	5	8	33	8	30	10	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	454	335	67	261	37	43	483	100	245	252	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	74	454	335	67	261	37	43	483	100	245	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	454	335	67	261	37	43	483	100	245	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	74	454	335	67	261	37	43	483	100	245	252	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.84	0.71	0.23	0.82	0.82	0.80	0.80	0.80	0.51	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	0.07	0.77	0.16	1.00	1.00	1.00
Final Sat.:	704	1596	1357	431	1371	195	105	1168	241	975	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.25	0.16	0.19	0.19	0.41	0.41	0.41	0.25	0.16	0.00
Crit Moves:		****						****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.55	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.28	0.75	0.65	0.41	0.50	0.50	0.75	0.75	0.75	0.46	0.29	0.00
Delay/Veh:	12.5	20.2	17.1	14.3	13.8	13.8	13.4	13.4	13.4	8.1	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	20.2	17.1	14.3	13.8	13.8	13.4	13.4	13.4	8.1	6.8	0.0
LOS by Move:	B	C	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	1	7	5	1	4	4	10	10	10	2	2	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	4	Average Delay (sec/veh):	16.2
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	64	481	153	66	335	122	118	879	68	89	848	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	64	484	154	66	337	123	119	884	68	89	853	102
Added Vol:	3	50	0	5	45	27	36	95	2	0	71	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	534	154	71	382	150	155	979	70	89	924	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	534	154	71	382	150	155	979	70	89	924	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	534	154	71	382	150	155	979	70	89	924	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	534	154	71	382	150	155	979	70	89	924	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.84	0.71	0.20	0.80	0.80	0.18	0.80	0.71	0.16	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	389	1596	1357	386	1098	431	343	3032	1357	311	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.11	0.18	0.35	0.35	0.45	0.32	0.05	0.29	0.30	0.08
Crit Moves:					****			****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.40	0.77	0.26	0.43	0.80	0.80	0.90	0.65	0.10	0.58	0.61	0.15
Delay/Veh:	13.2	19.8	11.1	13.6	21.8	21.8	55.3	12.0	8.0	15.7	11.5	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	19.8	11.1	13.6	21.8	21.8	55.3	12.0	8.0	15.7	11.5	8.2
LOS by Move:	B	B	B	B	C	C	E	B	A	B	B	A
HCM2kAvgQ:	1	11	2	1	9	9	6	8	1	1	6	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.116
Loss Time (sec):	4	Average Delay (sec/veh):	47.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Protected				Prot+Permit			
Rights:	Ovl			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1!	0 1	0	0 1!	0 0	1	0 2	0 1		1	0 1	1 0	
Volume Module:														
Base Vol:	182	81	174	145	81	34	17	1187	81		160	974	70	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	183	81	175	146	81	34	17	1194	81		161	979	70	
Added Vol:	20	0	79	0	0	0	0	153	16		71	167	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	203	81	254	146	81	34	17	1347	97		232	1146	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	203	81	254	146	81	34	17	1347	97		232	1146	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	203	81	254	146	81	34	17	1347	97		232	1146	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	203	81	254	146	81	34	17	1347	97		232	1146	70	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.80	0.71		0.68	0.79	0.79	
Lanes:	1.33	0.26	1.41	0.56	0.31	0.13	1.00	2.00	1.00		1.00	1.88	0.12	
Final Sat.:	1931	382	2050	850	475	199	1516	3032	1357		1287	2831	174	
Capacity Analysis Module:														
Vol/Sat:	0.11	0.21	0.12	0.17	0.17	0.17	0.01	0.44	0.07		0.18	0.40	0.40	
Crit Moves:		****		****				****			****			
Green/Cycle:	0.21	0.21	0.36	0.17	0.17	0.17	0.02	0.44	0.44		0.60	0.57	0.57	
Volume/Cap:	0.50	1.02	0.34	1.02	1.02	1.02	0.71	1.02	0.16		0.82	0.71	0.71	
Delay/Veh:	42.2	90.4	28.1	110.0	110	110.0	125.0	62.4	20.6		52.8	19.9	19.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.2	90.4	28.1	110.0	110	110.0	125.0	62.4	20.6		52.8	19.9	19.9	
LOS by Move:	D	F	C	F	F	F	F	E	C		D	B	B	
HCM2kAvgQ:	5	15	5	15	15	15	2	34	2		9	18	18	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 61.8 Worst Case Level Of Service: F[409.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	35	608	6	6	546	12	119	15	129	3	2	10
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	611	6	6	549	12	120	15	130	3	2	10
Added Vol:	0	150	0	0	118	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	761	6	6	667	12	120	15	130	3	2	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	761	6	6	667	12	120	15	130	3	2	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	761	6	6	667	12	120	15	130	3	2	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	679	xxxx	xxxxx	767	xxxx	xxxxx	1526	1523	673	1592	1526	764
Potent Cap.:	923	xxxx	xxxxx	855	xxxx	xxxxx	97	119	459	87	119	407
Move Cap.:	923	xxxx	xxxxx	855	xxxx	xxxxx	90	114	459	54	114	407
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	1.32	0.13	0.28	0.06	0.02	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	152	xxxxx	xxxx	154	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	410	xxxxx	xxxxx	30.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			409.6			30.9		
ApproachLOS:	*			*			F			D		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	4	Average Delay (sec/veh):	140.8
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	64	28	101	20	23	571	5	65	497	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	231	239	471	118	84	1958	59	164	1323	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	231	239	471	0	84	1958	59	164	1323	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.10	1.25	0.65	0.67	1.33	1.00	1.00	3.00	1.00	1.00	1.90	0.10
Final Sat.:	174	2135	1113	1195	2354	1900	1805	5187	1615	1805	3404	181
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.20	0.20	0.00	0.05	0.38	0.04	0.09	0.39	0.39
Crit Moves:			****		****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.29	1.29	1.29	1.24	1.24	0.00	0.14	1.17	0.11	0.28	1.20	1.20
Delay/Veh:	193.9	194	193.9	174.7	175	0.0	30.0	125	29.6	31.6	142	142.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	193.9	194	193.9	174.7	175	0.0	30.0	125	29.6	31.6	142	142.4
LOS by Move:	F	F	F	F	F	A	C	F	C	C	F	F
HCM2kAvgQ:	25	25	25	26	26	0	2	38	1	4	43	43

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.054
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	64	28	101	20	23	571	5	65	497	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	231	239	471	118	84	1958	59	164	1323	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	231	239	471	0	84	1958	59	164	1323	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.25	0.65	0.67	1.33	1.00	1.00	3.00	1.00	1.00	1.90	0.10
Final Sat.:	163	1996	1041	1078	2122	1600	1600	4800	1600	1600	3039	161
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.22	0.22	0.00	0.05	0.41	0.04	0.10	0.44	0.44
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.223
Loss Time (sec):	4	Average Delay (sec/veh):	25.4
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Prot+Permit				Prot+Permit			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	
Volume Module:														
Base Vol:	100	392	169	98	367	41	83	708	84		121	719	76	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	101	394	170	99	369	41	83	712	84		122	723	76	
Added Vol:	22	169	31	9	149	9	12	80	25		41	50	12	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	123	563	201	108	518	50	95	792	109		163	773	88	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	563	201	108	518	50	95	792	109		163	773	88	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	123	563	201	108	518	50	95	792	109		163	773	88	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	563	201	108	518	50	95	792	109		163	773	88	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.15	0.84	0.71	0.15	0.83	0.83	0.80	0.78	0.78		0.71	0.79	0.79	
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.76	0.24		1.00	1.79	0.21	
Final Sat.:	286	1596	1357	292	1436	139	1516	2616	362		1340	2680	307	
Capacity Analysis Module:														
Vol/Sat:	0.43	0.35	0.15	0.37	0.36	0.36	0.06	0.30	0.30		0.12	0.29	0.29	
Crit Moves:	****							****			****			
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.42	0.42		0.54	0.46	0.46	
Volume/Cap:	1.03	0.85	0.36	0.88	0.87	0.87	0.37	0.72	0.72		0.59	0.63	0.63	
Delay/Veh:	111.2	28.5	14.6	66.8	30.5	30.5	11.4	19.0	19.0		13.9	15.6	15.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	111.2	28.5	14.6	66.8	30.5	30.5	11.4	19.0	19.0		13.9	15.6	15.6	
LOS by Move:	F	C	B	E	C	C	B	B	B		B	B	B	
HCM2kAvgQ:	7	14	3	3	13	13	2	10	10		3	8	8	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	392	169	98	367	41	83	708	84	121	719	76
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	394	170	99	369	41	83	712	84	122	723	76
Added Vol:	22	169	31	9	149	9	12	80	25	41	50	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	563	201	108	518	50	95	792	109	163	773	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	563	201	108	518	50	95	792	109	163	773	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	563	201	108	518	50	95	792	109	163	773	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	563	201	108	518	50	95	792	109	163	773	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.76	0.24	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	1459	141	1600	2811	389	1600	2872	328
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.13	0.07	0.36	0.36	0.06	0.28	0.28	0.10	0.27	0.27
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	4	Average Delay (sec/veh):	8.7
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	117	89	20	0	0	11	33	1162	16		19	900	76	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	118	89	20	0	0	11	33	1169	16		19	905	76	
Added Vol:	0	0	0	0	0	0	0	664	0		0	585	10	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	118	89	20	0	0	11	33	1833	16		19	1490	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	118	89	20	0	0	11	33	1833	16		19	1490	86	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	118	89	20	0	0	11	33	1833	16		19	1490	86	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	118	89	20	0	0	11	33	1833	16		19	1490	86	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.67	0.69	0.69	0.84	0.84	0.73	0.11	0.80	0.80		0.07	0.79	0.79	
Lanes:	1.35	0.53	0.12	0.00	0.00	1.00	1.00	1.98	0.02		1.00	1.89	0.11	
Final Sat.:	1723	687	154	0	0	1381	204	3003	26		139	2843	165	
Capacity Analysis Module:														
Vol/Sat:	0.07	0.13	0.13	0.00	0.00	0.01	0.16	0.61	0.61		0.14	0.52	0.52	
Crit Moves:		****						****						
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.17	0.79	0.79	0.79		0.79	0.79	0.79	
Volume/Cap:	0.40	0.77	0.77	0.00	0.00	0.05	0.21	0.77	0.77		0.17	0.66	0.66	
Delay/Veh:	37.5	51.5	51.5	0.0	0.0	34.9	3.2	7.2	7.2		3.3	5.3	5.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.5	51.5	51.5	0.0	0.0	34.9	3.2	7.2	7.2		3.3	5.3	5.3	
LOS by Move:	D	D	D	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	3	7	7	0	0	0	0	15	15		0	12	12	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	13.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	9	12	39	4	8	14	486	3	16	74	193
Added Vol:	0	0	0	0	0	0	0	49	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	9	12	39	4	8	14	535	3	16	94	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	39	4	8	14	535	3	16	94	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	39	4	8	14	535	3	16	94	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	39	4	8	14	535	3	16	94	193
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.76	0.08	0.16	0.02	0.97	0.01	0.15	0.85	1.00
Final Sat.:	26	237	316	427	44	88	20	768	4	99	584	801
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.70	0.70	0.70	0.16	0.16	0.24
Crit Moves:		****			****			****				****
Delay/Veh:	8.6	8.6	8.6	9.3	9.3	9.3	17.0	17.0	17.0	8.8	8.8	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	9.3	9.3	9.3	17.0	17.0	17.0	8.8	8.8	8.5
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		8.6			9.3			17.0			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			9.3			17.0			8.6	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	2.1	2.1	2.1	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	45	53	6	12	18	61	120	1277	7	7	1195	4
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	45	53	6	12	18	61	121	1284	7	7	1202	4
Added Vol:	19	0	12	0	0	0	0	156	20	11	176	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	53	18	12	18	61	121	1440	27	18	1378	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	53	18	12	18	61	121	1440	27	18	1378	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	53	18	12	18	61	121	1440	27	18	1378	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	53	18	12	18	61	121	1440	27	18	1378	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.79	0.26	0.26	0.74	1.00	1.00	1.96	0.04	1.00	1.99	0.01
Final Sat.:	1516	1258	426	422	1178	1600	1600	3141	59	1600	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.02	0.04	0.08	0.46	0.46	0.01	0.43	0.43
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 29.9 Worst Case Level Of Service: F[2773.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	7	0	13	16	1818	0	0	1480	44
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	7	0	13	16	1828	0	0	1488	44
Added Vol:	0	0	0	20	0	11	12	725	0	0	569	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	24	28	2553	0	0	2057	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	24	28	2553	0	0	2057	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	24	28	2553	0	0	2057	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	3422	4698	1060	2121	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	6	1	224	261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	5	1	224	261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	5.32	0.00	0.11	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	9	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	2773	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			2773.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	1	1 1	1 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	153	567	175	67	326	111	149	1249	38	53	1193	26
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	154	570	176	67	328	112	150	1256	38	53	1200	26
Added Vol:	116	0	10	0	0	0	0	166	69	10	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	570	186	67	328	112	150	1422	107	63	1385	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	570	186	67	328	112	150	1422	107	63	1385	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	570	186	67	328	112	150	1422	107	63	1385	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	570	186	67	328	112	150	1422	107	63	1385	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	1.86	0.14	1.00	1.96	0.04
Final Sat.:	3200	4800	1600	1600	4800	1600	1600	2976	224	1600	3141	59
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.04	0.07	0.07	0.09	0.48	0.48	0.04	0.44	0.44
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.231
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	41	526	192	43	336	42	52	1420	33	78	1173	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	41	529	193	43	338	42	52	1428	33	78	1180	41
Added Vol:	231	110	227	36	29	14	16	474	105	102	478	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	639	420	79	367	56	68	1902	138	180	1658	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	639	420	79	367	56	68	1902	138	180	1658	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	639	420	79	367	56	68	1902	138	180	1658	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	639	420	79	367	56	68	1902	138	180	1658	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	1.73	0.27	1.00	1.86	0.14	1.00	1.95	0.05
Final Sat.:	1600	1931	1269	1600	2775	425	1600	2983	217	1600	3122	78
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.05	0.13	0.13	0.04	0.64	0.64	0.11	0.53	0.53
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	107	741	116	0	485	105	113	1301	134	222	1235	100
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	108	745	117	0	488	106	114	1308	135	223	1242	101
Added Vol:	0	199	0	0	423	231	105	158	0	0	178	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	944	117	0	911	337	219	1466	135	223	1420	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	944	117	0	911	337	219	1466	135	223	1420	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	944	117	0	911	337	219	1466	135	223	1420	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	944	117	0	911	337	219	1466	135	223	1420	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.75	0.25	1.00	2.71	0.29
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4396	404	1600	4332	468
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.07	0.00	0.28	0.21	0.14	0.33	0.33	0.14	0.33	0.33
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	851	70	0	860	496	504	1091	28	164	1229	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	856	70	0	865	499	507	1097	28	165	1236	30
Added Vol:	0	286	99	0	348	376	309	165	0	185	225	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1142	169	0	1213	875	816	1262	28	350	1461	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1142	169	0	1213	875	816	1262	28	350	1461	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1142	169	0	1213	875	816	1262	28	350	1461	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1142	169	0	1213	875	816	1262	28	350	1461	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.32	1.68	1.18	2.78	0.04	1.00	2.94	0.06
Final Sat.:	0	3200	1600	0	3718	2682	1885	4446	70	1600	4703	97
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.11	0.00	0.33	0.33	0.43	0.28	0.40	0.22	0.31	0.31
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	622	137	46	27	217	11	0	1394	429	37	946	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	625	138	46	27	218	11	0	1402	431	37	951	9
Added Vol:	66	0	2	0	0	0	0	597	148	3	522	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	691	138	48	27	218	11	0	1999	579	40	1473	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	691	138	48	27	218	11	0	1999	579	40	1473	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	138	48	27	218	11	0	1999	579	40	1473	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	691	138	48	27	218	11	0	1999	579	40	1473	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.74	0.26	0.21	1.70	0.09	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3200	1185	415	339	2723	138	0	3200	1600	1600	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.22	0.12	0.12	0.08	0.08	0.08	0.00	0.62	0.36	0.03	0.46	0.46
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1	0 1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	464	29	71	462	203	128	632	62	57	581	84
Added Vol:	0	221	0	0	206	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	685	29	71	668	203	128	632	62	57	581	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	685	29	71	668	203	128	632	62	57	581	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	685	29	71	668	203	128	632	62	57	581	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	685	29	71	668	203	128	632	62	57	581	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1535	65	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.04	0.42	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	102	367	67	93	419	115	118	1206	64	81	1218	79
Added Vol:	33	76	39	64	71	40	37	533	68	86	359	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	443	106	157	490	155	155	1739	132	167	1577	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	443	106	157	490	155	155	1739	132	167	1577	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	443	106	157	490	155	155	1739	132	167	1577	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	443	106	157	490	155	155	1739	132	167	1577	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.74	0.26
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4460	340	1600	4390	410
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.07	0.10	0.31	0.10	0.10	0.39	0.39	0.10	0.36	0.36
Crit Moves:	****				****			****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: D[27.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	1	0	0	0	1!	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	12	434	2			2	595	16			34	0	63			0	0	2		
Growth Adj:	1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01		
Initial Bse:	12	436	2			2	598	16			34	0	63			0	0	2		
Added Vol:	0	163	0			0	150	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	12	599	2			2	748	16			34	0	63			0	0	2		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	12	599	2			2	748	16			34	0	63			0	0	2		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	12	599	2			2	748	16			34	0	63			0	0	2		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.1	6.5	6.2			xxxxx	xxxx	6.2		
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0	3.3			xxxxx	xxxx	3.3		
Capacity Module:																				
Cnflict Vol:	764	xxxx	xxxxx			601	xxxx	xxxxx			1386	1386	382			xxxx	xxxx	600		
Potent Cap.:	858	xxxx	xxxxx			986	xxxx	xxxxx			122	144	670			xxxx	xxxx	504		
Move Cap.:	858	xxxx	xxxxx			986	xxxx	xxxxx			120	142	670			xxxx	xxxx	504		
Volume/Cap:	0.01	xxxx	xxxx			0.00	xxxx	xxxx			0.29	0.00	0.09			xxxx	xxxx	0.00		
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	0.0		
Control Del:	9.3	xxxx	xxxxx			8.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	12.2		
LOS by Move:	A	*	*			A	*	*			*	*	*			*	*	B		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	257	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	1.7	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			8.7	xxxx	xxxxx			xxxxx	27.4	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			A	*	*			*	D	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					27.4					12.2				
ApproachLOS:	*					*					D					B				

Note: Queue reported is the number of cars per lane.

APPENDIX E

EXISTING PLUS PROJECT LEVEL OF SERVICE WORKSHEETS

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	4	Average Delay (sec/veh):	26.9
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	98	537	35	39	1404	516	200	203	157	107	243	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	537	35	39	1404	516	200	203	157	107	243	32
Added Vol:	0	2	5	0	7	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	539	40	39	1411	516	200	203	157	121	243	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	539	40	39	1411	516	200	203	157	121	243	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	539	40	39	1411	516	200	203	157	121	243	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	539	40	39	1411	516	200	203	157	121	243	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.83	0.83
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	1516	2795	207	1516	3032	1357	1516	1596	1357	1516	1386	183
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.03	0.47	0.38	0.13	0.13	0.12	0.08	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.62	0.54	0.54	0.61	0.53	0.53	0.36	0.22	0.22	0.34	0.20	0.20
Volume/Cap:	0.55	0.36	0.36	0.09	0.87	0.71	0.68	0.59	0.53	0.36	0.87	0.87
Delay/Veh:	19.4	13.5	13.5	8.5	25.8	20.9	31.2	37.8	36.6	24.9	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	13.5	13.5	8.5	25.8	20.9	31.2	37.8	36.6	24.9	61.0	61.0
LOS by Move:	B	B	B	A	C	C	C	D	D	C	E	E
HCM2kAvgQ:	2	5	5	1	23	13	7	6	5	3	11	11

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	4	Average Delay (sec/veh):	54.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	438	97	0	1044	664	216	456	76	237	1160	7
Added Vol:	0	0	0	0	7	14	7	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	438	97	0	1051	678	223	461	76	237	1174	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	438	97	0	1051	678	223	461	76	237	1174	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	438	97	0	1051	678	223	461	76	237	1174	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	438	97	0	1051	678	223	461	76	237	1174	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.78	0.78	0.84	0.80	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.64	0.36	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2416	535	0	3032	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.00	0.35	0.50	0.08	0.15	0.06	0.08	0.39	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.52	0.52	0.00	0.47	0.47	0.07	0.35	0.35	0.09	0.37	0.37
Volume/Cap:	1.06	0.35	0.35	0.00	0.73	1.06	1.06	0.44	0.16	0.87	1.06	0.01
Delay/Veh:	138.3	14.1	14.1	0.0	23.3	78.0	124.3	25.6	22.9	69.3	75.3	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.3	14.1	14.1	0.0	23.3	78.0	124.3	25.6	22.9	69.3	75.3	20.2
LOS by Move:	F	B	B	A	C	E	F	C	C	E	E	C
HCM2kAvgQ:	6	5	5	0	13	26	7	6	2	6	28	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 0 2		0 1	2 0 2		0 1	2 0 2		0 1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	438	97	0	1044	664	216	456	76	237	1160	7
Added Vol:	0	0	0	0	7	14	7	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	438	97	0	1051	678	223	461	76	237	1174	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	438	97	0	1051	678	223	461	76	237	1174	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	438	97	0	1051	678	223	461	76	237	1174	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	438	97	0	1051	678	223	461	76	237	1174	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.64	0.36	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2620	580	0	3200	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.00	0.33	0.42	0.07	0.14	0.05	0.07	0.37	0.00
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	4	Average Delay (sec/veh):	40.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	72	581	170	72	1179	145	43	400	58	395	894	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	581	170	72	1179	145	43	400	58	395	894	37
Added Vol:	14	0	0	0	0	7	0	5	5	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	581	170	72	1179	152	43	405	63	395	908	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	86	581	170	72	1179	152	43	405	63	395	908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	581	170	72	1179	152	43	405	63	395	908	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	86	581	170	72	1179	152	43	405	63	395	908	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.80	0.71	0.26	0.80	0.71	0.15	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	176	3032	1357	503	3032	1357	279	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.49	0.19	0.13	0.14	0.39	0.11	0.15	0.13	0.05	0.26	0.30	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.33	0.33	0.33	0.22	0.55	0.00
Volume/Cap:	1.08	0.47	0.31	0.35	0.96	0.28	0.46	0.40	0.14	1.20	0.54	0.00
Delay/Veh:	149.4	20.0	18.6	19.7	43.4	18.3	27.2	23.3	21.1	148.7	13.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.4	20.0	18.6	19.7	43.4	18.3	27.2	23.3	21.1	148.7	13.3	0.0
LOS by Move:	F	C	B	B	D	B	C	C	C	F	B	A
HCM2kAvgQ:	6	7	3	2	23	3	2	5	1	22	9	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[20.7]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0 0	0	
Volume Module:												
Base Vol:	21	0	72	1	0	1	0	371	5	28	685	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	0	72	1	0	1	0	371	5	28	685	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	72	1	0	1	0	371	5	28	685	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	0	72	1	0	1	0	371	5	28	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	72	1	0	1	0	371	5	28	685	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1115	1115	374	1151	1117	685	xxxx	xxxx	xxxxx	376	xxxx	xxxxx
Potent Cap.:	187	210	677	177	209	452	xxxx	xxxx	xxxxx	1194	xxxx	xxxxx
Move Cap.:	183	205	677	155	204	452	xxxx	xxxx	xxxxx	1194	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.11	0.01	0.00	0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	421	xxxxx	xxxx	231	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.0	xxxxx	xxxxx	20.7	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	A	*	*
ApproachDel:		16.0			20.7		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.2]

Street Name:	Hancock Ave						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0	1 1 0		1 0	2 1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	129	43	748	51	15	1871	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	129	43	748	51	15	1871	13
Added Vol:	0	0	0	0	0	0	0	12	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	129	43	760	51	15	1898	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	129	43	760	51	15	1898	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	129	43	760	51	15	1898	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	639	1911	xxxx	xxxxx	811	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	423	315	xxxx	xxxxx	824	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	423	315	xxxx	xxxxx	824	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.14	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.3	0.5	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.2	18.2	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	C	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	4	Average Delay (sec/veh):	41.2
Optimal Cycle:	157	Level Of Service:	D

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	1	0 1 0
Volume Module:												
Base Vol:	482	8	18	12	29	40	13	717	241	1	1414	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	8	18	12	29	40	13	717	241	1	1414	7
Added Vol:	0	0	0	0	0	2	1	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	8	18	12	29	42	14	719	241	1	1421	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	8	18	12	29	42	14	719	241	1	1421	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	8	18	12	29	42	14	719	241	1	1421	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	8	18	12	29	42	14	719	241	1	1421	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.78	0.78	0.78	0.80	0.80	0.71	0.80	0.80	0.80
Lanes:	1.97	0.03	1.00	0.14	0.35	0.51	1.00	2.00	1.00	0.01	1.98	0.01
Final Sat.:	2992	50	1357	214	516	747	1516	3032	1357	2	3012	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.01	0.06	0.06	0.06	0.01	0.24	0.18	0.47	0.47	0.47
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.06	0.06	0.06	0.75	0.25	0.25	0.49	0.73	0.73
Volume/Cap:	0.96	0.96	0.08	0.96	0.96	0.96	0.11	0.95	0.71	0.96	0.65	0.65
Delay/Veh:	79.7	79.7	42.3	140.1	140	140.1	12.6	65.3	47.9	44.6	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	79.7	42.3	140.1	140	140.1	12.6	65.3	47.9	44.6	9.2	9.2
LOS by Move:	E	E	D	F	F	F	B	E	D	D	A	A
HCM2kAvgQ:	13	13	1	6	6	6	0	18	9	32	15	15

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	4	Average Delay (sec/veh):	17.7
Optimal Cycle:	44	Level Of Service:	B

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0 1	0	1	0 2	0	1	1 0 2 0 1
Volume Module:												
Base Vol:	192	17	194	22	27	16	5	777	190	118	1677	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	17	194	22	27	16	5	777	190	118	1677	11
Added Vol:	0	1	3	0	4	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	18	197	22	31	16	5	777	190	127	1677	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	18	197	22	31	16	5	777	190	127	1677	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	18	197	22	31	16	5	777	190	127	1677	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	18	197	22	31	16	5	777	190	127	1677	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.80	0.80	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.45	0.08	1.47	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2098	122	2115	1516	999	516	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.01	0.03	0.03	0.00	0.26	0.14	0.08	0.55	0.01
Crit Moves:		****				****					****	
Green/Cycle:	0.19	0.19	0.37	0.04	0.04	0.04	0.00	0.55	0.55	0.73	0.73	0.73
Volume/Cap:	0.47	0.76	0.25	0.36	0.76	0.76	0.76	0.46	0.25	0.30	0.76	0.01
Delay/Veh:	43.4	52.0	26.0	59.5	98.4	98.4	253.0	16.4	14.2	11.9	11.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	52.0	26.0	59.5	98.4	98.4	253.0	16.4	14.2	11.9	11.5	4.5
LOS by Move:	D	D	C	E	F	F	F	B	B	B	B	A
HCM2kAvgQ:	4	8	3	1	3	3	1	9	4	2	21	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	4	Average Delay (sec/veh):	8.8
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	225	393	73	9	380	61	37	46	79	104	174	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	393	73	9	380	61	37	46	79	104	174	12
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	397	73	9	393	61	37	46	79	104	174	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	397	73	9	393	61	37	46	79	104	174	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	397	73	9	393	61	37	46	79	104	174	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	397	73	9	393	61	37	46	79	104	174	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.78	0.78	0.38	0.78	0.78	0.71	0.71	0.71	0.71	0.71	0.71
Lanes:	1.00	1.69	0.31	1.00	1.73	0.27	0.23	0.28	0.49	0.36	0.60	0.04
Final Sat.:	733	2502	460	717	2572	399	306	381	654	483	808	56
Capacity Analysis Module:												
Vol/Sat:	0.31	0.16	0.16	0.01	0.15	0.15	0.12	0.12	0.12	0.22	0.22	0.22
Crit Moves:	****										****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.57	0.29	0.29	0.02	0.28	0.28	0.32	0.32	0.32	0.57	0.57	0.57
Delay/Veh:	9.7	6.5	6.5	5.4	6.4	6.4	11.5	11.5	11.5	14.0	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	6.5	6.5	5.4	6.4	6.4	11.5	11.5	11.5	14.0	14.0	14.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	2	2	0	2	2	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.349
Loss Time (sec):	4	Average Delay (sec/veh):	33.1
Optimal Cycle:	180	Level Of Service:	C

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	78	489	110	66	423	94	103	670	46	150	1746	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	489	110	66	423	94	103	670	46	150	1746	119
Added Vol:	0	0	0	0	0	13	4	12	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	489	110	66	423	107	107	682	46	150	1773	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	489	110	66	423	107	107	682	46	150	1773	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	489	110	66	423	107	107	682	46	150	1773	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	489	110	66	423	107	107	682	46	150	1773	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.80	0.71	0.80	0.77	0.77	0.06	0.79	0.79	0.28	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	330	3032	1357	1516	2348	594	105	2815	190	541	2816	189
Capacity Analysis Module:												
Vol/Sat:	0.24	0.16	0.08	0.04	0.18	0.18	1.02	0.24	0.24	0.28	0.63	0.63
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.19	0.19	0.03	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	1.08	0.83	0.42	1.27	0.79	0.79	1.39	0.33	0.33	0.38	0.86	0.86
Delay/Veh:	171.1	48.9	36.5	263.5	42.8	42.8	249.2	4.8	4.8	5.6	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.1	48.9	36.5	263.5	42.8	42.8	249.2	4.8	4.8	5.6	13.3	13.3
LOS by Move:	F	D	D	F	D	D	F	A	A	A	B	B
HCM2kAvgQ:	6	10	3	6	10	10	7	4	4	2	25	25

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	4	Average Delay (sec/veh):	15.5
Optimal Cycle:	36	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	68	513	115	113	483	42	18	415	35	143	691	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	513	115	113	483	42	18	415	35	143	691	158
Added Vol:	21	0	0	0	0	0	0	9	10	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	513	115	113	483	42	18	424	45	143	725	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	513	115	113	483	42	18	424	45	143	725	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	513	115	113	483	42	18	424	45	143	725	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	513	115	113	483	42	18	424	45	143	725	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.80	0.71	0.27	0.80	0.71	0.19	0.79	0.79	0.39	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	544	3032	1357	509	3032	1357	365	2703	287	749	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.08	0.22	0.16	0.03	0.05	0.16	0.16	0.19	0.45	0.12
Crit Moves:				****							****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.53	0.54	0.27	0.71	0.51	0.10	0.08	0.25	0.25	0.30	0.71	0.18
Delay/Veh:	24.4	22.1	19.8	37.2	21.7	18.5	5.4	6.0	6.0	6.5	11.5	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	22.1	19.8	37.2	21.7	18.5	5.4	6.0	6.0	6.5	11.5	5.7
LOS by Move:	C	C	B	D	C	B	A	A	A	A	B	A
HCM2kAvgQ:	2	5	2	4	5	1	0	2	2	2	12	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	4	Average Delay (sec/veh):	20.7
Optimal Cycle:	34	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	102	564	29	88	487	171	52	583	130	141	1221	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	564	29	88	487	171	52	583	130	141	1221	126
Added Vol:	0	15	0	2	8	0	0	2	0	0	6	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	579	29	90	495	171	52	585	130	141	1227	132
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	579	0	90	495	171	52	585	130	141	1227	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	579	0	90	495	171	52	585	130	141	1227	132
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	579	0	90	495	171	52	585	130	141	1227	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.80	0.84	0.23	0.80	0.71	0.14	0.80	0.71	0.33	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	523	3032	1596	434	3032	1357	259	3032	1357	621	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.21	0.16	0.13	0.20	0.19	0.10	0.23	0.40	0.10
Crit Moves:				****							****	
Green/Cycle:	0.33	0.33	0.00	0.33	0.33	0.33	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.59	0.58	0.00	0.63	0.50	0.38	0.31	0.30	0.15	0.36	0.63	0.15
Delay/Veh:	39.3	34.4	0.0	43.2	32.8	31.6	10.9	9.8	8.7	10.7	13.8	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	34.4	0.0	43.2	32.8	31.6	10.9	9.8	8.7	10.7	13.8	8.7
LOS by Move:	D	C	A	D	C	C	B	A	A	B	B	A
HCM2kAvgQ:	4	10	0	3	7	5	1	5	2	3	15	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	4	Average Delay (sec/veh):	18.6
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	64	97	159	52	122	16	41	631	33	234	1600	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	97	159	52	122	16	41	631	33	234	1600	52
Added Vol:	0	0	0	0	0	0	0	16	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	97	159	52	122	16	41	647	33	234	1640	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	97	159	52	122	16	41	647	33	234	1640	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	97	159	52	122	16	41	647	33	234	1640	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	97	159	52	122	16	41	647	33	234	1640	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.76	0.76	0.51	0.51	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.38	0.62	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	704	548	899	291	683	1357	1516	3032	1357	1516	2925	93
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.18	0.18	0.01	0.03	0.21	0.02	0.15	0.56	0.56
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.52	0.49	0.49	0.75	0.70	0.70
Volume/Cap:	0.41	0.79	0.79	0.80	0.80	0.05	0.28	0.44	0.05	0.38	0.80	0.80
Delay/Veh:	34.8	48.9	48.9	55.1	55.1	30.6	13.1	17.0	13.6	5.2	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	48.9	48.9	55.1	55.1	30.6	13.1	17.0	13.6	5.2	12.3	12.3
LOS by Move:	C	D	D	E	E	C	B	B	B	A	B	B
HCM2kAvgQ:	2	10	10	7	7	0	1	7	1	2	18	18

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	4	Average Delay (sec/veh):	11.0
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	0	0 1!	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	40	240	116	41	308	17	9	326	46	381	302	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	240	116	41	308	17	9	326	46	381	302	92
Added Vol:	8	0	0	0	0	0	0	19	7	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	240	116	41	308	17	9	345	53	381	357	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	48	240	116	41	308	17	9	345	53	381	357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	240	116	41	308	17	9	345	53	381	357	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	48	240	116	41	308	17	9	345	53	381	357	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.84	0.71	0.43	0.83	0.83	0.82	0.82	0.82	0.53	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.02	0.85	0.13	1.00	1.00	1.00
Final Sat.:	659	1596	1357	814	1500	83	34	1319	203	1002	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.05	0.21	0.21	0.26	0.26	0.26	0.38	0.22	0.00
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.55	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.19	0.39	0.22	0.13	0.54	0.54	0.48	0.48	0.48	0.70	0.41	0.00
Delay/Veh:	11.7	12.8	11.7	11.3	14.2	14.2	8.1	8.1	8.1	13.1	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	12.8	11.7	11.3	14.2	14.2	8.1	8.1	8.1	13.1	7.6	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	3	1	1	5	5	5	5	5	5	3	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	4	Average Delay (sec/veh):	24.8
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	44	309	126	41	484	218	58	682	104	110	1123	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	309	126	41	484	218	58	682	104	110	1123	45
Added Vol:	0	8	0	2	5	0	0	0	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	317	126	43	489	218	58	682	104	110	1129	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	317	126	43	489	218	58	682	104	110	1129	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	317	126	43	489	218	58	682	104	110	1129	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	317	126	43	489	218	58	682	104	110	1129	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.84	0.71	0.38	0.80	0.80	0.12	0.80	0.71	0.26	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1596	1357	717	1053	469	231	3032	1357	503	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.09	0.06	0.46	0.46	0.25	0.22	0.08	0.22	0.37	0.03
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.37	0.46	0.21	0.14	1.07	1.07	0.48	0.45	0.15	0.44	0.74	0.07
Delay/Veh:	13.4	12.5	10.8	10.5	72.8	72.8	12.9	9.9	8.2	10.8	14.0	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	12.5	10.8	10.5	72.8	72.8	12.9	9.9	8.2	10.8	14.0	7.8
LOS by Move:	B	B	B	B	E	E	B	A	A	B	B	A
HCM2kAvgQ:	1	5	2	0	21	21	1	5	1	1	9	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	4	Average Delay (sec/veh):	25.1
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	155	66	152	68	55	18	20	780	86	129	1587	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	66	152	68	55	18	20	780	86	129	1587	98
Added Vol:	4	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	66	152	68	55	18	20	780	97	129	1587	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	66	152	68	55	18	20	780	97	129	1587	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	66	152	68	55	18	20	780	97	129	1587	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	66	152	68	55	18	20	780	97	129	1587	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.36	0.30	1.34	0.48	0.39	0.13	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1996	438	1973	738	597	195	1516	3032	1357	1516	2830	175
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.08	0.09	0.09	0.09	0.01	0.26	0.07	0.09	0.56	0.56
Crit Moves:		****			****		****				****	
Green/Cycle:	0.18	0.18	0.35	0.11	0.11	0.11	0.02	0.51	0.51	0.69	0.66	0.66
Volume/Cap:	0.45	0.84	0.22	0.84	0.84	0.84	0.84	0.50	0.14	0.34	0.84	0.84
Delay/Veh:	44.4	61.5	27.8	83.2	83.2	83.2	175.6	19.6	15.6	13.5	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	61.5	27.8	83.2	83.2	83.2	175.6	19.6	15.6	13.5	19.0	19.0
LOS by Move:	D	E	C	F	F	F	F	B	B	B	B	B
HCM2kAvgQ:	4	9	3	7	7	7	2	10	2	2	27	27

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[21.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	104	494	2	2	410	93	21	2	67	5	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	494	2	2	410	93	21	2	67	5	1	8
Added Vol:	0	8	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	502	2	2	434	93	21	2	67	5	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	502	2	2	434	93	21	2	67	5	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	104	502	2	2	434	93	21	2	67	5	1	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	527	xxxx	xxxxx	504	xxxx	xxxxx	1200	1197	481	1230	1242	503
Potent Cap.:	1050	xxxx	xxxxx	1071	xxxx	xxxxx	163	188	590	156	176	573
Move Cap.:	1050	xxxx	xxxxx	1071	xxxx	xxxxx	148	169	590	126	158	573
Volume/Cap:	0.10	xxxx	xxxx	0.00	xxxx	xxxx	0.14	0.01	0.11	0.04	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	337	xxxxx	xxxx	234	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.6	xxxxx	xxxxx	21.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			19.6			21.4		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	4	Average Delay (sec/veh):	105.6
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	277	94	129	264	80	51	789	39	115	1444	41
Added Vol:	0	0	0	24	0	0	0	24	0	3	13	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	277	94	153	264	80	51	813	39	118	1457	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	277	94	153	264	0	51	813	39	118	1457	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	277	94	153	264	0	51	813	39	118	1457	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	277	94	153	264	0	51	813	39	118	1457	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.20	1.34	0.46	0.73	1.27	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	353	2327	790	1301	2244	1900	1805	5187	1615	1805	3477	115
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.12	0.12	0.00	0.03	0.16	0.02	0.07	0.42	0.42
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.74	0.74	0.74	0.73	0.73	0.00	0.09	0.49	0.07	0.20	1.30	1.30
Delay/Veh:	54.7	54.7	54.7	54.2	54.2	0.0	29.3	34.0	29.2	30.6	183	182.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	54.7	54.2	54.2	0.0	29.3	34.0	29.2	30.6	183	182.9
LOS by Move:	D	D	D	D	D	A	C	C	C	C	F	F
HCM2kAvgQ:	8	8	8	9	9	0	1	9	1	3	52	52

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	277	94	129	264	80	51	789	39	115	1444	41
Added Vol:	0	0	0	24	0	0	0	24	0	3	13	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	277	94	153	264	80	51	813	39	118	1457	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	277	94	153	264	0	51	813	39	118	1457	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	277	94	153	264	0	51	813	39	118	1457	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	277	94	153	264	0	51	813	39	118	1457	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.34	0.46	0.73	1.27	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	325	2146	728	1174	2026	1600	1600	4800	1600	1600	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.13	0.00	0.03	0.17	0.02	0.07	0.47	0.47
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.031
Loss Time (sec):	4	Average Delay (sec/veh):	18.7
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	312	79	60	372	92	53	683	61	222	1011	41
Added Vol:	0	37	0	0	3	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	349	79	60	375	92	53	683	61	222	1011	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	349	79	60	375	92	53	683	61	222	1011	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	349	79	60	375	92	53	683	61	222	1011	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	349	79	60	375	92	53	683	61	222	1011	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.84	0.71	0.28	0.81	0.81	0.80	0.79	0.79	0.80	0.79	0.79
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.84	0.16	1.00	1.91	0.09
Final Sat.:	318	1596	1357	533	1243	305	1516	2750	246	1516	2877	134
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.06	0.11	0.30	0.30	0.03	0.25	0.25	0.15	0.35	0.35
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.47	0.42	0.42	0.61	0.55	0.55
Volume/Cap:	0.80	0.62	0.17	0.32	0.86	0.86	0.23	0.59	0.59	0.53	0.64	0.64
Delay/Veh:	52.9	21.3	16.1	17.9	34.5	34.5	11.1	16.5	16.5	9.0	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	21.3	16.1	17.9	34.5	34.5	11.1	16.5	16.5	9.0	12.1	12.1
LOS by Move:	D	C	B	B	C	C	B	B	B	A	B	B
HCM2kAvgQ:	4	7	1	1	11	11	1	7	7	4	9	9

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	312	79	60	372	92	53	683	61	222	1011	41
Added Vol:	0	37	0	0	3	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	349	79	60	375	92	53	683	61	222	1011	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	349	79	60	375	92	53	683	61	222	1011	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	349	79	60	375	92	53	683	61	222	1011	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	349	79	60	375	92	53	683	61	222	1011	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.84	0.16	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1285	315	1600	2938	262	1600	3058	142
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.05	0.04	0.29	0.29	0.03	0.23	0.23	0.14	0.33	0.33
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	4	Average Delay (sec/veh):	6.9
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	1 0
Volume Module:														
Base Vol:	117	64	6	0	0	0	14	665	10		23	1473	119	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	117	64	6	0	0	0	14	665	10		23	1473	119	
Added Vol:	23	1	0	0	0	0	0	16	0		40	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	140	65	6	0	0	0	14	681	10		63	1473	119	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	65	6	0	0	0	14	681	10		63	1473	119	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	140	65	6	0	0	0	14	681	10		63	1473	119	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	65	6	0	0	0	14	681	10		63	1473	119	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.75	0.75	0.75	0.84	0.84	0.84	0.11	0.80	0.80		0.31	0.79	0.79	
Lanes:	1.50	0.46	0.04	0.00	0.00	1.00	1.00	1.97	0.03		1.00	1.85	0.15	
Final Sat.:	2141	660	61	0	0	1596	206	2983	44		589	2775	224	
Capacity Analysis Module:														
Vol/Sat:	0.07	0.10	0.10	0.00	0.00	0.00	0.07	0.23	0.23		0.11	0.53	0.53	
Crit Moves:		****										****		
Green/Cycle:	0.15	0.15	0.15	0.00	0.00	0.00	0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.44	0.66	0.66	0.00	0.00	0.00	0.08	0.28	0.28		0.13	0.66	0.66	
Delay/Veh:	39.2	44.9	44.9	0.0	0.0	0.0	2.2	2.4	2.4		2.2	4.5	4.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.2	44.9	44.9	0.0	0.0	0.0	2.2	2.4	2.4		2.2	4.5	4.5	
LOS by Move:	D	D	D	A	A	A	A	A	A		A	A	A	
HCM2kAvgQ:	3	5	5	0	0	0	0	3	3		1	11	11	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	3	12	0	16	9	331	4	9	106	192
Added Vol:	0	0	0	15	0	0	0	12	0	0	31	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	3	27	0	16	9	343	4	9	137	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	27	0	16	9	343	4	9	137	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	27	0	16	9	343	4	9	137	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	27	0	16	9	343	4	9	137	224
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.63	0.00	0.37	0.03	0.96	0.01	0.06	0.94	1.00
Final Sat.:	270	135	203	390	0	231	20	767	9	45	679	849
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	xxxx	0.07	0.45	0.45	0.45	0.20	0.20	0.26
Crit Moves:	****			****				****				****
Delay/Veh:	8.4	8.4	8.4	8.6	0.0	8.6	11.0	11.0	11.0	8.8	8.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.6	0.0	8.6	11.0	11.0	11.0	8.8	8.8	8.3
LOS by Move:	A	A	A	A	*	A	B	B	B	A	A	A
ApproachDel:	8.4			8.6			11.0			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.6			11.0			8.5		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.8	0.8	0.8	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	38	31	4	3	18	61	80	970	4	8	1612	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	31	4	3	18	61	80	970	4	8	1612	5
Added Vol:	0	0	0	0	0	0	0	11	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	31	4	3	18	61	80	981	4	8	1616	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	31	4	3	18	61	80	981	4	8	1616	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	31	4	3	18	61	80	981	4	8	1616	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	31	4	3	18	61	80	981	4	8	1616	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.07	0.93	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	1600	1425	175	117	1483	1600	1600	3187	13	1600	3190	10
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.04	0.05	0.31	0.31	0.01	0.51	0.51
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: F[55.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			2	0	5			6	1302	0			0	1686	84		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			2	0	5			6	1302	0			0	1686	84		
Added Vol:	0	0	0			0	0	0			0	24	0			0	13	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			2	0	5			6	1326	0			0	1699	84		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			2	0	5			6	1326	0			0	1699	84		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			2	0	5			6	1326	0			0	1699	84		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	6.5	6.9			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			2416	3079	892			1783	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			28	12	289			353	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			27	12	289			353	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx			0.07	0.00	0.02			0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*			*	*	*			C	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx		78	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx		0.3	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx		55.9	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*		F	*		*	*	*			*	*	*		
ApproachDel:	xxxxxx					55.9					xxxxxx					xxxxxx				
ApproachLOS:	*					F					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	1	1 1	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	235	89	104	682	222	83	910	62	76	1593	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	235	89	104	682	222	83	910	62	76	1593	18
Added Vol:	4	0	0	0	0	0	0	11	11	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	235	89	104	682	222	83	921	73	76	1597	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	235	89	104	682	222	83	921	73	76	1597	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	235	89	104	682	222	83	921	73	76	1597	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	235	89	104	682	222	83	921	73	76	1597	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	1.10	1.00	3.00	1.00	1.00	1.85	0.15	1.00	1.98	0.02
Final Sat.:	3200	4642	1758	1600	4800	1600	1600	2965	235	1600	3164	36
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.07	0.14	0.14	0.05	0.31	0.31	0.05	0.50	0.50
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	23	300	91	34	548	73	34	1179	25	77	1361	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	300	91	34	548	73	34	1179	25	77	1361	19
Added Vol:	0	0	0	11	0	0	0	14	0	0	9	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	300	91	45	548	73	34	1193	25	77	1370	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	300	91	45	548	73	34	1193	25	77	1370	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	300	91	45	548	73	34	1193	25	77	1370	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	300	91	45	548	73	34	1193	25	77	1370	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.76	0.24	1.00	1.96	0.04	1.00	1.97	0.03
Final Sat.:	1600	2455	745	1600	2824	376	1600	3134	66	1600	3147	53
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.03	0.19	0.19	0.02	0.38	0.38	0.05	0.44	0.44
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	146	681	128	0	453	89	59	1058	111	185	1724	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	681	128	0	453	89	59	1058	111	185	1724	82
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	681	128	0	453	89	59	1072	111	185	1724	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	681	128	0	453	89	59	1072	111	185	1724	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	681	128	0	453	89	59	1072	111	185	1724	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	681	128	0	453	89	59	1072	111	185	1724	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.72	0.28	1.00	2.86	0.14
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4350	450	1600	4582	218
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.08	0.00	0.14	0.06	0.04	0.25	0.25	0.12	0.38	0.38
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Added Vol:	0	7	7	0	5	5	7	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	671	64	0	1409	529	562	1303	55	112	1406	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	671	64	0	1409	529	562	1303	55	112	1406	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	671	64	0	1409	529	562	1303	55	112	1406	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	671	64	0	1409	529	562	1303	55	112	1406	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.91	1.09	1.00	2.92	0.08	1.00	2.98	0.02
Final Sat.:	0	3200	1600	0	4653	1747	1600	4670	130	1600	4763	37
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.04	0.00	0.30	0.30	0.35	0.28	0.42	0.07	0.30	0.30
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	659	148	6	57	306	3	0	801	452	78	1323	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	148	6	57	306	3	0	801	452	78	1323	20
Added Vol:	0	0	0	0	0	0	0	24	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	659	148	6	57	306	3	0	825	452	78	1336	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	148	6	57	306	3	0	825	452	78	1336	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	148	6	57	306	3	0	825	452	78	1336	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	659	148	6	57	306	3	0	825	452	78	1336	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.96	0.04	0.31	1.67	0.02	0.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3200	1538	62	498	2675	26	0	3200	1600	1600	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.21	0.10	0.10	0.11	0.11	0.11	0.00	0.26	0.28	0.05	0.42	0.42
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0		1	1 0	2 0	1
Volume Module:												
Base Vol:	49	393	18	78	604	320	70	635	43	80	1079	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	393	18	78	604	320	70	635	43	80	1079	144
Added Vol:	0	37	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	430	18	78	607	320	70	635	43	80	1079	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	430	18	78	607	320	70	635	43	80	1079	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	430	18	78	607	320	70	635	43	80	1079	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	430	18	78	607	320	70	635	43	80	1079	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1536	64	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.38	0.20	0.04	0.20	0.03	0.05	0.34	0.09
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	123	369	85	64	514	138	76	1258	63	101	1963	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	369	85	64	514	138	76	1258	63	101	1963	49
Added Vol:	0	15	0	0	3	0	14	0	0	3	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	384	85	64	517	138	90	1258	63	104	1963	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	384	85	64	517	138	90	1258	63	104	1963	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	384	85	64	517	138	90	1258	63	104	1963	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	384	85	64	517	138	90	1258	63	104	1963	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.86	0.14	1.00	2.92	0.08
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4571	229	1600	4665	135
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.05	0.04	0.32	0.09	0.06	0.28	0.28	0.07	0.42	0.42
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	1	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	10	361	6		1	481	49		4	0	32		2	1	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	361	6		1	481	49		4	0	32		2	1	1	
Added Vol:	0	7	0		0	24	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	368	6		1	505	49		4	0	32		2	1	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	368	6		1	505	49		4	0	32		2	1	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	10	368	6		1	505	49		4	0	32		2	1	1	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	554	xxxx	xxxxx		374	xxxx	xxxxx		924	926	277		646	947	371	
Potent Cap.:	1026	xxxx	xxxxx		1196	xxxx	xxxxx		252	271	767		388	263	679	
Move Cap.:	1026	xxxx	xxxxx		1196	xxxx	xxxxx		249	268	767		369	260	679	
Volume/Cap:	0.01	xxxx	xxxx		0.00	xxxx	xxxx		0.02	0.00	0.04		0.01	0.00	0.00	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.5	xxxx	xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	623	xxxxx		xxxx	372	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	0.0	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx		xxxxx	11.1	xxxxx		xxxxx	14.8	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				11.1				14.8			
ApproachLOS:	*				*				B				B			

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	4	Average Delay (sec/veh):	24.6
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	86	697	68	63	854	288	253	230	137	53	160	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	697	68	63	854	288	253	230	137	53	160	70
Added Vol:	0	7	15	0	8	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	704	83	63	862	288	253	230	137	68	160	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	704	83	63	862	288	253	230	137	68	160	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	704	83	63	862	288	253	230	137	68	160	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	704	83	63	862	288	253	230	137	68	160	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.80	0.80
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1516	2669	315	1516	3032	1357	1516	1596	1357	1516	1059	463
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.04	0.28	0.21	0.17	0.14	0.10	0.04	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.51	0.43	0.43	0.48	0.41	0.41	0.47	0.35	0.35	0.33	0.22	0.22
Volume/Cap:	0.35	0.61	0.61	0.25	0.69	0.51	0.53	0.41	0.29	0.18	0.69	0.69
Delay/Veh:	16.1	23.0	23.0	15.7	25.6	22.6	18.6	24.9	23.6	23.7	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	23.0	23.0	15.7	25.6	22.6	18.6	24.9	23.6	23.7	41.7	41.7
LOS by Move:	B	C	C	B	C	C	B	C	C	C	D	D
HCM2kAvgQ:	1	10	10	1	12	7	6	6	3	2	8	8

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	4	Average Delay (sec/veh):	31.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	542	168	0	649	379	298	840	141	186	843	28
Added Vol:	0	0	0	0	8	15	22	15	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	542	168	0	657	394	320	855	141	186	858	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	542	168	0	657	394	320	855	141	186	858	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	542	168	0	657	394	320	855	141	186	858	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	542	168	0	657	394	320	855	141	186	858	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.84	0.80	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.53	0.47	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2232	692	0	3032	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.00	0.22	0.29	0.11	0.28	0.10	0.06	0.28	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.46	0.46	0.00	0.37	0.37	0.14	0.41	0.41	0.09	0.36	0.36
Volume/Cap:	0.79	0.52	0.52	0.00	0.59	0.79	0.79	0.69	0.25	0.73	0.79	0.06
Delay/Veh:	58.2	19.4	19.4	0.0	26.3	36.3	51.6	25.8	19.6	54.9	32.6	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	19.4	19.4	0.0	26.3	36.3	51.6	25.8	19.6	54.9	32.6	21.0
LOS by Move:	E	B	B	A	C	D	D	C	B	D	C	C
HCM2kAvgQ:	5	8	8	0	8	11	7	12	3	4	14	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 0 2		0 1	2 0 2		0 1	2 0 2		0 1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	542	168	0	649	379	298	840	141	186	843	28
Added Vol:	0	0	0	0	8	15	22	15	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	542	168	0	657	394	320	855	141	186	858	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	542	168	0	657	394	320	855	141	186	858	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	542	168	0	657	394	320	855	141	186	858	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	542	168	0	657	394	320	855	141	186	858	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.53	0.47	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2443	757	0	3200	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.00	0.21	0.25	0.10	0.27	0.09	0.06	0.27	0.02
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	4	Average Delay (sec/veh):	23.0
Optimal Cycle:	34	Level Of Service:	C

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	79	778	220	68	726	166	100	526	109	255	521	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	778	220	68	726	166	100	526	109	255	521	66
Added Vol:	15	0	0	0	0	8	0	15	15	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	778	220	68	726	174	100	541	124	255	536	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	94	778	220	68	726	174	100	541	124	255	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	778	220	68	726	174	100	541	124	255	536	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	94	778	220	68	726	174	100	541	124	255	536	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.80	0.71	0.17	0.80	0.71	0.30	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	359	3032	1357	319	3032	1357	576	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.16	0.21	0.24	0.13	0.17	0.18	0.09	0.17	0.18	0.00
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.33	0.33	0.33	0.24	0.57	0.00
Volume/Cap:	0.68	0.67	0.42	0.55	0.62	0.33	0.52	0.54	0.27	0.71	0.31	0.00
Delay/Veh:	35.8	24.3	20.8	26.9	23.4	19.9	26.8	24.9	22.3	38.0	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	24.3	20.8	26.9	23.4	19.9	26.8	24.9	22.3	38.0	10.2	0.0
LOS by Move:	D	C	C	C	C	B	C	C	C	D	B	A
HCM2kAvgQ:	4	10	5	2	9	4	3	7	3	8	4	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[19.0]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0 0	0	
Volume Module:												
Base Vol:	19	0	54	5	6	4	0	459	28	45	392	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	54	5	6	4	0	459	28	45	392	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	54	5	6	4	0	459	28	45	392	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	54	5	6	4	0	459	28	45	392	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	0	54	5	6	4	0	459	28	45	392	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	960	955	473	982	969	392	xxxx	xxxx	xxxxx	487	xxxx	xxxxx
Potent Cap.:	238	260	595	230	256	661	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx
Move Cap.:	225	249	595	203	245	661	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.09	0.02	0.02	0.01	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	417	xxxxx	xxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.5	xxxxx	xxxxx	19.0	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	A	*	*
ApproachDel:		15.5			19.0		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[14.0]

Street Name:	Hancock Ave									Santa Monica Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0			1	0	0			85	96	1269			38	37	1301			42
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	0	0			1	0	0			85	96	1269			38	37	1301			42
Added Vol:	0	0			0	0	0			0	0	37			0	0	31			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			1	0	0			85	96	1306			38	37	1332			42
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	0	0			1	0	0			85	96	1306			38	37	1332			42
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
FinalVolume:	0	0			1	0	0			85	96	1306			38	37	1332			42
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			672	xxxx	xxxx			465	1374	xxxx	xxxxx			1344	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx			403	xxxx	xxxx			550	506	xxxx	xxxxx			519	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx			403	xxxx	xxxx			550	506	xxxx	xxxxx			519	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx			0.00	xxxx	xxxx			0.15	0.19	xxxx	xxxx			0.07	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			0.5	0.7	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx			14.0	xxxxx	xxxx			12.7	13.8	xxxx	xxxxx			12.5	xxxx	xxxxx		
LOS by Move:	*	*			B	*	*			B	B	*	*			B	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx
Shared LOS:	*	*			*	*	*			*	*	*			*	*	*			*
ApproachDel:			14.0					12.7					xxxxxx					xxxxxx		
ApproachLOS:			B					B					*					*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	4	Average Delay (sec/veh):	14.3
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0	1 1 0
Volume Module:												
Base Vol:	280	16	27	13	24	31	24	1089	347	0	1105	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	16	27	13	24	31	24	1089	347	0	1105	12
Added Vol:	0	0	0	0	0	2	2	7	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	16	27	13	24	33	26	1096	347	0	1113	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	16	27	13	24	33	26	1096	347	0	1113	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	16	27	13	24	33	26	1096	347	0	1113	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	16	27	13	24	33	26	1096	347	0	1113	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.78	0.78	0.78	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.89	0.11	1.00	0.19	0.34	0.47	1.00	2.00	1.00	0.00	1.98	0.02
Final Sat.:	2884	165	1357	275	508	698	1516	3032	1357	0	2994	32
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.05	0.05	0.05	0.02	0.36	0.26	0.00	0.37	0.37
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.09	0.09	0.09	0.71	0.70	0.70	0.00	0.67	0.67
Volume/Cap:	0.55	0.55	0.11	0.55	0.55	0.55	0.10	0.51	0.36	0.00	0.55	0.55
Delay/Veh:	46.4	46.4	41.8	57.8	57.8	57.8	6.8	8.4	7.3	0.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	46.4	41.8	57.8	57.8	57.8	6.8	8.4	7.3	0.0	10.5	10.5
LOS by Move:	D	D	D	E	E	E	A	A	A	A	B	B
HCM2kAvgQ:	6	6	1	3	3	3	0	10	5	0	11	11

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	4	Average Delay (sec/veh):	20.5
Optimal Cycle:	35	Level Of Service:	C

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0 1	0	1	0 2	0	1	0 2	0	1
Volume Module:												
Base Vol:	133	30	231	50	34	26	17	1135	168	144	1178	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	30	231	50	34	26	17	1135	168	144	1178	40
Added Vol:	0	4	10	0	4	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	34	241	50	38	26	17	1135	168	154	1178	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	34	241	50	38	26	17	1135	168	154	1178	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	34	241	50	38	26	17	1135	168	154	1178	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	34	241	50	38	26	17	1135	168	154	1178	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.30	0.15	1.55	1.00	0.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1861	220	2211	1516	890	609	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.11	0.03	0.04	0.04	0.01	0.37	0.12	0.10	0.39	0.03
Crit Moves:		****				****		****			****	
Green/Cycle:	0.22	0.22	0.37	0.06	0.06	0.06	0.02	0.54	0.54	0.66	0.66	0.66
Volume/Cap:	0.32	0.70	0.30	0.54	0.70	0.70	0.58	0.70	0.23	0.46	0.58	0.04
Delay/Veh:	39.3	46.6	27.0	60.8	76.0	76.0	85.5	21.8	14.8	13.7	11.5	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	46.6	27.0	60.8	76.0	76.0	85.5	21.8	14.8	13.7	11.5	7.0
LOS by Move:	D	D	C	E	E	E	F	C	B	B	B	A
HCM2kAvgQ:	3	8	4	3	4	4	1	17	3	3	13	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	4	Average Delay (sec/veh):	8.4
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	69	358	77	16	340	32	58	69	64	55	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	358	77	16	340	32	58	69	64	55	46	16
Added Vol:	0	14	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	372	77	16	354	32	58	69	64	55	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	372	77	16	354	32	58	69	64	55	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	372	77	16	354	32	58	69	64	55	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	372	77	16	354	32	58	69	64	55	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.78	0.78	0.38	0.79	0.79	0.72	0.72	0.72	0.69	0.69	0.69
Lanes:	1.00	1.66	0.34	1.00	1.83	0.17	0.30	0.36	0.34	0.47	0.39	0.14
Final Sat.:	788	2447	507	717	2748	248	417	496	460	620	518	180
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.02	0.13	0.13	0.14	0.14	0.14	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.18	0.32	0.32	0.05	0.27	0.27	0.32	0.32	0.32	0.20	0.20	0.20
Delay/Veh:	7.8	8.2	8.2	7.1	8.0	8.0	9.6	9.6	9.6	8.9	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	8.2	8.2	7.1	8.0	8.0	9.6	9.6	9.6	8.9	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	3	3	0	2	2	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	4	Average Delay (sec/veh):	24.5
Optimal Cycle:	180	Level Of Service:	C

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	104	307	143	88	291	120	128	1095	107	178	1152	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	307	143	88	291	120	128	1095	107	178	1152	114
Added Vol:	0	0	0	0	0	14	14	37	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	307	143	88	291	134	142	1132	107	178	1183	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	307	143	88	291	134	142	1132	107	178	1183	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	307	143	88	291	134	142	1132	107	178	1183	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	307	143	88	291	134	142	1132	107	178	1183	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.80	0.71	0.80	0.76	0.76	0.13	0.79	0.79	0.14	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	1.00	1.83	0.17	1.00	1.82	0.18
Final Sat.:	493	3032	1357	1516	1979	911	244	2735	258	267	2730	263
Capacity Analysis Module:												
Vol/Sat:	0.21	0.10	0.11	0.06	0.15	0.15	0.58	0.41	0.41	0.67	0.43	0.43
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.06	0.29	0.29	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.93	0.45	0.46	0.93	0.51	0.51	0.87	0.62	0.62	1.00	0.65	0.65
Delay/Veh:	100.0	33.7	34.5	116.5	30.1	30.1	48.6	9.9	9.9	82.7	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.0	33.7	34.5	116.5	30.1	30.1	48.6	9.9	9.9	82.7	10.3	10.3
LOS by Move:	F	C	C	F	C	C	D	A	A	F	B	B
HCM2kAvgQ:	6	5	4	5	6	6	4	11	11	10	13	13

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	4	Average Delay (sec/veh):	12.8
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	64	372	84	123	399	77	33	486	60	121	417	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	372	84	123	399	77	33	486	60	121	417	165
Added Vol:	24	0	0	0	0	0	0	30	32	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	372	84	123	399	77	33	516	92	121	455	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	372	84	123	399	77	33	516	92	121	455	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	372	84	123	399	77	33	516	92	121	455	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	372	84	123	399	77	33	516	92	121	455	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.80	0.71	0.38	0.80	0.71	0.32	0.78	0.78	0.33	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00
Final Sat.:	686	3032	1357	721	3032	1357	616	2514	448	622	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.06	0.17	0.13	0.06	0.05	0.21	0.21	0.19	0.29	0.12
Crit Moves:				****							****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.36	0.35	0.17	0.48	0.37	0.16	0.09	0.35	0.35	0.33	0.48	0.21
Delay/Veh:	18.9	18.0	16.8	20.3	18.2	16.7	6.7	8.0	8.0	8.3	9.1	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	18.0	16.8	20.3	18.2	16.7	6.7	8.0	8.0	8.3	9.1	7.2
LOS by Move:	B	B	B	C	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	3	1	3	4	1	0	4	4	2	6	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	4	Average Delay (sec/veh):	18.7
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	114	352	135	127	413	129	66	826	168	119	905	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	352	135	127	413	129	66	826	168	119	905	95
Added Vol:	0	17	0	6	25	0	0	6	0	0	7	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	369	135	133	438	129	66	832	168	119	912	102
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	369	0	133	438	129	66	832	168	119	912	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	369	0	133	438	129	66	832	168	119	912	102
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	369	0	133	438	129	66	832	168	119	912	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.80	0.84	0.37	0.80	0.71	0.20	0.80	0.71	0.23	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	627	3032	1596	712	3032	1357	389	3032	1357	433	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.00	0.19	0.14	0.10	0.17	0.27	0.12	0.28	0.30	0.08
Crit Moves:				****							****	
Green/Cycle:	0.37	0.37	0.00	0.37	0.37	0.37	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.49	0.33	0.00	0.50	0.39	0.26	0.28	0.46	0.21	0.46	0.50	0.13
Delay/Veh:	30.7	27.2	0.0	30.8	28.0	26.6	12.5	13.7	11.3	14.8	14.2	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	27.2	0.0	30.8	28.0	26.6	12.5	13.7	11.3	14.8	14.2	10.6
LOS by Move:	C	C	A	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	4	5	0	4	6	3	1	9	3	3	10	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	4	Average Delay (sec/veh):	21.1
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	82	86	209	92	78	27	85	1018	56	193	1074	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	86	209	92	78	27	85	1018	56	193	1074	73
Added Vol:	0	0	0	0	0	0	0	51	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	86	209	92	78	27	85	1069	56	193	1119	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	86	209	92	78	27	85	1069	56	193	1119	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	86	209	92	78	27	85	1069	56	193	1119	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	86	209	92	78	27	85	1069	56	193	1119	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.75	0.75	0.42	0.42	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.29	0.71	0.54	0.46	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	816	416	1011	435	369	1357	1516	3032	1357	1516	2821	184
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.21	0.21	0.02	0.06	0.35	0.04	0.13	0.40	0.40
Crit Moves:					****			****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.57	0.49	0.49	0.68	0.58	0.58
Volume/Cap:	0.34	0.70	0.70	0.72	0.72	0.07	0.32	0.72	0.08	0.50	0.68	0.68
Delay/Veh:	28.6	36.8	36.8	41.9	41.9	25.5	11.2	21.9	13.6	11.9	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	36.8	36.8	41.9	41.9	25.5	11.2	21.9	13.6	11.9	15.4	15.4
LOS by Move:	C	D	D	D	D	C	B	C	B	B	B	B
HCM2kAvgQ:	2	9	9	6	6	1	2	15	1	3	13	13

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	4	Average Delay (sec/veh):	10.6
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	0	0 1!	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	44	289	189	67	205	23	21	336	81	219	231	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	289	189	67	205	23	21	336	81	219	231	85
Added Vol:	9	0	0	0	0	0	0	61	23	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	289	189	67	205	23	21	397	104	219	293	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	53	289	189	67	205	23	21	397	104	219	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	289	189	67	205	23	21	397	104	219	293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	53	289	189	67	205	23	21	397	104	219	293	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.84	0.71	0.34	0.83	0.83	0.81	0.81	0.81	0.49	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	0.04	0.76	0.20	1.00	1.00	1.00
Final Sat.:	785	1596	1357	653	1413	159	62	1163	305	922	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.14	0.10	0.15	0.15	0.34	0.34	0.34	0.24	0.18	0.00
Crit Moves:		****						****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.61	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.21	0.56	0.43	0.32	0.45	0.45	0.56	0.56	0.56	0.39	0.30	0.00
Delay/Veh:	14.0	16.9	15.4	15.0	15.5	15.5	7.3	7.3	7.3	6.1	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	16.9	15.4	15.0	15.5	15.5	7.3	7.3	7.3	6.1	5.4	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	2	1	4	4	6	6	6	2	2	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	4	Average Delay (sec/veh):	12.8
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	82	366	164	65	321	165	109	792	104	138	849	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	366	164	65	321	165	109	792	104	138	849	95
Added Vol:	0	9	0	6	17	0	0	0	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	375	164	71	338	165	109	792	104	138	856	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	375	164	71	338	165	109	792	104	138	856	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	375	164	71	338	165	109	792	104	138	856	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	375	164	71	338	165	109	792	104	138	856	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.84	0.71	0.33	0.80	0.80	0.20	0.80	0.71	0.22	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	431	1596	1357	627	1020	498	383	3032	1357	423	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.12	0.11	0.33	0.33	0.28	0.26	0.08	0.33	0.28	0.07
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.44	0.54	0.28	0.26	0.76	0.76	0.57	0.52	0.15	0.65	0.56	0.14
Delay/Veh:	13.5	13.5	11.2	11.4	19.8	19.8	14.5	10.5	8.2	18.2	10.9	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	11.2	11.4	19.8	19.8	14.5	10.5	8.2	18.2	10.9	8.2
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
HCM2kAvgQ:	2	6	2	1	8	8	2	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	4	Average Delay (sec/veh):	34.5
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	159	85	185	110	82	51	42	945	98	157	1044	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	85	185	110	82	51	42	945	98	157	1044	114
Added Vol:	12	0	0	0	0	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	85	185	110	82	51	42	945	110	157	1044	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	85	185	110	82	51	42	945	110	157	1044	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	85	185	110	82	51	42	945	110	157	1044	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	85	185	110	82	51	42	945	110	157	1044	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.33	0.32	1.35	0.45	0.34	0.21	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1944	474	1983	687	512	318	1516	3032	1357	1516	2693	294
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.09	0.16	0.16	0.16	0.03	0.31	0.08	0.10	0.39	0.39
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.36	0.21	0.21	0.21	0.04	0.40	0.40	0.54	0.50	0.50
Volume/Cap:	0.38	0.78	0.26	0.78	0.78	0.78	0.78	0.78	0.20	0.62	0.78	0.78
Delay/Veh:	39.3	50.3	27.0	57.1	57.1	57.1	108.7	34.8	23.7	32.1	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	50.3	27.0	57.1	57.1	57.1	108.7	34.8	23.7	32.1	27.6	27.6
LOS by Move:	D	D	C	E	E	E	F	C	C	C	C	C
HCM2kAvgQ:	4	10	3	10	10	10	3	17	3	5	20	20

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[23.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	38	512		3			6	564		25			29		2		84		1		0		5	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	38	512		3			6	564		25			29		2		84		1		0		5	
Added Vol:	0	27		0			0	27		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	38	539		3			6	591		25			29		2		84		1		0		5	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	38	539		3			6	591		25			29		2		84		1		0		5	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	38	539		3			6	591		25			29		2		84		1		0		5	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5		6.2		7.1		6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	616	xxxx	xxxxx				542	xxxx	xxxxx				1235		1234		604		1275		1245		541	
Potent Cap.:	974	xxxx	xxxxx				1037	xxxx	xxxxx				155		178		502		145		176		545	
Move Cap.:	974	xxxx	xxxxx				1037	xxxx	xxxxx				148		170		502		116		168		545	
Volume/Cap:	0.04	xxxx	xxxx				0.01	xxxx	xxxx				0.20		0.01		0.17		0.01		0.00		0.01	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	8.8	xxxx	xxxxx				8.5	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		307		xxxxx		xxxx		337		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		1.7		xxxxx		xxxxx		0.1		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		23.6		xxxxx		xxxxx		15.9		xxxxx	
Shared LOS:	*	*		*			*	*		*			*		C		*		*		C		*	
ApproachDel:	xxxxxx						xxxxxx						23.6						15.9					
ApproachLOS:	*						*						C						C					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	4	Average Delay (sec/veh):	52.7
Optimal Cycle:	124	Level Of Service:	D

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	254	197	182	293	95	86	1064	57	120	1008	49
Added Vol:	0	0	1	27	0	0	0	27	0	8	41	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	254	198	209	293	95	86	1091	57	128	1049	71
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	254	198	209	293	0	86	1091	57	128	1049	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	254	198	209	293	0	86	1091	57	128	1049	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	254	198	209	293	0	86	1091	57	128	1049	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.14	1.05	0.81	0.83	1.17	1.00	1.00	3.00	1.00	1.00	1.87	0.13
Final Sat.:	236	1766	1377	1473	2065	1900	1805	5187	1615	1805	3351	227
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.00	0.05	0.21	0.04	0.07	0.31	0.31
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.89	0.89	0.89	0.88	0.88	0.00	0.15	0.65	0.11	0.22	0.97	0.97
Delay/Veh:	67.7	67.7	67.7	65.5	65.5	0.0	30.0	37.0	29.6	30.8	61.1	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	67.7	67.7	65.5	65.5	0.0	30.0	37.0	29.6	30.8	61.1	61.1
LOS by Move:	E	E	E	E	E	A	C	D	C	C	E	E
HCM2kAvgQ:	11	11	11	13	13	0	2	13	1	3	25	25

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	254	197	182	293	95	86	1064	57	120	1008	49
Added Vol:	0	0	1	27	0	0	0	27	0	8	41	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	254	198	209	293	95	86	1091	57	128	1049	71
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	254	198	209	293	0	86	1091	57	128	1049	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	254	198	209	293	0	86	1091	57	128	1049	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	254	198	209	293	0	86	1091	57	128	1049	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.05	0.81	0.83	1.17	1.00	1.00	3.00	1.00	1.00	1.87	0.13
Final Sat.:	224	1672	1304	1332	1868	1600	1600	4800	1600	1600	2997	203
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.16	0.16	0.00	0.05	0.23	0.04	0.08	0.35	0.35
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	4	Average Delay (sec/veh):	16.5
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	376	139	97	328	56	91	679	50	157	692	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	376	139	97	328	56	91	679	50	157	692	94
Added Vol:	0	41	0	0	9	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	417	139	97	337	56	91	679	50	157	692	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	417	139	97	337	56	91	679	50	157	692	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	417	139	97	337	56	91	679	50	157	692	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	417	139	97	337	56	91	679	50	157	692	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.84	0.71	0.24	0.82	0.82	0.80	0.79	0.79	0.80	0.78	0.78
Lanes:	1.00	1.00	1.00	1.00	0.86	0.14	1.00	1.86	0.14	1.00	1.75	0.25
Final Sat.:	492	1596	1357	448	1340	223	1516	2796	206	1516	2596	379
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.10	0.22	0.25	0.25	0.06	0.24	0.24	0.10	0.27	0.27
Crit Moves:		****						****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.42	0.42	0.58	0.50	0.50
Volume/Cap:	0.43	0.70	0.27	0.58	0.67	0.67	0.29	0.57	0.57	0.40	0.53	0.53
Delay/Veh:	18.2	22.6	15.8	22.8	21.7	21.7	10.3	16.3	16.3	8.6	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	22.6	15.8	22.8	21.7	21.7	10.3	16.3	16.3	8.6	12.5	12.5
LOS by Move:	B	C	B	C	C	C	B	B	B	A	B	B
HCM2kAvgQ:	2	9	2	2	7	7	1	7	7	2	7	7

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	376	139	97	328	56	91	679	50	157	692	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	376	139	97	328	56	91	679	50	157	692	94
Added Vol:	0	41	0	0	9	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	417	139	97	337	56	91	679	50	157	692	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	417	139	97	337	56	91	679	50	157	692	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	417	139	97	337	56	91	679	50	157	692	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	417	139	97	337	56	91	679	50	157	692	101
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.86	0.14	1.00	1.86	0.14	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1372	228	1600	2981	219	1600	2792	408
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.09	0.06	0.25	0.25	0.06	0.23	0.23	0.10	0.25	0.25
Crit Moves:		****			****				****		****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	4	Average Delay (sec/veh):	8.8
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	1 0
Volume Module:														
Base Vol:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Added Vol:	72	4	0	0	0	0	0	51	0		45	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	158	49	25	0	0	5	50	1117	26		69	1064	69	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	49	25	0	0	5	50	1117	26		69	1064	69	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	158	49	25	0	0	5	50	1117	26		69	1064	69	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	158	49	25	0	0	5	50	1117	26		69	1064	69	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.64	0.65	0.65	0.84	0.84	0.73	0.18	0.80	0.80		0.17	0.79	0.79	
Lanes:	1.52	0.32	0.16	0.00	0.00	1.00	1.00	1.95	0.05		1.00	1.88	0.12	
Final Sat.:	1844	392	200	0	0	1381	335	2955	69		330	2822	183	
Capacity Analysis Module:														
Vol/Sat:	0.09	0.13	0.13	0.00	0.00	0.00	0.15	0.38	0.38		0.21	0.38	0.38	
Crit Moves:		****						****						
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.24	0.72	0.72	0.72		0.72	0.72	0.72	
Volume/Cap:	0.36	0.52	0.52	0.00	0.00	0.02	0.21	0.52	0.52		0.29	0.52	0.52	
Delay/Veh:	32.0	34.3	34.3	0.0	0.0	29.1	5.0	6.5	6.5		5.6	6.5	6.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.0	34.3	34.3	0.0	0.0	29.1	5.0	6.5	6.5		5.6	6.5	6.5	
LOS by Move:	C	C	C	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	3	5	5	0	0	0	1	8	8		1	8	8	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4	8	28	3	18	25	340	4	14	78	130
Added Vol:	0	0	0	47	0	0	0	37	0	0	35	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	8	75	3	18	25	377	4	14	113	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	75	3	18	25	377	4	14	113	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	75	3	18	25	377	4	14	113	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	75	3	18	25	377	4	14	113	166
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.78	0.03	0.19	0.06	0.93	0.01	0.11	0.89	1.00
Final Sat.:	0	206	411	474	19	114	47	716	8	75	608	797
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.16	0.16	0.16	0.53	0.53	0.53	0.19	0.19	0.21
Crit Moves:			****		****		****					****
Delay/Veh:	0.0	8.2	8.2	9.4	9.4	9.4	12.4	12.4	12.4	9.0	9.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	8.2	9.4	9.4	9.4	12.4	12.4	12.4	9.0	9.0	8.2
LOS by Move:	*	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.2			9.4			12.4			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			9.4			12.4			8.6	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.0	1.0	1.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	27	25	6	7	18	113	88	1097	8	10	1076	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	25	6	7	18	113	88	1097	8	10	1076	7
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	25	6	7	18	113	88	1109	8	10	1088	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	25	6	7	18	113	88	1109	8	10	1088	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	25	6	7	18	113	88	1109	8	10	1088	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	25	6	7	18	113	88	1109	8	10	1088	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.93	0.86	0.21	0.10	0.90	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	1490	1379	331	162	1438	1600	1600	3177	23	1600	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.07	0.06	0.35	0.35	0.01	0.34	0.34
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[96.3]

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Rights:	Include			Include			Include				Include			
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0		0 0	1 1	0	
Volume Module:														
Base Vol:	0	0	0	9	0	18	11	1630	0		0	1575	20	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0	9	0	18	11	1630	0		0	1575	20	
Added Vol:	0	0	0	0	0	0	0	27	0		0	41	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	9	0	18	11	1657	0		0	1616	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	9	0	18	11	1657	0		0	1616	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	0	0	0	9	0	18	11	1657	0		0	1616	20	
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	xxxxx	2477	3305	818	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	25	9	323	402	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	25	8	323	402	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.36	0.00	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx		

Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	64	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	96.3	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	F	*	*	*	*		*	*	*	
ApproachDel:	xxxxxx			96.3			xxxxxx				xxxxxx			
ApproachLOS:	*			F			*				*			

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 1	1	1 1	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	100	0	124	94	393	169	126	982	46	91	944	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	124	94	393	169	126	982	46	91	944	37
Added Vol:	12	0	0	0	0	0	0	12	12	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	0	124	94	393	169	126	994	58	91	956	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	124	94	393	169	126	994	58	91	956	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	124	94	393	169	126	994	58	91	956	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	0	124	94	393	169	126	994	58	91	956	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.89	0.11	1.00	1.93	0.07
Final Sat.:	3200	3200	3200	1600	4800	1600	1600	3024	176	1600	3081	119
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.06	0.08	0.11	0.08	0.33	0.33	0.06	0.31	0.31
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	49	324	137	52	376	71	61	1297	73	85	1289	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	324	137	52	376	71	61	1297	73	85	1289	35
Added Vol:	0	0	0	12	0	0	0	15	0	0	30	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	324	137	64	376	71	61	1312	73	85	1319	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	324	137	64	376	71	61	1312	73	85	1319	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	324	137	64	376	71	61	1312	73	85	1319	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	324	137	64	376	71	61	1312	73	85	1319	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.68	0.32	1.00	1.89	0.11	1.00	1.93	0.07
Final Sat.:	1600	2249	951	1600	2692	508	1600	3031	169	1600	3090	110
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.04	0.14	0.14	0.04	0.43	0.43	0.05	0.43	0.43
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	148	616	112	0	410	141	104	1066	162	189	1138	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	616	112	0	410	141	104	1066	162	189	1138	114
Added Vol:	0	0	0	0	0	0	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	616	112	0	410	141	104	1081	162	189	1138	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	616	112	0	410	141	104	1081	162	189	1138	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	616	112	0	410	141	104	1081	162	189	1138	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	616	112	0	410	141	104	1081	162	189	1138	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.61	0.39	1.00	2.73	0.27
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4174	626	1600	4363	437
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.07	0.00	0.13	0.09	0.07	0.26	0.26	0.12	0.26	0.26
Crit Moves:	****				****			****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	764	141	0	974	482	497	1070	34	178	946	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	141	0	974	482	497	1070	34	178	946	37
Added Vol:	0	8	8	0	15	15	8	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	772	149	0	989	497	505	1078	34	178	946	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	772	149	0	989	497	505	1078	34	178	946	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	772	149	0	989	497	505	1078	34	178	946	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	772	149	0	989	497	505	1078	34	178	946	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.66	1.34	1.00	2.94	0.06	1.00	2.89	0.11
Final Sat.:	0	3200	1600	0	4259	2141	1600	4702	98	1600	4619	181
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.09	0.00	0.23	0.23	0.32	0.23	0.35	0.11	0.20	0.20
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	533	78	45	29	164	11	0	1076	457	60	1092	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	78	45	29	164	11	0	1076	457	60	1092	13
Added Vol:	0	0	0	0	0	0	0	27	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	533	78	45	29	164	11	0	1103	457	60	1133	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	78	45	29	164	11	0	1103	457	60	1133	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	78	45	29	164	11	0	1103	457	60	1133	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	78	45	29	164	11	0	1103	457	60	1133	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.63	0.37	0.28	1.61	0.11	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1015	585	455	2573	173	0	3200	1600	1600	3164	36
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.08	0.06	0.06	0.06	0.00	0.34	0.29	0.04	0.36	0.36
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0		1	1 0	2 0	1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	461	29	71	459	202	127	628	62	57	578	84
Added Vol:	0	41	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	502	29	71	468	202	127	628	62	57	578	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	502	29	71	468	202	127	628	62	57	578	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	502	29	71	468	202	127	628	62	57	578	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	502	29	71	468	202	127	628	62	57	578	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1513	87	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.04	0.29	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	365	67	92	417	114	117	1199	64	81	1211	79
Added Vol:	0	17	0	0	9	0	15	0	0	8	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	382	67	92	426	114	132	1199	64	89	1211	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	382	67	92	426	114	132	1199	64	89	1211	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	382	67	92	426	114	132	1199	64	89	1211	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	382	67	92	426	114	132	1199	64	89	1211	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	1.00	2.80	0.20
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4557	243	1600	4475	325
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.04	0.06	0.27	0.07	0.08	0.26	0.26	0.06	0.27	0.27
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	13	421	4	2	573	14	10	0	42	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	421	4	2	573	14	10	0	42	2	0	3
Added Vol:	0	22	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	443	4	2	600	14	10	0	42	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	443	4	2	600	14	10	0	42	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	443	4	2	600	14	10	0	42	2	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	614	xxxx	xxxxx	447	xxxx	xxxxx	1084	1084	307	775	1089	445
Potent Cap.:	975	xxxx	xxxxx	1124	xxxx	xxxxx	196	219	738	318	217	617
Move Cap.:	975	xxxx	xxxxx	1124	xxxx	xxxxx	193	215	738	296	214	617
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.06	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	478	xxxxx	xxxx	430	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	13.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.4			13.5		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	4	Average Delay (sec/veh):	41.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	118	1080	72	79	784	270	483	436	126	38	174	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1080	72	79	784	270	483	436	126	38	174	108
Added Vol:	0	6	13	0	4	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1086	85	79	788	270	483	436	126	47	174	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1086	85	79	788	270	483	436	126	47	174	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1086	85	79	788	270	483	436	126	47	174	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1086	85	79	788	270	483	436	126	47	174	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.79	0.79
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1516	2781	218	1516	3032	1357	1516	1596	1357	1516	929	576
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.39	0.05	0.26	0.20	0.32	0.27	0.09	0.03	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.46	0.40	0.40	0.40	0.34	0.34	0.52	0.46	0.46	0.24	0.19	0.19
Volume/Cap:	0.48	0.99	0.99	0.55	0.75	0.58	0.87	0.59	0.20	0.20	0.99	0.99
Delay/Veh:	19.9	53.2	53.2	27.3	32.2	28.6	37.6	21.4	16.2	30.1	90.2	90.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	53.2	53.2	27.3	32.2	28.6	37.6	21.4	16.2	30.1	90.2	90.2
LOS by Move:	B	D	D	C	C	C	D	C	B	C	F	F
HCM2kAvgQ:	2	22	22	3	13	7	16	10	2	1	14	14

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	4	Average Delay (sec/veh):	58.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	804	137	0	606	355	441	1076	99	165	791	20
Added Vol:	0	0	0	0	4	9	19	13	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	804	137	0	610	364	460	1089	99	165	800	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	804	137	0	610	364	460	1089	99	165	800	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	804	137	0	610	364	460	1089	99	165	800	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	804	137	0	610	364	460	1089	99	165	800	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.78	0.78	0.84	0.80	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.71	0.29	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2534	432	0	3032	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.00	0.20	0.27	0.16	0.36	0.07	0.06	0.26	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.30	0.51	0.51	0.00	0.21	0.21	0.15	0.39	0.39	0.06	0.30	0.30
Volume/Cap:	0.20	0.63	0.63	0.00	0.98	1.30	1.02	0.92	0.19	0.92	0.88	0.05
Delay/Veh:	26.1	18.6	18.6	0.0	69.9	200.3	90.7	40.0	20.1	90.6	43.1	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	18.6	18.6	0.0	69.9	200.3	90.7	40.0	20.1	90.6	43.1	24.9
LOS by Move:	C	B	B	A	E	F	F	D	C	F	D	C
HCM2kAvgQ:	2	12	12	0	11	22	12	21	2	5	16	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	C

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 0 2		0 1	2 0 2		0 1	2 0 2		0 1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	804	137	0	606	355	441	1076	99	165	791	20
Added Vol:	0	0	0	0	4	9	19	13	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	804	137	0	610	364	460	1089	99	165	800	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	804	137	0	610	364	460	1089	99	165	800	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	804	137	0	610	364	460	1089	99	165	800	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	804	137	0	610	364	460	1089	99	165	800	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.71	0.29	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2734	466	0	3200	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.00	0.19	0.23	0.14	0.34	0.06	0.05	0.25	0.01
Crit Moves:	****						****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	4	Average Delay (sec/veh):	26.2
Optimal Cycle:	55	Level Of Service:	C

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	89	1079	348	69	776	77	105	811	50	235	462	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1079	348	69	776	77	105	811	50	235	462	66
Added Vol:	9	0	0	0	0	4	0	13	13	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1079	348	69	776	81	105	824	63	235	471	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	98	1079	348	69	776	81	105	824	63	235	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1079	348	69	776	81	105	824	63	235	471	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	98	1079	348	69	776	81	105	824	63	235	471	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.80	0.71	0.10	0.80	0.71	0.33	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	372	3032	1357	190	3032	1357	619	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.26	0.36	0.26	0.36	0.26	0.06	0.17	0.27	0.05	0.15	0.16	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.33	0.33	0.33	0.18	0.52	0.00
Volume/Cap:	0.60	0.81	0.58	0.82	0.58	0.14	0.51	0.82	0.14	0.85	0.30	0.00
Delay/Veh:	25.1	25.6	20.4	68.1	19.6	15.1	26.2	32.7	21.1	57.6	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	25.6	20.4	68.1	19.6	15.1	26.2	32.7	21.1	57.6	12.6	0.0
LOS by Move:	C	C	C	E	B	B	C	C	C	E	B	A
HCM2kAvgQ:	3	16	8	4	9	1	3	13	1	9	4	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: E[44.7]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0 0	0	
Volume Module:												
Base Vol:	29	0	117	22	2	22	0	840	30	44	410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	117	22	2	22	0	840	30	44	410	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	117	22	2	22	0	840	30	44	410	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	117	22	2	22	0	840	30	44	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	0	117	22	2	22	0	840	30	44	410	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1365	1353	855	1412	1368	410	xxxx	xxxx	xxxxx	870	xxxx	xxxxx
Potent Cap.:	126	151	361	117	148	646	xxxx	xxxx	xxxxx	783	xxxx	xxxxx
Move Cap.:	115	143	361	76	140	646	xxxx	xxxx	xxxxx	783	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.32	0.29	0.01	0.03	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	253	xxxxx	xxxx	135	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.3	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	36.9	xxxxx	xxxxx	44.7	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
Shared LOS:	*	E	*	*	E	*	*	*	*	A	*	*
ApproachDel:		36.9			44.7		xxxxxx			xxxxxx		
ApproachLOS:		E			E		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[16.0]

Street Name:	Hancock Ave									Santa Monica Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Added Vol:	0	0	0			0	0	0			0	32	0			0	17	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	2			0	0	73			150	1581	34			24	1206	61		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	2			0	0	73			150	1581	34			24	1206	61		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	2			0	0	73			150	1581	34			24	1206	61		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	808			xxxx	xxxx	433			1267	xxxx	xxxxx			1615	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	328			xxxx	xxxx	577			555	xxxx	xxxxx			409	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	328			xxxx	xxxx	577			555	xxxx	xxxxx			409	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	0.13			0.27	xxxx	xxxx			0.06	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	0.4			1.1	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	16.0			xxxxx	xxxx	12.1			13.9	xxxx	xxxxx			14.3	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	B			B	*	*			B	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	16.0					12.1					xxxxxx					xxxxxx				
ApproachLOS:	C					B					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	4	Average Delay (sec/veh):	14.6
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0	1 1 0
Volume Module:												
Base Vol:	273	23	32	21	24	29	52	1273	548	0	962	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	23	32	21	24	29	52	1273	548	0	962	22
Added Vol:	0	0	0	0	0	1	2	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	23	32	21	24	30	54	1279	548	0	966	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	23	32	21	24	30	54	1279	548	0	966	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	23	32	21	24	30	54	1279	548	0	966	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	23	32	21	24	30	54	1279	548	0	966	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.78	0.78	0.78	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.84	0.16	1.00	0.28	0.32	0.40	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	2814	237	1357	417	476	595	1516	3032	1357	0	2956	67
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.05	0.05	0.05	0.04	0.42	0.40	0.00	0.33	0.33
Crit Moves:	****				****			****			****	
Green/Cycle:	0.16	0.16	0.16	0.09	0.09	0.09	0.72	0.72	0.72	0.00	0.65	0.65
Volume/Cap:	0.59	0.59	0.14	0.59	0.59	0.59	0.34	0.59	0.56	0.00	0.51	0.51
Delay/Veh:	48.2	48.2	43.2	59.9	59.9	59.9	6.0	8.8	8.9	0.0	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	43.2	59.9	59.9	59.9	6.0	8.8	8.9	0.0	11.4	11.4
LOS by Move:	D	D	D	E	E	E	A	A	A	A	B	B
HCM2kAvgQ:	6	6	1	4	4	4	1	12	10	0	10	10

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	4	Average Delay (sec/veh):	24.3
Optimal Cycle:	61	Level Of Service:	C

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0 1	0	1	0 2	0	1	0 2	0	1
Volume Module:												
Base Vol:	226	26	304	35	29	9	14	1394	134	170	1024	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	26	304	35	29	9	14	1394	134	170	1024	39
Added Vol:	0	4	8	0	2	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	30	312	35	31	9	14	1394	134	176	1024	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	30	312	35	31	9	14	1394	134	176	1024	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	30	312	35	31	9	14	1394	134	176	1024	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	30	312	35	31	9	14	1394	134	176	1024	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.81	0.81	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.38	0.10	1.52	1.00	0.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1978	144	2185	1516	1195	347	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.14	0.02	0.03	0.03	0.01	0.46	0.10	0.12	0.34	0.03
Crit Moves:		****			****			****			****	
Green/Cycle:	0.25	0.25	0.39	0.03	0.03	0.03	0.02	0.55	0.55	0.67	0.67	0.67
Volume/Cap:	0.46	0.84	0.37	0.75	0.84	0.84	0.50	0.84	0.18	0.63	0.50	0.04
Delay/Veh:	38.5	51.8	26.4	105.5	130	130.3	72.5	26.6	13.7	30.7	10.1	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	51.8	26.4	105.5	130	130.3	72.5	26.6	13.7	30.7	10.1	6.8
LOS by Move:	D	D	C	F	F	F	E	C	B	C	B	A
HCM2kAvgQ:	5	11	5	3	3	3	1	25	2	5	10	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	4	Average Delay (sec/veh):	11.8
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	99	510	120	17	327	34	91	314	107	49	55	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	510	120	17	327	34	91	314	107	49	55	12
Added Vol:	0	12	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	522	120	17	335	34	91	314	107	49	55	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	522	120	17	335	34	91	314	107	49	55	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	522	120	17	335	34	91	314	107	49	55	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	522	120	17	335	34	91	314	107	49	55	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.78	0.78	0.23	0.79	0.79	0.76	0.76	0.76	0.65	0.65	0.65
Lanes:	1.00	1.63	0.37	1.00	1.82	0.18	0.18	0.61	0.21	0.42	0.48	0.10
Final Sat.:	753	2397	551	439	2714	275	257	887	302	522	586	128
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.04	0.12	0.12	0.35	0.35	0.35	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.37	0.62	0.62	0.11	0.35	0.35	0.62	0.62	0.62	0.16	0.16	0.16
Delay/Veh:	13.3	14.9	14.9	11.5	12.5	12.5	8.7	8.7	8.7	5.3	5.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	14.9	14.9	11.5	12.5	12.5	8.7	8.7	8.7	5.3	5.3	5.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	6	6	0	2	2	6	6	6	1	1	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.186
Loss Time (sec):	4	Average Delay (sec/veh):	34.7
Optimal Cycle:	180	Level Of Service:	C

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	566	258	88	379	84	109	1332	62	180	1034	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	566	258	88	379	84	109	1332	62	180	1034	116
Added Vol:	0	0	0	0	0	8	12	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	566	258	88	379	92	121	1364	62	180	1051	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	566	258	88	379	92	121	1364	62	180	1051	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	566	258	88	379	92	121	1364	62	180	1051	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	566	258	88	379	92	121	1364	62	180	1051	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.80	0.71	0.80	0.77	0.77	0.16	0.79	0.79	0.11	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.91	0.09	1.00	1.80	0.20
Final Sat.:	369	3032	1357	1516	2369	575	310	2883	131	214	2690	297
Capacity Analysis Module:												
Vol/Sat:	0.24	0.19	0.19	0.06	0.16	0.16	0.39	0.47	0.47	0.84	0.39	0.39
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.20	0.20	0.05	0.26	0.26	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	1.17	0.91	0.93	1.12	0.62	0.62	0.56	0.67	0.67	1.20	0.56	0.56
Delay/Veh:	195.8	56.9	75.0	186.2	34.6	34.6	10.3	9.2	9.2	150.3	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.8	56.9	75.0	186.2	34.6	34.6	10.3	9.2	9.2	150.3	7.5	7.5
LOS by Move:	F	E	E	F	C	C	B	A	A	F	A	A
HCM2kAvgQ:	7	13	12	6	8	8	2	12	12	12	10	10

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	4	Average Delay (sec/veh):	13.7
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	70	600	122	116	461	56	82	600	94	159	437	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	600	122	116	461	56	82	600	94	159	437	229
Added Vol:	14	0	0	0	0	0	0	25	27	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	600	122	116	461	56	82	625	121	159	459	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	600	122	116	461	56	82	625	121	159	459	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	600	122	116	461	56	82	625	121	159	459	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	600	122	116	461	56	82	625	121	159	459	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.80	0.71	0.27	0.80	0.71	0.29	0.78	0.78	0.26	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.00	1.00
Final Sat.:	653	3032	1357	514	3032	1357	560	2480	480	490	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.09	0.23	0.15	0.04	0.15	0.25	0.25	0.32	0.29	0.17
Crit Moves:				****							****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.31	0.48	0.22	0.54	0.37	0.10	0.28	0.48	0.48	0.61	0.54	0.32
Delay/Veh:	15.3	16.2	14.2	19.3	15.2	13.4	10.2	11.3	11.3	16.5	12.3	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	16.2	14.2	19.3	15.2	13.4	10.2	11.3	11.3	16.5	12.3	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	2	3	4	1	1	5	5	4	7	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	4	Average Delay (sec/veh):	21.6
Optimal Cycle:	34	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	127	627	290	136	558	125	88	1033	142	65	720	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	627	290	136	558	125	88	1033	142	65	720	121
Added Vol:	0	10	0	5	22	0	0	5	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	637	290	141	580	125	88	1038	142	65	724	125
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	637	0	141	580	125	88	1038	142	65	724	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	637	0	141	580	125	88	1038	142	65	724	125
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	637	0	141	580	125	88	1038	142	65	724	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.80	0.84	0.25	0.80	0.71	0.24	0.80	0.71	0.15	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	536	3032	1596	484	3032	1357	464	3032	1357	279	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.00	0.29	0.19	0.09	0.19	0.34	0.10	0.23	0.24	0.09
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.00	0.44	0.44	0.44	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.53	0.47	0.00	0.66	0.43	0.21	0.36	0.66	0.20	0.45	0.46	0.18
Delay/Veh:	26.6	23.7	0.0	33.3	23.1	20.6	17.8	21.9	15.5	20.0	18.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	23.7	0.0	33.3	23.1	20.6	17.8	21.9	15.5	20.0	18.2	15.2
LOS by Move:	C	C	A	C	C	C	B	C	B	C	B	B
HCM2kAvgQ:	4	9	0	4	7	3	2	14	3	2	9	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.075
Loss Time (sec):	4	Average Delay (sec/veh):	28.5
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	72	133	284	103	106	10	73	1231	38	171	926	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	133	284	103	106	10	73	1231	38	171	926	63
Added Vol:	0	0	0	0	0	0	0	43	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	133	284	103	106	10	73	1274	38	171	951	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	133	284	103	106	10	73	1274	38	171	951	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	133	284	103	106	10	73	1274	38	171	951	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	133	284	103	106	10	73	1274	38	171	951	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.75	0.75	0.35	0.35	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.32	0.68	0.49	0.51	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	790	457	976	330	340	1357	1516	3032	1357	1516	2818	187
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.31	0.31	0.01	0.05	0.42	0.03	0.11	0.34	0.34
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.48	0.48	0.62	0.53	0.53
Volume/Cap:	0.26	0.82	0.82	0.88	0.88	0.02	0.27	0.88	0.06	0.66	0.64	0.64
Delay/Veh:	23.4	39.7	39.7	59.4	59.4	21.0	12.1	30.1	14.1	28.3	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	39.7	39.7	59.4	59.4	21.0	12.1	30.1	14.1	28.3	17.5	17.5
LOS by Move:	C	D	D	E	E	C	B	C	B	C	B	B
HCM2kAvgQ:	2	14	14	9	9	0	1	22	1	3	11	11

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	4	Average Delay (sec/veh):	13.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	401	301	62	221	32	35	447	91	214	241	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	401	301	62	221	32	35	447	91	214	241	78
Added Vol:	5	0	0	0	0	0	0	52	20	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	401	301	62	221	32	35	499	111	214	276	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	74	401	301	62	221	32	35	499	111	214	276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	401	301	62	221	32	35	499	111	214	276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	74	401	301	62	221	32	35	499	111	214	276	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.84	0.71	0.25	0.82	0.82	0.80	0.80	0.80	0.49	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	0.05	0.78	0.17	1.00	1.00	1.00
Final Sat.:	757	1596	1357	472	1368	198	83	1180	262	930	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.22	0.13	0.16	0.16	0.42	0.42	0.42	0.23	0.17	0.00
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.28	0.73	0.64	0.38	0.47	0.47	0.73	0.73	0.73	0.40	0.30	0.00
Delay/Veh:	13.7	20.6	18.2	15.0	14.7	14.7	11.4	11.4	11.4	6.7	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	20.6	18.2	15.0	14.7	14.7	11.4	11.4	11.4	6.7	6.0	0.0
LOS by Move:	B	C	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	1	6	4	1	4	4	10	10	10	2	2	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	4	Average Delay (sec/veh):	12.9
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	64	481	153	66	335	122	118	879	68	89	848	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	481	153	66	335	122	118	879	68	89	848	101
Added Vol:	0	5	0	5	14	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	486	153	71	349	122	118	879	68	89	852	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	486	153	71	349	122	118	879	68	89	852	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	486	153	71	349	122	118	879	68	89	852	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	486	153	71	349	122	118	879	68	89	852	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.84	0.71	0.24	0.81	0.81	0.20	0.80	0.71	0.19	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	479	1596	1357	456	1136	397	386	3032	1357	370	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.11	0.16	0.31	0.31	0.31	0.29	0.05	0.24	0.28	0.07
Crit Moves:					****			****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.31	0.70	0.26	0.36	0.71	0.71	0.61	0.58	0.10	0.48	0.56	0.15
Delay/Veh:	12.0	17.1	11.1	12.5	17.4	17.4	16.4	11.1	8.0	11.8	10.9	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	17.1	11.1	12.5	17.4	17.4	16.4	11.1	8.0	11.8	10.9	8.2
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
HCM2kAvgQ:	1	9	2	1	7	7	3	7	1	1	6	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	4	Average Delay (sec/veh):	34.1
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1!	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	182	81	174	145	81	34	17	1187	81	160	974	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	81	174	145	81	34	17	1187	81	160	974	70
Added Vol:	10	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	81	174	145	81	34	17	1187	88	160	974	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	81	174	145	81	34	17	1187	88	160	974	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	81	174	145	81	34	17	1187	88	160	974	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	81	174	145	81	34	17	1187	88	160	974	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.36	0.31	1.33	0.56	0.31	0.13	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	2007	452	1957	850	475	199	1516	3032	1357	1516	2801	201
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.09	0.17	0.17	0.17	0.01	0.39	0.06	0.11	0.35	0.35
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.20	0.33	0.19	0.19	0.19	0.02	0.45	0.45	0.58	0.55	0.55
Volume/Cap:	0.47	0.88	0.27	0.88	0.88	0.88	0.63	0.88	0.15	0.66	0.63	0.63
Delay/Veh:	42.3	61.9	30.1	70.9	70.9	70.9	98.7	36.9	19.7	31.4	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	61.9	30.1	70.9	70.9	70.9	98.7	36.9	19.7	31.4	19.5	19.5
LOS by Move:	D	E	C	E	E	E	F	D	B	C	B	B
HCM2kAvgQ:	4	11	3	12	12	12	2	24	2	5	14	14

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 32.0 Worst Case Level Of Service: F[183.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	35	608	6	6	546	12	119	15	129	3	2	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	608	6	6	546	12	119	15	129	3	2	10
Added Vol:	0	23	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	631	6	6	561	12	119	15	129	3	2	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	631	6	6	561	12	119	15	129	3	2	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	631	6	6	561	12	119	15	129	3	2	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	573	xxxx	xxxxx	637	xxxx	xxxxx	1289	1286	567	1355	1289	634
Potent Cap.:	1010	xxxx	xxxxx	956	xxxx	xxxxx	142	166	527	128	165	483
Move Cap.:	1010	xxxx	xxxxx	956	xxxx	xxxxx	133	159	527	87	158	483
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	0.89	0.09	0.24	0.03	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	214	xxxxx	xxxx	221	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.5	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	184	xxxxx	xxxxx	22.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			183.5			22.5		
ApproachLOS:	*			*			F			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	4	Average Delay (sec/veh):	55.8
Optimal Cycle:	124	Level Of Service:	E

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	323	166	210	368	97	61	1379	54	98	821	48
Added Vol:	0	0	1	15	0	0	0	15	0	7	35	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	323	167	225	368	97	61	1394	54	105	856	67
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	323	167	225	368	0	61	1394	54	105	856	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	323	167	225	368	0	61	1394	54	105	856	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	323	167	225	368	0	61	1394	54	105	856	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.11	1.25	0.64	0.76	1.24	1.00	1.00	3.00	1.00	1.00	1.85	0.15
Final Sat.:	185	2137	1105	1344	2198	1900	1805	5187	1615	1805	3311	259
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.00	0.03	0.27	0.03	0.06	0.26	0.26
Crit Moves:	****			****				****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.94	0.94	0.94	1.04	1.04	0.00	0.10	0.83	0.10	0.18	0.80	0.80
Delay/Veh:	75.2	75.2	75.2	99.9	99.9	0.0	29.5	42.7	29.5	30.4	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	75.2	75.2	99.9	99.9	0.0	29.5	42.7	29.5	30.4	42.5	42.5
LOS by Move:	E	E	E	F	F	A	C	D	C	C	D	D
HCM2kAvgQ:	12	12	12	18	18	0	2	18	1	3	17	17

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	323	166	210	368	97	61	1379	54	98	821	48
Added Vol:	0	0	1	15	0	0	0	15	0	7	35	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	323	167	225	368	97	61	1394	54	105	856	67
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	323	167	225	368	0	61	1394	54	105	856	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	323	167	225	368	0	61	1394	54	105	856	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	323	167	225	368	0	61	1394	54	105	856	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.25	0.64	0.76	1.24	1.00	1.00	3.00	1.00	1.00	1.85	0.15
Final Sat.:	173	1995	1032	1214	1986	1600	1600	4800	1600	1600	2968	232
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.19	0.00	0.04	0.29	0.03	0.07	0.29	0.29
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.009
Loss Time (sec):	4	Average Delay (sec/veh):	16.4
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Prot+Permit				Prot+Permit			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0 1	1	0	0 1	0	1	0	1 1	0	1	0	1 0
Volume Module:														
Base Vol:	100	392	169	98	367	41	83	708	84		121	719	76	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	392	169	98	367	41	83	708	84		121	719	76	
Added Vol:	0	23	0	0	7	0	0	0	0		0	0	4	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	100	415	169	98	374	41	83	708	84		121	719	80	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	415	169	98	374	41	83	708	84		121	719	80	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	100	415	169	98	374	41	83	708	84		121	719	80	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	415	169	98	374	41	83	708	84		121	719	80	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.26	0.84	0.71	0.26	0.83	0.83	0.80	0.79	0.79		0.80	0.79	0.79	
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.79	0.21		1.00	1.80	0.20	
Final Sat.:	495	1596	1357	495	1417	155	1516	2667	316		1516	2688	299	
Capacity Analysis Module:														
Vol/Sat:	0.20	0.26	0.12	0.20	0.26	0.26	0.05	0.27	0.27		0.08	0.27	0.27	
Crit Moves:					****			****			****			
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.42	0.42		0.56	0.48	0.48	
Volume/Cap:	0.51	0.65	0.31	0.49	0.66	0.66	0.29	0.63	0.63		0.37	0.56	0.56	
Delay/Veh:	18.1	19.6	14.9	17.9	19.9	19.9	10.8	17.1	17.1		9.5	13.5	13.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.1	19.6	14.9	17.9	19.9	19.9	10.8	17.1	17.1		9.5	13.5	13.5	
LOS by Move:	B	B	B	B	B	B	B	B	B		A	B	B	
HCM2kAvgQ:	2	8	3	2	8	8	1	8	8		2	7	7	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	392	169	98	367	41	83	708	84	121	719	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	392	169	98	367	41	83	708	84	121	719	76
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	415	169	98	374	41	83	708	84	121	719	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	415	169	98	374	41	83	708	84	121	719	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	415	169	98	374	41	83	708	84	121	719	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	415	169	98	374	41	83	708	84	121	719	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.79	0.21	1.00	1.80	0.20
Final Sat.:	1600	1600	1600	1600	1442	158	1600	2861	339	1600	2880	320
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.11	0.06	0.26	0.26	0.05	0.25	0.25	0.08	0.25	0.25
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	4	Average Delay (sec/veh):	10.7
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1!	0	0	0	0 0	1	1	0 1	1	0	1	0 1	0
Volume Module:														
Base Vol:	117	89	20	0	0	11	33	1162	16		19	900	76	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	117	89	20	0	0	11	33	1162	16		19	900	76	
Added Vol:	61	3	0	0	0	0	0	43	0		25	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	178	92	20	0	0	11	33	1205	16		44	900	76	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	178	92	20	0	0	11	33	1205	16		44	900	76	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	178	92	20	0	0	11	33	1205	16		44	900	76	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	178	92	20	0	0	11	33	1205	16		44	900	76	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.65	0.67	0.67	0.84	0.84	0.73	0.21	0.80	0.80		0.15	0.79	0.79	
Lanes:	1.45	0.45	0.10	0.00	0.00	1.00	1.00	1.97	0.03		1.00	1.84	0.16	
Final Sat.:	1791	574	125	0	0	1381	399	2987	40		284	2763	233	
Capacity Analysis Module:														
Vol/Sat:	0.10	0.16	0.16	0.00	0.00	0.01	0.08	0.40	0.40		0.15	0.33	0.33	
Crit Moves:		****						****						
Green/Cycle:	0.27	0.27	0.27	0.00	0.00	0.27	0.69	0.69	0.69		0.69	0.69	0.69	
Volume/Cap:	0.36	0.59	0.59	0.00	0.00	0.03	0.12	0.59	0.59		0.23	0.47	0.47	
Delay/Veh:	29.6	33.3	33.3	0.0	0.0	26.7	5.5	8.6	8.6		6.4	7.4	7.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.6	33.3	33.3	0.0	0.0	26.7	5.5	8.6	8.6		6.4	7.4	7.4	
LOS by Move:	C	C	C	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	3	6	6	0	0	0	0	10	10		1	8	8	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	9	12	39	4	8	14	483	3	16	74	192
Added Vol:	0	0	0	40	0	0	0	32	0	0	20	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	9	12	79	4	8	14	515	3	16	94	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	79	4	8	14	515	3	16	94	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	79	4	8	14	515	3	16	94	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	79	4	8	14	515	3	16	94	212
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.87	0.04	0.09	0.02	0.97	0.01	0.15	0.85	1.00
Final Sat.:	26	230	306	481	24	49	20	740	4	96	565	771
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.16	0.16	0.16	0.70	0.70	0.70	0.17	0.17	0.27
Crit Moves:			****		****				****			****
Delay/Veh:	8.8	8.8	8.8	9.9	9.9	9.9	17.3	17.3	17.3	9.1	9.1	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.9	9.9	9.9	17.3	17.3	17.3	9.1	9.1	8.9
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		8.8			9.9			17.3			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			9.9			17.3			9.0	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	2.1	2.1	2.1	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	45	53	6	12	18	61	120	1277	7	7	1195	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	53	6	12	18	61	120	1277	7	7	1195	4
Added Vol:	0	0	0	0	0	0	0	7	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	53	6	12	18	61	120	1284	7	7	1205	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	53	6	12	18	61	120	1284	7	7	1205	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	53	6	12	18	61	120	1284	7	7	1205	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	53	6	12	18	61	120	1284	7	7	1205	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	1.02	0.11	0.26	0.74	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	1385	1631	185	422	1178	1600	1600	3183	17	1600	3189	11
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.02	0.04	0.08	0.40	0.40	0.00	0.38	0.38
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[90.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	7	0	13	16	1818	0	0	1480	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	13	16	1818	0	0	1480	44
Added Vol:	0	0	0	0	0	0	0	15	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	13	16	1833	0	0	1515	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	13	16	1833	0	0	1515	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	13	16	1833	0	0	1515	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2486	3402	780	1559	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	25	7	343	430	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	24	7	343	430	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.29	0.00	0.04	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	61	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	90.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			90.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1	1	1 1	1	1 0	1	1	1 0	1	1
Volume Module:												
Base Vol:	153	567	175	67	326	111	149	1249	38	53	1193	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	567	175	67	326	111	149	1249	38	53	1193	26
Added Vol:	10	0	0	0	0	0	0	7	7	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	567	175	67	326	111	149	1256	45	53	1203	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	567	175	67	326	111	149	1256	45	53	1203	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	567	175	67	326	111	149	1256	45	53	1203	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	567	175	67	326	111	149	1256	45	53	1203	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	1.93	0.07	1.00	1.96	0.04
Final Sat.:	3200	4800	1600	1600	4800	1600	1600	3089	111	1600	3132	68
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.04	0.07	0.07	0.09	0.41	0.41	0.03	0.38	0.38
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	41	526	192	43	336	42	52	1420	33	78	1173	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	526	192	43	336	42	52	1420	33	78	1173	41
Added Vol:	0	0	0	7	0	0	0	9	0	0	25	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	526	192	50	336	42	52	1429	33	78	1198	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	526	192	50	336	42	52	1429	33	78	1198	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	526	192	50	336	42	52	1429	33	78	1198	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	526	192	50	336	42	52	1429	33	78	1198	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.92	0.08
Final Sat.:	1600	2344	856	1600	2844	356	1600	3128	72	1600	3069	131
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.03	0.12	0.12	0.03	0.46	0.46	0.05	0.39	0.39
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	107	741	116	0	485	105	113	1301	134	222	1235	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	741	116	0	485	105	113	1301	134	222	1235	100
Added Vol:	0	0	0	0	0	0	0	9	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	741	116	0	485	105	113	1310	134	222	1235	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	741	116	0	485	105	113	1310	134	222	1235	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	741	116	0	485	105	113	1310	134	222	1235	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	741	116	0	485	105	113	1310	134	222	1235	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.72	0.28	1.00	2.78	0.22
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4355	445	1600	4440	360
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.07	0.00	0.15	0.07	0.07	0.30	0.30	0.14	0.28	0.28
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.947
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	851	70	0	860	496	504	1091	28	164	1229	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	851	70	0	860	496	504	1091	28	164	1229	30
Added Vol:	0	4	4	0	13	13	4	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	855	74	0	873	509	508	1095	28	164	1229	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	855	74	0	873	509	508	1095	28	164	1229	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	855	74	0	873	509	508	1095	28	164	1229	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	855	74	0	873	509	508	1095	28	164	1229	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.53	1.47	1.00	2.95	0.05	1.00	2.93	0.07
Final Sat.:	0	3200	1600	0	4043	2357	1600	4720	80	1600	4686	114
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.05	0.00	0.22	0.22	0.32	0.23	0.35	0.10	0.26	0.26
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	622	137	46	27	217	11	0	1394	429	37	946	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	622	137	46	27	217	11	0	1394	429	37	946	9
Added Vol:	0	0	0	0	0	0	0	15	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	622	137	46	27	217	11	0	1409	429	37	981	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	622	137	46	27	217	11	0	1409	429	37	981	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	622	137	46	27	217	11	0	1409	429	37	981	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	622	137	46	27	217	11	0	1409	429	37	981	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.75	0.25	0.21	1.70	0.09	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1198	402	339	2723	138	0	3200	1600	1600	3171	29
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.08	0.08	0.08	0.00	0.44	0.27	0.02	0.31	0.31
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	461	29	71	459	202	127	628	62	57	578	84
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	484	29	71	466	202	127	628	62	57	578	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	484	29	71	466	202	127	628	62	57	578	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	484	29	71	466	202	127	628	62	57	578	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	484	29	71	466	202	127	628	62	57	578	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1510	90	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.04	0.29	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	365	67	92	417	114	117	1199	64	81	1211	79
Added Vol:	0	10	0	0	7	0	9	0	0	7	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	375	67	92	424	114	126	1199	64	88	1211	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	375	67	92	424	114	126	1199	64	88	1211	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	375	67	92	424	114	126	1199	64	88	1211	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	375	67	92	424	114	126	1199	64	88	1211	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	1.00	2.81	0.19
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4557	243	1600	4489	311
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.04	0.06	0.27	0.07	0.08	0.26	0.26	0.06	0.27	0.27
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[18.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	1	0	1	0		0	0	1!	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	12	434		2			2	595		16			34		0		63			0		0		2
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00			1.00		1.00		1.00
Initial Bse:	12	434		2			2	595		16			34		0		63			0		0		2
Added Vol:	0	19		0			0	15		0			0		0		0			0		0		0
PasserByVol:	0	0		0			0	0		0			0		0		0			0		0		0
Initial Fut:	12	453		2			2	610		16			34		0		63			0		0		2
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00			1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00			1.00		1.00		1.00
PHF Volume:	12	453		2			2	610		16			34		0		63			0		0		2
Reduct Vol:	0	0		0			0	0		0			0		0		0			0		0		0
FinalVolume:	12	453		2			2	610		16			34		0		63			0		0		2
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5		6.2		xxxxx	xxxx				6.2
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0		3.3		xxxxx	xxxx				3.3
Capacity Module:																								
Cnflict Vol:	626	xxxx	xxxxx				455	xxxx	xxxxx				1101		1101		313		xxxx	xxxx				454
Potent Cap.:	965	xxxx	xxxxx				1116	xxxx	xxxxx				191		214		732		xxxx	xxxx				610
Move Cap.:	965	xxxx	xxxxx				1116	xxxx	xxxxx				188		211		732		xxxx	xxxx				610
Volume/Cap:	0.01	xxxx	xxxx				0.00	xxxx	xxxx				0.18		0.00		0.09		xxxx	xxxx				0.00
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx	xxxx				0.0
Control Del:	8.8	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx	xxxx				10.9
LOS by Move:	A	*		*			A	*		*			*		*		*		*	*				B
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		364		xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx		1.1		xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx		18.5		xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			A	*		*			*		C		*		*	*				*
ApproachDel:	xxxxxx						xxxxxx						18.5						10.9					
ApproachLOS:	*						*						C						B					

Note: Queue reported is the number of cars per lane.

APPENDIX F

CUMULATIVE PLUS PROJECT LEVEL OF SERVICE WORKSHEETS

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	4	Average Delay (sec/veh):	32.5
Optimal Cycle:	138	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	98	537	35	39	1404	516	200	203	157	107	243	32
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	99	540	35	39	1412	519	201	204	158	108	244	32
Added Vol:	4	118	15	0	130	1	1	20	3	54	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	658	50	39	1542	520	202	224	161	162	292	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	658	50	39	1542	520	202	224	161	162	292	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	658	50	39	1542	520	202	224	161	162	292	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	658	50	39	1542	520	202	224	161	162	292	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.83	0.83
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.90	0.10
Final Sat.:	1516	2786	213	1516	3032	1357	1516	1596	1357	1516	1416	156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.51	0.38	0.13	0.14	0.12	0.11	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.61	0.54	0.54	0.59	0.53	0.53	0.34	0.20	0.20	0.37	0.22	0.22
Volume/Cap:	0.60	0.43	0.43	0.11	0.95	0.72	0.73	0.69	0.59	0.49	0.95	0.95
Delay/Veh:	23.6	13.8	13.8	9.2	35.3	21.2	36.0	43.4	39.3	24.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	13.8	13.8	9.2	35.3	21.2	36.0	43.4	39.3	24.4	75.4	75.4
LOS by Move:	C	B	B	A	D	C	D	D	D	C	E	E
HCM2kAvgQ:	2	7	7	1	29	13	7	8	5	4	14	14

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.220
Loss Time (sec):	4	Average Delay (sec/veh):	85.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0	1	1 0	1	2 0	2 0	1	2 0	2 0 1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	155	440	98	0	1050	668	217	459	76	238	1166	7
Added Vol:	5	79	50	14	108	65	42	311	5	99	314	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	519	148	14	1158	733	259	770	81	337	1480	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	519	148	14	1158	733	259	770	81	337	1480	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	519	148	14	1158	733	259	770	81	337	1480	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	519	148	14	1158	733	259	770	81	337	1480	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.75	0.75	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.56	0.44	0.02	1.98	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2284	649	34	2828	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.41	0.41	0.54	0.09	0.25	0.06	0.11	0.49	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.49	0.49	0.44	0.44	0.44	0.07	0.34	0.34	0.13	0.40	0.40
Volume/Cap:	1.22	0.47	0.47	0.92	0.92	1.22	1.22	0.74	0.18	0.88	1.22	0.04
Delay/Veh:	196.7	17.2	17.2	37.7	37.7	141.1	179.7	31.9	23.2	62.5	136	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	196.7	17.2	17.2	37.7	37.7	141.1	179.7	31.9	23.2	62.5	136	18.3
LOS by Move:	F	B	B	D	D	F	F	C	C	E	F	B
HCM2kAvgQ:	7	7	7	17	17	37	10	12	2	8	44	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.152
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 1		1 0 1	2 0		2 0 1	2 0		2 0 1
Volume Module:												
Base Vol:	154	438	97	0	1044	664	216	456	76	237	1160	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	155	440	98	0	1050	668	217	459	76	238	1166	7
Added Vol:	5	79	50	14	108	65	42	311	5	99	314	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	519	148	14	1158	733	259	770	81	337	1480	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	519	148	14	1158	733	259	770	81	337	1480	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	519	148	14	1158	733	259	770	81	337	1480	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	519	148	14	1158	733	259	770	81	337	1480	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.56	0.44	0.02	1.98	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2492	708	38	3162	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.37	0.46	0.08	0.24	0.05	0.11	0.46	0.02
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.552
Loss Time (sec):	4	Average Delay (sec/veh):	70.5
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	72	581	170	72	1179	145	43	400	58	395	894	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	72	584	171	72	1186	146	43	402	58	397	899	37
Added Vol:	123	90	4	7	99	106	37	42	43	15	125	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	674	175	79	1285	252	80	444	101	412	1024	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	195	674	175	79	1285	252	80	444	101	412	1024	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	674	175	79	1285	252	80	444	101	412	1024	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	195	674	175	79	1285	252	80	444	101	412	1024	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.80	0.71	0.27	0.80	0.71	0.15	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	184	3032	1357	512	3032	1357	294	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	1.06	0.22	0.13	0.15	0.42	0.19	0.27	0.15	0.07	0.27	0.34	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.24	0.24	0.24	0.16	0.41	0.00
Volume/Cap:	1.94	0.40	0.23	0.28	0.77	0.34	1.00	0.61	0.31	1.66	0.83	0.00
Delay/Veh:	475.6	11.9	10.6	11.3	18.1	11.5	135.6	31.7	28.5	352.7	29.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	475.6	11.9	10.6	11.3	18.1	11.5	135.6	31.7	28.5	352.7	29.0	0.0
LOS by Move:	F	B	B	B	B	B	F	C	C	F	C	A
HCM2kAvgQ:	18	6	3	1	16	4	5	7	3	33	16	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[22.8]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	21	0	72	1	0	1	0	371	5	28	685	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	21	0	72	1	0	1	0	373	5	28	689	0
Added Vol:	4	0	0	0	0	0	0	24	3	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	72	1	0	1	0	397	8	28	743	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	72	1	0	1	0	397	8	28	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	72	1	0	1	0	397	8	28	743	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1201	1200	401	1236	1204	743	xxxx	xxxx	xxxxx	405	xxxx	xxxxx
Potent Cap.:	163	187	653	154	186	418	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx
Move Cap.:	160	182	653	135	181	418	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.11	0.01	0.00	0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	364	xxxxx	xxxx	204	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.5	xxxxx	xxxxx	22.8	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	A	*	*
ApproachDel:		18.5			22.8		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[25.3]

Street Name:	Hancock Ave						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0	1 1 0		1 0	2 1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	129	43	748	51	15	1871	13
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	130	43	752	51	15	1881	13
Added Vol:	0	0	0	0	0	0	0	349	0	0	416	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	130	43	1101	51	15	2297	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	130	43	1101	51	15	2297	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	130	43	1101	51	15	2297	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	772	2311	xxxx	xxxxx	1152	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	346	220	xxxx	xxxxx	614	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	346	220	xxxx	xxxxx	614	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.20	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.7	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.5	25.3	xxxx	xxxxx	11.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	D	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			21.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	1.128
Loss Time (sec):	4	Average Delay (sec/veh):	67.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	1	0 1 0
Volume Module:												
Base Vol:	482	8	18	12	29	40	13	717	241	1	1414	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	485	8	18	12	29	40	13	721	242	1	1422	7
Added Vol:	31	0	0	0	0	57	15	147	22	0	192	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	8	18	12	29	97	28	868	264	1	1614	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	8	18	12	29	97	28	868	264	1	1614	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	8	18	12	29	97	28	868	264	1	1614	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	8	18	12	29	97	28	868	264	1	1614	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.76	0.76	0.76	0.80	0.80	0.71	0.80	0.80	0.80
Lanes:	1.97	0.03	1.00	0.09	0.21	0.70	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	2995	47	1357	125	303	1010	1516	3032	1357	2	3014	13
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.10	0.10	0.10	0.02	0.29	0.19	0.54	0.54	0.54
Crit Moves:	****			****				****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.09	0.74	0.25	0.25	0.47	0.70	0.70
Volume/Cap:	1.13	1.13	0.09	1.13	1.13	1.13	0.29	1.13	0.77	1.13	0.76	0.76
Delay/Veh:	132.4	132	43.8	174.5	175	174.5	21.1	118	51.5	98.4	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.4	132	43.8	174.5	175	174.5	21.1	118	51.5	98.4	12.9	12.9
LOS by Move:	F	F	D	F	F	F	C	F	D	F	B	B
HCM2kAvgQ:	17	17	1	10	10	10	1	27	11	46	21	21

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	4	Average Delay (sec/veh):	27.4
Optimal Cycle:	78	Level Of Service:	C

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	192	17	194	22	27	16	5	777	190	118	1677	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	193	17	195	22	27	16	5	781	191	119	1686	11
Added Vol:	8	13	77	0	56	0	0	119	41	144	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	30	272	22	83	16	5	900	232	263	1815	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	30	272	22	83	16	5	900	232	263	1815	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	30	272	22	83	16	5	900	232	263	1815	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	30	272	22	83	16	5	900	232	263	1815	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.82	0.82	0.80	0.80	0.71	0.80	0.80	0.71
Lanes:	1.38	0.11	1.51	1.00	0.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1979	162	2171	1516	1305	253	1516	3032	1357	1516	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.13	0.01	0.06	0.06	0.00	0.30	0.17	0.17	0.60	0.01
Crit Moves:		****				****					****	
Green/Cycle:	0.21	0.21	0.46	0.07	0.07	0.07	0.00	0.43	0.43	0.68	0.68	0.68
Volume/Cap:	0.48	0.88	0.27	0.20	0.88	0.88	0.88	0.69	0.40	0.60	0.88	0.01
Delay/Veh:	42.0	60.6	19.9	53.3	105	104.7	351.9	29.1	23.8	31.1	20.1	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	60.6	19.9	53.3	105	104.7	351.9	29.1	23.8	31.1	20.1	6.2
LOS by Move:	D	E	B	D	F	F	F	C	C	C	C	A
HCM2kAvgQ:	5	11	4	1	6	6	1	15	6	6	31	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	4	Average Delay (sec/veh):	9.1
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	225	393	73	9	380	61	37	46	79	104	174	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	226	395	73	9	382	61	37	46	79	105	175	12
Added Vol:	9	96	0	0	240	1	2	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	491	73	9	622	62	39	46	98	105	175	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	491	73	9	622	62	39	46	98	105	175	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	491	73	9	622	62	39	46	98	105	175	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	491	73	9	622	62	39	46	98	105	175	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.78	0.78	0.34	0.79	0.79	0.72	0.72	0.72	0.72	0.72	0.72
Lanes:	1.00	1.74	0.26	1.00	1.82	0.18	0.21	0.25	0.54	0.36	0.60	0.04
Final Sat.:	556	2588	387	654	2718	272	290	342	727	488	817	56
Capacity Analysis Module:												
Vol/Sat:	0.42	0.19	0.19	0.01	0.23	0.23	0.14	0.14	0.14	0.21	0.21	0.21
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.69	0.31	0.31	0.02	0.37	0.37	0.44	0.44	0.44	0.69	0.69	0.69
Delay/Veh:	12.7	4.8	4.8	3.9	5.1	5.1	14.8	14.8	14.8	20.3	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	4.8	4.8	3.9	5.1	5.1	14.8	14.8	14.8	20.3	20.3	20.3
LOS by Move:	B	A	A	A	A	A	B	B	B	C	C	C
HCM2kAvgQ:	4	2	2	0	3	3	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.419
Loss Time (sec):	4	Average Delay (sec/veh):	123.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	78	489	110	66	423	94	103	670	46	150	1746	119
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	492	111	66	425	95	104	674	46	151	1756	120
Added Vol:	28	47	24	1	118	140	57	333	61	74	373	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	539	135	67	543	235	161	1007	107	225	2129	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	539	135	67	543	235	161	1007	107	225	2129	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	539	135	67	543	235	161	1007	107	225	2129	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	539	135	67	543	235	161	1007	107	225	2129	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.80	0.71	0.80	0.76	0.76	0.04	0.79	0.79	0.20	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.40	0.60	1.00	1.81	0.19	1.00	1.89	0.11
Final Sat.:	492	3032	1357	1516	2023	873	78	2702	288	372	2847	161
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.10	0.04	0.27	0.27	2.05	0.37	0.37	0.60	0.75	0.75
Crit Moves:					****		****					
Green/Cycle:	0.13	0.13	0.13	0.02	0.15	0.15	0.81	0.81	0.81	0.81	0.81	0.81
Volume/Cap:	1.48	1.37	0.76	2.22	1.79	1.79	2.23	0.46	0.46	0.75	0.92	0.92
Delay/Veh:	319.1	224	59.8	691.2	407	407.5	605.2	3.0	3.0	14.4	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	319.1	224	59.8	691.2	407	407.5	605.2	3.0	3.0	14.4	13.7	13.7
LOS by Move:	F	F	E	F	F	F	F	A	A	B	B	B
HCM2kAvgQ:	9	20	6	8	36	36	16	5	5	5	32	32

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	4	Average Delay (sec/veh):	18.7
Optimal Cycle:	65	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	68	513	115	113	483	42	18	415	35	143	691	158
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	68	516	116	114	486	42	18	417	35	144	695	159
Added Vol:	25	252	35	4	95	0	12	35	12	30	76	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	768	151	118	581	42	30	452	47	174	771	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	768	151	118	581	42	30	452	47	174	771	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	768	151	118	581	42	30	452	47	174	771	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	768	151	118	581	42	30	452	47	174	771	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.80	0.71	0.18	0.80	0.71	0.12	0.79	0.79	0.37	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	512	3032	1357	348	3032	1357	222	2707	282	699	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.11	0.34	0.19	0.03	0.14	0.17	0.17	0.25	0.48	0.13
Crit Moves:				****							****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.47	0.65	0.28	0.87	0.49	0.08	0.24	0.30	0.30	0.45	0.87	0.22
Delay/Veh:	18.8	20.0	16.0	61.8	17.6	14.5	9.5	8.9	8.9	10.6	23.3	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	20.0	16.0	61.8	17.6	14.5	9.5	8.9	8.9	10.6	23.3	8.6
LOS by Move:	B	B	B	E	B	B	A	A	A	B	C	A
HCM2kAvgQ:	2	7	2	5	6	1	0	3	3	3	19	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	4	Average Delay (sec/veh):	23.6
Optimal Cycle:	45	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	102	564	29	88	487	171	52	583	130	141	1221	126
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	103	567	29	88	490	172	52	586	131	142	1228	127
Added Vol:	3	246	16	14	112	11	7	21	3	34	59	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	813	45	102	602	183	59	607	134	176	1287	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	813	0	102	602	183	59	607	134	176	1287	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	813	0	102	602	183	59	607	134	176	1287	187
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	813	0	102	602	183	59	607	134	176	1287	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.80	0.84	0.17	0.80	0.71	0.10	0.80	0.71	0.30	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	493	3032	1596	324	3032	1357	187	3032	1357	570	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.00	0.32	0.20	0.13	0.32	0.20	0.10	0.31	0.42	0.14
Crit Moves:				****							****	
Green/Cycle:	0.41	0.41	0.00	0.41	0.41	0.41	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.52	0.65	0.00	0.77	0.48	0.33	0.57	0.36	0.18	0.56	0.77	0.25
Delay/Veh:	28.7	29.5	0.0	53.2	26.1	24.3	25.1	15.1	13.4	19.5	22.9	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	29.5	0.0	53.2	26.1	24.3	25.1	15.1	13.4	19.5	22.9	14.0
LOS by Move:	C	C	A	D	C	C	C	B	B	B	C	B
HCM2kAvgQ:	4	13	0	4	8	4	2	6	2	5	20	4

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.267
Loss Time (sec):	4	Average Delay (sec/veh):	32.2
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	64	97	159	52	122	16	41	631	33	234	1600	52
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	64	98	160	52	123	16	41	635	33	235	1609	52
Added Vol:	6	0	28	0	0	0	0	424	3	33	508	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	98	188	52	123	16	41	1059	36	268	2117	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	98	188	52	123	16	41	1059	36	268	2117	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	98	188	52	123	16	41	1059	36	268	2117	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	98	188	52	123	16	41	1059	36	268	2117	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.76	0.76	0.47	0.47	0.71	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.00	0.34	0.66	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	715	491	947	269	631	1357	1516	3032	1357	1516	2947	73
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.19	0.19	0.01	0.03	0.35	0.03	0.18	0.72	0.72
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.53	0.50	0.50	0.77	0.73	0.73
Volume/Cap:	0.49	0.98	0.98	0.96	0.96	0.06	0.38	0.69	0.05	0.53	0.98	0.98
Delay/Veh:	37.9	87.8	87.8	95.3	95.3	32.3	19.1	20.4	12.7	13.7	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	87.8	87.8	95.3	95.3	32.3	19.1	20.4	12.7	13.7	28.2	28.2
LOS by Move:	D	F	F	F	F	C	B	C	B	B	C	C
HCM2kAvgQ:	3	14	14	9	9	0	1	14	1	3	35	35

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	4	Average Delay (sec/veh):	12.1
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	240	116	41	308	17	9	326	46	381	302	92
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	40	241	117	41	310	17	9	328	46	383	304	93
Added Vol:	13	29	15	2	29	6	3	42	10	34	66	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	270	132	43	339	23	12	370	56	417	370	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	53	270	132	43	339	23	12	370	56	417	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	270	132	43	339	23	12	370	56	417	370	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	53	270	132	43	339	23	12	370	56	417	370	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.84	0.71	0.40	0.83	0.83	0.82	0.82	0.82	0.52	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.03	0.84	0.13	1.00	1.00	1.00
Final Sat.:	595	1596	1357	758	1479	101	43	1310	199	994	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.10	0.06	0.23	0.23	0.28	0.28	0.28	0.42	0.23	0.00
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.55	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.23	0.44	0.25	0.15	0.60	0.60	0.52	0.52	0.52	0.77	0.42	0.00
Delay/Veh:	12.1	13.2	11.9	11.4	15.3	15.3	8.5	8.5	8.5	16.4	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	13.2	11.9	11.4	15.3	15.3	8.5	8.5	8.5	16.4	7.7	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	3	1	1	6	6	5	5	5	5	3	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	4	Average Delay (sec/veh):	34.3
Optimal Cycle:	123	Level Of Service:	C

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	44	309	126	41	484	218	58	682	104	110	1123	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	311	127	41	487	219	58	686	105	111	1129	45
Added Vol:	1	38	0	4	39	30	17	27	2	0	70	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	349	127	45	526	249	75	713	107	111	1199	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	349	127	45	526	249	75	713	107	111	1199	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	349	127	45	526	249	75	713	107	111	1199	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	349	127	45	526	249	75	713	107	111	1199	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.84	0.71	0.35	0.80	0.80	0.11	0.80	0.71	0.25	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1596	1357	667	1031	489	212	3032	1357	479	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.09	0.07	0.51	0.51	0.35	0.24	0.08	0.23	0.40	0.04
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.38	0.50	0.22	0.16	1.18	1.18	0.63	0.47	0.16	0.46	0.79	0.07
Delay/Veh:	13.5	12.9	10.8	10.6	112	111.9	21.1	10.0	8.2	11.2	15.3	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	12.9	10.8	10.6	112	111.9	21.1	10.0	8.2	11.2	15.3	7.8
LOS by Move:	B	B	B	B	F	F	C	B	A	B	B	A
HCM2kAvgQ:	1	5	2	0	29	29	2	5	1	1	10	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	4	Average Delay (sec/veh):	29.4
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	155	66	152	68	55	18	20	780	86	129	1587	98
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	156	66	153	68	55	18	20	784	86	130	1596	99
Added Vol:	10	0	54	0	0	0	0	141	24	47	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	66	207	68	55	18	20	925	110	177	1687	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	66	207	68	55	18	20	925	110	177	1687	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	66	207	68	55	18	20	925	110	177	1687	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	66	207	68	55	18	20	925	110	177	1687	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.80	0.80	0.71	0.80	0.79	0.79
Lanes:	1.33	0.26	1.41	0.48	0.39	0.13	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1932	382	2050	738	597	195	1516	3032	1357	1516	2842	166
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.10	0.09	0.09	0.09	0.01	0.31	0.08	0.12	0.59	0.59
Crit Moves:		****			****		****				****	
Green/Cycle:	0.19	0.19	0.38	0.10	0.10	0.10	0.01	0.49	0.49	0.68	0.66	0.66
Volume/Cap:	0.45	0.90	0.27	0.90	0.90	0.90	0.90	0.63	0.17	0.51	0.90	0.90
Delay/Veh:	43.1	67.4	25.9	97.9	97.9	97.9	205.3	23.7	17.4	26.1	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	67.4	25.9	97.9	97.9	97.9	205.3	23.7	17.4	26.1	23.6	23.6
LOS by Move:	D	E	C	F	F	F	F	C	B	C	C	C
HCM2kAvgQ:	4	10	4	8	8	8	2	14	2	4	33	33

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[26.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	104	494	2	2	410	93	21	2	67	5	1	8
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	105	497	2	2	412	94	21	2	67	5	1	8
Added Vol:	0	78	0	0	122	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	575	2	2	534	94	21	2	67	5	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	575	2	2	534	94	21	2	67	5	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	105	575	2	2	534	94	21	2	67	5	1	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	628	xxxx	xxxxx	577	xxxx	xxxxx	1375	1371	581	1405	1417	576
Potent Cap.:	964	xxxx	xxxxx	1007	xxxx	xxxxx	124	147	517	118	138	521
Move Cap.:	964	xxxx	xxxxx	1007	xxxx	xxxxx	111	131	517	93	123	521
Volume/Cap:	0.11	xxxx	xxxx	0.00	xxxx	xxxx	0.19	0.02	0.13	0.05	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.2	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	270	xxxxx	xxxx	181	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.0	xxxxx	xxxxx	26.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			25.0			26.5		
ApproachLOS:	*			*			C			D		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	4	Average Delay (sec/veh):	178.1
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	40	50	69	13	13	372	5	38	413	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	135	180	334	93	64	1165	44	154	1865	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	135	180	334	0	64	1165	44	154	1865	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	135	180	334	0	64	1165	44	154	1865	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	135	180	334	0	64	1165	44	154	1865	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.17	1.31	0.52	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	302	2257	897	1240	2308	1900	1805	5187	1615	1805	3492	103
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.14	0.00	0.04	0.22	0.03	0.09	0.53	0.53
Crit Moves:		****			****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.93	0.93	0.93	0.90	0.90	0.00	0.11	0.70	0.08	0.26	1.66	1.66
Delay/Veh:	73.6	73.6	73.6	68.0	68.0	0.0	29.6	38.0	29.3	31.3	341	340.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	73.6	73.6	68.0	68.0	0.0	29.6	38.0	29.3	31.3	341	340.9
LOS by Move:	E	E	E	E	E	A	C	D	C	C	F	F
HCM2kAvgQ:	12	12	12	13	13	0	2	14	1	4	86	86

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.063
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	40	50	69	13	13	372	5	38	413	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	135	180	334	93	64	1165	44	154	1865	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	135	180	334	0	64	1165	44	154	1865	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	135	180	334	0	64	1165	44	154	1865	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	135	180	334	0	64	1165	44	154	1865	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.31	0.52	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	279	2090	831	1118	2082	1600	1600	4800	1600	1600	3108	92
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.16	0.16	0.00	0.04	0.24	0.03	0.10	0.60	0.60
Crit Moves:		****	****				****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.318
Loss Time (sec):	4	Average Delay (sec/veh):	24.6
Optimal Cycle:	87	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Prot+Permit				Prot+Permit			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0 1	1	0	0 1	0	1	0 1	1	0	1	0 1	1 0
Volume Module:														
Base Vol:	89	312	79	60	372	92	53	683	61		222	1011	41	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	89	314	79	60	374	93	53	687	61		223	1017	41	
Added Vol:	15	142	18	8	94	2	7	23	12		19	61	11	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	104	456	97	68	468	95	60	710	73		242	1078	52	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	104	456	97	68	468	95	60	710	73		242	1078	52	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	104	456	97	68	468	95	60	710	73		242	1078	52	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	104	456	97	68	468	95	60	710	73		242	1078	52	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.12	0.84	0.71	0.21	0.82	0.82	0.80	0.79	0.79		0.54	0.79	0.79	
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.81	0.19		1.00	1.91	0.09	
Final Sat.:	234	1596	1357	399	1295	261	1516	2710	280		1025	2872	139	
Capacity Analysis Module:														
Vol/Sat:	0.45	0.29	0.07	0.17	0.36	0.36	0.04	0.26	0.26		0.24	0.38	0.38	
Crit Moves:	****						****					****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.47	0.42	0.42		0.57	0.51	0.51	
Volume/Cap:	1.03	0.74	0.19	0.45	0.94	0.94	0.32	0.62	0.62		0.68	0.73	0.73	
Delay/Veh:	119.7	23.8	14.7	18.3	44.6	44.6	12.1	17.0	17.0		14.5	15.4	15.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	119.7	23.8	14.7	18.3	44.6	44.6	12.1	17.0	17.0		14.5	15.4	15.4	
LOS by Move:	F	C	B	B	D	D	B	B	B		B	B	B	
HCM2kAvgQ:	6	10	2	1	15	15	1	8	8		5	12	12	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	312	79	60	372	92	53	683	61	222	1011	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	314	79	60	374	93	53	687	61	223	1017	41
Added Vol:	15	142	18	8	94	2	7	23	12	19	61	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	456	97	68	468	95	60	710	73	242	1078	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	456	97	68	468	95	60	710	73	242	1078	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	456	97	68	468	95	60	710	73	242	1078	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	456	97	68	468	95	60	710	73	242	1078	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1331	269	1600	2900	300	1600	3052	148
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.06	0.04	0.35	0.35	0.04	0.24	0.24	0.15	0.35	0.35
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	4	Average Delay (sec/veh):	7.5
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	117	64	6	0	0	0	14	665	10	23	1473	119
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	118	64	6	0	0	0	14	669	10	23	1481	120
Added Vol:	23	1	0	0	0	0	0	430	0	40	443	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	65	6	0	0	0	14	1099	10	63	1924	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	65	6	0	0	0	14	1099	10	63	1924	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	65	6	0	0	0	14	1099	10	63	1924	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	65	6	0	0	0	14	1099	10	63	1924	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.84	0.84	0.84	0.06	0.80	0.80	0.20	0.79	0.79
Lanes:	1.50	0.46	0.04	0.00	0.00	1.00	1.00	1.98	0.02	1.00	1.88	0.12
Final Sat.:	2143	661	61	0	0	1596	115	3002	27	383	2821	184
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.00	0.00	0.00	0.12	0.37	0.37	0.16	0.68	0.68
Crit Moves:		****									****	
Green/Cycle:	0.12	0.12	0.12	0.00	0.00	0.00	0.84	0.84	0.84	0.84	0.84	0.84
Volume/Cap:	0.54	0.81	0.81	0.00	0.00	0.00	0.15	0.44	0.44	0.20	0.81	0.81
Delay/Veh:	42.8	60.3	60.3	0.0	0.0	0.0	2.2	2.2	2.2	1.9	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	60.3	60.3	0.0	0.0	0.0	2.2	2.2	2.2	1.9	6.2	6.2
LOS by Move:	D	E	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	6	6	0	0	0	0	5	5	1	19	19

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	3	12	0	16	9	333	4	9	107	193
Added Vol:	0	0	0	15	0	0	0	40	0	0	53	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	3	27	0	16	9	373	4	9	160	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	27	0	16	9	373	4	9	160	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	27	0	16	9	373	4	9	160	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	27	0	16	9	373	4	9	160	225
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.62	0.01	0.37	0.02	0.97	0.01	0.05	0.95	1.00
Final Sat.:	264	132	198	381	0	226	19	766	8	39	683	844
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.00	0.07	0.49	0.49	0.49	0.23	0.23	0.27
Crit Moves:		****		****			****					****
Delay/Veh:	8.5	8.5	8.5	8.7	8.7	8.7	11.6	11.6	11.6	9.1	9.1	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.7	8.7	8.7	11.6	11.6	11.6	9.1	9.1	8.4
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.5			8.7			11.6			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.7			11.6			8.7		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.9	0.9	0.9	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	38	31	4	3	18	61	80	970	4	8	1612	5
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	38	31	4	3	18	61	80	975	4	8	1621	5
Added Vol:	12	0	9	0	0	0	0	155	10	7	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	31	13	3	18	61	80	1130	14	15	1716	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	31	13	3	18	61	80	1130	14	15	1716	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	31	13	3	18	61	80	1130	14	15	1716	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	31	13	3	18	61	80	1130	14	15	1716	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	0.07	0.93	1.00	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	1600	1159	441	117	1483	1600	1600	3161	39	1600	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.01	0.04	0.05	0.36	0.36	0.01	0.54	0.54
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: F[759.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0				2	0	5				6	1302	0				0	1686	84			
Growth Adj:	1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01			
Initial Bse:	0	0	0				2	0	5				6	1309	0				0	1695	84			
Added Vol:	0	0	0				10	0	7				9	438	0				0	497	12			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				12	0	12				15	1747	0				0	2192	96			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				12	0	12				15	1747	0				0	2192	96			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				12	0	12				15	1747	0				0	2192	96			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.8	6.5	6.9				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				3144	4018	1144				2289	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Potent Cap.:	xxxx	xxxx	xxxxx				9	3	196				224	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Move Cap.:	xxxx	xxxx	xxxxx				8	3	196				224	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Volume/Cap:	xxxx	xxxx	xxxx				1.46	0.00	0.06				0.07	xxxx	xxxx		xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				22.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
LOS by Move:	*	*	*				*	*	*				C	*	*		*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		16	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		3.6	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx		760	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*				*		F	*			*	*	*		*	*	*					
ApproachDel:	xxxxxx						759.9						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	1	1 1	1 1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	235	89	104	682	222	83	910	62	76	1593	18
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	236	89	105	686	223	83	915	62	76	1602	18
Added Vol:	30	0	8	0	0	0	0	157	88	6	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	236	97	105	686	223	83	1072	150	82	1703	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	236	97	105	686	223	83	1072	150	82	1703	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	236	97	105	686	223	83	1072	150	82	1703	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	236	97	105	686	223	83	1072	150	82	1703	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	1.17	1.00	3.00	1.00	1.00	1.75	0.25	1.00	1.98	0.02
Final Sat.:	3200	4531	1869	1600	4800	1600	1600	2806	394	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.07	0.14	0.14	0.05	0.38	0.38	0.05	0.54	0.54
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.037
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	23	300	91	34	548	73	34	1179	25	77	1361	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	23	302	92	34	551	73	34	1186	25	77	1369	19
Added Vol:	30	24	30	40	43	11	11	376	163	155	345	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	326	122	74	594	84	45	1562	188	232	1714	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	326	122	74	594	84	45	1562	188	232	1714	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	326	122	74	594	84	45	1562	188	232	1714	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	326	122	74	594	84	45	1562	188	232	1714	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.75	0.25	1.00	1.78	0.22	1.00	1.97	0.03
Final Sat.:	1600	2331	869	1600	2802	398	1600	2856	344	1600	3157	43
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.05	0.21	0.21	0.03	0.55	0.55	0.15	0.54	0.54
Crit Moves:	****				****			****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	146	681	128	0	453	89	59	1058	111	185	1724	82
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	147	685	129	0	456	89	59	1064	112	186	1734	82
Added Vol:	0	296	0	0	59	30	163	121	0	0	96	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	981	129	0	515	119	222	1185	112	186	1830	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	981	129	0	515	119	222	1185	112	186	1830	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	981	129	0	515	119	222	1185	112	186	1830	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	981	129	0	515	119	222	1185	112	186	1830	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.74	0.26	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4387	413	1600	4545	255
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.08	0.00	0.16	0.07	0.14	0.27	0.27	0.12	0.40	0.40
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.257
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	664	57	0	1404	524	555	1296	55	112	1406	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	668	57	0	1412	527	558	1303	55	113	1414	11
Added Vol:	0	264	135	0	183	202	286	149	0	37	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	932	192	0	1595	729	844	1452	55	150	1503	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	192	0	1595	729	844	1452	55	150	1503	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	932	192	0	1595	729	844	1452	55	150	1503	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	932	192	0	1595	729	844	1452	55	150	1503	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.75	1.25	1.10	2.83	0.07	1.00	2.98	0.02
Final Sat.:	0	3200	1600	0	4392	2008	1764	4518	117	1600	4765	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.12	0.00	0.36	0.36	0.48	0.32	0.47	0.09	0.32	0.32
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	659	148	6	57	306	3	0	801	452	78	1323	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	663	149	6	57	308	3	0	805	455	78	1330	20
Added Vol:	80	0	2	0	0	0	0	389	59	1	429	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	743	149	8	57	308	3	0	1194	514	79	1759	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	743	149	8	57	308	3	0	1194	514	79	1759	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	149	8	57	308	3	0	1194	514	79	1759	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	743	149	8	57	308	3	0	1194	514	79	1759	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.95	0.05	0.31	1.67	0.02	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1518	82	498	2675	26	0	3200	1600	1600	3164	36
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.10	0.12	0.12	0.12	0.00	0.37	0.32	0.05	0.56	0.56
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	158	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0		1	1 0	2 0	1
Volume Module:												
Base Vol:	49	393	18	78	604	320	70	635	43	80	1079	144
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	395	18	78	607	322	70	639	43	80	1085	145
Added Vol:	0	164	0	0	128	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	559	18	78	735	322	70	639	43	80	1085	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	559	18	78	735	322	70	639	43	80	1085	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	559	18	78	735	322	70	639	43	80	1085	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	559	18	78	735	322	70	639	43	80	1085	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1550	50	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.05	0.46	0.20	0.04	0.20	0.03	0.05	0.34	0.09
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	123	369	85	64	514	138	76	1258	63	101	1963	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	124	371	85	64	517	139	76	1265	63	102	1974	49
Added Vol:	49	66	79	39	45	19	41	155	11	23	359	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	437	164	103	562	158	117	1420	74	125	2333	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	437	164	103	562	158	117	1420	74	125	2333	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	437	164	103	562	158	117	1420	74	125	2333	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	437	164	103	562	158	117	1420	74	125	2333	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	1.00	2.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4561	239	1600	4617	183
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.10	0.06	0.35	0.10	0.07	0.31	0.31	0.08	0.51	0.51
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[17.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	10	361	6	1	481	49	4	0	32	2	1	1
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	10	363	6	1	484	49	4	0	32	2	1	1
Added Vol:	0	87	0	0	133	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	450	6	1	617	49	4	0	32	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	450	6	1	617	49	4	0	32	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	450	6	1	617	49	4	0	32	2	1	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	666	xxxx	xxxxx	456	xxxx	xxxxx	1117	1120	333	784	1141	453
Potent Cap.:	933	xxxx	xxxxx	1115	xxxx	xxxxx	186	208	713	313	202	611
Move Cap.:	933	xxxx	xxxxx	1115	xxxx	xxxxx	183	206	713	297	200	611
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.05	0.01	0.01	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	540	xxxxx	xxxx	299	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	12.1	xxxxx	xxxxx	17.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			12.1			17.2		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	4	Average Delay (sec/veh):	26.9
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	86	697	68	63	854	288	253	230	137	53	160	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	701	68	63	859	290	254	231	138	53	161	70
Added Vol:	4	220	64	0	212	1	2	45	4	61	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	921	132	63	1071	291	256	276	142	114	208	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	921	132	63	1071	291	256	276	142	114	208	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	921	132	63	1071	291	256	276	142	114	208	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	921	132	63	1071	291	256	276	142	114	208	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.78	0.78	0.80	0.80	0.71	0.80	0.84	0.71	0.80	0.81	0.81
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1516	2601	374	1516	3032	1357	1516	1596	1357	1516	1147	388
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.04	0.35	0.21	0.17	0.17	0.10	0.08	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.53	0.46	0.46	0.50	0.44	0.44	0.45	0.31	0.31	0.36	0.23	0.23
Volume/Cap:	0.45	0.76	0.76	0.34	0.79	0.48	0.62	0.56	0.34	0.30	0.79	0.79
Delay/Veh:	17.5	24.8	24.8	16.7	27.2	20.3	22.4	30.6	27.3	22.6	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	24.8	24.8	16.7	27.2	20.3	22.4	30.6	27.3	22.6	48.3	48.3
LOS by Move:	B	C	C	B	C	C	C	C	C	C	D	D
HCM2kAvgQ:	2	14	14	2	17	7	7	8	4	3	10	10

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	4	Average Delay (sec/veh):	61.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	0	1 1	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	221	545	169	0	653	381	300	845	142	187	848	28
Added Vol:	5	154	134	26	155	97	107	492	14	127	422	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	699	303	26	808	478	407	1337	156	314	1270	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	699	303	26	808	478	407	1337	156	314	1270	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	699	303	26	808	478	407	1337	156	314	1270	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	699	303	26	808	478	407	1337	156	314	1270	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.76	0.76	0.64	0.64	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.40	0.60	0.06	1.94	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2020	876	76	2350	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.34	0.34	0.35	0.14	0.44	0.11	0.11	0.42	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.42	0.42	0.34	0.34	0.34	0.13	0.44	0.44	0.11	0.41	0.41
Volume/Cap:	1.03	0.83	0.83	1.00	1.00	1.03	1.03	1.01	0.26	1.01	1.03	0.10
Delay/Veh:	114.0	30.8	30.8	64.5	64.5	81.8	95.6	55.4	18.2	98.3	62.5	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.0	30.8	30.8	64.5	64.5	81.8	95.6	55.4	18.2	98.3	62.5	18.4
LOS by Move:	F	C	C	E	E	F	F	E	B	F	E	B
HCM2kAvgQ:	7	17	17	16	16	18	11	29	3	9	29	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 1		1 0 1	2 0		2 0 1	2 0		2 0 1
Volume Module:												
Base Vol:	220	542	168	0	649	379	298	840	141	186	843	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	221	545	169	0	653	381	300	845	142	187	848	28
Added Vol:	5	154	134	26	155	97	107	492	14	127	422	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	699	303	26	808	478	407	1337	156	314	1270	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	699	303	26	808	478	407	1337	156	314	1270	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	699	303	26	808	478	407	1337	156	314	1270	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	699	303	26	808	478	407	1337	156	314	1270	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.40	0.60	0.06	1.94	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2233	967	100	3100	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.02	0.26	0.30	0.13	0.42	0.10	0.10	0.40	0.04
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.448
Loss Time (sec):	4	Average Delay (sec/veh):	54.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	79	778	220	68	726	166	100	526	109	255	521	66
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	79	782	221	68	730	167	101	529	110	256	524	66
Added Vol:	142	160	5	17	162	117	124	130	147	10	140	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	942	226	85	892	284	225	659	257	266	664	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	221	942	226	85	892	284	225	659	257	266	664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	942	226	85	892	284	225	659	257	266	664	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	221	942	226	85	892	284	225	659	257	266	664	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.80	0.71	0.15	0.80	0.71	0.23	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	321	3032	1357	294	3032	1357	434	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.69	0.31	0.17	0.29	0.29	0.21	0.52	0.22	0.19	0.18	0.22	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.36	0.36	0.36	0.13	0.49	0.00
Volume/Cap:	1.47	0.66	0.35	0.62	0.63	0.45	1.45	0.61	0.53	1.36	0.45	0.00
Delay/Veh:	267.3	19.5	15.5	26.1	18.8	16.5	264.2	24.8	24.1	231.1	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	267.3	19.5	15.5	26.1	18.8	16.5	264.2	24.8	24.1	231.1	15.5	0.0
LOS by Move:	F	B	B	C	B	B	F	C	C	F	B	A
HCM2kAvgQ:	17	11	4	3	10	6	17	9	6	18	7	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[21.6]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	19	0	54	5	6	4	0	459	28	45	392	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	19	0	54	5	6	4	0	462	28	45	394	0
Added Vol:	4	0	0	0	0	0	0	51	3	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	54	5	6	4	0	513	31	45	446	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	54	5	6	4	0	513	31	45	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	54	5	6	4	0	513	31	45	446	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1070	1065	528	1092	1080	446	xxxx	xxxx	xxxxx	544	xxxx	xxxxx
Potent Cap.:	201	224	554	194	220	616	xxxx	xxxx	xxxxx	1035	xxxx	xxxxx
Move Cap.:	188	214	554	169	210	616	xxxx	xxxx	xxxxx	1035	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.10	0.03	0.03	0.01	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	351	xxxxx	xxxx	232	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.1	xxxxx	xxxxx	21.6	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	A	*	*
ApproachDel:		18.1			21.6		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[21.4]

Street Name:	Hancock Ave								Santa Monica Blvd							
Approach:	North Bound					South Bound					East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0			1	0	0			85	96	1269			38	37	1301			42
Growth Adj:	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01
Initial Bse:	0	0			1	0	0			85	97	1276			38	37	1308			42
Added Vol:	0	0			0	0	0			0	0	599			0	0	560			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			1	0	0			85	97	1875			38	37	1868			42
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	0	0			1	0	0			85	97	1875			38	37	1868			42
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
FinalVolume:	0	0			1	0	0			85	97	1875			38	37	1868			42
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			957	xxxx	xxxx			644	1911	xxxx	xxxxx			1913	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx			262	xxxx	xxxx			420	315	xxxx	xxxxx			314	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx			262	xxxx	xxxx			420	315	xxxx	xxxxx			314	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx			0.00	xxxx	xxxx			0.20	0.31	xxxx	xxxx			0.12	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			0.8	1.3	xxxx	xxxxx			0.4	xxxx	xxxxx		
Control Del:	xxxxx	xxxx			18.8	xxxxx	xxxx			15.7	21.4	xxxx	xxxxx			18.0	xxxx	xxxxx		
LOS by Move:	*	*			C	*	*			C	C	*	*			C	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*			*	*	*			*	*	*			*	*	*			*
ApproachDel:	18.8					15.7					xxxxxx					xxxxxx				
ApproachLOS:	C					C					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	4	Average Delay (sec/veh):	19.9
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0	1 1 0
Volume Module:												
Base Vol:	280	16	27	13	24	31	24	1089	347	0	1105	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	282	16	27	13	24	31	24	1095	349	0	1111	12
Added Vol:	34	0	0	0	0	67	76	278	31	0	279	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	16	27	13	24	98	100	1373	380	0	1390	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	16	27	13	24	98	100	1373	380	0	1390	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	16	27	13	24	98	100	1373	380	0	1390	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	16	27	13	24	98	100	1373	380	0	1390	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.75	0.75	0.75	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.90	0.10	1.00	0.10	0.18	0.72	1.00	2.00	1.00	0.00	1.98	0.02
Final Sat.:	2900	148	1357	138	255	1039	1516	3032	1357	0	3003	26
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.09	0.09	0.09	0.07	0.45	0.28	0.00	0.46	0.46
Crit Moves:		****			****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.12	0.12	0.12	0.71	0.70	0.70	0.00	0.61	0.61
Volume/Cap:	0.76	0.76	0.14	0.76	0.76	0.76	0.42	0.65	0.40	0.00	0.76	0.76
Delay/Veh:	56.8	56.8	45.2	67.7	67.7	67.7	13.2	10.7	7.9	0.0	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	56.8	45.2	67.7	67.7	67.7	13.2	10.7	7.9	0.0	18.8	18.8
LOS by Move:	E	E	D	E	E	E	B	B	A	A	B	B
HCM2kAvgQ:	8	8	1	7	7	7	2	15	6	0	21	21

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.087
Loss Time (sec):	4	Average Delay (sec/veh):	48.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	133	30	231	50	34	26	17	1135	168	144	1178	40
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	134	30	232	50	34	26	17	1141	169	145	1185	40
Added Vol:	34	73	212	0	65	1	1	172	33	200	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	103	444	50	99	27	18	1313	202	345	1372	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	103	444	50	99	27	18	1313	202	345	1372	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	103	444	50	99	27	18	1313	202	345	1372	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	103	444	50	99	27	18	1313	202	345	1372	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.81	0.81	0.16	0.80	0.71	0.49	0.80	0.71
Lanes:	1.20	0.25	1.55	1.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1723	361	2207	1516	1213	332	297	3032	1357	928	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.20	0.03	0.08	0.08	0.06	0.43	0.15	0.37	0.45	0.03
Crit Moves:		****				****		****		****		
Green/Cycle:	0.27	0.27	0.48	0.08	0.08	0.08	0.41	0.41	0.41	0.62	0.62	0.62
Volume/Cap:	0.36	1.06	0.42	0.43	1.06	1.06	0.15	1.06	0.37	0.91	0.73	0.05
Delay/Veh:	35.6	96.9	20.3	55.4	156	156.0	23.0	80.0	25.2	62.8	17.2	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	96.9	20.3	55.4	156	156.0	23.0	80.0	25.2	62.8	17.2	8.9
LOS by Move:	D	F	C	E	F	F	C	F	C	E	B	A
HCM2kAvgQ:	4	20	7	2	9	9	1	35	5	15	19	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	4	Average Delay (sec/veh):	7.5
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	69	358	77	16	340	32	58	69	64	55	46	16
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	69	360	77	16	342	32	58	69	64	55	46	16
Added Vol:	18	317	0	0	295	2	2	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	677	77	16	637	34	60	69	80	55	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	677	77	16	637	34	60	69	80	55	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	677	77	16	637	34	60	69	80	55	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	677	77	16	637	34	60	69	80	55	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.79	0.79	0.26	0.79	0.79	0.72	0.72	0.72	0.68	0.68	0.68
Lanes:	1.00	1.79	0.21	1.00	1.90	0.10	0.29	0.33	0.38	0.47	0.39	0.14
Final Sat.:	551	2680	307	492	2855	153	391	450	521	609	509	177
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.03	0.22	0.22	0.15	0.15	0.15	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.28	0.44	0.44	0.06	0.39	0.39	0.44	0.44	0.44	0.26	0.26	0.26
Delay/Veh:	6.0	6.4	6.4	4.9	6.2	6.2	13.4	13.4	13.4	12.2	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.4	6.4	4.9	6.2	6.2	13.4	13.4	13.4	12.2	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	3	3	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	3.139
Loss Time (sec):	4	Average Delay (sec/veh):	165.1
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	104	307	143	88	291	120	128	1095	107	178	1152	114
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	105	309	144	88	293	121	129	1101	108	179	1158	115
Added Vol:	86	132	73	1	124	187	202	556	59	72	518	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	441	217	89	417	308	331	1657	167	251	1676	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	441	217	89	417	308	331	1657	167	251	1676	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	441	217	89	417	308	331	1657	167	251	1676	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	441	217	89	417	308	331	1657	167	251	1676	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.80	0.71	0.80	0.75	0.75	0.07	0.79	0.79	0.07	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.15	0.85	1.00	1.82	0.18	1.00	1.87	0.13
Final Sat.:	350	3032	1357	1516	1633	1206	137	2717	273	129	2808	194
Capacity Analysis Module:												
Vol/Sat:	0.55	0.15	0.16	0.06	0.26	0.26	2.41	0.61	0.61	1.94	0.60	0.60
Crit Moves:	****			****			****					
Green/Cycle:	0.18	0.18	0.18	0.02	0.20	0.20	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	2.65	0.80	0.87	3.04	1.26	1.26	3.18	0.80	0.80	2.56	0.79	0.79
Delay/Veh:	820.2	46.9	67.0	1052	171	171.4	1018	9.7	9.7	744.0	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	820.2	46.9	67.0	1052	171	171.4	1018	9.7	9.7	744.0	9.2	9.2
LOS by Move:	F	D	E	F	F	F	F	A	A	F	A	A
HCM2kAvgQ:	22	9	9	11	24	24	38	17	17	28	19	19

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	4	Average Delay (sec/veh):	14.6
Optimal Cycle:	34	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	64	372	84	123	399	77	33	486	60	121	417	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	64	374	84	124	401	77	33	489	60	122	419	166
Added Vol:	32	264	56	9	265	0	9	92	39	52	98	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	638	140	133	666	77	42	581	99	174	517	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	638	140	133	666	77	42	581	99	174	517	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	638	140	133	666	77	42	581	99	174	517	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	638	140	133	666	77	42	581	99	174	517	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.80	0.71	0.26	0.80	0.71	0.25	0.78	0.78	0.28	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	464	3032	1357	488	3032	1357	469	2532	433	531	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.10	0.27	0.22	0.06	0.09	0.23	0.23	0.33	0.32	0.14
Crit Moves:				****							****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.48	0.49	0.24	0.63	0.51	0.13	0.17	0.45	0.45	0.63	0.63	0.28
Delay/Veh:	17.1	15.6	13.7	22.6	15.9	12.9	10.0	11.7	11.7	17.9	14.6	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	15.6	13.7	22.6	15.9	12.9	10.0	11.7	11.7	17.9	14.6	10.5
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	5	2	4	6	1	1	5	5	4	9	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	4	Average Delay (sec/veh):	24.0
Optimal Cycle:	58	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	114	352	135	127	413	129	66	826	168	119	905	95
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	115	354	136	128	415	130	66	831	169	120	910	96
Added Vol:	6	281	46	54	278	25	14	87	5	27	79	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	635	182	182	693	155	80	918	174	147	989	153
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	635	0	182	693	155	80	918	174	147	989	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	635	0	182	693	155	80	918	174	147	989	153
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	635	0	182	693	155	80	918	174	147	989	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.80	0.84	0.26	0.80	0.71	0.16	0.80	0.71	0.18	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	442	3032	1596	490	3032	1357	303	3032	1357	343	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.27	0.21	0.00	0.37	0.23	0.11	0.27	0.30	0.13	0.43	0.33	0.11
Crit Moves:				****						****		
Green/Cycle:	0.45	0.45	0.00	0.45	0.45	0.45	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.61	0.47	0.00	0.83	0.51	0.25	0.51	0.58	0.25	0.83	0.63	0.22
Delay/Veh:	30.4	23.3	0.0	50.8	23.9	20.8	21.8	20.6	16.2	50.4	21.6	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	23.3	0.0	50.8	23.9	20.8	21.8	20.6	16.2	50.4	21.6	15.9
LOS by Move:	C	C	A	D	C	C	C	C	B	D	C	B
HCM2kAvgQ:	4	9	0	6	9	3	2	12	3	7	14	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.186
Loss Time (sec):	4	Average Delay (sec/veh):	45.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	82	86	209	92	78	27	85	1018	56	193	1074	73
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	82	86	210	93	78	27	85	1024	56	194	1080	73
Added Vol:	16	0	59	0	0	0	0	757	15	62	729	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	86	269	93	78	27	85	1781	71	256	1809	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	86	269	93	78	27	85	1781	71	256	1809	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	86	269	93	78	27	85	1781	71	256	1809	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	86	269	93	78	27	85	1781	71	256	1809	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.74	0.74	0.39	0.39	0.71	0.80	0.80	0.71	0.52	0.79	0.79
Lanes:	1.00	0.24	0.76	0.54	0.46	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	843	344	1070	398	338	1357	1516	3032	1357	996	2897	118
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.23	0.23	0.02	0.06	0.59	0.05	0.26	0.62	0.62
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.56	0.56	0.73	0.66	0.66
Volume/Cap:	0.49	1.05	1.05	0.97	0.97	0.08	0.53	1.05	0.09	0.81	0.95	0.95
Delay/Veh:	34.6	101	100.5	96.3	96.3	29.6	23.1	58.2	10.3	21.2	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	101	100.5	96.3	96.3	29.6	23.1	58.2	10.3	21.2	25.4	25.4
LOS by Move:	C	F	F	F	F	C	C	E	B	C	C	C
HCM2kAvgQ:	3	18	18	9	9	1	2	40	1	5	29	29

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	4	Average Delay (sec/veh):	11.9
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	44	289	189	67	205	23	21	336	81	219	231	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	291	190	67	206	23	21	338	81	220	232	85
Added Vol:	21	57	25	11	54	12	10	105	35	37	85	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	348	215	78	260	35	31	443	116	257	317	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	348	215	78	260	35	31	443	116	257	317	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	348	215	78	260	35	31	443	116	257	317	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	348	215	78	260	35	31	443	116	257	317	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.84	0.71	0.29	0.82	0.82	0.80	0.80	0.80	0.49	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	0.05	0.75	0.20	1.00	1.00	1.00
Final Sat.:	656	1596	1357	551	1381	186	80	1138	299	922	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.16	0.14	0.19	0.19	0.39	0.39	0.39	0.28	0.20	0.00
Crit Moves:		****						****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.59	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.30	0.65	0.48	0.43	0.57	0.57	0.65	0.65	0.65	0.47	0.33	0.00
Delay/Veh:	14.4	18.6	15.3	15.9	16.5	16.5	9.1	9.1	9.1	6.9	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	18.6	15.3	15.9	16.5	16.5	9.1	9.1	9.1	6.9	5.9	0.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	5	3	2	5	5	8	8	8	2	3	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	4	Average Delay (sec/veh):	17.7
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	82	366	164	65	321	165	109	792	104	138	849	95
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	82	368	165	65	323	166	110	796	105	139	854	96
Added Vol:	2	66	0	14	74	38	30	93	1	0	103	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	434	165	79	397	204	140	889	106	139	957	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	434	165	79	397	204	140	889	106	139	957	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	434	165	79	397	204	140	889	106	139	957	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	434	165	79	397	204	140	889	106	139	957	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.84	0.71	0.28	0.80	0.80	0.17	0.80	0.71	0.19	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	292	1596	1357	536	1000	514	326	3032	1357	364	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.29	0.27	0.12	0.15	0.40	0.40	0.43	0.29	0.08	0.38	0.32	0.08
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.67	0.63	0.28	0.34	0.92	0.92	0.86	0.59	0.16	0.76	0.63	0.15
Delay/Veh:	26.4	15.1	11.2	12.2	33.5	33.5	46.8	11.2	8.2	29.3	11.8	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	15.1	11.2	12.2	33.5	33.5	46.8	11.2	8.2	29.3	11.8	8.2
LOS by Move:	C	B	B	B	C	C	D	B	A	C	B	A
HCM2kAvgQ:	3	7	2	1	12	12	5	7	1	2	7	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.029
Loss Time (sec):	4	Average Delay (sec/veh):	41.0
Optimal Cycle:	110	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Protected				Prot+Permit			
Rights:	Ovl			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	1	0	0	1! 0	0	1	0	2	0	1	
Volume Module:														
Base Vol:	159	85	185	110	82	51	42	945	98		157	1044	114	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	160	85	186	111	82	51	42	950	99		158	1050	115	
Added Vol:	38	0	76	0	0	0	0	161	42		70	155	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	198	85	262	111	82	51	42	1111	141		228	1205	115	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	198	85	262	111	82	51	42	1111	141		228	1205	115	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	198	85	262	111	82	51	42	1111	141		228	1205	115	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	198	85	262	111	82	51	42	1111	141		228	1205	115	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.80	0.71		0.80	0.79	0.79	
Lanes:	1.31	0.27	1.42	0.45	0.34	0.21	1.00	2.00	1.00		1.00	1.83	0.17	
Final Sat.:	1911	394	2059	687	512	318	1516	3032	1357		1516	2733	260	
Capacity Analysis Module:														
Vol/Sat:	0.10	0.22	0.13	0.16	0.16	0.16	0.03	0.37	0.10		0.15	0.44	0.44	
Crit Moves:		****			****			****			****			
Green/Cycle:	0.23	0.23	0.40	0.17	0.17	0.17	0.03	0.40	0.40		0.57	0.53	0.53	
Volume/Cap:	0.44	0.93	0.32	0.93	0.93	0.93	0.84	0.93	0.26		0.76	0.84	0.84	
Delay/Veh:	39.5	65.6	25.1	84.8	84.8	84.8	128.1	46.6	24.7		43.1	28.4	28.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.5	65.6	25.1	84.8	84.8	84.8	128.1	46.6	24.7		43.1	28.4	28.4	
LOS by Move:	D	E	C	F	F	F	F	D	C		D	C	C	
HCM2kAvgQ:	5	13	5	12	12	12	3	25	4		8	24	24	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: E[42.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	38	512	3	6	564	25	29	2	84	1	0	5
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	38	515	3	6	567	25	29	2	84	1	0	5
Added Vol:	0	184	0	0	183	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	699	3	6	750	25	29	2	84	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	699	3	6	750	25	29	2	84	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	699	3	6	750	25	29	2	84	1	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	775	xxxx	xxxxx	702	xxxx	xxxxx	1554	1553	763	1595	1564	700
Potent Cap.:	850	xxxx	xxxxx	905	xxxx	xxxxx	93	114	408	87	113	443
Move Cap.:	850	xxxx	xxxxx	905	xxxx	xxxxx	88	109	408	65	107	443
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.33	0.02	0.21	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	208	xxxxx	xxxx	226	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.0	xxxxx	xxxxx	21.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			42.0			21.4		
ApproachLOS:	*			*			E			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	4	Average Delay (sec/veh):	157.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	61	88	139	29	29	626	11	69	582	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	259	271	434	125	115	1696	68	190	1596	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	259	271	434	0	115	1696	68	190	1596	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.12	1.14	0.74	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	211	1923	1264	1362	2179	1900	1805	5187	1615	1805	3372	206
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.20	0.20	0.00	0.06	0.33	0.04	0.11	0.47	0.47
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.27	1.27	1.27	1.23	1.23	0.00	0.20	1.01	0.13	0.33	1.47	1.47
Delay/Veh:	187.9	188	187.9	171.8	172	0.0	30.6	67.4	29.8	32.1	257	256.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.9	188	187.9	171.8	172	0.0	30.6	67.4	29.8	32.1	257	256.9
LOS by Move:	F	F	F	F	F	A	C	E	C	C	F	F
HCM2kAvgQ:	24	24	24	25	25	0	3	25	2	5	67	67

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.139
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	61	88	139	29	29	626	11	69	582	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	259	271	434	125	115	1696	68	190	1596	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	259	271	434	0	115	1696	68	190	1596	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.14	0.74	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	198	1812	1190	1231	1969	1600	1600	4800	1600	1600	3016	184
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.22	0.22	0.00	0.07	0.35	0.04	0.12	0.53	0.53
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.288
Loss Time (sec):	4	Average Delay (sec/veh):	27.7
Optimal Cycle:	145	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	78	376	139	97	328	56	91	679	50	157	692	94
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	378	140	98	330	56	92	683	50	158	696	95
Added Vol:	22	235	27	17	178	6	9	75	20	35	74	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	613	167	115	508	62	101	758	70	193	770	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	613	167	115	508	62	101	758	70	193	770	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	613	167	115	508	62	101	758	70	193	770	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	613	167	115	508	62	101	758	70	193	770	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.84	0.71	0.12	0.83	0.83	0.80	0.79	0.79	0.46	0.78	0.78
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.83	0.17	1.00	1.74	0.26
Final Sat.:	284	1596	1357	222	1399	172	1516	2739	254	874	2581	391
Capacity Analysis Module:												
Vol/Sat:	0.35	0.38	0.12	0.52	0.36	0.36	0.07	0.28	0.28	0.22	0.30	0.30
Crit Moves:				****				****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.42	0.42	0.54	0.45	0.45
Volume/Cap:	0.85	0.92	0.29	1.13	0.87	0.87	0.40	0.65	0.65	0.66	0.66	0.66
Delay/Veh:	58.3	37.4	14.0	149.2	30.8	30.8	11.6	17.6	17.6	15.8	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	37.4	14.0	149.2	30.8	30.8	11.6	17.6	17.6	15.8	16.3	16.3
LOS by Move:	E	D	B	F	C	C	B	B	B	B	B	B
HCM2kAvgQ:	4	17	3	5	13	13	2	9	9	4	9	9

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	121	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	376	139	97	328	56	91	679	50	157	692	94
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	378	140	98	330	56	92	683	50	158	696	95
Added Vol:	22	235	27	17	178	6	9	75	20	35	74	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	613	167	115	508	62	101	758	70	193	770	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	613	167	115	508	62	101	758	70	193	770	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	613	167	115	508	62	101	758	70	193	770	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	613	167	115	508	62	101	758	70	193	770	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.83	0.17	1.00	1.74	0.26
Final Sat.:	1600	1600	1600	1600	1425	175	1600	2928	272	1600	2779	421
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.10	0.07	0.36	0.36	0.06	0.26	0.26	0.12	0.28	0.28
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	4	Average Delay (sec/veh):	9.0
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	86	45	25	0	0	5	50	1072	26		24	1070	69	
Added Vol:	72	4	0	0	0	0	0	770	0		45	628	27	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	158	49	25	0	0	5	50	1842	26		69	1698	96	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	49	25	0	0	5	50	1842	26		69	1698	96	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	158	49	25	0	0	5	50	1842	26		69	1698	96	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	158	49	25	0	0	5	50	1842	26		69	1698	96	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.64	0.65	0.65	0.84	0.84	0.73	0.08	0.80	0.80		0.07	0.79	0.79	
Lanes:	1.52	0.32	0.16	0.00	0.00	1.00	1.00	1.97	0.03		1.00	1.89	0.11	
Final Sat.:	1853	393	201	0	0	1381	153	2984	42		137	2847	162	
Capacity Analysis Module:														
Vol/Sat:	0.09	0.13	0.13	0.00	0.00	0.00	0.33	0.62	0.62		0.50	0.60	0.60	
Crit Moves:		****						****						
Green/Cycle:	0.16	0.16	0.16	0.00	0.00	0.16	0.80	0.80	0.80		0.80	0.80	0.80	
Volume/Cap:	0.53	0.77	0.77	0.00	0.00	0.02	0.41	0.77	0.77		0.63	0.75	0.75	
Delay/Veh:	39.6	51.9	51.9	0.0	0.0	35.3	5.3	6.9	6.9		15.4	6.4	6.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.6	51.9	51.9	0.0	0.0	35.3	5.3	6.9	6.9		15.4	6.4	6.4	
LOS by Move:	D	D	D	A	A	D	A	A	A		B	A	A	
HCM2kAvgQ:	4	7	7	0	0	0	0	15	15		2	16	16	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	4	8	28	3	18	25	342	4	14	78	131
Added Vol:	0	0	0	47	0	0	0	103	0	0	82	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	8	75	3	18	25	445	4	14	160	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	75	3	18	25	445	4	14	160	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	75	3	18	25	445	4	14	160	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	75	3	18	25	445	4	14	160	167
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.78	0.03	0.19	0.05	0.94	0.01	0.08	0.92	1.00
Final Sat.:	0	193	386	450	18	108	40	716	6	55	621	785
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.17	0.17	0.17	0.62	0.62	0.62	0.26	0.26	0.21
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	8.5	8.5	9.7	9.7	9.7	14.8	14.8	14.8	9.7	9.7	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	9.7	9.7	9.7	14.8	14.8	14.8	9.7	9.7	8.3
LOS by Move:	*	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.5			9.7			14.8			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			9.7			14.8			9.0	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.5	1.5	1.5	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	27	25	6	7	18	113	88	1097	8	10	1076	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	25	6	7	18	114	88	1103	8	10	1082	7
Added Vol:	16	0	9	0	0	0	0	193	16	8	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	25	15	7	18	114	88	1296	24	18	1267	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	25	15	7	18	114	88	1296	24	18	1267	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	25	15	7	18	114	88	1296	24	18	1267	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	25	15	7	18	114	88	1296	24	18	1267	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.10	0.90	1.00	1.00	1.96	0.04	1.00	1.99	0.01
Final Sat.:	1600	1023	577	162	1438	1600	1600	3142	58	1600	3182	18
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.00	0.01	0.07	0.06	0.41	0.41	0.01	0.40	0.40
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 34.1 Worst Case Level Of Service: F[3201.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	9	0	18	11	1630	0	0	1575	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	9	0	18	11	1639	0	0	1584	20
Added Vol:	0	0	0	16	0	8	9	793	0	0	695	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	26	20	2432	0	0	2279	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	26	20	2432	0	0	2279	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	25	0	26	20	2432	0	0	2279	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	3553	4769	1157	2315	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	4	1	193	219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	4	1	193	219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	6.03	0.00	0.14	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	8	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	3201	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			3201.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 1	1	1 1	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	100	0	124	94	393	169	126	982	46	91	944	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	0	125	95	395	170	127	987	46	92	949	37
Added Vol:	125	0	8	0	0	0	0	201	107	6	194	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	133	95	395	170	127	1188	153	98	1143	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	0	133	95	395	170	127	1188	153	98	1143	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	0	133	95	395	170	127	1188	153	98	1143	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	0	133	95	395	170	127	1188	153	98	1143	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.77	0.23	1.00	1.94	0.06
Final Sat.:	3200	3200	3200	1600	4800	1600	1600	2834	366	1600	3099	101
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.06	0.08	0.11	0.08	0.42	0.42	0.06	0.37	0.37
Crit Moves:	****					****		****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.254
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	49	324	137	52	376	71	61	1297	73	85	1289	35
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	326	138	52	378	71	61	1304	73	85	1296	35
Added Vol:	226	107	221	54	50	10	14	528	191	182	509	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	433	359	106	428	81	75	1832	264	267	1805	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	433	359	106	428	81	75	1832	264	267	1805	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	433	359	106	428	81	75	1832	264	267	1805	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	433	359	106	428	81	75	1832	264	267	1805	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.09	0.91	1.00	1.68	0.32	1.00	1.75	0.25	1.00	1.95	0.05
Final Sat.:	1600	1750	1450	1600	2689	511	1600	2796	404	1600	3118	82
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.25	0.07	0.16	0.16	0.05	0.66	0.66	0.17	0.58	0.58
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	148	616	112	0	410	141	104	1066	162	189	1138	114
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	149	619	113	0	412	142	105	1072	163	190	1144	115
Added Vol:	0	352	0	0	414	226	191	189	0	0	154	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	971	113	0	826	368	296	1261	163	190	1298	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	971	113	0	826	368	296	1261	163	190	1298	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	971	113	0	826	368	296	1261	163	190	1298	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	971	113	0	826	368	296	1261	163	190	1298	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.66	0.34	1.00	2.66	0.34
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4251	549	1600	4251	549
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.07	0.00	0.26	0.23	0.18	0.30	0.30	0.12	0.31	0.31
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	764	141	0	974	482	497	1070	34	178	946	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	768	142	0	979	485	500	1076	34	179	951	37
Added Vol:	0	349	159	0	362	383	384	221	0	174	206	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1117	301	0	1341	868	884	1297	34	353	1157	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1117	301	0	1341	868	884	1297	34	353	1157	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1117	301	0	1341	868	884	1297	34	353	1157	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1117	301	0	1341	868	884	1297	34	353	1157	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.43	1.57	1.22	2.73	0.05	1.00	2.91	0.09
Final Sat.:	0	3200	1600	0	3886	2514	1945	4373	82	1600	4650	150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.19	0.00	0.35	0.35	0.45	0.30	0.42	0.22	0.25	0.25
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 1	0	0 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	533	78	45	29	164	11	0	1076	457	60	1092	13
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	536	78	45	29	165	11	0	1082	460	60	1098	13
Added Vol:	91	0	1	0	0	0	0	665	144	2	619	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	78	46	29	165	11	0	1747	604	62	1717	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	78	46	29	165	11	0	1747	604	62	1717	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	78	46	29	165	11	0	1747	604	62	1717	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	78	46	29	165	11	0	1747	604	62	1717	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.63	0.37	0.28	1.61	0.11	0.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3200	1006	594	455	2573	173	0	3200	1600	1600	3176	24
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.06	0.06	0.06	0.00	0.55	0.38	0.04	0.54	0.54
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1	0 1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	464	29	71	462	203	128	632	62	57	581	84
Added Vol:	0	273	0	0	234	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	737	29	71	696	203	128	632	62	57	581	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	737	29	71	696	203	128	632	62	57	581	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	737	29	71	696	203	128	632	62	57	581	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	737	29	71	696	203	128	632	62	57	581	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1539	61	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.48	0.04	0.43	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit				Prot+Permit			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0		1	0 2	1 0	
Volume Module:														
Base Vol:	101	365	67	92	417	114	117	1199	64		81	1211	79	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	102	367	67	93	419	115	118	1206	64		81	1218	79	
Added Vol:	55	106	74	76	90	36	54	539	66		87	478	85	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	157	473	141	169	509	151	172	1745	130		168	1696	164	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	157	473	141	169	509	151	172	1745	130		168	1696	164	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	157	473	141	169	509	151	172	1745	130		168	1696	164	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	157	473	141	169	509	151	172	1745	130		168	1696	164	
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21		1.00	2.73	0.27	
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4466	334		1600	4376	424	
Capacity Analysis Module:														
Vol/Sat:	0.10	0.30	0.09	0.11	0.32	0.09	0.11	0.39	0.39		0.11	0.39	0.39	
Crit Moves:	****				****		****					****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[19.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	13	421	4	2	573	14	10	0	42	2	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	423	4	2	576	14	10	0	42	2	0	3
Added Vol:	0	217	0	0	257	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	640	4	2	833	14	10	0	42	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	640	4	2	833	14	10	0	42	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	640	4	2	833	14	10	0	42	2	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	847	xxxx	xxxxx	644	xxxx	xxxxx	1514	1515	424	1089	1520	642
Potent Cap.:	799	xxxx	xxxxx	950	xxxx	xxxxx	99	121	635	195	120	477
Move Cap.:	799	xxxx	xxxxx	950	xxxx	xxxxx	97	118	635	179	118	477
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.10	0.00	0.07	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	307	xxxxx	xxxx	287	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	19.1	xxxxx	xxxxx	17.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			19.1			17.8		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Holloway/ La Cienega Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	4	Average Delay (sec/veh):	58.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Holloway D						La Cienega Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	118	1080	72	79	784	270	483	436	126	38	174	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	119	1086	72	79	788	272	486	438	127	38	175	109
Added Vol:	6	203	58	0	160	1	1	53	5	29	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1289	130	79	948	273	487	491	132	67	210	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1289	130	79	948	273	487	491	132	67	210	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1289	130	79	948	273	487	491	132	67	210	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1289	130	79	948	273	487	491	132	67	210	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.79	0.79	0.46	0.80	0.71	0.59	0.84	0.71	0.80	0.80	0.80
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1516	2715	275	870	3032	1357	1123	1596	1357	1516	998	516
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.09	0.31	0.20	0.43	0.31	0.10	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.49	0.43	0.43	0.43	0.38	0.38	0.49	0.42	0.42	0.25	0.19	0.19
Volume/Cap:	0.56	1.10	1.10	0.58	0.83	0.53	0.96	0.73	0.23	0.28	1.10	1.10
Delay/Veh:	21.2	86.6	86.6	29.9	33.1	25.2	56.9	28.3	18.8	30.0	124	123.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	86.6	86.6	29.9	33.1	25.2	56.9	28.3	18.8	30.0	124	123.7
LOS by Move:	C	F	F	C	C	C	E	C	B	C	F	F
HCM2kAvgQ:	3	32	32	3	16	7	20	14	3	2	17	17

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.065
Loss Time (sec):	4	Average Delay (sec/veh):	180.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	0	1	1 0	1	2 0	2 0	1	2 0	2 0 1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	176	809	138	0	609	357	443	1082	100	166	795	20
Added Vol:	6	151	141	24	109	62	95	438	10	92	424	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	960	279	24	718	419	538	1520	110	258	1219	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	960	279	24	718	419	538	1520	110	258	1219	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	960	279	24	718	419	538	1520	110	258	1219	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	960	279	24	718	419	538	1520	110	258	1219	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.53	0.53	0.71	0.77	0.80	0.71	0.77	0.80	0.71
Lanes:	2.00	1.55	0.45	0.06	1.94	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2941	2270	659	65	1934	1357	2941	3032	1357	2941	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.37	0.37	0.31	0.18	0.50	0.08	0.09	0.40	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.30	0.54	0.54	0.23	0.23	0.23	0.13	0.36	0.36	0.06	0.29	0.29
Volume/Cap:	0.20	0.79	0.79	1.58	1.58	1.31	1.39	1.40	0.22	1.40	1.39	0.10
Delay/Veh:	26.0	21.2	21.2	310.0	310	200.5	232.8	215	22.6	254.7	216	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	21.2	21.2	310.0	310	200.5	232.8	215	22.6	254.7	216	26.1
LOS by Move:	C	C	C	F	F	F	F	F	C	F	F	C
HCM2kAvgQ:	2	18	18	29	29	25	20	54	2	11	43	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 La Cienega Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	0 1		1 0 1	2 0		2 0 1	2 0		2 0 1
Volume Module:												
Base Vol:	175	804	137	0	606	355	441	1076	99	165	791	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	176	809	138	0	609	357	443	1082	100	166	795	20
Added Vol:	6	151	141	24	109	62	95	438	10	92	424	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	960	279	24	718	419	538	1520	110	258	1219	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	960	279	24	718	419	538	1520	110	258	1219	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	960	279	24	718	419	538	1520	110	258	1219	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	960	279	24	718	419	538	1520	110	258	1219	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.55	0.45	0.06	1.94	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	2480	720	103	3097	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.02	0.23	0.26	0.17	0.48	0.07	0.08	0.38	0.03
Crit Moves:		****						****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 La Cienega Blvd / Melrose Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.237
Loss Time (sec):	4	Average Delay (sec/veh):	45.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Cienega Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	89	1079	348	69	776	77	105	811	50	235	462	66
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	1085	350	69	780	77	106	816	50	236	465	66
Added Vol:	86	159	12	14	122	73	129	141	146	6	87	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1244	362	83	902	150	235	957	196	242	552	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	175	1244	362	83	902	150	235	957	196	242	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1244	362	83	902	150	235	957	196	242	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	175	1244	362	83	902	150	235	957	196	242	552	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.80	0.71	0.08	0.80	0.71	0.30	0.80	0.71	0.80	0.80	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	290	3032	1357	161	3032	1357	562	3032	1357	1516	3032	1596
Capacity Analysis Module:												
Vol/Sat:	0.60	0.41	0.27	0.52	0.30	0.11	0.42	0.32	0.14	0.16	0.18	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.38	0.38	0.38	0.14	0.52	0.00
Volume/Cap:	1.37	0.93	0.61	1.04	0.68	0.25	1.10	0.83	0.38	1.14	0.35	0.00
Delay/Veh:	234.7	35.8	21.0	137.9	21.5	16.1	118.4	30.5	20.7	143.8	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	234.7	35.8	21.0	137.9	21.5	16.1	118.4	30.5	20.7	143.8	12.8	0.0
LOS by Move:	F	D	C	F	C	B	F	C	C	F	B	A
HCM2kAvgQ:	13	22	8	6	11	3	13	15	4	14	5	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Hancock Ave / Holloway Dr

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: F[59.9]

Street Name:	Hancock Ave						Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	29	0	117	22	2	22	0	840	30	44	410	0
Growth Adj:	1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01		1.01 1.01	1.01	
Initial Bse:	29	0	118	22	2	22	0	845	30	44	412	0
Added Vol:	5	0	0	0	0	0	0	60	5	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	118	22	2	22	0	905	35	44	453	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	34	0	118	22	2	22	0	905	35	44	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	118	22	2	22	0	905	35	44	453	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1476	1464	922	1523	1482	453	xxxx	xxxx	xxxxx	940	xxxx	xxxxx
Potent Cap.:	105	130	330	98	126	611	xxxx	xxxx	xxxxx	738	xxxx	xxxxx
Move Cap.:	96	122	330	60	119	611	xxxx	xxxx	xxxxx	738	xxxx	xxxxx
Volume/Cap:	0.36	0.00	0.36	0.37	0.02	0.04	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	213	xxxxx	xxxx	110	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.6	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	55.4	xxxxx	xxxxx	59.9	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	B	*	*
ApproachDel:		55.4			59.9		xxxxxx			xxxxxx		
ApproachLOS:		F			F		*			*		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hancock Ave / Santa Monica Blvd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[22.0]

Street Name:	Hancock Ave									Santa Monica Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	2			0	0	73			150	1549	34			24	1189	61		
Growth Adj:	1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01		
Initial Bse:	0	0	2			0	0	73			151	1558	34			24	1196	61		
Added Vol:	0	0	0			0	0	0			0	574	0			0	502	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	2			0	0	73			151	2132	34			24	1698	61		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	2			0	0	73			151	2132	34			24	1698	61		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	2			0	0	73			151	2132	34			24	1698	61		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	1083			xxxx	xxxx	597			1759	xxxx	xxxxx			2166	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	216			xxxx	xxxx	451			360	xxxx	xxxxx			250	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	216			xxxx	xxxx	451			360	xxxx	xxxxx			250	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	0.16			0.42	xxxx	xxxx			0.10	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	0.6			2.0	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	21.8			xxxxx	xxxx	14.5			22.0	xxxx	xxxxx			20.9	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	B			C	*	*			C	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	21.8					14.5					xxxxxx					xxxxxx				
ApproachLOS:	C					B					*					*				

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Horn Ave / Sunset Blvd - Holloway Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	4	Average Delay (sec/veh):	19.2
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Horn Ave						Sunset Blvd - Holloway Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	0	0 1	1 0
Volume Module:												
Base Vol:	273	23	32	21	24	29	52	1273	548	0	962	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	275	23	32	21	24	29	52	1280	551	0	967	22
Added Vol:	41	0	0	0	0	41	78	285	41	0	235	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	23	32	21	24	70	130	1565	592	0	1202	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	23	32	21	24	70	130	1565	592	0	1202	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	23	32	21	24	70	130	1565	592	0	1202	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	23	32	21	24	70	130	1565	592	0	1202	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.71	0.76	0.76	0.76	0.80	0.80	0.71	0.84	0.80	0.80
Lanes:	1.86	0.14	1.00	0.18	0.21	0.61	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	2840	208	1357	266	304	883	1516	3032	1357	0	2969	55
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.08	0.08	0.08	0.09	0.52	0.44	0.00	0.41	0.41
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.15	0.15	0.11	0.11	0.11	0.71	0.71	0.71	0.00	0.58	0.58
Volume/Cap:	0.73	0.73	0.16	0.73	0.73	0.73	0.54	0.73	0.62	0.00	0.70	0.70
Delay/Veh:	54.4	54.4	44.6	67.8	67.8	67.8	7.9	12.0	10.4	0.0	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	54.4	44.6	67.8	67.8	67.8	7.9	12.0	10.4	0.0	18.8	18.8
LOS by Move:	D	D	D	E	E	E	A	B	B	A	B	B
HCM2kAvgQ:	8	8	1	6	6	6	3	19	12	0	17	17

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 San Vicente Blvd / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.207
Loss Time (sec):	4	Average Delay (sec/veh):	64.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	San Vicente Blvd						Sunset Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	226	26	304	35	29	9	14	1394	134	170	1024	39
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	227	26	306	35	29	9	14	1402	135	171	1030	39
Added Vol:	38	75	213	0	37	0	0	189	12	145	182	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	101	519	35	66	9	14	1591	147	316	1212	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	101	519	35	66	9	14	1591	147	316	1212	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	101	519	35	66	9	14	1591	147	316	1212	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	101	519	35	66	9	14	1591	147	316	1212	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.82	0.82	0.80	0.80	0.71	0.31	0.80	0.71
Lanes:	1.27	0.20	1.53	1.00	0.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1819	294	2188	1516	1379	189	1516	3032	1357	581	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.24	0.02	0.05	0.05	0.01	0.52	0.11	0.54	0.40	0.03
Crit Moves:		****				****		****		****		
Green/Cycle:	0.30	0.30	0.47	0.04	0.04	0.04	0.01	0.45	0.45	0.62	0.62	0.62
Volume/Cap:	0.49	1.16	0.50	0.56	1.16	1.16	0.65	1.16	0.24	0.97	0.65	0.05
Delay/Veh:	35.1	130	21.9	67.7	221	220.6	111.6	115	20.5	53.7	15.6	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	130	21.9	67.7	221	220.6	111.6	115	20.5	53.7	15.6	9.2
LOS by Move:	D	F	C	E	F	F	F	F	C	D	B	A
HCM2kAvgQ:	6	27	8	2	6	6	1	48	3	16	15	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cynthia St / San Vicente Blvd

Cycle (sec):	51	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	4	Average Delay (sec/veh):	13.1
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Cynthia St						San Vicente Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	99	510	120	17	327	34	91	314	107	49	55	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	100	513	121	17	329	34	92	316	108	49	55	12
Added Vol:	21	323	0	0	191	3	2	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	836	121	17	520	37	94	316	119	49	55	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	836	121	17	520	37	94	316	119	49	55	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	836	121	17	520	37	94	316	119	49	55	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	836	121	17	520	37	94	316	119	49	55	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.78	0.78	0.15	0.79	0.79	0.76	0.76	0.76	0.64	0.64	0.64
Lanes:	1.00	1.75	0.25	1.00	1.87	0.13	0.18	0.60	0.22	0.42	0.48	0.10
Final Sat.:	586	2599	375	290	2802	200	255	862	324	516	579	126
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.06	0.19	0.19	0.37	0.37	0.37	0.10	0.10	0.10
Crit Moves:		****						****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.48	0.75	0.75	0.12	0.43	0.43	0.75	0.75	0.75	0.19	0.19	0.19
Delay/Veh:	11.8	14.6	14.6	9.1	10.4	10.4	14.8	14.8	14.8	7.5	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	14.6	14.6	9.1	10.4	10.4	14.8	14.8	14.8	7.5	7.5	7.5
LOS by Move:	B	B	B	A	B	B	B	B	B	A	A	A
HCM2kAvgQ:	2	9	9	0	3	3	7	7	7	1	1	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 San Vincente Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.796
Loss Time (sec):	4	Average Delay (sec/veh):	148.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	San Vincente Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	88	566	258	88	379	84	109	1332	62	180	1034	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	88	569	259	88	381	84	110	1339	62	181	1040	117
Added Vol:	78	140	77	2	78	123	203	528	32	35	480	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	709	336	90	459	207	313	1867	94	216	1520	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	709	336	90	459	207	313	1867	94	216	1520	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	709	336	90	459	207	313	1867	94	216	1520	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	709	336	90	459	207	313	1867	94	216	1520	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.80	0.71	0.80	0.76	0.76	0.09	0.79	0.79	0.05	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	1.38	0.62	1.00	1.90	0.10	1.00	1.86	0.14
Final Sat.:	350	3032	1357	1516	1990	899	174	2866	145	101	2784	215
Capacity Analysis Module:												
Vol/Sat:	0.48	0.23	0.25	0.06	0.23	0.23	1.80	0.65	0.65	2.15	0.55	0.55
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.18	0.18	0.02	0.20	0.20	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	2.31	1.28	1.36	2.68	1.13	1.13	2.38	0.86	0.86	2.84	0.72	0.72
Delay/Veh:	672.6	182	227.0	880.4	117	117.1	655.5	12.2	12.2	877.1	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	672.6	182	227.0	880.4	117	117.1	655.5	12.2	12.2	877.1	7.8	7.8
LOS by Move:	F	F	F	F	F	F	F	B	B	F	A	A
HCM2kAvgQ:	18	24	23	11	19	19	31	21	21	25	15	15

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 San Vicente Blvd / Melrose Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	4	Average Delay (sec/veh):	17.5
Optimal Cycle:	59	Level Of Service:	B

Street Name:	San Vicente Blvd						Melrose Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	70	600	122	116	461	56	82	600	94	159	437	229
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	70	603	123	117	464	56	82	603	95	160	439	230
Added Vol:	17	157	45	10	273	0	3	86	33	47	61	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	760	168	127	737	56	85	689	128	207	500	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	760	168	127	737	56	85	689	128	207	500	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	760	168	127	737	56	85	689	128	207	500	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	760	168	127	737	56	85	689	128	207	500	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.80	0.71	0.19	0.80	0.71	0.27	0.78	0.78	0.24	0.84	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.00	1.00
Final Sat.:	385	3032	1357	367	3032	1357	519	2500	463	450	1596	1357
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.12	0.35	0.24	0.04	0.16	0.28	0.28	0.46	0.31	0.18
Crit Moves:				****						****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.56	0.62	0.30	0.85	0.60	0.10	0.30	0.51	0.51	0.85	0.58	0.34
Delay/Veh:	21.7	18.6	15.4	54.7	18.3	13.9	10.1	11.2	11.2	38.2	12.5	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	18.6	15.4	54.7	18.3	13.9	10.1	11.2	11.2	38.2	12.5	9.9
LOS by Move:	C	B	B	D	B	B	B	B	B	D	B	A
HCM2kAvgQ:	2	7	2	5	8	1	1	6	6	7	8	3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 San Vicente Blvd / Beverly Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.176
Loss Time (sec):	4	Average Delay (sec/veh):	33.8
Optimal Cycle:	180	Level Of Service:	C

Street Name:	San Vicente Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	127	627	290	136	558	125	88	1033	142	65	720	121
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	128	631	292	137	561	126	88	1039	143	65	724	122
Added Vol:	5	177	45	57	273	23	15	85	5	33	50	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	808	337	194	834	149	103	1124	148	98	774	148
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	808	0	194	834	149	103	1124	148	98	774	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	808	0	194	834	149	103	1124	148	98	774	148
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	808	0	194	834	149	103	1124	148	98	774	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.80	0.84	0.23	0.80	0.71	0.17	0.80	0.71	0.07	0.80	0.71
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	428	3032	1596	443	3032	1357	316	3032	1357	141	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.31	0.27	0.00	0.44	0.28	0.11	0.33	0.37	0.11	0.70	0.26	0.11
Crit Moves:				****						****		
Green/Cycle:	0.37	0.37	0.00	0.37	0.37	0.37	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.83	0.72	0.00	1.18	0.74	0.29	0.55	0.62	0.18	1.18	0.43	0.18
Delay/Veh:	63.9	34.4	0.0	162.8	35.2	26.9	18.1	16.4	11.2	177.6	13.4	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	34.4	0.0	162.8	35.2	26.9	18.1	16.4	11.2	177.6	13.4	11.2
LOS by Move:	E	C	A	F	D	C	B	B	B	F	B	B
HCM2kAvgQ:	7	14	0	11	14	4	2	14	2	8	8	2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Robertson Blvd / Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.327
Loss Time (sec):	4	Average Delay (sec/veh):	68.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Rovertson Blvd						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	72	133	284	103	106	10	73	1231	38	171	926	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	72	134	286	104	107	10	73	1238	38	172	931	63
Added Vol:	10	0	53	0	0	0	0	710	9	40	641	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	134	339	104	107	10	73	1948	47	212	1572	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	134	339	104	107	10	73	1948	47	212	1572	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	134	339	104	107	10	73	1948	47	212	1572	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	134	339	104	107	10	73	1948	47	212	1572	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.75	0.75	0.41	0.41	0.71	0.80	0.80	0.71	0.35	0.79	0.79
Lanes:	1.00	0.28	0.72	0.49	0.51	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	859	403	1021	381	392	1357	1516	3032	1357	665	2897	117
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.27	0.27	0.01	0.05	0.64	0.03	0.32	0.54	0.54
Crit Moves:		****						****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.61	0.55	0.55	0.68	0.62	0.62
Volume/Cap:	0.34	1.16	1.16	0.95	0.95	0.03	0.44	1.16	0.06	0.80	0.88	0.88
Delay/Veh:	29.0	132	131.9	81.9	81.9	25.7	16.4	102	10.4	27.0	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	132	131.9	81.9	81.9	25.7	16.4	102	10.4	27.0	20.9	20.9
LOS by Move:	C	F	F	F	F	C	B	F	B	C	C	C
HCM2kAvgQ:	2	26	26	10	10	0	2	52	1	4	23	23

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Robertson Blvd / Melrose Ave

Cycle (sec):	55	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	4	Average Delay (sec/veh):	15.5
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Robertson Blvd						Melrose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	401	301	62	221	32	35	447	91	214	241	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	69	403	303	62	222	32	35	450	92	215	242	78
Added Vol:	10	51	32	5	39	5	8	85	27	30	45	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	454	335	67	261	37	43	535	119	245	287	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	454	335	67	261	37	43	535	119	245	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	454	335	67	261	37	43	535	119	245	287	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	454	335	67	261	37	43	535	119	245	287	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.84	0.71	0.20	0.82	0.82	0.80	0.80	0.80	0.49	0.84	0.84
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	0.06	0.77	0.17	1.00	1.00	1.00
Final Sat.:	677	1596	1357	388	1371	195	94	1162	258	940	1596	1596
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.25	0.17	0.19	0.19	0.46	0.46	0.46	0.26	0.18	0.00
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.33	0.80	0.70	0.49	0.54	0.54	0.80	0.80	0.80	0.46	0.31	0.00
Delay/Veh:	13.8	24.1	19.6	16.6	15.2	15.2	14.7	14.7	14.7	7.4	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	24.1	19.6	16.6	15.2	15.2	14.7	14.7	14.7	7.4	6.3	0.0
LOS by Move:	B	C	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	1	7	5	2	5	5	12	12	12	2	2	0

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Robertson Blvd / Beverly Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	4	Average Delay (sec/veh):	16.5
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Robertson Blvd						Beverly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	64	481	153	66	335	122	118	879	68	89	848	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	64	484	154	66	337	123	119	884	68	89	853	102
Added Vol:	3	55	0	10	59	27	36	95	2	0	74	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	539	154	76	396	150	155	979	70	89	927	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	539	154	76	396	150	155	979	70	89	927	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	539	154	76	396	150	155	979	70	89	927	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	539	154	76	396	150	155	979	70	89	927	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.84	0.71	0.20	0.81	0.81	0.18	0.80	0.71	0.16	0.80	0.71
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	370	1596	1357	380	1111	420	342	3032	1357	311	3032	1357
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.11	0.20	0.36	0.36	0.45	0.32	0.05	0.29	0.31	0.08
Crit Moves:					****			****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.42	0.78	0.26	0.46	0.82	0.82	0.91	0.65	0.10	0.58	0.61	0.15
Delay/Veh:	13.5	20.2	11.1	14.1	23.1	23.1	56.5	12.0	8.0	15.7	11.5	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	20.2	11.1	14.1	23.1	23.1	56.5	12.0	8.0	15.7	11.5	8.2
LOS by Move:	B	C	B	B	C	C	E	B	A	B	B	A
HCM2kAvgQ:	1	11	2	1	9	9	6	8	1	1	7	1

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Doheny Drive / Sunset Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.119
Loss Time (sec):	4	Average Delay (sec/veh):	48.0
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Protected				Prot+Permit			
Rights:	Ovl			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1!	0 1	0	0 1!	0 0	1	0 2	0 1		1	0 1	1 0	
Volume Module:														
Base Vol:	182	81	174	145	81	34	17	1187	81		160	974	70	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	183	81	175	146	81	34	17	1194	81		161	979	70	
Added Vol:	30	0	79	0	0	0	0	153	22		71	167	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	213	81	254	146	81	34	17	1347	103		232	1146	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	213	81	254	146	81	34	17	1347	103		232	1146	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	213	81	254	146	81	34	17	1347	103		232	1146	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	213	81	254	146	81	34	17	1347	103		232	1146	70	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.80	0.71		0.66	0.79	0.79	
Lanes:	1.34	0.26	1.40	0.56	0.31	0.13	1.00	2.00	1.00		1.00	1.88	0.12	
Final Sat.:	1951	377	2045	850	475	199	1516	3032	1357		1251	2831	174	
Capacity Analysis Module:														
Vol/Sat:	0.11	0.22	0.12	0.17	0.17	0.17	0.01	0.44	0.08		0.19	0.40	0.40	
Crit Moves:		****		****				****			****			
Green/Cycle:	0.21	0.21	0.36	0.17	0.17	0.17	0.02	0.44	0.44		0.59	0.57	0.57	
Volume/Cap:	0.51	1.02	0.34	1.02	1.02	1.02	0.71	1.02	0.17		0.83	0.71	0.71	
Delay/Veh:	42.2	90.8	28.0	110.9	111	110.9	125.8	63.3	20.8		53.1	20.0	20.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.2	90.8	28.0	110.9	111	110.9	125.8	63.3	20.8		53.1	20.0	20.0	
LOS by Move:	D	F	C	F	F	F	F	E	C		D	C	C	
HCM2kAvgQ:	5	15	5	15	15	15	2	34	2		9	18	18	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Doheny Drive/ Elevado Avenue

Average Delay (sec/veh): 67.2 Worst Case Level Of Service: F[455.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	35	608	6	6	546	12	119	15	129	3	2	10
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	611	6	6	549	12	120	15	130	3	2	10
Added Vol:	0	172	0	0	134	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	783	6	6	683	12	120	15	130	3	2	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	783	6	6	683	12	120	15	130	3	2	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	783	6	6	683	12	120	15	130	3	2	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	695	xxxx	xxxxx	789	xxxx	xxxxx	1564	1561	689	1630	1564	786
Potent Cap.:	910	xxxx	xxxxx	839	xxxx	xxxxx	92	113	449	82	113	395
Move Cap.:	910	xxxx	xxxxx	839	xxxx	xxxxx	85	108	449	50	108	395
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	1.41	0.14	0.29	0.06	0.02	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	144	xxxxx	xxxx	145	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	456	xxxxx	xxxxx	32.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			455.6			32.7		
ApproachLOS:	*			*			F			D		

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	4	Average Delay (sec/veh):	149.9
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	65	44	101	20	23	587	5	72	532	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	232	255	471	118	84	1974	59	171	1358	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	232	255	471	0	84	1974	59	171	1358	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.10	1.25	0.65	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.88	0.12
Final Sat.:	174	2132	1117	1247	2302	1900	1805	5187	1615	1805	3357	221
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.20	0.20	0.00	0.05	0.38	0.04	0.09	0.40	0.40
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.29	1.29	1.29	1.27	1.27	0.00	0.14	1.18	0.11	0.29	1.25	1.25
Delay/Veh:	194.7	195	194.7	186.3	186	0.0	30.0	129	29.6	31.7	163	163.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	194.7	195	194.7	186.3	186	0.0	30.0	129	29.6	31.7	163	163.4
LOS by Move:	F	F	F	F	F	A	C	F	C	C	F	F
HCM2kAvgQ:	25	25	25	27	27	0	2	39	1	5	47	47

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	65	44	101	20	23	587	5	72	532	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	232	255	471	118	84	1974	59	171	1358	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	232	255	471	0	84	1974	59	171	1358	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.25	0.65	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.88	0.12
Final Sat.:	163	1993	1044	1124	2076	1600	1600	4800	1600	1600	3003	197
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.23	0.23	0.00	0.05	0.41	0.04	0.11	0.45	0.45
Crit Moves:			****	****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	71	Critical Vol./Cap.(X):	1.234
Loss Time (sec):	4	Average Delay (sec/veh):	27.2
Optimal Cycle:	77	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Prot+Permit				Prot+Permit			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0 1	1	0	0 1	0	1	0 1	1 0	1	0	1	1 0
Volume Module:														
Base Vol:	100	392	169	98	367	41	83	708	84		121	719	76	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	101	394	170	99	369	41	83	712	84		122	723	76	
Added Vol:	22	192	31	9	156	9	12	80	25		41	50	15	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	123	586	201	108	525	50	95	792	109		163	773	91	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	586	201	108	525	50	95	792	109		163	773	91	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	123	586	201	108	525	50	95	792	109		163	773	91	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	586	201	108	525	50	95	792	109		163	773	91	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.15	0.84	0.71	0.14	0.83	0.83	0.80	0.78	0.78		0.66	0.79	0.79	
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.76	0.24		1.00	1.79	0.21	
Final Sat.:	279	1596	1357	263	1438	138	1516	2616	362		1250	2668	316	
Capacity Analysis Module:														
Vol/Sat:	0.44	0.37	0.15	0.41	0.37	0.37	0.06	0.30	0.30		0.13	0.29	0.29	
Crit Moves:	****							****			****			
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.42	0.42		0.54	0.46	0.46	
Volume/Cap:	1.05	0.88	0.35	0.98	0.87	0.87	0.37	0.72	0.72		0.60	0.63	0.63	
Delay/Veh:	117.3	31.5	14.5	97.9	31.1	31.1	11.5	19.0	19.0		14.1	15.7	15.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	117.3	31.5	14.5	97.9	31.1	31.1	11.5	19.0	19.0		14.1	15.7	15.7	
LOS by Move:	F	C	B	F	C	C	B	B	B		B	B	B	
HCM2kAvgQ:	7	15	3	3	13	13	2	10	10		4	9	9	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Doheny Drive / Beverly Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	392	169	98	367	41	83	708	84	121	719	76
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	394	170	99	369	41	83	712	84	122	723	76
Added Vol:	22	192	31	9	156	9	12	80	25	41	50	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	586	201	108	525	50	95	792	109	163	773	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	586	201	108	525	50	95	792	109	163	773	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	586	201	108	525	50	95	792	109	163	773	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	586	201	108	525	50	95	792	109	163	773	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.76	0.24	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	1460	140	1600	2811	389	1600	2862	338
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.13	0.07	0.36	0.36	0.06	0.28	0.28	0.10	0.27	0.27
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	4	Average Delay (sec/veh):	11.1
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	1 0
Volume Module:														
Base Vol:	117	89	20	0	0	11	33	1162	16		19	900	76	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	118	89	20	0	0	11	33	1169	16		19	905	76	
Added Vol:	61	3	0	0	0	0	0	707	0		25	585	10	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	179	92	20	0	0	11	33	1876	16		44	1490	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	179	92	20	0	0	11	33	1876	16		44	1490	86	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	179	92	20	0	0	11	33	1876	16		44	1490	86	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	179	92	20	0	0	11	33	1876	16		44	1490	86	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.65	0.67	0.67	0.84	0.84	0.73	0.10	0.80	0.80		0.06	0.79	0.79	
Lanes:	1.45	0.45	0.10	0.00	0.00	1.00	1.00	1.98	0.02		1.00	1.89	0.11	
Final Sat.:	1800	576	125	0	0	1381	195	3004	26		120	2843	165	
Capacity Analysis Module:														
Vol/Sat:	0.10	0.16	0.16	0.00	0.00	0.01	0.17	0.62	0.62		0.37	0.52	0.52	
Crit Moves:		****						****						
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.20	0.76	0.76	0.76		0.76	0.76	0.76	
Volume/Cap:	0.51	0.82	0.82	0.00	0.00	0.04	0.22	0.82	0.82		0.48	0.69	0.69	
Delay/Veh:	36.6	52.2	52.2	0.0	0.0	32.6	4.1	9.8	9.8		8.4	6.7	6.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.6	52.2	52.2	0.0	0.0	32.6	4.1	9.8	9.8		8.4	6.7	6.7	
LOS by Move:	D	D	D	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	4	8	8	0	0	0	0	18	18		1	14	14	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	9	12	39	4	8	14	486	3	16	74	193
Added Vol:	0	0	0	40	0	0	0	81	0	0	40	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	9	12	79	4	8	14	567	3	16	114	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	79	4	8	14	567	3	16	114	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	79	4	8	14	567	3	16	114	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	79	4	8	14	567	3	16	114	213
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.87	0.04	0.09	0.02	0.97	0.01	0.12	0.88	1.00
Final Sat.:	25	228	304	475	24	48	18	738	4	81	575	762
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.17	0.17	0.17	0.77	0.77	0.77	0.20	0.20	0.28
Crit Moves:		****		****				****				****
Delay/Veh:	8.9	8.9	8.9	10.1	10.1	10.1	21.1	21.1	21.1	9.4	9.4	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	10.1	10.1	10.1	21.1	21.1	21.1	9.4	9.4	9.0
LOS by Move:	A	A	A	B	B	B	C	C	C	A	A	A
ApproachDel:	8.9			10.1			21.1			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			10.1			21.1			9.2		
LOS by Appr:	A			B			C			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	2.8	2.8	2.8	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Foothill Road/ Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	45	53	6	12	18	61	120	1277	7	7	1195	4
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	45	53	6	12	18	61	121	1284	7	7	1202	4
Added Vol:	19	0	12	0	0	0	0	163	20	11	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	53	18	12	18	61	121	1447	27	18	1387	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	53	18	12	18	61	121	1447	27	18	1387	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	53	18	12	18	61	121	1447	27	18	1387	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	53	18	12	18	61	121	1447	27	18	1387	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.79	0.26	0.26	0.74	1.00	1.00	1.96	0.04	1.00	1.99	0.01
Final Sat.:	1516	1258	426	422	1178	1600	1600	3141	59	1600	3191	9
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.02	0.04	0.08	0.46	0.46	0.01	0.43	0.43
Crit Moves:	****					****	****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Foothill Road / Santa Monica Blvd.

Average Delay (sec/veh): 32.1 Worst Case Level Of Service: F[3009.6]

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Rights:	Include			Include			Include				Include			
Lanes:	0 0 0	0 0		0 0	1! 0	0	1 0	2 0	0		0 0	1 1	0	
Volume Module:														
Base Vol:	0	0	0	7	0	13	16	1818	0		0	1480	44	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	0	0	7	0	13	16	1828	0		0	1488	44	
Added Vol:	0	0	0	20	0	11	12	741	0		0	604	19	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	27	0	24	28	2569	0		0	2092	63	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	27	0	24	28	2569	0		0	2092	63	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	0	0	0	27	0	24	28	2569	0		0	2092	63	
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	xxxxx	3465	4749	1078	2156	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	5	1	218	253	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	5	1	218	253	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	5.73	0.00	0.11	0.11	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	9	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.8	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	3010	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	F	*	*	*	*		*	*	*	
ApproachDel:	xxxxxx			3009.6			xxxxxx				xxxxxx			
ApproachLOS:	*			F			*				*			

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Beverly Drive / Sunset Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	1	1	1 1	1 1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	153	567	175	67	326	111	149	1249	38	53	1193	26
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	154	570	176	67	328	112	150	1256	38	53	1200	26
Added Vol:	126	0	10	0	0	0	0	173	76	10	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	570	186	67	328	112	150	1429	114	63	1395	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	570	186	67	328	112	150	1429	114	63	1395	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	570	186	67	328	112	150	1429	114	63	1395	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	570	186	67	328	112	150	1429	114	63	1395	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	3200	4800	1600	1600	4800	1600	1600	2963	237	1600	3141	59
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.04	0.07	0.07	0.09	0.48	0.48	0.04	0.44	0.44
Crit Moves:	****				****		****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Beverly Drive / Santa Monica Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.238
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	41	526	192	43	336	42	52	1420	33	78	1173	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	41	529	193	43	338	42	52	1428	33	78	1180	41
Added Vol:	231	110	227	43	29	14	16	482	105	102	504	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	639	420	86	367	56	68	1910	138	180	1684	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	639	420	86	367	56	68	1910	138	180	1684	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	639	420	86	367	56	68	1910	138	180	1684	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	639	420	86	367	56	68	1910	138	180	1684	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	1.73	0.27	1.00	1.87	0.13	1.00	1.94	0.06
Final Sat.:	1600	1931	1269	1600	2775	425	1600	2984	216	1600	3106	94
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.05	0.13	0.13	0.04	0.64	0.64	0.11	0.54	0.54
Crit Moves:		****		****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Beverly Drive / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	107	741	116	0	485	105	113	1301	134	222	1235	100
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	108	745	117	0	488	106	114	1308	135	223	1242	101
Added Vol:	0	199	0	0	423	231	105	167	0	0	178	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	944	117	0	911	337	219	1475	135	223	1420	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	944	117	0	911	337	219	1475	135	223	1420	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	944	117	0	911	337	219	1475	135	223	1420	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	944	117	0	911	337	219	1475	135	223	1420	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.75	0.25	1.00	2.71	0.29
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4398	402	1600	4332	468
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.07	0.00	0.28	0.21	0.14	0.34	0.34	0.14	0.33	0.33
Crit Moves:	****				****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Santa Monica Blvd. / Wilshire Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	1.203
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	1 1	1	1 1	0	1	0 2	1 0
Volume Module:												
Base Vol:	0	851	70	0	860	496	504	1091	28	164	1229	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	856	70	0	865	499	507	1097	28	165	1236	30
Added Vol:	0	290	103	0	360	389	314	169	0	185	225	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1146	173	0	1225	888	821	1266	28	350	1461	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1146	173	0	1225	888	821	1266	28	350	1461	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1146	173	0	1225	888	821	1266	28	350	1461	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1146	173	0	1225	888	821	1266	28	350	1461	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.32	1.68	1.18	2.78	0.04	1.00	2.94	0.06
Final Sat.:	0	3200	1600	0	3711	2689	1888	4442	70	1600	4703	97
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.11	0.00	0.33	0.33	0.43	0.29	0.40	0.22	0.31	0.31
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santa Monica Blvd/Beverly Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.051
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	0	1	0	0	1	0	1	0	0	2	0	1	1	0
Volume Module:																
Base Vol:	622	137	46		27	217	11		0	1394	429		37	946	9	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	625	138	46		27	218	11		0	1402	431		37	951	9	
Added Vol:	66	0	2		0	0	0		0	612	148		3	557	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	691	138	48		27	218	11		0	2014	579		40	1508	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	691	138	48		27	218	11		0	2014	579		40	1508	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	691	138	48		27	218	11		0	2014	579		40	1508	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	691	138	48		27	218	11		0	2014	579		40	1508	9	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.74	0.26		0.21	1.70	0.09		0.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	3200	1185	415		339	2723	138		0	3200	1600		1600	3181	19	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.12	0.12		0.08	0.08	0.08		0.00	0.63	0.36		0.03	0.47	0.47	
Crit Moves:	****					****				****			****			

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Doheny Drive/Burton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	56	461	29	71	459	202	127	628	62	57	578	84
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	464	29	71	462	203	128	632	62	57	581	84
Added Vol:	0	245	0	0	214	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	709	29	71	676	203	128	632	62	57	581	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	709	29	71	676	203	128	632	62	57	581	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	709	29	71	676	203	128	632	62	57	581	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	709	29	71	676	203	128	632	62	57	581	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1537	63	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.04	0.42	0.13	0.08	0.20	0.04	0.04	0.18	0.05
Crit Moves:		****			****			****			****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Doheny Drive/Wilshire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	101	365	67	92	417	114	117	1199	64	81	1211	79
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	102	367	67	93	419	115	118	1206	64	81	1218	79
Added Vol:	33	86	39	64	78	40	45	533	68	93	359	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	453	106	157	497	155	163	1739	132	174	1577	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	453	106	157	497	155	163	1739	132	174	1577	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	453	106	157	497	155	163	1739	132	174	1577	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	453	106	157	497	155	163	1739	132	174	1577	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.74	0.26
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4460	340	1600	4377	423
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.07	0.10	0.31	0.10	0.10	0.39	0.39	0.11	0.36	0.36
Crit Moves:	****				****			****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Doheny Dr/Oakhurst Dr

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[29.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1!	0	0	0	1 0	1	0	0	0 1!	0	0	0	0 0	0	1
Volume Module:																
Base Vol:	12	434	2	2	595	16			34	0	63		0	0	2	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01			1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	12	436	2	2	598	16			34	0	63		0	0	2	
Added Vol:	0	182	0	0	165	0			0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0			0	0	0		0	0	0	
Initial Fut:	12	618	2	2	763	16			34	0	63		0	0	2	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	12	618	2	2	763	16			34	0	63		0	0	2	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	12	618	2	2	763	16			34	0	63		0	0	2	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			7.1	6.5	6.2		xxxxx	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			3.5	4.0	3.3		xxxxx	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	779	xxxx	xxxxx	620	xxxx	xxxxx			1420	1420	390		xxxx	xxxx	619	
Potent Cap.:	847	xxxx	xxxxx	970	xxxx	xxxxx			115	138	663		xxxx	xxxx	492	
Move Cap.:	847	xxxx	xxxxx	970	xxxx	xxxxx			113	136	663		xxxx	xxxx	492	
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx			0.30	0.00	0.10		xxxx	xxxx	0.00	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	0.0	
Control Del:	9.3	xxxx	xxxxx	8.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	12.3	
LOS by Move:	A	*	*	A	*	*			*	*	*		*	*	B	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	246	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			xxxxx	1.8	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx			xxxxx	29.0	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	A	*	*			*	D	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					29.0				12.3			
ApproachLOS:	*			*					D				B			

Note: Queue reported is the number of cars per lane.

ROADWAY CLOSURE ANALYSIS

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	4	Average Delay (sec/veh):	174.7
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0	1 0	1 0	0	1 1	0 1	1	0 3	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	39	26	69	13	13	348	5	36	400	7
Closure:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	134	156	334	93	64	1141	44	152	1852	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	134	156	334	0	64	1141	44	152	1852	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.17	1.31	0.52	0.64	1.36	1.00	1.00	3.00	1.00	1.00	1.95	0.05
Final Sat.:	302	2261	892	1128	2424	1900	1805	5187	1615	1805	3504	91
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.14	0.00	0.04	0.22	0.03	0.08	0.53	0.53
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.93	0.93	0.93	0.86	0.86	0.00	0.11	0.68	0.08	0.26	1.64	1.64
Delay/Veh:	73.3	73.3	73.3	62.7	62.7	0.0	29.6	37.7	29.3	31.3	333	333.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	73.3	73.3	62.7	62.7	0.0	29.6	37.7	29.3	31.3	333	333.2
LOS by Move:	E	E	E	E	E	A	C	D	C	C	F	F
HCM2kAvgQ:	12	12	12	12	12	0	2	13	1	4	84	84

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	39	26	69	13	13	348	5	36	400	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	134	156	334	93	64	1141	44	152	1852	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	134	156	334	0	64	1141	44	152	1852	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	134	156	334	0	64	1141	44	152	1852	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.31	0.52	0.64	1.36	1.00	1.00	3.00	1.00	1.00	1.95	0.05
Final Sat.:	280	2094	826	1017	2183	1600	1600	4800	1600	1600	3119	81
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.00	0.04	0.24	0.03	0.09	0.59	0.59
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	4	Average Delay (sec/veh):	7.9
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	64	6	0	0	0	14	665	10	23	1473	119
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	118	64	6	0	0	0	14	669	10	23	1481	120
Added Vol:	0	0	0	0	0	0	0	414	0	0	443	6
Closure:	0	0	20	0	0	0	0	-20	0	0	0	0
Initial Fut:	118	64	26	0	0	0	14	1063	10	23	1924	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	64	26	0	0	0	14	1063	10	23	1924	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	64	26	0	0	0	14	1063	10	23	1924	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	64	26	0	0	0	14	1063	10	23	1924	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.84	0.84	0.84	0.06	0.80	0.80	0.21	0.79	0.79
Lanes:	1.40	0.43	0.17	0.00	0.00	1.00	1.00	1.98	0.02	1.00	1.88	0.12
Final Sat.:	1997	618	250	0	0	1596	113	3001	28	397	2821	184
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.00	0.00	0.12	0.35	0.35	0.06	0.68	0.68
Crit Moves:		****									****	
Green/Cycle:	0.13	0.13	0.13	0.00	0.00	0.00	0.83	0.83	0.83	0.83	0.83	0.83
Volume/Cap:	0.46	0.82	0.82	0.00	0.00	0.00	0.15	0.43	0.43	0.07	0.82	0.82
Delay/Veh:	41.2	61.1	61.1	0.0	0.0	0.0	2.3	2.3	2.3	1.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	61.1	61.1	0.0	0.0	0.0	2.3	2.3	2.3	1.6	6.6	6.6
LOS by Move:	D	E	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	7	7	0	0	0	0	4	4	0	20	20

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	3	12	0	16	9	333	4	9	107	193
Added Vol:	0	0	0	0	0	0	0	28	0	0	22	0
Closure:	0	0	0	0	0	0	20	0	0	0	0	0
Initial Fut:	4	2	3	12	0	16	29	361	4	9	129	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	12	0	16	29	361	4	9	129	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	12	0	16	29	361	4	9	129	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	12	0	16	29	361	4	9	129	193
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.43	0.00	0.57	0.07	0.92	0.01	0.07	0.93	1.00
Final Sat.:	272	136	204	272	0	363	60	743	8	48	681	857
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	xxxx	0.04	0.49	0.49	0.49	0.19	0.19	0.23
Crit Moves:		****				****	****					****
Delay/Veh:	8.3	8.3	8.3	8.3	0.0	8.3	11.4	11.4	11.4	8.7	8.7	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	8.3	0.0	8.3	11.4	11.4	11.4	8.7	8.7	8.0
LOS by Move:	A	A	A	A	*	A	B	B	B	A	A	A
ApproachDel:		8.3			8.3			11.4			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.3			11.4			8.3	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	4	Average Delay (sec/veh):	144.4
Optimal Cycle:	136	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	60	61	139	29	29	598	11	61	541	26
Closure:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	258	244	434	125	115	1668	68	182	1555	75
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	258	244	434	0	115	1668	68	182	1555	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.12	1.14	0.74	0.72	1.28	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	211	1926	1260	1277	2268	1900	1805	5187	1615	1805	3419	166
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.19	0.19	0.00	0.06	0.32	0.04	0.10	0.45	0.45
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.27	1.27	1.27	1.19	1.19	0.00	0.20	1.00	0.13	0.31	1.41	1.41
Delay/Veh:	187.2	187	187.2	152.1	152	0.0	30.6	63.2	29.8	31.9	231	231.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.2	187	187.2	152.1	152	0.0	30.6	63.2	29.8	31.9	231	231.5
LOS by Move:	F	F	F	F	F	A	C	E	C	C	F	F
HCM2kAvgQ:	24	24	24	23	23	0	3	24	2	5	62	62

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.111
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	60	61	139	29	29	598	11	61	541	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	258	244	434	125	115	1668	68	182	1555	75
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	258	244	434	0	115	1668	68	182	1555	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	258	244	434	0	115	1668	68	182	1555	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.14	0.74	0.72	1.28	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	199	1814	1187	1152	2048	1600	1600	4800	1600	1600	3052	148
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.21	0.21	0.00	0.07	0.35	0.04	0.11	0.51	0.51
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	4	Average Delay (sec/veh):	8.3
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	86	45	25	0	0	5	50	1066	26	24	1064	69
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	45	25	0	0	5	50	1072	26	24	1070	69
Added Vol:	0	0	0	0	0	0	0	719	0	0	628	27
Closure:	0	0	42	0	0	0	0	-42	0	0	0	0
Initial Fut:	86	45	67	0	0	5	50	1749	26	24	1698	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	45	67	0	0	5	50	1749	26	24	1698	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	45	67	0	0	5	50	1749	26	24	1698	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	45	67	0	0	5	50	1749	26	24	1698	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.68	0.68	0.84	0.84	0.73	0.08	0.80	0.80	0.08	0.79	0.79
Lanes:	1.28	0.29	0.43	0.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1618	374	555	0	0	1381	153	2982	45	158	2847	162
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.00	0.00	0.00	0.33	0.59	0.59	0.15	0.60	0.60
Crit Moves:		****									****	
Green/Cycle:	0.16	0.16	0.16	0.00	0.00	0.16	0.80	0.80	0.80	0.80	0.80	0.80
Volume/Cap:	0.33	0.75	0.75	0.00	0.00	0.02	0.41	0.73	0.73	0.19	0.75	0.75
Delay/Veh:	37.4	51.0	51.0	0.0	0.0	35.3	5.3	6.1	6.1	3.1	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	51.0	51.0	0.0	0.0	35.3	5.3	6.1	6.1	3.1	6.4	6.4
LOS by Move:	D	D	D	A	A	D	A	A	A	A	A	A
HCM2kAvgQ:	2	6	6	0	0	0	0	13	13	0	16	16

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	4	8	28	3	18	25	342	4	14	78	131
Added Vol:	0	0	0	0	0	0	0	66	0	0	47	0
Closure:	0	0	0	0	0	0	42	0	0	0	0	0
Initial Fut:	0	4	8	28	3	18	67	408	4	14	125	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	28	3	18	67	408	4	14	125	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	28	3	18	67	408	4	14	125	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	28	3	18	67	408	4	14	125	131
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.57	0.06	0.37	0.14	0.85	0.01	0.10	0.90	1.00
Final Sat.:	0	206	412	345	37	222	112	683	7	71	632	822
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.08	0.08	0.08	0.60	0.60	0.60	0.20	0.20	0.16
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	8.2	8.2	8.8	8.8	8.8	13.7	13.7	13.7	9.0	9.0	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	8.2	8.8	8.8	8.8	13.7	13.7	13.7	9.0	9.0	7.8
LOS by Move:	*	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.2			8.8			13.7			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.8			13.7			8.4	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	1.4	1.4	1.4	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	4	Average Delay (sec/veh):	140.8
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	64	28	101	20	23	571	5	65	497	22
Closure:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	231	239	471	118	84	1958	59	164	1323	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	231	239	471	0	84	1958	59	164	1323	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.10	1.25	0.65	0.67	1.33	1.00	1.00	3.00	1.00	1.00	1.90	0.10
Final Sat.:	174	2135	1113	1195	2354	1900	1805	5187	1615	1805	3404	181
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.20	0.20	0.00	0.05	0.38	0.04	0.09	0.39	0.39
Crit Moves:			****		****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.29	1.29	1.29	1.24	1.24	0.00	0.14	1.17	0.11	0.28	1.20	1.20
Delay/Veh:	193.9	194	193.9	174.7	175	0.0	30.0	125	29.6	31.6	142	142.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	193.9	194	193.9	174.7	175	0.0	30.0	125	29.6	31.6	142	142.4
LOS by Move:	F	F	F	F	F	A	C	F	C	C	F	F
HCM2kAvgQ:	25	25	25	26	26	0	2	38	1	4	43	43

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.054
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	64	28	101	20	23	571	5	65	497	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	231	239	471	118	84	1958	59	164	1323	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	231	239	471	0	84	1958	59	164	1323	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	231	239	471	0	84	1958	59	164	1323	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.25	0.65	0.67	1.33	1.00	1.00	3.00	1.00	1.00	1.90	0.10
Final Sat.:	163	1996	1041	1078	2122	1600	1600	4800	1600	1600	3039	161
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.22	0.22	0.00	0.05	0.41	0.04	0.10	0.44	0.44
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	4	Average Delay (sec/veh):	10.6
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	89	20	0	0	11	33	1162	16	19	900	76
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	118	89	20	0	0	11	33	1169	16	19	905	76
Added Vol:	0	0	0	0	0	0	0	664	0	0	585	10
Closure:	0	0	38	0	0	0	0	-38	0	0	0	0
Initial Fut:	118	89	58	0	0	11	33	1795	16	19	1490	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	89	58	0	0	11	33	1795	16	19	1490	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	89	58	0	0	11	33	1795	16	19	1490	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	89	58	0	0	11	33	1795	16	19	1490	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.69	0.69	0.84	0.84	0.73	0.10	0.80	0.80	0.07	0.79	0.79
Lanes:	1.29	0.43	0.28	0.00	0.00	1.00	1.00	1.98	0.02	1.00	1.89	0.11
Final Sat.:	1641	565	367	0	0	1381	193	3002	27	134	2843	165
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.00	0.00	0.01	0.17	0.60	0.60	0.14	0.52	0.52
Crit Moves:		****						****				
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.20	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.36	0.79	0.79	0.00	0.00	0.04	0.23	0.79	0.79	0.19	0.69	0.69
Delay/Veh:	34.7	49.6	49.6	0.0	0.0	32.2	4.3	9.1	9.1	4.3	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	49.6	49.6	0.0	0.0	32.2	4.3	9.1	9.1	4.3	7.0	7.0
LOS by Move:	C	D	D	A	A	C	A	A	A	A	A	A
HCM2kAvgQ:	3	8	8	0	0	0	0	16	16	0	14	14

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	0	Average Delay (sec/veh):	15.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	9	12	39	4	8	14	486	3	16	74	193
Added Vol:	0	0	0	0	0	0	0	49	0	0	20	0
Closure:	0	0	0	0	0	0	38	0	0	0	0	0
Initial Fut:	1	9	12	39	4	8	52	535	3	16	94	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	39	4	8	52	535	3	16	94	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	39	4	8	52	535	3	16	94	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	39	4	8	52	535	3	16	94	193
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.76	0.08	0.16	0.09	0.90	0.01	0.15	0.85	1.00
Final Sat.:	26	238	317	426	44	87	70	716	4	99	580	794
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.75	0.75	0.75	0.16	0.16	0.24
Crit Moves:		****			****			****				****
Delay/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	19.3	19.3	19.3	8.9	8.9	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	19.3	19.3	19.3	8.9	8.9	8.5
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		8.7			9.4			19.3			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			9.4			19.3			8.7	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	2.6	2.6	2.6	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	4	Average Delay (sec/veh):	178.1
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	0	54	40	50	57	13	13	372	0	38	413	14
Closure:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	333	135	180	322	93	64	1165	39	154	1865	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	333	135	180	322	0	64	1165	39	154	1865	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	333	135	180	322	0	64	1165	39	154	1865	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	333	135	180	322	0	64	1165	39	154	1865	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.16	1.31	0.53	0.72	1.28	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	286	2254	912	1269	2276	1900	1805	5187	1615	1805	3492	103
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.14	0.00	0.04	0.22	0.02	0.09	0.53	0.53
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.91	0.91	0.91	0.88	0.88	0.00	0.11	0.70	0.08	0.26	1.66	1.66
Delay/Veh:	70.9	70.9	70.9	65.3	65.3	0.0	29.6	38.0	29.2	31.3	341	340.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	70.9	70.9	65.3	65.3	0.0	29.6	38.0	29.2	31.3	341	340.9
LOS by Move:	E	E	E	E	E	A	C	D	C	C	F	F
HCM2kAvgQ:	12	12	12	13	13	0	2	14	1	4	86	86

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.063
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	40	50	69	13	13	372	5	38	413	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	135	180	334	93	64	1165	44	154	1865	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	135	180	334	0	64	1165	44	154	1865	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	135	180	334	0	64	1165	44	154	1865	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	135	180	334	0	64	1165	44	154	1865	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.31	0.52	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	279	2090	831	1118	2082	1600	1600	4800	1600	1600	3108	92
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.16	0.16	0.00	0.04	0.24	0.03	0.10	0.60	0.60
Crit Moves:		****	****				****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	4	Average Delay (sec/veh):	8.5
Optimal Cycle:	57	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	64	6	0	0	0	14	665	10	23	1473	119
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	118	64	6	0	0	0	14	669	10	23	1481	120
Added Vol:	23	1	0	0	0	0	0	430	0	40	443	6
Closure:	0	0	20	0	0	0	0	-20	0	0	0	0
Initial Fut:	141	65	26	0	0	0	14	1079	10	63	1924	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	65	26	0	0	0	14	1079	10	63	1924	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	65	26	0	0	0	14	1079	10	63	1924	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	65	26	0	0	0	14	1079	10	63	1924	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.84	0.84	0.84	0.06	0.80	0.80	0.20	0.79	0.79
Lanes:	1.44	0.40	0.16	0.00	0.00	1.00	1.00	1.98	0.02	1.00	1.88	0.12
Final Sat.:	2046	576	230	0	0	1596	110	3001	28	386	2821	184
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.00	0.00	0.00	0.13	0.36	0.36	0.16	0.68	0.68
Crit Moves:		****									****	
Green/Cycle:	0.14	0.14	0.14	0.00	0.00	0.00	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.50	0.83	0.83	0.00	0.00	0.00	0.16	0.44	0.44	0.20	0.83	0.83
Delay/Veh:	40.9	60.3	60.3	0.0	0.0	0.0	2.6	2.6	2.6	2.2	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	60.3	60.3	0.0	0.0	0.0	2.6	2.6	2.6	2.2	7.4	7.4
LOS by Move:	D	E	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	7	7	0	0	0	0	5	5	1	21	21

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	3	12	0	16	9	333	4	9	107	193
Added Vol:	0	0	0	15	0	0	0	29	0	0	32	32
Closure:	0	0	0	0	0	0	20	0	0	0	0	0
Initial Fut:	4	2	3	27	0	16	29	362	4	9	139	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	27	0	16	29	362	4	9	139	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	27	0	16	29	362	4	9	139	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	27	0	16	29	362	4	9	139	225
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.62	0.01	0.37	0.07	0.92	0.01	0.06	0.94	1.00
Final Sat.:	265	132	198	382	0	227	58	728	8	44	676	843
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.00	0.07	0.50	0.50	0.50	0.21	0.21	0.27
Crit Moves:		****		****				****				****
Delay/Veh:	8.5	8.5	8.5	8.7	8.7	8.7	11.8	11.8	11.8	8.9	8.9	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.7	8.7	8.7	11.8	11.8	11.8	8.9	8.9	8.4
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.5			8.7			11.8			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.7			11.8			8.6	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.9	0.9	0.9	0.3	0.3	0.4

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	4	Average Delay (sec/veh):	157.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	61	88	139	29	29	626	11	69	582	48
Closure:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	259	271	434	125	115	1696	68	190	1596	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	259	271	434	0	115	1696	68	190	1596	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.12	1.14	0.74	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	211	1923	1264	1362	2179	1900	1805	5187	1615	1805	3372	206
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.20	0.20	0.00	0.06	0.33	0.04	0.11	0.47	0.47
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.27	1.27	1.27	1.23	1.23	0.00	0.20	1.01	0.13	0.33	1.47	1.47
Delay/Veh:	187.9	188	187.9	171.8	172	0.0	30.6	67.4	29.8	32.1	257	256.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.9	188	187.9	171.8	172	0.0	30.6	67.4	29.8	32.1	257	256.9
LOS by Move:	F	F	F	F	F	A	C	E	C	C	F	F
HCM2kAvgQ:	24	24	24	25	25	0	3	25	2	5	67	67

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.139
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	61	88	139	29	29	626	11	69	582	48
Closure:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	259	271	434	125	115	1696	68	190	1596	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	259	271	434	0	115	1696	68	190	1596	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	259	271	434	0	115	1696	68	190	1596	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.14	0.74	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	198	1812	1190	1231	1969	1600	1600	4800	1600	1600	3016	184
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.22	0.22	0.00	0.07	0.35	0.04	0.12	0.53	0.53
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	4	Average Delay (sec/veh):	11.6
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	86	45	25	0	0	5	50	1066	26	24	1064	69
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	45	25	0	0	5	50	1072	26	24	1070	69
Added Vol:	72	4	0	0	0	0	0	770	0	45	628	27
Closure:	0	0	43	0	0	0	0	-43	0	0	0	0
Initial Fut:	158	49	68	0	0	5	50	1799	26	69	1698	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	49	68	0	0	5	50	1799	26	69	1698	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	49	68	0	0	5	50	1799	26	69	1698	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	49	68	0	0	5	50	1799	26	69	1698	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.66	0.66	0.84	0.84	0.73	0.07	0.80	0.80	0.07	0.79	0.79
Lanes:	1.41	0.25	0.34	0.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1719	310	429	0	0	1381	139	2983	43	132	2847	162
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.00	0.00	0.00	0.36	0.60	0.60	0.52	0.60	0.60
Crit Moves:		****						****				
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.20	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.46	0.79	0.79	0.00	0.00	0.02	0.48	0.79	0.79	0.69	0.78	0.78
Delay/Veh:	35.8	49.9	49.9	0.0	0.0	32.1	7.9	9.2	9.2	24.1	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	49.9	49.9	0.0	0.0	32.1	7.9	9.2	9.2	24.1	9.0	9.0
LOS by Move:	D	D	D	A	A	C	A	A	A	C	A	A
HCM2kAvgQ:	4	8	8	0	0	0	1	16	16	3	19	19

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	4	8	28	3	18	25	342	4	14	78	131
Added Vol:	0	0	0	47	0	0	0	103	0	0	82	36
Closure:	0	0	0	0	0	0	43	0	0	0	0	0
Initial Fut:	0	4	8	75	3	18	68	445	4	14	160	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	75	3	18	68	445	4	14	160	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	75	3	18	68	445	4	14	160	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	75	3	18	68	445	4	14	160	167
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.78	0.03	0.19	0.13	0.86	0.01	0.08	0.92	1.00
Final Sat.:	0	188	376	441	18	106	100	654	6	54	616	778
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.17	0.17	0.17	0.68	0.68	0.68	0.26	0.26	0.21
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	8.6	8.6	9.8	9.8	9.8	16.8	16.8	16.8	9.8	9.8	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	8.6	9.8	9.8	9.8	16.8	16.8	16.8	9.8	9.8	8.4
LOS by Move:	*	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		8.6			9.8			16.8			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			9.8			16.8			9.1	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.9	1.9	1.9	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	4	Average Delay (sec/veh):	149.9
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	65	44	101	20	23	587	5	72	532	41
Closure:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	232	255	471	118	84	1974	59	171	1358	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	232	255	471	0	84	1974	59	171	1358	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.10	1.25	0.65	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.88	0.12
Final Sat.:	174	2132	1117	1247	2302	1900	1805	5187	1615	1805	3357	221
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.20	0.20	0.00	0.05	0.38	0.04	0.09	0.40	0.40
Crit Moves:		****			****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.29	1.29	1.29	1.27	1.27	0.00	0.14	1.18	0.11	0.29	1.25	1.25
Delay/Veh:	194.7	195	194.7	186.3	186	0.0	30.0	129	29.6	31.7	163	163.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	194.7	195	194.7	186.3	186	0.0	30.0	129	29.6	31.7	163	163.4
LOS by Move:	F	F	F	F	F	A	C	F	C	C	F	F
HCM2kAvgQ:	25	25	25	27	27	0	2	39	1	5	47	47

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	65	44	101	20	23	587	5	72	532	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	232	255	471	118	84	1974	59	171	1358	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	232	255	471	0	84	1974	59	171	1358	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	232	255	471	0	84	1974	59	171	1358	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.25	0.65	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.88	0.12
Final Sat.:	163	1993	1044	1124	2076	1600	1600	4800	1600	1600	3003	197
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.23	0.23	0.00	0.05	0.41	0.04	0.11	0.45	0.45
Crit Moves:			****	****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	4	Average Delay (sec/veh):	13.3
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	89	20	0	0	11	33	1162	16	19	900	76
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	118	89	20	0	0	11	33	1169	16	19	905	76
Added Vol:	61	3	0	0	0	0	0	707	0	25	585	10
Closure:	0	0	39	0	0	0	0	-39	0	0	0	0
Initial Fut:	179	92	59	0	0	11	33	1837	16	44	1490	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	92	59	0	0	11	33	1837	16	44	1490	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	92	59	0	0	11	33	1837	16	44	1490	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	92	59	0	0	11	33	1837	16	44	1490	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.67	0.67	0.84	0.84	0.73	0.10	0.80	0.80	0.06	0.79	0.79
Lanes:	1.38	0.38	0.24	0.00	0.00	1.00	1.00	1.98	0.02	1.00	1.89	0.11
Final Sat.:	1707	485	310	0	0	1381	184	3003	26	115	2843	165
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.00	0.00	0.01	0.18	0.61	0.61	0.38	0.52	0.52
Crit Moves:		****						****				
Green/Cycle:	0.23	0.23	0.23	0.00	0.00	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.46	0.84	0.84	0.00	0.00	0.04	0.25	0.84	0.84	0.52	0.72	0.72
Delay/Veh:	33.7	51.1	51.1	0.0	0.0	30.1	5.4	12.2	12.2	11.8	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	51.1	51.1	0.0	0.0	30.1	5.4	12.2	12.2	11.8	8.7	8.7
LOS by Move:	C	D	D	A	A	C	A	B	B	B	A	A
HCM2kAvgQ:	4	10	10	0	0	0	0	19	19	1	15	15

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	18.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	9	12	39	4	8	14	486	3	16	74	193
Added Vol:	0	0	0	40	0	0	0	81	0	0	40	20
Closure:	0	0	0	0	0	0	39	0	0	0	0	0
Initial Fut:	1	9	12	79	4	8	53	567	3	16	114	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	79	4	8	53	567	3	16	114	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	79	4	8	53	567	3	16	114	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	79	4	8	53	567	3	16	114	213
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.87	0.04	0.09	0.08	0.91	0.01	0.12	0.88	1.00
Final Sat.:	25	228	304	475	24	48	65	690	4	80	571	755
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.17	0.17	0.17	0.82	0.82	0.82	0.20	0.20	0.28
Crit Moves:		****		****				****				****
Delay/Veh:	9.1	9.1	9.1	10.2	10.2	10.2	25.1	25.1	25.1	9.4	9.4	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	10.2	10.2	10.2	25.1	25.1	25.1	9.4	9.4	9.1
LOS by Move:	A	A	A	B	B	B	D	D	D	A	A	A
ApproachDel:		9.1			10.2			25.1			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			10.2			25.1			9.2	
LOS by Appr:		A			B			D			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	3.7	3.7	3.7	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	4	Average Delay (sec/veh):	175.3
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	39	26	69	13	13	348	5	36	400	7
Closure:	0	0	20	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	154	156	334	93	64	1141	44	152	1852	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	154	156	334	0	64	1141	44	152	1852	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	154	156	334	0	64	1141	44	152	1852	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	154	156	334	0	64	1141	44	152	1852	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.17	1.26	0.57	0.64	1.36	1.00	1.00	3.00	1.00	1.00	1.95	0.05
Final Sat.:	290	2168	983	1128	2424	1900	1805	5187	1615	1805	3504	91
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.14	0.14	0.00	0.04	0.22	0.03	0.08	0.53	0.53
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.97	0.97	0.97	0.86	0.86	0.00	0.11	0.68	0.08	0.26	1.64	1.64
Delay/Veh:	81.8	81.8	81.8	62.7	62.7	0.0	29.6	37.7	29.3	31.3	333	333.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	81.8	81.8	62.7	62.7	0.0	29.6	37.7	29.3	31.3	333	333.2
LOS by Move:	F	F	F	E	E	A	C	D	C	C	F	F
HCM2kAvgQ:	13	13	13	12	12	0	2	13	1	4	84	84

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	39	26	69	13	13	348	5	36	400	7
Closure:	0	0	20	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	154	156	334	93	64	1141	44	152	1852	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	154	156	334	0	64	1141	44	152	1852	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	154	156	334	0	64	1141	44	152	1852	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	154	156	334	0	64	1141	44	152	1852	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.26	0.57	0.64	1.36	1.00	1.00	3.00	1.00	1.00	1.95	0.05
Final Sat.:	269	2016	914	1017	2183	1600	1600	4800	1600	1600	3119	81
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.15	0.15	0.00	0.04	0.24	0.03	0.09	0.59	0.59
Crit Moves:	****			****			****			****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	4	Average Delay (sec/veh):	6.8
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	117	64	6	0	0	0	14	665	10		23	1473	119	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	118	64	6	0	0	0	14	669	10		23	1481	120	
Added Vol:	0	0	0	0	0	0	0	414	0		0	443	6	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	118	64	6	0	0	0	14	1083	10		23	1924	126	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	118	64	6	0	0	0	14	1083	10		23	1924	126	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	118	64	6	0	0	0	14	1083	10		23	1924	126	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	118	64	6	0	0	0	14	1083	10		23	1924	126	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.76	0.76	0.76	0.84	0.84	0.84	0.06	0.80	0.80		0.21	0.79	0.79	
Lanes:	1.45	0.50	0.05	0.00	0.00	1.00	1.00	1.98	0.02		1.00	1.88	0.12	
Final Sat.:	2094	717	67	0	0	1596	118	3001	28		391	2821	184	
Capacity Analysis Module:														
Vol/Sat:	0.06	0.09	0.09	0.00	0.00	0.00	0.12	0.36	0.36		0.06	0.68	0.68	
Crit Moves:		****										****		
Green/Cycle:	0.11	0.11	0.11	0.00	0.00	0.00	0.85	0.85	0.85		0.85	0.85	0.85	
Volume/Cap:	0.50	0.80	0.80	0.00	0.00	0.00	0.14	0.43	0.43		0.07	0.80	0.80	
Delay/Veh:	42.9	61.4	61.4	0.0	0.0	0.0	2.0	1.9	1.9		1.3	5.6	5.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.9	61.4	61.4	0.0	0.0	0.0	2.0	1.9	1.9		1.3	5.6	5.6	
LOS by Move:	D	E	E	A	A	A	A	A	A		A	A	A	
HCM2kAvgQ:	3	6	6	0	0	0	0	4	4		0	18	18	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	3	12	0	16	9	333	4	9	107	193
Added Vol:	0	0	0	0	0	0	0	28	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	3	12	0	16	9	361	4	9	129	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	12	0	16	9	361	4	9	129	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	12	0	16	9	361	4	9	129	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	12	0	16	9	361	4	9	129	193
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.43	0.00	0.57	0.02	0.97	0.01	0.07	0.93	1.00
Final Sat.:	275	137	206	275	0	366	20	784	9	48	683	860
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	xxxx	0.04	0.46	0.46	0.46	0.19	0.19	0.22
Crit Moves:		****				****		****				****
Delay/Veh:	8.3	8.3	8.3	8.3	0.0	8.3	11.0	11.0	11.0	8.7	8.7	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	8.3	0.0	8.3	11.0	11.0	11.0	8.7	8.7	8.0
LOS by Move:	A	A	A	A	*	A	B	B	B	A	A	A
ApproachDel:	8.3			8.3			11.0			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			8.3			11.0			8.3		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	4	Average Delay (sec/veh):	149.9
Optimal Cycle:	161	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	60	61	139	29	29	598	11	61	541	26
Closure:	0	0	42	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	300	244	434	125	115	1668	68	182	1555	75
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	300	244	434	0	115	1668	68	182	1555	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	300	244	434	0	115	1668	68	182	1555	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	300	244	434	0	115	1668	68	182	1555	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.12	1.07	0.81	0.72	1.28	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	198	1807	1375	1277	2268	1900	1805	5187	1615	1805	3419	166
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.19	0.19	0.00	0.06	0.32	0.04	0.10	0.45	0.45
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.35	1.35	1.35	1.19	1.19	0.00	0.20	1.00	0.13	0.31	1.41	1.41
Delay/Veh:	222.8	223	222.8	152.1	152	0.0	30.6	63.2	29.8	31.9	231	231.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	222.8	223	222.8	152.1	152	0.0	30.6	63.2	29.8	31.9	231	231.5
LOS by Move:	F	F	F	F	F	A	C	E	C	C	F	F
HCM2kAvgQ:	27	27	27	23	23	0	3	24	2	5	62	62

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.124
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	60	61	139	29	29	598	11	61	541	26
Closure:	0	0	42	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	300	244	434	125	115	1668	68	182	1555	75
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	300	244	434	0	115	1668	68	182	1555	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	300	244	434	0	115	1668	68	182	1555	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	300	244	434	0	115	1668	68	182	1555	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.07	0.81	0.72	1.28	1.00	1.00	3.00	1.00	1.00	1.91	0.09
Final Sat.:	187	1711	1302	1152	2048	1600	1600	4800	1600	1600	3052	148
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.21	0.21	0.00	0.07	0.35	0.04	0.11	0.51	0.51
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	4	Average Delay (sec/veh):	6.1
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	86	45	25	0	0	5	50	1072	26		24	1070	69	
Added Vol:	0	0	0	0	0	0	0	719	0		0	628	27	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	86	45	25	0	0	5	50	1791	26		24	1698	96	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	86	45	25	0	0	5	50	1791	26		24	1698	96	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	86	45	25	0	0	5	50	1791	26		24	1698	96	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	45	25	0	0	5	50	1791	26		24	1698	96	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.66	0.67	0.67	0.84	0.84	0.73	0.09	0.80	0.80		0.08	0.79	0.79	
Lanes:	1.38	0.40	0.22	0.00	0.00	1.00	1.00	1.97	0.03		1.00	1.89	0.11	
Final Sat.:	1737	505	281	0	0	1381	166	2983	44		160	2847	162	
Capacity Analysis Module:														
Vol/Sat:	0.05	0.09	0.09	0.00	0.00	0.00	0.30	0.60	0.60		0.15	0.60	0.60	
Crit Moves:	****							****						
Green/Cycle:	0.12	0.12	0.12	0.00	0.00	0.12	0.84	0.84	0.84		0.84	0.84	0.84	
Volume/Cap:	0.40	0.72	0.72	0.00	0.00	0.03	0.36	0.72	0.72		0.18	0.71	0.71	
Delay/Veh:	41.0	53.1	53.1	0.0	0.0	38.5	3.6	4.4	4.4		2.3	4.4	4.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.0	53.1	53.1	0.0	0.0	38.5	3.6	4.4	4.4		2.3	4.4	4.4	
LOS by Move:	D	D	D	A	A	D	A	A	A		A	A	A	
HCM2kAvgQ:	2	5	5	0	0	0	0	11	11		0	13	13	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1	0		0 0 1!	0		0 0 1!	0	0	0 1	0	0 1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	4	8	28	3	18	25	342	4	14	78	131
Added Vol:	0	0	0	0	0	0	0	66	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	8	28	3	18	25	408	4	14	125	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	28	3	18	25	408	4	14	125	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	28	3	18	25	408	4	14	125	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	28	3	18	25	408	4	14	125	131
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.57	0.06	0.37	0.06	0.93	0.01	0.10	0.90	1.00
Final Sat.:	0	211	422	352	38	227	46	751	7	71	636	830
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.08	0.08	0.08	0.54	0.54	0.54	0.20	0.20	0.16
Crit Moves:		****				****		****			****	
Delay/Veh:	0.0	8.1	8.1	8.7	8.7	8.7	12.5	12.5	12.5	8.9	8.9	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.7	8.7	8.7	12.5	12.5	12.5	8.9	8.9	7.7
LOS by Move:	*	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.1			8.7			12.5			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.7			12.5			8.3	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	1.1	1.1	1.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	4	Average Delay (sec/veh):	145.8
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	64	28	101	20	23	571	5	65	497	22
Closure:	0	0	38	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	269	239	471	118	84	1958	59	164	1323	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	269	239	471	0	84	1958	59	164	1323	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	269	239	471	0	84	1958	59	164	1323	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	269	239	471	0	84	1958	59	164	1323	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.10	1.18	0.72	0.67	1.33	1.00	1.00	3.00	1.00	1.00	1.90	0.10
Final Sat.:	165	2018	1226	1195	2354	1900	1805	5187	1615	1805	3404	181
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.20	0.20	0.00	0.05	0.38	0.04	0.09	0.39	0.39
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.36	1.36	1.36	1.24	1.24	0.00	0.14	1.17	0.11	0.28	1.20	1.20
Delay/Veh:	225.8	226	225.8	174.7	175	0.0	30.0	125	29.6	31.6	142	142.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	225.8	226	225.8	174.7	175	0.0	30.0	125	29.6	31.6	142	142.4
LOS by Move:	F	F	F	F	F	A	C	F	C	C	F	F
HCM2kAvgQ:	28	28	28	26	26	0	2	38	1	4	43	43

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	64	28	101	20	23	571	5	65	497	22
Closure:	0	0	38	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	269	239	471	118	84	1958	59	164	1323	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	269	239	471	0	84	1958	59	164	1323	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	269	239	471	0	84	1958	59	164	1323	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	269	239	471	0	84	1958	59	164	1323	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.18	0.72	0.67	1.33	1.00	1.00	3.00	1.00	1.00	1.90	0.10
Final Sat.:	155	1895	1151	1078	2122	1600	1600	4800	1600	1600	3039	161
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.22	0.22	0.00	0.05	0.41	0.04	0.10	0.44	0.44
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	4	Average Delay (sec/veh):	8.7
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	117	89	20	0	0	11	33	1162	16		19	900	76	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	118	89	20	0	0	11	33	1169	16		19	905	76	
Added Vol:	0	0	0	0	0	0	0	664	0		0	585	10	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	118	89	20	0	0	11	33	1833	16		19	1490	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	118	89	20	0	0	11	33	1833	16		19	1490	86	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	118	89	20	0	0	11	33	1833	16		19	1490	86	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	118	89	20	0	0	11	33	1833	16		19	1490	86	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.67	0.69	0.69	0.84	0.84	0.73	0.11	0.80	0.80		0.07	0.79	0.79	
Lanes:	1.35	0.53	0.12	0.00	0.00	1.00	1.00	1.98	0.02		1.00	1.89	0.11	
Final Sat.:	1723	687	154	0	0	1381	204	3003	26		139	2843	165	
Capacity Analysis Module:														
Vol/Sat:	0.07	0.13	0.13	0.00	0.00	0.01	0.16	0.61	0.61		0.14	0.52	0.52	
Crit Moves:		****						****						
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.17	0.79	0.79	0.79		0.79	0.79	0.79	
Volume/Cap:	0.40	0.77	0.77	0.00	0.00	0.05	0.21	0.77	0.77		0.17	0.66	0.66	
Delay/Veh:	37.5	51.5	51.5	0.0	0.0	34.9	3.2	7.2	7.2		3.3	5.3	5.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.5	51.5	51.5	0.0	0.0	34.9	3.2	7.2	7.2		3.3	5.3	5.3	
LOS by Move:	D	D	D	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	3	7	7	0	0	0	0	15	15		0	12	12	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	13.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	9	12	39	4	8	14	486	3	16	74	193
Added Vol:	0	0	0	0	0	0	0	49	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	9	12	39	4	8	14	535	3	16	94	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	39	4	8	14	535	3	16	94	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	39	4	8	14	535	3	16	94	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	39	4	8	14	535	3	16	94	193
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.76	0.08	0.16	0.02	0.97	0.01	0.15	0.85	1.00
Final Sat.:	26	237	316	427	44	88	20	768	4	99	584	801
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.70	0.70	0.70	0.16	0.16	0.24
Crit Moves:		****			****			****				****
Delay/Veh:	8.6	8.6	8.6	9.3	9.3	9.3	17.0	17.0	17.0	8.8	8.8	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	9.3	9.3	9.3	17.0	17.0	17.0	8.8	8.8	8.5
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:		8.6			9.3			17.0			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			9.3			17.0			8.6	
LOS by Appr:		A			A			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	2.1	2.1	2.1	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	4	Average Delay (sec/veh):	178.7
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	40	50	69	13	13	372	5	38	413	14
Closure:	0	0	20	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	155	180	334	93	64	1165	44	154	1865	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	155	180	334	0	64	1165	44	154	1865	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	155	180	334	0	64	1165	44	154	1865	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	155	180	334	0	64	1165	44	154	1865	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.95	0.95
Lanes:	0.17	1.26	0.57	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	289	2164	988	1240	2308	1900	1805	5187	1615	1805	3492	103
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.14	0.14	0.00	0.04	0.22	0.03	0.09	0.53	0.53
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.97	0.97	0.97	0.90	0.90	0.00	0.11	0.70	0.08	0.26	1.66	1.66
Delay/Veh:	82.3	82.3	82.3	68.0	68.0	0.0	29.6	38.0	29.3	31.3	341	340.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	82.3	82.3	68.0	68.0	0.0	29.6	38.0	29.3	31.3	341	340.9
LOS by Move:	F	F	F	E	E	A	C	D	C	C	F	F
HCM2kAvgQ:	13	13	13	13	13	0	2	14	1	4	86	86

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.069
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	42	277	94	129	264	80	51	789	39	115	1444	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	279	95	130	265	80	51	793	39	116	1452	41
Added Vol:	3	60	40	50	69	13	13	372	5	38	413	14
Closure:	0	0	20	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	155	180	334	93	64	1165	44	154	1865	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	339	155	180	334	0	64	1165	44	154	1865	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	155	180	334	0	64	1165	44	154	1865	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	155	180	334	0	64	1165	44	154	1865	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.26	0.57	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.94	0.06
Final Sat.:	269	2013	919	1118	2082	1600	1600	4800	1600	1600	3108	92
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.16	0.16	0.00	0.04	0.24	0.03	0.10	0.60	0.60
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	4	Average Delay (sec/veh):	7.5
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	117	64	6	0	0	0	14	665	10		23	1473	119	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	118	64	6	0	0	0	14	669	10		23	1481	120	
Added Vol:	23	1	0	0	0	0	0	430	0		40	443	6	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	141	65	6	0	0	0	14	1099	10		63	1924	126	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	141	65	6	0	0	0	14	1099	10		63	1924	126	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	141	65	6	0	0	0	14	1099	10		63	1924	126	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	141	65	6	0	0	0	14	1099	10		63	1924	126	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.75	0.75	0.75	0.84	0.84	0.84	0.06	0.80	0.80		0.20	0.79	0.79	
Lanes:	1.50	0.46	0.04	0.00	0.00	1.00	1.00	1.98	0.02		1.00	1.88	0.12	
Final Sat.:	2143	661	61	0	0	1596	115	3002	27		383	2821	184	
Capacity Analysis Module:														
Vol/Sat:	0.07	0.10	0.10	0.00	0.00	0.00	0.12	0.37	0.37		0.16	0.68	0.68	
Crit Moves:		****										****		
Green/Cycle:	0.12	0.12	0.12	0.00	0.00	0.00	0.84	0.84	0.84		0.84	0.84	0.84	
Volume/Cap:	0.54	0.81	0.81	0.00	0.00	0.00	0.15	0.44	0.44		0.20	0.81	0.81	
Delay/Veh:	42.8	60.3	60.3	0.0	0.0	0.0	2.2	2.2	2.2		1.9	6.2	6.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.8	60.3	60.3	0.0	0.0	0.0	2.2	2.2	2.2		1.9	6.2	6.2	
LOS by Move:	D	E	E	A	A	A	A	A	A		A	A	A	
HCM2kAvgQ:	4	6	6	0	0	0	0	5	5		1	19	19	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	2	3	12	0	16	9	331	4	9	106	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	3	12	0	16	9	333	4	9	107	193
Added Vol:	0	0	0	15	0	0	0	40	0	0	53	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	3	27	0	16	9	373	4	9	160	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	3	27	0	16	9	373	4	9	160	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	3	27	0	16	9	373	4	9	160	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	3	27	0	16	9	373	4	9	160	225
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.22	0.33	0.62	0.01	0.37	0.02	0.97	0.01	0.05	0.95	1.00
Final Sat.:	264	132	198	381	0	226	19	766	8	39	683	844
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.00	0.07	0.49	0.49	0.49	0.23	0.23	0.27
Crit Moves:		****		****			****					****
Delay/Veh:	8.5	8.5	8.5	8.7	8.7	8.7	11.6	11.6	11.6	9.1	9.1	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.7	8.7	8.7	11.6	11.6	11.6	9.1	9.1	8.4
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.5			8.7			11.6			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.7			11.6			8.7		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.9	0.9	0.9	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	4	Average Delay (sec/veh):	162.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	61	88	139	29	29	626	11	69	582	48
Closure:	0	0	43	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	302	271	434	125	115	1696	68	190	1596	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	302	271	434	0	115	1696	68	190	1596	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	302	271	434	0	115	1696	68	190	1596	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	302	271	434	0	115	1696	68	190	1596	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.12	1.06	0.82	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	197	1802	1380	1362	2179	1900	1805	5187	1615	1805	3372	206
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.20	0.20	0.00	0.06	0.33	0.04	0.11	0.47	0.47
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.36	1.36	1.36	1.23	1.23	0.00	0.20	1.01	0.13	0.33	1.47	1.47
Delay/Veh:	224.4	224	224.4	171.8	172	0.0	30.6	67.4	29.8	32.1	257	256.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	224.4	224	224.4	171.8	172	0.0	30.6	67.4	29.8	32.1	257	256.9
LOS by Move:	F	F	F	F	F	A	C	E	C	C	F	F
HCM2kAvgQ:	28	28	28	25	25	0	3	25	2	5	67	67

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.153
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	254	197	182	293	95	86	1064	57	120	1008	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	34	255	198	183	295	96	86	1070	57	121	1014	49
Added Vol:	9	139	61	88	139	29	29	626	11	69	582	48
Closure:	0	0	43	0	0	0	0	0	0	0	0	0
Initial Fut:	43	394	302	271	434	125	115	1696	68	190	1596	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	394	302	271	434	0	115	1696	68	190	1596	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	394	302	271	434	0	115	1696	68	190	1596	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	394	302	271	434	0	115	1696	68	190	1596	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.06	0.82	0.77	1.23	1.00	1.00	3.00	1.00	1.00	1.89	0.11
Final Sat.:	187	1706	1307	1231	1969	1600	1600	4800	1600	1600	3016	184
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.22	0.22	0.00	0.07	0.35	0.04	0.12	0.53	0.53
Crit Moves:	****			****			****				****	

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	4	Average Delay (sec/veh):	9.0
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	86	45	25	0	0	5	50	1066	26		24	1064	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	86	45	25	0	0	5	50	1072	26		24	1070	69	
Added Vol:	72	4	0	0	0	0	0	770	0		45	628	27	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	158	49	25	0	0	5	50	1842	26		69	1698	96	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	49	25	0	0	5	50	1842	26		69	1698	96	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	158	49	25	0	0	5	50	1842	26		69	1698	96	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	158	49	25	0	0	5	50	1842	26		69	1698	96	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.64	0.65	0.65	0.84	0.84	0.73	0.08	0.80	0.80		0.07	0.79	0.79	
Lanes:	1.52	0.32	0.16	0.00	0.00	1.00	1.00	1.97	0.03		1.00	1.89	0.11	
Final Sat.:	1853	393	201	0	0	1381	153	2984	42		137	2847	162	
Capacity Analysis Module:														
Vol/Sat:	0.09	0.13	0.13	0.00	0.00	0.00	0.33	0.62	0.62		0.50	0.60	0.60	
Crit Moves:		****						****						
Green/Cycle:	0.16	0.16	0.16	0.00	0.00	0.16	0.80	0.80	0.80		0.80	0.80	0.80	
Volume/Cap:	0.53	0.77	0.77	0.00	0.00	0.02	0.41	0.77	0.77		0.63	0.75	0.75	
Delay/Veh:	39.6	51.9	51.9	0.0	0.0	35.3	5.3	6.9	6.9		15.4	6.4	6.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.6	51.9	51.9	0.0	0.0	35.3	5.3	6.9	6.9		15.4	6.4	6.4	
LOS by Move:	D	D	D	A	A	D	A	A	A		B	A	A	
HCM2kAvgQ:	4	7	7	0	0	0	0	15	15		2	16	16	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	4	8	28	3	18	25	340	4	14	78	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	4	8	28	3	18	25	342	4	14	78	131
Added Vol:	0	0	0	47	0	0	0	103	0	0	82	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	8	75	3	18	25	445	4	14	160	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	8	75	3	18	25	445	4	14	160	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	8	75	3	18	25	445	4	14	160	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	8	75	3	18	25	445	4	14	160	167
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.78	0.03	0.19	0.05	0.94	0.01	0.08	0.92	1.00
Final Sat.:	0	193	386	450	18	108	40	716	6	55	621	785
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.17	0.17	0.17	0.62	0.62	0.62	0.26	0.26	0.21
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	8.5	8.5	9.7	9.7	9.7	14.8	14.8	14.8	9.7	9.7	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	9.7	9.7	9.7	14.8	14.8	14.8	9.7	9.7	8.3
LOS by Move:	*	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.5			9.7			14.8			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			9.7			14.8			9.0	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.5	1.5	1.5	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	4	Average Delay (sec/veh):	154.9
Optimal Cycle:	124	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	20	20	20	20	20	20	40	40	40	40	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0	1 0	0 1	1	0 1	1 0	3	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	65	44	101	20	23	587	5	72	532	41
Closure:	0	0	39	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	271	255	471	118	84	1974	59	171	1358	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	271	255	471	0	84	1974	59	171	1358	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	271	255	471	0	84	1974	59	171	1358	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	271	255	471	0	84	1974	59	171	1358	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	1.00	0.95	0.91	0.85	0.95	0.94	0.94
Lanes:	0.10	1.18	0.72	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.88	0.12
Final Sat.:	164	2013	1231	1247	2302	1900	1805	5187	1615	1805	3357	221
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.20	0.20	0.00	0.05	0.38	0.04	0.09	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.36	1.36	1.36	1.27	1.27	0.00	0.14	1.18	0.11	0.29	1.25	1.25
Delay/Veh:	227.3	227	227.3	186.3	186	0.0	30.0	129	29.6	31.7	163	163.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	227.3	227	227.3	186.3	186	0.0	30.0	129	29.6	31.7	163	163.4
LOS by Move:	F	F	F	F	F	A	C	F	C	C	F	F
HCM2kAvgQ:	28	28	28	27	27	0	2	39	1	5	47	47

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Doheny Dr/ Santa Monica Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.079
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Doheny Dr						Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 1	1 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	323	166	210	368	97	61	1379	54	98	821	48
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	325	167	211	370	98	61	1387	54	99	826	48
Added Vol:	8	118	65	44	101	20	23	587	5	72	532	41
Closure:	0	0	39	0	0	0	0	0	0	0	0	0
Initial Fut:	36	443	271	255	471	118	84	1974	59	171	1358	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	443	271	255	471	0	84	1974	59	171	1358	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	443	271	255	471	0	84	1974	59	171	1358	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	443	271	255	471	0	84	1974	59	171	1358	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.18	0.72	0.70	1.30	1.00	1.00	3.00	1.00	1.00	1.88	0.12
Final Sat.:	154	1890	1156	1124	2076	1600	1600	4800	1600	1600	3003	197
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.23	0.23	0.00	0.05	0.41	0.04	0.11	0.45	0.45
Crit Moves:	****			****				****		****		

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Almont Drive/Santa Monica Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	4	Average Delay (sec/veh):	11.1
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	30	0		0	30	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1! 0	0	0	0	0	1	1	0	1	0	1	0
Volume Module:														
Base Vol:	117	89	20	0	0	11	33	1162	16		19	900	76	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	118	89	20	0	0	11	33	1169	16		19	905	76	
Added Vol:	61	3	0	0	0	0	0	707	0		25	585	10	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	179	92	20	0	0	11	33	1876	16		44	1490	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	179	92	20	0	0	11	33	1876	16		44	1490	86	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	179	92	20	0	0	11	33	1876	16		44	1490	86	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	179	92	20	0	0	11	33	1876	16		44	1490	86	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.65	0.67	0.67	0.84	0.84	0.73	0.10	0.80	0.80		0.06	0.79	0.79	
Lanes:	1.45	0.45	0.10	0.00	0.00	1.00	1.00	1.98	0.02		1.00	1.89	0.11	
Final Sat.:	1800	576	125	0	0	1381	195	3004	26		120	2843	165	
Capacity Analysis Module:														
Vol/Sat:	0.10	0.16	0.16	0.00	0.00	0.01	0.17	0.62	0.62		0.37	0.52	0.52	
Crit Moves:		****						****						
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.20	0.76	0.76	0.76		0.76	0.76	0.76	
Volume/Cap:	0.51	0.82	0.82	0.00	0.00	0.04	0.22	0.82	0.82		0.48	0.69	0.69	
Delay/Veh:	36.6	52.2	52.2	0.0	0.0	32.6	4.1	9.8	9.8		8.4	6.7	6.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.6	52.2	52.2	0.0	0.0	32.6	4.1	9.8	9.8		8.4	6.7	6.7	
LOS by Move:	D	D	D	A	A	C	A	A	A		A	A	A	
HCM2kAvgQ:	4	8	8	0	0	0	0	18	18		1	14	14	

Note: Queue reported is the number of cars per lane.

Melrose Triangle
2012 Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Almont Drive/Melrose Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	9	12	39	4	8	14	483	3	16	74	192
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	9	12	39	4	8	14	486	3	16	74	193
Added Vol:	0	0	0	40	0	0	0	81	0	0	40	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	9	12	79	4	8	14	567	3	16	114	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	9	12	79	4	8	14	567	3	16	114	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	12	79	4	8	14	567	3	16	114	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	9	12	79	4	8	14	567	3	16	114	213
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.41	0.55	0.87	0.04	0.09	0.02	0.97	0.01	0.12	0.88	1.00
Final Sat.:	25	228	304	475	24	48	18	738	4	81	575	762
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.17	0.17	0.17	0.77	0.77	0.77	0.20	0.20	0.28
Crit Moves:		****		****				****				****
Delay/Veh:	8.9	8.9	8.9	10.1	10.1	10.1	21.1	21.1	21.1	9.4	9.4	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	10.1	10.1	10.1	21.1	21.1	21.1	9.4	9.4	9.0
LOS by Move:	A	A	A	B	B	B	C	C	C	A	A	A
ApproachDel:		8.9			10.1			21.1			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.9			10.1			21.1			9.2	
LOS by Appr:		A			B			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	2.8	2.8	2.8	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.