

---

# **Appendix F**

## Traffic Impact Analysis



7811 Santa Monica Boulevard  
Orange Grove Mixed Use Project  
(The Bond)  
West Hollywood, CA

October 2022

*Prepared For:*

**City of West Hollywood**  
8300 Santa Monica Boulevard  
West Hollywood, CA 90069

JB51125

*Prepared by:*



1100 Corporate Center  
Drive, Suite 201  
Monterey Park, CA 91754  
(323) 260-4703

# TABLE OF CONTENTS

- EXECUTIVE SUMMARY..... I**
- 1. INTRODUCTION ..... I**
  - 1.1 PROJECT LOCATION ..... I
  - 1.2 PROJECT DESCRIPTION ..... I
  - 1.3 PROJECT STUDY AREA ..... 4
  - 1.4 VEHICLE MILES TRAVELED ANALYSIS METHODOLOGY ..... 4
  - 1.5 SUPPLEMENTAL ANALYSIS METHODOLOGY ..... 6
- 2. EXISTING CONDITIONS ..... 8**
  - 2.1 EXISTING ROADWAY SYSTEM ..... 8
  - 2.2 EXISTING TRANSIT SERVICE..... 8
  - 2.3 EXISTING TRAFFIC VOLUMES ..... 12
  - 2.4 EXISTING STREET SEGMENT VOLUMES ..... 12
- 3. PROJECT TRAFFIC..... 13**
  - 3.1 PROJECT TRIP GENERATION ..... 13
  - 3.2 PROJECT TRIP DISTRIBUTION ..... 13
  - 3.3 PROJECT TRIP ASSIGNMENT ..... 14
- 4. FUTURE 2026 WITHOUT-PROJECT CONDITIONS ..... 19**
  - 4.1 AMBIENT GROWTH..... 19
  - 4.2 RELATED PROJECTS..... 19
  - 4.3 FUTURE WITHOUT PROJECT STREET SEGMENT ANALYSIS ..... 24
- 5. FUTURE 2026 WITH PROJECT CONDITIONS..... 25**
  - 5.1 FUTURE WITH PROJECT STREET SEGMENT ANALYSIS ..... 25
- 6. VMT ANALYSIS AND PROJECT IMPACTS..... 26**
- 7. PARKING ASSESSMENT ..... 28**
  - 7.1 PARKING CODE REQUIREMENTS..... 28
- 8. SITE ACCESS ..... 29**
  - 8.1 VEHICLE DELAYS AND QUEUING..... 29
  - 8.2 PEDESTRIAN AND VEHICLE CIRCULATION ..... 32
  - 8.3 RIDESHARE AND PASSENGER LOADING AND UNLOADING ..... 32
- 9. CONSTRUCTION TRAFFIC ..... 33**
- 10. ANALYSIS SUMMARY ..... 34**

# FIGURES

FIGURE 1 – STUDY AREA	2
FIGURE 2 - PRELIMINARY SITE PLAN	3
FIGURE 3 - EXISTING INTERSECTION GEOMETRY	10
FIGURE 4 - EXISTING TRANSIT LINES	11
FIGURE 5A – PROJECT TRIP DISTRIBUTION – RESIDENTIAL INBOUND TRIPS	15
FIGURE 5B – PROJECT TRIP DISTRIBUTION – RESIDENTIAL OUTBOUND TRIPS	156
FIGURE 5C – PROJECT TRIP DISTRIBUTION – COMMERCIAL INBOUND TRIPS	157
FIGURE 5D – PROJECT TRIP DISTRIBUTION – COMMERCIAL OUTBOUND TRIPS	158
FIGURE 6 – VEHICLE CIRCULATION	32

# TABLES

TABLE 1: STUDY AREA ROADWAY DESCRIPTIONS	8
TABLE 2: TRANSIT SERVICE	9
TABLE 3: EXISTING DAILY TRAFFIC VOLUMES ON STUDY STREET SEGMENTS	12
TABLE 4: PROJECT TRIP GENERATION ESTIMATES	13
TABLE 5 AREA/CUMULATIVE PROJECTS TRIP GENERATION	20
TABLE 6: FUTURE 2026 WITHOUT PROJECT DAILY VOLUMES ON STUDY STREET SEGMENTS	24
TABLE 7: FUTURE 2026 WITH PROJECT DAILY TRAFFIC VOLUMES ON STUDY STREET SEGMENTS	25
TABLE 8: PROJECT-RELATED VEHICLE DELAYS AND QUEUING AT DRIVEWAYS	31
TABLE 9: CONSTRUCTION TRIP GENERATION TOTALS	33

# APPENDICES

APPENDIX A – TRAFFIC COUNT DATA
APPENDIX B – ANALYSIS WORKSHEETS FOR DRIVEWAY DELAY AND QUEUING

# EXECUTIVE SUMMARY

This report documents the traffic impact analysis prepared for the proposed project located at 7811 Santa Monica Boulevard (hereafter referred to as the Project) in the City of West Hollywood. The project is anticipated to open in 2026.

The following sections examine the Project's impacts on vehicle miles traveled (VMT) as well as an accompanying circulation analysis documenting project effects on residential roadways and driveway access.

## **CEQA Analysis and Vehicle Miles Traveled (VMT)**

In November 2020, the City adopted an update to its local transportation analysis guidelines to ensure consistency with Senate Bill 743 (SB 743). SB 743 mandates that cities replace the current traffic impact analysis metric, Level of Service (LOS), with Vehicle Miles Traveled (VMT) for CEQA purposes.

VMT is an estimate of the distance traveled by vehicles, which means that impacts are now based on the distance that vehicles travel to a proposed development and how many vehicles are making those trips. Projects located near amenities, transit, or other non-vehicular modes of transportation will generate lower VMT.

Consistent with the State's Office of Planning and Research guidelines, the City is presuming that projects proposed within ½-mile of an existing major transit stop or an existing stop along a high quality transit corridor (transit stop containing an existing rail transit station or the intersection of two or more major bus routes with a frequency service interval of 15 minutes or less during the morning or afternoon peak commute period), will have a less than significant impact on VMT.

Per the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro), the entire City of West Hollywood is within a high-quality transit area, meaning that all development projects will be screened out of conducting a VMT analysis, excluding any of the following:

1. A project with a floor area ratio (FAR) of less than 0.75,
2. A project with more than the required number of parking spaces,
3. A project that is inconsistent with the applicable Sustainable Communities Strategy,
4. A project that replaces affordable residential units with fewer, moderate- or high-income residential units,
5. A project with the potential for significant regional draw.

This Project does not meet any of these categories, meaning that it is presumed that it will have a less than significant impact on VMT, per CEQA.

## **Non-CEQA Analysis**

This study is also providing a non-CEQA analysis for residential roadways and driveways.

Below are the results of the supplemental analysis:

- The Project is estimated to generate a net total of 812 weekday daily trips including 42 weekday AM peak-hour trips, 54 weekday midday peak-hour trips and 53 weekday PM peak-hour trips. These totals include credits for internal capture and the former use at the site.

- The Future 2026 without Project traffic analysis included ambient growth through 2026 and the addition of traffic from 125 proposed area/cumulative projects within the cities of West Hollywood and Los Angeles.
- There is an anticipated increase in vehicle trips at the two analyzed residential roadway segments, but the increase is not expected to lead to any major traffic delays.
- Based on the City's Municipal Parking Code requirements, the proposed Project is required to provide 183 spaces but would provide only 145 parking spaces using an affordable housing incentive. Since the project is using a parking reduction allowed for sites with affordable housing, it is proposing to provide less than the required number of parking spaces.
- Project construction would involve 62 daily construction worker employees and 74 one-way truck trips per day during the peak period of construction.
- The driveway analysis conducted at the two project driveways showed minimal delays and conflicts for vehicles entering and exiting the project site.

No major queuing issues, severe delays, or back-ups were anticipated at Project driveways and City streets. Project pedestrian improvements along with the existing pedestrian infrastructure will continue to provide a safe local pedestrian travel network

# 1. INTRODUCTION

This report documents the traffic study prepared for the proposed mixed-use project located at 7811 Santa Monica Boulevard (hereafter referred to as the Project) in the City of West Hollywood. KOA was retained to study the potential traffic impacts associated with the proposed Project.

The following sections examine the Project's impacts on vehicle miles traveled (VMT). Furthermore, strictly for informational purposes, the study includes analysis on how projected project traffic would affect operations within the study area during typical weekday morning, midday, and evening peak-hour periods.

The scope and methodologies used for this traffic study were developed in consultation with the City of West Hollywood staff. The project study area for the supplemental analysis, as defined through consultation with City staff, encompasses eight intersections and two residential street segments. Key tasks undertaken for this traffic analysis include:

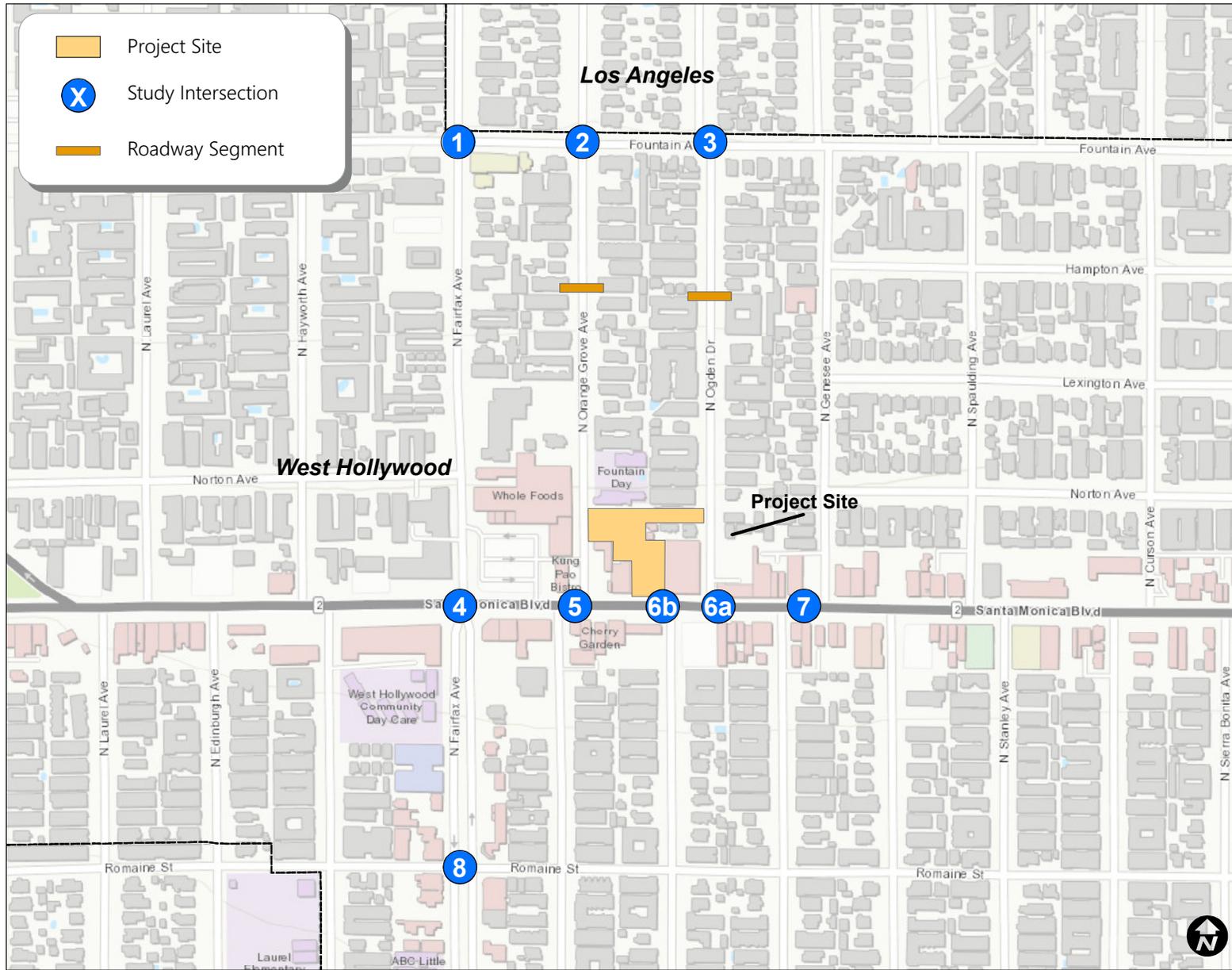
- Definition of study approach
- Determination of existing traffic conditions
- Trip generation forecasts of the planned Project land use
- Vehicle Miles Traveled (VMT) analysis and significant impact determination

## 1.1 PROJECT LOCATION

The Project site is located at 7811 Santa Monica Boulevard, between Orange Grove Avenue and Ogden Drive within the City of West Hollywood. Figure 1 illustrates the study area and the site location in relation to the surrounding street system. Three driveways will provide access to the site: one full-movement driveway on Orange Grove Avenue, one full-movement, residential-only driveway on Ogden Drive, and ingress-only driveway on Santa Monica Boulevard. The project will include design features for each outbound direction at the at the Orange Grove Avenue and Ogden Drive driveways that will restrict outbound-northbound vehicle movements. Figure 2 shows the preliminary site plan.

## 1.2 PROJECT DESCRIPTION

The proposed project would involve the construction and operation of an approximately 212,500 square-foot mixed-use building on a 0.92-acre site located within the City of West Hollywood. The project would consist of a 45-room hotel, 3,756 square feet of restaurant space, 1,381 square feet of art gallery space, and 95 apartment units.





## 1.3 PROJECT STUDY AREA

Based on consultation with City staff, the supplemental analysis included eight intersections. They are:

1. Fairfax Avenue & Fountain Avenue [Signalized]
2. Orange Grove Avenue & Fountain Avenue [Stop Controlled] <sup>1</sup>
3. Ogden Drive & Fountain Avenue [Stop Controlled] <sup>1</sup>
4. Fairfax Avenue & Santa Monica Boulevard [Signalized]
5. Orange Grove Avenue & Santa Monica Boulevard [Stop Controlled]
6. Ogden Drive & Santa Monica Boulevard [Stop Controlled]
7. Genessee Avenue & Santa Monica Boulevard [Signalized]
8. Fairfax Avenue & Romaine Street [Stop Controlled]

1. *Shared Intersection (City of West Hollywood and City of Los Angeles)*

As indicated, five of the eight study intersections are stop-sign controlled while the remaining intersections are signalized. For the purposes of this analysis, intersection #6 (Ogden Drive and Santa Monica Boulevard) was split into two as it functions as two separate intersections. In the analysis, intersection 6a represents the north-leg and intersection 6b represents the south leg.

In addition, two residential street segments were included in this study for analysis:

- A. Orange Grove Avenue, south of Fountain Avenue
- B. Ogden Drive, south of Fountain Avenue

The locations of the eight study intersections and two street segments are illustrated on Figure 1.

## 1.4 VEHICLE MILES TRAVELED ANALYSIS METHODOLOGY

In November 2020, the City adopted an update to its local transportation analysis guidelines to ensure consistency with Senate Bill 743 (SB 743). SB 743 mandates that cities replace the current traffic impact analysis metric, Level of Service (LOS), with Vehicle Miles Traveled (VMT) for CEQA purposes.

VMT is an estimate of the distance traveled by vehicles, which means that impacts are now based on the distance that vehicles travel to a proposed development and how many vehicles are making those trips. Projects located near amenities, transit, or other non-vehicular modes of transportation will generate lower VMT.

## Project Screening Process

Consistent with the State's Office of Planning and Research guidelines, the City is presuming that projects proposed within ½-mile of an existing major transit stop or an existing stop along a high quality transit corridor (transit stop containing an existing rail transit station...or the intersection of two or more major bus routes with a frequency service interval of 15 minutes or less during the morning or afternoon peak commute period), will have a less than significant impact on VMT.

Per the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro), the entire City of West Hollywood is within a high-quality transit area, meaning that all development projects will be screened out of conducting a VMT analysis, excluding any of the following:

1. A project with a floor area ratio (FAR) of less than 0.75,

*The Project's FAR is 3.06, which is well above the FAR threshold of 0.75.*

2. A project with more than the required number of parking spaces,

*The project is required to provide 183 spaces under the Zoning Code but would provide only 145 parking spaces through the use of an affordable housing incentive. Since the project is using a parking reduction allowed for sites with affordable housing, it is proposing to provide less than the required number of parking spaces.*

3. A project that is inconsistent with the applicable Sustainable Communities Strategy,

*As a mixed-use project located in a High-Quality Transit Corridor, The Bond project is consistent with the applicable Sustainable Communities Strategy.*

4. A project that replaces affordable residential units with fewer, moderate- or high-income residential units,

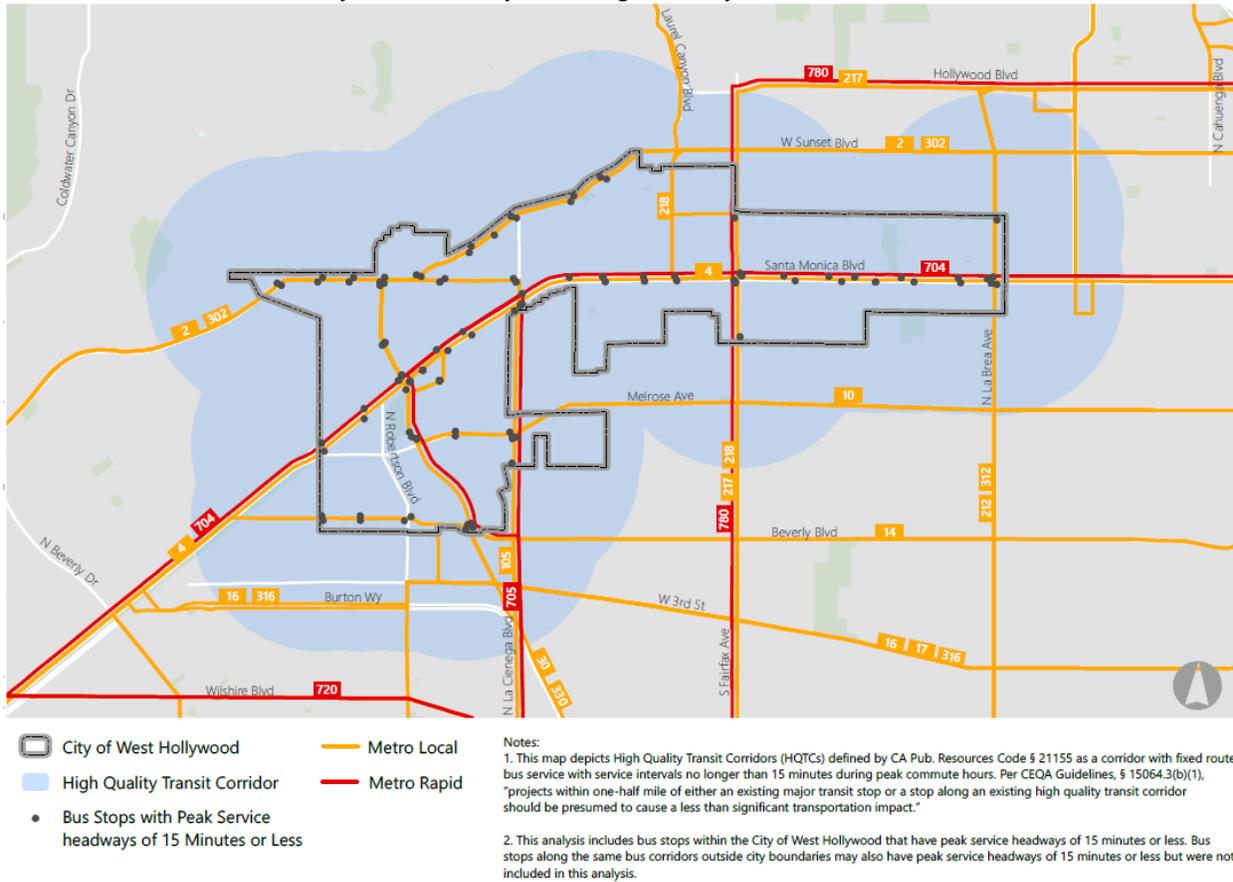
*The project would result in the removal of 7 existing market rate housing units. The project would also result in the development of 95 residential units, including at least 8 very low income units and 8 moderate income units. As such, while housing units would be removed, they are not affordable housing units and they would be more than replaced by the proposed project.*

5. A project with the potential for significant regional draw.

*The project proposes a mix of uses including hotel, restaurants, and residential uses and therefore would not require a skilled and specialized workforce to draw employees from greater distances in the region. More specifically, these are the types of uses that draw their employment base from the existing available workforce within the surrounding areas which results in a low VMT to access the project site due to both physical proximity and available transit options and alternate modes of transportation.*

This project does not meet any of these categories, meaning that it is presumed that it will have a less than significant impact on VMT, per CEQA. Below is a map of the City's High Quality Transit Areas and Corridors.

### City of West Hollywood High Quality Transit Corridors



Source: City of West Hollywood/Fehr & Peers, 2020

However, a supplemental analysis is provided for this project.

## 1.5 SUPPLEMENTAL ANALYSIS METHODOLOGY

### Study Scenarios

Weekday morning, midday and afternoon peak hour traffic operations were evaluated at the eight study intersections and daily traffic assessed at two street segments for each of the following traffic scenarios:

- Existing
- Future (Year 2026) without Project
- Future (Year 2026) with Proposed Project

## [Existing Conditions](#)

To define existing traffic conditions, new peak period turning movement counts were collected on Wednesday, May 11, 2016, at the study intersections. New 24-hour counts were collected at the study street segments on the same day. The analysis of existing traffic volumes used for this traffic analysis is discussed in Chapter 2 of this report. The peak-hour and Average Daily Traffic (ADT) traffic volume counts are provided in Appendix A.

The existing conditions at each of the study intersections and street segments is further discussed in Chapter 2 of this report.

## [Project Trip Generation and Distribution](#)

Project trip generation calculations included rates established by Trip Generation (10th edition), published by the Institute of Transportation Engineers (ITE). Former use trip generation credits were also applied.

The methodology utilized for Project trip generation and distribution calculations is discussed in Chapter 3 of this report.

## [Future Without Project Conditions](#)

To define regional traffic growth that would affect operations during the project buildout year (2026), an ambient/background traffic growth rate was defined to account for increase in area-wide traffic. An annual growth rate of 1% was utilized to increase existing (year 2016) traffic volumes to establish future (year 2026) base traffic volumes.

In addition to future ambient growth, traffic from area related projects (approved and pending) was also included in the analysis. KOA researched information collected by the City of West Hollywood and City of Los Angeles pertaining to approved projects and projects pending approval within 1.5-miles of the Project site. Daily and peak hour trips that would be generated from each of the related projects were computed. The trip rates are based on the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition published in 2017.

Street segment conditions under the future without-Project area is discussed in Chapter 4 of this report.

## [Future With Project Conditions](#)

Based on the inclusion of future ambient growth, traffic from area related projects (approved and pending), and traffic from the proposed Project, future with Project conditions were analyzed, as provided in Chapter 5 of this report.

## 2. EXISTING CONDITIONS

This chapter documents the existing conditions in the study area. Per CEQA, existing conditions is established at the time the Notice of Preparation is issued. As such, Existing Conditions reflect Year 2016 conditions. The discussion presented here is limited to specific roadways in the project vicinity. Figure 3 depicts the lane configurations and traffic control at the study intersections.

### 2.1 EXISTING ROADWAY SYSTEM

Major roadways within the study area include:

- Fountain Avenue
- Santa Monica Boulevard
- Romaine Street
- Fairfax Avenue
- Orange Grove Avenue
- Ogden Drive
- Genesee Avenue

Table 1 summarizes the characteristics of the major roadways.

**Table 1: Study Area Roadway Descriptions**

Roadway	Classification	# Lanes		Median Type	Parking Restrictions		Posted Speed Limit (mph)	General Land Use
		NB/EB	SB/WB		North Side / East Side	South Side / West Side		
<b>North - South Streets</b>								
Fairfax Avenue	Arterial Street	2 / 3	2 / 3	TL / RM	1 hour 8 AM - 6 PM (N. of SMB); 2 Hour 8 AM - 6 PM (S. of SMB)	1 hour 8 AM - 6 PM (N. of SMB); 2 Hour 8 AM - 6 PM (S. of SMB)	35	Commercial / Residential
Orange Grove Avenue	Local Street	1	1	NS	No Limit	No Limit	25	Residential
Ogden Drive	Local Street	1	1	NS	No Limit	No Limit	25	Residential
Genesee Avenue	Local Street	1	1	NS	No Limit	No Limit	25	Residential
<b>East - West Streets</b>								
Fountain Avenue	Collector Street	2	2	ST	No Limit	No Limit	35	Residential
Santa Monica Boulevard	Arterial Street	2	2	TL	2 Hour 8 AM - 12 AM (M-F); 11 AM - 8 PM (Sat)	2 Hour 8 AM - 12 AM (M-F); 11 AM - 8 PM (Sat)	35	Commercial
Romaine Street	Collector Street	1	1	NS	No Limit	No Limit	25	Residential

DY - Double Yellow  
RM - Raised Median  
TL - Center Turn Lane

ST - Striped  
NSAT - No Stopping Any Time  
NS - No Stopping

### 2.2 EXISTING TRANSIT SERVICE

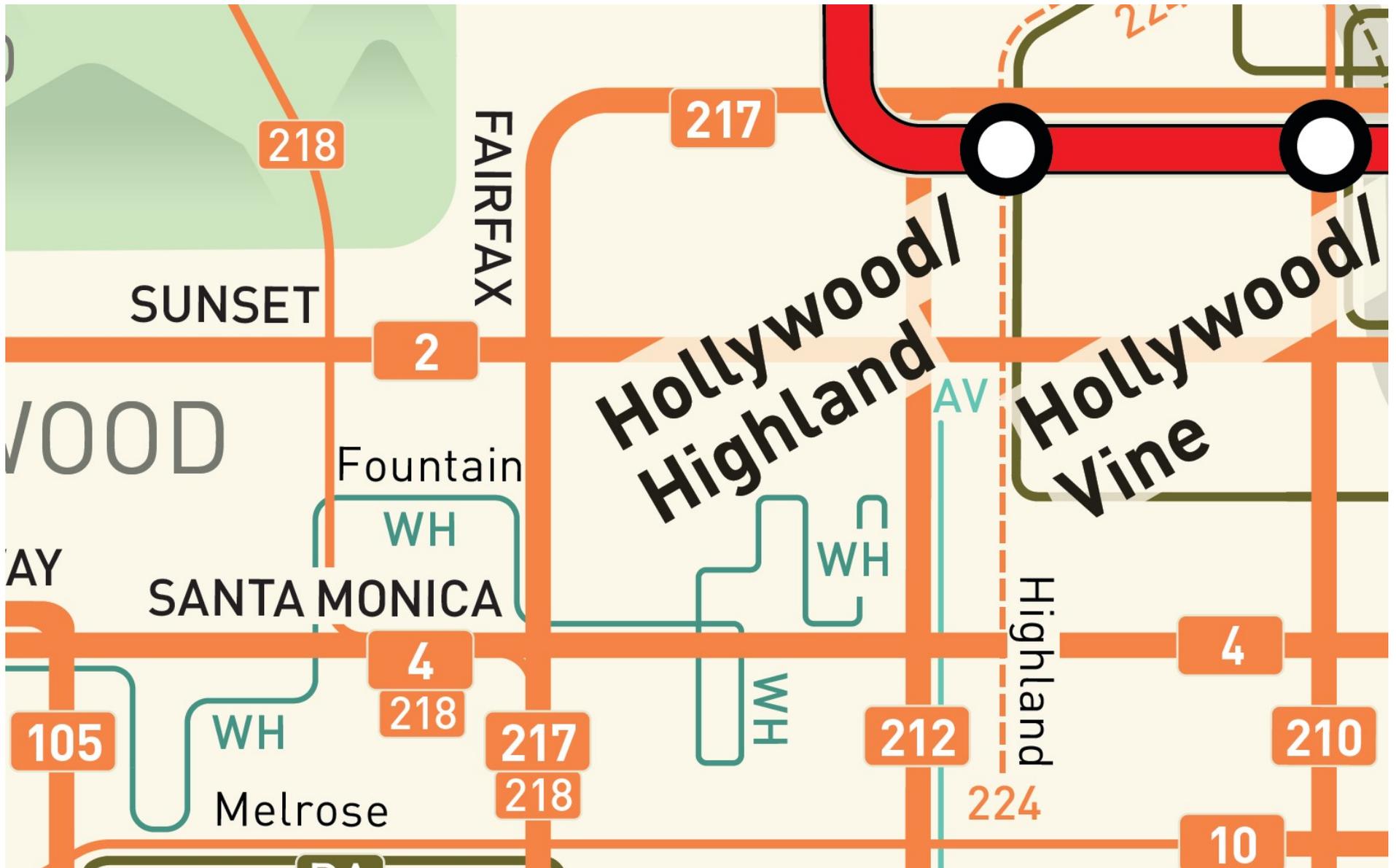
As summarized in Table 2, the Project study area is served by bus transit lines operated by the City of West Hollywood and the Los Angeles County Metropolitan Transportation Authority (Metro).

Figure 4 illustrates the routes of the transit services that serve the Project study area.

**Table 2: Transit Service**

Agency	Line	From	To	Via	Peak Frequency
Metro	4	Downtown Los Angeles	Santa Monica	Santa Monica Boulevard	10.5 Minutes
Metro	217	Fox Hills / Culver City	East Hollywood	La Cienega Boulevard / Fairfax Avenue / Hollywood Boulevard	12 Minutes
Metro	218	Studio City	Beverly Hills	Laurel Canyon Boulevard / Fairfax Avenue / Third Street	60 Minutes
Metro	780	Washington / Fairfax	Pasadena	Fairfax Avenue / Hollywood Boulevard	10 - 15 Minutes
West Hollywood	The Pickup	Robertson Boulevard / Santa Monica Boulevard	La Bre Avenue / Santa Monica Boulevard	Santa Monica Boulevard	Every 15 minutes - Friday Saturday from 8:00pm - 3:00am; Sunday from 2:00pm - 10:00pm
West Hollywood	CityLine Blue / Orange	Free daytime neighborhood shuttle		Santa Monica Boulevard / San Vicente Boulevard	Every 30 Minutes Monday-Saturday from 9:00am - 5:00pm





## 2.3 EXISTING TRAFFIC VOLUMES

KOA compiled new manual intersection turn movement and machine roadway segment counts. These counts were collected on Wednesday, May 11, 2016. The turning movement counts were collected during the morning (7-9 AM), midday (11 AM-1 PM) and evening (4-7 PM) periods. The machine counts were collected for 24 hours on the same day.

Traffic count summaries are provided in Appendix A of this report.

## 2.4 EXISTING STREET SEGMENT VOLUMES

Table 3 summarizes the two street segments where 24-hour automatic (machine) traffic counts were conducted. These streets were chosen for specific review as they primarily serve the residential areas surrounding the Project site.

Figure 8 illustrates the locations of the study street segments and existing weekday daily traffic volumes on these facilities.

**Table 3: Existing Daily Traffic Volumes on Study Street Segments**

Segment			No. of Lanes	Existing Daily Traffic Volumes
1	Orange Grove Avenue	Between Fountain Avenue and Santa Monica Boulevard	2	2,022
2	Ogden Drive	Between Fountain Avenue and Santa Monica Boulevard	2	1,976

### 3. PROJECT TRAFFIC

This section defines the estimated traffic generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

#### 3.1 PROJECT TRIP GENERATION

Traffic volumes that are expected to be generated by the Project during the weekday a.m., midday, and p.m. peak hours and daily periods were estimated based on trip rates defined in the Institute of Transportation Engineers Trip Generation (10th Edition). Vehicle trips generated by existing uses that are currently active were applied to the gross trip generation estimates as trip credits. The trip rates and the traffic generation forecast for the proposed project are provided in Table 4.

**Table 4: Project Trip Generation Estimates**

Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak			Midday Peak			PM Peak		
					Total	In	Out	Total	In	Out	Total	In	Out
<i>Trip Generation Rates</i>													
Quality Restaurant 1	931	-	-	83.84	0.73	80%	20%	4.47	80%	20%	7.80	67%	33%
Museum	580	-	-	6.60	0.28	86%	14%	0.66	71%	29%	0.18	16%	84%
Hotel	310	-	-	8.36	0.47	59%	41%	0.61	58%	42%	0.60	51%	49%
Multifamily (Mid-Rise)	221	-	-	5.44	0.36	26%	74%	0.32	27%	73%	0.44	61%	39%
Gym	492	-	-	28.82	1.31	51%	49%	1.40	46%	54%	3.45	57%	43%
<i>Proposed Project Trip Generation Estimates</i>													
Quality Restaurant	931	3.756	k.s.f	315	3	2	1	17	14	3	29	19	10
Art Gallery	580	1.381	k.s.f	9	1	1	0	1	1	0	1	0	1
Hotel	310	45	rooms	376	21	12	9	27	16	11	27	14	13
Multifamily (Mid-Rise)	221	95	units	517	34	9	25	30	8	22	42	26	16
Proposed Project Subtotal				1,217	59	24	35	75	39	36	99	59	40
<i>Internal Capture</i>													
Restaurant (25%)				-79	-1	-1	0	-5	-4	-1	-8	-5	-3
External Project Trips				1,138	58	23	35	70	35	35	91	54	37
<i>Former Use Trip Credit</i>													
Gym	492	10.000	k.s.f	-288	-13	-7	-6	-14	-6	-8	-35	-20	-15
Multifamily (Mid-Rise)	221	7	units	-38	-3	-1	-2	-2	-1	-1	-3	-2	-1
Former Use Trip Credit				-326	-16	-8	-8	-16	-7	-9	-38	-22	-16
<b>Total</b>				<b>812</b>	<b>42</b>	<b>15</b>	<b>27</b>	<b>54</b>	<b>28</b>	<b>26</b>	<b>53</b>	<b>32</b>	<b>21</b>

*Trip generation rates based on ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2012, unless otherwise noted. Midday Peak rates from Peak Hour of Generator.*

*1. Quality Restaurant AM In/Out ratio from AM Peak Hour of Generator.*

The Project is estimated to gross 1,217 weekday daily trips, including 59 weekday AM peak-hour trips, 75 weekday midday peak-hour trips, and 99 weekday PM peak-hour trips. Taking into consideration existing uses that would be removed and internal trip capture credits, the Project is estimated to generate a net total of 812 weekday daily trips including 42 weekday AM peak-hour trips, 54 weekday midday peak-hour trips and 53 weekday PM peak-hour trips.

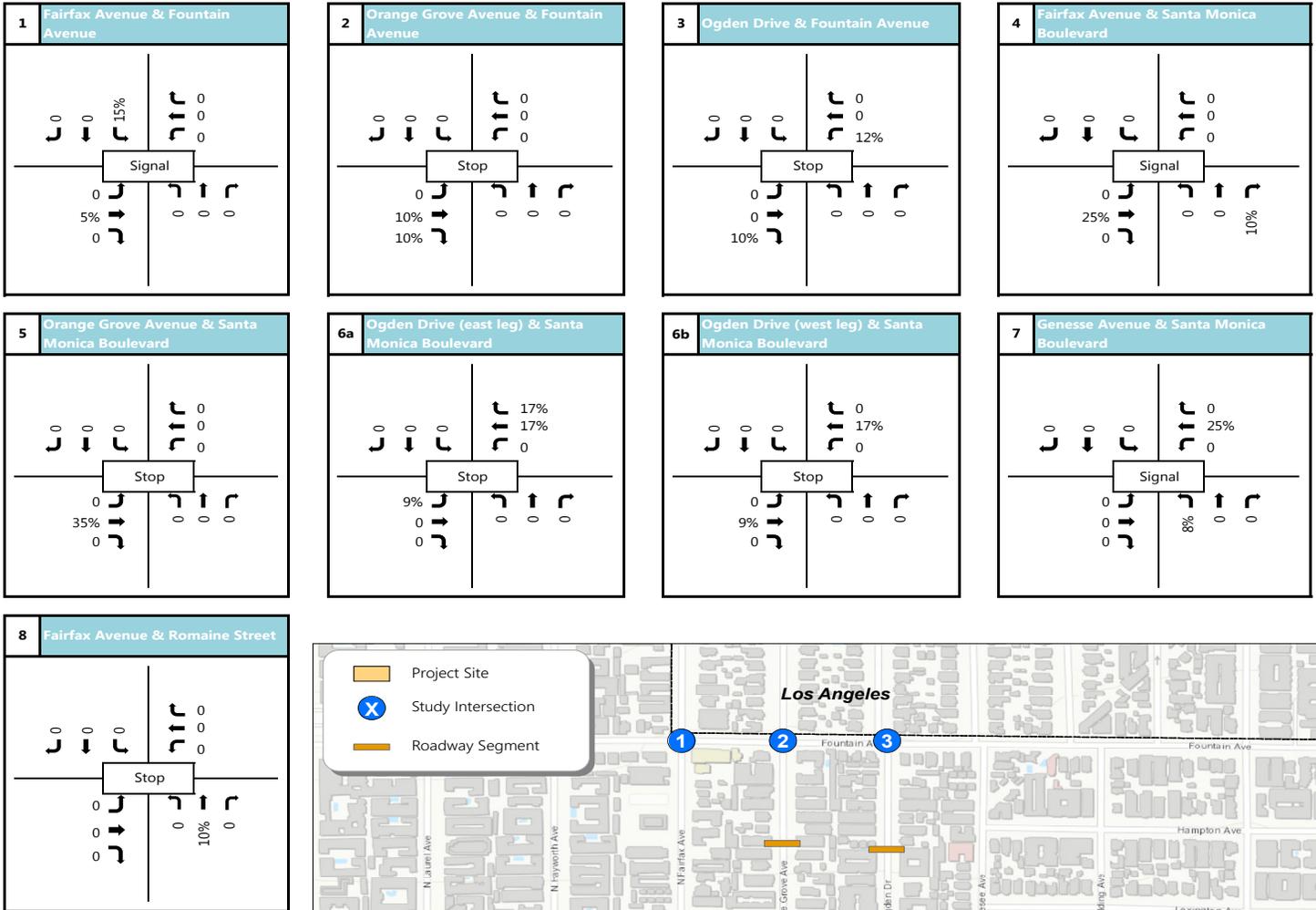
#### 3.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of assigning the trips by direction to and from a project site. Trip distribution is dependent upon the land use characteristics of the project and the general location of land uses to which project trips would originate or terminate. Project trip distribution was based on the general geographic distribution of population and employment from which the project trips would originate or terminate as well as development trends in the area, local and sub-regional traffic routes, and regional traffic flows.

Figures 5A, 5B, 5C, and 5D illustrate the intersection trip distribution percentages by use and in/out direction for the proposed Project during the peak hour study periods.

### 3.3 PROJECT TRIP ASSIGNMENT

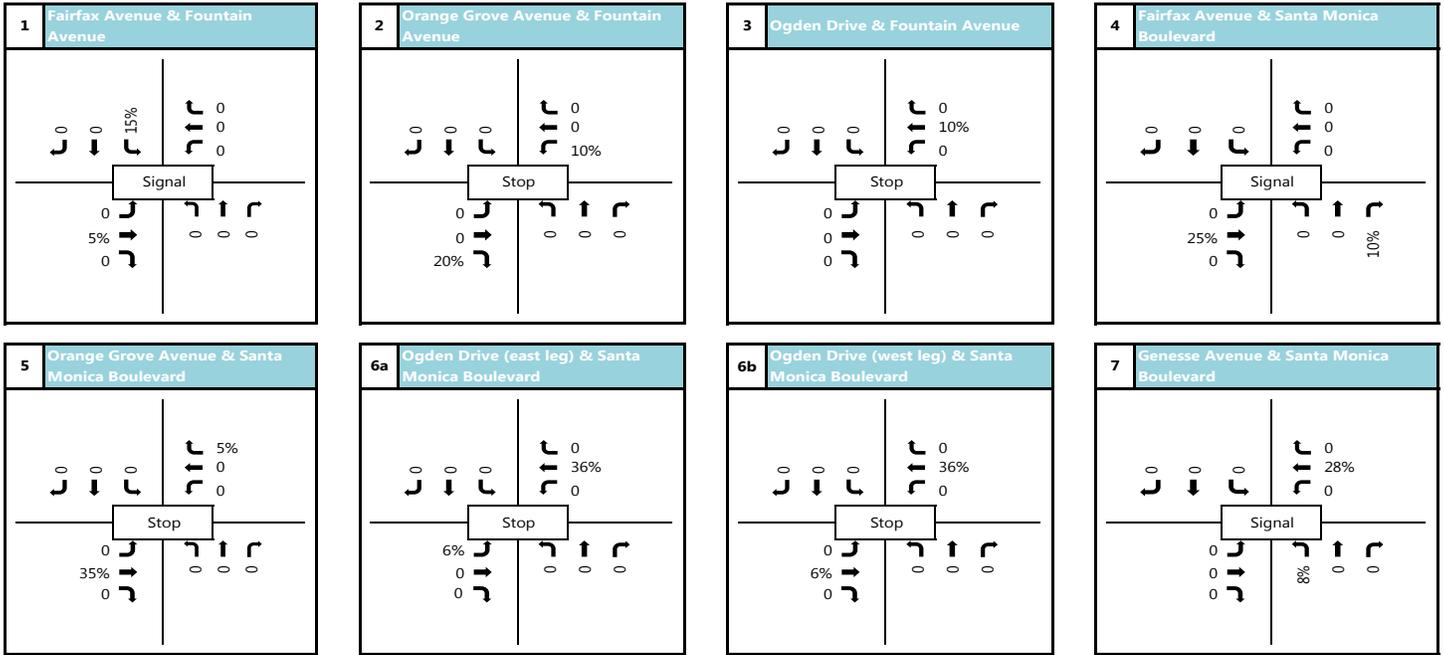
The final product is the trip assignment process, which takes a full accounting of project trips by direction and turning movement at the study intersections.



XX Peak Hour Volumes

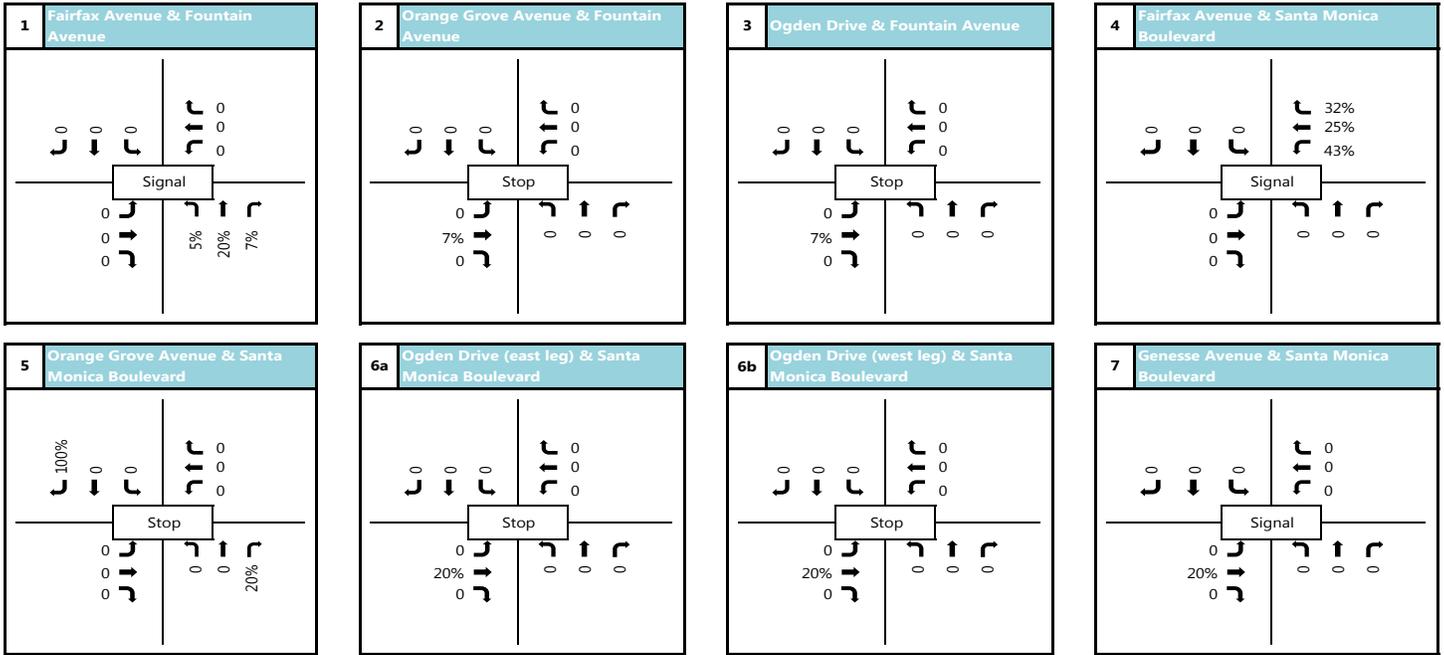




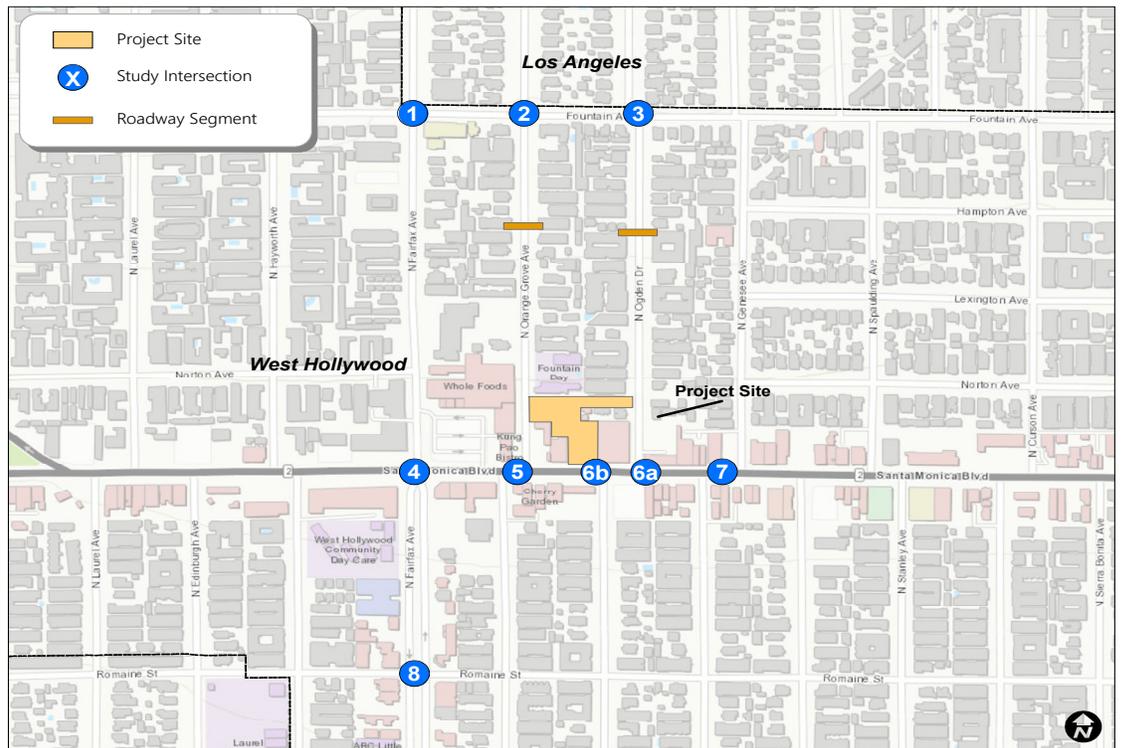


XX Peak Hour Volumes





XX Peak Hour Volumes



## 4. FUTURE 2026 WITHOUT-PROJECT CONDITIONS

This section provides an analysis of future traffic conditions in the study area with ambient growth and related area projects added but without the proposed Project. The year 2026 was selected for analysis based on the anticipated completion date of the Project.

### 4.1 AMBIENT GROWTH

For the analysis of background traffic during the Project opening year, an annual traffic growth rate of 1% was utilized to account for increase in area-wide traffic. This annual growth rate was confirmed with City of West Hollywood staff.

To apply this ambient growth rate to existing (year 2016) volumes, a growth factor of 1.10 was utilized. This factor provides a one percent annual increase over the ten-year period between existing conditions and future (year 2026) conditions.

### 4.2 RELATED PROJECTS

Based on data provided by West Hollywood and the surrounding cities, a list of area/related projects was compiled. These projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period. The total number of related projects included within this traffic analysis was 125 projects (89 projects – City of West Hollywood and 36 projects – City of Los Angeles). These projects are all located within an approximate 1.5-mile radius from the Project site.

The related projects trip generation estimates were developed using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition published in 2017, or defined by the project traffic studies.

Table 5 provides the related project trip generation calculations.

**Table 5 - Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour <sup>1</sup>			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
City of West Hollywood															
1	8713 Beverly Boulevard	Multifamily Housing (Mid-Rise)	221	30	d.u.	163	11	3	8	12	7	5	13	8	5
		Shopping Center	820	5.48	k.s.f.	207	5	3	2	21	10	11	21	10	11
		General Office Building	710	3.42	k.s.f.	33	4	3	1	4	3	1	4	1	3
		Gallery <sup>1</sup>	-	0.50	k.s.f.	2	0	0	0	0	0	0	0	0	0
Total						405	20	9	11	37	20	17	38	19	19
2	8816 Beverly Boulevard	Multifamily Housing (Mid-Rise)	221	35	d.u.	190	13	3	10	14	8	6	15	9	6
		Shopping Center	820	5.54	k.s.f.	209	5	3	2	21	10	11	21	10	11
		High Turnover Sit-Down Restaurant	932	8.89	k.s.f.	997	88	48	40	155	81	74	87	54	33
		Hotel	310	128	Rm	1,070	60	35	25	78	45	33	77	39	38
Total						2,466	166	89	77	268	144	124	200	112	88
3	8899 Beverly Boulevard	Multifamily Housing (Mid-Rise)	221	76	d.u.	413	27	7	20	31	19	12	33	20	13
		Shopping Center	820	19.76	k.s.f.	746	19	12	7	75	36	39	75	36	39
		Quality Restaurant	931	4.39	k.s.f.	368	3			36	22	14	34	23	11
		General Office Building	710	6.32	k.s.f.	62	7	6	1	7	6	1	7	1	6
Total						1,589	53	25	28	149	83	66	149	80	69
4	1012 Corey Avenue	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1
5	1048 N Curson Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
6	1139 Detroit Street	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
7	1141 Detroit Street	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
8	1138 Detroit Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
9	1201 Detroit Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
10	1221 Detroit Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
11	1257 Detroit Street	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1
12	1001 Fairfax Avenue	Multifamily Housing (Low-Rise)	220	35	d.u.	256	16	4	12	23	14	9	20	13	7
		High Turnover Sit-Down Restaurant	932	0.90	k.s.f.	101	9	5	4	16	8	8	9	6	3
		General Office Building	710	0.90	k.s.f.	9	1	1	0	1	1	0	1	0	1
		Total						366	26	10	16	40	23	17	30
13	511 Flores Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
14	528 N Flores Street	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
15	1216 Flores Street	Multifamily Housing (Low-Rise)	220	14	d.u.	102	6	1	5	9	5	4	8	5	3
16	1123 Formosa Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
17	1159 N Formosa Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
18	1227 N Formosa Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
19	1245 Formosa Avenue	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
20	8000 Fountain Avenue	Multifamily Housing (Mid-Rise)	221	30	d.u.	163	11	3	8	12	7	5	13	8	5
21	1000 N Gardner Street	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
22	938 N Genessee Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
23	947 N Genessee Avenue	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
24	1005 N Genessee Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
25	1046 N Genessee Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
26	1006 Hancock Avenue	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1
27	1264 Harper Avenue	Multifamily Housing (Mid-Rise)	221	14	d.u.	76	5	1	4	6	4	2	6	4	2
28	1223 N Hayworth Avenue	Multifamily Housing (Mid-Rise)	221	12	d.u.	65	4	1	3	5	3	2	5	3	2
29	917 Hilldale Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2
30	926 Hilldale Avenue	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
31	621 N Kings Road	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
32	1040 N La Brea Avenue	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1
		High Turnover Sit-Down Restaurant	932	5.24	k.s.f.	588	52	29	23	91	47	44	51	32	19
		Hotel	310	91	Rm	761	43	25	18	56	32	24	55	28	27
		Total						1,408	99	55	44	152	82	70	110
33	1136 N La Cienega Boulevard	Multifamily Housing (Mid-Rise)	221	23	d.u.	125	8	2	6	9	5	4	10	6	4
34	637 La Peer Drive	Shopping Center	820	11.51	k.s.f.	435	11	7	4	44	21	23	44	21	23
		Quality Restaurant	931	8.58	k.s.f.	719				71	43	28	67	45	22
		Museum	580	19.35	k.s.f.		5	4	1	7	3	4	3	0	3
		Total						1,154	16	11	5	122	67	55	114
35	829 Larrabee Street	Multifamily Housing (Mid-Rise)	221	13	d.u.	71	5	1	4	5	3	2	6	4	2
36	1120 Larrabee Street	Multifamily Housing (Mid-Rise)	221	22	d.u.	120	8	2	6	9	5	4	10	6	4
37	1204 Larrabee Street	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
38	1016 Martel Avenue	Multifamily Housing (Mid-Rise)	221	11	d.u.	60	4	1	3	5	3	2	5	3	2
39	1041 N Martel Avenue	Multifamily Housing (Mid-Rise)	221	25	d.u.	136	9	2	7	10	6	4	11	7	4
40	1052 N Martel Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1

**Table 5 - Area/Cumulative Projects Trip Generation (cont.)**

Map ID	Location	Land Use	ITE Code	Intensit y	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour <sup>1</sup>			PM Peak Hour			
							Total	In	Out	Total	In	Out	Total	In	Out	
City of West Hollywood																
41	8465 Melrose Avenue	Shopping Center	820	4.12	k.s.f.	156	4	2	2	16	8	8	16	8	8	
42	8650 Melrose Avenue	Shopping Center	820	14.57	k.s.f.	550	14	9	5	56	27	29	56	27	29	
		Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1	
		<b>Total</b>				601	17	10	7	61	30	31	60	30	30	
43	8116 Norton Avenue	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1	
44	901 N Ogden Drive	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1	
45	909 N Ogden Drive	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1	
46	950 N Ogden Drive	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2	
47	1008 N Ogden Drive	Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1	
48	1011 N Ogden Drive	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
49	1032 N Ogden Drive	Multifamily Housing (Low-Rise)	220	14	d.u.	102	6	1	5	9	5	4	8	5	3	
50	1153 N Ogden Drive	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1	
51	1019 Orange Grove Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2	
52	1150 Orange Grove	Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1	
53	1200 Orange Grove Avenue	Multifamily Housing (Mid-Rise)	221	5	d.u.	27	2	1	1	2	1	1	2	1	1	
54	923 Palm Avenue <sup>3</sup>	Senior Housing - Attached	252	49	d.u.	181	10	4	7	15	8	7	13	7	6	
55	645 Robertson Boulevard	Shopping Center	820	18.13	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		High Turnover Sit-Down Restaurant	932	33.30	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		Hotel	310	241	Rm	-	-	-	-	-	-	-	-	-	-	-
		Museum	580	10.33	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		Drinking Place	925	3.78	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		<b>Total</b>					2,390	128	77	51	202	120	82	157	80	77
56	8763 Rosewood Avenue	Shopping Center	820	4.92	k.s.f.	186	5	3	2	19	9	10	19	9	10	
57	8804 Rosewood Avenue	Medical	720	3.74	k.s.f.	135	9	7	2	16	6	10	13	4	9	
58	7424 Santa Monica Boulevard	Multifamily Housing (Mid-Rise)	221	31	d.u.	169	11	3	8	13	8	5	14	9	5	
		Shopping Center	820	2.00	k.s.f.	76	2	1	1	8	4	4	8	4	4	
		<b>Total</b>			245	13	4	9	21	12	9	22	13	9		
59	7617 Santa Monica Boulevard	Multifamily Housing (High-Rise)	222	71	d.u.	316	22	5	17	28	17	11	26	16	10	
		Shopping Center	820	4.00	k.s.f.	151	4	2	2	15	7	8	15	7	8	
		High Turnover Sit-Down Restaurant	932	4.42	k.s.f.	496	44	24	20	77	40	37	43	27	16	
		<b>Total</b>			963	70	31	39	120	64	56	84	50	34		
60	7965-7985 Santa Monica Boulevard <sup>5</sup>	Shopping Center	820	1.35	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		High Turnover Sit-Down Restaurant	932	14.25	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		General Office Building	710	54.65	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		Drinking Place	925	2.75	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		<b>Total</b>			586	-23	7	-30	28	63	-35	105	40	65		
61	8555 Santa Monica Boulevard	Multifamily Housing (Mid-Rise)	221	123	d.u.	-	-	-	-	-	-	-	-	-	-	
		General Office Building	710	6.70	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		Specialty Retail <sup>6</sup>	826	14.50	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		High Turnover Sit-Down Restaurant	932	3.90	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		Hair Salon	918	3.60	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		<b>Total</b>			838	93	40	53	128	50	78	82	22	60		
62	9001 Santa Monica Boulevard	Multifamily Housing (Mid-Rise)	221	37.00	k.s.f.	201	13	3	10	15	9	6	16	10	6	
		Shopping Center	820	9.85	k.s.f.	372	9	6	3	38	18	20	38	18	20	
		High Turnover Sit-Down Restaurant	932	9.80	k.s.f.	1,099	97	53	44	171	89	82	96	60	36	
		<b>Total</b>			1,672	119	62	57	224	116	108	150	88	62		
63	9040 Santa Monica Boulevard	Multifamily Housing (Mid-Rise)	221	16	d.u.	87	6	2	4	7	4	3	7	4	3	
		Shopping Center	820	9.04	k.s.f.	341	8	5	3	34	16	18	34	16	18	
		High Turnover Sit-Down Restaurant	932	9.31	k.s.f.	1,045	93	51	42	162	84	78	91	56	35	
		General Office Building	710	309.32	k.s.f.	3,013	359	309	50	359	309	50	356	57	299	
		<b>Total</b>			4,486	466	367	99	562	413	149	488	133	355		
64	8760 Shoreham Drive	Multifamily Housing (Mid-Rise)	221	11	d.u.	60	4	1	3	5	3	2	5	3	2	
65	1011 N Sierra Bonita Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
66	1017 N Sierra Bonita Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
67	1030 N Sierra Bonita Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
68	933 N Spaulding Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
69	939 N Spaulding Avenue	Multifamily Housing (Mid-Rise)	221	22	d.u.	120	8	2	6	9	5	4	10	6	4	
70	1013 N Spaulding Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
71	1236 N Spaulding Avenue	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1	
72	943 N Stanley Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
73	8850 Sunset Boulevard	Multifamily Housing (High-Rise)	222	41	d.u.	182	13	3	10	16	10	6	15	9	6	
		Shopping Center	820	28.80	k.s.f.	1,087	27	17	10	110	53	57	110	53	57	
		Hotel	310	115.000	Rm	961	54	32	22	70	41	29	69	35	34	
		Drinking Place	925	4.70	k.s.f.	-	-	-	-	73	50	23	53	35	18	
		<b>Total</b>			2,230	94	52	42	269	154	115	247	132	115		
74	8497 Sunset Boulevard <sup>4</sup>	Quality Restaurant	931	9.78	k.s.f.	-	-	-	-	81	49	32	-	-	-	
		General Office Building	710	11.52	k.s.f.	-	-	-	-	13	11	2	-	-	-	
		<b>Total</b>			800	10	17	-7	94	60	34	71	40	31		

**Table 5 - Area/Cumulative Projects Trip Generation (cont.)**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour <sup>1</sup>			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
<b>City of West Hollywood</b>															
75	8920 Sunset Boulevard	Shopping Center	820	5.24	k.s.f.	198	5	3	2	20	10	10	20	10	10
		Quality Restaurant	931	1.77	k.s.f.	148	1			15	9	6	14	9	5
		General Office Building	710	45.89	k.s.f.	447	53	46	7	53	46	7	53	8	45
		Museum	580	2.19	k.s.f.		1	1	0	1	0	1	0	0	0
		Private Club	-	6,745	Members	1,838	74	59	15					129	71
Total						2,631	134	109	24	89	65	24	216	98	118
76	9034 Sunset Boulevard	Multifamily Housing (High-Rise)	222	107	d.u.	476	33	8	25	42	26	16	39	24	15
		Shopping Center	820	3.20	k.s.f.	121	3	2	1	12	6	6	12	6	6
		High Turnover Sit-Down Restaurant	932	8.80	k.s.f.	987	87	48	39	153	80	73	86	53	33
		Hotel	310	200	Rm	1,672	94	55	39	122	71	51	120	61	59
Total						3,256	217	113	104	329	183	146	257	144	113
77	545 N Sweetzer Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2
78	1257 N Sweetzer Avenue	Multifamily Housing (Mid-Rise)	221	14	d.u.	76	5	1	4	6	4	2	6	4	2
79	1280 N Sweetzer Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2
80	8553 West Knoll Drive	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
81	852 West Knoll Drive	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2
82	8557 West Knoll Drive	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1
83	618 Westbourne Drive	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
84	629 Westbourne Drive	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
85	718 Westbourne Drive	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
86	823 Westbourne Drive	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
87	916 Westbourne Drive	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1
88	8314 Willoughby Avenue	Multifamily Housing (Low-Rise)	220	2	d.u.	15	1	0	1	1	1	0	1	1	0
89	910 Wetherly Drive	Affordable Housing (Family)	-	93	d.u.	379	47	19	28	32	18	14	32	18	14
<b>City of West Hollywood Subtotal</b>						<b>32,695</b>	<b>2,017</b>	<b>1,164</b>	<b>853</b>	<b>3,297</b>	<b>1,982</b>	<b>1,315</b>	<b>2,954</b>	<b>1,454</b>	<b>1,500</b>
<b>City of Los Angeles</b>															
90	1502 N Gardner Street	Supermarket	850	32.44	k.s.f.	1,522	49	30	19	300	153	147	142	74	68
91	6831 W Hawthorn Avenue	Multifamily Housing (Mid-Rise)	221	140	d.u.	-	-	-	-	57	34	23	-	-	-
		High Turnover Sit-Down Restaurant	932	1.21	k.s.f.	-	-	-	-	21	11	10	-	-	-
Total						545	51	16	35	78	45	33	50	31	19
92	7000 Melrose Avenue	Multifamily Housing (Mid-Rise)	221	63	d.u.	-	-	-	-	26	16	10	-	-	-
		Shopping Center	820	1.87	k.s.f.	-	-	-	-	7	3	4	-	-	-
Total						349	24	6	18	33	19	14	30	17	13
93	320 N Fairfax Avenue	General Office Building	710	28.34	k.s.f.	276	37	28	9	33	28	5	25	4	21
94	6901 Santa Monica Boulevard	Multifamily Housing (High-Rise)	222	231	d.u.	-	-	-	-	90	56	34	-	-	-
		High Turnover Sit-Down Restaurant	932	5.00	k.s.f.	-	-	-	-	87	45	42	-	-	-
		Shopping Center	820	10.00	k.s.f.	-	-	-	-	38	18	20	-	-	-
Total						1,010	78	0	78	215	119	96	105	86	19
95	7107 W Hollywood Boulevard	Multifamily Housing (High-Rise)	222	410	d.u.	-	-	-	-	160	99	61	-	-	-
		Shopping Center	820	5.00	k.s.f.	-	-	-	-	19	9	10	-	-	-
		High Turnover Sit-Down Restaurant	932	5.00	k.s.f.	-	-	-	-	87	45	42	-	-	-
Total						2,637	206	49	157	266	153	113	253	167	86
96	1233 N Highland Avenue	Multifamily Housing (Mid-Rise)	221	72	d.u.	-	-	-	-	30	18	12	-	-	-
		Shopping Center	820	17.83	k.s.f.	-	-	-	-	68	33	35	-	-	-
Total						714	38	11	27	98	51	47	66	38	28
97	904 N La Brea Avenue	Multifamily Housing (High-Rise)	222	169	d.u.	-	-	-	-	66	41	25	-	-	-
		Shopping Center	820	40.00	k.s.f.	-	-	-	-	152	73	79	-	-	-
Total						2,072	93	25	68	218	114	104	186	83	103
98	7901 W Sunset Boulevard	Multifamily Housing (Mid-Rise)	221	62	d.u.	-	-	-	-	25	15	10	-	-	-
		High Turnover Sit-Down Restaurant	932	3.00	k.s.f.	-	-	-	-	52	27	25	-	-	-
Total						-257	-1	-3	2	77	42	35	-2	3	-5
99	8150 W Sunset Boulevard	Multifamily Housing (High-Rise)	222	249	d.u.	-	-	-	-	97	60	37	-	-	-
		High Turnover Sit-Down Restaurant	932	23.16	k.s.f.	-	-	-	-	403	210	193	-	-	-
		Shopping Center	820	33.75	k.s.f.	-	-	-	-	129	62	67	-	-	-
Total						18	-108	-108	0	629	332	297	123	115	8
100	6800 W Sunset Boulevard	Fast food w/ drive through	934	2.13	k.s.f.	343	0	0	0	0	0	0	0	0	0

**Table 5 - Area/Cumulative Projects Trip Generation (cont.)**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour <sup>3</sup>			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
City of Los Angeles															
101	6766 W Hawthorn Avenue	Multifamily Housing (Mid-Rise)	221	58	d.u.	-	-	-	-	24	14	10	-	-	-
		Shopping Center	820	0.22	k.s.f.	-	-	-	-	1	0	1	-	-	-
		<b>Total</b>				0	0	0	0	25	14	11	0	0	0
102	1118 N McCadden Place	Assisted Living	254	192,000	beds	-	-	-	-	65	29	36	-	-	-
		General Office Building	710	17.04	k.s.f.	-	-	-	-	20	17	3	-	-	-
		Shopping Center	820	29.65	k.s.f.	-	-	-	-	113	54	59	-	-	-
		<b>Total</b>				1,346	80	49	31	198	100	98	109	53	56
103	6753 W Selma Avenue	Multifamily Housing (Mid-Rise)	221	51	d.u.	-	-	-	-	21	13	8	-	-	-
		Shopping Center	820	0.44	k.s.f.	-	-	-	-	2	1	1	-	-	-
		<b>Total</b>				286	18	5	13	23	14	9	24	14	10
104	926 N Sycamore Avenue	General Office Building	710	70.74	k.s.f.	620	74	64	10	82	71	11	74	13	61
		Multifamily Housing (Mid-Rise)	221	61	d.u.	-	-	-	-	25	15	10	-	-	-
105	316 N La Cienega Boulevard	Shopping Center	820	4.10	k.s.f.	-	-	-	-	16	8	8	-	-	-
		<b>Total</b>				331	0	0	0	41	23	18	0	0	0
106	6300 W 3rd Street	Multifamily Housing (High-Rise)	222	331	d.u.	-	-	-	-	129	80	49	-	-	-
		Supermarket	850	63.08	k.s.f.	-	-	-	-	583	297	286	-	-	-
		High Turnover Sit-Down Restaurant	932	7.50	k.s.f.	-	-	-	-	131	68	63	-	-	-
		<b>Total</b>				1,609	142	49	93	115	62	53	87	66	21
107	915 N La Brea Avenue	Multifamily Housing (High-Rise)	222	179	d.u.	-	-	-	-	70	43	27	-	-	-
		Supermarket	850	33.50	k.s.f.	-	-	-	-	310	158	152	-	-	-
		<b>Total</b>				2,615	91	5	86	380	201	179	248	158	90
108	7901 W Beverly Boulevard	Multifamily Housing (High-Rise)	222	71	d.u.	-	-	-	-	28	17	11	-	-	-
		Shopping Center	820	11.45	k.s.f.	-	-	-	-	44	21	23	-	-	-
		<b>Total</b>				493	36	7	29	72	38	34	46	30	16
109	7002 W Clinton Street	Day Care Center	565	120	Students	-	-	-	-	97	46	51	-	-	-
		Elementary School	520	60	Students	-	-	-	-	20	9	11	-	-	-
		<b>Total</b>				155	38	20	18	117	55	62	23	11	12
110	936 N La Brea Avenue	General Office Building	710	88.75	k.s.f.	-	-	-	-	103	89	14	-	-	-
		Shopping Center	820	12.00	k.s.f.	-	-	-	-	46	22	24	-	-	-
		<b>Total</b>				911	29	24	5	149	111	38	51	14	37
111	960 N La Brea Avenue	Health/Fitness Club	492	58.42	k.s.f.	1,192	52	26	26	229	119	110	138	79	59
112	6701 W Sunset Boulevard	Multifamily Housing (High-Rise)	222	950	d.u.	-	-	-	-	371	230	141	-	-	-
		Hotel	310	308	Rm	-	-	-	-	188	109	79	-	-	-
		Shopping Center	820	120.00	k.s.f.	-	-	-	-	457	219	238	-	-	-
		Quality Restaurant	931	35.00	k.s.f.	-	-	-	-	290	177	113	-	-	-
		High Turnover Sit-Down Restaurant	932	35.00	k.s.f.	-	-	-	-	609	317	292	-	-	-
		<b>Total</b>				14,833	879	381	498	1,915	1,052	863	1,281	733	548
113	7219 W Sunset Boulevard	Hotel	310	93	Rm	-	-	-	-	57	33	24	-	-	-
		Shopping Center	820	2.80	k.s.f.	-	-	-	-	11	5	6	-	-	-
		<b>Total</b>				761	45	27	18	68	38	30	56	27	29
114	7500 W Sunset Boulevard	Multifamily Housing (High-Rise)	222	219	d.u.	-	-	-	-	85	53	32	-	-	-
		Shopping Center	820	20.00	k.s.f.	-	-	-	-	76	36	40	-	-	-
		High Turnover Sit-Down Restaurant	932	10.00	k.s.f.	-	-	-	-	174	90	84	-	-	-
		<b>Total</b>				2,049	188	63	125	335	179	156	178	117	61
115	7300 W Hollywood Boulevard <sup>2</sup>	Synagogue	561	-	-	294	80	48	32	-	-	-	29	9	20
116	7900 W Hollywood Boulevard	Multifamily Housing (Mid-Rise)	221	50	d.u.	251	19	3	16	21	13	8	22	14	8
		Multifamily Housing (Mid-Rise)	221	57	d.u.	-	-	-	-	23	14	9	-	-	-
		High Turnover Sit-Down Restaurant	932	6.29	k.s.f.	-	-	-	-	110	57	53	-	-	-
		Shopping Center	820	1.14	k.s.f.	-	-	-	-	4	2	2	-	-	-
		<b>Total</b>				782	62	30	32	137	73	64	46	30	16
118	8000 W Beverly Boulevard	Multifamily Housing (Mid-Rise)	221	48	d.u.	-	-	-	-	20	12	8	-	-	-
		Shopping Center	820	7.40	k.s.f.	-	-	-	-	28	13	15	-	-	-
		<b>Total</b>				774	57	21	36	48	25	23	59	42	17
119	8001 W Beverly Boulevard	High Turnover Sit-Down Restaurant	932	22.60	k.s.f.	-	-	-	-	393	204	189	-	-	-
		General Office Building	710	11,358	k.s.f.	-	-	-	-	13	11	2	-	-	-
		<b>Total</b>				3,248	260	142	118	406	215	191	263	157	106
120	431 N La Cienega Boulevard	Multifamily Housing (Low-Rise)	220	72	d.u.	-409	1	-9	10	48	28	20	-34	-12	-22
		Multifamily Housing (Mid-Rise)	221	33	d.u.	-	-	-	-	14	8	6	-	-	-
		Shopping Center	820	2,321	k.s.f.	-	-	-	-	9	4	5	-	-	-
		High Turnover Sit-Down Restaurant	932	2.64	k.s.f.	-	-	-	-	46	24	22	-	-	-
		<b>Total</b>				461	33	13	20	69	36	33	40	24	16
122	1403 N Gardner Street	Assisted Living	254	44	beds	56	6	3	3	15	7	8	7	4	3
123	750 Edinburgh Avenue	Single Family Residential	210	8	d.u.	23	2	1	1	8	5	3	3	2	1
124	8000 W 3rd Street	Multifamily Housing (Mid-Rise)	221	45	d.u.	-	-	-	-	18	11	7	-	-	-
		Affordable Housing (Family)	-	5	d.u.	-	-	-	-	2	1	1	-	-	-
		Shopping Center	820	6,252	k.s.f.	-	-	-	-	24	12	12	-	-	-
		<b>Total</b>				428	26	9	17	44	24	20	36	23	13
125	7007 W Romaine Street	General Office Building	710	28,486	k.s.f.	-	-	-	-	33	28	5	-	-	-
		High Turnover Sit-Down Restaurant	932	4,694	k.s.f.	-	-	-	-	82	43	39	-	-	-
		<b>Total</b>				598	60	42	18	115	71	44	60	24	36
<b>City of Los Angeles Total Subtotal</b>						<b>42,936</b>	<b>2,745</b>	<b>1,077</b>	<b>1,668</b>	<b>6,607</b>	<b>3,630</b>	<b>2,977</b>	<b>3,795</b>	<b>2,241</b>	<b>1,554</b>
<b>Grand Total</b>						<b>75,631</b>	<b>4,762</b>	<b>2,241</b>	<b>2,521</b>	<b>9,904</b>	<b>5,612</b>	<b>4,292</b>	<b>6,749</b>	<b>3,695</b>	<b>3,054</b>

Trip generation rates based on ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017, unless otherwise noted. Slight discrepancy in AM Peak Hour total is due to rounding.

d.u. = dwelling units, k.s.f. = 1,000 square feet of floor area, Rm = rooms

<sup>1</sup> Mid-Day rates calculated using "PM Peak Hour Generator" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017, unless otherwise noted.

<sup>2</sup> Mid-Day rates for this land use are calculated using "PM Adjacent Street" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017

<sup>3</sup> Mid-Day rates for this land use are calculated using "AM Peak Hour Generator" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017

<sup>4</sup> Trip generation AM/PM Peak "Total" from traffic study for "8497 Sunset Boulevard," City of West Hollywood

<sup>5</sup> Trip generation estimates from traffic study for "7965-7985 Santa Monica Boulevard," City of West Hollywood

<sup>6</sup> Trip generation estimates from traffic study for "8555 Santa Monica Boulevard," City of West Hollywood

### 4.3 FUTURE WITHOUT PROJECT STREET SEGMENT ANALYSIS

Future without-Project traffic conditions were estimated based on the existing 24-hour traffic counts conducted on each study street segment, using an ambient growth of 1% per year to account for the increase in area-wide traffic within the ten-year period. Related project trip assignments were also included as some related projects are located near the study segments. The ambient growth applied would estimate the future traffic increase along the street segments due to “cut-through” traffic.

Table 6 summarizes the projected future street segment traffic volumes on the two study street segments.

**Table 6: Future 2026 Without Project Daily Volumes on Study Street Segments**

Segment			Existing Daily Traffic Volumes	Future w/o Project Daily Traffic Volumes
1	Orange Grove Avenue	Between Fountain Avenue and Santa Monica Boulevard	2,022	2,262
2	Ogden Drive	Between Fountain Avenue and Santa Monica Boulevard	1,976	2,189

## 5. FUTURE 2026 WITH PROJECT CONDITIONS

This section documents future traffic conditions in the study area and street segments with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the future without-Project volumes.

### 5.1 FUTURE WITH PROJECT STREET SEGMENT ANALYSIS

The effects of the project on the surrounding neighborhood streets were analyzed. Project traffic assigned on the surrounding residential street segments were added to the future base conditions. Table 7 summarizes the future with project conditions on the two study street segments.

**Table 7: Future 2026 With Project Daily Traffic Volumes on Study Street Segments**

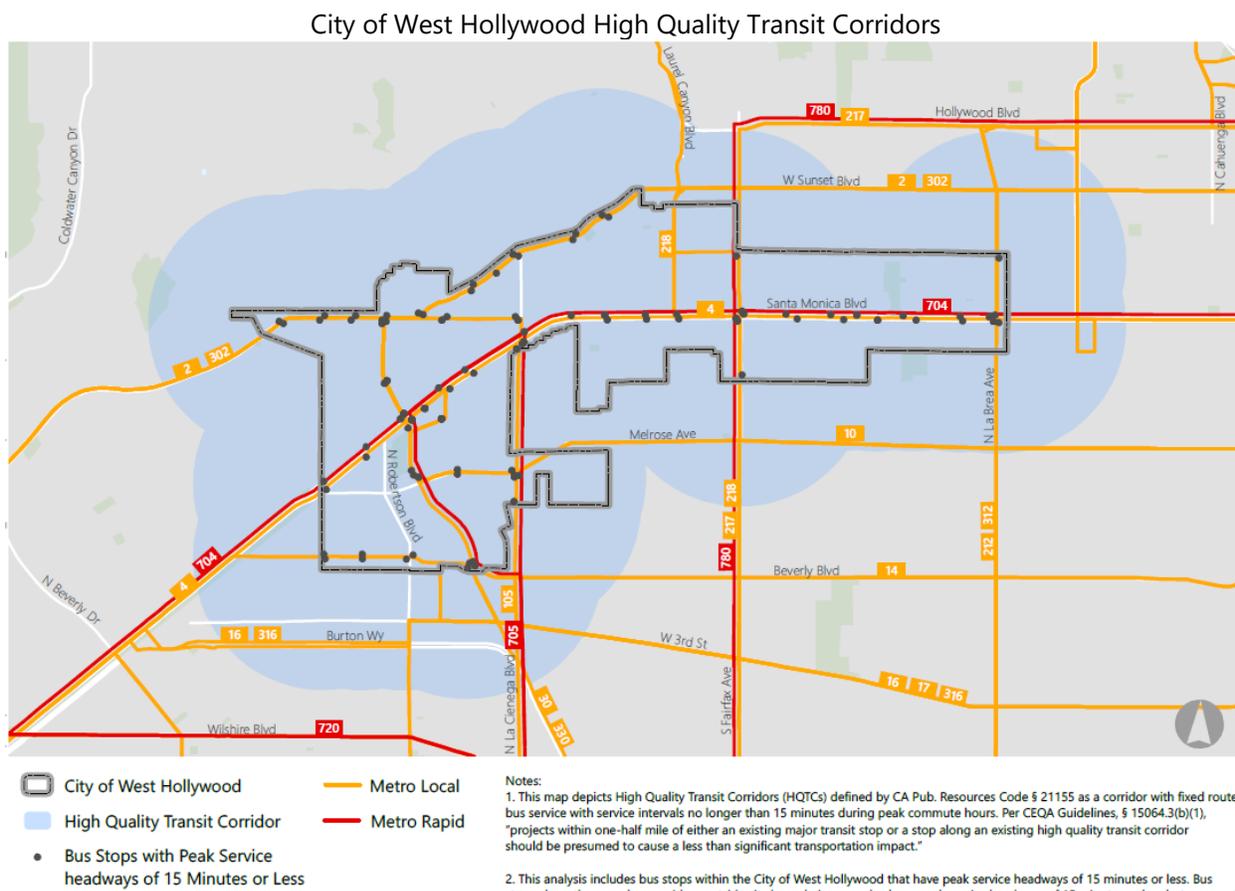
Segment			Existing Daily Traffic Volumes	Future w/o Project Daily Traffic Volumes	Project Only	Future w/ Project Daily Traffic Volumes	Increase (%)
1	Orange Grove Avenue	Between Fountain Avenue and Santa Monica Boulevard	2,022	2,262	105	2,367	4.6%
2	Ogden Drive	Between Fountain Avenue and Santa Monica Boulevard	1,976	2,189	15	2,204	0.7%

## 6. VMT ANALYSIS AND PROJECT IMPACTS

As discussed in Section 1, Vehicle Miles Traveled (VMT) is an estimate of the distance traveled by vehicles, which means that impacts are now based on the distance that vehicles travel to a proposed development and how many vehicles are making those trips. Projects located near amenities, transit, or other non-vehicular modes of transportation will generate lower VMT.

Consistent with the State’s Office of Planning and Research guidelines, the City is presuming that projects proposed within ½-mile of an existing major transit stop or an existing stop along a high quality transit corridor (transit stop containing an existing rail transit station...or the intersection of two or more major bus routes with a frequency service interval of 15 minutes or less during the morning or afternoon peak commute period), will have a less than significant impact on VMT.

Per the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro), the entire City of West Hollywood is within a high-quality transit area, meaning that all development projects will be screened out of conducting a VMT analysis.



Source: City of West Hollywood/Fehr & Peers, 2020

However, if a project meets any of the following, it would not be screened out of a VMT analysis: The Bond project does not meet any of the criteria listed; reasoning for this is provided below:

1. A project with a floor area ratio (FAR) of less than 0.75,

*The Project's FAR is 3.06, which is well above the FAR threshold of 0.75.*

2. A project with more than the required number of parking spaces,

*The project is required to provide 183 spaces under the Zoning Code but would provide only 145 parking spaces through the use of an affordable housing incentive. Since the project is using a parking reduction allowed for sites with affordable housing, it is proposing to provide less than the required number of parking spaces.*

3. A project that is inconsistent with the applicable Sustainable Communities Strategy,

*As a mixed-use project located in a High-Quality Transit Corridor, The Bond project is consistent with the applicable Sustainable Communities Strategy.*

4. A project that replaces affordable residential units with fewer, moderate- or high-income residential units,

*The project would result in the removal of 7 existing market rate housing units. However, the project would also result in the development of 95 residential units, including at least 8 very low income units and 8 moderate income units. As such, while existing housing units would be removed, they are not affordable housing units and they would be more than replaced by the proposed project.*

5. A project with the potential for significant regional draw.

*The project proposes a mix of uses including hotel, restaurants, and residential uses and therefore would not require a skilled and specialized workforce to draw employees from greater distances in the region. More specifically, these are the types of uses that draw their employment base from the existing available workforce within the surrounding areas which results in a low VMT to access the project site due to both physical proximity and available transit options and alternate modes of transportation.*

This project does not meet any of these categories, meaning that it is presumed that it will have a less than significant impact on VMT, per CEQA.

## 7. PARKING ASSESSMENT

This section documents the parking effects associated with the proposed Project. The parking analysis was based on the City of West Hollywood Municipal Code parking standards.

### 7.1 PARKING CODE REQUIREMENTS

Required parking for the project is established in Chapter 19.28 of the West Hollywood Municipal Code. Based on these requirements, the proposed project would be required to have 183 spaces. However, due to the project providing affordable housing units, the required parking may be reduced. The project would provide 145 total parking spaces, which is within the allowed reduction for affordable housing. Approximately 100 parking spaces would be dedicated to serve the project, and 45 flexible spaces that are included in the project are intended to replace the spaces the City currently leases in the existing on-site parking lot that are currently available for public use.

The project will also provide 37 bicycle parking spaces.

## 8. SITE ACCESS

This section summarizes the vehicle access, queuing, and pedestrian analysis for the proposed Project. The Project would provide two full-movement driveways, one on Orange Grove Avenue, and another, residential-only driveway on Ogden Drive. A third, ingress-only driveway will be provided along Santa Monica Boulevard.

### 8.1 VEHICLE DELAYS AND QUEUING

The Orange Grove Avenue driveway would be located approximately 250 feet north from the intersection of Santa Monica Boulevard and Orange Grove Avenue. The driveway would be located on the western side of the Project site and no new striped left-turn pocket is proposed on Orange Grove Avenue for vehicles entering the Project site; the travel lane would remain a shared-left-through lane. The roadway will continue to provide one traffic lane in each direction with on-street parking on both sides.

The Ogden Drive driveway would be located approximately 330 feet north from the intersection of Santa Monica Boulevard and Ogden Drive. The driveway would be located on the eastern side of the Project site and no new striped left-turn pocket is proposed on Ogden Drive for vehicles entering the Project site; the travel lane would remain a shared-left-through lane. The roadway will continue to provide one lane of traffic in each direction with on-street parking on both sides.

The Santa Monica Boulevard, ingress-only driveway would be in the approximate center of the site, equidistant from both Orange Grove Avenue and Ogden Drive. The driveway would be located on the southern side of the Project site and no new striped left-turn pocket is proposed on Santa Monica Boulevard Drive for vehicles entering the Project site; the travel lanes would remain in their pre-Project configuration. The roadway will continue to provide two lanes of traffic in each direction with on-street parking on both sides.

#### Vehicle Delay and Queuing

Vehicle queuing analysis was conducted to measure both on-site and off-site queuing issues and traffic delays at the driveways. Based on the methodology used in the traffic analysis, vehicle delay and queuing were measured under project conditions at the driveways. Table 8 shows the anticipated vehicle delay and 95th percentile queuing at the project driveways for entering and exiting vehicles during the peak periods.

#### Vehicle Delay

As Table 8 shows, the expected vehicle delays under future with project conditions would be 7 to 24 seconds (LOS A and C) for all time periods. Thus, the driveways are expected to operate well and with minimal delays.

## Vehicle Queuing

On-street and driveway vehicle queuing were also analyzed. As Table 8 also shows, the vehicle queues due to project trips at all approaches are expected to be less than one vehicle during the peak hours. The project-related queues are not expected to cause any severe vehicle back-ups on either street or project driveways. As such, no major queuing issues are anticipated due to project traffic.

Appendix B shows the driveway delay and queuing worksheets.

**Table 8: Project-Related Vehicle Delays and Queuing at Driveways**

AM Peak Hour			
Driveway	Left Turn Movement	Delay (sec.) / LOS	Queuing (Vehicles)
		Future With Project	Future With Project
Orange Grove Avenue	Outbound (WB) LT	9.6 / A	< 1
	Inbound (SB) LT	7.3 / A	0
Ogden Drive	Inbound (NB) LT	7.5 / A	0
Santa Monica Boulevard	Inbound (EB) LT	18 / C	< 1
Midday Peak Hour			
Driveway		Delay (sec.)	Queuing (Vehicles)
		Future With Project	Future With Project
Orange Grove Avenue	Outbound (WB) LT	9.3 / A	< 1
	Inbound (SB) LT	7.3 / A	0
Ogden Drive	Inbound (NB) LT	7.3 / A	0
Santa Monica Boulevard	Inbound (EB) LT	19.3 / C	< 1
PM Peak Hour			
Driveway		Delay (sec.)	Queuing (Vehicles)
		Future With Project	Future With Project
Orange Grove Avenue	Outbound (WB) LT	9.5 / A	< 1
	Inbound (SB) LT	7.4 / A	0
Ogden Drive	Inbound (NB) LT	7.4 / A	0
Santa Monica Boulevard	Inbound (EB) LT	23.6 / C	< 1

*Note: Delay and Vehicle Queue values are for each movement, not for the intersection as a whole. Proposed Project will restrict northbound-outbound movements from both Ogden Drive and Orange Grove Driveways.*

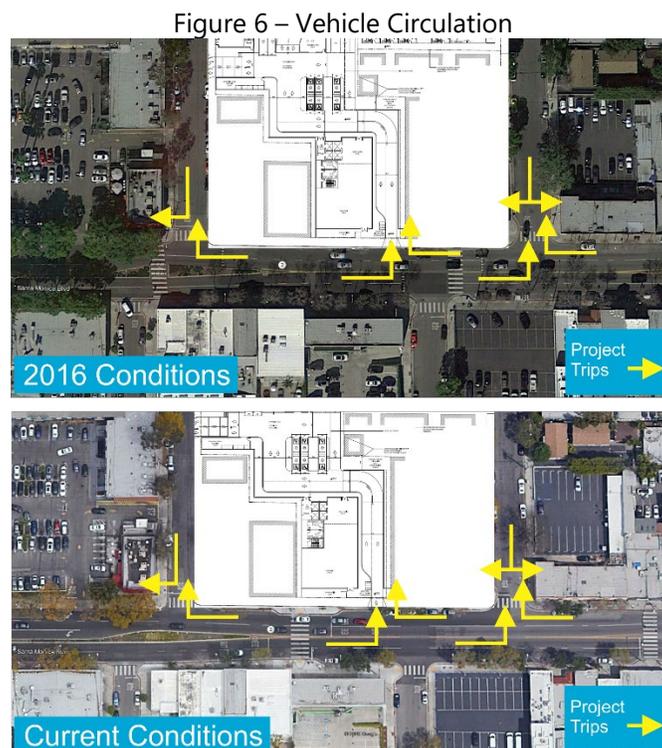
## 8.2 PEDESTRIAN AND VEHICLE CIRCULATION

The nearby unsignalized intersections of Santa Monica Boulevard & Orange Grove Avenue and Santa Monica Boulevard & Ogden Drive both have striped crosswalks that provide for safe pedestrian movements across the intersections (east/west). The signalized intersection of Santa Monica Boulevard & Fairfax Avenue also provides crosswalks and pedestrian-phasing that allows for safe pedestrian movements. The Project will also not be adding any additional curb-cuts or driveways along Santa Monica Boulevard.

As of May 2016, when the original traffic counts were collected, Santa Monica Boulevard, along the project frontage, looked slightly different. As the image shows below, Orange Grove Avenue was restricted to not allow through movements across Santa Monica Boulevard, but there were two marked crosswalks. One crosswalk was on the west leg of Orange Grove Avenue and the other on the east leg of Ogden Drive (south jog).

Since then, the City improved that street block by replacing both crosswalks with a single marked crosswalk with a signal, which improve pedestrian visibility to vehicles. The new crosswalk is augmented with a curb extension on its north end and is located equidistant between Orange Grove Avenue and Ogden Drive (south jog).

The single crosswalk will not change project traffic circulation or access. As shown in the image below, project trip assignment would remain the same as it would have been with the two crosswalks.



## 8.3 RIDESHARE AND PASSENGER LOADING AND UNLOADING

The project will accommodate passenger loading and unloading on-site. Should rideshare pick-up and drop-off activity become excessive and generate traffic issues on the residential portions of Orange Grove Avenue or Ogden Drive, the City will work with the owner to remedy those concerns.

## 9. CONSTRUCTION TRAFFIC

### Construction Period Trip Generation Assumptions

The following assumptions were applied to the Project construction-period trip generation analysis. This information was provided by the City and Project applicant:

- Construction workers would total 62 persons
- Passenger vehicles traveling to and from the site daily would be 62
- 37 trucks per day are anticipated during peak construction

Table 9 provides the trip generation calculations that served as input to the traffic analysis within this report section. Truck trips were multiplied by a Passenger Car Equivalent (PCE) factor of 2.5, consistent with truck studies in the region.

**Table 9: Construction Trip Generation Totals**

TRIP GENERATION	AVERAGE DAILY TRIPS			AM PEAK HOUR						MIDDAY PEAK HOUR						PM PEAK HOUR					
				Truck Trips*		Employee Trips		Total Trips		Truck Trips*		Employee Trips		Total Trips		Truck Trips*		Employee Trips		Total Trips	
	Trucks*	Employee	Total	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Field Personnel	0	124	124	0	0	47	0	47	0	0	0	0	0	0	0	0	0	0	47	0	47
Construction Truck	185	0	185	13	13	0	0	13	13	15	15	0	0	15	15	13	13	0	0	13	13
<b>TOTAL TRIPS</b>	<b>185</b>	<b>124</b>	<b>309</b>	<b>13</b>	<b>13</b>	<b>47</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>59</b>

\* Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.

Field Personnel - 62 total workers, assumed 75% of the construction work crew would travel to and from the site during AM and PM peak hours.

Trucks - Approximately 37 daily and up to five peak hour construction truck trips in the construction period. Both multiplied by PCE factor of 2.5. Assuming 8-hour workday.

During the peak of Project construction activities, employee and truck trips would total 309 trips daily, with 72 of those trips occurring during both the a.m. peak hour and the p.m. peak hour, and 30 occurring during the mid-day peak hour.

Trucks are expected to use the US-101 and I-10 freeways, as well as major arterial roadways, to access the project site. Workers are expected to travel to/from the site from the north (towards US-101), south, and east.

No construction-related traffic is expected to enter residential roadway segments.

## 10. ANALYSIS SUMMARY

The following summarizes the traffic study results and conclusions:

- The project is presumed to not result in any significant VMT impacts.
- A supplemental analysis was conducted. The study area includes two roadway segments.
- The project would consist of a 45-room hotel, 3,756 square feet of restaurant space, 1,381 square feet of art gallery space, and 95 apartment units. The Project is anticipated to be completed in 2026.
- The Project is estimated to generate 812 daily trips, of which 42 (15 in, 27 out) would occur during the a.m. peak hour, 54 (28 in, 26 out) would occur during the midday peak hour, and 53 (32 in, 21 out) would occur during the p.m. peak hour. These totals include credits from internal capture and for the former use at the site.
- The Future 2026 without Project traffic analysis included ambient growth through 2026 and the addition of traffic from 125 proposed area/cumulative projects within the cities of West Hollywood and Los Angeles.
- The project is required to provide 183 spaces under the Zoning Code but would provide only 145 parking spaces through the use of an affordable housing incentive. Since the project is using a parking reduction allowed for sites with affordable housing, it is proposing to provide less than the required number of parking spaces.
- Project construction would involve 62 daily construction worker employees and 37-trucks per day (up to five truck trips per hour) during the peak period of construction.
- No major queuing issues, severe delays, or back-ups were anticipated at all three Project driveways and City streets. Project pedestrian improvements along with the existing pedestrian infrastructure will continue to provide a safe local pedestrian travel network.

---

**APPENDIX A**  
**Traffic Counts**

---

# VOLUME

## Orange Grove Ave S/O Fountain Ave

Day: Wednesday  
Date: 5/11/2016

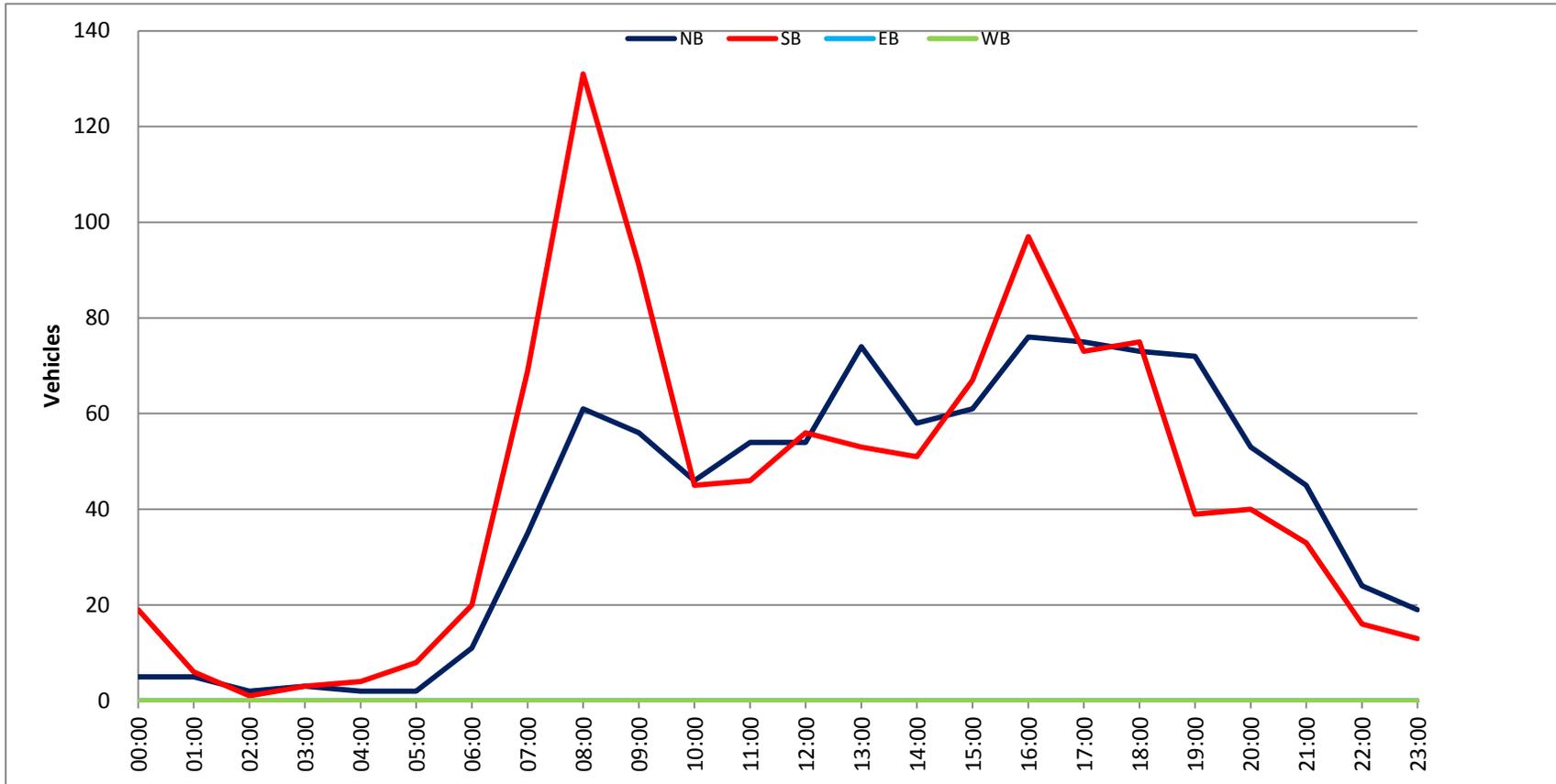
City: West Hollywood  
Project #: CA16\_5294\_001

DAILY TOTALS	NB		SB		EB		WB		Total
	966		1,056		0		0		2,022

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	5			6	12:00	12	9			21
00:15	2	3			5	12:15	17	15			32
00:30	2	2			4	12:30	16	14			30
00:45	0	5	9	19	9	12:45	9	54	18	56	27
01:00	1	1			2	13:00	18	13			31
01:15	2	3			5	13:15	27	9			36
01:30	0	1			1	13:30	12	18			30
01:45	2	5	1	6	3	13:45	17	74	13	53	30
02:00	1	1			2	14:00	14	12			26
02:15	0	0			0	14:15	13	12			25
02:30	1	0			1	14:30	16	17			33
02:45	0	2	0	1	0	14:45	15	58	10	51	25
03:00	3	0			3	15:00	14	17			31
03:15	0	0			0	15:15	18	14			32
03:30	0	1			1	15:30	16	14			30
03:45	0	3	2	3	2	15:45	13	61	22	67	35
04:00	0	0			0	16:00	21	27			48
04:15	0	1			1	16:15	17	24			41
04:30	1	1			2	16:30	18	22			40
04:45	1	2	2	4	3	16:45	20	76	24	97	44
05:00	0	3			3	17:00	22	21			43
05:15	0	2			2	17:15	15	19			34
05:30	0	1			1	17:30	20	17			37
05:45	2	2	2	8	4	17:45	18	75	16	73	34
06:00	3	2			5	18:00	16	19			35
06:15	0	3			3	18:15	20	21			41
06:30	6	5			11	18:30	18	20			38
06:45	2	11	10	20	12	18:45	19	73	15	75	34
07:00	8	7			15	19:00	17	12			29
07:15	7	8			15	19:15	17	8			25
07:30	11	23			34	19:30	19	11			30
07:45	9	35	31	69	40	19:45	19	72	8	39	27
08:00	10	37			47	20:00	15	10			25
08:15	12	30			42	20:15	18	9			27
08:30	19	32			51	20:30	10	6			16
08:45	20	61	32	131	52	20:45	10	53	15	40	25
09:00	16	17			33	21:00	15	11			26
09:15	15	22			37	21:15	13	9			22
09:30	11	27			38	21:30	7	9			16
09:45	14	56	25	91	39	21:45	10	45	4	33	14
10:00	10	14			24	22:00	3	6			9
10:15	14	11			25	22:15	6	2			8
10:30	9	9			18	22:30	5	1			6
10:45	13	46	11	45	24	22:45	10	24	7	16	17
11:00	14	10			24	23:00	4	3			7
11:15	15	12			27	23:15	5	5			10
11:30	11	8			19	23:30	8	3			11
11:45	14	54	16	46	30	23:45	2	19	2	13	4
<b>TOTALS</b>	<b>282</b>	<b>443</b>			<b>725</b>	<b>TOTALS</b>	<b>684</b>	<b>613</b>			<b>1297</b>
<b>SPLIT %</b>	<b>38.9%</b>	<b>61.1%</b>			<b>35.9%</b>	<b>SPLIT %</b>	<b>52.7%</b>	<b>47.3%</b>			<b>64.1%</b>

DAILY TOTALS	NB		SB		EB		WB		Total
	966		1,056		0		0		2,022

AM Peak Hour	08:30	08:00			08:00	PM Peak Hour	16:15	16:00			16:00
AM Pk Volume	70	131			192	PM Pk Volume	77	97			173
Pk Hr Factor	0.875	0.885			0.923	Pk Hr Factor	0.875	0.898			0.901
7 - 9 Volume	96	200	0	0	296	4 - 6 Volume	151	170	0	0	321
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	61	131	0	0	192	4 - 6 Pk Volume	77	97	0	0	173
Pk Hr Factor	0.763	0.885	0.000	0.000	0.923	Pk Hr Factor	0.875	0.898	0.000	0.000	0.901



# VOLUME

Ogden Dr S/O Fountain Ave

Day: Wednesday

Date: 5/11/2016

City: West Hollywood

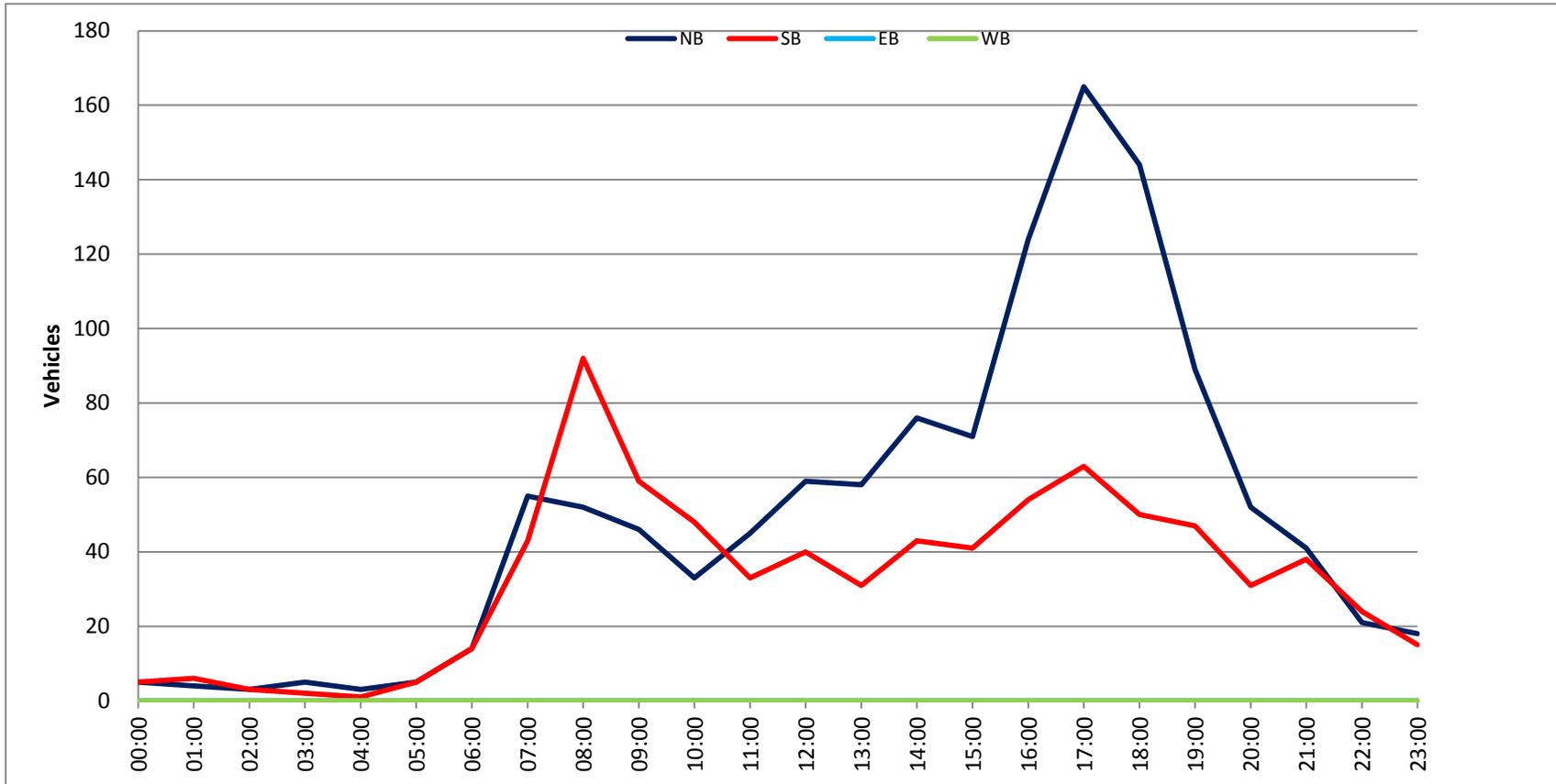
Project #: CA16\_5294\_002

DAILY TOTALS					NB	SB	EB	WB	Total
					1,188	788	0	0	1,976

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	0			2	12:00	20	6			26
00:15	1	1			2	12:15	12	12			24
00:30	1	1			2	12:30	12	13			25
00:45	1	5	3	5	4	12:45	15	59	9	40	24
01:00	0	1			1	13:00	17	11			28
01:15	2	4			6	13:15	12	6			18
01:30	1	0			1	13:30	17	6			23
01:45	1	4	1	6	2	13:45	12	58	8	31	20
02:00	0	2			2	14:00	18	10			28
02:15	1	0			1	14:15	15	7			22
02:30	2	1			3	14:30	25	12			37
02:45	0	3	0	3	0	14:45	18	76	14	43	32
03:00	2	0			2	15:00	19	7			26
03:15	2	1			3	15:15	19	9			28
03:30	1	1			2	15:30	19	13			32
03:45	0	5	0	2	0	15:45	14	71	12	41	26
04:00	0	0			0	16:00	23	13			36
04:15	0	1			1	16:15	34	16			50
04:30	1	0			1	16:30	36	11			47
04:45	2	3	0	1	2	16:45	31	124	14	54	45
05:00	1	0			1	17:00	37	21			58
05:15	1	2			3	17:15	43	12			55
05:30	2	0			2	17:30	48	8			56
05:45	1	5	3	5	4	17:45	37	165	22	63	59
06:00	1	4			5	18:00	40	8			48
06:15	6	3			9	18:15	28	14			42
06:30	1	5			6	18:30	44	20			64
06:45	6	14	2	14	8	18:45	32	144	8	50	40
07:00	7	5			12	19:00	26	14			40
07:15	10	6			16	19:15	21	16			37
07:30	14	13			27	19:30	18	8			26
07:45	24	55	19	43	43	19:45	24	89	9	47	33
08:00	10	17			27	20:00	15	12			27
08:15	11	28			39	20:15	17	5			22
08:30	14	26			40	20:30	10	10			20
08:45	17	52	21	92	38	20:45	10	52	4	31	14
09:00	11	16			27	21:00	9	8			17
09:15	15	12			27	21:15	15	14			29
09:30	10	13			23	21:30	9	8			17
09:45	10	46	18	59	28	21:45	8	41	8	38	16
10:00	12	20			32	22:00	4	7			11
10:15	5	7			12	22:15	6	7			13
10:30	12	10			22	22:30	3	3			6
10:45	4	33	11	48	15	22:45	8	21	7	24	15
11:00	13	6			19	23:00	5	3			8
11:15	11	10			21	23:15	5	3			8
11:30	9	8			17	23:30	5	2			7
11:45	12	45	9	33	21	23:45	3	18	7	15	10
<b>TOTALS</b>	<b>270</b>	<b>311</b>			<b>581</b>	<b>TOTALS</b>	<b>918</b>	<b>477</b>			<b>1395</b>
<b>SPLIT %</b>	<b>46.5%</b>	<b>53.5%</b>			<b>29.4%</b>	<b>SPLIT %</b>	<b>65.8%</b>	<b>34.2%</b>			<b>70.6%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					1,188	788	0	0	1,976

AM Peak Hour	07:30	08:00		07:45	PM Peak Hour	17:15	17:45		17:00		
AM Pk Volume	59	92		149	PM Pk Volume	168	64		228		
Pk Hr Factor	0.615	0.821		0.866	Pk Hr Factor	0.875	0.727		0.966		
7 - 9 Volume	107	135	0	0	242	4 - 6 Volume	289	117	0	0	406
7 - 9 Peak Hour	07:30	08:00		07:45	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	59	92	0	0	149	4 - 6 Pk Volume	165	63	0	0	228
Pk Hr Factor	0.615	0.821	0.000	0.000	0.866	Pk Hr Factor	0.859	0.716	0.000	0.000	0.966



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-001

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

AM													
NS/EW Streets:	Fairfax Ave			Fairfax Ave			Fountain Ave			Fountain Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	3	0	1	2	0	1	2	0	
7:00 AM	4	75	11	8	170	94	12	81	10	43	286	11	805
7:15 AM	4	125	15	4	208	87	22	78	10	53	336	11	953
7:30 AM	4	130	20	5	233	61	17	107	14	84	323	8	1006
7:45 AM	6	135	24	13	221	63	20	137	17	73	311	12	1032
8:00 AM	11	165	26	13	197	84	26	152	21	49	269	9	1022
8:15 AM	13	160	32	8	197	79	33	168	40	69	240	7	1046
8:30 AM	11	158	37	15	178	61	20	159	15	64	274	26	1018
8:45 AM	16	163	30	11	235	63	25	170	16	62	273	15	1079
<b>TOTAL VOLUMES :</b>	69	1111	195	77	1639	592	175	1052	143	497	2312	99	7961
<b>APPROACH %'s :</b>	5.02%	80.80%	14.18%	3.34%	71.01%	25.65%	12.77%	76.79%	10.44%	17.09%	79.50%	3.40%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	51	646	125	47	807	287	104	649	92	244	1056	57	4165
<b>PEAK HR FACTOR :</b>	0.983			0.923			0.877			0.932			0.965

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>
1	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-001

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

PM

NS/EW Streets:	Fairfax Ave		Fairfax Ave			Fountain Ave			Fountain Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
4:00 PM	14	218	41	16	154	50	63	287	10	20	205	22	1100
4:15 PM	16	239	37	18	180	42	57	275	20	28	210	22	1144
4:30 PM	15	240	35	13	169	49	72	303	16	17	207	19	1155
4:45 PM	16	238	34	12	155	56	70	313	13	21	182	21	1131
5:00 PM	21	273	38	18	186	45	52	324	11	25	193	19	1205
5:15 PM	19	265	42	13	154	58	60	284	15	23	197	29	1159
5:30 PM	15	255	41	16	179	48	65	316	12	20	208	24	1199
5:45 PM	9	277	42	13	182	54	63	345	10	20	221	26	1262
6:00 PM	14	257	42	12	174	39	61	340	11	21	206	26	1203
6:15 PM	12	276	44	13	206	47	62	263	10	24	200	24	1181
6:30 PM	10	247	49	14	186	47	58	286	10	23	229	29	1188
6:45 PM	25	229	46	17	189	61	58	315	15	22	183	26	1186
<b>TOTAL VOLUMES :</b>	186	3014	491	175	2114	596	741	3651	153	264	2441	287	14113
<b>APPROACH %'s :</b>	5.04%	81.66%	13.30%	6.07%	73.28%	20.66%	16.30%	80.33%	3.37%	8.82%	81.58%	9.59%	
<b>PEAK HR START TIME :</b>	5:30 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	50	1065	169	54	741	188	251	1264	43	85	835	100	4845
<b>PEAK HR FACTOR :</b>	0.967			0.924			0.932			0.955			0.960

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
1	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-001

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Fairfax Ave		Fairfax Ave			Fountain Ave			Fountain Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
11:00 AM	13	135	30	21	155	50	38	154	8	35	216	13	868
11:15 AM	18	179	33	13	166	46	50	140	14	48	213	25	945
11:30 AM	15	159	45	23	185	50	40	184	12	43	213	23	992
11:45 AM	18	153	28	16	188	56	37	185	19	30	201	14	945
12:00 PM	11	167	37	15	176	54	40	183	10	34	230	17	974
12:15 PM	11	164	40	19	172	55	42	192	15	34	219	17	980
12:30 PM	16	170	39	8	149	57	35	192	13	35	236	21	971
12:45 PM	11	204	22	10	174	45	40	166	17	47	222	20	978
<b>TOTAL VOLUMES :</b>	113	1331	274	125	1365	413	322	1396	108	306	1750	150	7653
<b>APPROACH %'s :</b>	6.58%	77.47%	15.95%	6.57%	71.73%	21.70%	17.63%	76.45%	5.91%	13.87%	79.33%	6.80%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	49	705	138	52	671	211	157	733	55	150	907	75	3903
<b>PEAK HR FACTOR :</b>	0.941			0.949			0.949			0.969			0.996

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0

CONTROL : Signalized

# ITM Peak Hour Summary

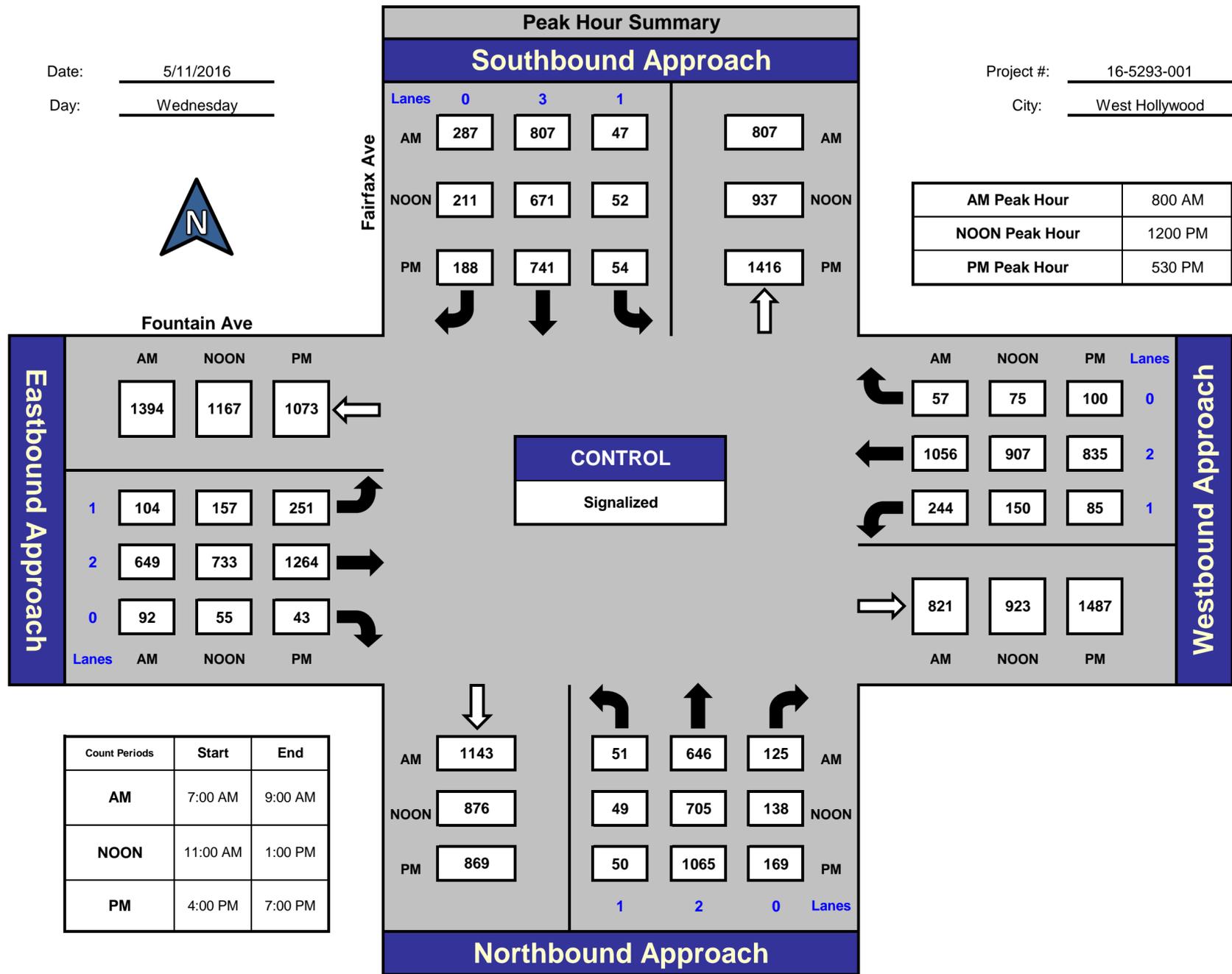
Prepared by:



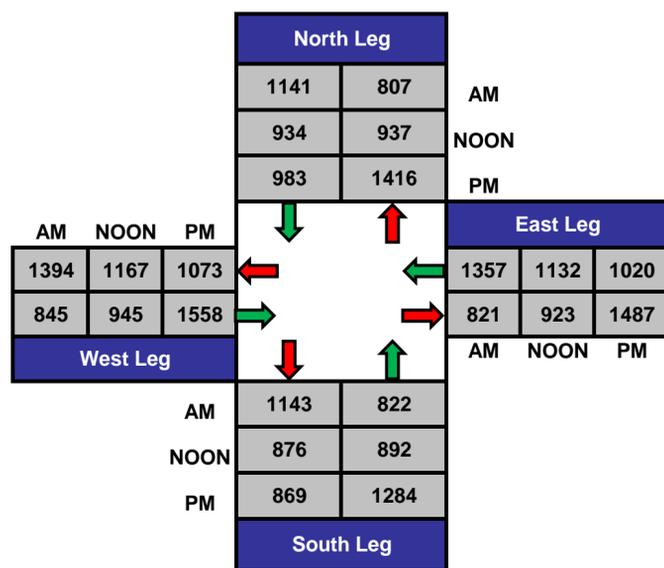
## Fairfax Ave and Fountain Ave, West Hollywood

Date: 5/11/2016  
Day: Wednesday

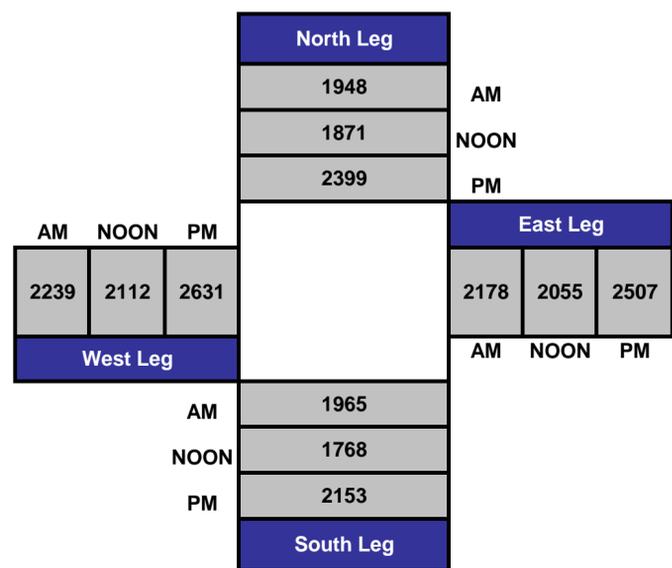
Project #: 16-5293-001  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-002

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

		AM														
NS/EW Streets:		Orange Grove Ave			Orange Grove Ave			Fountain Ave			Fountain Ave					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
		0	1	0	0	1	0	0	2	0	0	2	0			
7:00 AM		2	0	4	0	1	13	0	85	0	4	365	2	476		
7:15 AM		1	0	4	0	3	14	0	117	3	11	404	0	557		
7:30 AM		0	0	9	0	6	23	2	131	3	21	376	1	572		
7:45 AM		0	1	9	1	4	32	1	150	3	15	334	2	552		
8:00 AM		0	0	8	0	9	38	0	205	3	16	287	2	568		
8:15 AM		0	1	12	1	4	44	1	181	12	16	283	0	555		
8:30 AM		1	1	20	0	6	43	1	214	9	12	296	3	606		
8:45 AM		2	1	20	3	5	31	0	194	16	16	335	1	624		
<b>TOTAL VOLUMES :</b>		6	4	86	5	38	238	5	1277	49	111	2680	11	4510		
<b>APPROACH %'s :</b>		6.25%	4.17%	89.58%	1.78%	13.52%	84.70%	0.38%	95.94%	3.68%	3.96%	95.65%	0.39%			
<b>PEAK HR START TIME :</b>		800 AM												<b>TOTAL</b>		
<b>PEAK HR VOL :</b>		3	3	60	4	24	156	2	794	40	60	1201	6	2353		
<b>PEAK HR FACTOR :</b>		0.717			0.939			0.933			0.900			0.943		

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop(NB/SB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-002

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NS/EW Streets:	PM												TOTAL
	Orange Grove Ave			Orange Grove Ave			Fountain Ave			Fountain Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	2	0	0	2	0	
4:00 PM	0	0	18	0	2	7	5	322	7	6	223	1	591
4:15 PM	2	1	9	3	1	13	9	323	18	11	207	4	601
4:30 PM	0	0	15	0	0	3	10	329	17	9	253	4	640
4:45 PM	1	0	18	0	0	16	6	373	14	15	195	2	640
5:00 PM	2	1	23	2	1	10	8	351	8	9	250	5	670
5:15 PM	0	2	15	0	1	8	8	342	6	6	251	0	639
5:30 PM	2	2	21	1	0	8	14	335	10	5	214	3	615
5:45 PM	3	0	18	1	0	10	5	374	4	7	244	3	669
6:00 PM	0	1	13	1	2	6	13	365	11	12	225	4	653
6:15 PM	2	2	13	0	0	6	11	325	8	16	252	6	641
6:30 PM	0	0	19	0	0	8	11	326	5	10	291	3	673
6:45 PM	3	5	16	1	2	8	8	346	14	9	262	3	677
<b>TOTAL VOLUMES :</b>	15	14	198	9	9	103	108	4111	122	115	2867	38	7709
<b>APPROACH %'s :</b>	6.61%	6.17%	87.22%	7.44%	7.44%	85.12%	2.49%	94.70%	2.81%	3.81%	94.93%	1.26%	
<b>PEAK HR START TIME :</b>	600 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	5	8	61	2	4	28	43	1362	38	47	1030	16	2644
<b>PEAK HR FACTOR :</b>	0.771			0.773			0.927			0.899			0.976

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop(NB/SB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-002

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Orange Grove Ave			Orange Grove Ave			Fountain Ave			Fountain Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	
11:00 AM	4	0	9	1	0	13	4	204	5	5	252	1	498
11:15 AM	4	2	3	0	1	12	6	180	7	4	257	4	480
11:30 AM	3	2	11	2	0	15	6	230	3	9	246	2	529
11:45 AM	2	1	10	0	0	12	7	202	4	6	253	1	498
12:00 PM	4	0	11	1	3	10	6	209	6	7	275	2	534
12:15 PM	1	2	8	1	0	11	3	262	4	6	262	2	562
12:30 PM	1	0	20	1	0	11	2	220	4	5	274	2	540
12:45 PM	2	1	11	1	0	7	7	215	6	1	277	4	532
<b>TOTAL VOLUMES :</b>	21	8	83	7	4	91	41	1722	39	43	2096	18	4173
<b>APPROACH %'s :</b>	18.75%	7.14%	74.11%	6.86%	3.92%	89.22%	2.28%	95.56%	2.16%	1.99%	97.17%	0.83%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	8	3	50	4	3	39	18	906	20	19	1088	10	2168
<b>PEAK HR FACTOR :</b>	0.726			0.821			0.877			0.983			0.964

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop(NB/SB)

# ITM Peak Hour Summary

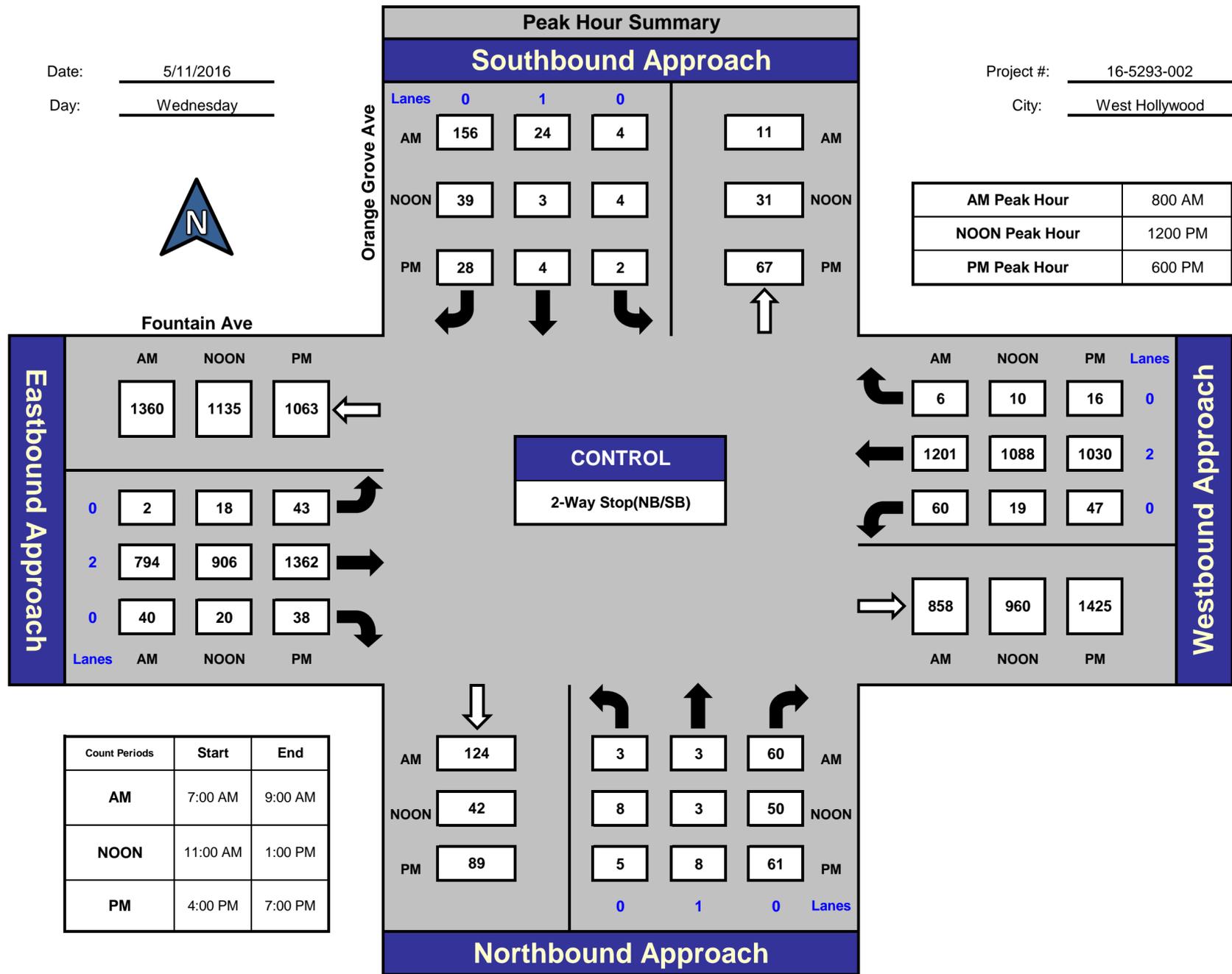
Prepared by:



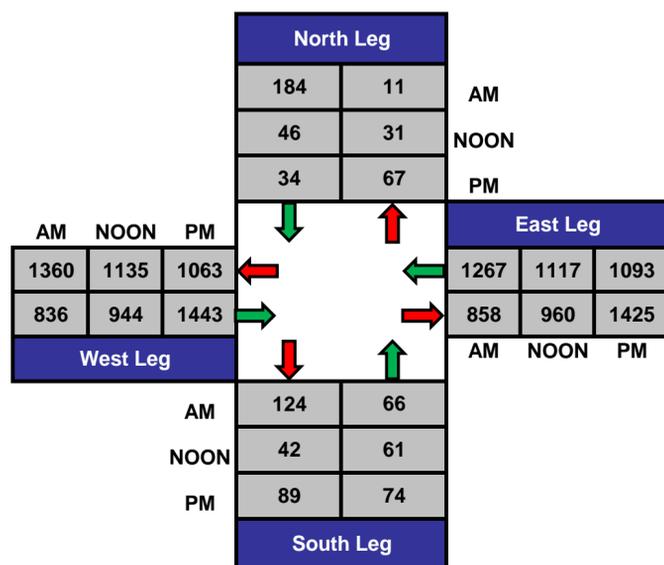
## Orange Grove Ave and Fountain Ave, West Hollywood

Date: 5/11/2016  
Day: Wednesday

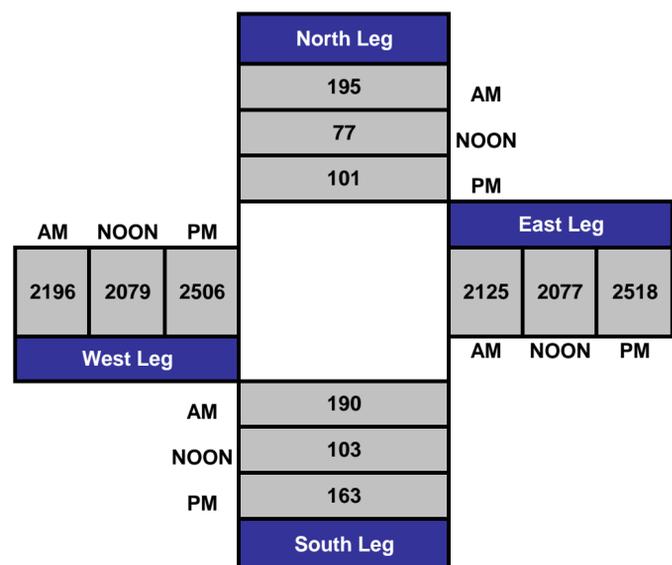
Project #: 16-5293-002  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-003

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

		AM																
NS/EW Streets:		Ogden Dr			Ogden Dr			Fountain Ave			Fountain Ave							
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			UTURNS				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
		0	1	0	0	1	0	0	2	0	0	2	0					
7:00 AM		1	0	5	0	0	8	1	100	0	4	303	2	424	0	0	0	0
7:15 AM		0	0	11	0	0	12	1	91	2	4	395	2	518	0	0	0	0
7:30 AM		0	0	5	0	1	2	4	126	3	15	388	1	545	0	0	0	0
7:45 AM		9	2	20	0	1	8	0	177	4	13	377	1	612	0	0	0	0
8:00 AM		0	0	11	0	1	3	2	198	5	8	371	2	601	0	0	0	0
8:15 AM		0	0	12	0	1	2	1	215	1	24	276	0	532	0	0	0	0
8:30 AM		2	0	12	0	4	3	2	205	3	18	337	3	589	0	0	1	0
8:45 AM		3	0	15	0	2	1	1	219	5	16	324	2	588	0	0	0	0
<b>TOTAL VOLUMES :</b>		15	2	91	0	10	39	12	1331	23	102	2771	13	4409	0	0	1	0
<b>APPROACH %'s :</b>		13.89%	1.85%	84.26%	0.00%	20.41%	79.59%	0.88%	97.44%	1.68%	3.53%	96.02%	0.45%					
<b>PEAK HR START TIME :</b>		745 AM												<b>TOTAL</b>				
<b>PEAK HR VOL :</b>		11	2	55	0	7	16	5	795	13	63	1361	6	2334				
<b>PEAK HR FACTOR :</b>		0.548			0.639			0.937			0.914			0.953				

CONTROL : 2-Way Stop(NB/SB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-003

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

PM

NS/EW Streets:	Ogden Dr			Ogden Dr			Fountain Ave			Fountain Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	
4:00 PM	3	1	17	0	1	1	7	334	4	6	241	2	617
4:15 PM	7	4	20	0	2	8	8	325	6	9	241	1	631
4:30 PM	6	4	29	1	2	5	5	352	9	5	248	1	667
4:45 PM	2	8	29	0	2	4	11	334	2	7	222	1	622
5:00 PM	2	3	27	0	0	2	16	365	11	6	222	1	655
5:15 PM	3	13	30	0	0	2	10	341	6	4	229	4	642
5:30 PM	2	1	44	1	0	5	12	343	1	11	236	0	656
5:45 PM	3	3	32	1	1	2	10	371	8	11	262	0	704
6:00 PM	1	2	40	0	0	2	6	386	9	6	245	2	699
6:15 PM	4	3	24	1	0	5	11	296	7	6	250	2	609
6:30 PM	3	3	33	1	0	1	8	345	5	12	270	0	681
6:45 PM	0	1	29	0	0	7	3	376	4	5	273	2	700
<b>TOTAL VOLUMES :</b>	36	46	354	5	8	44	107	4168	72	88	2939	16	7883
<b>APPROACH %'s :</b>	8.26%	10.55%	81.19%	8.77%	14.04%	77.19%	2.46%	95.88%	1.66%	2.89%	96.58%	0.53%	
<b>PEAK HR START TIME :</b>	515 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	9	19	146	2	1	11	38	1441	24	32	972	6	2701
<b>PEAK HR FACTOR :</b>	0.926			0.583			0.937			0.925			0.959

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>4</b>	<b>0</b>

CONTROL : 2-Way Stop(NB/SB)



# ITM Peak Hour Summary

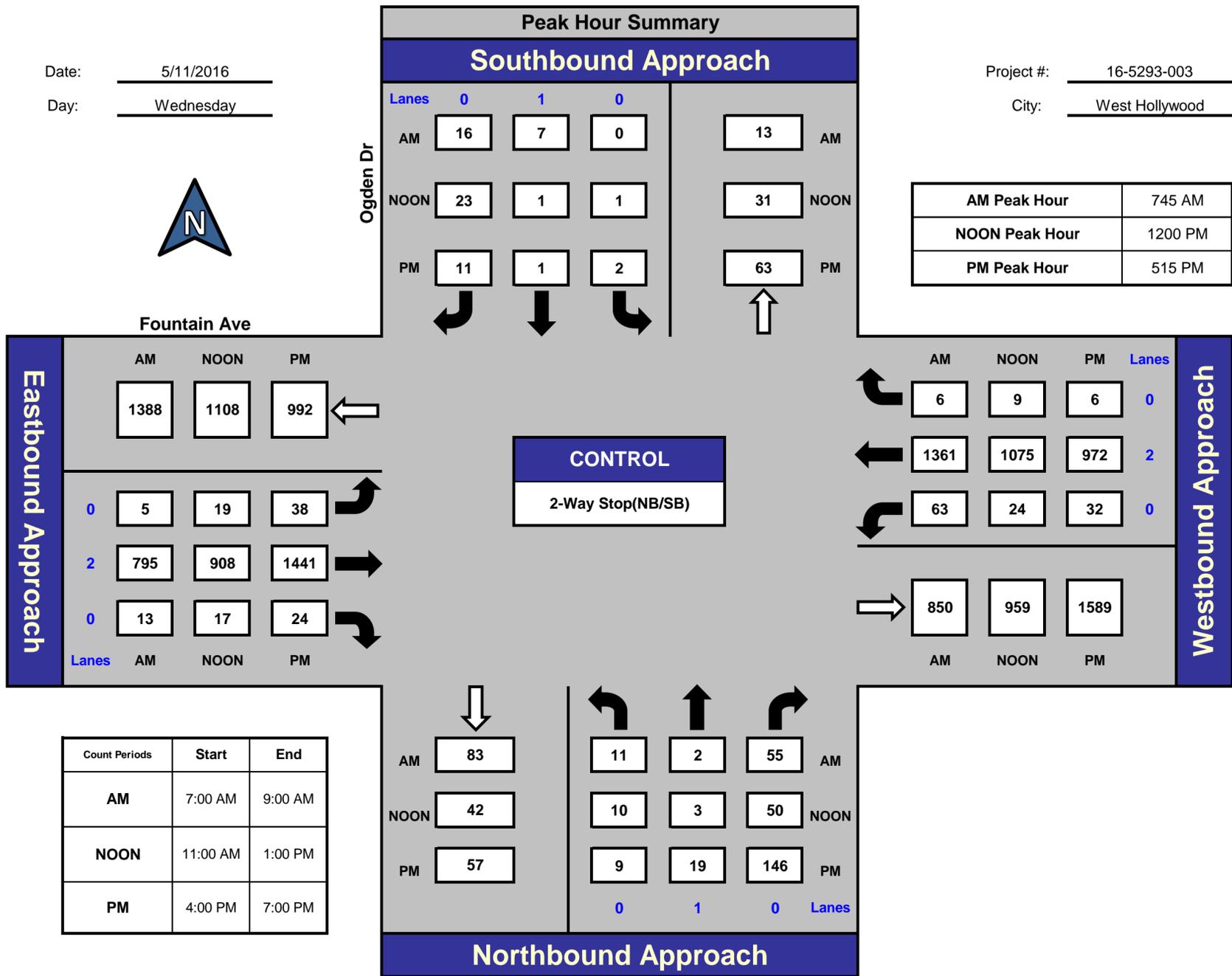
Prepared by:



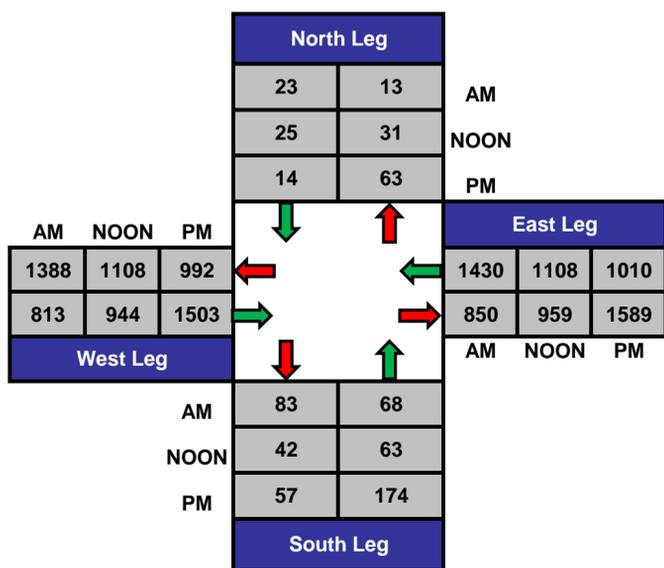
## Ogden Dr and Fountain Ave, West Hollywood

Date: 5/11/2016  
Day: Wednesday

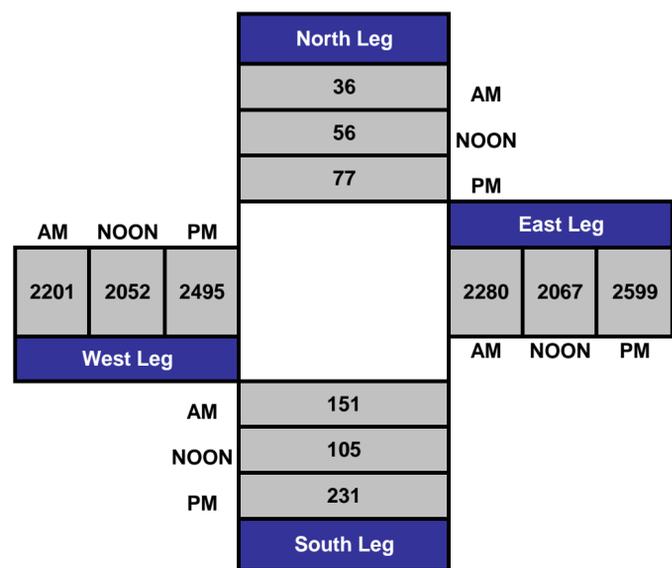
Project #: 16-5293-003  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-004

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

AM													
NS/EW Streets:	Fairfax Ave			Fairfax Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	2	0	1	2	0	1	2	0	
7:00 AM	18	73	9	12	169	39	16	105	13	38	280	7	779
7:15 AM	13	109	13	10	211	35	28	102	6	53	271	11	862
7:30 AM	19	123	15	6	236	50	14	110	20	42	286	3	924
7:45 AM	18	139	21	18	234	37	28	136	21	57	231	10	950
8:00 AM	23	177	28	12	224	33	28	143	15	76	264	13	1036
8:15 AM	23	186	25	23	225	28	32	138	10	93	191	11	985
8:30 AM	16	157	36	16	221	30	30	152	16	96	237	13	1020
8:45 AM	28	148	42	14	252	18	30	173	22	94	215	12	1048
<b>TOTAL VOLUMES :</b>	158	1112	189	111	1772	270	206	1059	123	549	1975	80	7604
<b>APPROACH %'s :</b>	10.83%	76.22%	12.95%	5.16%	82.30%	12.54%	14.84%	76.30%	8.86%	21.08%	75.84%	3.07%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	90	668	131	65	922	109	120	606	63	359	907	49	4089
<b>PEAK HR FACTOR :</b>	0.950			0.965			0.877			0.931			0.975

UTURNS			
NB	SB	EB	WB
2	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
4	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-004

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

PM													
NS/EW Streets:	Fairfax Ave			Fairfax Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
4:00 PM	30	204	44	28	166	18	63	235	21	46	163	14	1032
4:15 PM	16	212	51	22	195	24	66	257	21	37	192	28	1121
4:30 PM	25	195	45	21	180	29	80	251	24	44	189	19	1102
4:45 PM	25	209	41	15	159	21	56	269	16	42	190	21	1064
5:00 PM	22	216	60	14	186	27	68	267	17	28	199	27	1131
5:15 PM	13	209	57	29	177	23	79	256	25	48	186	22	1124
5:30 PM	22	208	60	18	198	24	89	277	18	44	188	26	1172
5:45 PM	23	215	54	22	182	19	93	238	16	41	197	21	1121
6:00 PM	31	213	61	9	157	30	86	302	19	41	202	22	1173
6:15 PM	27	206	56	16	183	17	77	264	17	37	220	24	1144
6:30 PM	22	209	64	16	203	16	82	248	27	53	205	29	1174
6:45 PM	22	216	58	22	197	30	70	243	25	48	201	22	1154
<b>TOTAL VOLUMES :</b>	278	2512	651	232	2183	278	909	3107	246	509	2332	275	13512
<b>APPROACH %'s :</b>	8.08%	73.00%	18.92%	8.61%	81.06%	10.32%	21.33%	72.90%	5.77%	16.34%	74.84%	8.83%	
<b>PEAK HR START TIME :</b>	600 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	102	844	239	63	740	93	315	1057	88	179	828	97	4645
<b>PEAK HR FACTOR :</b>	0.971			0.900			0.897			0.962			0.989

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>
3	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-004

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Fairfax Ave		Fairfax Ave			Santa Monica Blvd			Santa Monica Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
11:00 AM	30	133	35	24	186	18	39	163	20	33	164	18	863
11:15 AM	25	165	45	13	172	22	38	172	26	49	161	22	910
11:30 AM	29	161	42	16	209	25	36	158	9	51	225	19	980
11:45 AM	35	159	27	24	188	21	34	162	22	49	172	10	903
12:00 PM	29	176	38	20	195	28	39	157	16	58	193	15	964
12:15 PM	35	162	34	17	185	27	38	164	27	53	178	16	936
12:30 PM	33	163	55	19	171	25	39	170	18	46	179	21	939
12:45 PM	35	188	54	23	176	26	41	178	21	43	210	19	1014
<b>TOTAL VOLUMES :</b>	NL 251	NT 1307	NR 330	SL 156	ST 1482	SR 192	EL 304	ET 1324	ER 159	WL 382	WT 1482	WR 140	TOTAL 7509
<b>APPROACH %'s :</b>	13.29%	69.23%	17.48%	8.52%	80.98%	10.49%	17.01%	74.09%	8.90%	19.06%	73.95%	6.99%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	132	689	181	79	727	106	157	669	82	200	760	71	3853
<b>PEAK HR FACTOR :</b>	0.904		0.938			0.946			0.948			0.950	

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
3	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
<b>NB</b> 4	<b>SB</b> 0	<b>EB</b> 0	<b>WB</b> 0

CONTROL : Signalized

# ITM Peak Hour Summary

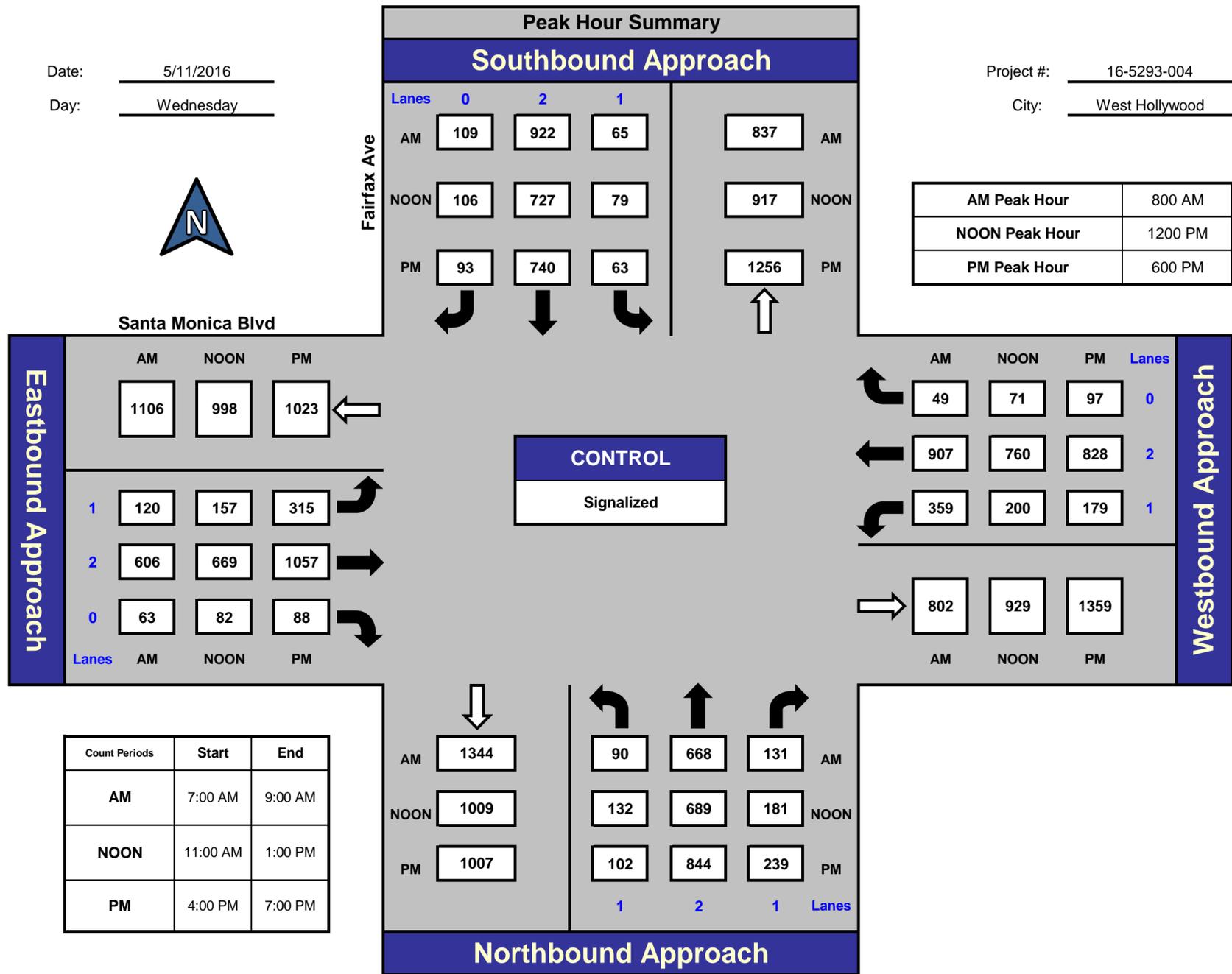
Prepared by:



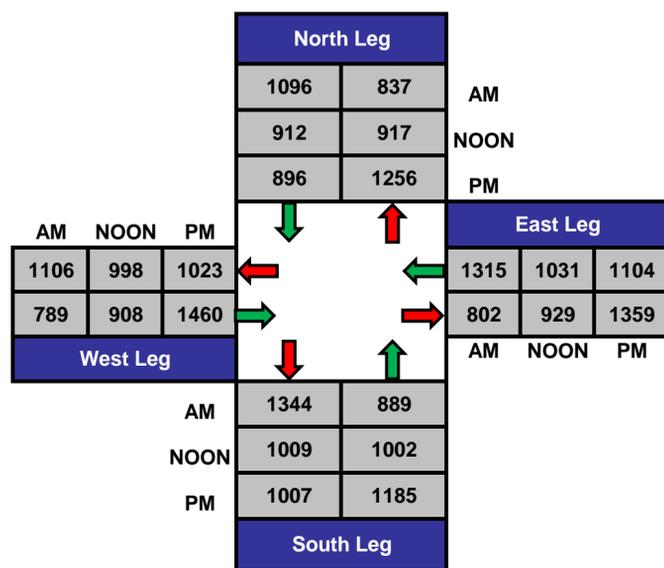
## Fairfax Ave and Santa Monica Blvd, West Hollywood

Date: 5/11/2016  
Day: Wednesday

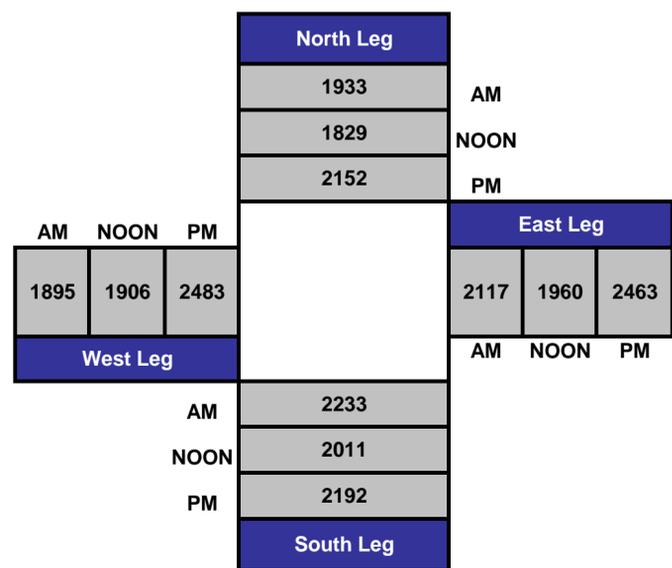
Project #: 16-5293-004  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-005

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

		AM													
NS/EW Streets:	Orange Grove Ave	Orange Grove Ave	Santa Monica Blvd			Santa Monica Blvd									
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS	
	0	1	0	0	1	0	0	2	0	0	2	0		NB	WB
7:00 AM	0	0	2	0	0	3	0	128	1	0	320	4	458		
7:15 AM	0	0	5	0	0	6	0	122	1	0	316	2	452		
7:30 AM	0	0	3	0	0	16	0	130	0	0	330	6	485		
7:45 AM	0	0	8	0	0	19	0	171	4	0	289	9	500		
8:00 AM	0	0	4	0	0	30	0	178	3	0	304	9	528		
8:15 AM	0	0	5	0	0	23	0	188	5	0	280	6	507		
8:30 AM	0	0	4	0	0	21	0	193	4	0	325	10	557		
8:45 AM	0	0	2	0	0	32	0	225	4	0	297	19	579		
<b>TOTAL VOLUMES :</b>	0	0	33	0	0	150	0	1335	22	0	2461	65	4066		
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	98.38%	1.62%	0.00%	97.43%	2.57%			
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>		
<b>PEAK HR VOL :</b>	0	0	15	0	0	106	0	784	16	0	1206	44	2171		
<b>PEAK HR FACTOR :</b>	0.750			0.828			0.873			0.933			0.937		

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop(NB/SB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-005

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

		PM																
NS/EW Streets:		Orange Grove Ave			Orange Grove Ave			Santa Monica Blvd			Santa Monica Blvd							
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			UTURNS				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
		0	1	0	0	1	0	0	2	0	0	2	0					
4:00 PM		0	0	14	0	0	16	0	302	7	0	213	16	568				
4:15 PM		0	0	13	0	0	24	0	311	6	0	239	7	600				
4:30 PM		0	0	15	0	0	16	0	320	9	0	233	10	603				
4:45 PM		0	0	13	0	0	20	0	325	6	0	230	16	610				
5:00 PM		0	0	16	0	0	19	0	329	3	0	241	14	622				
5:15 PM		0	0	20	0	0	13	0	333	10	0	250	14	640				
5:30 PM		0	0	14	0	0	12	0	345	8	0	254	18	651				
5:45 PM		0	0	17	0	0	14	0	302	11	0	245	16	605				
6:00 PM		0	0	7	0	0	18	0	368	6	0	254	14	667				
6:15 PM		0	0	4	0	0	7	0	324	6	0	281	9	631				
6:30 PM		0	0	13	0	0	16	0	313	6	0	265	9	622				
6:45 PM		0	0	12	0	0	12	0	309	8	0	254	12	607				
<b>TOTAL VOLUMES :</b>		0	0	158	0	0	187	0	3881	86	0	2959	155	7426	0	0	0	0
<b>APPROACH %'s :</b>		0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	97.83%	2.17%	0.00%	95.02%	4.98%					
<b>PEAK HR START TIME :</b>		515 PM												<b>TOTAL</b>				
<b>PEAK HR VOL :</b>		0	0	58	0	0	57	0	1348	35	0	1003	62	2563				
<b>PEAK HR FACTOR :</b>		0.725			0.792			0.924			0.979			0.961				

CONTROL : 2-Way Stop(NB/SB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-005

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Orange Grove Ave			Orange Grove Ave			Santa Monica Blvd			Santa Monica Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	
11:00 AM	0	0	4	0	0	14	0	216	9	0	210	8	461
11:15 AM	0	0	3	0	0	16	0	221	4	0	224	7	475
11:30 AM	0	0	9	0	0	15	0	209	7	0	273	9	522
11:45 AM	0	0	9	0	0	7	0	202	12	0	230	6	466
12:00 PM	0	0	13	0	0	13	0	208	7	0	251	12	504
12:15 PM	0	0	5	0	0	17	0	208	8	0	235	10	483
12:30 PM	0	0	9	0	0	12	0	234	9	0	239	18	521
12:45 PM	0	0	6	0	0	10	0	246	8	0	268	8	546
<b>TOTAL VOLUMES :</b>	0	0	58	0	0	104	0	1744	64	0	1930	78	3978
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	96.46%	3.54%	0.00%	96.12%	3.88%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	33	0	0	52	0	896	32	0	993	48	2054
<b>PEAK HR FACTOR :</b>	0.635			0.765			0.913			0.943			0.940

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop(NB/SB)

# ITM Peak Hour Summary

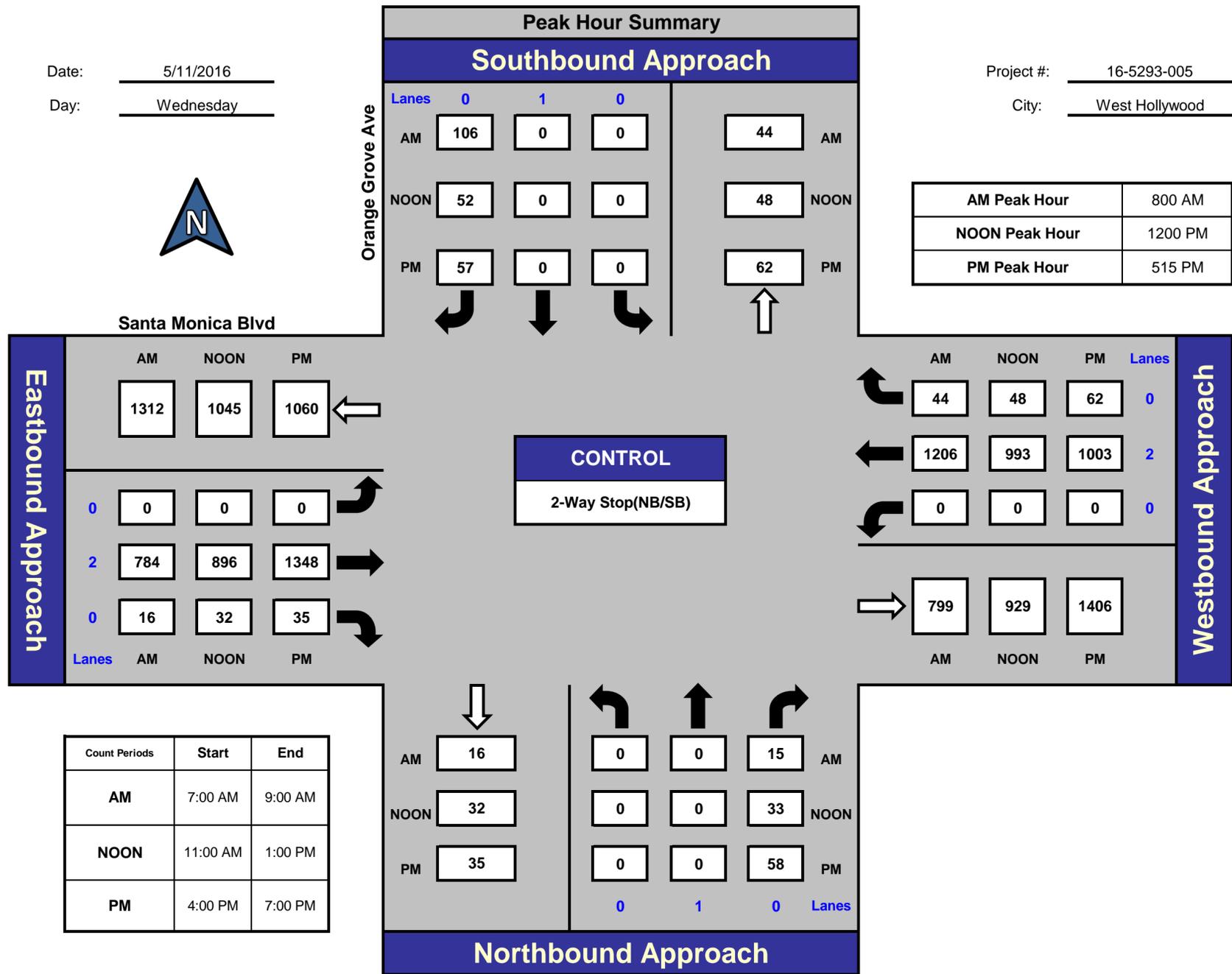
Prepared by:



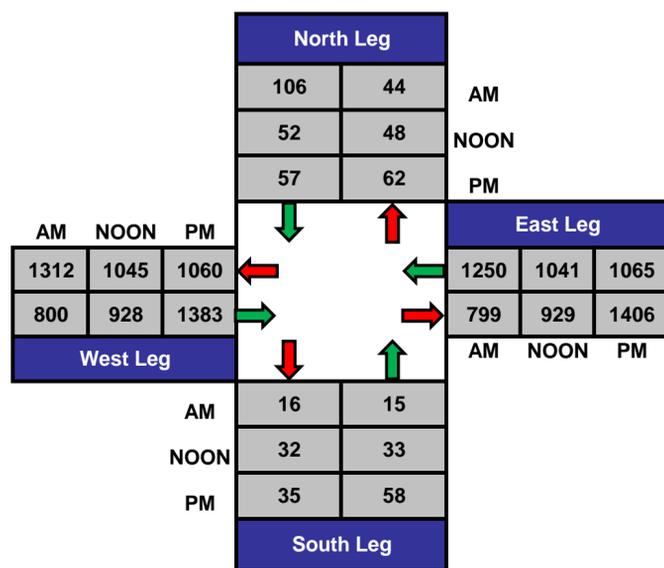
## Orange Grove Ave and Santa Monica Blvd, West Hollywood

Date: 5/11/2016  
Day: Wednesday

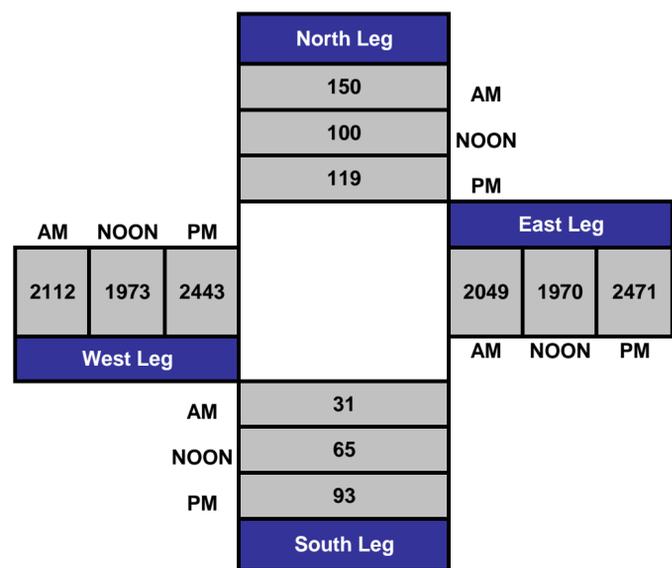
Project #: 16-5293-005  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-006

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

AM													
NS/EW Streets:	Ogden Dr (South Leg)			Ogden Dr (South Leg)			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	0	0	0	2	0	0	2	0	
7:00 AM	1	0	7	0	0	0	0	127	1	2	326	0	464
7:15 AM	0	0	4	0	0	0	0	126	0	7	331	0	468
7:30 AM	1	0	2	0	0	0	0	127	1	4	322	0	457
7:45 AM	2	0	9	0	0	0	0	173	10	9	308	0	511
8:00 AM	1	0	13	0	0	0	0	173	8	9	309	0	513
8:15 AM	1	0	7	0	0	0	0	196	1	19	303	0	527
8:30 AM	3	0	10	0	0	0	0	192	4	18	319	0	546
8:45 AM	2	0	4	0	0	0	1	233	3	12	309	0	564
<b>TOTAL VOLUMES :</b>	11	0	56	0	0	0	1	1347	28	80	2527	0	4050
<b>APPROACH %'s :</b>	16.42%	0.00%	83.58%	#DIV/0!	#DIV/0!	#DIV/0!	0.07%	97.89%	2.03%	3.07%	96.93%	0.00%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	7	0	34	0	0	0	1	794	16	58	1240	0	2150
<b>PEAK HR FACTOR :</b>	0.732			0.000			0.855			0.963			0.953

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0

CONTROL : 1-Way Stop(NB)



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-006

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

**NOON**

NS/EW Streets:	Ogden Dr (South Leg)		Ogden Dr (South Leg)			Santa Monica Blvd			Santa Monica Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	0	0	0	2	0	0	2	0	
11:00 AM	0	0	4	0	0	0	0	217	3	6	207	0	437
11:15 AM	5	0	4	0	0	0	1	221	2	12	234	0	479
11:30 AM	1	0	10	0	0	0	0	222	0	7	265	0	505
11:45 AM	1	0	8	0	0	0	0	210	4	10	244	0	477
12:00 PM	1	0	12	0	0	1	0	212	5	5	254	0	490
12:15 PM	1	0	7	0	0	0	1	213	3	9	260	0	494
12:30 PM	0	0	7	0	0	0	0	230	5	8	255	0	505
12:45 PM	0	0	9	0	0	0	1	245	2	9	264	0	530
<b>TOTAL VOLUMES :</b>	9	0	61	0	0	1	3	1770	24	66	1983	0	3917
<b>APPROACH %'s :</b>	12.86%	0.00%	87.14%	0.00%	0.00%	100.00%	0.17%	98.50%	1.34%	3.22%	96.78%	0.00%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	2	0	35	0	0	1	2	900	15	31	1033	0	2019
<b>PEAK HR FACTOR :</b>	0.712			0.250			0.924			0.974			0.952

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	1
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	3	2

CONTROL : 1-Way Stop(NB)

# ITM Peak Hour Summary

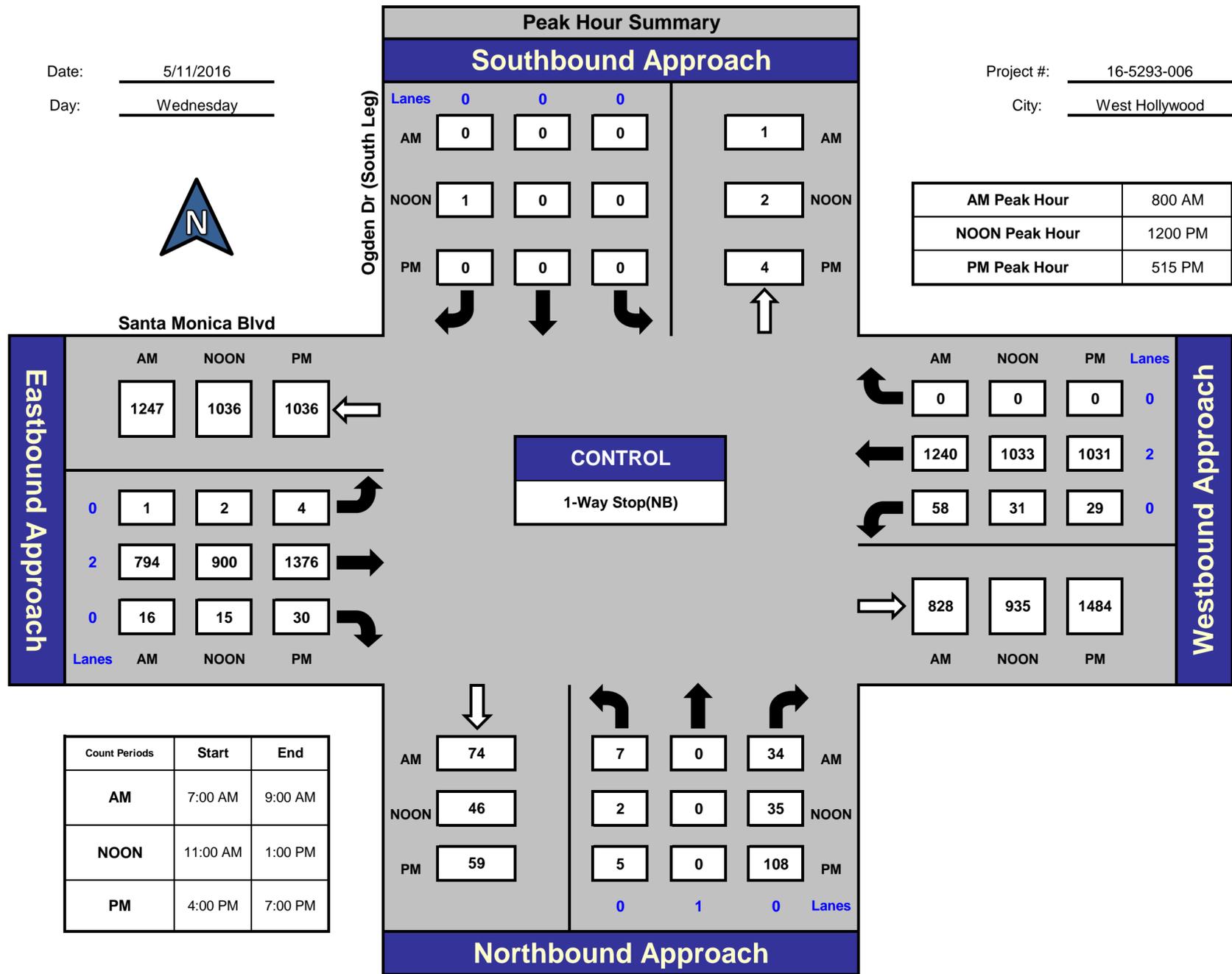
Prepared by:



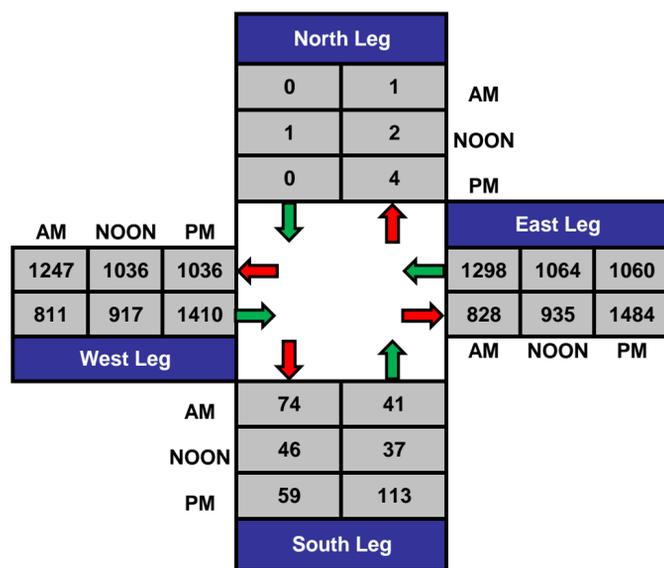
## Ogden Dr (South Leg) and Santa Monica Blvd, West Hollywood

Date: 5/11/2016  
Day: Wednesday

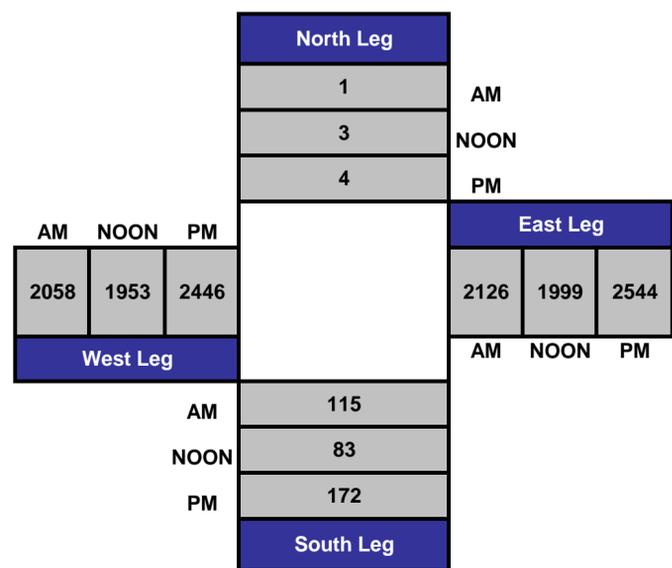
Project #: 16-5293-006  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-106

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

AM													
NS/EW Streets:	Ogden Dr (North Leg)			Ogden Dr (North Leg)			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	1	0	0	2	0	0	2	0	
7:00 AM	0	0	0	0	0	7	3	125	0	0	313	1	449
7:15 AM	0	0	0	1	0	9	1	129	0	0	328	1	469
7:30 AM	0	0	0	3	0	20	1	128	0	0	306	5	463
7:45 AM	0	0	0	1	0	26	8	173	0	0	291	8	507
8:00 AM	0	0	0	1	0	22	4	182	0	0	296	5	510
8:15 AM	0	0	0	2	0	30	5	191	0	0	298	1	527
8:30 AM	0	0	0	1	0	33	7	199	0	0	306	12	558
8:45 AM	0	0	0	0	0	20	5	237	0	0	293	6	561
<b>TOTAL VOLUMES :</b>	0	0	0	9	0	167	34	1364	0	0	2431	39	4044
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	5.11%	0.00%	94.89%	2.43%	97.57%	0.00%	0.00%	98.42%	1.58%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	4	0	105	21	809	0	0	1193	24	2156
<b>PEAK HR FACTOR :</b>	0.000			0.801			0.857			0.957			0.961

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0

CONTROL : 1-Way Stop(SB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-106

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

		PM														
NS/EW Streets:		Ogden Dr (North Leg)			Ogden Dr (North Leg)			Santa Monica Blvd			Santa Monica Blvd					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			UTURNS		
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	WB
		0	0	0	0	1	0	0	2	0	0	2	0			
4:00 PM		0	0	0	4	0	11	14	306	0	0	226	8	569	0	0
4:15 PM		0	0	0	2	0	14	17	317	0	0	261	13	624	0	0
4:30 PM		0	0	0	3	0	10	30	334	0	0	249	5	631	0	0
4:45 PM		0	0	0	0	0	12	27	332	0	0	227	11	609	0	0
5:00 PM		0	0	0	1	0	22	27	314	0	0	238	14	616	0	0
5:15 PM		0	0	0	2	0	20	31	352	0	0	235	13	653	0	0
5:30 PM		0	0	0	0	0	14	39	334	0	0	250	12	649	0	0
5:45 PM		0	0	0	2	0	11	34	295	0	0	262	10	614	0	0
6:00 PM		0	0	0	3	0	3	27	346	0	0	249	14	642	0	0
6:15 PM		0	0	0	0	0	13	23	310	0	0	277	11	634	0	0
6:30 PM		0	0	0	2	0	22	30	309	0	0	256	18	637	0	0
6:45 PM		0	0	0	0	0	9	32	296	0	0	259	13	609	0	0
<b>TOTAL VOLUMES :</b>		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	WB
<b>APPROACH %'s :</b>		#DIV/0!	#DIV/0!	#DIV/0!	10.56%	0.00%	89.44%	7.93%	92.07%	0.00%	0.00%	95.46%	4.54%	7487	0	0
<b>PEAK HR START TIME :</b>		515 PM												TOTAL		
<b>PEAK HR VOL :</b>		0	0	0	7	0	48	131	1327	0	0	996	49	2558		
<b>PEAK HR FACTOR :</b>		0.000			0.625			0.952			0.960			0.979		

CONTROL : 1-Way Stop(SB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-106

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Ogden Dr (North Leg)			Ogden Dr (North Leg)			Santa Monica Blvd			Santa Monica Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	0	2	0	0	2	0	
11:00 AM	0	0	0	5	0	4	8	204	0	0	216	8	445
11:15 AM	0	0	0	1	0	9	6	225	0	0	238	7	486
11:30 AM	0	0	0	2	0	18	15	218	0	0	253	5	511
11:45 AM	0	0	0	3	0	13	4	209	0	0	233	13	475
12:00 PM	0	0	0	4	0	8	16	218	0	0	241	7	494
12:15 PM	0	0	0	2	0	10	8	204	0	0	265	9	498
12:30 PM	0	0	0	0	0	13	9	228	0	0	254	5	509
12:45 PM	0	0	0	0	0	13	15	243	0	0	260	10	541
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	17	0	88	81	1749	0	0	1960	64	3959
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	16.19%	0.00%	83.81%	4.43%	95.57%	0.00%	0.00%	96.84%	3.16%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	6	0	44	48	893	0	0	1020	31	2042
<b>PEAK HR FACTOR :</b>	0.000			0.962			0.912			0.959			0.944

UTURNS			
NB	SB	EB	WB
0	0	1	0
0	0	0	0
0	0	2	0
0	0	0	0
0	0	1	0
0	0	2	0
0	0	0	0
0	0	1	0
0	0	7	0

CONTROL : 1-Way Stop(SB)

# ITM Peak Hour Summary

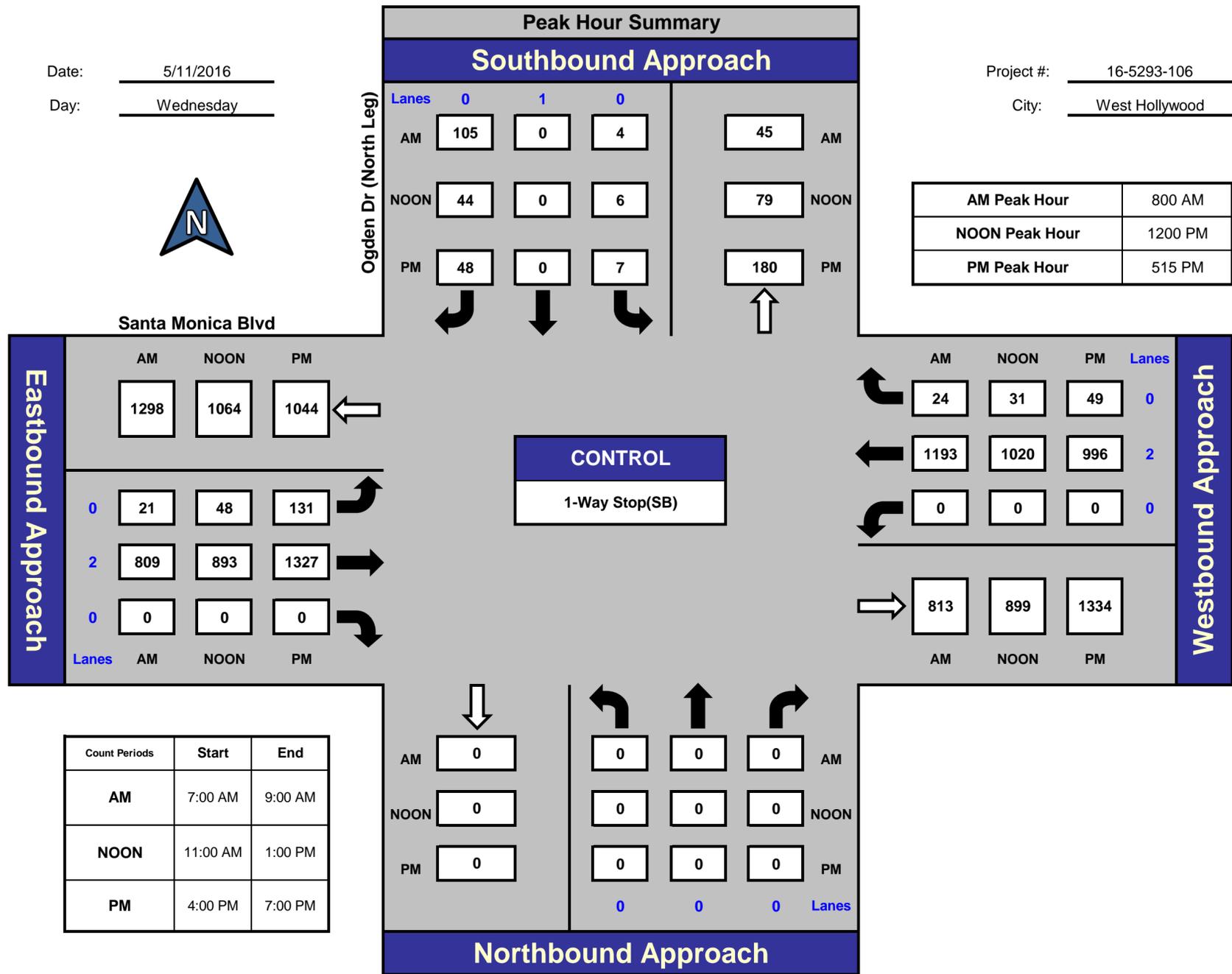
Prepared by:



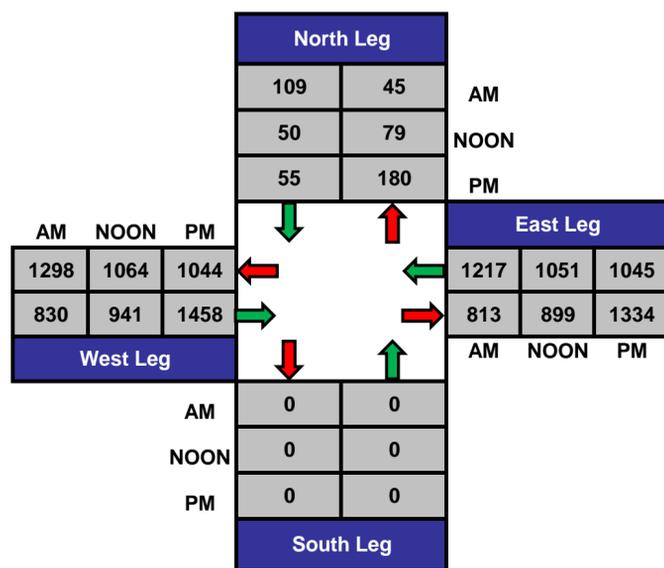
## Ogden Dr (North Leg) and Santa Monica Blvd, West Hollywood

Date: 5/11/2016  
Day: Wednesday

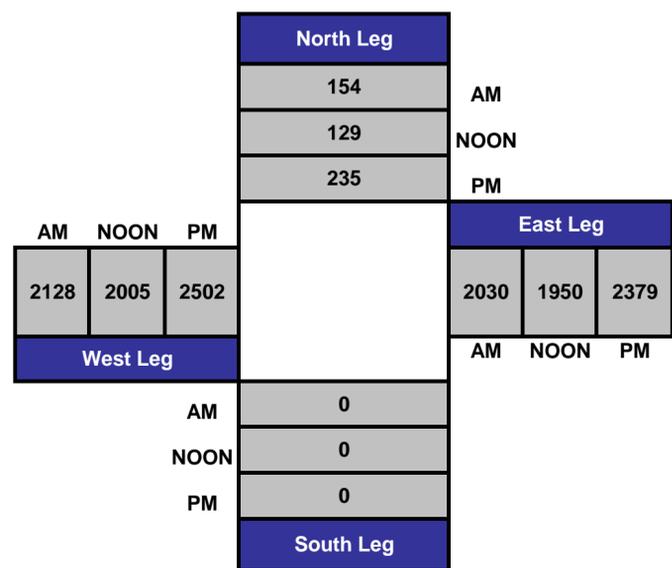
Project #: 16-5293-106  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-007

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

AM													
NS/EW Streets:	Genesee Ave (South Leg)			Genesee Ave (South Leg)			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	0	0	0	2	0	1	2	0	
7:00 AM	3	0	2	0	0	0	0	118	3	7	324	0	457
7:15 AM	3	0	3	0	0	0	0	132	1	9	330	0	478
7:30 AM	6	0	5	0	0	0	0	133	2	19	320	0	485
7:45 AM	4	0	13	0	0	0	0	151	6	12	282	0	468
8:00 AM	8	0	9	0	0	0	0	206	4	18	286	0	531
8:15 AM	1	0	9	0	0	0	0	189	1	23	287	0	510
8:30 AM	13	0	13	0	0	0	0	200	1	21	313	0	561
8:45 AM	4	0	2	0	0	0	0	216	1	31	274	0	528
<b>TOTAL VOLUMES :</b>	42	0	56	0	0	0	0	1345	19	140	2416	0	4018
<b>APPROACH %'s :</b>	42.86%	0.00%	57.14%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	98.61%	1.39%	5.48%	94.52%	0.00%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	26	0	33	0	0	0	0	811	7	93	1160	0	2130
<b>PEAK HR FACTOR :</b>	0.567			0.000			0.942			0.938			0.949

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-007

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NS/EW Streets:	PM												TOTAL
	Genesee Ave (South Leg)			Genesee Ave (South Leg)			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	0	0	0	2	0	1	2	0	
4:00 PM	6	0	18	0	0	0	0	294	6	14	244	0	582
4:15 PM	10	0	17	0	0	0	0	300	12	17	245	0	601
4:30 PM	14	0	12	0	0	0	0	335	4	10	224	0	599
4:45 PM	12	0	12	0	0	0	0	320	6	9	233	0	592
5:00 PM	9	0	18	0	0	0	0	311	4	15	250	0	607
5:15 PM	7	0	21	0	0	0	0	346	3	6	245	0	628
5:30 PM	11	0	22	0	0	0	0	343	3	15	256	0	650
5:45 PM	5	0	12	0	0	0	0	286	4	13	261	0	581
6:00 PM	14	0	18	0	0	0	0	348	4	8	241	0	633
6:15 PM	7	0	12	0	0	0	0	315	3	7	285	0	629
6:30 PM	4	0	9	0	0	0	0	310	7	7	288	0	625
6:45 PM	11	0	17	0	0	0	0	301	1	12	252	0	594
<b>TOTAL VOLUMES :</b>	110	0	188	0	0	0	0	3809	57	133	3024	0	7321
<b>APPROACH %'s :</b>	36.91%	0.00%	63.09%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	98.53%	1.47%	4.21%	95.79%	0.00%	
<b>PEAK HR START TIME :</b>	530 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	37	0	64	0	0	0	0	1292	14	43	1043	0	2493
<b>PEAK HR FACTOR :</b>	0.765			0.000			0.928			0.930			0.959

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-007

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Genesee Ave (South Leg)			Genesee Ave (South Leg)			Santa Monica Blvd			Santa Monica Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	0	0	0	2	0	1	2	0	
11:00 AM	4	0	9	0	0	0	0	216	6	4	216	0	455
11:15 AM	3	0	8	0	0	0	0	224	1	10	236	0	482
11:30 AM	5	0	16	0	0	0	0	217	5	11	261	0	515
11:45 AM	2	0	9	0	0	0	0	203	7	8	242	0	471
12:00 PM	3	0	17	0	0	0	0	207	5	10	241	0	483
12:15 PM	4	0	10	0	0	0	0	196	3	11	276	0	500
12:30 PM	6	0	15	0	0	0	0	224	4	9	253	0	511
12:45 PM	6	0	8	0	0	0	0	239	5	10	260	0	528
<b>TOTAL VOLUMES :</b>	33	0	92	0	0	0	0	1726	36	73	1985	0	3945
<b>APPROACH %'s :</b>	26.40%	0.00%	73.60%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	97.96%	2.04%	3.55%	96.45%	0.00%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	19	0	50	0	0	0	0	866	17	40	1030	0	2022
<b>PEAK HR FACTOR :</b>	0.821			0.000			0.905			0.932			0.957

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# ITM Peak Hour Summary

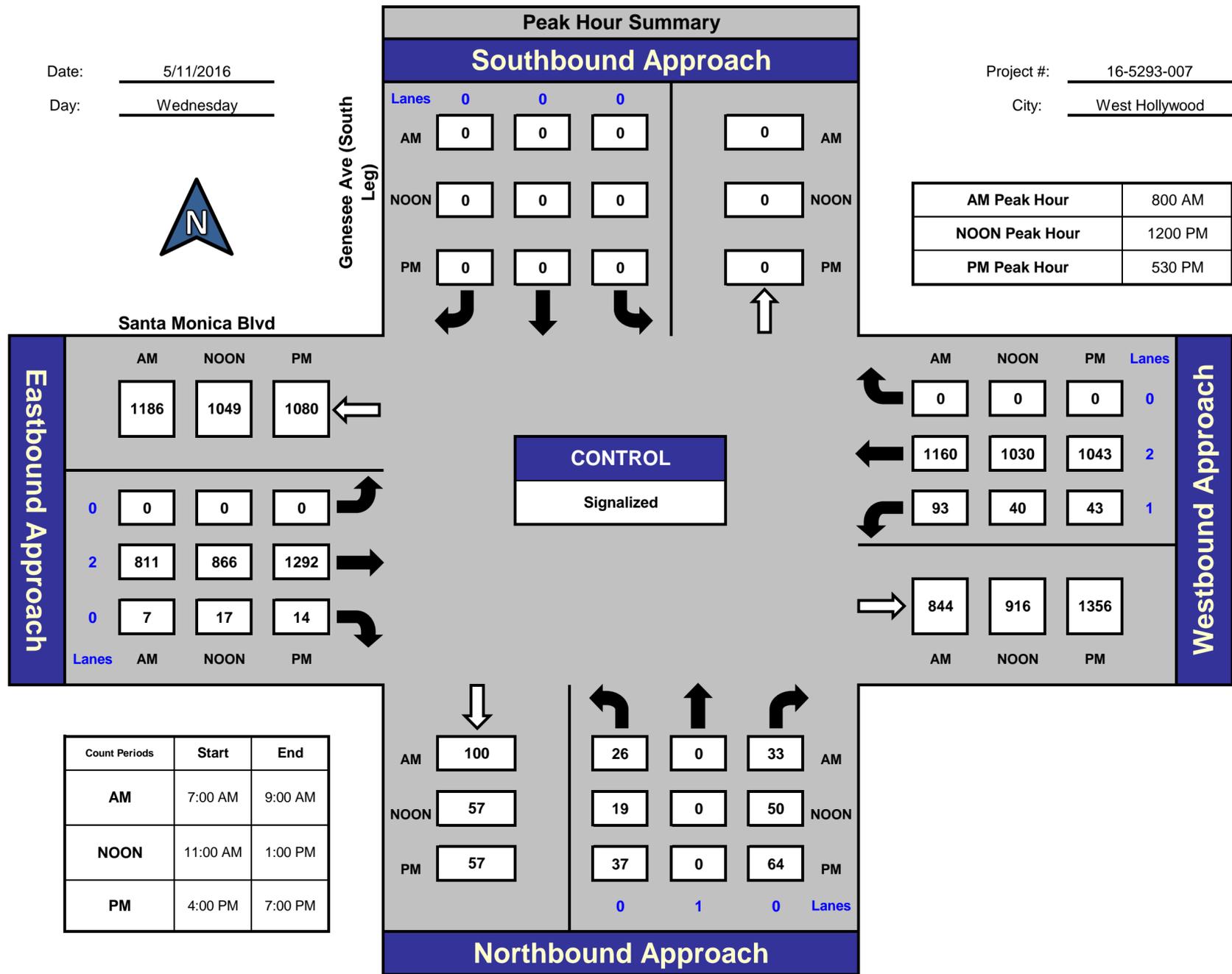
Prepared by:



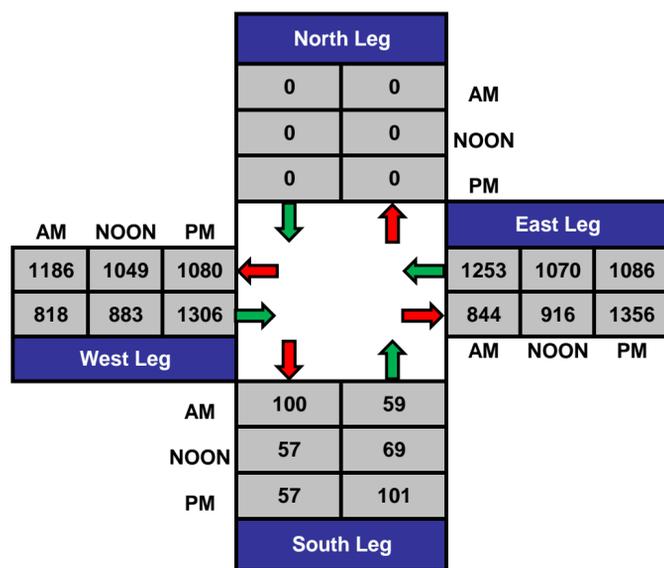
## Genesee Ave (South Leg) and Santa Monica Blvd , West Hollywood

Date: 5/11/2016  
Day: Wednesday

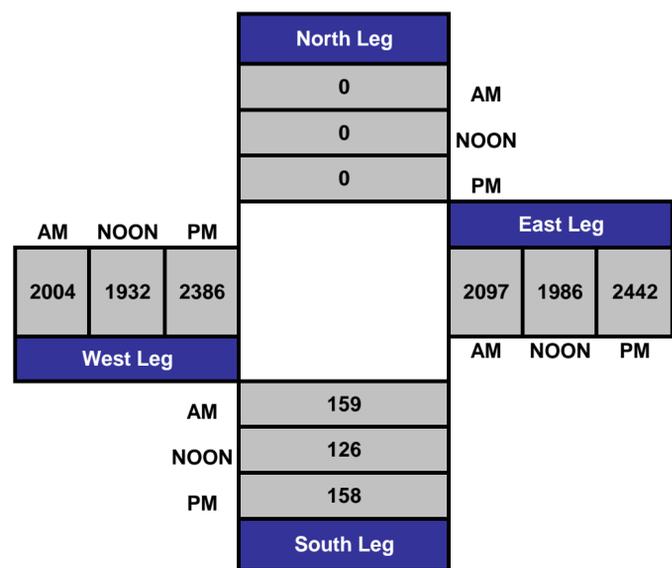
Project #: 16-5293-007  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-107

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

AM													
NS/EW Streets:	Genesee Ave ( North Leg)			Genesee Ave ( North Leg)			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	1	0	1	2	0	0	2	0	
7:00 AM	0	0	0	1	0	8	1	119	0	0	323	1	453
7:15 AM	0	0	0	2	0	6	3	132	0	0	333	2	478
7:30 AM	0	0	0	2	0	17	4	134	0	0	322	1	480
7:45 AM	0	0	0	9	0	6	9	152	0	0	288	1	465
8:00 AM	0	0	0	6	0	18	6	209	0	0	286	0	525
8:15 AM	0	0	0	5	0	33	6	192	0	0	277	5	518
8:30 AM	0	0	0	12	0	23	4	209	0	0	311	5	564
8:45 AM	0	0	0	4	0	17	4	214	0	0	288	3	530
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	41	0	128	37	1361	0	0	2428	18	4013
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	24.26%	0.00%	75.74%	2.65%	97.35%	0.00%	0.00%	99.26%	0.74%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	27	0	91	20	824	0	0	1162	13	2137
<b>PEAK HR FACTOR :</b>	0.000			0.776			0.968			0.930			0.947

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-107

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

PM

NS/EW Streets:	Genesee Ave ( North Leg)			Genesee Ave ( North Leg)			Santa Monica Blvd			Santa Monica Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	1	2	0	0	2	0	
4:00 PM	0	0	0	5	0	13	21	291	0	0	245	9	584
4:15 PM	0	0	0	3	0	18	23	294	0	0	244	6	588
4:30 PM	0	0	0	9	0	8	20	327	0	0	226	2	592
4:45 PM	0	0	0	5	0	12	15	317	0	0	230	6	585
5:00 PM	0	0	0	2	0	13	24	305	0	0	252	24	620
5:15 PM	0	0	0	6	0	8	25	342	0	0	243	10	634
5:30 PM	0	0	0	3	0	9	21	344	0	0	262	11	650
5:45 PM	0	0	0	3	0	10	28	270	0	0	264	6	581
6:00 PM	0	0	0	3	0	12	33	333	0	0	237	8	626
6:15 PM	0	0	0	5	0	10	21	306	0	0	282	8	632
6:30 PM	0	0	0	4	0	12	25	294	0	0	283	7	625
6:45 PM	0	0	0	5	0	9	17	301	0	0	255	10	597

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	53	0	134	273	3724	0	0	3023	107	7314
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	28.34%	0.00%	71.66%	6.83%	93.17%	0.00%	0.00%	96.58%	3.42%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	515 PM												TOTAL
PEAK HR VOL :	0	0	0	15	0	39	107	1289	0	0	1006	35	2491
PEAK HR FACTOR :	0.000			0.900			0.951			0.953			0.958

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-107

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Genesee Ave ( North Leg)			Genesee Ave ( North Leg)			Santa Monica Blvd			Santa Monica Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	1	2	0	0	2	0	
11:00 AM	0	0	0	7	0	10	8	217	0	0	210	6	458
11:15 AM	0	0	0	5	0	16	7	225	0	0	230	15	498
11:30 AM	0	0	0	6	0	7	7	226	0	0	265	10	521
11:45 AM	0	0	0	5	0	8	9	203	0	0	242	4	471
12:00 PM	0	0	0	12	0	13	12	212	0	0	238	3	490
12:15 PM	0	0	0	2	0	15	5	201	0	0	272	8	503
12:30 PM	0	0	0	5	0	5	13	226	0	0	257	5	511
12:45 PM	0	0	0	4	0	14	8	239	0	0	256	6	527
<b>TOTAL VOLUMES :</b>	0	0	0	46	0	88	69	1749	0	0	1970	57	3979
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	34.33%	0.00%	65.67%	3.80%	96.20%	0.00%	0.00%	97.19%	2.81%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	23	0	47	38	878	0	0	1023	22	2031
<b>PEAK HR FACTOR :</b>	0.000			0.700			0.927			0.933			0.963

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# ITM Peak Hour Summary

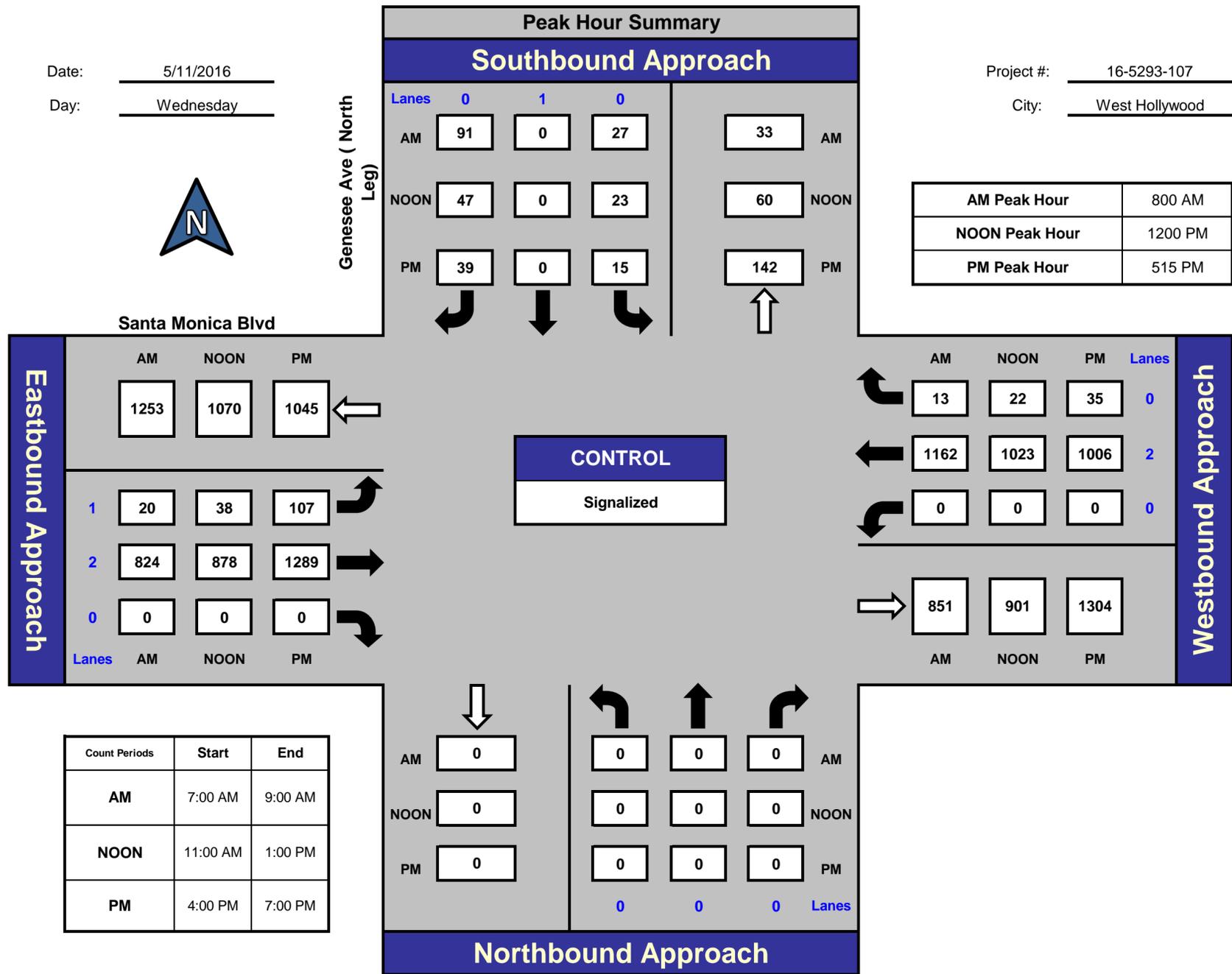
Prepared by:



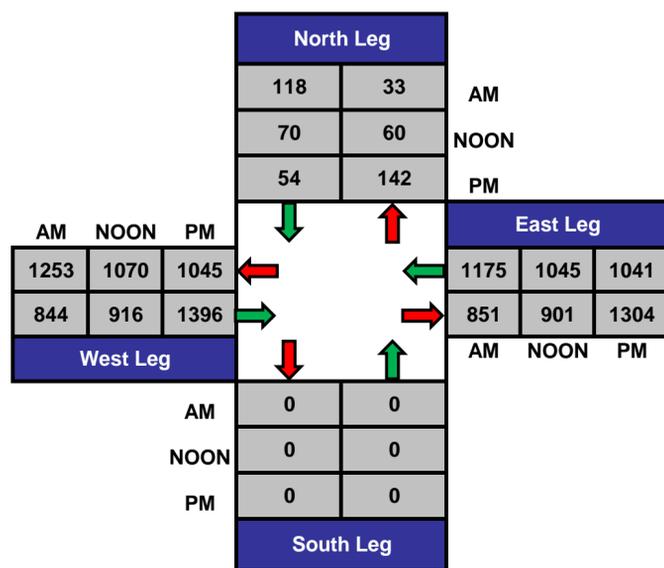
## Genesee Ave ( North Leg) and Santa Monica Blvd , West Hollywood

Date: 5/11/2016  
Day: Wednesday

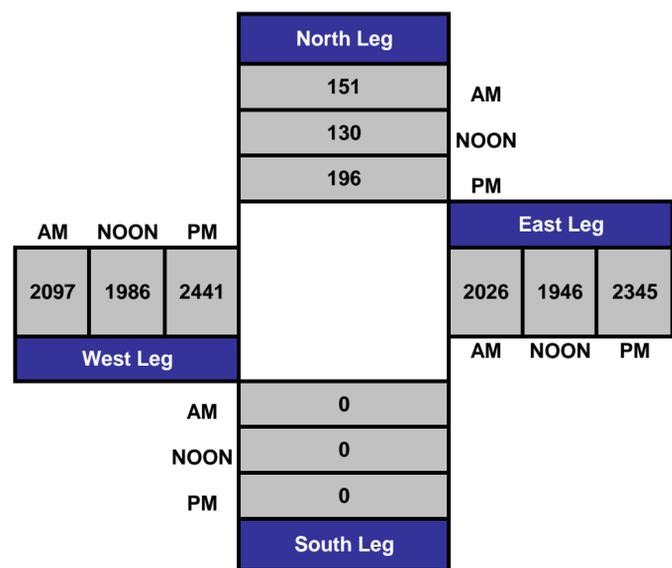
Project #: 16-5293-107  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-008

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

AM													
NS/EW Streets:	Fairfax Ave			Fairfax Ave			Romaine St			Romaine St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	3	0	0	1	0	0	1	0	
7:00 AM	5	92	4	3	221	4	0	0	8	2	0	3	342
7:15 AM	6	141	4	4	248	6	0	0	11	3	1	4	428
7:30 AM	10	152	1	6	282	10	0	0	9	8	3	12	493
7:45 AM	22	170	5	9	276	18	1	1	14	3	7	14	540
8:00 AM	17	212	1	6	304	14	0	0	15	7	8	14	598
8:15 AM	17	215	4	16	300	17	3	0	16	6	8	16	618
8:30 AM	9	206	5	6	319	6	0	1	10	9	14	12	597
8:45 AM	7	193	2	6	336	8	1	2	15	3	17	19	609
<b>TOTAL VOLUMES :</b>	93	1381	26	56	2286	83	5	4	98	41	58	94	4225
<b>APPROACH %'s :</b>	6.20%	92.07%	1.73%	2.31%	94.27%	3.42%	4.67%	3.74%	91.59%	21.24%	30.05%	48.70%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	50	826	12	34	1259	45	4	3	56	25	47	61	2422
<b>PEAK HR FACTOR :</b>	0.941			0.956			0.829			0.853			0.980

UTURNS			
NB	SB	EB	WB
2	1	0	0
1	1	0	0
2	3	0	0
1	0	0	0
4	3	0	0
6	6	0	0
3	3	0	0
4	2	0	0
<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>
23	19	0	0

CONTROL : 2-Way Stop(EB/WB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-008

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

PM													
NS/EW Streets:	Fairfax Ave			Fairfax Ave			Romaine St			Romaine St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	3	0	0	1	0	0	1	0	
4:00 PM	12	284	6	13	208	4	2	1	11	4	1	6	552
4:15 PM	10	268	10	15	218	12	2	6	11	1	0	6	559
4:30 PM	13	248	14	16	240	7	0	2	8	2	2	4	556
4:45 PM	8	238	10	9	195	8	3	5	13	2	5	8	504
5:00 PM	7	319	16	13	208	15	7	8	17	2	2	7	621
5:15 PM	7	281	22	11	227	8	7	8	27	1	1	9	609
5:30 PM	18	265	21	14	218	14	3	15	10	0	2	4	584
5:45 PM	11	263	19	11	226	7	4	9	13	0	2	10	575
6:00 PM	11	285	23	5	215	13	0	8	14	2	5	7	588
6:15 PM	7	306	14	8	213	11	1	9	7	1	1	9	587
6:30 PM	6	257	14	13	250	14	2	7	12	4	2	14	595
6:45 PM	13	289	10	8	244	20	3	1	12	1	3	8	612
<b>TOTAL VOLUMES :</b>	123	3303	179	136	2662	133	34	79	155	20	26	92	6942
<b>APPROACH %'s :</b>	3.41%	91.62%	4.97%	4.64%	90.82%	4.54%	12.69%	29.48%	57.84%	14.49%	18.84%	66.67%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	43	1128	78	49	879	44	21	40	67	3	7	30	2389
<b>PEAK HR FACTOR :</b>	0.913			0.988			0.762			0.833			0.962

UTURNS			
NB	SB	EB	WB
6	4	0	0
4	6	0	0
7	4	0	0
2	3	0	0
3	7	0	0
1	2	0	0
5	2	0	0
3	3	0	0
3	2	0	0
4	4	0	0
0	2	0	0
2	3	0	0
<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>
40	42	0	0

CONTROL : 2-Way Stop(EB/WB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 16-5293-008

Day: Wednesday

City: West Hollywood

Date: 5/11/2016

NOON

NS/EW Streets:	Fairfax Ave			Fairfax Ave			Romaine St			Romaine St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	0	1	0	0	1	0	
11:00 AM	10	199	6	19	215	14	0	2	7	4	3	10	489
11:15 AM	8	208	3	8	231	13	2	0	3	4	0	3	483
11:30 AM	9	235	10	12	243	14	1	2	14	5	0	7	552
11:45 AM	5	200	5	12	237	12	1	2	7	5	0	12	498
12:00 PM	5	226	5	6	249	15	1	1	17	2	4	11	542
12:15 PM	5	223	6	18	232	7	1	0	7	3	2	5	509
12:30 PM	6	240	2	8	210	17	2	1	9	5	0	17	517
12:45 PM	11	262	3	17	222	8	4	0	8	3	0	12	550
<b>TOTAL VOLUMES :</b>	59	1793	40	100	1839	100	12	8	72	31	9	77	4140
<b>APPROACH %'s :</b>	3.12%	94.77%	2.11%	4.90%	90.19%	4.90%	13.04%	8.70%	78.26%	26.50%	7.69%	65.81%	

UTURNS			
NB	SB	EB	WB
4	7	0	0
0	2	0	0
1	7	0	0
2	4	0	0
0	2	0	0
1	11	0	0
1	2	0	0
4	5	0	0
<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>
13	40	0	0

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	27	951	16	49	913	47	8	2	41	13	6	45	2118
PEAK HR FACTOR :	0.900			0.934			0.671			0.727			0.963

CONTROL : 2-Way Stop(EB/WB)

# ITM Peak Hour Summary

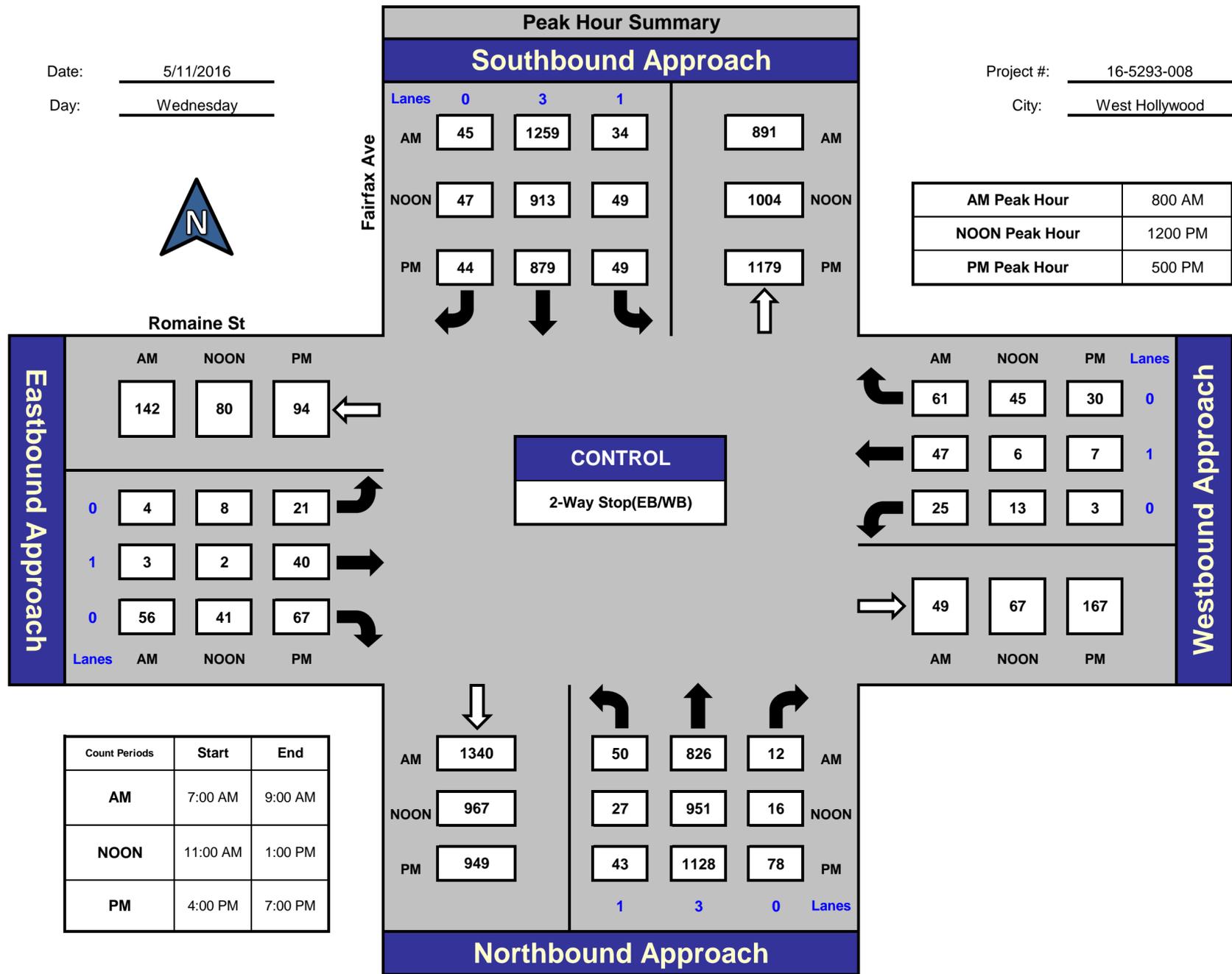
Prepared by:



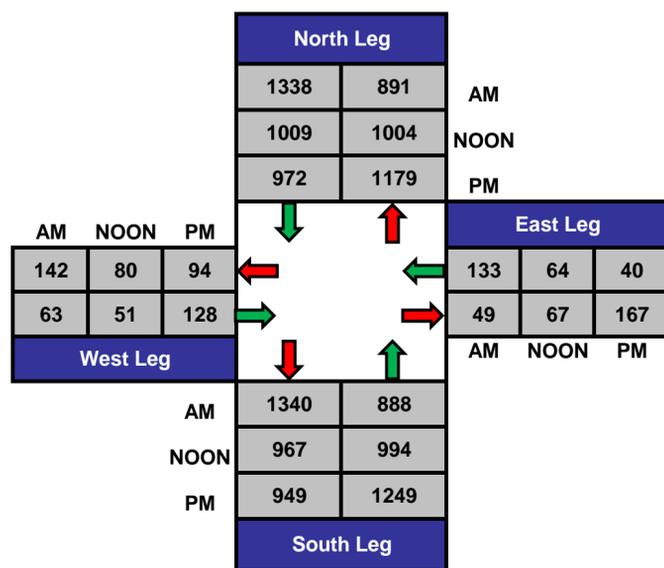
## Fairfax Ave and Romaine St, West Hollywood

Date: 5/11/2016  
Day: Wednesday

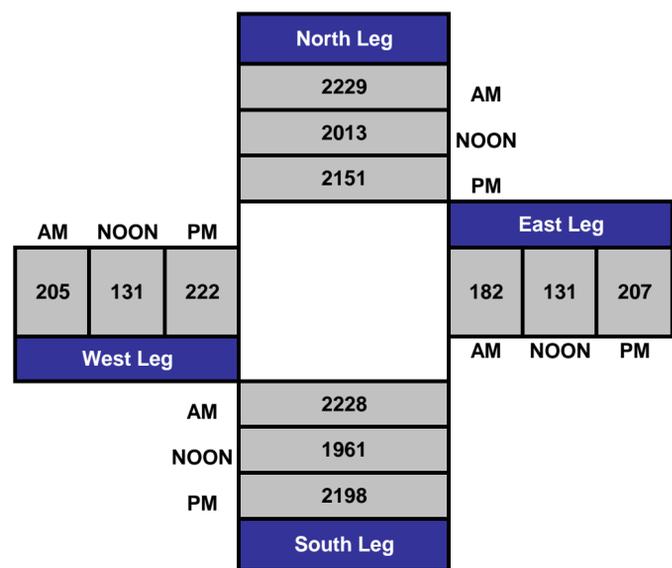
Project #: 16-5293-008  
City: West Hollywood



### Total Ins & Outs



### Total Volume Per Leg



---

**APPENDIX B**  
**Driveway and Queuing Analysis**

---

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	15	0	49	0	3	118
Future Vol, veh/h	15	0	49	0	3	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	53	0	3	128

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	187	53	0	0	53
Stage 1	53	-	-	-	-
Stage 2	134	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	802	1014	-	-	1553
Stage 1	970	-	-	-	-
Stage 2	892	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	800	1014	-	-	1553
Mov Cap-2 Maneuver	800	-	-	-	-
Stage 1	970	-	-	-	-
Stage 2	890	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	1553
HCM Lane V/C Ratio	-	-	0.02	0.002
HCM Control Delay (s)	-	-	9.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	12	2	49	121	1
Future Vol, veh/h	0	12	2	49	121	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	2	53	132	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	190	133	133	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	799	916	1452	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	798	916	1452	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1452	-	916	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.5	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕			↗
Traffic Vol, veh/h	4	0	1838	4	0	0
Future Vol, veh/h	4	0	1838	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	1998	4	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2002	0	1001
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	3.32
Pot Cap-1 Maneuver	282	-	241
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	282	-	241
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	18	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	282	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	18	0	-	-	0
HCM Lane LOS	C	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	16	0	55	1	7	59
Future Vol, veh/h	16	0	55	1	7	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	60	1	8	64

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	141	61	0	0	61	0
Stage 1	61	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	852	1004	-	-	1542	-
Stage 1	962	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	1004	-	-	1542	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	848	1542
HCM Lane V/C Ratio	-	-	0.021	0.005
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	2	84	56	1
Future Vol, veh/h	0	10	2	84	56	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	2	91	61	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	157	62	62	0	0
Stage 1	62	-	-	-	-
Stage 2	95	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	834	1003	1541	-	-
Stage 1	961	-	-	-	-
Stage 2	929	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	833	1003	1541	-	-
Mov Cap-2 Maneuver	833	-	-	-	-
Stage 1	960	-	-	-	-
Stage 2	929	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1541	-	1003	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔			↔
Traffic Vol, veh/h	8	0	1913	9	0	0
Future Vol, veh/h	8	0	1913	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	2079	10	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2089	0	1045
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	3.32
Pot Cap-1 Maneuver	261	-	225
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	261	-	225
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	19.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	261	-	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-
HCM Control Delay (s)	19.3	0	-	-	0
HCM Lane LOS	C	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	70	1	7	64
Future Vol, veh/h	16	0	70	1	7	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	76	1	8	70

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	163	77	0	0	77
Stage 1	77	-	-	-	-
Stage 2	86	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	828	984	-	-	1522
Stage 1	946	-	-	-	-
Stage 2	937	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	824	984	-	-	1522
Mov Cap-2 Maneuver	824	-	-	-	-
Stage 1	946	-	-	-	-
Stage 2	932	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	824	1522
HCM Lane V/C Ratio	-	-	0.021	0.005
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	4	199	61	3
Future Vol, veh/h	0	5	4	199	61	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	4	216	66	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	292	68	69	0	0
Stage 1	68	-	-	-	-
Stage 2	224	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	699	995	1532	-	-
Stage 1	955	-	-	-	-
Stage 2	813	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	697	995	1532	-	-
Mov Cap-2 Maneuver	697	-	-	-	-
Stage 1	952	-	-	-	-
Stage 2	813	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1532	-	995	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔			↔
Traffic Vol, veh/h	9	0	2169	9	0	0
Future Vol, veh/h	9	0	2169	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	2358	10	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2368	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	203	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	203	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	23.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	203	-	-	-	-
HCM Lane V/C Ratio	0.048	-	-	-	-
HCM Control Delay (s)	23.6	0	-	-	0
HCM Lane LOS	C	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-