METRO RAIL PROJECT CORE STUDY
TECHNICAL MEMORANDUM 87.7.3
TECHNICAL REPORT:
SPECIAL ANALYSIS OF
TRAFFIC IMPACTS OF VERMONT AVENUE
AERIAL ALIGNMENT

Prepared for:

Southern California Rapid Transit District

Prepared by:

Schimpeler Corradino Associates

In association with

The Cordoba Corporation
Barton Aschman and Associates
The Planning Group
Manuel Padron & Associates

August, 1986

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SUMMARY

This report presents the results of the special analysis of traffic impacts of the Vermont Avenue aerial alignment under Candidate Alignment J. This alignment is one of four alignments under evaluation in the Metro Rail Project CORE Study. Traffic impacts associated with aerial guideway systems include a reduction in capacity due to placement of structures within street rights-of-way, increases in traffic volumes as vehicles access stations, and changes in traffic patterns due to restriction of traffic movements at intersections affected by the guideway.

The area selected for this analysis was limited to the section of Vermont Avenue between Third Street on the south and Santa Monica Boulevard on the north. The study area includes Vermont Avenue and all cross-street intersections.

The following issues are addressed in this study:

- Impacts of restriction of left turns on Vermont Avenue to signalized intersections.
- Impacts of restriction of traffic on cross streets to signalized intersections for all but right turns.

It should be noted that, although this study focuses on a specific segment of Alignment J, the study has implications for aerial segments of the entire system.

INVENTORY OF EXISTING CONDITIONS

An inventory of existing conditions was conducted along Vermont Avenue between Third Street and Santa Monica Boulevard. This inventory included number of traffic lanes, traffic volumes, location and type of intersections, and location and number of driveways to parking facilities and developments.

In the study area, Vermont Avenue is a seven-lane divided roadway. The roadway is striped with three through-traffic lanes and a center left-turn lane. With the exception of the Hollywood Freeway, all streets intersecting Vermont in the study area are at-grade. At most intersections, the curb lane is marked as a through/right-turn lane. Cross streets along Vermont range from two-lane to seven-lane roadways.

Existing traffic volumes in the southbound direction on Vermont Avenue during the afternoon peak hour range from 1,009 vehicles per hour (VPH) at Santa Monica Boulevard to 1,979 VPH at Beverly Boulevard. In the northbound direction, peak hour volumes range from 1,400 to Santa Monica to 2,078 at Melrose Avenue.

There are signalized and nonsignalized intersections in the study area. Of the nineteen intersections in the study area between Third Street and Santa Monica Boulevard, a total of thirteen intersections are signalized. With the exception of the intersections with the Hollywood Freeway ramps, all of the signals are two-phase signals with no protected left-turn phase for traffic turning left from Vermont. The other six intersections are not signalized. There are 39 driveways on Vermont between Third Street and Santa Monica Boulevard. These

driveways primarily serve commercial and office developments. Of the 39 driveways, a total of twelve serve parking facilities, ranging in size from less than ten to over 100 spaces. Five parking facilities are classified as public facilities, where vehicles are charged a fee for parking. There are seven private parking facilities reserved for customers or employees of commercial or office properties.

RESULTS OF ANALYSIS

Traffic volumes and street capacities at signalized intersections along Vermont Avenue were analyzed to determine traffic impacts associated with the aerial guideway. Using year 2000 forecasted station access traffic and diverted traffic, changes in levels of service and critical volumes were identified. The increase in vehicle miles of travel due to diversion of traffic also was identified. The impact of the diverted left turns from Vermont Avenue at driveways into developments and parking facilities was analyzed from the standpoint of changes in accessibility and effects on capacity of signalized intersections.

Assumptions

The assumptions made by the SCRTD General Planning Consultant (GPC) for the special analysis of traffic impacts of the aerial alignment on Vermont Avenue are as follows:

- The existing number of lanes would be maintained on Vermont by reducing the sidewalk widths from fifteen to ten feet for the entire length of the alignment along Vermont.

- Left-turn lanes would be provided at all signalized intersections, not just the major signalized intersections of First, Beverly, Oakwood, Northbound Hollywood Freeway on-ramp, Melrose, and Santa Monica.

- Protected left-turn phases would be installed at signalized intersections where sight-distance problems exist. The sight-distance problems could occur when left-turning vehicles pull into the center of the intersection to wait for a gap in the opposing traffic flow. With the vehicles in the center of the intersection, their sight distance could be obstructed by the guideway support columns. If such problems exist, left-turn phasing will be provided.

The provision of left-turn lanes on Vermont at all signalized intersections would mitigate most of the impacts associated with the aerial guideway. The remaining impacts on traffic would be limited to nonsignalized cross streets and left turns from Vermont into driveways and from driveways.

Impact on Traffic at Intersections

Vehicles on nonsignalized cross streets that want to cross Vermont or turn left onto Vermont would be diverted to the nearest signalized intersection in the downstream traffic flow where the desired movements would be permitted. Vehicles wanting to turn left from Vermont at nonsignalized intersections also

would be diverted to the next signalized intersection in the downstream traffic flow.

Based on traffic counts performed by the GPC, diverted traffic volumes were identified for cross streets restricted to right turns. Specifically, existing traffic crossing Vermont or turning left onto Vermont from cross streets was identified for the midday peak (12:00 a.m. to 1:00 p.m.), afternoon peak (5:00 to 6:00 p.m.). and the total midday (9:00 a.m. to 4:00 p.m.). Forecasts of these traffic volumes for the year 2000 (when the aerial guideway would be operational) also were identified.

The existing traffic counts show that a total of 905 vehicles on cross streets would be affected during the midday period by the location of the aerial guideway in the center of Vermont Avenue. This includes both through traffic and left-turning traffic from the cross streets of Willowbrook, Lockwood, Burns, Marathon, and Council Streets. Most of the diverted traffic would be left turns -- 862. During the midday peak, a total of 108 vehicles would be diverted, including 101 left-turn and seven through vehicles. Diverted traffic during the afternoon peak hour would total 139 vehicles. Again, most of the traffic would consist of left turns -- 133 vehicles. The forecasts of year 2000 traffic show that a total of 1,050 vehicles would be diverted from cross streets during the midday in year 2000. Diverted traffic during the midday and afternoon peaks would total 125 and 161 vehicles, respectively.

Diverted left-turn traffic volumes from Vermont also were identified from traffic counts at nonsignalized cross streets where left turns would be prohibited. The existing traffic counts show that a total of 632 vehicles would be affected by the location of the aerial guideway in the center of Vermont Avenue during the midday period. This includes left turns from Vermont at the cross streets at Willowbrook, Lockwood, Burns, Marathon, and Council Streets. During the midday peak, a total of 73 vehicles would be diverted. Diverted traffic during the afternoon peak hour would total 152 vehicles. Forecasted 2000 traffic volumes show that a total of 733 vehicles would be diverted from Vermont at nonsignalized cross streets. Diverted traffic during the midday and afternoon peaks would total 85 and 176 vehicles, respectively.

Impact on Vehicle Miles of Traffic

Additional vehicle miles of travel (VMT) incurred by the diverted traffic were estimated based on the number of vehicles diverted and the additional distance traveled by the diverted vehicles. An examination of the routes for the diverted traffic revealed that only the vehicles crossing Vermont would incur increased VMT. Left-turn vehicles diverted to the next signalized intersection in the downstream traffic flow would continue traveling in the same direction of travel; thus, these vehicles would not incur any increase in VMT. Left-turn vehicles diverted from Vermont would travel to the next signalized intersection in the downstream traffic flow, where they would make a left turn then travel back to their original cross street. Total VMT incurred daily in year 2000 by vehicles diverted from cross streets on Vermont would amount to 38 miles. Total VMT incurred daily in year 2000 by vehicles diverted from Vermont would amount to 363 miles.

Impact on Left Turns at Driveways

The restriction of left turns on Vermont to signalized intersections would eliminate left turns into driveways and from driveways of developments and parking facilities. Left turns from Vermont into driveways and from driveways also would be diverted to the next signalized intersection in the downstream traffic flow, where they would make a left turn and a U-turn or a series of two left turns and one right turn to complete the desired movement. No estimate of the number of left turns in and out of driveways could be identified.

Impact on Levels of Service and Critical Volumes

An analysis was conducted of the impacts of the diverted cross-street traffic and left turns from Vermont at nonsignalized intersections on critical volumes and levels of service at intersections impacted by the diverted traffic. These intersections include Vermont at Santa Monica Boulevard, Melrose Avenue, First Street, and Beverly Boulevard.

The results of the capacity analysis of the intersections indicate that all are expected to operate at LOS E and F in year 2000, both with and without the project. Thus, diversion of traffic would have little impact on level of service. However, changes in critical volumes would occur with the diversion of traffic to other intersections. The change in critical volume was less than 75 vehicles at three of the four intersections analyzed. A change of less than 75 vehicles is considered to be a minor impact on traffic flow. The remaining intersection was found to have a change in critical volume of 130 vehicles. This is considered to be a moderate impact on traffic flow because the change in critical volume is between 75 and 150 vehicles. A change in critical volume greater than 150 vehicles was considered to be a major impact on traffic flow at the intersection. This represents the maximum number of vehicles that can be added to the critical volume without changing the level of service of the intersection.

MITIGATION OF TRAFFIC IMPACTS

Based on the results of the analysis of traffic impacts of the aerial guideway alignment on Vermont Avenue, traffic mitigation measures will be needed at intersections at LOS E or F.

Therefore, improvements will be needed regardless of whether the rail project is completed. Types of mitigation measures that could be considered for these intersections include:

- Increase intersection approach capacity through installation of parking restrictions.
- Restripe intersection approach to provide an additional through traffic and/or turn lane.
- Install left-turn restriction/prohibition.
- Add or revise traffic signal phase to accommodate the projected traffic movements.

- Widen intersection approach to provide additional through traffic and/or turn lane.

The specific measure to be applied at each intersection with traffic at LOS E or F will be identified during Final Design of the Metro Rail project.

1. INTRODUCTION

This report presents the results of the special analysis of traffic impacts of the Vermont Avenue aerial alignment under Candidate Alignment J. This alignment is one of four alignments under evaluation in the Metro Rail Project CORE Study.

The report is organized into four chapters. This chapter serves as an introduction to the report. Chapter 2 presents the results of an inventory of existing conditions that was conducted in the study area. This inventory included number of traffic lanes, traffic volumes, location and type of intersections, and location and number of driveways to parking facilities and developments. Chapter 3 describes the approaches used in the analysis of traffic impacts of the aerial alignment on Vermont. Chapter 4 presents the results of the analysis of traffic impacts. Using forecasted station access traffic and diverted traffic, changes in levels of service and critical volumes are identified for intersections impacted by the rail alignment. The increase in vehicle miles of travel due to diversion of traffic also is identified. The impact of the diverted left turns from Vermont Avenue at driveways into developments and parking facilities is discussed from the standpoint of changes in accessibility and effects on capacity of signalized intersections. Chapter 5 identifies potential measures for mitigation of traffic impacts at intersections.

1.1 PURPOSE OF STUDY

The purpose of this study is to identify traffic impacts resulting from the location of an aerial guideway in the center of Vermont Avenue. Traffic impacts under aerial guideway systems may include a reduction in capacity due to placement of structures within street rights-of-way, increase in traffic volumes as vehicles access stations, or changes in traffic patterns due to restriction of traffic movements at intersections affected by guideway structures.

1.2 STUDY AREA

The area selected for this analysis is limited to the section of Vermont Avenue between Third Street on the south and Santa Monica Boulevard on the north. The study area includes Vermont Avenue and the intersections of all cross streets.

1.3 DESCRIPTION OF AERIAL GUIDEWAY AND ISSUES

The Vermont aerial guideway is one section of Candidate Alignment J. This alignment is a combination of aerial and subway sections. It would include 13.4 miles of subway with twelve stations and 7.1 miles of aerial guideway with seven stations, for a total length of 20.5 miles and nineteen stations. Alignment J would branch near the Wilshire/Vermont Station. It would include a transition to an aerial alignment that traverses north along Vermont Avenue and west on Hollywood Boulevard, where it would transition back to subway and turn north into the San Fernando Valley. The west portion includes a subway along Wilshire Boulevard to the vicinity of Western Avenue, where it would transition to an aerial profile and continue in an aerial configuration along Wilshire to Fairfax Avenue.

The issues to be addressed in this study are as follows:

- Impacts of restriction of left turns on Vermont Avenue to signalized intersections.
- Impacts of restriction of traffic on cross streets to signalized intersections for all but right turns.

Although this study is concerned with issues of a specific segment of Alignment J, implications for aerial segments along the entire system can be derived from the results documented herein.

2. INVENTORY OF EXISTING CONDITIONS

An inventory of existing conditions was conducted in the study area along Vermont Avenue between Third Street and Santa Monica Boulevard. This inventory included number of traffic lanes, traffic volumes, location and type of intersections, and location and number of driveways to parking facilities and developments. This chapter presents the results of the inventory.

2.1 TRAFFIC LANES

Information on number of lanes and lane utilization on Vermont Avenue and all major cross streets was identified from striping plans obtained from LADOT. A field inventory was conducted by the GPC to verify this information, which was subsequently used in capacity analyses.

Vermont Avenue in the study area is a seven-lane divided roadway. The roadway is striped with three through-traffic lanes and a center left-turn lane in each direction. With the exception of the Hollywood Freeway, all streets intersecting Vermont in the study area are at-grade. At most intersections, the curb lane is marked as a through/right-turn lane. Cross streets along Vermont range from two-lane to seven-lane roadways.

2.2 TRAFFIC VOLUMES

Information on traffic volumes was collected from files maintained by LADOT and from traffic counts conducted by the GPC. Traffic counts were conducted on all nonsignalized cross streets and at the signalized intersections of Santa Monica Boulevard, Clinton, Hollywood Freeway, Beverly, Second, and First Streets. The counts were conducted during the midday, midday peak, and afternoon peak-hours. Appendix A contains the traffic counts obtained from LADOT and those conducted by the GPC.

Existing traffic volumes in the southbound direction on Vermont Avenue during the afternoon peak hour range from 1,009 vehicles per hour (VPH) at Santa Monica Boulevard to 1,970 VPH at Beverly Boulevard. In the northbound direction, peak-hour volumes range from 1,400 at Santa Monica to 2,078 at Melrose Avenue.

2.3 INTERSECTIONS

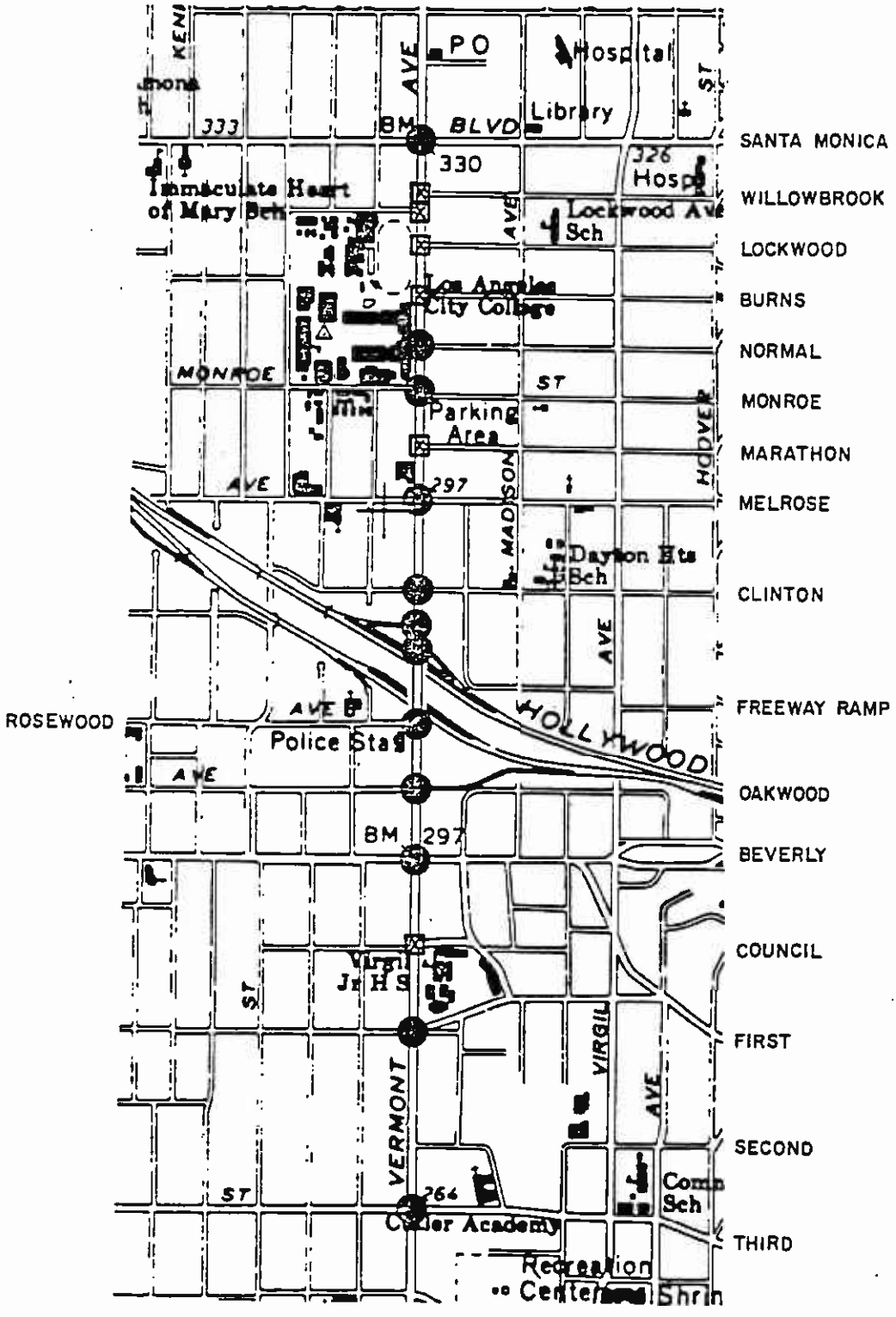
Location and types of intersections along Vermont Avenue in the study area also were inventoried (Figure 2-1). Intersections in the study area consist of signalized and nonsignalized cross streets. Of the nineteen intersections in the study area between Third Street and Santa Monica Boulevard, a total of thirteen intersections are signalized. With the exception of Council Street to the south of the Hollywood Freeway, all of the nonsignalized intersections are "T" intersections.

2.4 DRIVEWAYS

In addition to intersections, location and types of driveways along Vermont Avenue in the study area also were inventoried. There are 39 driveways on Vermont between Third Street and Santa Monica Boulevard. These driveways primarily serve commercial and office developments. Of the 39 driveways, a

Figure 2-1

LOCATION OF INTERSECTIONS



Signalized Intersection: All Movements Permitted

Non-Signalized Intersection: All Movements But Right Turns from Cross Streets Prohibited

total of twelve serve parking facilities, ranging in size from less than ten to over 100 spaces. Five parking facilities are classified as public facilities, where vehicles are charged a fee for parking. Of the public parking facilities, three contain over 100 spaces, one contains between 25 and 50 spaces, and the remaining facility contains between 10 and 25 spaces. Private parking facilities reserved for customers or employees of commercial or office properties total seven. Four of these facilities contain between 25 and 50 spaces, two contain between 10 and 25 spaces, and one less than 10 spaces.

3. ANALYSIS APPROACH

This chapter describes the methodology used in the analysis of traffic impacts of the aerial guideway alignment on Vermont Avenue. The analysis focuses on the following four major areas.

- Establishment of base traffic volumes.
- Establishment of station traffic volumes.
- Diversion of traffic along the alignment and from intersecting cross streets.
- Analysis of traffic volumes and capacities at intersections impacted by diverted traffic.

3.1 BASE TRAFFIC VOLUMES

The traffic impacts associated with the aerial guideway and Vermont Avenue will result from reduction of roadway capacity due to placement of the guideway structures in the center of the street and from changes in traffic patterns caused by restriction of traffic movements. To provide a base for comparison of the traffic impacts of the aerial alignment, traffic volumes were established for year 2000 without the rail system. The base year 2000 traffic volumes were obtained from plottings of network traffic volumes output from the auto assignments performed for the original FEIS, as reported in the "Working Paper, Revised 2000 Base Condition Traffic Volumes," prepared by the Department of Transportation, City of Los Angeles, October, 1982.

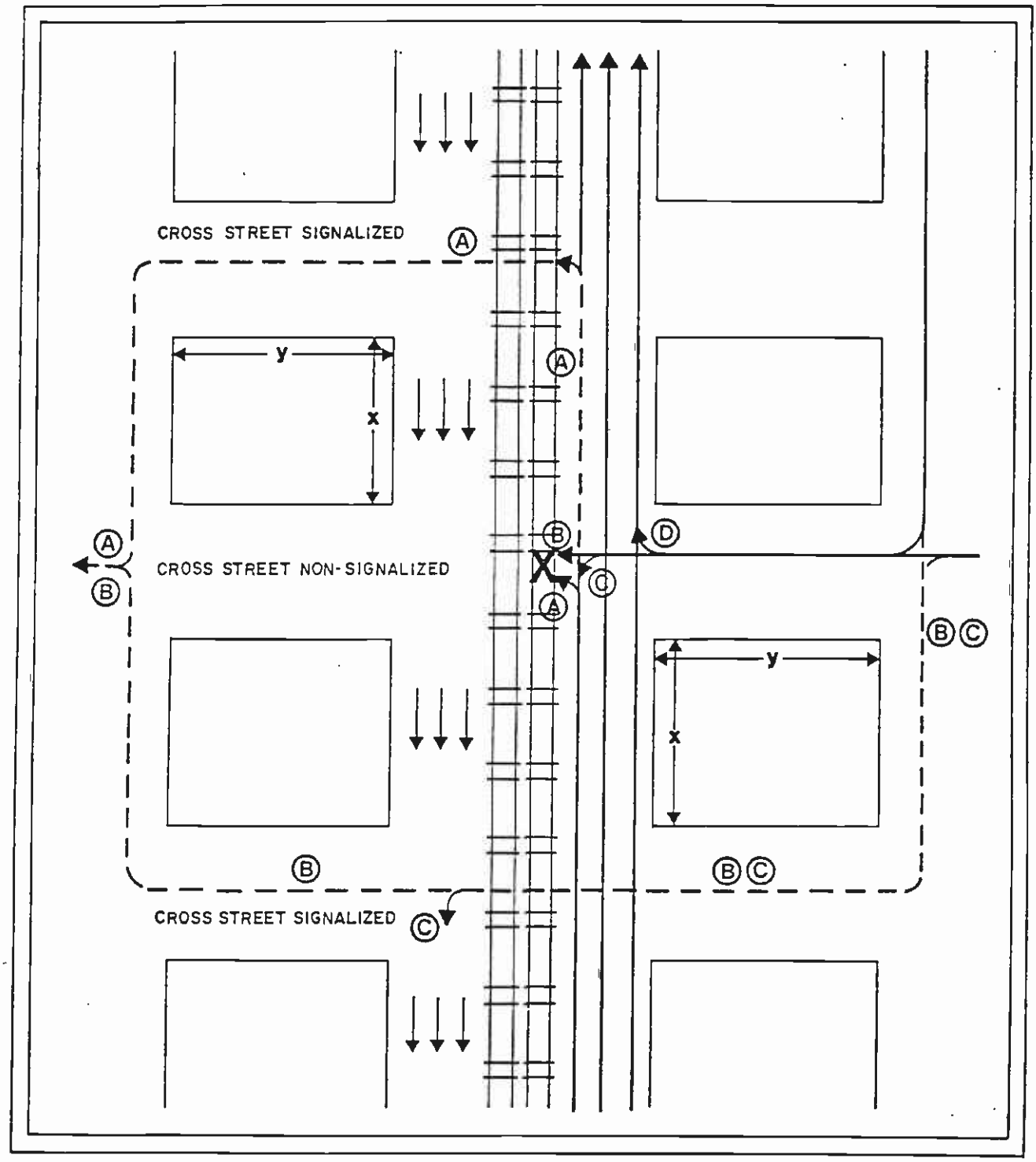
3.2 STATION TRAFFIC VOLUMES

The base year traffic volumes as obtained from the projected traffic assignment represent "background" volumes without station area or mode-of-access traffic. Therefore, the base traffic volumes had to be modified to include mode-of-access traffic generated by the Metro Rail stations on Vermont. The mode of access traffic includes park-and-ride and kiss-and-ride auto traffic.

The number of kiss-and-ride trips was derived from VASSIGN computer outputs for the Vermont/Beverly and Santa Monica/Vermont Stations as obtained from the travel demand models used by RTD in forecasting transit patronage. The kiss-and-ride trips were combined with base or background traffic to establish total traffic for intersections impacted by the diverted traffic on Vermont.

3.3 DIVERTED TRAFFIC

The construction of the aerial guideway in the center of Vermont Avenue will require that traffic crossing Vermont or turning left onto Vermont be limited to signalized cross streets. Additionally, left turns from Vermont Avenue to all nonsignalized intersections would be prohibited. All but one of the nonsignalized intersections on Vermont Avenue between Third Street and Santa Monica Boulevard are "T" intersections, and left turns from Vermont Avenue would be from one direction only. New routings were developed to measure the impact on capacity of this diversion of traffic movements. Figure 3-1 presents the



→ Permitted Movement

---→ Diverted Movement

(A) Diverted Left Turn Movement From Vermont

(B) Diverted Through Movement from Cross Street

(C) Diverted Left Turn Movement from Cross Street

(D) Permitted Right Turn Movement from Cross Street

X Movement Prohibited

Figure 3-1

DIVERSION OF TRAFFIC

schematic used for diversion of traffic. This schematic is for a cross-street intersection. At "T" intersections, all movements shown on the schematic would not occur. Traffic reassignments were based on the following assumptions:

- Motorists desiring to turn left from Vermont Avenue would be diverted to the next signalized intersection in the downstream movement and would then execute a series of turns to accomplish the desired movement (Movement A on Figure 3-1).

- Traffic on nonsignalized cross streets that desires to cross Vermont Avenue completely would be diverted to the closest signalized intersection, where it would cross Vermont and then travel back to its original east-west street (Movement B on Figure 3-1).

- Traffic on a nonsignalized cross street that desires to turn left onto Vermont Avenue would also be diverted to the closest street that intersects Vermont at a signalized intersection, and then turn left (Movement C on Figure 3-1). All cross street movements are permitted at signalized intersections with Vermont Avenue (Movements A, B, C, and D on Figure 3-1).

To execute the traffic diversion process, turning-movement counts were made at all nonsignalized intersections along Vermont.

Because diverted traffic must travel increased distances, an estimate of the additional vehicle miles of travel was computed as follows.

- The extra travel for diverted left turns from Vermont Avenue equals two times the distance to the first block downstream (distance "X" on Figure 3-1) plus two times the distance from Vermont to the nearest north-south street (distance "Y" on Figure 3-1). Some additional travel might be created by forcing the left turns to a point north or south of the location desired for the left turn. This extra distance was not added to the calculations because of an inability to determine the driver's final destination (Movement A on Figure 3-1).

- The additional distance traveled for diverted cross-street through traffic is the distance from the street of origin to the reassigned cross street, plus the distance back to the street of origin (distance "X" on Figure 3-1) (Movement B on Figure 3-1).

- There was no additional travel assigned to vehicles desiring to make a left turn from the various cross streets along Vermont (Movement C on Figure 3-1). Although the traffic would move over different streets, it was assumed that no additional travel would occur.

3.4 CAPACITY ANALYSIS

Traffic volumes and street capacities were analyzed to determine impacts of diverted traffic on critical intersections. The method used for calculation of capacity was based on procedure for planning applications as described in Transportation Research Circular 212, "Interim Materials on Highway Capacity" published by the Transportation Research Board. The capacity procedures described in the referenced report are referred to as critical movement analysis. Critical movement analysis is a procedure which allows for capacity and level-of-service determination for signalized intersections. The analysis incorporates the effects of intersection geometry and traffic signal operation, and results in a level-of-service determination of the intersection as an operating unit.

For each critical intersection, capacity analyses were performed using base traffic volumes for the year 2000 as modified to account for the effects of station access traffic and diversion of traffic. Turning movement percentages as determined from existing counts were applied to the modified volumes to establish traffic movements for each critical intersection. The existing traffic counts used in this analysis were obtained from files of traffic counts maintained by LADOT and counts conducted by the GPC. Intersection geometrics identifying number and width of lanes and lane utilization were identified from initial aerial guideway and striping plans developed by SCRTD for the Vermont aerial alignment (see enclosed Figure 3-2). These plans represent preliminary conceptual design, rather than final design.

Additional capacity analyses were performed for existing conditions and for year 2000, using the base traffic volumes without the transit station access and diverted traffic. Impacts on traffic due to the operation of the rail system were determined by comparing the change in critical volume and level of service between the ideal alignment alternative and the base condition.

4. RESULTS OF ANALYSIS

Traffic volumes and street capacities at signalized intersections along Vermont Avenue were analyzed to determine traffic impacts of the aerial guideway. Using forecasted station access traffic and diverted traffic, changes in levels of service and critical volumes were identified. The increase in vehicle miles of travel due to diversion of traffic also was identified. The impact of the diverted left turns from Vermont Avenue at driveways into developments and parking facilities was analyzed from the standpoint of changes in accessibility and effects on capacity of signalized intersections. The results of the analysis are presented in this chapter.

4.1 ANALYSIS ASSUMPTIONS

The assumptions made by the GPC for the special analysis of traffic impacts of the aerial alignment on Vermont Avenue are as follows:

- The existing number of lanes would be maintained on Vermont by reducing the sidewalk widths from fifteen to ten feet for the entire length of the alignment along Vermont.

- Left-turn lanes would be provided at all signalized intersections; they now exist at only the major signalized intersections of First, Beverly, Oakway, Northbound Hollywood Freeway on-ramp, Melrose, and Santa Monica.

- Protected left-turn phases would be installed at signalized intersections where sight distance problems exist. The sight distance problems could occur when left-turning vehicles pull out into the center of the intersection to wait for a gap in the opposing traffic flow. With the vehicles in the center of the intersection, their sight distance could be obstructed by the guideway support columns. Left-turn phasing will be provided if these problems exist.

The provision of left-turn lanes on Vermont at all signalized intersections would mitigate most of the impacts. The remaining impacts on traffic would be limited to nonsignalized cross streets and left turns from Vermont into driveways.

4.2 DIVERSION OF TRAFFIC

Traffic from cross streets along Vermont would be restricted to signalized intersections for all but right turns. In addition, left turns from Vermont at nonsignalized intersections would be prohibited. This is a result of the obstruction of sight distance to cross-street traffic turning left onto Vermont or crossing Vermont, and traffic turning left from Vermont at nonsignalized intersection. Nonsignalized intersections in the study area where turns would be restricted include Willowbrook, Lockwood, Burns, Marathon, and Council. All of these intersections except Council are "T" intersections.

Traffic on cross streets that desires to cross Vermont or turn left onto Vermont would be diverted to the nearest signalized intersection in the downstream traffic flow, where the desired movements would be permitted. Traffic desiring to turn left from Vermont at nonsignalized intersections also would be diverted to the next signalized intersection in the downstream traffic flow. The location of the cross streets restricted to right turns and routes for diversion of the cross street traffic are identified in Figure 4-1. Figure 4-2 identifies the location where left turns from Vermont would be prohibited and the routes for diversion of this traffic.

4.3 DIVERTED CROSS-STREET TRAFFIC VOLUMES AND VEHICLE MILES OF TRAVEL

Based on traffic counts performed by the GPC, diverted traffic volumes were identified for cross streets restricted to right turns. Specifically, existing traffic crossing Vermont or turning left onto Vermont from cross streets was identified for the midday peak (12:00 a.m. to 1:00 p.m.), afternoon peak (5:00 to 6:00 p.m.), and the total midday (9:00 a.m. to 4:00 p.m.). Forecasts of these traffic volumes for the year 2000, when the aerial guideway would be operational, also were identified. The existing and forecasted traffic volumes on cross streets that would be diverted to signalized intersections are shown in Table 4-1.

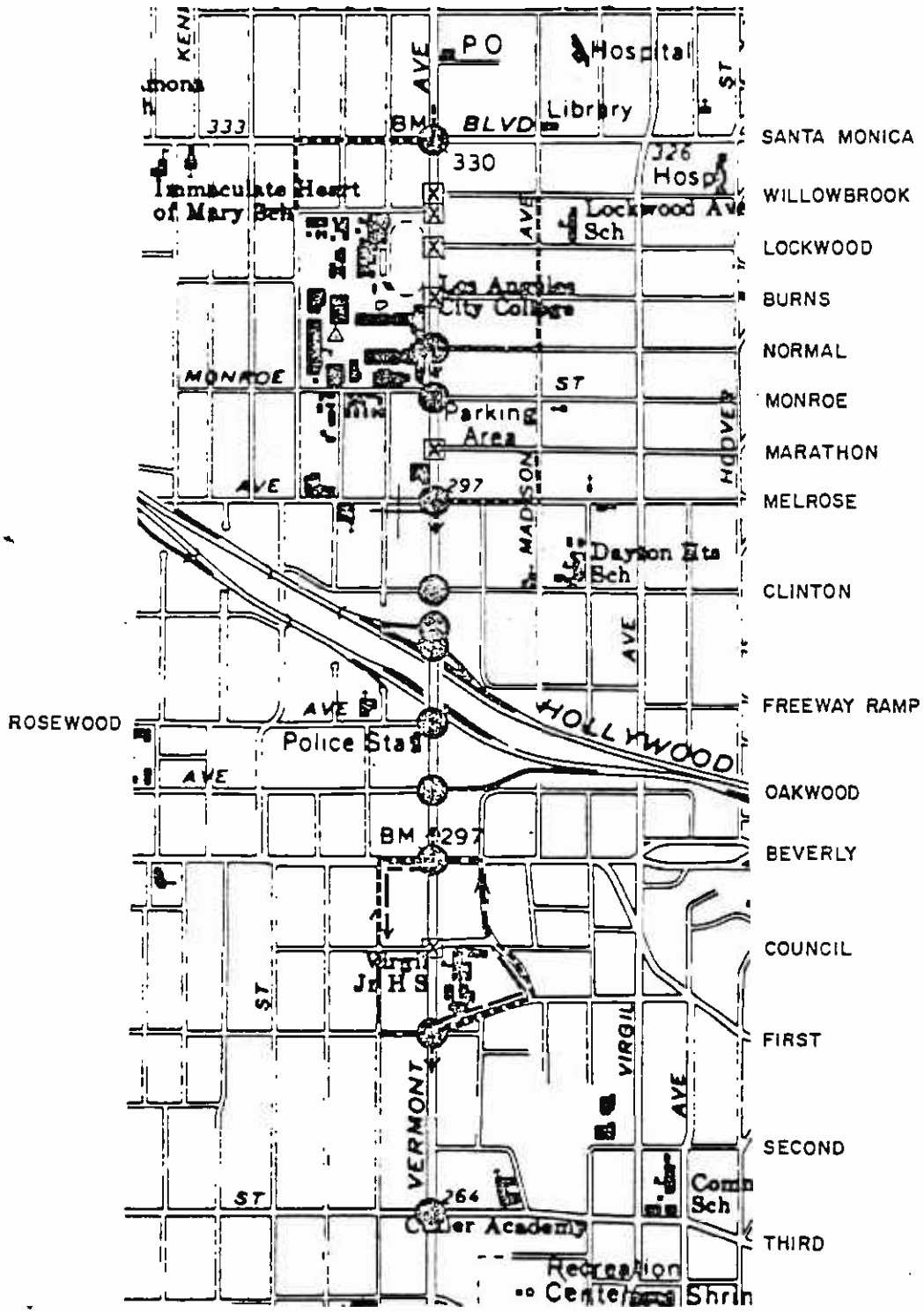
The existing traffic counts demonstrate that a total of 905 vehicles would be affected during the midday period. This includes both through traffic and left turns from the cross streets of Willowbrook, Lockwood, Burns, Marathon, and Council Streets. Most of the diverted traffic would represent left-turning vehicles (862). During the midday peak, a total of 108 vehicles, including 101 left-turn and seven through vehicles. Diverted traffic during the afternoon peak hour would total 139 vehicles. Again, most of the traffic would consist of left-turning vehicles (133).

Because the analysis of traffic impacts focused on year 2000 impacts, it was necessary to forecast to year 2000 the existing traffic that would be diverted. The forecasts were developed by the GPC using the 1980 and year 2000 volumes from the base condition traffic assignments developed by LADOT for the FEIS. A comparison of changes in traffic on Vermont between 1980 and 2000 showed an average change of sixteen percent. Assuming traffic on cross streets would increase at the same rate as traffic on Vermont, year 2000 forecasts of diverted traffic from cross streets were prepared by applying this percentage change to the existing traffic volumes. The forecasts show that a total of 1,050 vehicles would be diverted from cross streets during the midday in year 2000. Diverted traffic during the midday and afternoon peaks would total 125 and 161 vehicles, respectively.

Additional vehicle miles of travel (VMT) incurred by the diverted traffic were estimated based on the number of vehicles diverted and the additional distance traveled by the diverted vehicles. An examination of the routes for the diverted traffic revealed that only the vehicles crossing Vermont would incur increased VMT. Left-turn vehicles diverted to the next signalized intersection in the downstream traffic flow would continue traveling in the same direction of travel; thus, these vehicles would not incur any increase in VMT. Vehicles incurring additional VMT would be limited to those crossing Vermont from Council Street. Vehicles diverted from westbound Council would incur twenty additional miles of travel daily, while vehicles diverted from eastbound Council would

Figure 4-1

DIVERSION OF CROSS STREET TRAFFIC



Signalized Intersection: All Movements Permitted

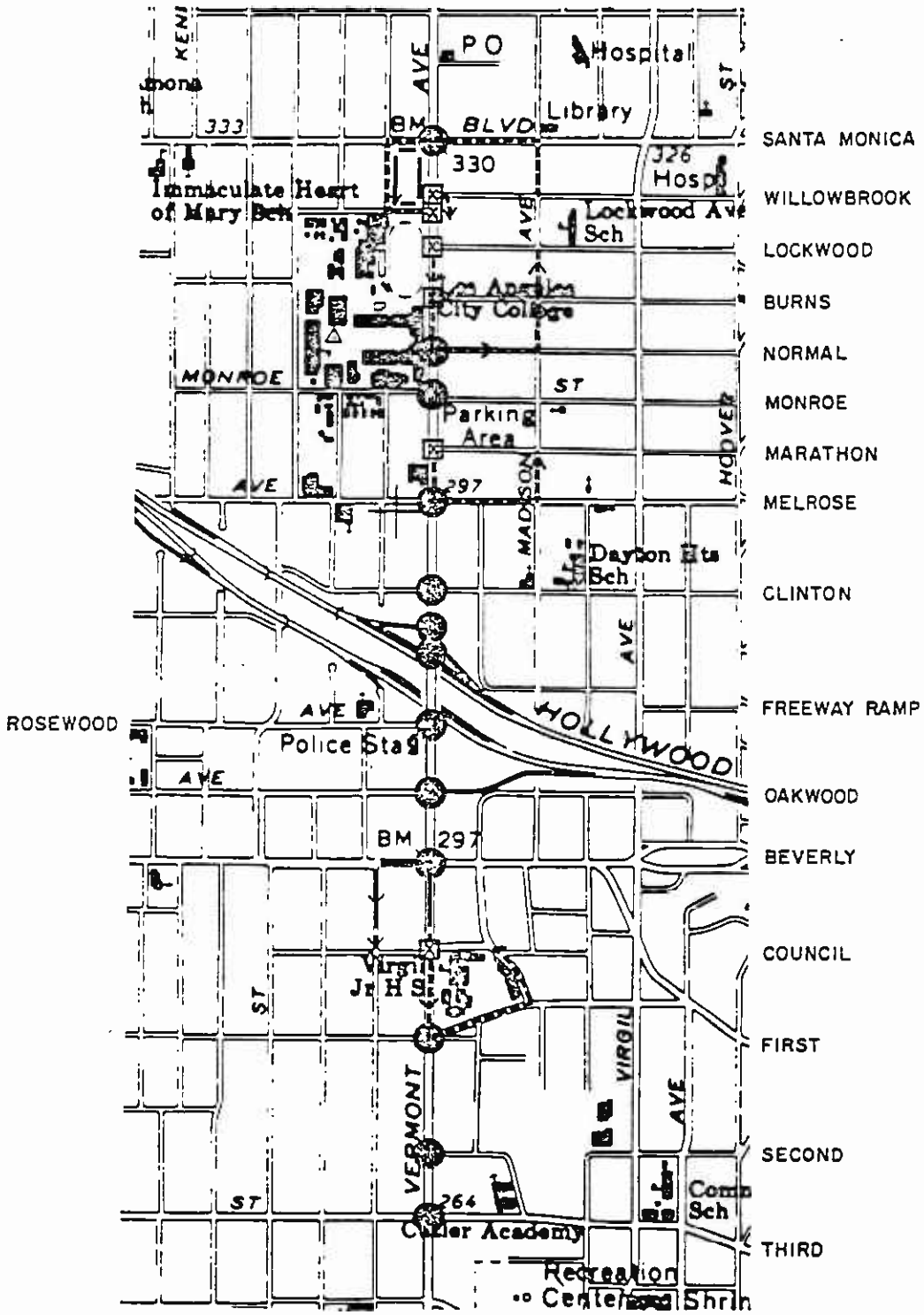
Non-Signalized Intersection: All Movements But Right Turns from Cross Streets Prohibited

----- Diverted Left Turns from Southbound Vermont

— — Diverted Left Turns from Northbound Vermont

Figure 4-2

DIVERSION OF LEFT TURNS FROM VERMONT



Signalized Intersection: All Movements Permitted

Non-Signalized Intersection: All Movements But Right Turns from Cross Streets Prohibited

----- Diverted Left Turns from Southbound Vermont

— — Diverted Left Turns from Northbound Vermont

TABLE 4-1

DIVERTED CROSS STREET TRAFFIC VOLUMES

Cross Street	Directional Movement	Existing Traffic: Total Midday (9-4)	Existing Traffic: Midday Peak (12-1)	Existing Traffic: Afternoon Peak (5-6)
WB Willowbrook	Left turn	65	11	11
	Through	--	--	--
	Total	65	11	11
EB Willowbrook	Left turn	30	9	10
	Through	--	--	--
	Total	30	9	10
WB Lockwood	Left turn	89	10	16
	Through	--	--	--
	Total	89	10	16
WB Burns	Left turn	208	21	34
	Through	--	--	--
	Total	208	21	34
WB Marathon	Left turn	30	8	4
	Through	--	--	--
	Total	30	8	4
WB Council	Left turn	273	21	31
	Through	25	6	5
	Total	298	27	36
EB Council	Left turn	78	11	11
	Through	18	1	1
	Total	96	12	12
All Streets	Left turn	862	101	133
	Through	43	7	6
	Total	905	108	139

--continued

TABLE 4-1 (CONTINUED)

DIVERTED CROSS STREET TRAFFIC VOLUMES

Cross Street	Directional Movement	Year 2000 Traffic: Total Midday (9-4)	Midday Peak (12-1)	Afternoon Peak (5-6)
WB Willowbrook	Left turn	75	13	13
	Through	--	--	--
	Total	75	13	13
EB Willowbrook	Left turn	35	10	12
	Through	--	--	--
	Total	35	10	12
WB Lockwood	Left turn	103	12	19
	Through	--	--	--
	Total	103	12	19
WB Burns	Left turn	241	24	39
	Through	--	--	--
	Total	241	24	39
WB Marathon	Left turn	35	9	5
	Through	--	--	--
	Total	35	9	5
WB Council	Left turn	317	24	36
	Through	29	7	6
	Total	317	24	42
EB Council	Left turn	90	13	13
	Through	21	1	1
	Total	111	14	14
All Streets	Left turn	1,000	117	154
	Through	50	8	7
	Total	1,050	125	161

incur eighteen miles of travel daily. Total VMT incurred daily in year 2000 by vehicles diverted from cross streets on Vermont would amount to 38 miles.

4.4 DIVERTED LEFT-TURN TRAFFIC VOLUMES AND VEHICLE MILES OF TRAVEL

In addition to the restriction of nonsignalized cross streets to right turns only, left turns on Vermont Avenue would be restricted to signalized intersections. Left turns at nonsignalized cross streets and into driveways on the opposite side of the street would be prohibited.

Based on traffic counts performed by the GPC, diverted left-turn traffic volumes were identified at nonsignalized cross streets where left turns would be prohibited. Specifically, existing traffic turning left from Vermont at nonsignalized cross streets was identified for the midday peak (12:00 a.m. to 1:00 p.m.), afternoon peak (5:00 to 6:00 p.m.), and the total midday (9:00 a.m. to 4:00 p.m.). Forecasts of these traffic volumes for the year 2000, when the aerial guideway would be operational, also were identified. The existing and forecasted left-turn traffic volumes on Vermont at nonsignalized cross streets that would be diverted to signalized intersections are shown in Table 4-2.

The existing traffic counts show that a total of 632 vehicles would be affected by the location of the aerial guideway in the center of Vermont Avenue during the midday period. This includes left turns from Vermont at the cross streets of Willowbrook, Lockwood, Burns, Marathon, and Council Streets. During the midday peak, a total of 73 vehicles would be diverted. Diverted traffic during the afternoon peak hour would total 152 vehicles.

Forecasted 2000 traffic volumes show that a total of 73 vehicles would be diverted from Vermont at nonsignalized cross streets. Diverted traffic during the midday and afternoon peaks would total 85 and 176 vehicles, respectively.

Additional vehicle miles of travel (VMT) incurred by the diverted traffic were estimated based on the number of vehicles diverted and the additional distance traveled by the diverted vehicles. Left-turning vehicles diverted from Vermont would travel to the next signalized intersection in the downstream traffic flow, where they would make a left turn and then travel back to their original cross street. Total VMT incurred daily in year 2000 by vehicles diverted from Vermont would amount to 363 miles.

The restriction of left turns on Vermont to signalized intersections would eliminate left turns into driveways of developments and parking facilities. The inventory of existing conditions identified a total of 39 driveways on Vermont. Twelve of the driveways serve parking facilities. Left turns from Vermont into the driveways also would be diverted to the next signalized intersection in the downstream traffic flow, where they would make a left turn and then a series of two left turns and one right turn to complete the desired movement. No estimate of the number of left turns from Vermont into driveways could be identified without conducting additional traffic counts or developing estimates from trip generation factors and information on land use along Vermont. Time and budgetary constraints prevented such an undertaking for this study. However, it can be stated that the prohibition of left turns on Vermont will potentially reduce accessibility to surrounding developments and increase traffic at signalized intersections where left turns are permitted. The increased number of left turns could further degrade traffic flow at these intersections.

TABLE 4-2

DIVERTED MAIN LINE TRAFFIC VOLUMES

Cross Street	Directional Movement	Existing Traffic: Total Midday (9-4)	Existing Traffic: Midday Peak (12-1)	Existing Traffic: Afternoon Peak (5-6)
WB Willowbrook	Left turn	187	11	60
WB Willowbrook	Left turn	77	14	1
EB Lockwood	Left turn	88	15	25
EB Burns	Left turn	150	17	36
EB Marathon	Left turn	18	3	3
WB Council	Left turn	79	9	19
EB Council	Left turn	33	4	8
All Streets	Left turn	632	73	152

Cross Street	Directional Movement	Year 2000 Traffic: Total Midday (9-4)	Year 2000 Traffic: Midday Peak (12-1)	Year 2000 Traffic: Afternoon Peak (5-6)
WB Willowbrook	Left turn	217	13	70
EB Willowbrook	Left turn	89	16	1
EB Lockwood	Left turn	102	17	29
EB Burns	Left turn	174	20	42
EB Marathon	Left turn	21	3	3
WB Council	Left turn	92	11	22
EB Council	Left turn	39	4	9
All Streets	Left turn	733	85	176

Cross Street	Additional Distance	Diverted Daily VMT
WB Willowbrook	.19	132
EB Willowbrook	.46	5
EB Lockwood	.28	81
EB Burns	.14	58
EB Marathon	.14	5
WB Council	.25	55
EB Council	.28	26
All Streets	--	363

4.5 IMPACT OF DIVERTED TRAFFIC ON VOLUME/CAPACITY AT INTERSECTIONS

An analysis was conducted of the impacts of the diverted cross-street traffic and left turns from Vermont at nonsignalized intersections on critical volumes and levels of service at intersections impacted by the diverted traffic. These intersections include:

- Santa Monica Boulevard/Vermont Avenue
- Melrose Avenue/Vermont Avenue
- First Street/Vermont Avenue
- Beverly Boulevard/Vermont Avenue

The analysis of each intersection was conducted both under existing and future conditions. The analysis of existing conditions was performed using traffic counts conducted by the GPC and traffic count data obtained from files maintained by LADOT. The analysis of future conditions was performed under base year 2000 conditions both with and without the rail project. Traffic volumes for the year 2000 with the rail project include diverted cross-street traffic and the traffic generated by the Metro Rail stations at Beverly and Santa Monica Boulevards.

Figures 4-3 through 4-6 depict peak-hour traffic movements at the intersections impacted by the diverted traffic under existing and future conditions with and without the rail project. Levels of services were determined from the capacity analysis of the intersections and used to make judgments of the impacts. LOS D was considered to be acceptable. At this service level, delays will occur, but only for limited duration. A change in level of service from the 2000 base condition to a LOS E or F with the project was considered to be a major impact and an indication of the need for improvement.

Levels of service and critical volumes from the capacity analyses of intersections impacted by the diverted traffic are shown in Table 4-3. Appendix B contains computer printouts of the capacity analyses. The results indicate that all intersections are expected to operate at LOS E and F in year 2000 both with and without the project. Thus, diversion of traffic would have little impact on level of service.

However, changes in critical volumes would occur with the diversion of traffic to other intersections. The change in critical volume was less than 75 vehicles at three of the four intersections analyzed. A change of less than 75 vehicles is considered to be a minor impact on traffic flow. The remaining intersection was found to have a change in critical volume of 130 vehicles. This is considered to be a moderate impact on traffic flow, because the change in critical volume is between 75 and 150 vehicles. A change in critical volume greater than 150 vehicles was considered to be a major impact on traffic flow at the intersection. As noted, none of the intersections analyzed would experience a major impact on traffic flow as a result of the diversion of traffic on Vermont. This rating of traffic impacts based on changes in critical volumes was derived from threshold levels of critical volumes for levels of service A through F for planning applications as described in Transportation Research Circular 212. A review of the critical volumes by level of service revealed that a change in critical volume of 150 vehicles per hour would produce a change in service level from one level to the next. This represents the maximum number of vehicles that can be added to the critical volume without changing the level

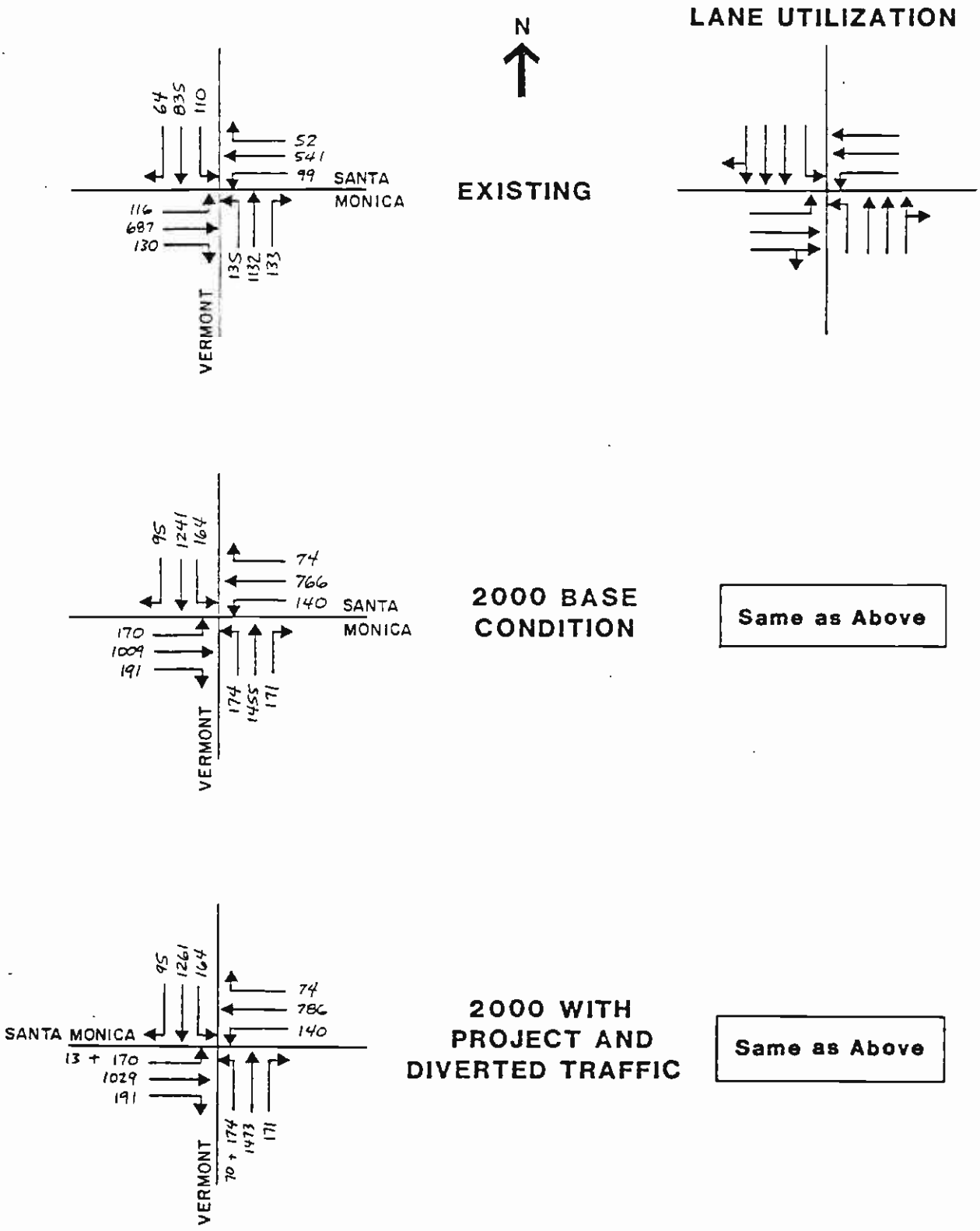


Figure 4-3

DIVERTED TRAFFIC INTERSECTION ANALYSIS
VERMONT/SANTA MONICA PM PEAK HOUR

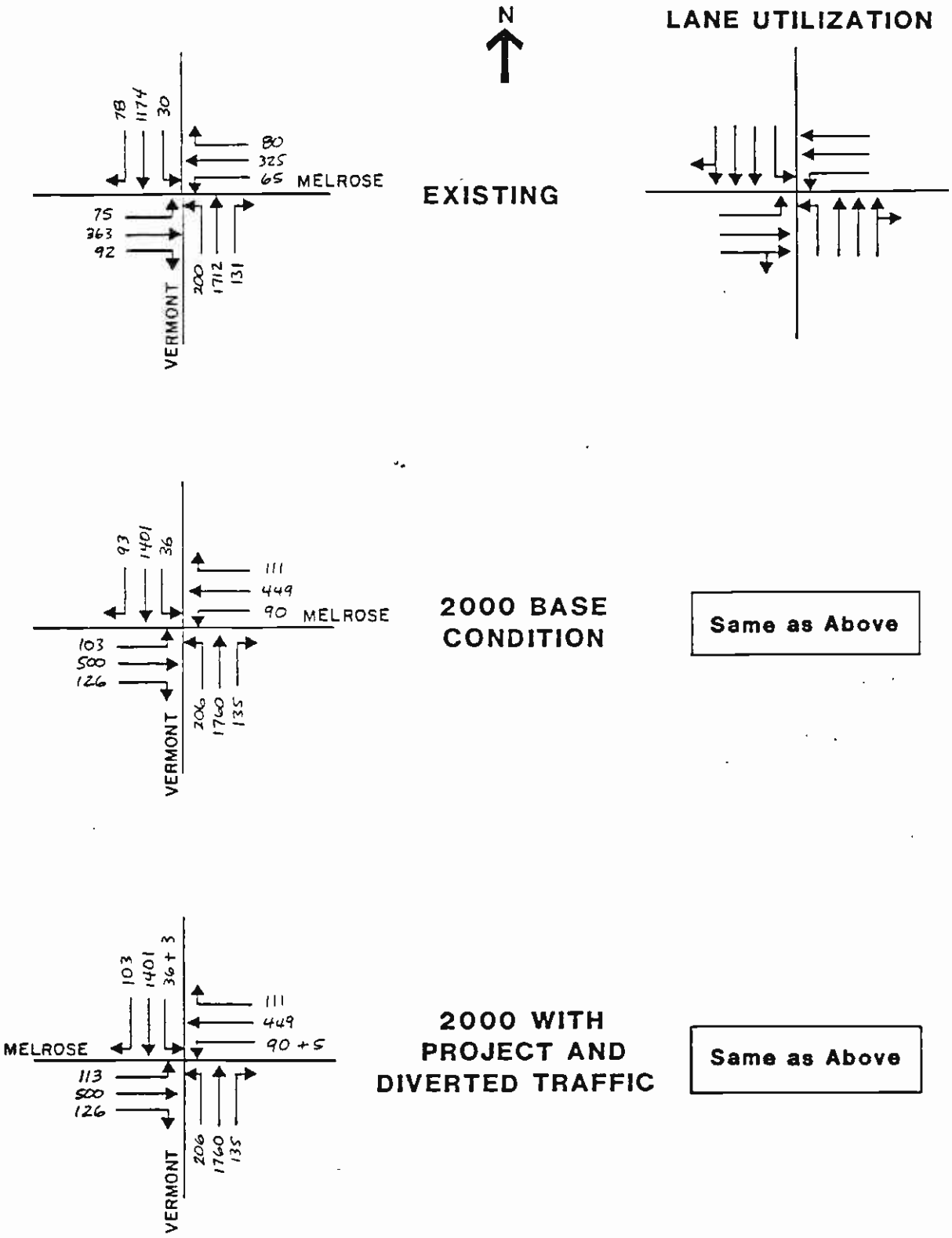


Figure 4-4

DIVERTED TRAFFIC INTERSECTION ANALYSIS
VERMONT/MELROSE PM PEAK HOUR

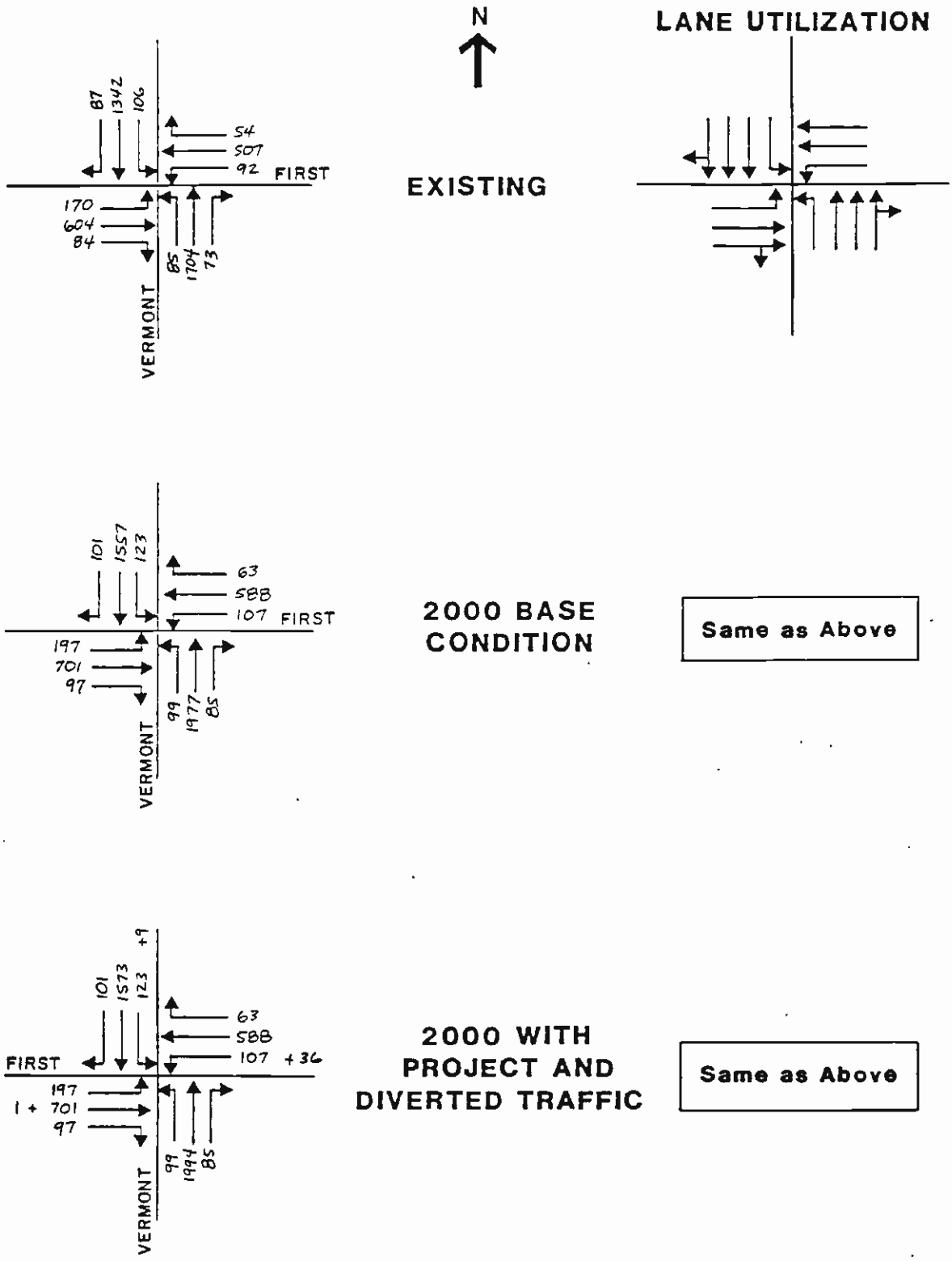


Figure 4-5

DIVERTED TRAFFIC INTERSECTION ANALYSIS
VERMONT/FIRST PM PEAK HOUR

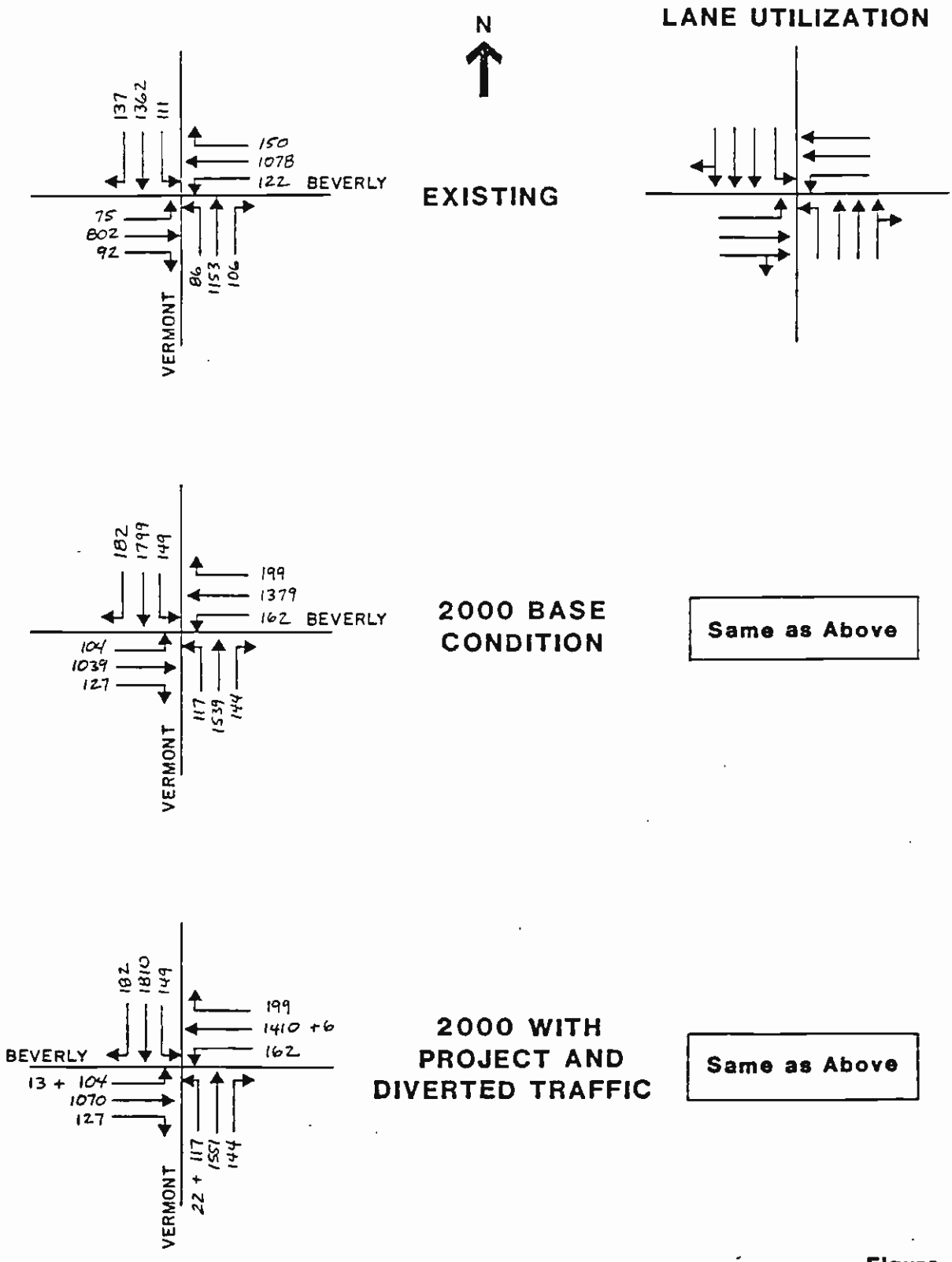


Figure 4-6

DIVERTED TRAFFIC INTERSECTION ANALYSIS
VERMONT/BEVERLY PM PEAK HOUR

of service of the intersection.

TABLE 4-3

IMPACT OF DIVERTED CROSS STREET AND STATION ACCESS TRAFFIC ON CRITICAL VOLUMES AND LEVELS OF SERVICE

Santa Monica/Vermont Intersection	Existing Critical Volume	Existing Level of Service	2000 Base Critical Volume	2000 Base Level of Service
Santa Monica/Vermont	943	B	1,446	F
Melrose/Vermont	1,340	E	1,724	F
First/Vermont	1,149	D	1,333	E
Beverly/Vermont	1,814	F	2,288	F

Santa Monica/Vermont Intersection	With Project Critical Volume	With Project Absolute Change	With Project Level of Service
Santa Monica/Vermont	1,462	16	F
Melrose/Vermont	1,748	24	F
Beverly/Vermont	2,418	130	F

5. MITIGATION OF TRAFFIC IMPACTS

Based on the results of the analysis of traffic impacts of the aerial guideway alignment on Vermont Avenue, traffic mitigation measures will be needed at intersections at LOS E or F. These intersections include:

- Santa Monica Boulevard/Vermont Avenue
- Melrose Avenue/Vermont Avenue
- First Street/Vermont Avenue
- Beverly Boulevard/Vermont Avenue

Each of these intersections was found to operate at LOS E or F both with and without the project. Therefore, improvements will be needed regardless of whether the rail project is completed. Types of mitigation measures that could be considered for these intersections include:

- Increase intersection approach capacity through installation of parking restrictions.
- Restripe intersection approach to provide an additional through traffic and/or turn lane.
- Install left-turn restriction/prohibition.
- Add or revise traffic signal phase to accommodate the projected traffic movements.
- Widen intersection approach to provide additional through traffic and/or turn lane.

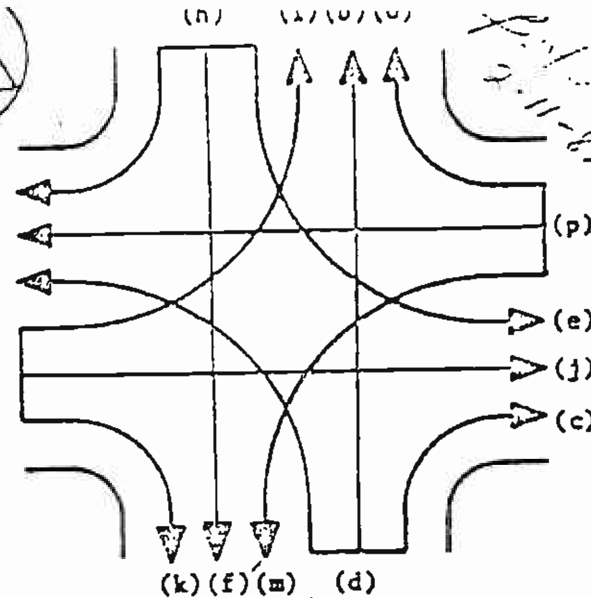
The specific measure to be applied at each intersection with traffic at LOS E or F will be identified during Final Design of the Metro Rail project. Factors to be considered in the selection of the appropriate mitigation measure to be applied at an intersection include costs, public acceptance, effectiveness, and responsibility for funding and/or enforcement. SCRTD is responsible for certain specific mitigation measures, primarily those within the immediate vicinity of stations, and these will be implemented as part of station construction. Other measures not in the immediate vicinity of stations would probably not qualify for project funding. These measures could be implemented either by the LADOT or by the County Road Department through their Capital Improvement Program. Implementation of such measures would be subject to availability of adequate city or county capital improvement funds.

APPENDIX A

TRAFFIC COUNTS

DT 200 (3R-2/79)
City of Los Angeles
Department of Transportation

TRAFFIC COUNT SUMMARY



9-11-82

NORTH/SOUTH [illegible]

EAST/WEST Santa Monica Boulevard

DAY & DATE [illegible] WEATHER Clear

HOURS [illegible] AM [illegible] PM

SCHOOL DAY [illegible] DISTRICT [illegible]

	N/B	S/B	E/B	W/B
DUAL WHEELED	[illegible]	126	83	68
BUSES	79	115	41	41

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PEAK 15 MIN	[illegible]	[illegible]	[illegible]	7:3[illegible]	[illegible]	7:45	235	7:00
PM PEAK 15 MIN	[illegible]	[illegible]	540	3:45	[illegible]	[illegible]	609	5:00
AM PEAK HOUR	[illegible]	[illegible]	[illegible]	7:30	[illegible]	7:30	[illegible]	7:45
PM PEAK HOUR	[illegible]	[illegible]	[illegible]	3:[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

HOURS	NORTHBOUND APPROACH (a)	(b)	(c)	(d)	SOUTHBOUND APPROACH (e)	(f)	(g)	(h)	TOTAL d + h	XING S/L(d) Ped	Sc Ch	XING N/L(h) Ped	Sc Ch
7-8	67	[illegible]	[illegible]	[illegible]	24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16	145	11
8-9	90	[illegible]	[illegible]	[illegible]	27	[illegible]	[illegible]	[illegible]	[illegible]	74	3	171	2
9-10	62	579	[illegible]	[illegible]	31	[illegible]	77	[illegible]	[illegible]	[illegible]	—	131	—
3-4	135	[illegible]	105	[illegible]	41	[illegible]	141	1117	2338	141	14	279	48
4-5	[illegible]	[illegible]	117	[illegible]	59	[illegible]	[illegible]	1062	[illegible]	[illegible]	5	183	6
5-6	[illegible]	[illegible]	132	1400	[illegible]	835	[illegible]	[illegible]	2409	[illegible]	8	164	6
TOTAL	[illegible]	[illegible]	509	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12343	695	46	1105	73

HOURS	EASTBOUND APPROACH (i)	(j)	(k)	(l)	WESTBOUND APPROACH (m)	(n)	(o)	(p)	TOTAL l + p	XING W/L(l) Ped	Sc Ch	XING E/L(p) Ped	Sc Ch
7-8	73	[illegible]	107	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	127	6	154	28
8-9	91	[illegible]	107	[illegible]	45	[illegible]	[illegible]	[illegible]	1319	149	6	100	1
9-10	[illegible]	[illegible]	[illegible]	[illegible]	75	[illegible]	[illegible]	405	[illegible]	152	4	95	—
3-4	131	[illegible]	117	666	[illegible]	[illegible]	[illegible]	[illegible]	1254	[illegible]	[illegible]	137	6
4-5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	163	5	237	19
5-6	[illegible]	[illegible]	131	[illegible]	99	[illegible]	[illegible]	[illegible]	[illegible]	109	13	243	8
TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2869	[illegible]	[illegible]	[illegible]	941	40	966	62

CITY OF LOS ANGELES
DEPARTM OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: SANTA MONICA BL AT VERMONT AV | DATE: 03-19-84 | DESCRIPTION: C 04 [illegible] 4 2 | DAY OF THE WEEK: MO HW

HOUR BEGINNING	EAST BOUND					WEST BOUND					RATIO (E/W)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
[illegible] AM	9	21	30	25	135	31	33	32	23	119	1.1	2.3*	1.4	1.2	260
1 AM	43	31	21	29	123	23	21	13	17	71	2.2*	1.5*	1.5*	1.5*	194
2 AM	27	19	18	24	90	14	19	9	13	55	2.1*	1.0	2.0*	1.8*	145
3 AM	19	12	20	8	59	11	13	15	8	52	1.0	.9	1.3	1.0	107
4 AM	13	11	12	11	47	4	4	3	2	13	3.3*	2.8*	1.5*	5.5*	65
5 AM	13	13	19	31	76	13	9	11	26	60	1.2	1.3	1.2	1.3	144
6 AM	42	43	59	94	238	32	48	50	39	225	1.2	.9	1.1	1.1	406
7 AM	116	122	140	178	562	92	159	133	176	561	1.2	.8	1.1	1.0	1123
8 AM	141	133	129	119	512	117	104	121	159	611	.9	.8	1.0	.8	1123
9 AM	134	134	131	146	546	138	116	91	104	449	1.0	1.2	1.4	1.3	981
10 AM	134	144	149	148	575	97	93	165	116	411	1.0*	1.5*	1.4	1.3	1006
11 AM	133	149	151	163	601	91	111	117	98	416	1.5*	1.3	1.5*	1.7*	1027
12 PM	103	152	143	142	607	114	117	104	130	453	1.5*	1.4	1.4	1.1	1060
1 PM	132	139	154	158	604	106	132	129	112	482	1.4	1.1	1.2	1.4	1086
2 PM	159	155	194	102	710	104	131	155	125	492	1.5*	1.3	1.5*	1.5*	1192
3 PM	164	162	136	180	642	116	120	111	137	491	1.4	1.3	1.4	1.2	1133
4 PM	238	210	215	218	852	13	102	151	157	533	1.4	1.3	1.2	1.4	1502
5 PM	242	242	231	219	935	211	203	178	173	750	1.2	1.2	1.4	1.3	1685
6 PM	221	210	213	216	859	159	156	167	149	631	1.3*	1.4	1.3	1.4	1510
7 PM	151	176	173	140	640	122	132	121	126	501	1.3*	1.3	1.4	1.2	1191
8 PM	132	116	127	114	489	96	95	76	95	361	1.4	1.2	1.7*	1.2	844
9 PM	117	103	129	92	439	71	87	91	90	339	1.7*	1.3	1.4	1.4	772
10 PM	93	89	76	70	319	74	58	65	64	257	1.4	1.2	1.2	1.2	576
11 PM	67	73	65	57	262	51	45	49	47	192	1.3*	1.6*	1.3	1.2	474
		6 HOUR TOTAL			4039					3518					7547
		16 HOUR TOTAL			9915					7786					17701
		24 HOUR TOTAL			11664					8002					19666
PEAK HOURS		HOUR BEGINNING	VOLUME			HOUR BEGINNING	VOLUME			HOUR BEGINNING	VOLUME				
	AM	11 15	628		AM	7 30	649		AM	7 30	1247				
	PM	5 00	935		PM	5 00	750		PM	5 00	1685				

FORM NO 353 REV (1/83)

[illegible] 03-19-84
34 08

SANTA MONICA BL AT VERMONT AV

43

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: VERMONT AV AT SANTA MONICA BL | DATE: 05-17-34 | DESCRIPTION: C 0 45 40 + + | DAY OF THE WEEK: MJ HW

HOUR BEGINNING	NORTH BOUND					SOUTH BOUND					RATIO (N/S)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	75	71	93	99	338	77	72	99	92	279	.9	.9	1.1	1.0	539
1 AM	44	47	30	33	170	51	43	34	51	177	.9	.8	1.1	1.0	347
2 AM	30	20	24	14	92	33	19	23	27	117	.6*	1.1	.9	.7*	209
3 AM	12	19	16	13	60	16	19	12	17	63	1.0	1.5	1.3*	.8	128
4 AM	20	15	30	31	116	24	21	15	21	81	1.2	.7*	1.9*	1.8*	194
5 AM	27	39	77	93	332	29	22	39	48	138	.9	1.8*	2.0*	1.9*	370
6 AM	121	166	181	170	637	83	112	148	154	497	1.4	1.5*	1.7*	1.1	1094
7 AM	127	205	224	233	831	178	208	259	271	916	1.0	1.0	.9	.9	1745
8 AM	199	205	219	233	856	253	234	230	258	977	.8	.9	1.0	.9	1833
9 AM	166	253	275	256	1020	194	177	193	212	776	1.3	1.2	1.4	1.3	1802
10 AM	213	272	297	252	1034	253	230	219	274	956	1.2	1.2	1.1	.9	2002
11 AM	303	353	409	262	1126	237	262	270	265	1034	1.3	.9	1.0	1.1	2173
12 PM	331	351	364	273	1141	274	262	234	269	1039	1.0	1.0	1.3	1.0	2204
1 PM	327	326	401	264	1220	253	230	232	236	951	1.3	1.4	1.2	1.2	2191
2 PM	293	312	330	284	1219	251	266	261	256	1034	1.2	1.2	1.3	1.1	2274
3 PM	306	311	271	296	1184	274	263	296	279	1114	1.1	1.2	.9	1.0	2278
4 PM	267	278	309	344	1198	270	281	279	363	1119	1.0	1.1	1.1	1.0	2268
5 PM	291	322	290	327	1239	259	271	299	272	1100	1.0	1.2	1.0	1.2	2365
6 PM	297	310	299	306	1212	261	251	241	250	1023	1.1	1.2	1.2	1.2	2240
7 PM	264	284	201	224	1093	201	221	227	197	846	1.1	1.2	1.2	1.3	1996
8 PM	214	214	207	183	818	214	197	182	193	786	1.0	1.0	1.2	.9	1616
9 PM	200	193	189	167	749	164	179	161	171	675	1.4	1.1	1.2	1.0	1454
10 PM	143	152	123	133	520	151	134	142	124	551	1.0	1.1	.9	.9	1079
11 PM	111	117	96	79	403	142	113	122	97	477	.8	1.2	.8	.8	880
6 HOUR TOTAL					6285					6026					12311
16 HOUR TOTAL					16577					14973					31555
24 HOUR TOTAL					18443					16856					35301

PEAK HOURS		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
	AM	11 15	1126	AM	11 15	1107	AM	11 15	2233
	PM	5 15	1239	PM	4 45	1157	PM	4 45	2373

FORM NO. 253 REV. (1/83)

75-84 60-32 5 05-17-34
34 07

VERMONT AV AT SANTA MONICA BL

City of Los Angeles
Department of Transportation

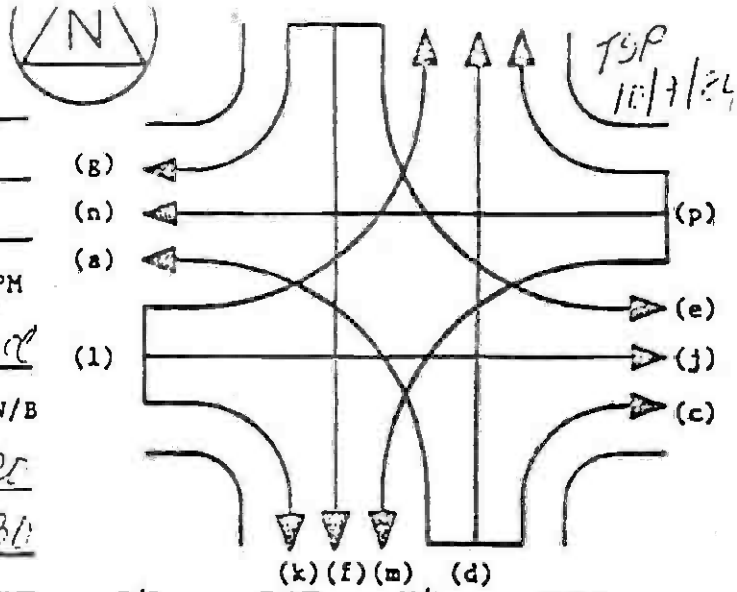
NORTH/SOUTH Vermont Ave

EAST/WEST Melrose Ave

DAY & DATE [illegible] 7/19/[illegible] WEATHER [illegible]

HOURS 7-10 AM 3-6 PM

SCHOOL DAY [illegible] DISTRICT [illegible]



	N/B	S/B	E/B	W/B
DUAL WHEELED	122	72	38	25
BUSES	158	118	34	30

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PEAK 15 MIN	299	9 30	239	7 30	104	7 30	100	7 30
PM PEAK 15 MIN	394	5 30	301	5 00	136	5 30	123	5 00
AM PEAK HOUR	1160	9 00	922	7 00	358	7 30	380	7 30
PM PEAK HOUR	1530	5 00	1180	5 00	538	5 00	456	5 00

	NORTHBOUND APPROACH				SOUTHBOUND APPROACH				TOTAL	XING S/L(d)		XING N/L(h)	
HOURS	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	d + h	Ped	Sc Ch	Ped	Sc Ch
7-8	98	708	36	902	18	814	90	922	1824	176	10	124	—
8-9	186	888	36	1110	16	642	62	720	1830	166	—	10	—
9-10	128	994	38	1160	20	504	64	588	1748	70	—	12	—
3-4	122	1072	62	1258	30	1042	72	1150	2358	130	—	20	—
4-5	98	1112	64	1274	28	1010	48	1086	2360	94	—	10	4
5-6	200	1330	98	1531	30	1024	86	1140	2710	100	—	46	2
TOTAL	832	6112	2344	7184	1442	5102	442	5544	12928	6544	10	1124	6

	EASTBOUND APPROACH				WESTBOUND APPROACH				TOTAL	XING W/L(l)		XING E/L(p)	
HOURS	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	l + p	Ped	Sc Ch	Ped	Sc Ch
7-8	54	226	72	352	98	228	10	336	688	36	—	78	4
8-9	132	168	42	272	52	284	18	354	626	32	—	72	—
9-10	72	158	66	296	44	144	12	200	496	22	—	56	2
3-4	78	252	90	420	58	228	18	304	724	38	—	82	12
4-5	92	364	82	462	26	288	22	330	792	44	—	88	2
5-6	142	422	74	538	12	422	22	456	994	18	—	92	6
TOTAL	328	1590	426	2340	284	1594	102	1980	4320	190	—	468	26

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: MELROSE AV AT VERMONT AV

DATE: 10-17-83

DESCRIPTION: C 033 40 2 3

DAY OF THE WEEK: MO WE

HOUR BEGINNING	EAST BOUND					WEST BOUND					RATIO (E/W)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	38	41	21	29	129	17	12	26	10	65	2.2*	3.4*	.8	2.9*	194
1 AM	25	18	21	31	95	23	12	13	9	57	1.1	1.5*	1.6*	3.4*	152
2 AM	17	18	7	8	50	16	11	9	6	42	1.1	1.6*	.8	1.3	92
3 AM	4	5	6	7	22	5	6	7	2	20	.8	.8	.9	3.5*	42
4 AM	6	2	5	3	16	4	3	4	3	14	1.5*	.7*	1.3	1.0	30
5 AM	7	14	7	17	45	6	13	15	15	49	1.2	1.1	.5*	1.1	94
6 AM	19	34	31	56	140	10	40	40	53	143	1.9*	.9	.8	1.1	283
7 AM	88	114	98	127	427	73	93	113	125	404	1.2	1.2	.9	1.0	831
8 AM	120	101	84	61	366	116	107	101	94	418	1.0	.9	.8	.6*	784
9 AM	109	85	80	72	346	99	78	98	78	353	1.1	1.1	.8	.9	699
10 AM	81	81	80	72	314	67	68	65	69	269	1.2	1.2	1.2	1.0	583
11 AM	90	95	69	88	342	97	81	62	91	331	.9	1.2	1.1	1.0	673
12 PM	99	82	95	94	370	94	105	96	78	373	1.1	.8	1.0	1.2	743
1 PM	93	95	67	89	344	83	95	73	76	327	1.1	1.0	.9	1.2	671
2 PM	91	87	73	90	341	87	89	72	76	324	1.0	1.0	1.0	1.2	665
3 PM	131	105	128	121	485	85	98	73	89	345	1.5*	1.1	1.8*	1.4	830
4 PM	120	120	131	149	520	103	102	103	94	402	1.2	1.2	1.3	1.6*	922
5 PM	132	129	119	112	492	102	119	113	116	450	1.3	1.1	1.1	1.0	942
6 PM	120	112	117	111	460	116	133	94	109	452	1.0	.8	1.2	1.0	912
7 PM	105	117	94	84	400	106	98	64	77	345	1.0	1.2	1.5*	1.1	745
8 PM	86	88	87	62	323	49	74	45	48	216	1.8*	1.2	1.9*	1.3	539
9 PM	101	92	92	94	379	77	71	92	75	315	1.3	1.3	1.0	1.3	694
10 PM	68	70	51	57	246	53	46	44	47	190	1.3	1.5*	1.2	1.2	436
11 PM	47	50	61	4	162	30	23	25	26	104	1.6*	2.2*	2.4*	.2*	266
6 HOUR TOTAL					2636					2372					5008
16 HOUR TOTAL					6049					5467					11516
24 HOUR TOTAL					6814					6008					12822

PEAK HOURS		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
	AM	7 15	459	AM	7 30	461	AM	7 30	907
	PM	4 30	541	PM	5 30	478	PM	4 30	959

FORM NO. 253 REV. (1/83)

49950 75850 6 10-17-83
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MELROSE AV AT VERMONT AV

CITY OF LOS ANGELES
DEPARTME OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: VERMONT AV AT MELROSE AV | DATE: 10-17-83 | DESCRIPTION: C 042 42 4 4 | DAY OF THE WEEK: MO TU WE TH FR SA SU

HOUR BEGINNING	NORTH BOUND					SOUTH BOUND					RATIO (N/S)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTA
12 AM	87	74	69	69	299	112	108	77	68	365	.8	.7*	.9	1.0	664
1 AM	54	40	45	38	177	72	50	59	45	226	.8	.8	.8	.8	403
2 AM	39	37	20	70	166	67	62	45	32	206	.6*	.6*	.4*	2.2*	372
3 AM	24	26	28	17	95	26	20	16	17	79	.9	1.3	1.8*	1.0	174
4 AM	26	16	23	37	102	22	27	26	23	98	1.2	.6*	.9	1.6*	200
5 AM	40	56	69	90	255	29	37	48	59	173	1.4	1.5*	1.4	1.5*	428
6 AM	127	205	198	273	803	78	106	108	161	453	1.6*	1.9*	1.8*	1.7*	1256
7 AM	257	257	356	397	1267	208	237	301	304	1050	1.2	1.1	1.2	1.3	2317
8 AM	349	283	374	402	1408	317	276	237	247	1077	1.1	1.0	1.6*	1.6*	2485
9 AM	677	91	347	342	1457	270	255	228	246	999	2.5*	.4*	1.5*	1.4	2456
10 AM	354	306	358	371	1389	257	281	255	265	1058	1.4	1.1	1.4	1.4	2447
11 AM	338	339	326	302	1305	315	310	281	296	1202	1.1	1.1	1.2	1.0	2507
12 PM	372	369	358	362	1461	324	341	366	319	1350	1.1	1.1	1.0	1.1	2811
1 PM	339	335	328	366	1368	320	358	285	291	1254	1.1	.9	1.2	1.3	2622
2 PM	346	329	389	383	1447	355	304	276	281	1216	1.0	1.1	1.4	1.4	2663
3 PM	361	354	365	411	1491	322	331	314	307	1274	1.1	1.1	1.2	1.3	2765
4 PM	355	399	432	453	1639	326	294	308	314	1242	1.1	1.4	1.4	1.4	2881
5 PM	486	561	497	499	2043	300	351	322	309	1282	1.6*	1.6*	1.5*	1.6*	3325
6 PM	521	393	416	403	1733	319	322	305	290	1236	1.6*	1.2	1.4	1.4	2969
7 PM	339	244	244	224	1071	318	315	262	251	1146	1.1	.8	.9	.9	2217
8 PM	341	203	190	194	928	252	278	256	232	1018	1.4	.7*	.7*	.8	1946
9 PM	220	192	195	170	785	310	350	331	332	1323	.7*	.5*	.6*	.5*	2108
10 PM	169	157	138	131	595	257	214	158	156	785	.7*	.7*	.9	.8	1380
11 PM	135	108	126	92	461	168	133	151	122	574	.8	.8	.8	.8	1035
6 HOUR TOTAL					9305					6924					1622
16 HOUR TOTAL					21595					18180					3977
24 HOUR TOTAL					23745					20686					4443

PEAK HOURS

	HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
AM	8 15	1736	AM	11 15	1211	AM	8 15	27
PM	5 15	2078	PM	12 30	1363	PM	5 15	33

FORM NO. 253 REV. (1/83)

75850 49950 5 10-17-83
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VERMONT AV AT MELROSE AV

CITY OF LOS ANGELES
ARTMENT TRANSPORTATION

24 Hour Traffic Volume

LOCATION: VERMONT AV S/O BEVERLY BL

DATE: 03-21-85 | DESCRIPTION: 0 043 33 4 3 | DAY OF THE WEEK: TH | HW

HOUR BEGINNING	NORTH BOUND					SOUTH BOUND					RATIO (N/S)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	114	105	83	87	389	137	120	107	97	461	.8	.9	.8	.9	850
1 AM	56	75	62	73	266	89	60	59	62	270	.6*	1.3	1.1	1.2	536
2 AM	70	65	54	59	248	62	65	67	41	235	1.1	1.0	.8	1.4	483
3 AM	31	31	30	17	109	33	35	28	36	132	.9	.9	1.1	.5*	241
4 AM	23	26	31	36	116	31	38	32	20	121	.7*	.7*	1.0	1.8*	237
5 AM	39	56	88	100	283	40	40	55	96	231	1.0	1.4	1.6*	1.0	514
6 AM	113	166	188	271	738	128	161	236	311	836	.9	1.0	.8	.9	1574
7 AM	251	308	372	333	1264	412	430	462	504	1808	.6*	.7*	.8	.7*	3072
8 AM	343	286	313	299	1241	526	521	509	412	1968	.7*	.5*	.6*	.7*	3209
9 AM	283	243	266	291	1083	439	376	396	315	1526	.6*	.6*	.7*	.9	2609
10 AM	274	287	303	366	1230	338	320	313	323	1294	.8	.9	1.0	1.1	2524
11 AM	316	294	348	364	1322	318	320	337	306	1281	1.0	.9	1.0	1.2	2603
12 PM	340	317	337	351	1345	317	214	281	504	1316	1.1	1.5*	1.2	.7*	2661
1 PM	320	338	326	343	1327	300	255	403	301	1259	1.1	1.3	.8	1.1	2586
2 PM	365	340	389	361	1455	288	288	276	343	1195	1.3	1.2	1.4	1.1	2650
3 PM	343	389	421	421	1574	338	312	336	332	1319	1.0	1.2	1.3	1.3	2892
4 PM	407	438	456	499	1800	373	377	332	328	1410	1.1	1.2	1.4	1.5*	3210
5 PM	469	474	456	483	1882	362	352	341	336	1391	1.3	1.3	1.3	1.4	3273
6 PM	474	408	451	480	1813	325	300	289	317	1231	1.5*	1.4	1.6*	1.5*	3044
7 PM	596	199	356	352	1503	358	287	276	250	1171	1.7*	.7*	1.3	1.4	2674
8 PM	360	317	287	296	1260	239	212	240	249	940	1.5*	1.5*	1.2	1.2	2200
9 PM	287	300	310	303	1200	239	243	296	294	1072	1.2	1.2	1.0	1.0	2272
10 PM	346	272	259	264	1141	244	217	209	199	869	1.4	1.3	1.2	1.3	2010
11 PM	195	154	142	158	649	199	135	160	124	618	1.0	1.1	.9	1.3	1267
6 HOUR TOTAL					8844					9421					18265
16 HOUR TOTAL					22037					21016					43053
24 HOUR TOTAL					25238					23953					49191

PEAK HOURS

	HOUR BEGINNING	VOLUME
AM	11 15	1346
PM	6 15	1935

	HOUR BEGINNING	VOLUME
AM	7 45	2060
PM	12 45	1462

	HOUR BEGINNING	VOLUME
AM	7 30	3347
PM	4 45	3281

FORM NO 253 REV (1/83)

75850 07430 3 03-21-85
47 14

VERMONT AV S/O BEVERLY BL

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: VERMONT AV AT BEVERLY BL

DATE: 03-21-85

DESCRIPTION: C 042 42

DAY OF THE WEEK: 4 4 TH HW

HOUR BEGINNING	NORTH BOUND					SOUTH BOUND					RATIO (N/S)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	200	177	157	154	688	190	161	139	126	616	1.1	1.1	1.1	1.2	1304
1 AM	151	121	95	120	487	86	105	84	93	368	1.8*	1.2	1.1	1.3	855
2 AM	143	130	120	93	486	83	107	68	49	307	1.7*	1.2	1.8*	1.9*	793
3 AM	87	58	64	46	255	60	51	52	33	196	1.5*	1.1	1.2	1.4	451
4 AM	36	25	41	34	136	55	51	28	65	199	.7*	.5*	1.5*	.5*	335
5 AM	47	45	54	59	205	59	84	143	199	485	.8	.5*	.4*	.3*	690
6 AM	64	97	99	146	406	287	374	480	623	1764	.2*	.3*	.2*	.2*	2170
7 AM	147	153	180	196	676	640	738	695	806	2879	.2*	.2*	.3*	.2*	3555
8 AM	182	219	204	256	861	797	792	603	601	2793	.2*	.3*	.3*	.4*	3654
9 AM	276	263	286	286	1111	557	532	454	468	2011	.5*	.5*	.6*	.6*	3122
10 AM	305	287	319	315	1226	414	433	420	390	1657	.7*	.7*	.8	.8	2883
11 AM	334	321	323	373	1351	411	459	406	393	1669	.8	.7*	.8	.9	3020
12 PM	347	360	360	346	1413	425	426	416	368	1635	.8	.8	.9	.9	3048
1 PM	396	366	341	382	1485	409	466	410	387	1672	1.0	.8	.8	1.0	3157
2 PM	397	362	405	389	1553	391	365	448	437	1641	1.0	1.0	.9	.9	3194
3 PM	376	344	449	466	1635	396	462	426	483	1767	.9	.7*	1.1	1.0	3402
4 PM	411	437	457	522	1827	499	440	413	440	1792	.8	1.0	1.1	1.2	3619
5 PM	461	438	499	469	1867	473	509	481	516	1979	1.0	.9	1.0	.9	3846
6 PM	453	406	431	414	1704	428	440	465	504	1837	1.1	.9	.9	.8	3541
7 PM	387	399	384	405	1575	444	437	367	373	1621	.9	.9	1.0	1.1	3196
8 PM	359	298	332	342	1331	335	359	378	365	1437	1.1	.8	.9	.9	2768
9 PM	287	285	306	312	1190	395	469	425	380	1669	.7*	.6*	.7*	.8	2859
10 PM	322	261	277	247	1107	333	345	307	300	1285	1.0	.8	.9	.8	2392
11 PM	291	254	251	183	979	228	270	199	229	926	1.3	.9	1.3	.8	1905
6 HOUR TOTAL					7977					13221					21198
16 HOUR TOTAL					21211					29823					51034
24 HOUR TOTAL					25554					34205					59759

PEAK HOURS		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
	AM	11 15	1364	AM	7 30	3090	AM	7 30	3867
	PM	4 45	1920	PM	5 00	1979	PM	5 00	3846

FORM NO 253 REV 11-831

75850 07430 5 03-21-85
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VERMONT AV AT BEVERLY BL

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: BEVERLY BL AT VERMONT AV

DATE: 03-21-85

DESCRIPTION: C 0 35 35 3 3

DAY OF THE WEEK: TH HW

HOUR BEGINNING	EAST BOUND					WEST BOUND					RATIO (E/W)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	66	65	53	39	223	45	33	33	27	138	1.5*	2.0*	1.6*	1.4	361
1 AM	36	24	18	29	107	21	33	21	26	101	1.7*	.7*	.9	1.1	208
2 AM	21	22	17	13	73	23	17	17	7	64	.9	1.3	1.0	1.9*	137
3 AM	9	11	9	14	43	4	13	7	10	34	2.3*	.8	1.3	1.4	77
4 AM	5	10	14	10	39	11	6	11	12	40	.5*	1.7*	1.3	.8	79
5 AM	10	10	22	33	75	20	16	39	38	113	.5*	.6*	.6*	.9	188
6 AM	33	53	86	122	294	52	114	140	165	471	.6*	.5*	.6*	.7*	765
7 AM	126	174	241	251	792	193	247	314	298	1052	.7*	.7*	.8	.8	1844
8 AM	242	257	239	235	973	315	311	335	320	1281	.8	.8	.7*	.7*	2254
9 AM	160	156	176	159	651	258	213	193	223	887	.6*	.7*	.9	.7*	1538
10 AM	159	166	161	154	640	174	182	204	210	770	.9	.9	.8	.7*	1410
11 AM	153	172	158	177	660	211	221	206	202	840	.7*	.8	.8	.9	1500
12 PM	164	184	182	191	721	226	213	205	251	895	.7*	.9	.9	.8	1616
1 PM	209	225	205	198	837	191	204	211	211	817	1.1	1.1	1.0	.9	1654
2 PM	186	169	194	220	769	208	212	207	247	874	.9	.8	.9	.9	1643
3 PM	225	236	235	223	919	229	269	269	265	1032	1.0	.9	.9	.8	1951
4 PM	245	265	257	285	1052	307	300	315	298	1220	.8	.9	.8	1.0	2272
5 PM	268	261	86	483	1098	348	327	352	342	1369	.8	.8	.2*	1.4	2467
6 PM	267	257	256	237	1017	312	285	253	242	1092	.9	.9	1.0	1.0	2109
7 PM	307	198	142	157	804	233	182	143	154	712	1.3	1.1	1.0	1.0	1516
8 PM	133	134	118	98	483	128	131	136	112	507	1.0	1.0	.9	.9	990
9 PM	102	113	106	121	442	112	112	82	89	395	.9	1.0	1.3	1.4	837
10 PM	101	79	96	77	353	91	108	86	72	357	1.1	.7*	1.1	1.1	710
11 PM	74	77	69	65	285	58	70	54	48	230	1.3	1.1	1.3	1.4	515
6 HOUR TOTAL					5485					6841					12326
16 HOUR TOTAL					12152					14214					26366
24 HOUR TOTAL					13350					15291					28641

PEAK HOURS

	HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
AM	7 30	991	AM	8 00	1281	AM	8 00	2254
PM	5 45	1263	PM	5 00	1369	PM	5 00	2467

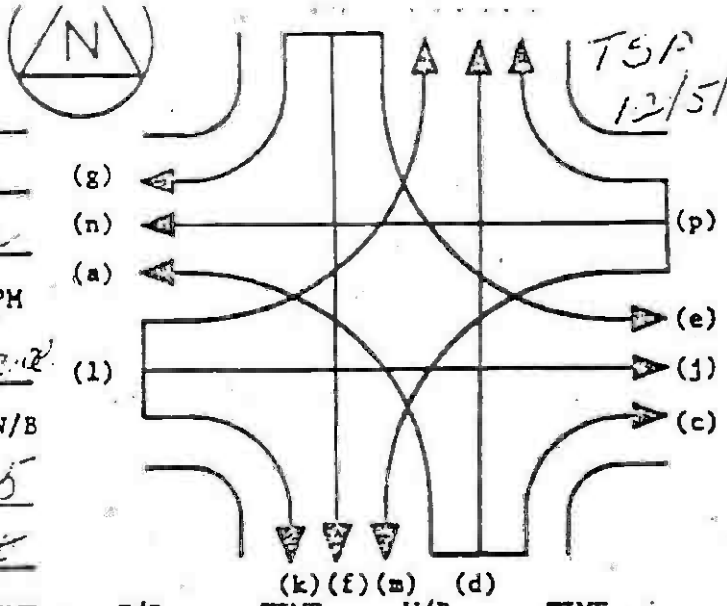
FORM NO 253 REV (1-83)

07430 75850 6 03-21-85
47 04

BEVERLY BL AT VERMONT AV

City of Los Angeles
Department of Transportation

NORTH/SOUTH Piedmont Ave
EAST/WEST Buena Ave
DAY & DATE Tues 12/4/12 WEATHER Clear
HOURS 7-11 AM 3-6 PM
SCHOOL DAY Yes DISTRICT Hollywood



	N/B	S/B	E/B	W/B
DUAL WHEELED	114	119	—	5
BUSES	109	121	—	2

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PEAK 15 MIN	294	9 30	298	8 00	—	—	10	8 00
PM PEAK 15 MIN	352	5 30	301	4 30	—	—	24	5 30
AM PEAK HOUR	1110	9 00	1105	7 30	—	—	32	9 00
PM PEAK HOUR	1379	5 00	1138	5 00	—	—	83	5 00

	NORTHBOUND APPROACH			
HRS	(a)	(b)	(c)	(d)
7-8		721	12	733
8-9		991	22	1013
9-10		1073	37	1110
10-11		1187	28	1215
11-12		1154	52	1206
12-1		1321	57	1378
TOTAL		6448	208	6656

	SOUTHBOUND APPROACH			
(e)	(f)	(g)	(h)	
13	983		996	
12	915		927	
11	722		733	
19	1035		1054	
35	1066		1101	
36	1102		1138	
126	5823		5949	

TOTAL
d + h
1729
1932
1843
2269
2307
2517
12597

XING S/L(d)		XING N/L(h)	
Ped	Sc Ch	Ped	Sc Ch
15	2	—	—
28	5	8	—
41	—	2	—
39	—	1	—
37	—	—	—
108	—	—	—
237	7	11	—

	EASTBOUND APPROACH			
HOURS	(i)	(j)	(k)	(l)
7-8				
8-9				
9-10				
10-11				
11-12				
12-1				
TOTAL				

	WESTBOUND APPROACH			
(m)	(n)	(o)	(p)	
8		18	26	
9		19	28	
13		19	32	
24		37	61	
20		50	70	
19		64	83	
93		207	300	

TOTAL
i + p
26
28
32
61
70
83
300

XING W/L(i)		XING E/L(p)	
Ped	Sc Ch	Ped	Sc Ch
27	—	—	—
41	1	—	—
31	—	—	—
84	9	—	—
95	9	—	—
134	25	—	—
412	44	—	—

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: BURNS AV E/O VERMONT AV | DATE: 01-09-85 | DESCRIPTION: A 016 16 1 1 | DAY OF THE WEEK: WE HW

HOUR BEGINNING	EAST BOUND					WEST BOUND					RATIO (E/W)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTA
12 AM	1	4	2	4	11	5	2	5	4	16	.2*	2.0*	.4*	1.0	27
1 AM		3	1	4	8		4	3	3	10		.8	.3*	1.3	18
2 AM	3			1	4	3		1	3	7	1.0			.3*	11
3 AM		1	1	2	4				2	2				1.0	6
4 AM	1	1	1		3	3	2	1	2	8	.3*	.5*	1.0		11
5 AM						5	1		4	10					10
6 AM		1	3	10	14	2	7	3	13	25		.1*	1.0	.8	39
7 AM	12	8	9	16	45	8	9	11	11	39	1.5*	.9	.8	1.5*	84
8 AM	14	17	16	25	74	19	10	12	18	59	.7*	1.7*	1.5*	1.4	133
9 AM	34	15	21	13	83	21	23	11	14	69	1.6*	.7*	1.9*	.9	152
10 AM	30	18	17	24	89	28	19	20	19	86	1.1	.9	.9	1.3	175
11 AM	9	16	18	10	53	23	22	25	14	84	.4*	.7*	.7*	.7*	137
12 PM	16	19	13	14	62	29	15	8	17	69	.6*	1.3	1.6*	.8	131
1 PM	16	9	12	18	55	24	25	24	16	89	.7*	.4*	.5*	1.1	144
2 PM	16	15	12	19	62	12	11	13	13	49	1.3	1.4	.9	1.5*	111
3 PM	12	15	10	20	57	25	18	16	15	74	.5*	.8	.6*	1.3	131
4 PM	12	20	23	17	72	18	14	22	20	74	.7*	1.4	1.0	.9	146
5 PM	17	22	25	18	82	46	22	15	29	112	.4*	1.0	1.7*	.6*	194
6 PM	22	23	28	52	125	26	27	29	41	123	.8	.9	1.0	1.3	248
7 PM	39	22	18	13	92	37	31	24	25	117	1.1	.7*	.8	.5*	209
8 PM	23	12	13	21	69	27	17	15	21	80	.9	.7*	.9	1.0	149
9 PM	13	12	5	12	42	15	20	10	15	60	.9	.6*	.5*	.8	102
10 PM	11	12	7	7	37	15	11	6		32	.7*	1.1	1.2		69
11 PM	3	8	2	3	16			1	1	2			2.0*	3.0*	18
6 HOUR TOTAL					413					427					84
16 HOUR TOTAL					1076					1209					228
24 HOUR TOTAL					1159					1296					245

PEAK HOURS

	HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
AM	8 45	95	AM	11 15	90	AM	10 00	1[illegible]
PM	6 15	142	PM	6 30	138	PM	6 30	2[illegible]

FORM NO 253 REV (1-83)

10930 75850 2 01-09-85 BURNS AV E/O VERMONT AV

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

24 Hour Traffic Volume

LOCATION: VERMONT AV AT BURNS AV | DATE: 01-09-85 | DESCRIPTION: D 10 33 43 3 4 | DAY OF THE WEEK: WE TH

HOUR BEGINNING	NORTH BOUND					SOUTH BOUND					RATIO (N/S)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	60	82	47	43	252	93	79	63	56	290	.9	1.0	.7*	.8	546
1 AM	53	40	34	51	160	56	50	45	34	189	1.0	.8	.7*	1.5*	309
2 AM	36	35	31	24	128	42	33	23	20	118	.9	1.1	1.3	1.2	246
3 AM	24	24	22	20	88	22	16	18	17	73	1.0	1.5*	1.2	1.2	161
4 AM	22	28	16	21	87	20	17	21	18	76	1.1	1.6*	.8	1.2	163
5 AM	36	36	46	61	179	33	25	69	45	172	1.1	1.4	.7*	1.4	351
6 AM	74	104	151	182	511	70	107	137	151	465	1.1	1.0	1.1	1.2	976
7 AM	196	191	210	234	833	217	212	272	268	969	.9	.9	.8	.9	1802
8 AM	264	235	262	287	1048	306	291	269	267	1135	.9	.8	1.0	1.0	2183
9 AM	291	299	289	322	1201	221	207	224	231	883	1.3	1.4	1.3	1.4	2084
10 AM	200	351	346	329	1226	241	222	229	249	941	.8	1.6*	1.5*	1.3	2167
11 AM	293	298	313	321	1232	290	247	244	262	1043	1.0	1.2	1.3	1.2	2275
12 PM	332	336	304	338	1310	290	277	254	261	1082	1.1	1.2	1.2	1.3	2392
1 PM	329	301	320	345	1295	275	275	267	268	1085	1.2	1.1	1.2	1.3	2380
2 PM	315	329	324	332	1300	271	262	290	239	1062	1.2	1.3	1.1	1.4	2362
3 PM	296	321	311	298	1226	261	290	328	267	1146	1.1	1.1	.9	1.1	2372
4 PM	306	336	330	371	1343	254	279	345	278	1156	1.2	1.2	1.0	1.3	2499
5 PM	538	168	365	377	1448	265	316	304	269	1154	2.0*	.5*	1.2	1.4	2602
6 PM	372	393	340	401	1506	269	293	314	300	1196	1.3	1.3	1.1	1.3	2702
7 PM	380	291	240	252	1163	276	249	240	201	972	1.4	1.2	1.0	1.3	2135
8 PM	242	200	226	221	949	193	218	211	189	811	1.2	1.2	1.1	1.2	1760
9 PM	231	190	196	163	782	191	191	187	156	725	1.2	1.0	1.1	1.0	1507
10 PM	159	67	16	133	375	161	147	140	115	563	1.0	.5*	.1*	1.2	936
11 PM	133	107	112	88	440	129	134	117	80	460	1.0	.8	1.0	1.1	900
6 HOUR TOTAL					7099					6443					13542
16 HOUR TOTAL					18373					15825					34198
24 HOUR TOTAL					20102					17772					37874

PEAK HOURS		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
	AM	10 15	1324	AM	7 30	1139	AM	11 15	2304
	PM	4 15	1575	PM	4 30	1204	PM	4 15	2747

FORM NO. 253 REV. (1/83)

75850 10930 5 01-09-85
21 21

VERMONT AV AT BURNS AV

DT 200 (CR-2-83)
City of Los Angeles
Department of Transportation

TRAFFIC COUNT SUMMARY

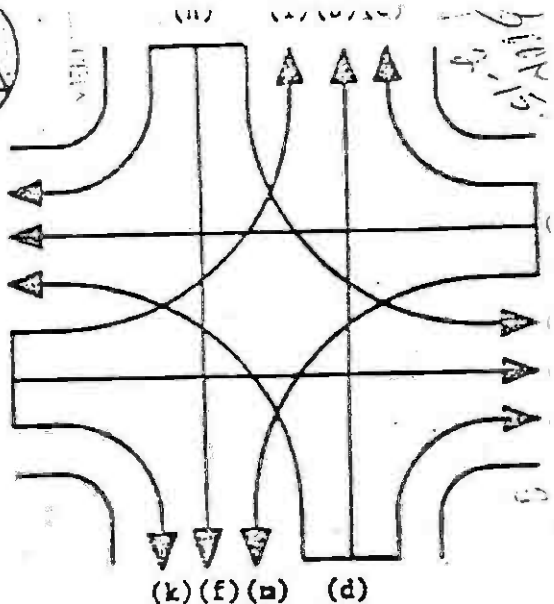
NORTH/SOUTH [illegible]

EAST/WEST Council Street

DAY & DATE [illegible] WEATHER Clear

HOURS 7-10 AM 3-6 PM

SCHOOL DAY [illegible] DISTRICT Hollywood



	N/B	S/B	E/B	W/B
DUAL WHEELED	171	174	10	14
BUSES	93	87	—	—

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PEAK 15 MIN	319	8:45	524	7:45	22	7:45	17	8:45
PM PEAK 15 MIN	538	5:30	369	4:15	23	5:30	32	5:15
AM PEAK HOUR	1270	8:00	2056	7:30	56	7:30	59	8:45
PM PEAK HOUR	2050	5:00	1401	4:15	76	5:00	77	5:00

	NORTHBOUND APPROACH			
HOURS	(a)	(b)	(c)	(d)
7-8	9	1036	57	1102
8-9	10	1231	29	1270
9-10	12	1065	16	1093
3-4	30	1414	13	1487
4-5	16	1661	26	1713
5-6	19	2019	18	2056
TOTAL	96	8371	193	8661

	SOUTHBOUND APPROACH			
(e)	(f)	(g)	(h)	
47	1322	10	1379	
25	1931	18	1963	
22	1334	10	1366	
21	1213	25	1259	
15	1344	20	1377	
8	1335	22	1365	
136	8771	165	9335	

TOTAL
d + h
2481
3233
2440
2771
3092
3415
17675

XING S/L(d)		XING N/	
Ped	Sc Ch	Ped	S
1	—	—	
1	—	—	
2	4	1	
—	—	6	
—	—	2	
—	—	1	
4	4	10	

	EASTBOUND APPROACH			
HOURS	(i)	(j)	(k)	(l)
7-8	5	—	45	50
8-9	6	1	31	40
9-10	7	2	25	34
3-4	12	2	36	50
4-5	10	3	39	51
5-6	11	1	64	76
TOTAL	52	6	340	301

	WESTBOUND APPROACH			
(m)	(n)	(o)	(p)	
22	3	12	37	
30	2	20	52	
27	—	32	53	
40	—	34	74	
25	3	26	54	
31	5	41	77	
169	13	165	347	

TOTAL
l + p
87
72
87
124
105
153
648

XING W/L(l)		XING E/	
Ped	Sc Ch	Ped	S
24	1	419	
14	—	66	
36	1	15	
51	8	260	
33	2	105	
50	1	99	
208	13	966	

ITY OF [illegible]S ANGELES
ARTMENT — [illegible] TRANSPORTATION

24 HOUR [illegible]RAFFIC VOLUME

OCATION	DATE	DESCRIPTION	DAY OF THE WEEK
VERMONT AV AT COUNCIL ST	01-21-8[illegible]	[illegible] 0[illegible] 40 4 4	FR. HW

HOUR BEGINNING	NORTH BOUND 00-15	15-30	30-45	45-60	HOUR TOTAL	SOUTH BOUND 00-15	15-30	30-45	45-60	HOUR TOTAL	RATIO (N/S) 00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	7[illegible]	[illegible]	82	56	312	115	31	74	85	355	.5*	1.1	1.1	.5	667
1 AM	6[illegible]	28	57	4[illegible]	223	66	21	50	53	231	1.0	1.1	1.0	.8	454
2 AM	21	54	47	30	188	59	39	34	36	162	1.0	1.5*	1.2	1.0	350
3 AM	[illegible]	42	33	27	104	20	20	42	29	115	.7*	1.2	.9	1.0	219
4 AM	2[illegible]	22	25	32	105	31	19	2[illegible]	34	111	.8	1.5*	.7	.8	216
5 AM	[illegible]	[illegible]	[illegible]	[illegible]	204	5[illegible]	45	[illegible]	16[illegible]	26[illegible]	.7*	1.0	.5	.7*	467
6 AM	1[illegible]	157	173	213	561	138	222	32[illegible]	41[illegible]	1101	.5	.5*	.5*	.5*	175[illegible]
7 AM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4[illegible]	429	557	61[illegible]	211[illegible]	.2*	.6*	.1*	.5*	319[illegible]
8 AM	76[illegible]	7[illegible]	374	36[illegible]	1147	515	492	473	416	190[illegible]	.5*	.6*	.6*	.7*	3052
9 AM	25[illegible]	25[illegible]	23[illegible]	261	1078	357	337	257	309	1297	.7*	.5	1.2	.9	[illegible]7[illegible]
10 AM	25[illegible]	294	290	325	1195	314	302	360	320	1296	.9	1.0	.8	1.0	2491
11 AM	3[illegible]	[illegible]	[illegible]	30[illegible]	13[illegible]	35[illegible]	31[illegible]	318	348	13[illegible]	.9	1.0	1.0	1.0	26[illegible]
12 PM	35[illegible]	[illegible]	355	37[illegible]	14[illegible]	33[illegible]	300	311	319	1264	1.1	1.2	1.1	1.2	21[illegible]
1 PM	3[illegible]	32[illegible]	32[illegible]	300	1411	29[illegible]	312	313	310	123[illegible]	1.3	1.1	1.0	1.2	2050
2 PM	46[illegible]	[illegible]	362	370	1515	295	314	31[illegible]	310	1238	1.4	1.2	1.1	1.2	2753
3 PM	[illegible]	[illegible]	[illegible]	[illegible]	1707	299	310	30[illegible]	36[illegible]	1273	1.4	1.3	1.4	1.3	2[illegible]85
4 PM	45[illegible]	447	45[illegible]	457	182[illegible]	327	355	316	343	1341	1.3	1.3	1.5*	1.3	3165
5 PM	[illegible]	[illegible]	[illegible]	[illegible]	1762	3[illegible]	34[illegible]	3[illegible]	4[illegible]	1367	1.3	1.4	1.2	1.2	312[illegible]
6 PM	41[illegible]	[illegible]	37[illegible]	39[illegible]	1571	41[illegible]	311	310	310	133[illegible]	1.0	1.4	1.2	1.2	2904
7 PM	3[illegible]	[illegible]	33[illegible]	323	1163	33[illegible]	23[illegible]	24[illegible]	257	111[illegible]	1.1	1.2	1.4	1.3	2[illegible]7[illegible]
8 PM	291	273	280	299	1143	251	235	260	252	996	1.2	1.2	1.1	1.2	2139
9 PM	26[illegible]	[illegible]	271	26[illegible]	1070	198	21[illegible]	228	233	874	1.4	1.2	1.2	1.1	1944
10 PM	27[illegible]	255	224	224	929	259	190	220	192	852	1.2	2.4	1.0	1.2	1341
11 PM	[illegible]	[illegible]	1[illegible]7	12[illegible]	7[illegible]	[illegible]	19[illegible]	19[illegible]	1[illegible]	79[illegible]	1.[illegible]	1.[illegible]	1.[illegible]	1.[illegible]	1[illegible]

	NORTH BOUND	SOUTH BOUND	TOTAL
6 HOUR TOTAL	8593	9304	17902
16 HOUR TOTAL	21232	21192	42401
24 HOUR TOTAL	25[illegible]10	25[illegible]93	[illegible]

PEAK HOURS	NB HOUR BEGINNING	NB VOLUME	SB HOUR BEGINNING	SB VOLUME	HOUR BEGINNING	VOLUME
AM	11 15	14[illegible]	7 30	2231	7 35	3357
PM	4 30	1[illegible]3	5 15	13[illegible]	4 30	3213

FORM NO. 253 REV.

[illegible]

VERMONT AV AT COUNCIL ST

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

24 HOUR TRAFFIC VOLUME

LOCATION: COUNCIL ST AT VERMONT AV
DATE: 01-21-03
DESCRIPTION: 1 0 15 20 1 1
DAY OF THE WEEK: FR HW

HOUR BEGINNING	EAST BOUND					WEST BOUND					RATIO (E/W)				
	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL	00-15	15-30	30-45	45-60	HOUR TOTAL
12 AM	1	2	4	1	8	4	4	1	3	12	.3*	.5*	4.0*	.3*	20
1 AM	3	3	1	1	8		2	4	6	12		1.5*	.3*	.2*	20
2 AM						1	1	1	2	5					5
3 AM	1	1	1	1	4	1	4	1	2	8	1.0	.3*	1.0	.5*	12
4 AM		1	1	1	3		1	1	1	3		1.0	1.0	1.0	6
5 AM	1		1	1	3		2	1	1	4			1.0	1.0	7
6 AM		1	2	4	7	1	1	4	4	10		1.0	.5*	1.0	17
7 AM	3	4	4	8	19	8	16	9	31	64	.4*	.3*	.4*	.3*	83
8 AM	8	10	14	15	47	16	19	11	13	59	.5*	.5*	1.3	1.2	106
9 AM	16	9	9	11	45	26	15	9	23	73	.6*	.6*	1.0	.5*	118
10 AM	15	10	7	12	47	19	17	14	23	73	.9	.6*	.5*	.5*	120
11 AM	11	12	11	19	54	19	13	17	23	72	.6*	1.0	.6*	.8	126
12 PM	16	15	9	12	52	16	31	32	23	102	1.0	.5*	.3*	.5*	154
1 PM	10	12	11	10	43	36	18	23	23	100	.3*	.7*	.5*	.4*	143
2 PM	10	11	27	27	75	21	16	20	13	70	.5*	.7*	1.4	2.1*	145
3 PM	15	11	14	13	53	20	36	51	45	152	.8	.3*	.3*	.3*	205
4 PM	13	10	14	11	48	27	16	31	19	93	.5*	.6*	.5*	.6*	141
5 PM	13	22	19	22	76	37	16	18	23	94	.4*	1.4	1.1	1.0	170
6 PM	28	17	13	11	69	14	11	7	10	42	2.0*	1.5*	1.9*	1.1	111
7 PM	14	10	14	9	47	6	9	3	7	25	2.3*	1.1	4.7*	1.3	72
8 PM	8	11	10	8	37	7	5	5	6	23	1.1	2.2*	2.0*	1.3	60
9 PM	5	3	7	6	21	5	9	4	7	25	1.0	.3*	1.8*	.9	46
10 PM	5	3	5	8	21	5	4	3	4	16	1.0	.8	1.7*	2.0*	37
11 PM	4	5	10	11	30	4	2	9	5	20	1.0	2.5*	1.1	2.2*	50
6 HOUR TOTAL					288					535					823
16 HOUR TOTAL					740					1077					1817
24 HOUR TOTAL					817					1157					1374

PEAK HOURS		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME		HOUR BEGINNING	VOLUME
	AM	11 15	59	AM	11 15	69	AM	11 15	126
	PM	5 15	91	PM	3 15	159	PM	3 15	210

FORM NO. 293 REV.

10100 75350 6 01-21-03
03 04

COUNCIL ST AT VERMONT AV

MKTG 9
REV 8/84

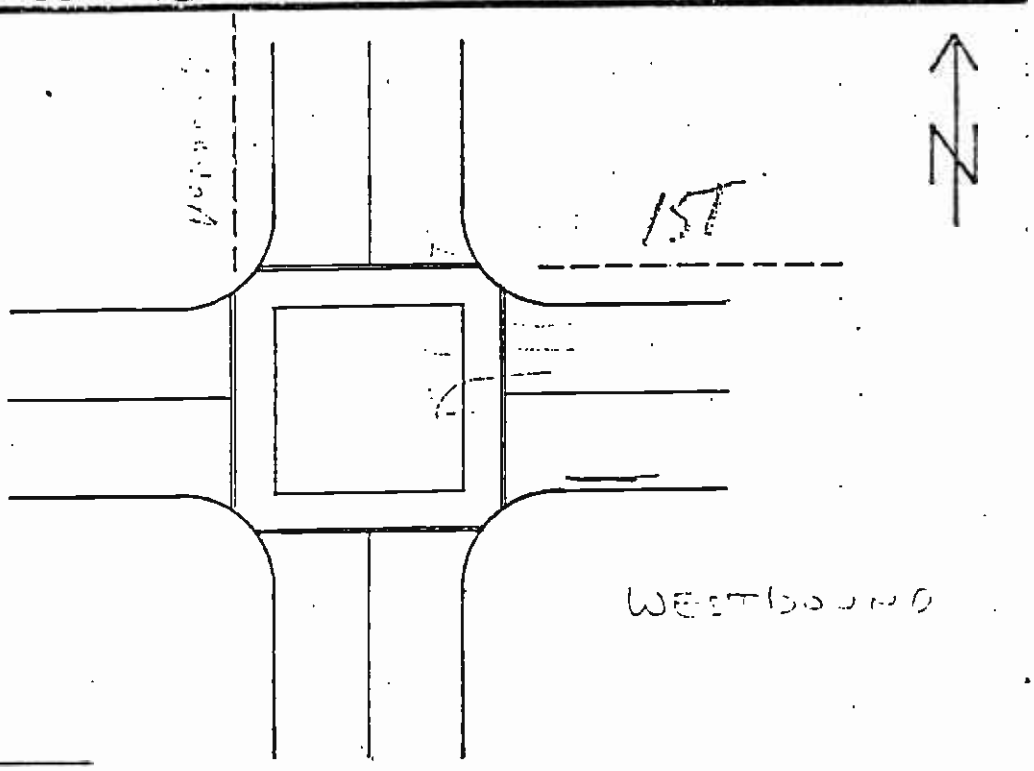
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Working Notes

RTD

Subtask CORE STUDY/SEIS Date Page of

Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	[illegible]	[illegible]	[illegible]	
9:00 - 9:30	44	101	20	
9:30 - 10:00	36	86	14	
10:00 - 10:30	36	67	18	
10:30 - 11:00	37	58	25	
11:00 - 11:30	48	69	7	
11:30 - 12:00	48	78	10	
12:00 - 12:30	47	95	19	
12:30 - 1:00	54	47	23	
1:00 - 1:30	54	70	10	
1:30 - 2:00	45	72	16	
2:00 - 2:30	33	44	33	
2:30 - 3:00	34	—	46	
3:00 - 3:30	41	—	37	
3:30 - 4:00	47	—	45	
4:00 - 4:30	60	—	31	
4:30 - 5:00	50	—	43	
5:00 - 5:30	45	—	39	
5:30 - 6:00	47	—	25	

MKTG 9
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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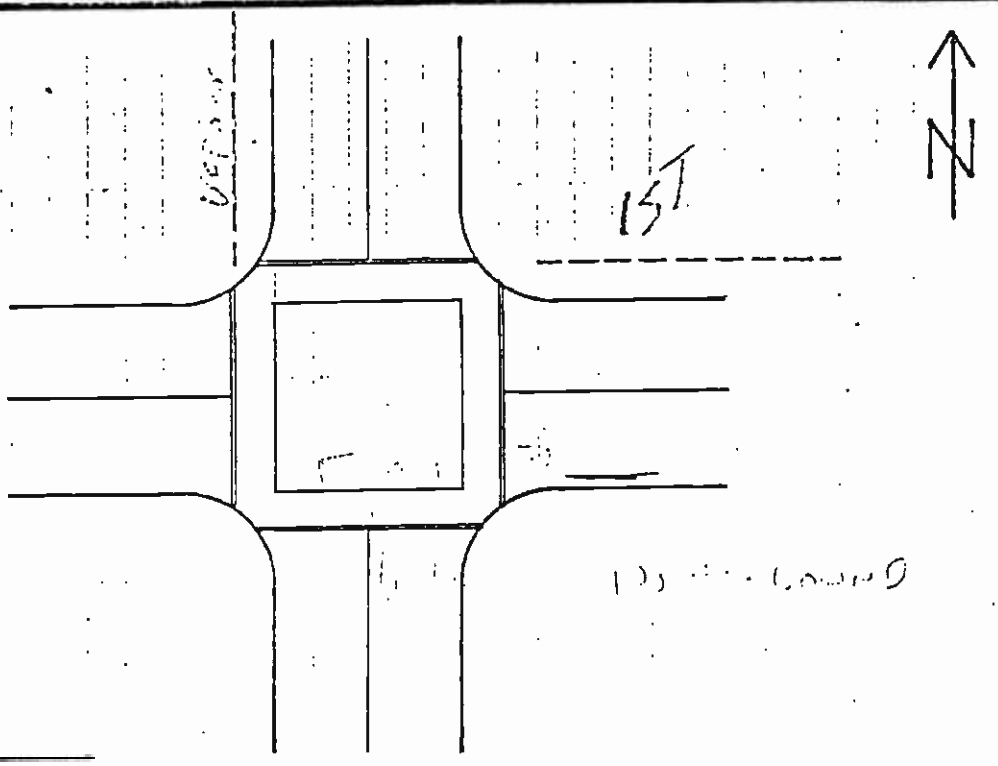
Subtask CORE STUDY/SEIS Date Page of

Object TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME				
9:00 - 9:30	—	[illegible]	461	[illegible]
9:30 - 10:00	—	[illegible]	465	[illegible]
10:00 - 10:30	—	[illegible]	[illegible]	[illegible]
10:30 - 11:00	—	[illegible]	[illegible]	[illegible]
11:00 - 11:30	—	[illegible]	[illegible]	[illegible]
11:30 - 12:00	—	[illegible]	[illegible]	[illegible]
12:00 - 12:30	—	[illegible]	[illegible]	[illegible]
12:30 - 1:00	—	[illegible]	[illegible]	[illegible]
1:00 - 1:30	—	[illegible]	[illegible]	[illegible]
1:30 - 2:00	[illegible] 18		[illegible]	[illegible]
2:00 - 2:30	[illegible]		[illegible]	[illegible]
2:30 - 3:00	[illegible]		[illegible]	[illegible]
3:00 - 3:30	[illegible]		[illegible]	[illegible]
3:30 - 4:00	[illegible]		[illegible]	[illegible]
4:00 - 4:30	[illegible]		[illegible]	[illegible]
4:30 - 5:00	[illegible]		[illegible]	[illegible]
5:00 - 5:30	[illegible]		[illegible]	[illegible]
5:30 - 6:00	[illegible]		[illegible]	[illegible]

MKTG 9
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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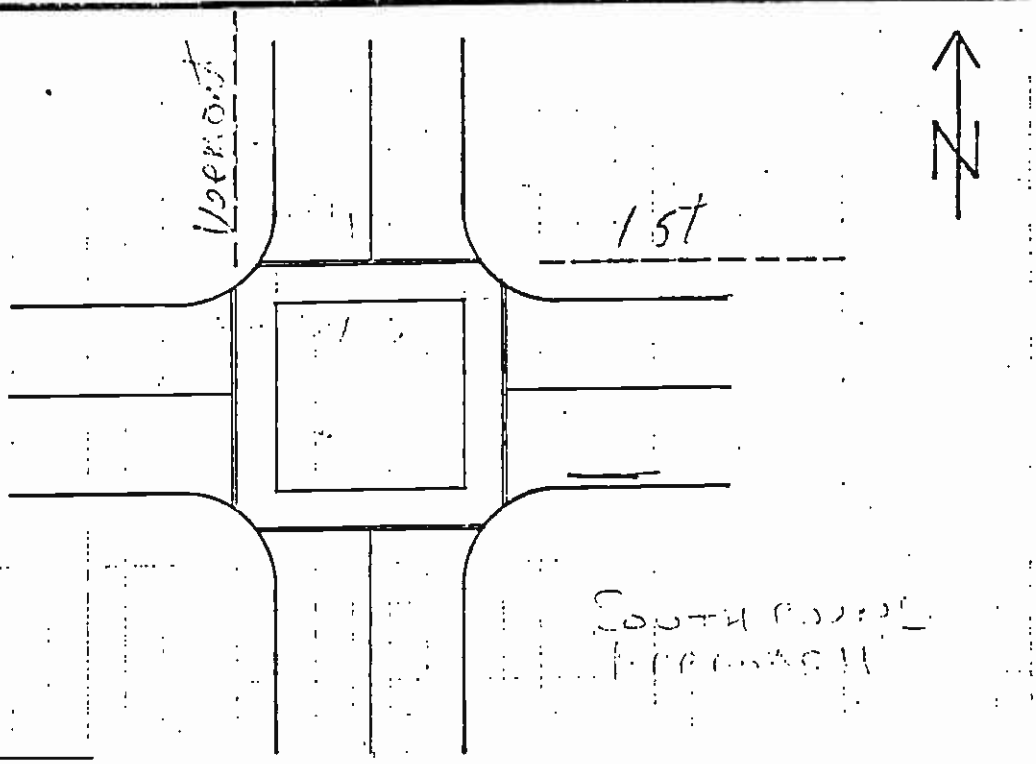
Subtask CORE STUDY/SEIS Date Page of

ect TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME				
9:00 - 9:30	20	313	—	—
9:30 - 10:00	18	272	381	24
10:00 - 10:30	12	318	295	13
10:30 - 11:00	21	277	367	23
11:00 - 11:30	18	314	403	14
11:30 - 12:00	14	334	424	18
12:00 - 12:30	18	333	437	29
12:30 - 1:00	14	300	331	14
1:00 - 1:30	15	293	349	37
1:30 - 2:00	28	296	302	33
2:00 - 2:30	27	321	291	27
2:30 - 3:00	21	241	310	33
3:00 - 3:30	20	350	364	17
3:30 - 4:00	37	345	312	39
4:00 - 4:30	39	390	340	41
4:30 - 5:00	47	327	347	43
5:00 - 5:30	54	346	329	50
5:30 - 6:00	52	256	320	37

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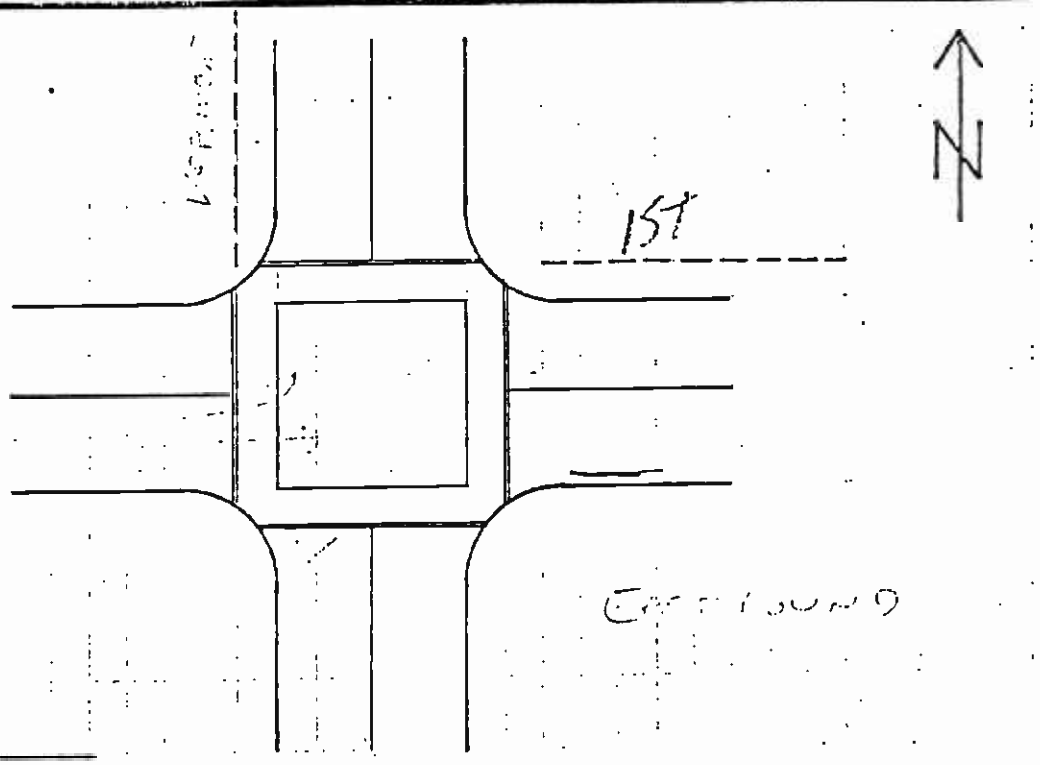
Subtask CORE STUDY/SEIS Date Page of

SI TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	[illegible]	[illegible]	[illegible]	
9:00 - 9:30	—	—	—	
9:30 - 10:00	36	75	—	
10:00 - 10:30	40	57	—	
10:30 - 11:00	28	56	—	
11:00 - 11:30	39	70	—	
11:30 - 12:00	49	105	—	
12:00 - 12:30	35	104	—	
12:30 - 1:00	46	110	—	
1:00 - 1:30	71	135	—	
1:30 - 2:00	51	115	27	
2:00 - 2:30	61	102	44	
2:30 - 3:00	59	103	38	
3:00 - 3:30	80	146	44	
3:30 - 4:00	52	155	63	
4:00 - 4:30	62	205	38	
4:30 - 5:00	66	203	42	
5:00 - 5:30	102	313	48	
5:30 - 6:00	92	291	41	

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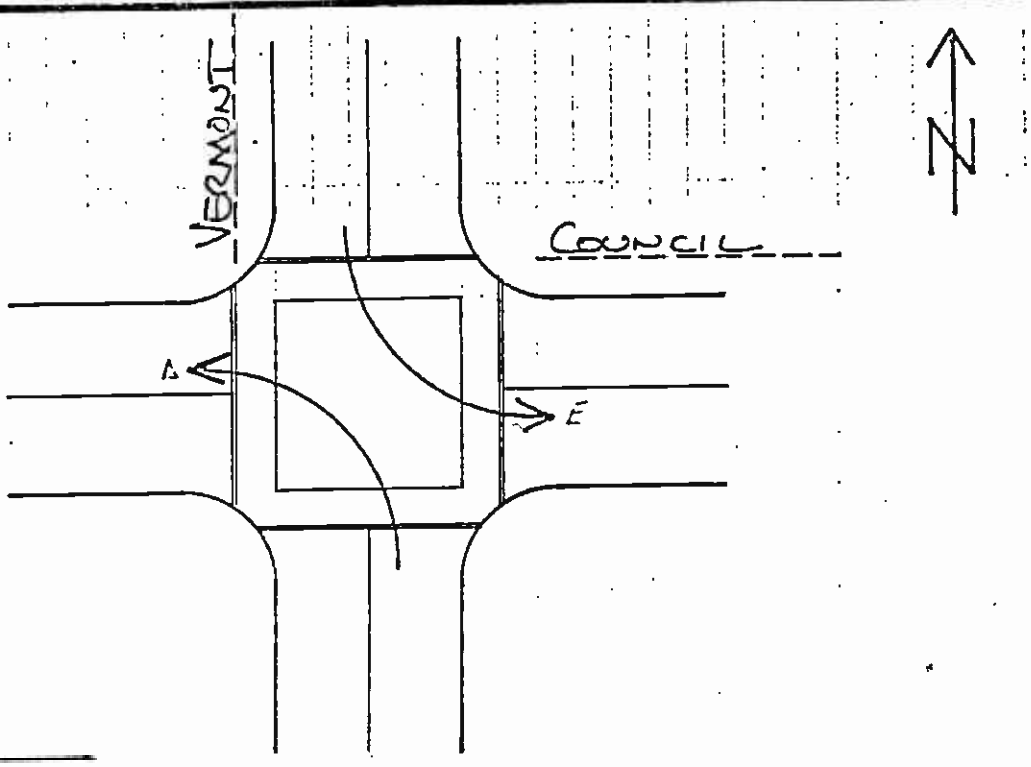
Subtask CORE STUDY/SEIS Date Page of

Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TIME	TRAFFIC MOVEMENTS A	E		
9:00 - 9:30				
9:30 - 10:00	12	22		
10:00 - 10:30				
10:30 - 11:00				
11:00 - 11:30				
11:30 - 12:00				
12:00 - 12:30				
12:30 - 1:00				
1:00 - 1:30				
1:30 - 2:00				
2:00 - 2:30				
2:30 - 3:00				
3:00 - 3:30				
3:30 - 4:00	30	21		
4:00 - 4:30				
4:30 - 5:00	16	13		
5:00 - 5:30				
5:30 - 6:00	19	9		

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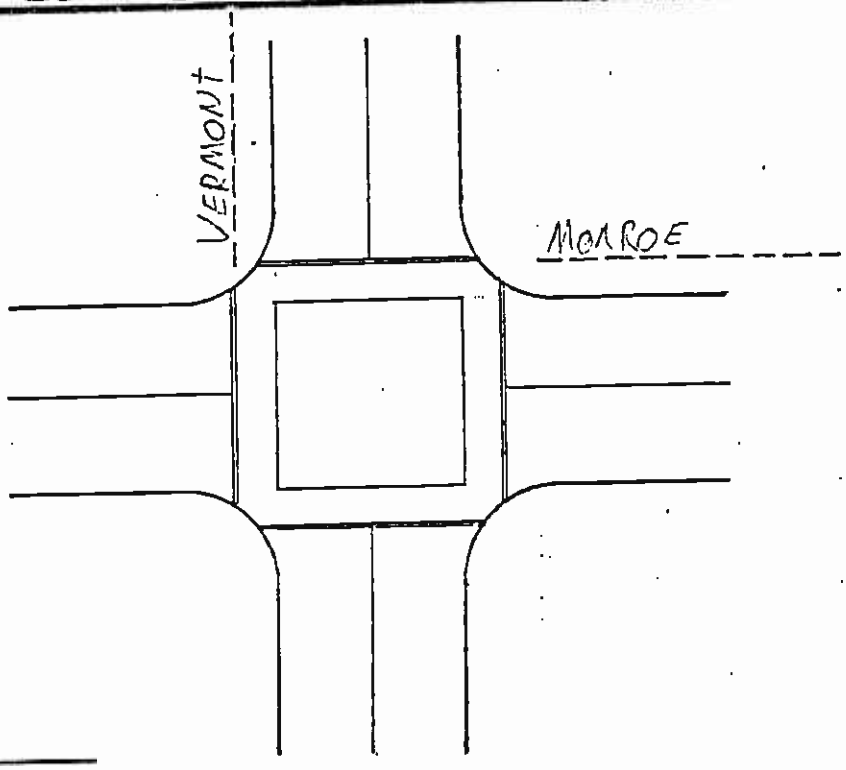
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	SOUTHBOUND LEFT			
9:00 - 9:30	5			
9:30 - 10:00	3			
10:00 - 10:30	3			
10:30 - 11:00	3			
11:00 - 11:30	2			
11:30 - 12:00	1			
12:00 - 12:30	1			
12:30 - 1:00	0			
1:00 - 1:30	0			
1:30 - 2:00	1			
2:00 - 2:30	0			
2:30 - 3:00	0			
3:00 - 3:30	0			
3:30 - 4:00	0			
4:00 - 4:30	0			
4:30 - 5:00	0			
5:00 - 5:30	0			
5:30 - 6:00	0			

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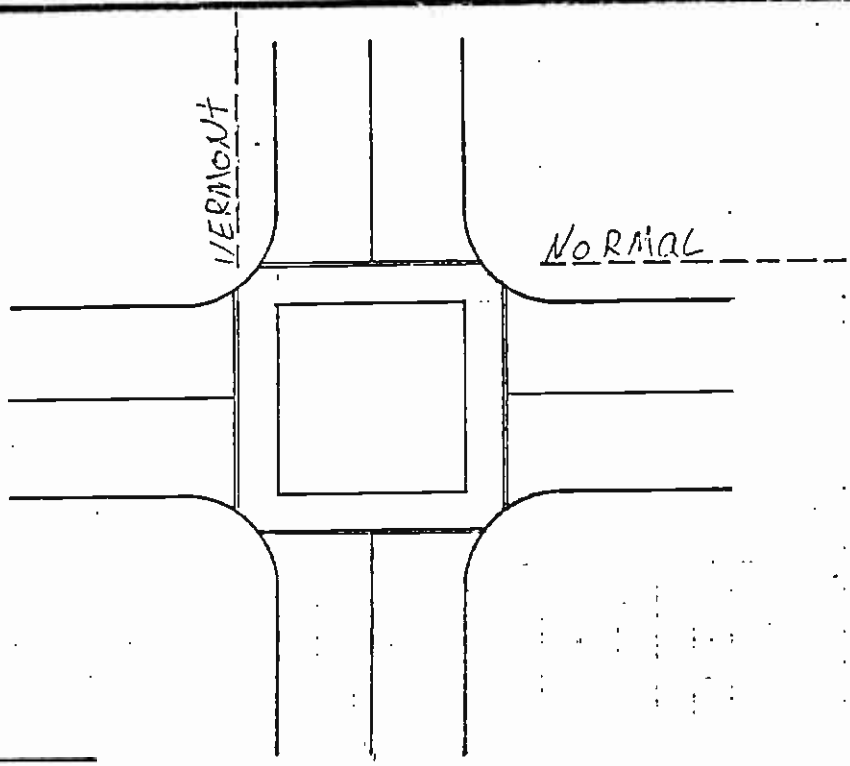
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	South Bound Left			
9:00 - 9:30	6			
9:30 - 10:00	7			
10:00 - 10:30	5			
10:30 - 11:00	9			
11:00 - 11:30	10			
11:30 - 12:00	15			
12:00 - 12:30	11			
12:30 - 1:00	17			
1:00 - 1:30	9			
1:30 - 2:00	11			
2:00 - 2:30	6			
2:30 - 3:00	7			
3:00 - 3:30	11			
3:30 - 4:00	11			
4:00 - 4:30	10			
4:30 - 5:00	11			
5:00 - 5:30	9			
5:30 - 6:00	10			

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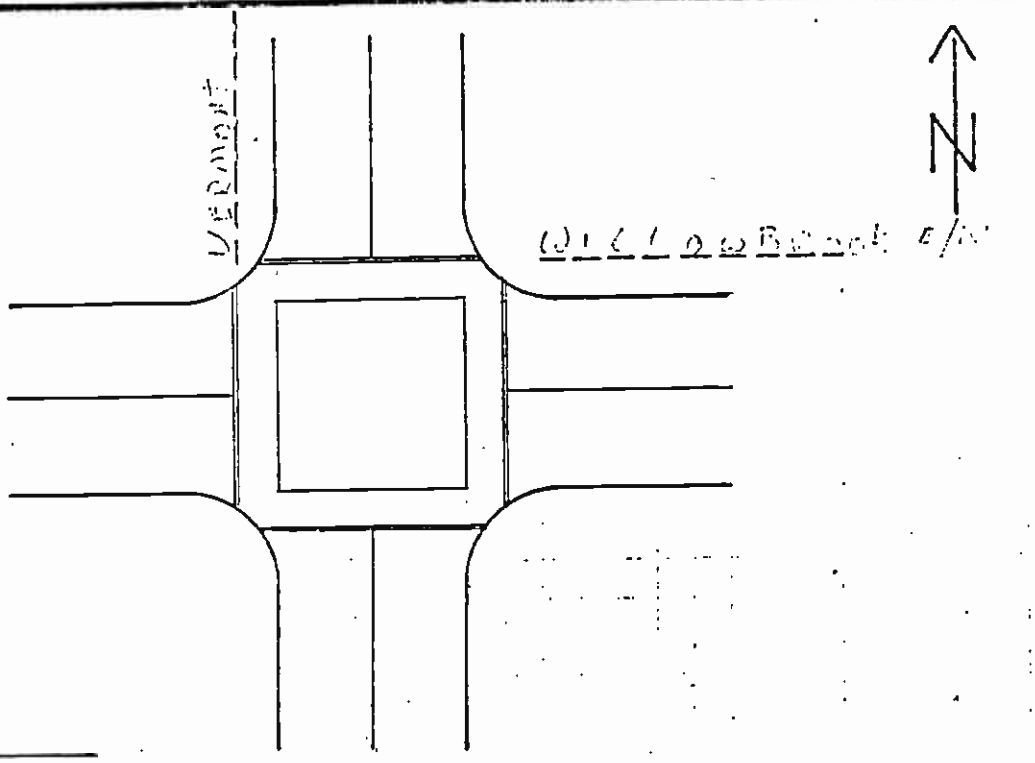
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	SOUTH	WEST	EAST	NORTH
9:00 - 9:30	4	5	2	3
9:30 - 10:00	4	5	1	7
10:00 - 10:30	5	7	1	7
10:30 - 11:00	5	5	3	12
11:00 - 11:30	1	6	3	17
11:30 - 12:00	13	6	2	16
12:00 - 12:30	7	8	3	17
12:30 - 1:00	7	3	6	17
1:00 - 1:30	8	4	2	21
1:30 - 2:00	7	5	0	[illegible]
2:00 - 2:30	4	6	2	[illegible]
2:30 - 3:00	[illegible]	[illegible]	[illegible]	[illegible]
3:00 - 3:30	2	[illegible]	[illegible]	[illegible]
3:30 - 4:00	[illegible]	[illegible]	[illegible]	[illegible]
4:00 - 4:30	7	[illegible]	[illegible]	[illegible]
4:30 - 5:00	[illegible]	[illegible]	[illegible]	[illegible]
5:00 - 5:30	8	[illegible]	[illegible]	[illegible]
5:30 - 6:00	[illegible]	[illegible]	[illegible]	[illegible]

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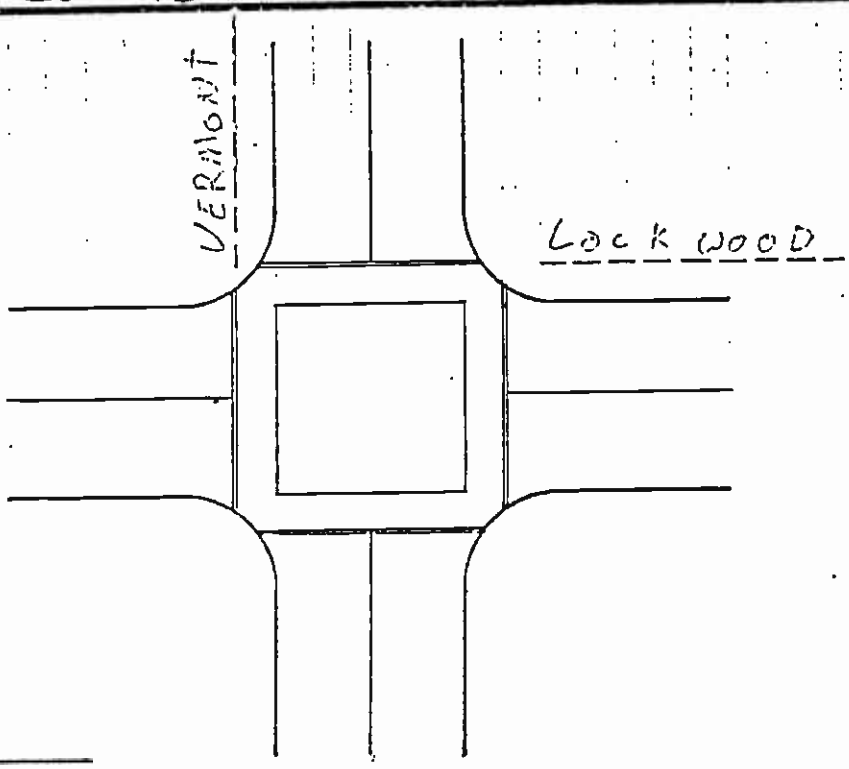
Subtask CORE STUDY/SEIS Date Page of

Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	SOUTH BOUND LEFT	WEST BOUND LEFT		
9:00 - 9:30	10, U-2	5		
9:30 - 10:00	10, U-2	9		
10:00 - 10:30	3	6		
10:30 - 11:00	7	5		
11:00 - 11:30	4, U-2	8, U-1		
11:30 - 12:00	4	3		
12:00 - 12:30	10, U-1	5, U-3		
12:30 - 1:00	4	1, U-1		
1:00 - 1:30	8	5, U-2		
1:30 - 2:00	4, U-1	7, U-1		
2:00 - 2:30	9	5		
2:30 - 3:00	4, U-1	5		
3:00 - 3:30	6	5		
3:30 - 4:00	4, U-1	4, U-1		
4:00 - 4:30	6	1		
4:30 - 5:00	19, U-2	1		
5:00 - 5:30	14	8		
5:30 - 6:00	11	3		

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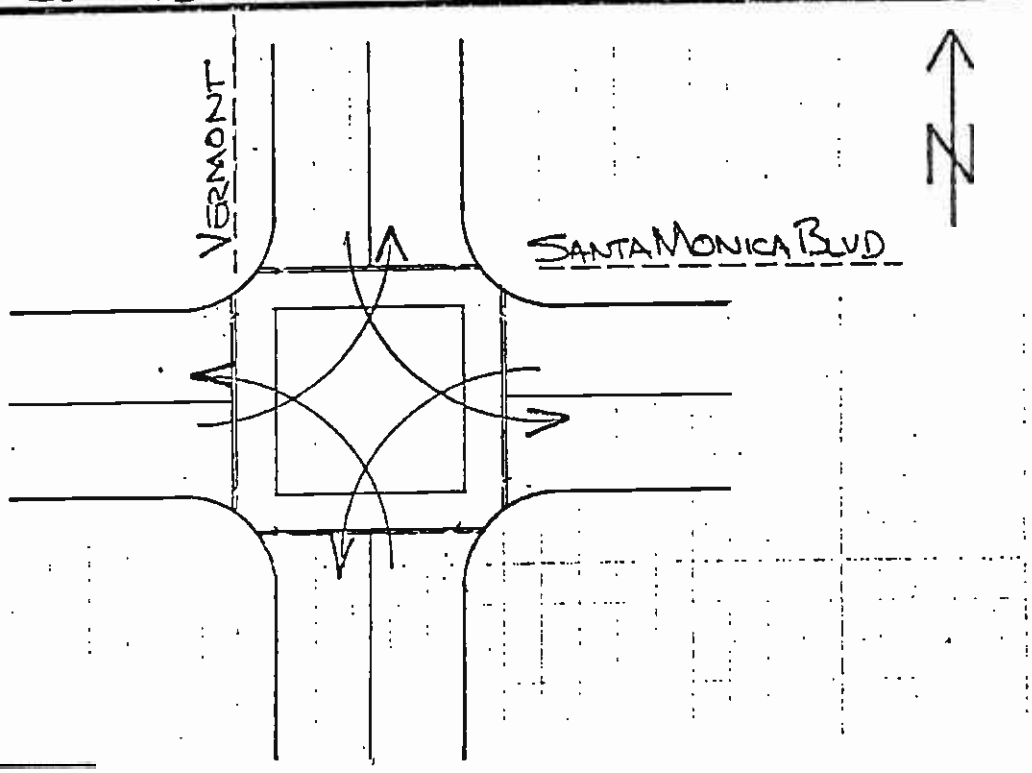
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

Hourly Count

TIME	TRAFFIC MOVEMENTS							
	NTHBD LEFT(a)	WSTBD RIGHT(k)	ESTBD LEFT(m)	NTH BD RIGHT(c)	STHBD LEFT(e)	ESTBD RIGHT(o)	WSTBD LEFT(i)	STH BD RIGHT(g)
9:00 - 9:30								
9:30 - 10:00	62		95		31		112	
10:00 - 10:30								
10:30 - 11:00								
11:00 - 11:30								
11:30 - 12:00								
12:00 - 12:30								
12:30 - 1:00								
1:00 - 1:30								
1:30 - 2:00								
2:00 - 2:30								
2:30 - 3:00								
3:00 - 3:30								
3:30 - 4:00	105		101		41		131	
4:00 - 4:30								
4:30 - 5:00	114		77		57		115	
5:00 - 5:30								
5:30 - 6:00	135		99		64		116	

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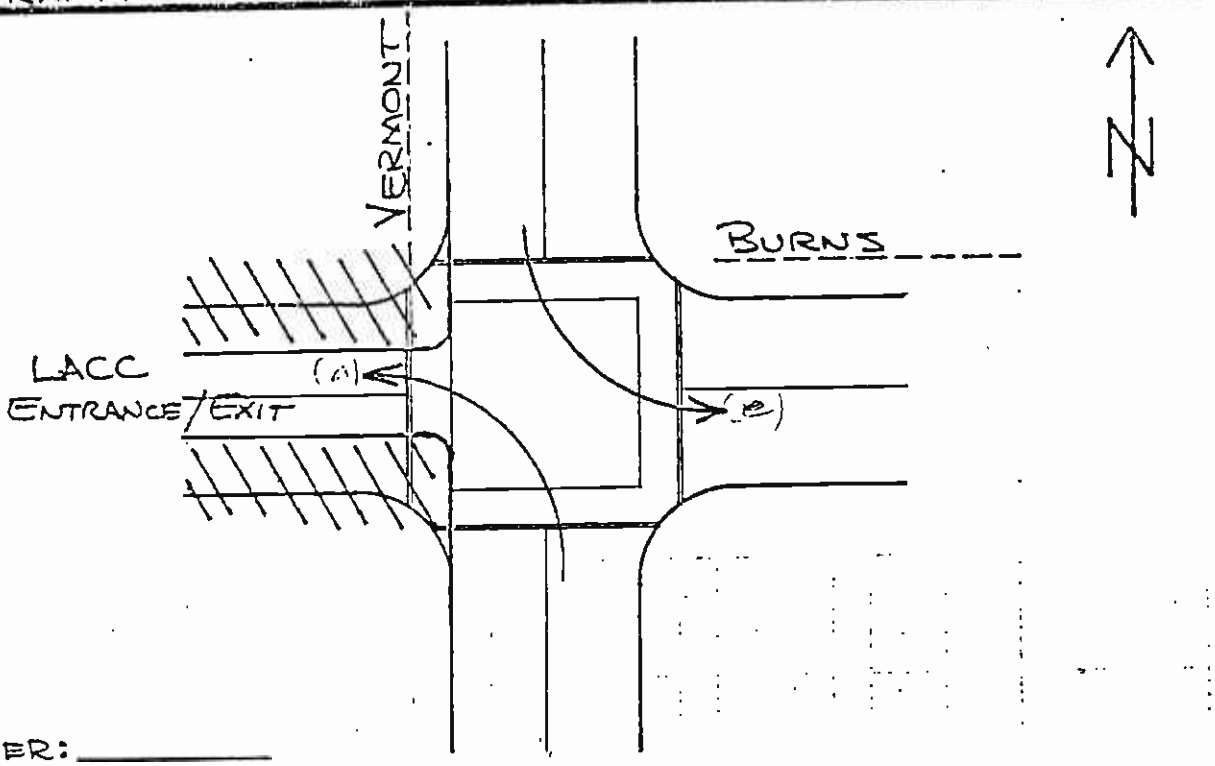

WEATHER: _____

TIME	TRAFFIC MOVEMENTS A	E		
9:00 - 9:30				
9:30 - 10:00	X	11		
10:00 - 10:30				
10:30 - 11:00				
11:00 - 11:30				
11:30 - 12:00				
12:00 - 12:30				
12:30 - 1:00				
1:00 - 1:30				
1:30 - 2:00				
2:00 - 2:30				
2:30 - 3:00				
3:00 - 3:30				
3:30 - 4:00	X	19		
4:00 - 4:30				
4:30 - 5:00	X	35		
5:00 - 5:30				
5:30 - 6:00	X	34		

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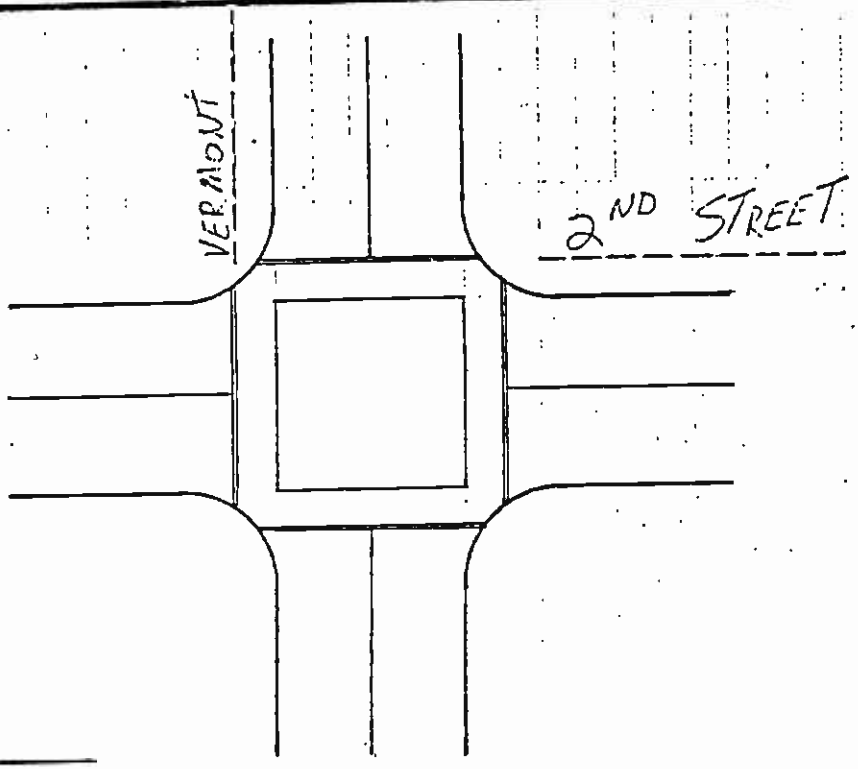
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	South Bound Left	West Bound Left	West Bound Right	North Bound Right
9:00 - 9:30	16	20	11	11
9:30 - 10:00	13	9	8	15
10:00 - 10:30	11	12	7	13
10:30 - 11:00	10	7	9	8
11:00 - 11:30	8	6	6	5
11:30 - 12:00	19	10	3	5
12:00 - 12:30	18	17	11	9
12:30 - 1:00	13	7	11	7
1:00 - 1:30	10	8	8	14
1:30 - 2:00	16	10	8	10
2:00 - 2:30	11	4	15	3
2:30 - 3:00	9	8	7	14
3:00 - 3:30	22	16	9	11
3:30 - 4:00	12	21	20	5
4:00 - 4:30	35	15	36	6
4:30 - 5:00	34	25	31	13
5:00 - 5:30	46	53	58	14
5:30 - 6:00	17	26	40	17

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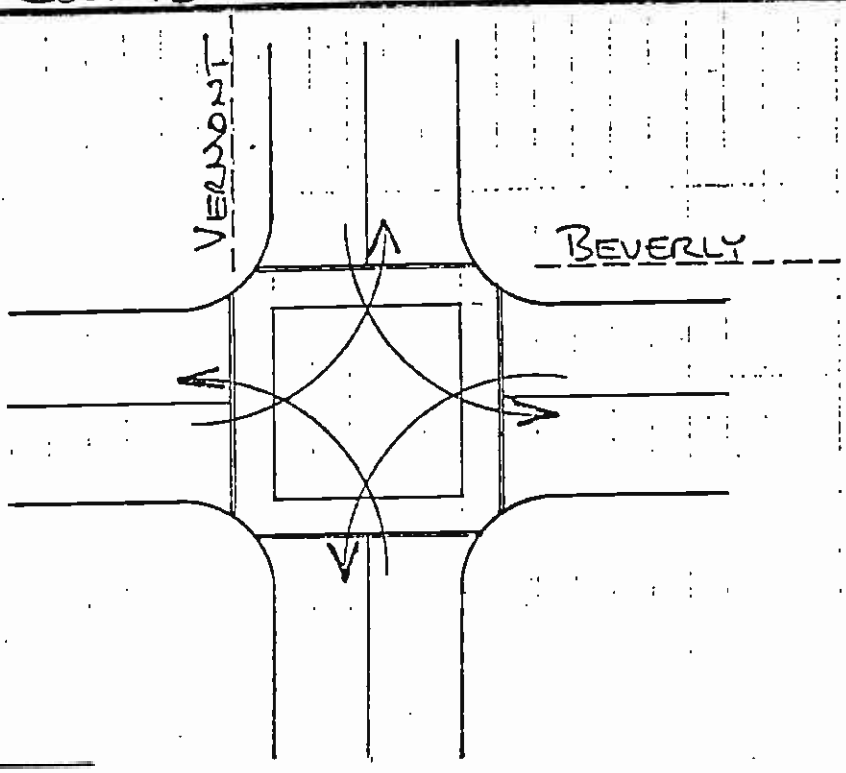
Subject TRAFFIC COUNTS Preparer



Pg 1 of 2

WEATHER: _____

TRAFFIC MOVEMENTS

TIME	South Bound Right	South Bound Left	East Bound Right	East Bound Left
9:00 - 9:30	55	50	63	NO LEFT TURNS
9:30 - 10:00	35	39	57	"
10:00 - 10:30	50	46	68	"
10:30 - 11:00	41	37	90	" (A)
11:00 - 11:30	36	56	78	"
11:30 - 12:00	31	33	93	"
12:00 - 12:30	25	40	97	" (A)
12:30 - 1:00	45	37	95	" (A)
1:00 - 1:30	39	60	81	"
1:30 - 2:00	80	56	115	"
2:00 - 2:30	53	54	104	"
2:30 - 3:00	67	45	101	"
3:00 - 3:30	77	118	108	"
3:30 - 4:00	60	43	116	"
4:00 - 4:30	71	54	122	"
4:30 - 5:00	86	35	124	"
5:00 - 5:30	82	43	37	"
5:30 - 6:00	48	35	115	"

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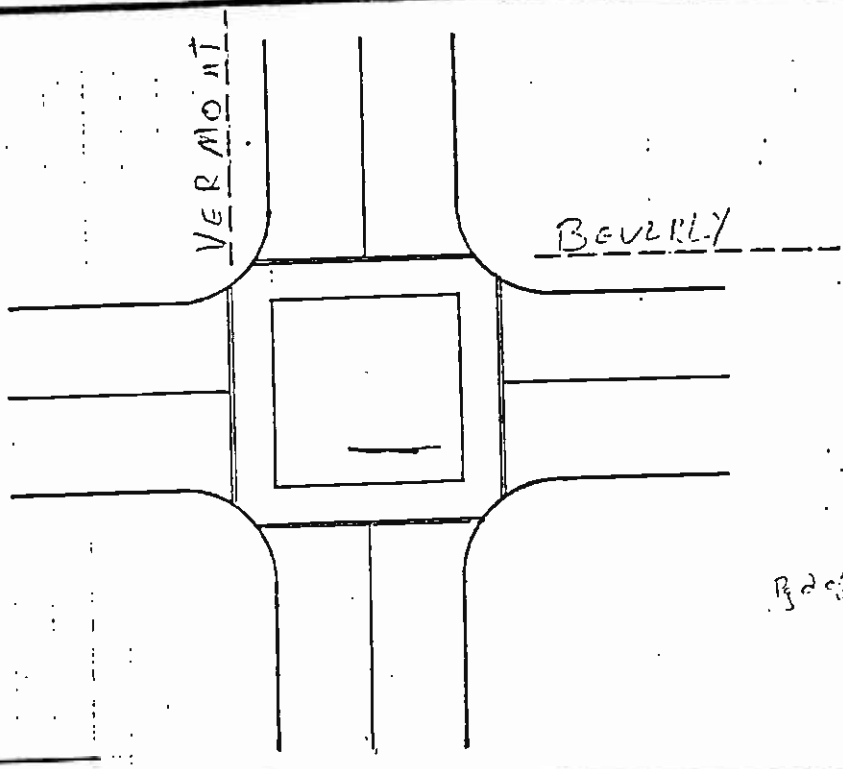
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	EAST bound Left	EAST Bound Right	North bound	North bound Right
9:00 - 9:30	NO LEFT TURN (2)	37	29	13
9:30 - 10:00	" (3)	20	32	23
10:00 - 10:30	" (3)	28	39	14
10:30 - 11:00	" (1)	29	47	29
11:00 - 11:30	" (1)	31	31	20
11:30 - 12:00	" (1)	23	32	33
12:00 - 12:30	"	39	29	25
12:30 - 1:00	" (1)	30	30	29
1:00 - 1:30	" (1)	39	37	27
1:30 - 2:00	" (1)	38	36	23
2:00 - 2:30	"	45	23	37
2:30 - 3:00	"	25	32	36
3:00 - 3:30	"	30	30	36
3:30 - 4:00	"	25	27	17
4:00 - 4:30	"	34	25	19
4:30 - 5:00	"	27	30	27
5:00 - 5:30	"	17	32	31
5:30 - 6:00	"	14	16	30

13 [illegible]

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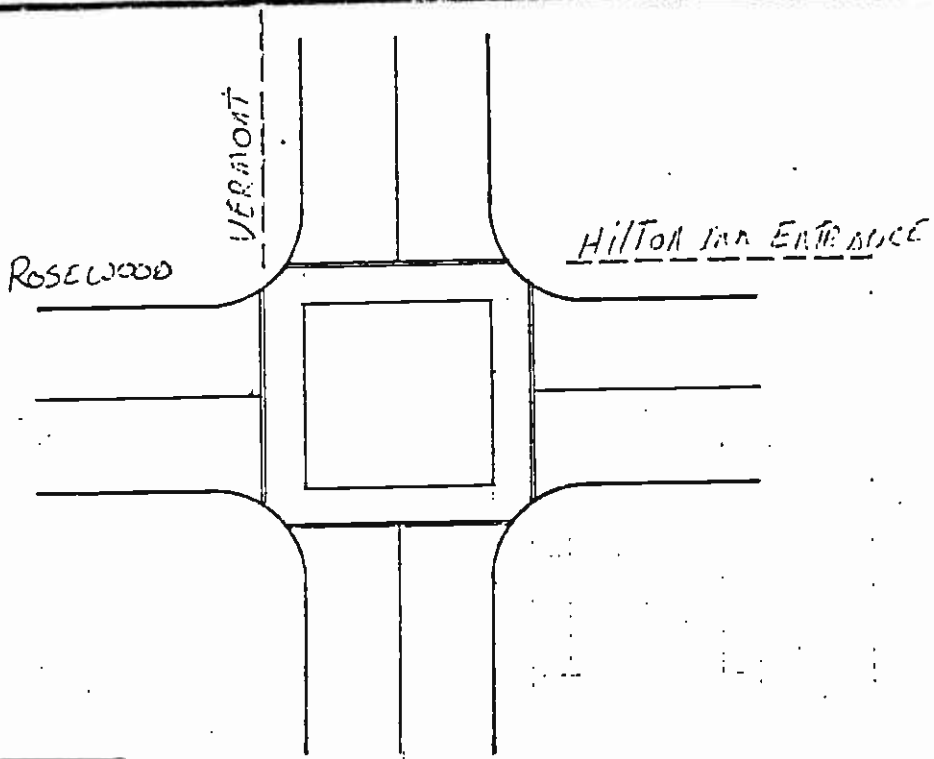
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	SOUTHBOUND Left	NORTHBOUND Left		
9:00 - 9:30	7	4		
9:30 - 10:00	4	8		
10:00 - 10:30	2	12		
10:30 - 11:00	4	8		
11:00 - 11:30	5	12		
11:30 - 12:00	6	12		
12:00 - 12:30	8	11		
12:30 - 1:00	14	11		
1:00 - 1:30	5	11 U-1		
1:30 - 2:00	4	10		
2:00 - 2:30	10	14		
2:30 - 3:00	12	11		
3:00 - 3:30	5	11		
3:30 - 4:00	4	13		
4:00 - 4:30	2	5		
4:30 - 5:00	3	9		
5:00 - 5:30	3	10		
5:30 - 6:00	2	11		

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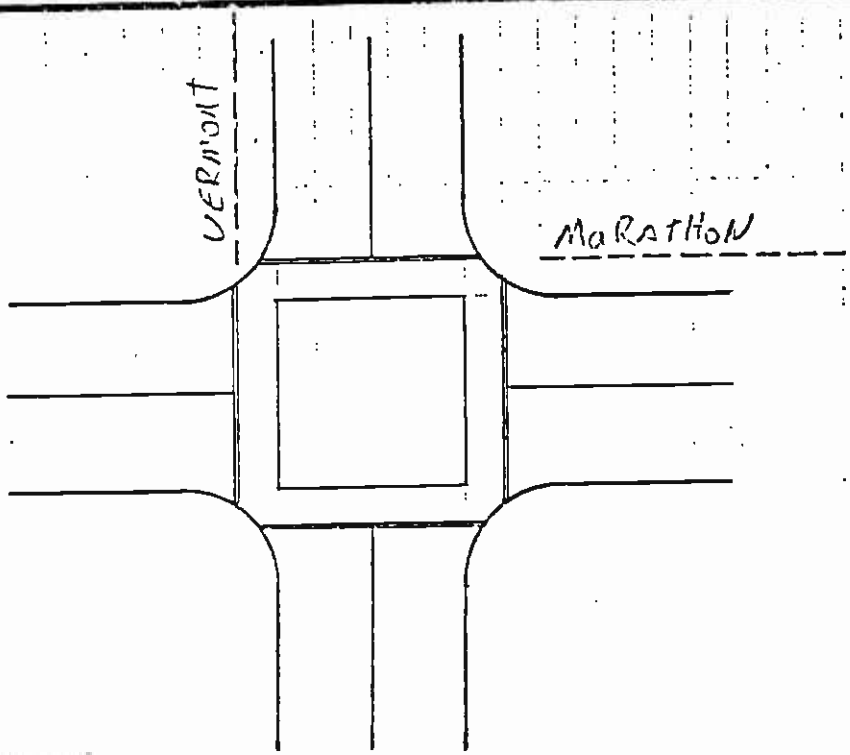

WEATHER: _____

TRAFFIC MOVEMENTS

TIME	South Bound Left	West Bound Left		
9:00 - 9:30	2	3		
9:30 - 10:00	2	2		
10:00 - 10:30	1	1		
10:30 - 11:00	1	1		
11:00 - 11:30	0	3		
11:30 - 12:00	3	1		
12:00 - 12:30	0	5		
12:30 - 1:00	3	3		
1:00 - 1:30	0	2		
1:30 - 2:00	3	1		
2:00 - 2:30	0	2		
2:30 - 3:00	1	2		
3:00 - 3:30	1	2		
3:30 - 4:00	1	2		
4:00 - 4:30	0	0		
4:30 - 5:00	1	1		
5:00 - 5:30	1	2		
5:30 - 6:00	2	2		

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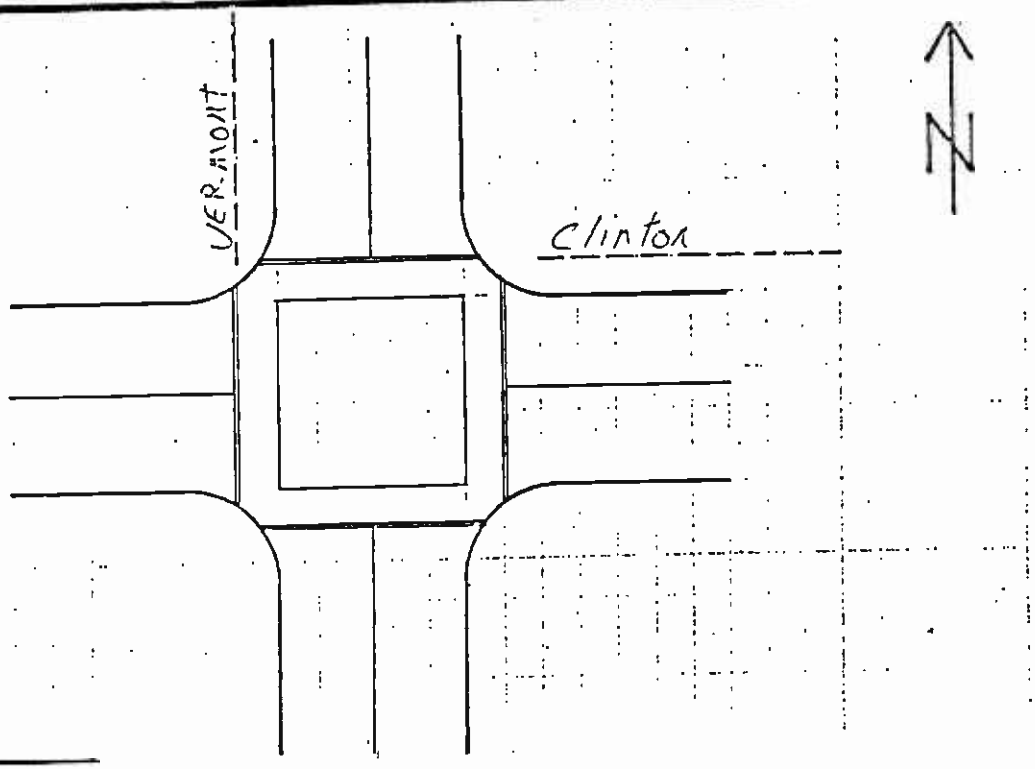
Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	South Bound Left	North Bound Left		
9:00 - 9:30	6	11		
9:30 - 10:00	8	6		
10:00 - 10:30	7	14		
10:30 - 11:00	11	15		
11:00 - 11:30	8	18		
11:30 - 12:00	10	17		
12:00 - 12:30	9	15		
12:30 - 1:00	9	24		
1:00 - 1:30	7	20		
1:30 - 2:00	12	20		
2:00 - 2:30	16	18		
2:30 - 3:00	9	14		
3:00 - 3:30	6	20		
3:30 - 4:00	12	19		
4:00 - 4:30	7	23		
4:30 - 5:00	13	15		
5:00 - 5:30	8	17		
5:30 - 6:00	14	24		

MKTG 9
REV 8/84

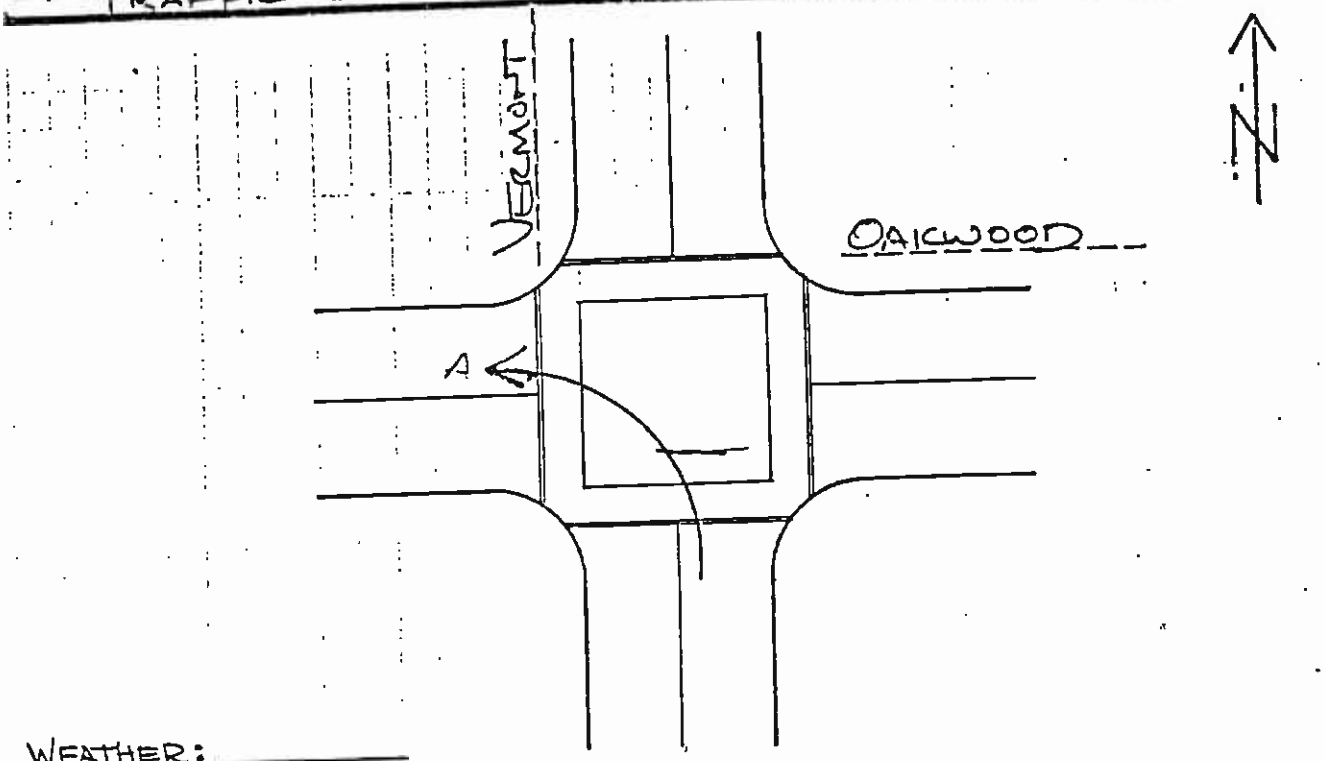
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Working Notes

RTD

Subtask CORE STUDY/SEIS Date Page of

Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TIME	TRAFFIC MOVEMENTS			
	A			
9:00 - 9:30	9			
9:30 - 10:00				
10:00 - 10:30				
10:30 - 11:00				
11:00 - 11:30				
11:30 - 12:00				
12:00 - 12:30				
12:30 - 1:00				
1:00 - 1:30				
1:30 - 2:00				
2:00 - 2:30				
2:30 - 3:00				
3:00 - 3:30				
3:30 - 4:00	11			
4:00 - 4:30				
4:30 - 5:00	33			
5:00 - 5:30				
5:30 - 6:00	21			

MKTG 9
REV 8/84

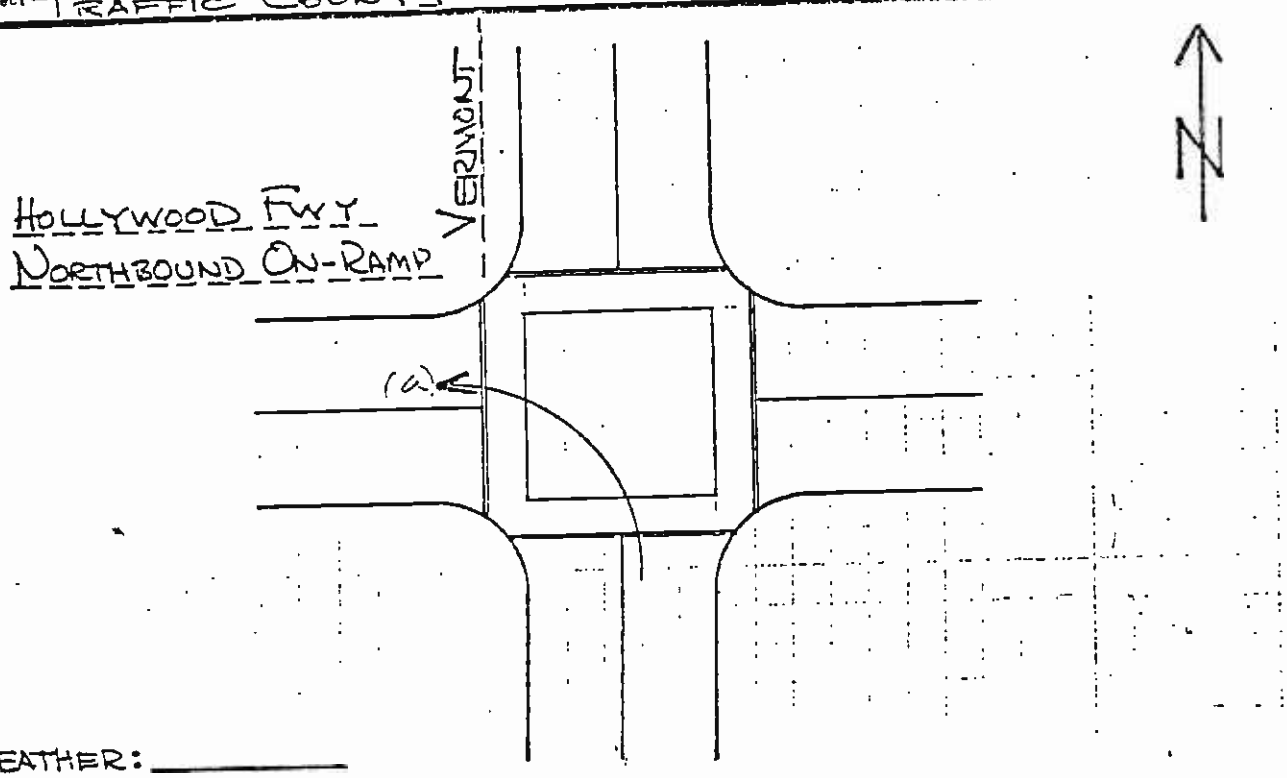
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Working Notes

RTD

Subtask CORE STUDY/SEIS Date Page of

Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	A			
9:00 - 9:30				
9:30 - 10:00	288			
10:00 - 10:30				
10:30 - 11:00				
11:00 - 11:30				
11:30 - 12:00				
12:00 - 12:30				
12:30 - 1:00				
1:00 - 1:30				
1:30 - 2:00				
2:00 - 2:30				
2:30 - 3:00				
3:00 - 3:30				
3:30 - 4:00	606			
4:00 - 4:30				
4:30 - 5:00	742			
5:00 - 5:30				
5:30 - 6:00	702			

MKTG 9
REV 8/84

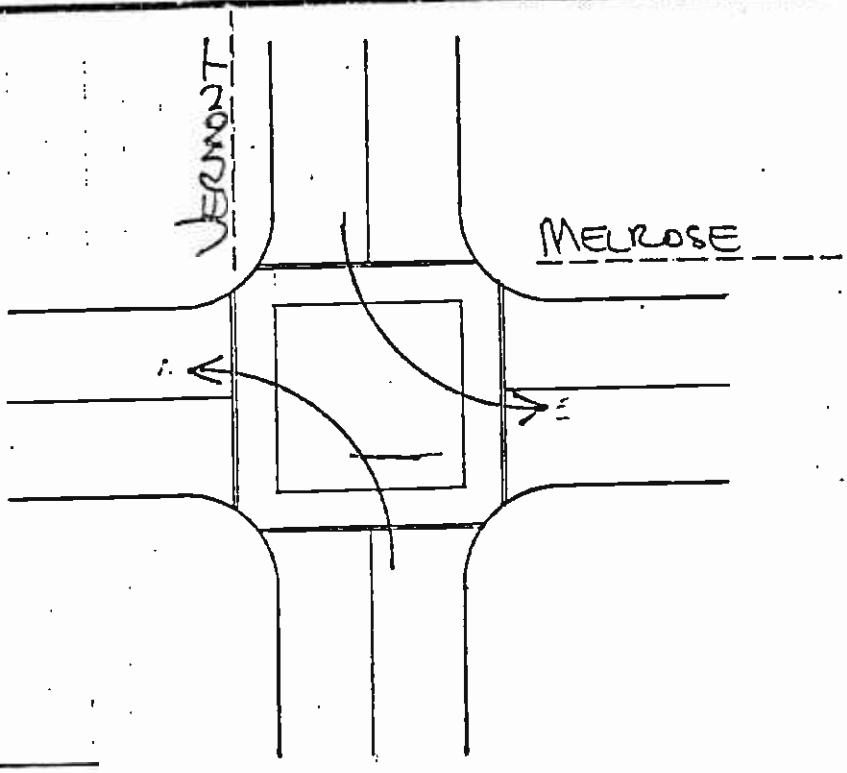
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Working Notes

RTD

Subtask CORE STUDY/SEIS Date Page of

Subject TRAFFIC COUNTS Preparer



WEATHER: _____

TRAFFIC MOVEMENTS

TIME	A	E		
9:00 - 9:30				
9:30 - 10:00	128	20		
10:00 - 10:30				
10:30 - 11:00				
11:00 - 11:30				
11:30 - 12:00				
12:00 - 12:30				
12:30 - 1:00				
1:00 - 1:30				
1:30 - 2:00				
2:00 - 2:30				
2:30 - 3:00				
3:00 - 3:30				
3:30 - 4:00	122	30		
4:00 - 4:30				
4:30 - 5:00	98	28		
5:00 - 5:30				
5:30 - 6:00	200	50		

APPENDIX B

CAPACITY ANALYSES

CAPACITY ANALYSES

EXISTING CONDITIONS

VERMONT EXISTING ANALYSIS
VERMONT VERMONT
1ST 1ST
ANY DAY P.M. PEAK HOUR 1986

ND.69E/PM
6/13/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1			LANE 2			LANE 3			LANE 4		
	L	S	R	L	S	R	L	S	R	L	S	R
NORTH	106	0	0	0	476	0	0	476	0	0	389	87
EAST	92	0	0	0	281	0	0	227	54	0	0	0
SOUTH	85	0	0	0	592	0	0	592	0	0	519	73
WEST	170	0	0	0	344	0	0	260	84	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	106	N
EAST	120	92	N
SOUTH	120	85	N
WEST	120	170	Y

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.61
EAST/WEST 0.39

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH/SOUTH	ALL	698	49.0	32	16
2	WEST	ALL	170	11.9	8	43
3	EAST/ WEST	ALL	281	19.7	13	33
	TOTALS		1149	80.6	53	
	LEVEL OF SERVICE		D			

SCHIMPELER-CORRADINO ASSOCIATES

VERMONT EXISTING ANALYSIS
VERMONT VERMONT
BEVERLY BEVERLY
ANY DAY P.M PEAK HOUR 1986

NO.44E/PM
6/12/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1			LANE 2			LANE 3			LANE 4		
	L	S	R	L	S	R	L	S	R	L	S	R
NORTH	111	0	0	0	500	0	0	500	0	0	363	137
EAST	122	0	0	0	1078	150	0	0	0	0	0	0
SOUTH	86	0	0	0	421	0	0	421	0	0	315	106
WEST	75	0	0	0	802	92	0	0	0	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	111	N
EAST	120	122	Y
SOUTH	120	86	N
WEST	120	75	N

YCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.31
EAST/WEST 0.69

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH/SOUTH	ALL	586	41.1		
2	EAST	ALL	122	8.6		
3	EAST/ WEST	ALL	1106	77.6		
	TOTALS		1814	127.3		
	LEVEL OF SERVICE		FAILURE			

SCHIMPELER-CORRADINO ASSOCIATES

VERMONT EXISTING ANALYSIS
VERMONT VERMONT
MELROSE MELROSE
ANY DAY P.M PEAK HOUR 1986

NO.46E/PM
6/12/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1			LANE 2			LANE 3			LANE 4		
	L	S	R	L	S	R	L	S	R	L	S	R
NORTH	30	480	0	0	589	71	0	0	0	0	0	0
EAST	65	325	80	0	0	0	0	0	0	0	0	0
SOUTH	200	0	0	0	690	0	0	589	101	0	0	0
WEST	75	153	0	0	210	92	0	0	0	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	30	N
EAST	120	65	N
SOUTH	120	200	Y
WEST	147	75	N

YCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.64
EAST/WEST 0.36

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	SOUTH	ALL	200	14.0	8	62
2	NORTH/SOUTH	ALL	660	46.3	26	28
3	EAST/ WEST	ALL	480	33.7	19	36
	TOTALS		1340	94.0	53	
	LEVEL OF SERVICE		E			

SCHIMPELER-CORRADINO ASSOCIATES

VERMONT VERMONT
SANTA MONICA SANTA MONICA
ANY DAY P.M. PEAK HOUR 1986

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1			LANE 2			LANE 3			LANE 4		
	L	S	R	L	S	R	L	S	R	L	S	R
NORTH	110	0	0	0	300	0	0	300	0	0	236	64
EAST	99	0	0	0	297	0	0	245	52	0	0	0
SOUTH	135	0	0	0	422	0	0	422	0	0	289	133
WEST	116	0	0	0	409	0	0	279	130	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	110	N
EAST	120	99	N
SOUTH	120	135	Y
WEST	120	116	N

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.51
EAST/WEST 0.49

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	SOUTH	ALL	135	9.5	7	40
2	NORTH/SOUTH	ALL	300	21.1	17	23
3	EAST/ WEST	ALL	508	35.6	28	15
	TOTALS		943	66.2	52	
	LEVEL OF SERVICE		B			

CAPACITY ANALYSES

YEAR 2000 BASE CONDITIONS

CAPACITY ANALYSES

WITH PROJECT

VERMONT AVENUE ANALYSIS

VERMONT VERMONT 6/16/86
1ST 1ST
ANY DAY P.M. PEAK HOUR 2000

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1 L	S	R	LANE 2 L	S	R	LANE 3 L	S	R	LANE 4 L	S	R
NORTH	132	0	0	0	558	0	0	558	0	0	457	101
EAST	143	0	0	0	326	0	0	263	63	0	0	0
SOUTH	99	0	0	0	693	0	0	693	0	0	608	85
WEST	197	0	0	0	400	0	0	303	97	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	VOLUME	PHASE NEEDED?
NORTH	120	132	Y
EAST	120	143	Y
SOUTH	120	99	N
WEST	120	197	Y

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.60
EAST/WEST 0.40

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH	ALL	132	9.6		
2	NORTH/SOUTH	ALL	693	50.4		
3	EAST/ WEST	LEFT	143	10.4		
4	WEST	ALL	54	3.9		
5	EAST/ WEST	ALL	346	25.2		
		TOTALS	1368	99.5		
		LEVEL OF SERVICE	E			

SCHIMPELER-CORRADINO ASSOCIATES

VERMONT VERMONT
BEVERLY BEVERLY
ANY DAY P.M PEAK HOUR 2000

6/16/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1 L	LANE 1 S	LANE 1 R	LANE 2 L	LANE 2 S	LANE 2 R	LANE 3 L	LANE 3 S	LANE 3 R	LANE 4 L	LANE 4 S	LANE 4 R
NORTH	149	0	0	0	664	0	0	664	0	0	482	182
EAST	162	0	0	0	1416	199	0	0	0	0	0	0
SOUTH	139	0	0	0	565	0	0	565	0	0	421	144
WEST	117	0	0	0	1070	127	0	0	0	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	149	Y
EAST	120	162	Y
SOUTH	120	139	Y
WEST	120	117	N

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.32
EAST/WEST 0.68

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH/SOUTH	LEFT	139	10.1		
2	NORTH	ALL	10	0.7		
3	NORTH/SOUTH	ALL	654	47.6		
4	EAST	ALL	162	11.8		
5	EAST/ WEST	ALL	1453	105.7		
	TOTALS		2418	175.9		
	LEVEL OF SERVICE		FAILURE			

SCHIMPELER-CORRADINO ASSOCIATES

VERMONT VERMONT 6/16/86
MELROSE MELROSE
ANY DAY P.M PEAK HOUR 2000

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1 L	LANE 1 S	LANE 1 R	LANE 2 L	LANE 2 S	LANE 2 R	LANE 3 L	LANE 3 S	LANE 3 R	LANE 4 L	LANE 4 S	LANE 4 R
NORTH	39	635	0	0	766	103	0	0	0	0	0	0
EAST	95	449	111	0	0	0	0	0	0	0	0	0
SOUTH	206	0	0	0	948	0	0	813	135	0	0	0
WEST	113	200	0	0	300	126	0	0	0	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	39	N
EAST	120	95	N
SOUTH	120	206	Y
WEST	120	113	N

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.61
EAST/WEST 0.39

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	SOUTH	ALL	206	14.5		
2	NORTH/SOUTH	ALL	869	61.0		
3	EAST/ WEST	ALL	673	47.2		
	TOTALS		1748	122.7		
	LEVEL OF SERVICE		FAILURE			

SCHIMPELER-CORRADINO ASSOCIATES

VERMONT VERMONT
SANTA MONICA SANTA MONICA
ANY DAY P.M. PEAK HOUR 2000

6/16/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1			LANE 2			LANE 3			LANE 4		
	L	S	R	L	S	R	L	S	R	L	S	R
NORTH	164	0	0	0	452	0	0	452	0	0	357	95
EAST	140	0	0	0	430	0	0	356	74	0	0	0
SOUTH	244	0	0	0	548	0	0	548	0	0	377	171
WEST	183	0	0	0	610	0	0	419	191	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	164	Y
EAST	120	140	Y
SOUTH	120	244	Y
WEST	120	183	Y

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.49
EAST/WEST 0.51

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH/SOUTH	LEFT	164	11.9		
2	SOUTH	ALL	80	5.8		
3	NORTH/SOUTH	ALL	468	34.0		
4	EAST/ WEST	LEFT	140	10.2		
5	WEST	ALL	43	3.1		
6	EAST/ WEST	ALL	567	41.2		
		TOTALS	1462	106.2		
	LEVEL OF SERVICE		FAILURE			

SCHIMPELER-CORRADINO ASSOCIATES

NO BUILD
VERMONT VERMONT
1ST 1ST
ANY DAY P.M. PEAK HOUR 2000

NO.69A/PM
6/13/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1			LANE 2			LANE 3			LANE 4		
	L	S	R	L	S	R	L	S	R	L	S	R
NORTH	123	0	0	0	553	0	0	553	0	0	452	101
EAST	107	0	0	0	326	0	0	263	63	0	0	0
SOUTH	99	0	0	0	687	0	0	687	0	0	602	85
WEST	197	0	0	0	399	0	0	302	97	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	123	Y
EAST	120	107	N
SOUTH	120	99	N
WEST	120	197	Y

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.61
EAST/WEST 0.39

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH	ALL	123	8.9	5	81
2	NORTH/SOUTH	ALL	687	50.0	26	32
3	WEST	ALL	197	14.3	7	155
4	EAST/ WEST	ALL	326	23.7	12	71
	TOTALS		1333	96.9	50	
	LEVEL OF SERVICE		E			

SCHIMPELER-CORRADINO ASSOCIATES

LA CORE STUDY -- NO BUILD
VERMONT VERMONT
BEVERLY BEVERLY
ANY DAY P.M PEAK HOUR 2000

NO.44/PM
6/12/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1 L	S	R	LANE 2 L	S	R	LANE 3 L	S	R	LANE 4 L	S	R
NORTH	149	0	0	0	660	0	0	660	0	0	478	182
EAST	162	0	0	0	1379	199	0	0	0	0	0	0
SOUTH	117	0	0	0	561	0	0	561	0	0	417	144
WEST	104	0	0	0	1039	127	0	0	0	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	VOLUME	PHASE NEEDED?
NORTH	120	149	Y
EAST	120	162	Y
SOUTH	120	117	N
WEST	120	104	N

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.32
EAST/WEST 0.68

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH	ALL	149	10.8		
2	NORTH/SOUTH	ALL	561	40.8		
3	EAST	ALL	162	11.8		
4	EAST/ WEST	ALL	1416	103.0		
	TOTALS		2288	166.4		
	LEVEL OF SERVICE		FAILURE			

SCHIMPELER-CORRADINO ASSOCIATES

VERMONT VERMONT
MELROSE MELROSE
ANY DAY P.M PEAK HOUR 2000

6/12/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1 L	LANE 1 S	LANE 1 R	LANE 2 L	LANE 2 S	LANE 2 R	LANE 3 L	LANE 3 S	LANE 3 R	LANE 4 L	LANE 4 S	LANE 4 R
NORTH	36	639	0	0	762	93	0	0	0	0	0	0
EAST	90	449	111	0	0	0	0	0	0	0	0	0
SOUTH	206	0	0	0	948	0	0	813	135	0	0	0
WEST	103	210	0	0	290	126	0	0	0	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	36	N
EAST	120	90	N
SOUTH	120	206	Y
WEST	120	103	N

CYCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.62
EAST/WEST 0.38

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	SOUTH	ALL	206	14.5		
2	NORTH/SOUTH	ALL	855	60.0		
3	EAST/ WEST	ALL	663	46.5		
	TOTALS		1724	121.0		
	LEVEL OF SERVICE		FAILURE			

SCHIMPELER-CORRADINO ASSOCIATES

LA CORE STUDY -- NO BUILD
VERMONT VERMONT
SANTA MONICA SANTA MONICA
ANY DAY P.M. PEAK HOUR 2000

NO.31/PM
6/12/86

VOLUME ALLOCATION TO LANES

TRAFFIC FROM	LANE 1 L	S	R	LANE 2 L	S	R	LANE 3 L	S	R	LANE 4 L	S	R
NORTH	164	0	0	0	445	0	0	445	0	0	350	95
EAST	140	0	0	0	420	0	0	346	74	0	0	0
SOUTH	174	0	0	0	542	0	0	542	0	0	371	171
WEST	170	0	0	0	600	0	0	409	191	0	0	0

LEFT TURN CHECK

TRAFFIC FROM	LEFT TURN CAPACITY	LEFT TURN VOLUME	PHASE NEEDED?
NORTH	120	164	Y
EAST	120	140	Y
SOUTH	120	174	Y
WEST	120	170	Y

YCLE LENGTH : 60 SECONDS

G/C RATIO : NORTH/SOUTH 0.49
EAST/WEST 0.51

PLANNING

PHASE	TRAFFIC FROM	MOVEMENT	CRITICAL VOLUME	PERCENT CAPACITY USED	EFFECTIVE GREEN TIME	AVERAGE DELAY
1	NORTH/SOUTH	LEFT	164	11.9		
2	SOUTH	ALL	10	0.7		
3	NORTH/SOUTH	ALL	532	38.7		
4	EAST/ WEST	LEFT	140	10.2		
5	WEST	ALL	30	2.2		
6	EAST/ WEST	ALL	570	41.5		
		TOTALS	1446	105.2		
	LEVEL OF SERVICE		FAILURE			

SCHIMPELER-CORRADINO ASSOCIATES