

APPENDICES

APPENDIX A
AESTHETIC RESOURCES PHOTOGRAPHIC
DOCUMENTATION

PHOTO 1: SWEEPING VIEW LOOKING NORTHWEST TOWARD SANTA SUSANA MOUNTAINS (from Equestrian Center)



Source: ICF Jones & Stokes. August 2009

PHOTO 2: SOUTH-FACING VIEW TOWARD CHALK HILLS (from El Rancho Road)



Source: ICF Jones & Stokes. August 2009

PHOTO 3: VIEW NORTHWEST FROM CHALK HILLS ACROSS THE CAMPUS (the Santa Susana Mountains Appearing as a Backdrop)



Source: ICF Jones & Stokes. August 2009

PHOTO 4: VIEW NORTHWEST FROM CHALK HILLS IN THE FAR SOUTHWEST CORNER OF THE CAMPUS (Canyon de Lana)



Source: ICF Jones & Stokes. August 2009

PHOTO 5: VIEW NORTHWEST FROM CHALK HILLS



Source: ICF Jones & Stokes. August 2009

PHOTO 6: VIEW SOUTHWEST FROM EQUESTRIAN CENTER (Shows Close-in Development Blocking Some Views From/Into the Campus)



Source: ICF Jones & Stokes. July 2009

APPENDIX B

AIR QUALITY DATA SHEETS

A qualitative air quality analysis was prepared for the proposed 2014 Master Plan Update by ICF International in June 2014. This qualitative analysis concluded that proposed 2014 Master Plan Update emissions would be *similar to or less than* 2010 Master Plan emissions.

The 2010 Master Plan Update air quality analysis demonstrated that emissions would be lower than 2002 EIR emissions. The following data sheets are from the 2010 Master Plan Update air quality analysis.

CONSERVATIVE ESTIMATE OF UNMITIGATED CONSTRUCTION EMISSIONS (pounds per day)

	ROC	NO _x	CO	SO _x	PM ₁₀ ^a	PM _{2.5} ^a	CO ₂
Demolition Emissions							
On-site Total	1.14	7.68	4.68	-	20.67	4.72	700.30
Fugitive Dust	-	-	-	-	20.08	4.18	-
Off-Road Diesel	1.14	7.68	4.68	-	0.59	0.54	700.30
Off-site Total	1.62	20.74	8.99	0.03	0.95	0.81	2,938.22
On-Road Diesel	1.59	20.68	7.94	0.03	0.94	0.81	2,813.83
Worker Trips	0.03	0.06	1.05	-	0.01	-	124.39
Grand Total	2.76	28.42	13.67	0.03	21.62	5.53	3,638.52
Site Grading Emissions							
On-site Total	3.00	24.99	12.46	-	11.03	3.19	2,247.32
Fugitive Dust	-	-	-	-	9.78	2.04	-
Off-Road Diesel	3.00	24.99	12.46	-	1.25	1.15	2,247.32
Off-site Total	0.03	0.06	1.05	-	0.01	-	124.39
On-Road Diesel	-	-	-	-	-	-	-
Worker Trip	0.03	0.06	1.05	-	0.01	-	124.39
Grand Total	3.03	25.05	13.51	-	11.04	3.19	2,371.71
Building Erection/Finishing Emissions							
On-site Total	11.58	8.51	4.68	-	0.54	0.50	893.39
Off-Road Diesel, Bldg Cnst	1.11	8.51	4.68	-	0.54	0.50	893.39
Arch Coatings Off-Gas	10.47	-	-	-	-	-	-
Asphalt Off-Gas	-	-	-	-	-	-	-
Off-Road Diesel, Asphalt	-	-	-	-	-	-	-
Off-site Total	0.12	0.59	3.15	-	0.05	0.03	445.55
Worker Trips, Bldg Cnst	0.08	0.16	2.68	-	0.03	0.01	342.26
Vendor Trips, Bldg Cnst	0.04	0.42	0.35	-	0.02	0.02	88.10
Worker Trips, Arch Coatings	-	-	-	-	-	-	-
On-Road Diesel, Asphalt	-	-	-	-	-	-	-
Worker Trips, Asphalt	-	0.01	0.12	-	-	-	15.19
Grand Total	11.70	9.10	7.83	-	0.59	0.53	1,338.94
On-site Emissions Totals							
Demolition	1.1	7.7	4.7	-	20.7	4.7	700.3
Site Grading	3.0	25.0	12.5	-	11.0	3.2	2,247.3
Building Erection/Finishing	11.6	8.5	4.7	-	0.5	0.5	893.4
Maximum On-site Emissions	12	25	12	-	21	5	2,247
Localized Significance Threshold ^b	--	212	1,510	--	35	8	--
Exceed Threshold?	No	No	No	No	No	No	No
Regional Emissions Totals							
Demolition	2.8	28.4	13.7	0.0	21.6	5.5	3,638.5
Site Grading	3.0	25.1	13.5	-	11.0	3.2	2,371.7
Building Erection/Finishing	11.7	9.1	7.8	-	0.6	0.5	1,338.9
Maximum Regional Emissions	12	28	14	0	22	6	3,639
Regional Significance Threshold	75	100	550	150	150	55	--
Exceed Threshold?	No	No	No	No	No	No	No

Notes:

URBEMIS print-out sheets and fugitive PM calculation worksheet are attached.

^a Fugitive PM₁₀ and PM_{2.5} emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

^b The project site is located in SCAQMD SRA No. 6. These LSTs are based on the site location SRA, distance to nearest sensitive receptor location from the project site (50 meters), and project area that could be under construction on any given day (five acres).

CONSERVATIVE ESTIMATE OF MITIGATED CONSTRUCTION EMISSIONS (pounds per day)

	ROC	NO _x	CO	SO _x	PM ₁₀ ^a	PM _{2.5} ^a	CO ₂
Demolition Emissions							
On-site Total	0.27	3.45	4.68	-	20.35	4.43	700.30
Fugitive Dust	-	-	-	-	20.08	4.18	-
Off-Road Diesel	0.27	3.45	4.68	-	0.27	0.25	700.30
Off-site Total	1.62	20.74	8.99	0.03	0.95	0.81	2,938.22
On-Road Diesel	1.59	20.68	7.94	0.03	0.94	0.81	2,813.83
Worker Trips	0.03	0.06	1.05	-	0.01	-	124.39
Grand Total	1.89	24.19	13.67	0.03	21.30	5.24	3,638.52
Site Grading Emissions							
On-site Total	0.71	11.27	12.46	-	10.34	2.55	2,247.32
Fugitive Dust	-	-	-	-	9.78	2.04	-
Off-Road Diesel	0.71	11.27	12.46	-	0.56	0.51	2,247.32
Off-site Total	0.03	0.06	1.05	-	0.01	-	124.39
On-Road Diesel	-	-	-	-	-	-	-
Worker Trip	0.03	0.06	1.05	-	0.01	-	124.39
Grand Total	0.74	11.33	13.51	-	10.35	2.55	2,371.71
Building Erection/Finishing Emissions							
On-site Total	10.73	3.83	4.68	-	0.26	0.24	893.39
Off-Road Diesel, Bldg Cnst	0.26	3.83	4.68	-	0.26	0.24	893.39
Arch Coatings Off-Gas	10.47	-	-	-	-	-	-
Asphalt Off-Gas	-	-	-	-	-	-	-
Off-Road Diesel, Asphalt	-	-	-	-	-	-	-
Off-site Total	0.12	0.59	3.15	-	0.05	0.03	445.55
Worker Trips, Bldg Cnst	0.08	0.16	2.68	-	0.03	0.01	342.26
Vendor Trips, Bldg Cnst	0.04	0.42	0.35	-	0.02	0.02	88.10
Worker Trips, Arch Coatings	-	-	-	-	-	-	-
On-Road Diesel, Asphalt	-	-	-	-	-	-	-
Worker Trips, Asphalt	-	0.01	0.12	-	-	-	15.19
Grand Total	10.85	4.42	7.83	-	0.31	0.27	1,338.94
On-site Emissions Totals							
Demolition	0.3	3.4	4.7	-	20.3	4.4	700.3
Site Grading	0.7	11.3	12.5	-	10.3	2.6	2,247.3
Building Erection/Finishing	10.7	3.8	4.7	-	0.3	0.2	893.4
Maximum On-site Emissions	11	11	12	-	20	4	2,247
Localized Significance Threshold ^b	--	212	1,510	--	35	8	--
Exceed Threshold?	No	No	No	No	No	No	No
Regional Emissions Totals							
Demolition	1.9	24.2	13.7	0.0	21.3	5.2	3,638.5
Site Grading	0.7	11.3	13.5	-	10.3	2.6	2,371.7
Building Erection/Finishing	10.9	4.4	7.8	-	0.3	0.3	1,338.9
Maximum Regional Emissions	11	24	14	0	21	5	3,639
Regional Significance Threshold	75	100	550	150	150	55	--
Exceed Threshold?	No	No	No	No	No	No	No

Notes:

URBEMIS print-out sheets and fugitive PM calculation worksheet are attached.

^a Fugitive PM₁₀ and PM_{2.5} emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

^b The project site is located in SCAQMD SRA No. 6. These LSTs are based on the site location SRA, distance to nearest sensitive receptor location from the project site (50 meters), and project area that could be under construction on any given day (five acres).

Regional Emission Calculations (lbs/day)

	ROC	NOx	CO	SOx	PM10	PM2.5
Existing Condition						
Mobile	0.0	0.0	0.0	0.0	0.0	0.0
Area	0.0	0.0	0.0	0.0	0.0	0.0
Stationary	0.0	0.0	0.0	0.0	0.0	0.0
Total Existing	0.0	0.0	0.0	0.0	0.0	0.0
Project Condition						
Mobile	23.0	32.0	286.0	0.0	65.0	13.0
Area	2.0	3.0	4.0	0.0	0.0	0.0
Stationary	0.1	11.0	1.9	1.1	0.4	0.3
Total Project	25.1	46.0	291.9	1.1	65.4	13.4
Net Project Emissions						
Net Mobile	23.0	32.0	286.0	0.0	65.0	13.0
Net Area	2.0	3.0	4.0	0.0	0.0	0.0
Net Stationary	0.1	11.0	1.9	1.1	0.4	0.3
Total Net	25.1	46.0	291.9	1.1	65.4	13.4
SCAQMD Significance Threshold	55	55	550	150	150	55
Difference	(30)	(9)	(258)	(149)	(85)	(42)
Significant?	No	No	No	No	No	No

Electricity Usage

Land Use	1,000 Sqft	Electricity	Total Electricity Usage		Emission Factors (lbs/MWh) ^b				
		Usage Rate ^a (kWh/sq.ft/yr)	(KWh/year)	(MWh/Day)	CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing									
Office	0.0	12.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Retail	0.0	13.55	0	0.000	0.000	0.000	0.000	0.000	0.000
Hotel/Motel	0.0	9.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Restaurant	0.0	47.45	0	0.000	0.000	0.000	0.000	0.000	0.000
Food Store	0.0	53.30	0	0.000	0.000	0.000	0.000	0.000	0.000
Warehouse	0.0	4.35	0	0.000	0.000	0.000	0.000	0.000	0.000
College/University	0.0	11.55	0	0.000	0.000	0.000	0.000	0.000	0.000
High School	0.0	10.50	0	0.000	0.000	0.000	0.000	0.000	0.000
Elementary School	0.0	5.90	0	0.000	0.000	0.000	0.000	0.000	0.000
Hospital	0.0	21.70	0	0.000	0.000	0.000	0.000	0.000	0.000
Miscellaneous	0.0	10.50	0	0.000	0.000	0.000	0.000	0.000	0.000
Residential (DU)	0.0	5,627	0	0.000	0.000	0.000	0.000	0.000	0.000
Total Existing			0	0.000	0.00	0.00	0.00	0.00	0.00
Project									
Office	0.0	12.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Retail	0.0	13.55	0	0.000	0.000	0.000	0.000	0.000	0.000
Hotel/Motel	0.0	9.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Restaurant	0.0	47.45	0	0.000	0.000	0.000	0.000	0.000	0.000
Food Store	0.0	53.3	0	0.000	0.000	0.000	0.000	0.000	0.000
Warehouse	0.0	4.35	0	0.000	0.000	0.000	0.000	0.000	0.000
College/University	301.0	11.55	3,476,550	9.525	1.905	0.095	10.954	0.381	1.143
High School	0.0	10.5	0	0.000	0.000	0.000	0.000	0.000	0.000
Elementary School	0.0	5.9	0	0.000	0.000	0.000	0.000	0.000	0.000
Hospital	0.0	21.7	0	0.000	0.000	0.000	0.000	0.000	0.000
Miscellaneous	0.0	10.5	0	0.000	0.000	0.000	0.000	0.000	0.000
Residential (DU)	0.0	5,627	0	0.000	0.000	0.000	0.000	0.000	0.000
Total Project			3,476,550	9.525	1.91	0.10	10.95	0.38	1.14
Net Emissions From Electricity Usage					1.91	0.10	10.95	0.38	1.14

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.00	0.00	0.00	0.00	0.00
Total Project Emissions (lbs/day)	1.91	0.10	10.95	0.38	1.14
Total Net Emissions (lbs/day)	1.91	0.10	10.95	0.38	1.14

^a Electricity Usage Rates from Table A9-11-A, [CEQA Air Quality Handbook](#), SCAQMD, 1993.

^b Emission Factors from Table A9-11-B, [CEQA Air Quality Handbook](#), SCAQMD, 1993.

^c Natural Gas Usage Rates from Table A9-12-A, [CEQA Air Quality Handbook](#), SCAQMD, 1993.

^d Emission Factors from Table A9-12-B, [CEQA Air Quality Handbook](#), SCAQMD, 1993.

^e The emission factors for NOx in lbs per million cuft of natural gas are 120 for nonresidential uses and 80 for residential uses.

Pierce College

Regional Greenhouse Gas Emission Calculations (lbs/day)

	CO ₂	CH ₄	N ₂ O	CO ₂ e
Existing Condition				
Mobile	-	-	-	-
Area	-	-	-	-
Stationary	-	-	-	-
Total Existing	-	-	-	-
Project Condition				
Mobile	38,881.00	8.45	8.11	41,572.76
Area	5,779.00	0.64	0.01	5,795.88
Stationary	13,442.08	0.71	0.05	13,471.15
Total Project	58,102.09	9.80	8.17	60,839.79
Net Project Emissions				
Net Mobile	38,881.00	8.45	8.11	41,572.76
Net Area	5,779.00	0.64	0.01	5,795.88
Net Stationary	13,442.08	0.71	0.05	13,471.15
Total Net	58,102.09	9.80	8.17	60,839.79
SCAQMD Significance Threshold	--	--	--	--
Difference	--	--	--	--
Significant?	No	No	No	No

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate ^a (kWh/sq.ft/yr)	Total Electricity Usage		Emission Factors (lbs/MWh) ^b			
			(KWh/year)	(MWh/day)	CO ₂	CH ₄	N ₂ O	CO ₂ e
					804.54	0.0067	0.0037	21/310 ^c
Existing								
Emissions from Electricity (lbs/day)								
Office	0.0	12.95	-	-	-	-	-	-
Retail	0.0	13.55	-	-	-	-	-	-
Hotel/Motel	0.0	9.95	-	-	-	-	-	-
Restaurant	0.0	47.45	-	-	-	-	-	-
Food Store	0.0	53.30	-	-	-	-	-	-
Warehouse	0.0	4.35	-	-	-	-	-	-
College/University	0.0	11.55	-	-	-	-	-	-
High School	0.0	10.50	-	-	-	-	-	-
Elementary School	0.0	5.90	-	-	-	-	-	-
Hospital	0.0	21.70	-	-	-	-	-	-
Miscellaneous	0.0	10.50	-	-	-	-	-	-
Residential (DU)	0.0	5.627	-	-	-	-	-	-
Total Existing			-	-	-	-	-	-
Project								
Office	0.0	12.95	-	-	-	-	-	-
Retail	0.0	13.55	-	-	-	-	-	-
Hotel/Motel	0.0	9.95	-	-	-	-	-	-
Restaurant	0.0	47.45	-	-	-	-	-	-
Food Store	0.0	53.30	-	-	-	-	-	-
Warehouse	0.0	4.35	-	-	-	-	-	-
College/University	301.0	11.55	3,476,550.00	9.52	7,663.08	0.06	0.04	7,675.27
High School	0.0	10.50	-	-	-	-	-	-
Elementary School	0.0	5.90	-	-	-	-	-	-
Hospital	0.0	21.70	-	-	-	-	-	-
Miscellaneous	0.0	10.50	-	-	-	-	-	-
Residential (DU)	0.0	5.627	-	-	-	-	-	-
Total Project			3,476,550.00	9.52	7,663.08	0.06	0.04	7,675.27
Net Emissions From Electricity Usage					7,663.08	0.06	0.04	7,675.27

Area Sources

Natural Gas Usage

Land Use	1,000 Sqft	Natural Gas Usage Rate ^d (cu.ft/sq.ft/mo)	Total Natural Gas Usage		Emission Factors (kg/MMBtu) ^e			
			(cu.ft/mo)	(Btu/day) ^f	CO ₂	CH ₄	N ₂ O	CO ₂ e
					53.05	0.0059	0.0001	21/310 ^c
Existing								
Emissions from Natural Gas (lbs/day)								
Office	0.0	2.0	-	-	-	-	-	-
Retail	0.0	2.9	-	-	-	-	-	-
Hotel/Motel	0.0	4.8	-	-	-	-	-	-
Restaurant	0.0	4.8	-	-	-	-	-	-
Food Store	0.0	2.9	-	-	-	-	-	-
Warehouse	0.0	2.0	-	-	-	-	-	-
College/University	0.0	4.8	-	-	-	-	-	-
High School	0.0	2.9	-	-	-	-	-	-
Elementary School	0.0	2.0	-	-	-	-	-	-
Hospital	0.0	4.8	-	-	-	-	-	-
Miscellaneous	0.0	2.9	-	-	-	-	-	-
Residential (Single Family DU)	0.0	6.665	-	-	-	-	-	-
Residential (Multi-Family DU)	0.0	4.012	-	-	-	-	-	-
Total Existing			-	-	-	-	-	-
Project								
Office	0.0	2.0	-	-	-	-	-	-
Retail	0.0	2.9	-	-	-	-	-	-
Hotel/Motel	0.0	4.8	-	-	-	-	-	-
Restaurant	0.0	4.8	-	-	-	-	-	-
Food Store	0.0	2.9	-	-	-	-	-	-
Warehouse	0.0	2.0	-	-	-	-	-	-
College/University	0.0	4.8	1,444,800.00	49,412,160.00	5,779.00	0.64	0.01	5,795.88
High School	0.0	2.9	-	-	-	-	-	-
Elementary School	0.0	2.0	-	-	-	-	-	-
Hospital	0.0	4.8	-	-	-	-	-	-
Miscellaneous	0.0	2.9	-	-	-	-	-	-
Residential (Single Family DU)	0.0	6.665	-	-	-	-	-	-
Residential (Multi-Family DU)	0.0	4.012	-	-	-	-	-	-
Total Project			1,444,800.00	49,412,160.00	5,779.00	0.64	0.01	5,795.88
Net Emissions From Natural Gas Usage					5,779.00	0.64	0.01	5,795.88

Summary of Stationary and Area Source Emissions

	CO ₂	CH ₄	N ₂ O	CO ₂ e
Total Existing Emissions (lbs/day)	-	-	-	-
Total Project Emissions (lbs/day)	#####	0.71	0.05	#####
Total Net Emissions (lbs/day)	#####	0.71	0.05	#####

^a Electricity Usage Rates from Table A9-11-A, [CEQA Air Quality Handbook](#), SCAQMD, 1993.

^b Emission Factors from Table C.1 and Table C.2, [General Reporting Protocol](#), California Climate Action Registry, March 2007.

^c Global Warming Potential is 21 for CH₄ and 310 for N₂O, [General Reporting Protocol](#), California Climate Action Registry, March 2007.

^d Natural Gas Usage Rates from Table A9-12-A, [CEQA Air Quality Handbook](#), SCAQMD, 1993.

^e Emission Factors from Table C.5 and Table C.6, [General Reporting Protocol](#), California Climate Action Registry, March 2007.

^f 1 Cubic Foot of natural gas = 1,026 Btu. Energy Information Administration. Available http://www.eia.doe.gov/basics/conversion_basics.html

Mobile Sources

Vehicle Type	Percent Type	VMT by Type	Emission Factors ^a		CH ₄	N ₂ O	CO ₂ e 21/310 ^b
	0	0	CH ₄	N ₂ O			
Existing							
Emissions from Mobile Sources (lbs/day)							
Light Auto	0.0	-	0.06	0.08	-	-	-
Light Truck < 3750 lbs	0.0	-	0.11	0.14	-	-	-
Light Truck 3751-5750 lbs	0.0	-	0.11	0.14	-	-	-
Med Truck 5751-8500 lbs	0.0	-	0.18	0.09	-	-	-
Lite-Heavy Truck 8501-10,000 lbs	0.0	-	0.18	0.09	-	-	-
Lite-Heavy Truck 10,001-14,000 lbs	0.0	-	0.18	0.09	-	-	-
Med-Heavy Truck 14,001-33,000 lbs	0.0	-	0.08	0.05	-	-	-
Heavy-Heavy Truck 33,001-60,000 lbs	0.0	-	0.08	0.05	-	-	-
Other Bus	0.0	-	0.08	0.05	-	-	-
Urban Bus	0.0	-	0.08	0.05	-	-	-
Motorcycle	0.0	-	0.42	0.01	-	-	-
School Bus	0.0	-	0.08	0.05	-	-	-
Motor Home	0.0	-	0.11	0.14	-	-	-
Total Existing			1.75	1.03	-	-	-
Vehicle Type	Percent Type	VMT by Type	Emission Factors ^a		CH ₄	N ₂ O	CO ₂ e 21/310 ^b
	100	37701.15	CH ₄	N ₂ O			
Project							
Light Auto	51.1	19,265.29	0.06	0.08	2.55	3.40	1,106.84
Light Truck < 3750 lbs	7.3	2,752.18	0.11	0.14	0.67	0.85	277.35
Light Truck 3751-5750 lbs	23.1	8,708.97	0.11	0.14	2.11	2.69	877.63
Med Truck 5751-8500 lbs	10.8	4,071.72	0.18	0.09	1.62	0.81	284.38
Lite-Heavy Truck 8501-10,000 lbs	1.7	640.92	0.18	0.09	0.25	0.13	44.76
Lite-Heavy Truck 10,001-14,000 lbs	0.5	188.51	0.18	0.09	0.07	0.04	13.17
Med-Heavy Truck 14,001-33,000 lbs	0.9	339.31	0.08	0.05	0.06	0.04	12.85
Heavy-Heavy Truck 33,001-60,000 lbs	0.6	226.21	0.08	0.05	0.04	0.02	8.57
Other Bus	0.1	37.70	0.08	0.05	0.01	0.00	1.43
Urban Bus	0.1	37.70	0.08	0.05	0.01	0.00	1.43
Motorcycle	2.8	1,055.63	0.42	0.01	0.98	0.02	27.74
School Bus	0.1	37.70	0.08	0.05	0.01	0.00	1.43
Motor Home	0.9	339.31	0.11	0.14	0.08	0.10	34.19
Total Project			1.75	1.03	8.45	8.11	2,691.76
Net Emissions From Mobile Sources					8.45	8.11	2,691.76

^a Emission factors from Table C.4, General Reporting Protocol, California Climate Action Registry, March 2007.

^b Global Warming Potential is 21 for CH₄ and 310 for N₂O, General Reporting Protocol, California Climate Action Registry, March 2007.

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Mass Grading Worker Trips	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 10/1/2010-12/31/2010	1.34	9.80	8.08	0.00	0.02	0.60	0.62	0.01	0.56	0.56	1,323.82
Active Days: 66											
Building 10/01/2010-09/30/2011	1.34	9.80	8.08	0.00	0.02	0.60	0.62	0.01	0.56	0.56	1,323.82
Building Off Road Diesel	1.21	9.16	4.81	0.00	0.00	0.58	0.58	0.00	0.53	0.53	893.39
Building Vendor Trips	0.04	0.46	0.38	0.00	0.00	0.02	0.02	0.00	0.02	0.02	88.10
Building Worker Trips	0.09	0.17	2.88	0.00	0.02	0.01	0.03	0.01	0.01	0.01	342.33
Time Slice 1/3/2011-5/31/2011 Active	1.23	9.08	7.71	0.00	0.02	0.57	0.59	0.01	0.52	0.53	1,323.74
Days: 107											
Building 10/01/2010-09/30/2011	1.23	9.08	7.71	0.00	0.02	0.57	0.59	0.01	0.52	0.53	1,323.74
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.04	0.42	0.35	0.00	0.00	0.02	0.02	0.00	0.02	0.02	88.10
Building Worker Trips	0.08	0.16	2.68	0.00	0.02	0.01	0.03	0.01	0.01	0.01	342.26
Time Slice 6/1/2011-9/30/2011 Active	<u>11.70</u>	<u>9.09</u>	<u>7.83</u>	<u>0.00</u>	<u>0.02</u>	<u>0.57</u>	<u>0.59</u>	<u>0.01</u>	<u>0.52</u>	<u>0.53</u>	<u>1,338.94</u>
Days: 88											
Building 10/01/2010-09/30/2011	1.23	9.08	7.71	0.00	0.02	0.57	0.59	0.01	0.52	0.53	1,323.74
Building Off Road Diesel	1.11	8.51	4.68	0.00	0.00	0.54	0.54	0.00	0.50	0.50	893.39
Building Vendor Trips	0.04	0.42	0.35	0.00	0.00	0.02	0.02	0.00	0.02	0.02	88.10
Building Worker Trips	0.08	0.16	2.68	0.00	0.02	0.01	0.03	0.01	0.01	0.01	342.26
Coating 06/01/2011-09/30/2011	10.47	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.19
Architectural Coating	10.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.19

Phase Assumptions

Phase: Demolition 7/15/2010 - 8/14/2010 - Default Demolition Description

Building Volume Total (cubic feet): 478010

Building Volume Daily (cubic feet): 47800

On Road Truck Travel (VMT): 663.89

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

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Phase: Mass Grading 8/15/2010 - 9/30/2010 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 1.97

Maximum Daily Acreage Disturbed: 0.49

Fugitive Dust Level of Detail: Default

12.22 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 10/1/2010 - 9/30/2011 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 6/1/2011 - 9/30/2011 - Type Your Description Here

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: G:\Los Angeles\3_Projects_Air Quality\Pierce College\Impact Analysis\Urbemis\Pierce Operations.urb924

Project Name: Pierce College Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	2.09	2.93	4.00	0.00	0.02	0.02	3,499.63

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	20.69	28.69	255.35	0.40	65.12	12.67	38,852.43

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	22.78	31.62	259.35	0.40	65.14	12.69	42,352.06

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.21	2.91	2.45	0.00	0.01	0.01	3,496.82

Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	1.76						
TOTALS (lbs/day, unmitigated)	2.09	2.93	4.00	0.00	0.02	0.02	3,499.63

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Junior college (2 yrs)	20.69	28.69	255.35	0.40	65.12	12.67	38,852.43
TOTALS (lbs/day, unmitigated)	20.69	28.69	255.35	0.40	65.12	12.67	38,852.43

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2015 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Junior college (2 yrs)		13.77	1000 sq ft	301.45	4,150.97	37,701.15
					4,150.97	37,701.15

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	50.9	0.2	99.6	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.2	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.8	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.7	0.0	82.4	17.6
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.9	48.3	51.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior college (2 yrs)				5.0	2.5	92.5

Title : Los Angeles County Avg Annual CYr 2015 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006
 Run Date : 2009/09/30 10:26:29
 Scen Year: 2015 -- All model years in the range 1971 to 2015 selected
 Season : Annual
 Area : Los Angeles

Year: 2015 -- Model Years 1971 to 2015 Inclusive -- Annual
 Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Los Angeles County Average

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	ALL
3	2.599	4.806	4.154	5.713	11.687	5.805	9.211	16.755	7.249	26.271	27.934	18.977	24.611	4.354
4	2.527	4.624	4.036	5.504	11.687	5.805	9.211	16.755	7.249	26.271	27.934	18.977	24.611	4.256
5	2.458	4.454	3.925	5.309	11.687	5.805	9.211	16.755	7.249	26.271	27.934	18.977	24.611	4.164
6	2.393	4.294	3.819	5.128	10.729	5.338	8.493	15.52	6.675	23.978	26.884	17.473	22.587	3.993
7	2.331	4.145	3.718	4.958	9.871	4.918	7.846	14.369	6.158	21.936	25.92	16.122	20.775	3.833
8	2.272	4.006	3.622	4.8	9.101	4.541	7.263	13.298	5.693	20.115	25.034	14.905	19.151	3.685
9	2.216	3.875	3.531	4.651	8.41	4.202	6.737	12.303	5.274	18.488	24.22	13.809	17.692	3.547
10	2.163	3.753	3.444	4.511	7.789	3.896	6.261	11.38	4.896	17.032	23.472	12.82	16.38	3.418
11	2.112	3.639	3.361	4.38	7.229	3.62	5.83	10.527	4.554	15.727	22.786	11.925	15.199	3.298
12	2.063	3.531	3.281	4.256	6.724	3.371	5.44	9.74	4.245	14.555	22.156	11.116	14.135	3.186
13	2.016	3.429	3.205	4.139	6.268	3.146	5.086	9.018	3.965	13.503	21.58	10.383	13.173	3.081
14	1.971	3.334	3.132	4.029	5.855	2.942	4.764	8.358	3.711	12.555	21.053	9.718	12.304	2.983
15	1.928	3.244	3.063	3.925	5.482	2.757	4.472	7.758	3.48	11.701	20.572	9.114	11.518	2.892
16	1.887	3.159	2.996	3.827	5.144	2.589	4.206	7.218	3.271	10.93	20.134	8.566	10.805	2.806
17	1.848	3.079	2.932	3.733	4.837	2.436	3.963	6.734	3.08	10.234	19.738	8.066	10.159	2.726
18	1.81	3.003	2.87	3.645	4.558	2.297	3.742	6.307	2.906	9.604	19.381	7.612	9.573	2.652
19	1.773	2.931	2.811	3.561	4.305	2.171	3.54	5.918	2.748	9.034	19.06	7.197	9.04	2.581
20	1.738	2.862	2.754	3.481	4.075	2.056	3.355	5.709	2.604	8.517	18.775	6.819	8.556	2.519
21	1.704	2.798	2.699	3.405	3.865	1.951	3.187	5.512	2.472	8.049	18.523	6.474	8.115	2.46
22	1.672	2.736	2.646	3.333	3.674	1.856	3.033	5.326	2.352	7.623	18.305	6.159	7.714	2.405
23	1.64	2.678	2.596	3.265	3.501	1.768	2.892	5.151	2.242	7.237	18.118	5.871	7.349	2.352
24	1.61	2.623	2.547	3.199	3.343	1.689	2.763	4.986	2.141	6.886	17.962	5.608	7.017	2.302
25	1.581	2.57	2.5	3.137	3.198	1.616	2.645	4.829	2.049	6.567	17.836	5.368	6.714	2.254
26	1.553	2.52	2.455	3.078	3.067	1.55	2.537	4.682	1.966	6.278	17.741	5.148	6.438	2.209
27	1.525	2.473	2.411	3.021	2.948	1.49	2.438	4.543	1.889	6.015	17.675	4.948	6.188	2.166
28	1.499	2.428	2.369	2.968	2.839	1.435	2.347	4.412	1.819	5.776	17.638	4.765	5.96	2.125
29	1.474	2.385	2.329	2.916	2.741	1.385	2.265	4.289	1.755	5.56	17.631	4.598	5.753	2.087
30	1.45	2.345	2.289	2.868	2.651	1.339	2.189	4.173	1.697	5.364	17.655	4.446	5.566	2.05
31	1.426	2.306	2.252	2.821	2.57	1.298	2.121	4.064	1.645	5.186	17.708	4.307	5.396	2.015
32	1.403	2.269	2.216	2.777	2.497	1.261	2.058	3.963	1.597	5.027	17.793	4.182	5.244	1.982
33	1.381	2.235	2.181	2.735	2.432	1.227	2.002	3.867	1.553	4.883	17.91	4.068	5.106	1.951
34	1.36	2.202	2.147	2.695	2.373	1.197	1.95	3.779	1.514	4.754	18.06	3.966	4.984	1.921
35	1.34	2.171	2.114	2.657	2.321	1.169	1.904	3.696	1.479	4.639	18.245	3.874	4.874	1.893
36	1.32	2.142	2.083	2.621	2.275	1.145	1.862	3.62	1.448	4.538	18.465	3.792	4.778	1.867
37	1.301	2.114	2.053	2.587	2.234	1.124	1.825	3.55	1.42	4.448	18.723	3.719	4.694	1.842
38	1.283	2.089	2.024	2.555	2.2	1.106	1.793	3.485	1.396	4.371	19.02	3.655	4.622	1.819
39	1.265	2.065	1.996	2.525	2.17	1.09	1.764	3.427	1.374	4.305	19.359	3.599	4.56	1.798
40	1.249	2.042	1.97	2.497	2.146	1.076	1.739	3.374	1.356	4.249	19.743	3.552	4.51	1.778

APPENDIX C

CULTURAL RESOURCES TECHNICAL MEMORANDUM

CULTURAL RESOURCES TECHNICAL REPORT FOR THE 2014 UPDATE OF THE LOS ANGELES PIERCE COLLEGE FACILITIES MASTER PLAN

PREPARED BY:

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June 2014



ICF International. 2014. *Cultural Resources Technical Report for the 2014 Update of the Los Angeles Pierce College Facilities Master Plan*. June. (ICF 00301.13.) Los Angeles, CA. Prepared for Los Angeles Community College District, Los Angeles, CA.

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Photo 5: View, Exposition Hall Quonset Hut, Former Facility Maintenance Yard, Looking Southwest 6

INTRODUCTION AND SUMMARY OF FINDINGS

Los Angeles Pierce College (Pierce College or College) proposes to update its 2002 Facilities Master Plan, which was previously updated in 2010. The 2014 Update consists of five key project actions, including construction of one new building and renovation and adaptive reuse of existing campus buildings, with a projected 20 to 30 percent reduction in floor area below what was proposed in 2010. These Master Plan–related projects are in response to changes in enrollment as well as curricular changes that occurred subsequent to adoption of the 2002 Facilities Master Plan. In addition, the 2014 Update also calls for the elimination of several construction projects that were proposed in the 2010 Update (i.e., the Green Technologies building, new Horticulture building and its four proposed greenhouses, new Central Plant satellite facility). Other 2014 Update components include vacating the current Facilities Maintenance Yard; demolition of the Facilities Maintenance Yard buildings, including the Exposition Hall Quonset hut to accommodate the Automotive and New Technical Education Facilities. Table 1 summarizes the projects proposed as part of the 2014 Update and compares them with the 2010 Master Plan Update projects.

The purpose of this Cultural Resources Technical Memorandum is to review changes that occurred subsequent to the 2002 Los Angeles Pierce College Facilities Master Plan Draft EIR (2002 EIR) and 2010 Master Plan Update and evaluate such changes by reviewing the results of a field survey of previously identified architectural-historical resources and assessing how they could be adversely affected by the 2014 Update projects. As part of this analysis, a supplemental cultural resources records search and historical research were undertaken to identify buildings, structures, and subsurface cultural resources at the College, both in and adjoining the project area, that, subsequent to completion of the 2010 California Environmental Quality Act (CEQA) addendum, were listed in, or appeared eligible for listing in, the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) or designated as a City of Los Angeles Historic-Cultural Monument. The potential for the proposed project to result in a significant impact was assessed with respect to impacts on the character-defining features of each cultural and architectural-historical property. The nature of the impacts was further considered, and findings were made as to whether the project would directly or indirectly result in impacts on cultural or historic properties that “may cause a substantial adverse change in the significance of a historical resource” or might “have a significant effect on unique archaeological resources,” as defined under Public Resources Code Sections 21084.1 and 21083.2, respectively.

The Los Angeles Community College District (LACCD) is the lead agency on behalf of Pierce College for this project under CEQA, which requires the lead agency to consider the effects of a project on cultural resources. Therefore, the resources have been evaluated in accordance with Section 15064.5(a)(3) of the State CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, as well as with the guidelines defined in National Register of Historic Places Bulletin 15 (National Register Bulletin 15), How to Apply the National Register Criteria for Evaluation.

The cultural resources addressed in this report include no additional properties that appear eligible for the NRHP or CRHR; one California Historical Landmark is already listed in the CRHR (i.e., Trapper’s Lodge, a folk art sculpture installation located north of the Agricultural Sciences building), and one property was previously found potentially eligible for the CRHR (i.e., the Exposition Hall Quonset hut, located in the Facilities Maintenance Yard).

Located within the Facilities Maintenance Yard, which was proposed for demolition and replacement under both the 2002 Facilities Master Plan and the 2008 Master Plan Update, the Exposition Hall Quonset hut was found to be significantly altered; it currently retains insufficient integrity to have significance as a historic resource. Alterations include the large two-story, flat-roofed addition on its west side as well as the numerous perforations to the building's metal sheathing that were made to join the addition to Exposition Hall. The usual measure for determining if a historic property retains sufficient integrity to qualify for the CRHR or NRHP is whether **most** [emphasis added] (i.e., at least four) of the seven aspects of integrity are present without a noticeable degree of compromise. Two of the four aspects of integrity that had been present in the Exposition Hall are noticeably compromised because of the design changes referenced above. None of the other aspects of integrity are present. By this measure, therefore, Exposition Hall no longer retains sufficient integrity to competently meet the criteria for CRHR or NRHP listing. In addition, the building is now in an abandoned state as part of the College's former Facilities Maintenance Yard. This has accelerated the process of deterioration beyond what was noted in a 2011 assessment of the building and strongly suggests that retention, rehabilitation, and/or relocation of the building to help interpret the early history of the College have become infeasible.

The Applied Technology Building (3800 Building) was also evaluated for potential architectural and historical significance because of its location within the footprint of the Auto and Technical Education complex expansion proposed as part of the 2014 Update. It marks a transition in the architectural expression at the College blending the Mission Revival design language seen in the College's first permanent buildings with the modernism that came to typify Los Angeles-area school architecture by the mid-1950s, which grew out of a conscious effort by the College to respond to the community's desire for a broader liberal arts curriculum that would accommodate a larger number of students. However, as only one of several incremental changes to the campus that occurred during the remainder of the 1950s and the 1960s, it expresses an aspect of the College's history that was deemed fairly minor and routine and not sufficiently noteworthy with respect to conferring significance based on associations with broad patterns of history (per NRHP Criterion A or CRHR Criterion 1). In addition, although it appears to be largely intact and a competent and representative example of school architecture during the early 1950s, 3800 Building is not a distinguished stylistic example. Because it is not distinguished in architectural design terms, it does not meet the criteria for NRHP or CRHR eligibility based on design (per NRHP Criterion C or CRHR Criterion 3). The architect of the building was also identified in an effort to determine whether the architect's association potentially conferred significance on the building. Analysis based on the list of the architect's representative works, the scope and quality of his design output, and measured by the absence of professional commendations received and the lack of references in mainstream architectural journals indicates that he was not professionally noteworthy locally (per NRHP Criteria B or C and/or CRHR Criteria 2 and 3). In summary, 3800 Building does not possess significance either as a noteworthy example of architectural design, or based on associations with broad patterns of history, or by virtue of the architect's biographical significance within the profession.

No additional known historical, or archaeological, resources at Pierce College would be affected by the proposed 2014 Master Plan Update projects.

**Table 1. Projected Revisions to the Pierce College Master Plan
(as part of the 2014 Master Plan Update)**

Project Component	2010 Master Plan Update Projects	2014 Master Plan Update Projects	Notes
Digital Arts & Media Building	New 70,000-square-foot building at central campus.	Construct new 26,000-square-foot building at central campus, demolish existing library, create new ADA access to link with larger campus ADA network north/south, improve Parking Lots 4 and 6 East.	Preliminary projection of 60% reduction from original square footage.* A portion of ADA path-of-travel may be addressed separately from building project.
Horticulture	New 15,451-square-foot building with four greenhouses at existing horticulture area.	Renovate existing horticulture building, demolish existing greenhouse and utility buildings, and construct one new greenhouse, up to 5,000 square feet.	Preliminary projection of 20% to 30% reduction from original program square footage.*
Automotive and New Technical Education Facilities	Renovation and addition to existing Auto and Technical Education complex.	Same renovation and addition to existing Automotive and Technical Education complex. Demolition of Building 3800 and utility buildings. Construct new Auto Tech building addition on west side of Mason Avenue, vacate Mason Avenue, and relocate traffic.	3800 Building seismic upgrade, renovation and ongoing maintenance costs determined to be prohibitive. Demolition is thus proposed. With the exception of the welding program, a preliminary 20% to 30% reduction from the original program square footage is projected.
Green Technologies Building	New 70,000-square-foot building proposed west of Auto and Technical Education complex.	No building.	Reduction in District funding makes project infeasible. Of programmed functions, existing 3800 Building architecture/engineering programs will use existing campus surplus lab/lecture space.*
Central Plant Expansion	Satellite facility	Consolidate into an addition to the existing plant while expanding plant capacity to service new Measure J facilities.	Only location changes; square footage remains the same.
Off-site Traffic Mitigation	Included	Delete mitigation measure because significant impact will not occur as a result of changed circumstances.	No significant will occur based on new traffic data. Mitigation measure has become surplusage.

* Reduction follows District defunding actions. Final percentage reduction to follow capacity-to-load ratio for subject disciplines during the last two academic years, done in accordance with Education Planning Committee academic program policy.

Source: Gonzalez Goodale Architects, February 2014; Draft Pierce College Facilities Master Plan PowerPoint Presentation, May 28, 2014.

DESCRIPTION OF PROJECT AREA

The proposed Master Plan–related project changes, calling for new construction and/or the demolition of existing buildings, as is outlined in Table 1, would occur on the campus of Pierce College on a site that straddles Mason Avenue from west to east at El Rancho Drive and Park Lane. The site is developed at present with the existing Automotive and Technology Building, Applied Technology Building (3800 Building), and the Facilities Maintenance Yard (west of Mason Avenue) (Photos 1 through 5). A large surface parking lot borders the Facilities Maintenance Yard on the west and defines the approximate, westernmost limits of the project area.

Mason Avenue serves as a visual demarcation line separating the core campus, and a majority of the academic buildings, to the east of it, from the agricultural and equestrian uses located to the west. There is some slight topographic differentiation that distinguishes the terrain to the west across Mason Avenue—the landforms to the west appearing largely flat to the casual observer when looking west to De Soto Avenue. The College’s now fallow Facilities Maintenance Yard is located along the west side of Mason Avenue north of El Rancho Drive. It consists of a group of approximately five buildings of disparate design including three Quonset huts—one of which has been identified as being the Exposition Hall—the chief student assembly room, exhibition display space, and a classroom space during the first year or so of the College’s existence. The Facilities Maintenance Yard compound is enclosed by chain-link fencing and is in an advancing state of disrepair.



Photo 1: 3800 Building (Applied Technology), Full Overview, Looking Southwest

Date: June 2013



Photo 2: View, 3800 Building (Applied Technology), Looking Southwest

Date: June 2013



Photo 3: View, 3800 Building (Applied Technology), Looking East

Date: June 2013



Photo 4: View, Rear of Exposition Hall Quonset Hut, Former Facility Maintenance Yard, Looking Northwest

Date: June 2013



Photo 5: View, Exposition Hall Quonset Hut, Former Facility Maintenance Yard, Looking Southwest

Date: June 2013

REGULATORY FRAMEWORK

Federal

National Historic Preservation Act

Initially enacted in 1966 and amended most recently in 2006, the National Historic Preservation Act (NHPA) established a national policy regarding historic preservation that holds that preservation of the Nation's heritage "...is in the public interest so that its vital legacy of cultural, education, aesthetic, inspirational, economic, and energy benefits will be maintained and enriched for future generations of Americans" (16 U.S.C., Section 470). In addition, the NHPA outlined several measures intended to support the preservation of properties that embody this heritage. Some of these measures are detailed below.

National Register of Historic Places

Among its directives, the NHPA authorized the Secretary of the Interior to expand and maintain a National Register of Historic Places composed of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. As directed by the NHPA, the Secretary of the Interior established criteria for the inclusion of properties in the NRHP. These evaluation criteria are as follows (as described in National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation):

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.¹

In addition to meeting one or more of these criteria for historic significance, a property eligible for the NRHP must also possess integrity. Integrity speaks to "the ability of a property to convey its significance" and is "grounded in an understanding of a property's physical features." Evaluation of a property for the NRHP considers seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association (National Register Bulletin 15).

A property listed in or formally determined eligible for listing in the NRHP is automatically included in the California Register of Historical Resources and is, therefore, a historical resource for the purposes of CEQA.

¹ It should be noted that Criterion D, with its wording "has yielded or has the potential to yield information important to the prehistory or history of the local area, state, or the nation," applies to archaeological resources and is not generally applied in reference to architectural resources.

Secretary of the Interior Standards for the Treatment of Historic Properties

In addition to providing criteria for evaluating the historic significance of properties, the Secretary of Interior has developed "Standards for the Treatment of Historic Properties." These provide basic historic preservation principles presented as a series of approaches to the treatment of historic properties. The four distinct approaches to the treatment of historic properties include: preservation, rehabilitation, restoration, and reconstruction. A treatment approach is selected based on a number of considerations, including the property's historical significance, physical condition, proposed use, and the philosophy guiding how the history of the resource is to be interpreted.

The Standards for Rehabilitation (36 CFR, Section 67.7) are as follows:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment shall be unimpaired.

State

California Register of Historical Resources

In each state, a State Historic Preservation Officer (SHPO) is tasked, among other duties, with maintaining an inventory of historic properties. In California, the state legislature established additional duties for the SHPO. These include the maintenance of a California Register of Historical Resources (CRHR). Established in 1992 by California Public Resources Code Section 5024.1(a), the CRHR serves as “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent feasible, from substantial adverse change.” According to Public Resources Code Section 5024.1(c), the CRHR criteria broadly mirror those of the NRHP. The CRHR criteria, found at Public Resources Code Section 5024.1(c), state that a resource may be listed as a historical resource in the CRHR if it meets any of the following NRHP criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. It is associated with the lives of persons important to our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The general rule is that a resource must be 50 years old to qualify for the CRHR. In addition to meeting one or more of the historical significance criteria, the resource must possess integrity. Integrity is defined as “the ability of a property [in physical terms] to convey its significance” (National Register Bulletin 15).

There are several ways for resources to be included in the CRHR. A resource can be listed in the CRHR based upon a nomination and public consideration process. Additionally, a resource that is subject to a discretionary action by a governmental entity will be evaluated for eligibility for the CRHR. As previously stated, properties listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

California Environmental Quality Act

Established in 1970, CEQA directs state and local government entities to analyze and publically disclose environment impacts of proposed projects. Moreover, it requires a public agency to consider feasible project alternatives and/or the adoption of mitigation measures when these could substantially lessen impacts (Section 21002). Public Resources Code Section 21060.5 defines the environment to include “objects of historic...significance.” For the purposes of CEQA, “historical resources” are defined at Section 15064.5(a) of the State CEQA Guidelines (the text below is abbreviated and excerpted):

1. A resource listed in, or determined eligible by the State Historical Resources Commission, for listing in the CRHR.
2. A resource included in a local register of historical resources...or identified as significant in an historical resource survey...shall be presumed historically significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR.

California State Historical Building Code

The design and construction of older buildings sometimes does not conform to current building and health/life safety codes. In some cases, there is a conflict between the appropriate treatment of a significant feature of a historical resource and a retrofit of the resource that meets the letter of current code. In order to help resolve conflicts of this nature, the California State Historical Building Code (SHBC) provides alternative building regulations for permitting repairs, alterations, and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of a qualified historical building or structure (California Historical Building Code, California Code of Regulations, Part of Title 24, Sections 8-101.2 and 2-101.3).

Essentially, the SHBC provides a performance-based alternative to the prescriptive building code adopted by most jurisdictions. In cases where conformance with prescriptive building codes would pose negative impacts to historical resources, the SHBC provides an alternative path to fulfilling the intent of the standard building code without necessarily adhering to its letter.

RESEARCH AND FIELD METHODOLOGY

A field survey of the architectural-historical resources in the project area was conducted on June 21, 2013, by Carson Anderson, ICF International senior architectural historian, who meets the Secretary of the Interior's Professional Qualifications Standards (as outlined in 36 CFR, Part 61). Carson Anderson was the author of this technical report, with the input of Mark Robinson, senior archaeologist, ICF International, concerning archaeological resources.

ICF International consulted national, state, and local inventories of architectural and historic resources to determine the location of previously documented historic and architectural resources proximate to the project area. The following standard sources of information were consulted in the process of compiling this report, including the NRHP, California Points of Historical Interest (CPHI), California Historic Landmark (CHL), and City of Los Angeles HCMs.

Cultural Resources Literature and Records Search

On July 15, 2013, a literature and records search for the Pierce College campus was conducted by the South Coastal Central Archaeological Information Center housed at the Department of Anthropology, California State University Fullerton. The objective of this search was to update the previous 2009 records search by identifying all recorded cultural properties within a 1/2-mile radius of the project study area located within the Canoga Park, California, USGS 7.5-minute quadrangle photo, revised 1967. The search includes a review of all recorded archaeological sites as well as a review of the cultural resource reports on file. In addition, the CPHI, the CHL, the CRHR, NRHP, the California State Historic Resources Inventory (HRI), and the City of Los Angeles HCM listings were reviewed.

The results of this search indicate that no prehistoric or historical archaeological sites or isolated artifacts have been previously recorded within the boundaries of Pierce College or within a 1/2-mile radius of the project area. In addition, no prehistoric or historical archaeological sites are listed on the Archaeological Determination of Eligibility (DOE) list.

Additional cultural resources from the above listings include three properties from the California State Historic Resources Inventory (HRI) evaluated for historical significance and located within the Pierce College campus. These properties were determined ineligible for the National Register by consensus through the Section 106 process, and were not evaluated for the CRHR or Local Listing. The CPHI, CHL, CRHR, NRHP, and the City of Los Angeles Historic-Cultural Monuments (HCM) list four properties within a 2-mile radius of campus but no properties within the 1/2-mile project area radius.

Previous cultural resource investigations include twenty-three studies within a 1/2-mile radius of the project area. Of these, four are located within the boundaries of Pierce College. An additional nine studies are potentially within a 1/2-mile radius of the project area; however, the exact location of these investigations is unknown due to insufficient locational information.

The results of this search have also identified two mapped historic Built-Environment resources within a 1/2-mile radius of the project area. One of these two aboveground resources is located within Pierce College. The men's gymnasium building, 19-188834, constructed in the early 1960s, is located on the eastern end of the Pierce College campus. This property is not eligible for the NRHP. The other property, 19-190062, which consists of a Class 5 Douglas-fir wood utility pole situated within a residential neighborhood to the south, located outside the Pierce College campus, was assessed as not eligible for the NRHP.

Information provided in the 1993 Final EIR for the Pierce College Fill Project, however, states that an archaeological survey was conducted (presumably on the Pierce College campus) by Archaeology Associates in March 1978. This same document reports that the project area was also studied as part of the Warner Ridge Draft EIR. Results of these two studies indicated that prehistoric artifacts were found in the Chalk Hills area, but that the project area did not yield any significant cultural resources (1993 Final EIR). There is no record of these surveys or reports on file at the South Coastal Central Archaeological Information Center.

Inspection of the historic, Calabasas USGS 15-minute topographic maps indicates that the San Fernando Valley was almost entirely undeveloped in 1903. The Southern Pacific's Chatsworth Park Branch Railroad ran south from the community of Chatsworth to just north of the Chalk Hills, where it turned to the east toward the communities of Reseda and Encino. A few unimproved roads also crossed the valley with a few structures located at some of the more prominent crossroads.

Architectural-Historical Research

A documentation search was completed in August 2013 in order to identify significant historic and/or architectural resources located on the Pierce College campus, or within a 2-mile radius of the campus. Sources consulted included the California State Office of Historic Preservation HRI to identify California Historical Landmarks, State Points of Historical Interest, and properties listed on the CRHR. The National Park Service websites were consulted to identify NRHP and National Historic Landmark properties.

These searches were supplemented by a search of the standard desktop reference book on local historic architecture: *An Architectural Guide to Los Angeles* (2003) by authors David Gebhard and Robert Winter, as well as a review of City of Los Angeles' list of HCMs. The results of the records search update are summarized in Table 2. No new architectural-historical resources were identified at Pierce College, and only one previously-identified historical resource on the campus was documented: Old Trapper's Lodge, a folk art sculptural installation that adjoins the Agriculture Sciences building in a small garden space screened by tall trees.

Table 2. Significant Architectural-Historical Resources within a 2-mile Radius of Pierce College

Resource Location	Historic Name	Year Built	Description	Significance
6201 Winnetka Av.	Old Trapper's Lodge	1951–1981	A remarkable 20 th -century folk art environment by artist John Ehn	California Historical Landmark #939
19611 Ventura Blvd.	The Fleetwood Center	1980s	A noteworthy example of programmatic architecture from the recent past	Gebhard & Winter 2003
5300 Oakdale Av.	Bothwell Citrus Ranch	1934–1940	A significant surviving example of citrus agriculture cultural landscape	Deemed CRHR-eligible based on ICF International research
21355 Sherman Way	Canoga Railroad Station	1912	Site of demolished Spanish Revival Railroad Station	L.A. Historic-Cultural Monument #488
5230 Penfield Av.	Van Dekker Residence	1940	Significant International Style residence. Rudolph Schindler, architect	Gebhard & Winter 2003
21801 Sherman Way	Canoga Park Post Office	1938	Notable Spanish Revival and 1930s Modern design example	Gebhard & Winter 2003
7260 Owensmouth Av.	Canoga Park Branch Library	1959	Notable example of Mid-century Modern design	L.A. Historic-Cultural Monument #700
22633 Vanowen St.	Workman House	1869–1872; 1935	19 th -century ranch homestead, with 1935 redwood residence (Lawrence Test, architect)	L.A. Historic-Cultural Monument #9
6530 Winnetka Av.	Crippled Children Society Building	1979	Notable example of the work of architect John Lautner	Gebhard & Winter 2003
4500-5300 N. Canoga Av.	California pepper tree grouping	c 1923	Original parkway trees planted by Victor Girard, developer of Woodland Hills	L.A. Historic-Cultural Monument #93

HISTORICAL AND CULTURAL OVERVIEW

Cultural Setting

As is outlined in the 2002 EIR, cultural chronologies for the Los Angeles Basin and San Fernando Valley have been developed by Wallace (1955) and Warren (1968). The Millingstone Period, dating back more than 6,000 years ago, is characterized by a generalized plant collecting economy that was supplemented by hunting and fishing; sites attributed to this period appear to have been occupied by small groups of people. The Intermediate Period dates from approximately 3,000 to 1,000 years ago; sites attributed to this period indicate an increased reliance on coastal resources, as well as a continued reliance on hunting and collecting. Additionally, the advent of the bow and arrow and increased reliance on the mortar and pestle used to process hard nuts, such as the acorn, typify this period. The Late Period, beginning about 1,000 years ago, is characterized by increasing cultural complexity in both the economic and social spheres. In general, occupation sites tend to be larger and contain a more varied artifact assemblage; there appears to have been more intensive exploitation of local resources within the coastal, mountain, and interior environments. Social contacts and economic influences were accelerated through trade and political and ceremonial interactions (2002 EIR).

The project area in the San Fernando Valley is located in a general region that was inhabited by the Uto-Aztec Gabrielino cultural group. The total area of the Gabrielino mainland territory was extensive, and exceeded 1,500 square miles, with its people inhabiting the watershed of the Los Angeles River and smaller intermittent streams in the Santa Monica Mountains, as well as all the Los Angeles Basin. At the time of Spanish contact, the Gabrielino were one of the wealthiest, most populous, and powerful ethnic nationalities in Southern California. They were credited with an elaborate material culture and expert craftsmanship in quarrying and manufacturing steatite (soapstone) objects and constructing the plank canoe (2002 EIR; Bean and Smith 1978: 538).

Architectural-Historical Setting

The first large-scale residential development of Woodland Hills occurred in 1923, when developer Victor Girard subdivided approximately 2,800 acres of the Henry Show estate to establish the new residential community of Girard. Eight years later, although 6,000 lots had been sold and thousands of California sycamore, pepper, and pine trees had been planted along Canoga Avenue and other streets south of Ventura Boulevard, there were only 75 inhabitants. This fledgling community retained the name of "Girard" until it was renamed "Woodland Hills" in 1941 (2002 EIR).

A majority of the residential commercial development in the Woodland Hills community, in which the College is located, dates from just after World War II. The Pierce College property, as well as portions of the adjoining land west of today's campus, was the site of the Alexander Jeffries Ranch. The ranch featured orange and walnut groves, and was also utilized for hay production and cattle ranching during the 1930 through early 1940s period (2002 EIR).

The Los Angeles Board of Education purchased the Pierce College property, at Dr. Clarence W. Pierce's urging, and in 1945, the newly formed institution was named the Clarence W. Pierce School of Agriculture. Instruction at the College officially began two years later, in September 1947, with 67 students and 18 faculty (2002 EIR).

In a dissertation dating from 1965 on the establishment of Pierce College and its early administrative and organizational history, Robert M. McHargue writes that the early campus buildings consisted of war surplus structures, including a number of large metal Quonset huts, as well as other surplus, move-on wood-framed

bungalows from other Los Angeles City School District campuses. Both the educational program and development of the campus itself began with very limited advanced planning, and the campus master plan and original permanent buildings apparently were developed with only short-range concerns in mind rather than long-range needs (McHargue). Albert B. Gardner served as the consulting architect to the College during this early period (approximately 1947-1950). Gardner had been a Los Angeles City School District staff architect during the 1930s prior to establishing his own architectural practice that specialized in the design of public schools. H. Herbert Stegman, a former architectural associate of Gardner prior to 1946, succeeded Gardner as architectural consultant to the College (1950–

1954) when the limitations of the original campus planning and building program became apparent to the College administration. Quoting Howard Campion, director of the junior college program at the time Pierce College was established, McHargue writes:

We had some dissatisfaction with the building program. It's hard to fix responsibility for a thing like this...The first group of buildings were probably planned in terms of our own thinking, but somebody should have stimulated us to think bigger. We didn't build good buildings to start with... They were not adequate for growth and we didn't provide for expansion... We had to change architects after a few years, which delayed our building program. [emphasis added]

The campus master plan and the focus of the building program appear to have changed over the course of the 1950s as the College's educational mission changed. Originally, the curriculum had the fairly narrow focus of training young people for agricultural occupations "...by supplying trained leaders and workers, to serve the community by providing clinical and advisory facilities" in agriculture and related agricultural fields (McHargue). Midway through the 1950-51 academic year, the College became co-educational, and community pressure mounted on the College during the early 1950s period to broaden its curriculum beyond agriculture to meet more general educational needs, as well as to provide classes that could accrue transfer credits to four-year colleges (McHargue). In response to such pressures the campus expanded substantially, and the design language for its buildings changed noticeably through the course of the 1950s and 1960s period.

ANALYSIS OF IMPACT

Two buildings on campus will be affected by the changes proposed as part of the 2014 Master Plan Update, as discussed below.

Exposition Hall Quonset Hut

The Exposition Hall Quonset hut (Photos 4 and 5) was discussed in the 2002 EIR. Although the resource was not considered significant either as an architectural resource or for its associations with significant individuals, because it served as a key exhibition space, primary student assembly space, and as classroom space during the first year or so of the College's existence, its close association with the establishment of the College, and with the day-to-day academic life of the early students, was thought to associate the building with historical events considered significant in the history of Los Angeles, making it potentially eligible for the California Register of Historical Resources. Hence, a mitigation measure was included in the 2002 EIR calling first for the authentication of Exposition Hall. If it was found to have survived, and provided it retained sufficient integrity to qualify as a historic resource, it either was to be retained onsite or relocated to another appropriate location on campus. If feasible, the building's role in the early history of the College was to be interpreted in order to make its history and the history of the College understandable to the general public (2002 EIR).

During 2010, in connection with the 2010 Master Plan Update, and with the assistance of Larry Kraus, Valley College Associate Vice-President, intensive research was conducted by ICF International staff in order to authenticate the survival of Exposition Hall and document the condition of the building. Historic maps and photographs in the College's library and historic aerial photographs were used to document the continued existence of Exposition Hall and its current and original locations on campus. To assess its condition and physical integrity, the building was then inspected and documented photographically. On the basis of that analysis it was determined that the building retained a nominal, compromised level of integrity but qualified as a historic resource per Criterion A of Public Resources Code Section 5024.1 and Title 14, California Code of Regulations, Section 4852. It was recommended therefore that the College retain a preservation architecture consultant to evaluate the building for relocation from the Facilities Maintenance Yard, to prepare a preservation and maintenance plan, and devise a history interpretive strategy. It was concluded that demolition would result in a significant effect on an historical resource and would require compliance under CEQA.

In 2011, the historic preservation planning and design firm, Architectural Resources Group (ARG) served as consultant to the College in connection with the findings made in the 2010 Master Plan Update EIR regarding the Exposition Hall Quonset hut. ARG prepared the Exposition Hall Quonset Hut Feasibility Study and Preservation Plan, Los Angeles Pierce College, September 8, 2011 (ARG Report). The key overall findings presented in the ARG Report can be summarized as follows:

- On the basis of both the 2002 EIR and 2010 Master Plan Update EIR classified the Exposition Hall Quonset hut (Exposition Hall) as being an historic resource for the purposes of CEQA. ARG did not question or re-evaluate those prior ICF International findings;
- Due to prior findings classifying Exposition Hall as an historical resource its demolition would result in a substantial adverse change to an historic resource, and as a result, a substantial effect on the environment, under CEQA, would occur;
- None of the other Quonset huts were found to be significant for historical or design reasons, and therefore, were not classified as being historic resources;

- Mitigation measures in the EIR called for relocation of the Quonset hut to another location on campus and for an interpretive program to recognize the building's history;
- Recommended that the College follow the recommendations of the EIR, including relocating the building while planning for its rehabilitation and interpretation, noting that because the Quonset hut had been moved previously relocating it again would not result in substantial further loss of integrity;
- Demolition could subject the College to litigation due to the building's significance and the substantial effect that would result from its demolition, because the findings established in the EIR have stood through an environmental review process that dates back to 2002;
- Rehabilitation for a new use, consistent with the Secretary of the Interior's Standards (Standards) would be an appropriate treatment approach; restoration is not a required treatment, and;
- Exposition Hall is significantly altered but retains sufficient integrity to convey its significance as a historic resource.

As part of its feasibility analysis, the ARG Report itemized the alterations and additions to the Exposition Hall Quonset hut, including:

- The large two-story, flat-roofed addition on the west;
- The method of attachment connecting the addition to the Quonset hut (i.e., removal of a strip of the original metal sheathing 18 inches deep and 80 feet in length; other penetrations between the addition and Quonset hut), and;
- Insertion of a mezzanine on the interior.

In reviewing the **seven** aspects of integrity by which properties are evaluated for National Register consideration (per National Register Bulletin 15), the ARG Report concluded that the Exposition Hall Quonset hut retains only two aspects: Materials and workmanship. Integrity of design and association were considered present but noticeably compromised due to the design changes referenced above, and because as now arrayed, the building does not directly convey its use as the College's chief school-wide assembly space, classroom space, or as an agricultural products exhibition hall (association) during the school's first two or three years of existence. It was noted that none of the three other aspects of integrity were present: location, setting, and feeling.

The usual measure for whether an historic property retains sufficient integrity to qualify for the CRHR or NRHP is whether **most** [emphasis added] (i.e., at least four) aspects of integrity are present without a noticeable degree of compromise (National Register Bulletin 15). By this measure, the Exposition Hall Quonset hut does not currently retain sufficient integrity to competently meet the criteria for CRHR or NRHP listing. In addition, the building is now in an abandoned state as part of the College's former Facilities Maintenance Yard. This has accelerated the process of deterioration beyond what was noted when ARG completed its assessment of the building in 2011, and that retention, rehabilitation, and/or relocation of the building to help interpret the early history of the College has become infeasible. Page 13 of the ARG report includes the following important remarks concerning the association-related integrity of the Exposition Hall Quonset hut:

"It has been established that the Exposition Hall Quonset hut was the building where early Pierce College assemblies and programs and some classes were held. Although the building is clearly identifiable as a 1940s Quonset hut, it is less easy to associate it with its life as Exposition Hall. While the building is essentially intact, its lack of unique characteristics that would have identified it as a significant part of the College's history make it difficult to identify it with that period of its use. Although it served as Exposition Hall, there is nothing about the

building that helps to characterize it and illuminate the significance of the founding years of Pierce College or their significance in the context of the history of Los Angeles or the San Fernando Valley. **The mere survival of its physical features – even if the later additions to the interior and exterior were removed – does not add up in this case to a recognizable historic resource with an identifiable presence as such.**

The National Register literature notes that '(a) property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.' While the building is essentially intact, **it is unable to convey its relationship to or representation of history through the presence of its physical features.** Its integrity of association is compromised partly due to lack of integrity of location and setting; **without these external cues, the building's role as the central feature of the early campus eludes most observers.**" [Emphasis added]

3800 Building (Applied Technology Building) Historical Evaluation

Historical Overview

The Applied Technology Building, 3800 Building, was constructed as part of the third phase in implementing the College's original 1948-1949 master plan (Albert Gardner Master Plan). The McHargue dissertation explains that the building was originally referred to as the "Shop Building." Quoting a letter to the local Woodland Hills Chamber of Commerce from Associate Superintendent Howard Campion, McHargue's research shows that the building was intended to "...meet the requests of Valley industries for training in the fields of wood, metal, and electrical work." In addition, however, it is surmised from a review of the College's original curricular focus that the shop would have also served the needs of Pierce College in the maintenance and repair of farm machinery, and the fabrication other objects needed for the animal husbandry, dairy, nursery, and farm mechanics instructional programs. In its conscious design to accommodate communitywide business needs and to support the College's agricultural education program, 3800 Building expresses a minor aspect of the College's history as its educational program expanded in response to community input.

McHargue lists a series of key dates recognized by early faculty and administrators "...as beginning dates" for campus buildings. In April 1949, construction contracts for the Horticulture buildings, Cafeteria, and six dormitory buildings were awarded. Contracts for major grading work in the Chalk Hills location (the effort was later abandoned) and for construction of the poultry, swine and hay storage units followed in October 1950. To undertake work on the dairy processing building and, physical education building, and to complete unspecified "major grounds improvements," contracts were awarded in April 1951. A hiatus followed of nearly three years before the contract for the construction of 3800 Building was awarded on April 12, 1954. A notice in the *Southwest Builder and Contractor* (SWBC) documents that bids for the construction of the "Shop Building" (3800 Building) closed on April 8 and that H. Herbert Stegman prepared the architectural plans for the building. On April 16, 1954, the SWBC announced that George Krivic submitted the winning bid of \$146,775 to do the general contracting work. The building is described as measuring 150 by 42 feet in area and featuring tile roofing, concrete floors, and metal sash windows.

H. Herbert Stegman (1904–?) is profiled in the 1955 American Architects Directory published by the American Institute of Architects. Stegman received his professional education in architecture at the Beaux Arts Institute of Design, Harvard School of Architecture, and at the University of Southern California. He then worked for prominent Los Angeles-area architectural firms to gain professional experience before entering into association with Albert B. Gardner, and then launching his own firm in 1946. Those notable firms with which Stegman was associated included Parkinson and Parkinson, John C. Austin, and Alfred Rosenheim.

Nonetheless, the list of representative works included in Stegman's American Architects Directory profile, which includes a sampling of unnotable public schools, his work at Pierce College dating between 1951 and 1954, and a small number of rather unremarkable commercial buildings, indicates that he was not professionally noteworthy locally. That assessment is based on the scope and quality of his design output but can also be measured by the absence of professional commendations and the lack of references in mainstream architectural journals. After consideration of the basic criteria that are commonly used in assessing the importance of an architect, Stegman's association with 3800 Building does not confer significance in either design or biographical terms.

Photos 1 through 3 depict the existing design appearance of 3800 Building. Stegman's design reflects a blend of Mission Revival and Mid-century Modern stylistic elements, and marks a transition in the architectural expression at the College blending the Mission Revival design language seen in the College's first permanent buildings with the modernism that came to typify Los Angeles area school architecture by the mid-1950s. It also grew out of a conscious effort by the College to respond to the community's desire for a broader liberal arts curriculum that could accommodate a larger number of students; however, it was merely one of several incremental changes to the campus that occurred during the remainder of the 1950s and the 1960s. Although the resulting design appears to be largely intact and is a competent and representative example of school architecture during the early 1950s, it is not a distinguished stylistic example. Thus, because it is neither significant in architectural design terms nor is associated with a professionally noteworthy architect, 3800 Building does not meet the criteria for NRHP or CRHR eligibility.

3800 Building Findings

As part of the early 1950s expansion of the Pierce College campus, the design of 3800 Building expresses an aspect of the College's history that was deemed fairly minor and routine and not sufficiently noteworthy to confer significance based on associations with broad patterns of history. Hence, it was not found eligible under either NRHP Criterion A or CRHR Criterion 1.

Although it appears to be largely intact and is a competent and representative example of school architecture from the early 1950s period, 3800 Building is not a distinguished stylistic example. Because it is not distinguished in architectural design terms, it was not found eligible under NRHP Criterion C or CRHR Criterion 3. The architect of the building, H. Herbert Stegman, was evaluated to determine whether the architect's association potentially conferred significance on the building. The analysis, as measured by the list of the architect's representative works, the scope and quality of his design output, the absence of professional commendations, and the lack of references in mainstream architectural journals, indicated that he was not professionally noteworthy locally. Hence, 3800 Building was not found eligible under NRHP Criterion B or C and/or CRHR Criteria 2 and 3.²

Given that 3800 Building does not meet any of the eligibility criteria, it is unnecessary to analyze its integrity.

In summary, 3800 Building is not a historical resource for the purposes of CEQA, either as a noteworthy example of architectural design or based on associations with broad patterns of local history or by virtue of the architect's biographical importance within the profession.

² It should be noted that Criterion D and/or Criterion 4, with the wording "has yielded or has the potential to yield information important to the prehistory or history of the local area, state, or the nation," applies to archaeological resources and is not generally applied in reference to architectural resources. As part of this analysis, a records search was performed at the South Central Coastal Archaeological Information Center at California State University, Fullerton. No archaeological resources were identified on the basis of that search, either within the boundaries of the Pierce College campus or within a ½-mile radius of it.

RESULTS AND RECOMMENDATIONS

This Technical Memorandum analyzed actions proposed as part of the College's 2014 Master Plan Update. These actions include the proposed demolition of the Facilities Maintenance Yard in which the Exposition Hall Quonset hut is located for the Automotive and New Technical Education Facilities.

The research and field survey conducted as part of this analysis to identify architectural-historical resources identified no additional properties that appear eligible for the NRHP or CRHR; one previously identified California Historical Landmark property already listed in the CRHR, and; one property previously found potentially eligible for the CRHR. On the basis of this analysis, 3800 Building was not deemed an historical resource for the purposes of CEQA, as it is not the work of a noteworthy architect; lacks distinction as a work of architectural design; and lacks compelling historical associations that are thought to have made a significant contribution to the broad patterns of history in local, state or national terms, per NRHP and CRHR criteria.

During the early history of the College, the Exposition Hall Quonset hut was one of a number of metal Quonset huts located on the campus (McHargue). The Quonset hut was deemed a potential historical resource in 2002 solely because of its close association with the daily activities at the College during its first two or three years of operation as an agricultural school. Exposition Hall was re-evaluated on the basis of the research completed as part of the 2010 Master Plan environmental analysis and the 2011 Exposition Hall Quonset Hut Feasibility Study and Preservation Plan prepared by ARG. The building was also inspected during a June 2013 field survey of the project area. On the basis of the evidence compiled from these three sources, it was concluded that the building is no longer a historical resource for the purposes of CEQA. This finding is based on the building's loss of design integrity due to its continued physical deterioration and the marginal integrity it possessed at the time it was evaluated by ARG in 2011 (at that time, only two of the seven aspects of integrity, per National Register Bulletin 15, were fully present). In addition, the Quonset hut's association with its original use during the school's early history is difficult to discern. The current use of the Quonset hut does not convey a sense of earlier uses that would connect it to the history of the College, and its physical deterioration, coupled with its various alterations and additions, has diminished its ability to convey its former history as a key exhibition space, student assembly space, and classroom space during the early years of the College. Considered together, these factors combine to make its retention and rehabilitation for historical interpretive purposes appear infeasible.

The proposed project was found not to pose an adverse effect on the only identified designated historical resource located at Pierce College: Trapper's Lodge (CHL #939), a folk art installation adjoining the Agriculture Sciences Building. No work is proposed under the 2014 Master Plan Update in proximity to Trapper's Lodge that would have the potential to adversely affect this resource (i.e., result in demolition or alteration or cause significant adverse changes to the design setting). The closest project proposed under the 2010 Master Plan Update (the Green Technologies Building) is no longer under consideration.

The results of this cultural resources literature and records search indicate that no prehistoric or historical archaeological sites or isolated artifacts have been previously recorded within the boundaries of Pierce College or within a 1/2-mile radius of the project area. In addition, no prehistoric or historical archaeological sites are listed on the Archaeological Determination of Eligibility (DOE) list.

The lack of archaeological resources identified within the project area does not preclude the possibility of identifying subsurface archaeological material during construction activities. However, the project area has been heavily disturbed by past construction activities, including the construction and installation of utilities, roads, and College buildings; therefore, the likelihood of encountering intact, subsurface archaeological material within the project area is low. However, if cultural materials are discovered during construction, ICF International recommends that all earth-moving activity within and around the immediate discovery area be

diverted until a qualified archaeologist can assess the nature and significance of the find. If the resource is determined to be significant, further treatment may include avoidance or data recovery activities. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner shall be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC who will then notify the Most Likely Descendent. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

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APPENDIX D

TRAFFIC IMPACT STUDY

Traffic Study

for the Los Angeles Pierce
College Facility Master Plan
Update

Addendum to the 2002 Final
Environmental Impact Report



Prepared by:

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July 2014

**TRAFFIC STUDY
FOR THE
LOS ANGELES PIERCE COLLEGE 2014 FACILITY MASTER PLAN UPDATE
ADDENDUM TO THE 2002 FINAL ENVIRONMENTAL IMPACT REPORT**

July 2014

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I. INTRODUCTION

This report documents the results of a study evaluating potential traffic impacts of the proposed Los Angeles Pierce College 2014 Facility Master Plan update. The study was conducted by Fehr & Peers in support of the Environmental Impact Report (EIR) Addendum for the Master Plan update.

PROJECT DESCRIPTION

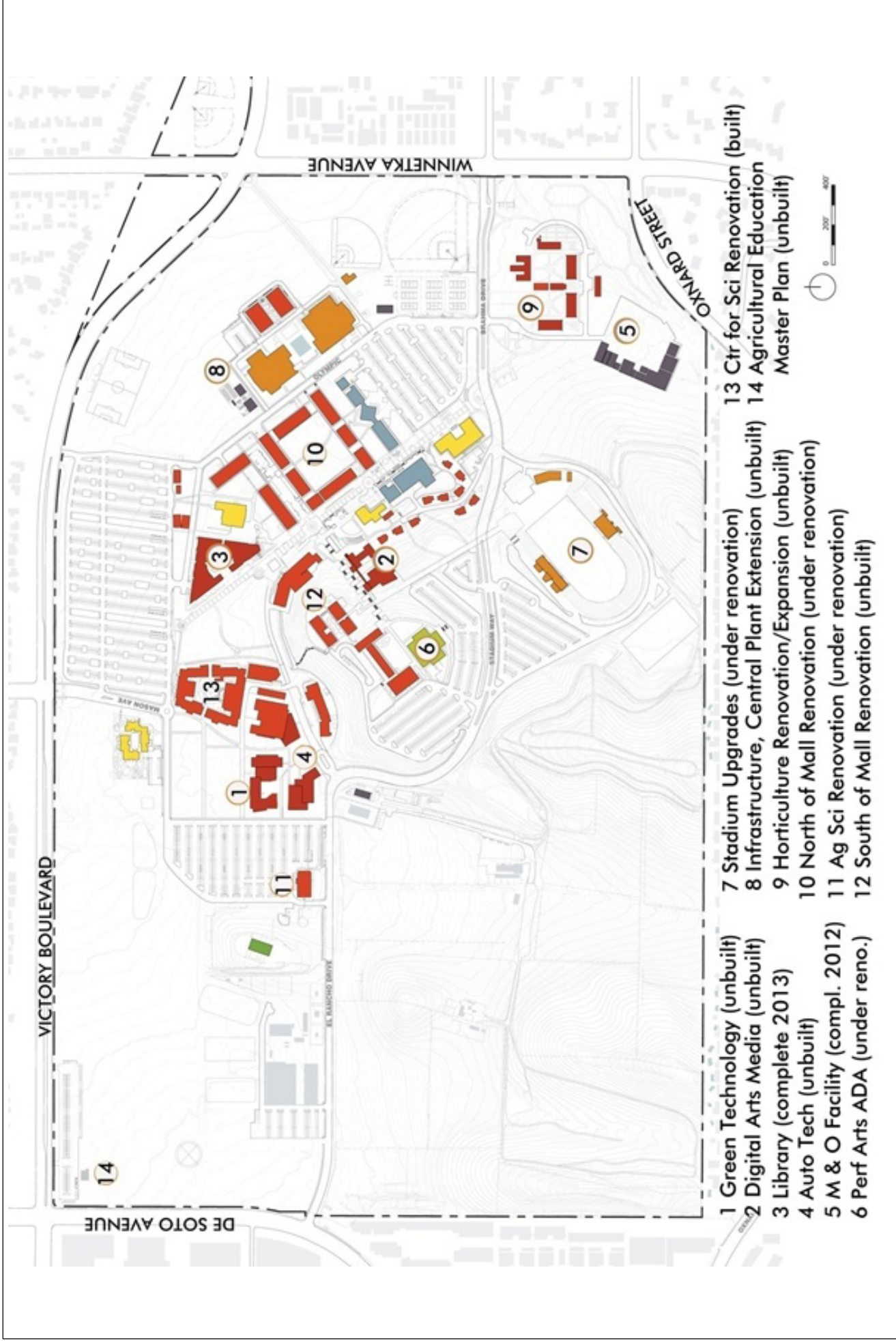
The Pierce College campus is located in the western portion of the San Fernando Valley in the City of Los Angeles. The campus encompasses an area generally bounded by Winnetka Avenue on the east, Victory Boulevard on the north, De Soto Avenue on the west, and residential uses on the south. Based on information provided by the University, the existing student full-time equivalent (FTE) was 13,772 for the 2012-2013 academic year. Over the buildout period of the Master Plan Update to Year 2019, enrollment is projected to decrease slightly to a projected FTE of 13,450.

The proposed Facility Master Plan Update envisions a series of improvements to the campus academic-related facilities, including new or renovated academic buildings and facilities, campus parking facilities, and support facilities. Previous versions of the updated Pierce College Master Plan included one or more proposed public/private partnership projects, however; these components have been removed from the project description and are therefore not included in this current traffic analysis.

Existing and future vehicular access to the Pierce College campus is and would be obtained via four access points: Brahma Drive via a signalized intersection with Winnetka Avenue, an unsignalized driveway onto Victory Boulevard from Parking Lot 7, Mason Street via a signalized intersection with Victory Boulevard, and El Rancho Drive via a signalized intersection with De Soto Avenue. There are presently approximately 4,037 parking spaces on campus, provided in a number of both large and small parking lots and as curb parking along internal roadways. An estimated 4,037 parking spaces would be provided on campus at buildout of the Master Plan Update.

The proposed illustrative master plan update is presented in Figure 1. Further project description data is presented as appropriate in the discussions of trip generation and parking impacts later in this report.





STUDY SCOPE

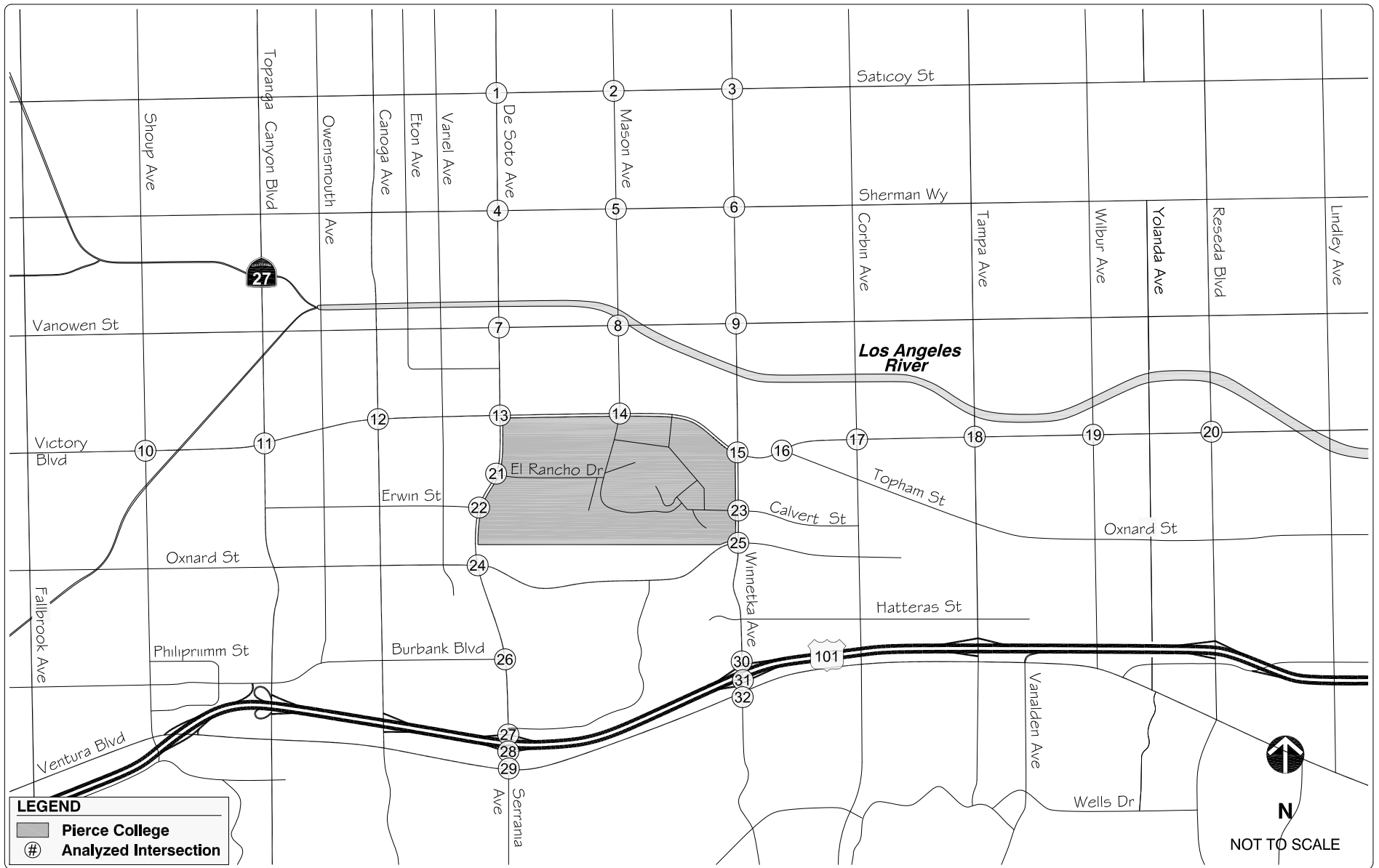
The study analyzed the potential project-generated traffic impacts on the street and highway system surrounding and serving the Pierce College campus. The following traffic scenarios were analyzed in the study:

- Existing (Year 2013) Conditions – The analysis of existing traffic conditions provided a basis for the remainder of the study. The existing conditions analysis included an assessment of streets, traffic volumes, operating conditions, transit services, and on-campus parking conditions.
- Baseline plus Project Conditions – The objective of this scenario was to identify potential impacts of the proposed project on adjusted existing traffic operating conditions with traffic expected to be generated by buildout of the proposed Master Plan Update added to an adjusted base that does not include the FTE changes that have already occurred on the Pierce College campus between the Year 2002 Master Plan base and existing traffic.
- Year 2019 Cumulative Base (No Project) Conditions – The objective of this scenario was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site, without consideration of the proposed project. In 2002, an environmental review was conducted to analyze the potential environmental impacts of the Master Plan Update as proposed at that time (*Traffic and Parking Study for the Pierce College Facilities Master Plan Environmental Impact Report*, Kaku Associates, 2002). The Master Plan evaluated in 2002 is being updated and analyzed in this document. To accurately analyze the incremental effects of the entire project, this analysis is analyzing a 2019 cumulative base that incorporates conditions based on 2002 FTE. In addition to ambient growth and related projects, the incremental project trips generated by Pierce College based on changes in FTE between the 2002 Pierce College Master Plan base year and 2013 are removed from the street network for 2019 cumulative base conditions.
- Year 2019 Cumulative plus Project Conditions – Buildout of the proposed Master Plan Update is projected by 2019. Thus, the objective of this scenario was to identify potential impacts of the proposed project against projected year 2019 future traffic operating conditions with traffic expected to be generated by buildout of the proposed Master Plan Update added to the cumulative base traffic forecasts, incorporating all FTE change on the Pierce College campus between the 2002 Pierce College Master Plan FTE base year and 2019.

The potential for project impacts is evaluated in the study for weekday AM and PM peak hours of traffic at 32 intersections in the west San Fernando Valley near the Pierce College campus. The analysis locations are illustrated in Figure 2 and are as follows:

1. De Soto Avenue & Saticoy Street
2. Mason Avenue & Saticoy Street





3. Winnetka Avenue & Saticoy Street
4. De Soto Avenue & Sherman Way
5. Mason Avenue & Sherman Way
6. Winnetka Avenue & Sherman Way
7. De Soto Avenue & Vanowen Street
8. Mason Avenue & Vanowen Street
9. Winnetka Avenue & Vanowen Street
10. Shoup Avenue & Victory Boulevard
11. Topanga Canyon Boulevard & Victory Boulevard
12. Canoga Avenue & Victory Boulevard
13. De Soto Avenue & Victory Boulevard
14. Mason Avenue & Victory Boulevard
15. Winnetka Avenue & Victory Boulevard
16. Topham Street & Victory Boulevard
17. Corbin Avenue & Victory Boulevard
18. Tampa Avenue & Victory Boulevard
19. Wilbur Avenue & Victory Boulevard
20. Reseda Avenue & Victory Boulevard
21. De Soto Avenue & El Rancho Drive
22. De Soto Avenue & Erwin Street
23. Winnetka Avenue & Calvert Street/Brahma Drive
24. De Soto Avenue & Oxnard Street
25. Winnetka Avenue & Oxnard Street
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27. De Soto Avenue & US 101 westbound ramps
28. De Soto Avenue & US 101 eastbound ramps
29. De Soto Avenue & Ventura Boulevard
30. Winnetka Avenue & US 101 westbound ramps
31. Winnetka Avenue & US 101 eastbound ramps
32. Winnetka Avenue & Ventura Boulevard

The study also evaluates the adequacy of the proposed future on-campus parking supply to accommodate projected campus parking demands.

Finally, the study includes an analysis of potential project impacts on the regional highway and transit systems in accordance with requirements of the Los Angeles County Congestion Management Program (CMP).



ORGANIZATION OF REPORT

This report is divided into eight chapters. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions in the study area. Chapter II also describes the existing Pierce College access and circulation system. The methodologies used to forecast cumulative and project traffic volumes, and the resultant forecasts, are described in Chapter III. Chapter IV presents an assessment of potential traffic impacts. An analysis of potential impacts on neighborhood streets is presented in Chapter V. Chapter VI presents the results of the Congestion Management Program regional transportation system impact analysis. Chapter VII contains an analysis of potential impacts of the project on campus parking conditions and site access. Finally, conclusions and recommendations of the study are summarized in Chapter VIII.



II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation and parking conditions within and adjacent to the Pierce College campus. The assessment of existing conditions relevant to this study included street system, traffic volumes and operating conditions, public transit service, and campus access system on the Pierce College campus.

EXISTING STREET SYSTEM

The Pierce College campus is bounded by Victory Boulevard on the north, Winnetka Avenue on the east, and De Soto Avenue on the west. To the north, east, and west of the campus, the street system is a north-south/east-west grid system. To the south of the campus, the street grid is disrupted by the Chalk Hills and, further to the south beyond Ventura Boulevard, the Santa Monica Mountains.

The street system in the study area is illustrated in Figure 2. Primary regional access to the area is provided by the Ventura Freeway (U.S. 101), which runs east-west approximately one mile south of the campus. Winnetka Avenue and De Soto Avenue on either side of the campus are north-south arterial facilities providing access to the Ventura Freeway. Victory Boulevard is an east-west arterial facility. Mason Avenue is a secondary highway providing access to the campus to/from the north.

Additional arterial facilities serving the surrounding study area include Topanga Canyon Boulevard, Canoga Avenue, Tampa Avenue, and Reseda Avenue running north-south and Saticoy Street, Sherman Way, and Ventura Boulevard running east-west.

Descriptions of key roadways serving the study area are provided below:

- Ventura Freeway (U.S. 101) – The Ventura Freeway is a major regional facility that travels in an east-west orientation through the southern portion of the study area. The freeway provides access from the study area to the eastern San Fernando Valley and metropolitan Los Angeles to the east and to the Agoura/Westlake areas and Ventura County to the west. Key interchanges providing access to the Pierce College Campus are full diamond interchanges at Winnetka Avenue and De Soto Avenue. In the study area, the freeway provides 10 lanes (five in each direction) east of Topanga Canyon Boulevard and eight lanes (four in each direction) west of Topanga Canyon Boulevard.
- Shoup Avenue – Shoup Avenue is a north-south street located about 1.5 miles west of Pierce College. It is classified as a secondary highway north of, and a collector street south of, Ventura Boulevard. North of Ventura Boulevard to Roscoe Boulevard, Shoup Avenue provides four through lanes, with on-street parking.



- Topanga Canyon Boulevard (SR 27) – Topanga Canyon Boulevard is a north-south major highway located about one mile west of the Pierce College campus. Topanga Canyon provides access across the Santa Monica Mountains to Pacific Coast Highway (SR 1) to the south, and to the Simi Valley Freeway (SR 118) and the northwestern portion of the San Fernando Valley to the north. Four through lanes are provided north of Vanowen Street, five through lanes (three northbound and two southbound) are provided between Vanowen Street and Burbank Boulevard, and six through lanes are provided south of Burbank Boulevard. A raised median island is present south of Burbank Boulevard. On-street parking is prohibited along the east side of the roadway throughout the Warner Center area, although it is allowed along most of the west side within Warner Center and on both sides north of Vanowen Street. The City of Los Angeles *2010 Bicycle Plan* (Los Angeles Department of City Planning, March 2011) proposes Class II bike lanes along Topanga Canyon Boulevard in the study area.
- Canoga Avenue – Canoga Avenue is a north-south street located about one-half mile west of the Pierce College campus. It is classified as a major highway between Ventura Boulevard and Victory Boulevard and as a secondary highway both to the north of Victory Boulevard and to the south of Ventura Boulevard. Six through lanes are provided between Victory Boulevard and the Ventura Freeway. Four through lanes are provided to the north of Victory Boulevard and between the Ventura Freeway and Ventura Boulevard, narrowing to two lanes south of Ventura Boulevard. A raised median island is present between Victory Boulevard and Burbank Boulevard. On-street parking is prohibited along much of Canoga Avenue in the study area, although unrestricted parking is allowed south of Ventura Boulevard and along the west side north of Hart Street.
- De Soto Avenue – De Soto Avenue is a north-south street that forms the western boundary of the Pierce College campus. It is classified as a major highway north of Ventura Boulevard and as a collector street south of Ventura Boulevard (where the street changes name to Serrania Avenue). Four through lanes are provided north of Victory Boulevard, six lanes are provided between Victory Boulevard and the Ventura Freeway, five lanes (three northbound and two southbound) are provided between the freeway and Ventura Boulevard, and two lanes are provided south of Ventura Boulevard. On-street parking is prohibited along De Soto Avenue between Victory Boulevard and Ventura Boulevard. Parking is allowed north of Victory Boulevard, although peak period parking restrictions are used in this section to provide a third southbound travel lane during the morning peak period and a third northbound travel lane during the evening peak period. Unrestricted parking is allowed south of Ventura Boulevard on Serrania Avenue. Bicycle lanes are present on both sides between the Pierce College driveway (El Rancho Drive) and Burbank Boulevard. The City of Los Angeles *2010 Bicycle Plan* identifies De Soto Avenue south of Victory Boulevard as having Class II bike lanes and De Soto Avenue between Victory Boulevard and Sherman Way as having Class III bike routes within the study area.
- Mason Avenue – Mason Avenue is a north-south secondary highway providing access between Pierce College and areas to the north. Mason Avenue terminates as a public street at its intersection with Victory Boulevard on the north side of the campus, and continues on campus as an internal campus roadway. Mason Avenue provides four through lanes with on-street parking.



- Winnetka Avenue – Winnetka Avenue is a north-south street forming the eastern boundary of the Pierce College campus. It is classified as a major highway north of, and a collector street south of, Ventura Boulevard. Four through lanes and a two-way continuous left-turn lane are provided north of Ventura Boulevard, and two lanes are provided south of Ventura Boulevard. On-street parking is allowed both north of Calvert Street/Pierce College driveway (Brahma Drive) and south of Ventura Boulevard, but is prohibited between Calvert Street and Ventura Boulevard.
- Corbin Avenue – Corbin Avenue is a north-south secondary highway located one-half mile east of Pierce College. In the study area, four through lanes are present north of Topham Street and two through lanes are present south of Topham Street. On-street parking is provided.
- Tampa Avenue – Tampa Avenue is a north-south major highway located one mile east of Pierce College. Tampa Avenue provides four through lanes with on-street parking during off-peak hours. During peak periods, street parking is prohibited to provide additional travel lanes.
- Wilbur Avenue – Wilbur Avenue is a north-south secondary highway located 1.5 miles east of Pierce College. Wilbur Avenue provides four through lanes with on-street parking.
- Reseda Avenue – Reseda Avenue is a north-south major highway located two miles east of Pierce College. In the study area, Reseda Avenue provides four through lanes with on-street parking.
- Saticoy Street – Saticoy Street is a four-lane east-west secondary highway located about 1.5 miles north of Pierce College. A two-way continuous left-turn lane is provided throughout most of the study area, as is on-street parking.
- Sherman Way – Sherman Way is an east-west major highway located about one mile north of Pierce College. It is classified as a divided major highway east of Variel Avenue, where six through lanes and a raised median island are provided. West of Variel Avenue, it is classified as a major highway and provides four through lanes and a two-way continuous left-turn lane. On-street parking is allowed throughout the study area.
- Vanowen Street – Vanowen Street is a four-lane east-west secondary highway located about one-half mile north of the Pierce College campus. On-street parking is permitted on the north side throughout the study area, and on the south side in certain sections.
- Victory Boulevard – Victory Boulevard is an east-west major highway with a two-way continuous left-turn lane throughout the study area. Four through lanes are provided from east of Fallbrook Avenue to Topanga Canyon Boulevard. Six through lanes are provided between Topanga Canyon Boulevard and De Soto Avenue within Warner Center, with some sections of eight lanes. Five through lanes (three eastbound and two westbound) are provided east of De Soto Avenue to Winnetka Avenue adjacent to the Pierce College campus. Four through lanes are provided east of Winnetka Avenue. On-street parking is allowed east of De Soto Avenue. Parking restrictions are



used along the north side east of De Soto Avenue to provide a third westbound travel lane during both the morning and evening peak periods.

- Oxnard Street – Oxnard Street is an east-west secondary highway located to the south of the Pierce College campus. Four lanes are provided throughout most of the study area, narrowing to two lanes both west of Shoup Avenue and east of Winnetka Avenue. A raised median island is present between Topanga Canyon Boulevard and Canoga Avenue. On-street parking is prohibited between Topanga Canyon Boulevard and De Soto Avenue in Warner Center, but is allowed to the east of De Soto Avenue. The City of Los Angeles *2010 Bicycle Plan* identifies Oxnard Street as having Class II bike lanes throughout the study area.
- Burbank Boulevard – West of De Soto Avenue, Burbank Boulevard is an east-west secondary highway providing four through lanes between De Soto Avenue and Farralone Avenue. On-street parking is allowed between Canoga Avenue and Topanga Canyon Boulevard. At De Soto Avenue, Burbank Boulevard jogs to the south and continues to the east as a two-lane collector street with on-street parking.
- Ventura Boulevard – Ventura Boulevard is an east-west major highway located about one mile south of the Pierce College campus. Three through lanes are provided in the westbound direction throughout most of the study area, although two lanes are provided east of Winnetka Avenue. In the eastbound direction, two through lanes are provided west of West Hills Drive, three lanes are provided between West Hills Drive and the Chalk Hill summit, two lanes east of the summit, three lanes are provided approaching Winnetka Avenue, and two lanes are provided east of Winnetka Avenue. On-street parking is allowed throughout most of the study area, although parking restrictions are used to provide a third eastbound through lane during both the morning and evening peak periods in the sections between Topanga Canyon Boulevard and West Hills Drive and east of Winnetka Avenue. Parking is also restricted along the south side of Ventura Boulevard immediately adjacent to Taft High School (west of Winnetka Avenue) on school days. A raised median island is present for short sections just east of West Hills Drive (over the Chalk Hill summit).

Diagrams of the existing lane configurations at the 32 study intersections are provided in Appendix A to this report.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

The following sections present the existing peak hour traffic volumes at the study intersections, a description of the methodology used to analyze intersection operating conditions, and the resulting level of service at each location under existing conditions.



Existing Peak Hour Traffic Volumes

Weekday AM and PM peak period intersection turning movement counts were conducted at the 31 study intersections in May 2013. The intersection of Mason Avenue & Vanowen Street had geometric changes due to construction. The 2013 counts were considered inappropriate for analysis given the potential for impact on traffic due to construction. As such, 2009 counts were used at this location and increased by 1% per year to attain a 2013 baseline count. These baseline counts were applied in the AM and PM peak hours for the existing weekday analysis and subsequent analysis. The existing weekday peak hour turning movement volumes at the analyzed intersections are shown on Figure 3 and the turning movement count sheets are provided in Appendix B.

Intersection Level of Service Standards and Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Level of service definitions for signalized intersections are provided in Table 1.

The City of Los Angeles typically uses LOS D as a standard, meaning that LOS D or better is considered to represent satisfactory conditions, while LOS E or F is generally considered to be substandard. The Warner Center Specific Plan establishes LOS E as the minimum acceptable level of service within the Warner Center Specific Plan area (to the west of the Pierce College campus). The draft version of the new Warner Center Specific Plan uses LOS D as the minimum acceptable level of service.

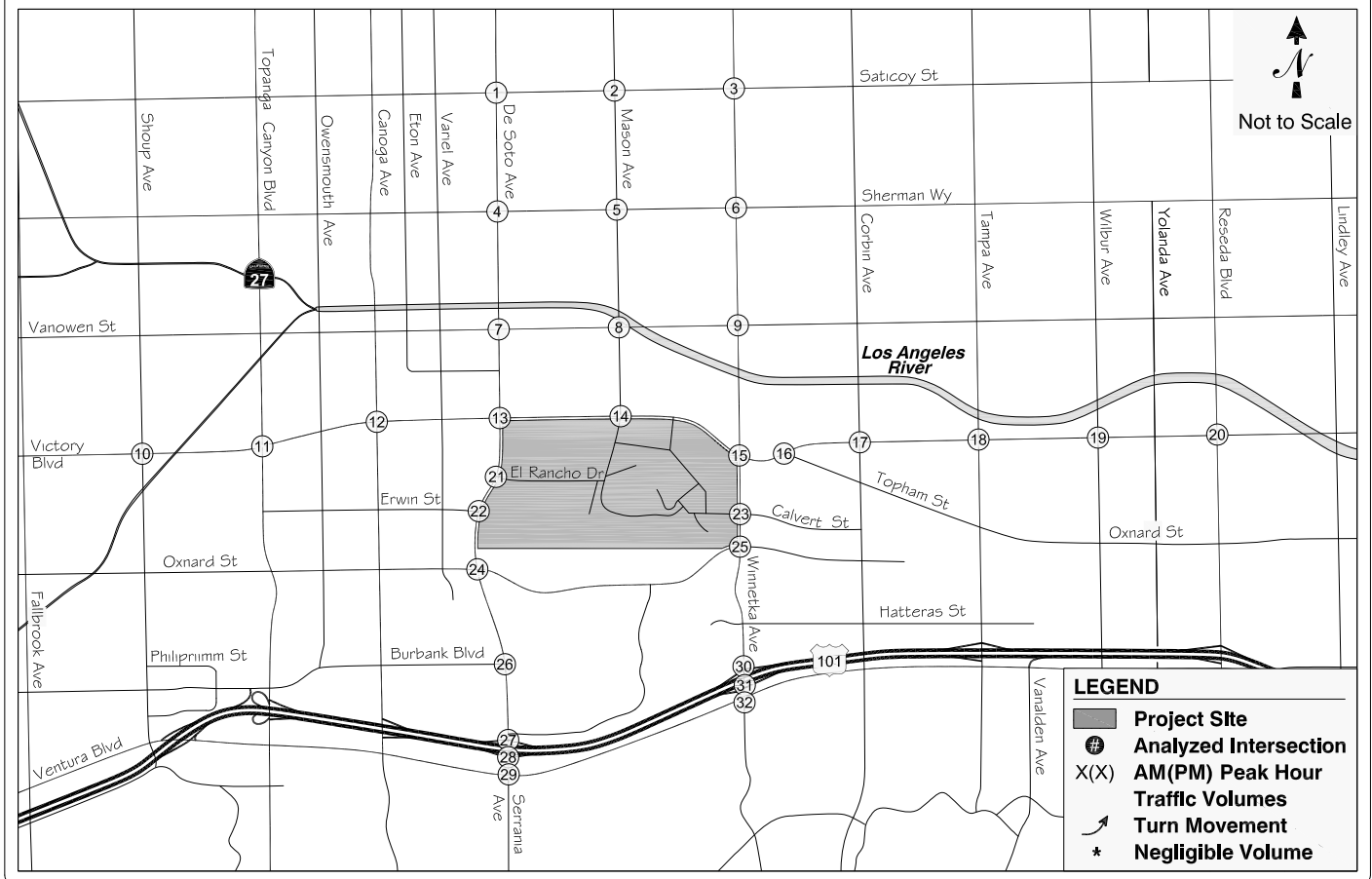
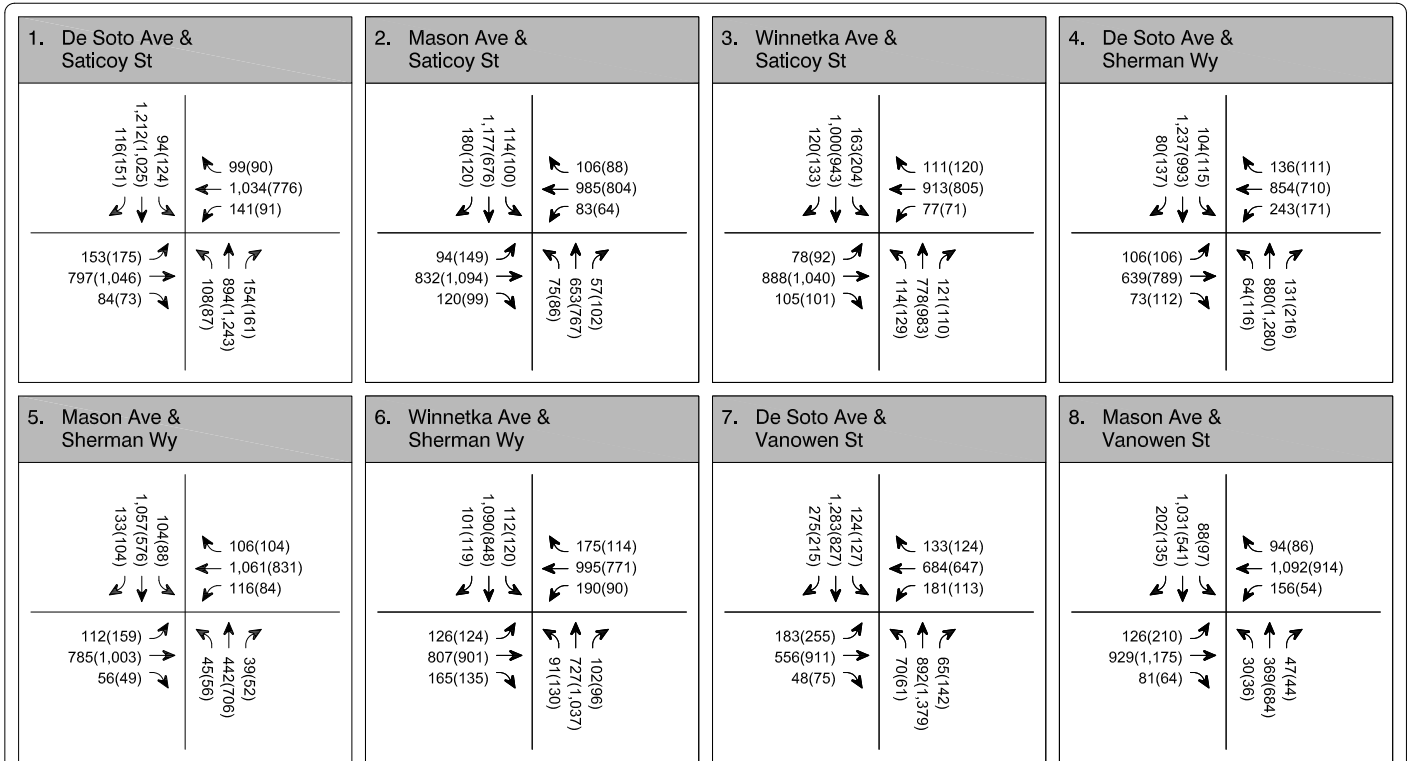
All of the study intersections are currently controlled by traffic signals. The City of Los Angeles Department of Transportation (LADOT) requires that the "Critical Movement Analysis" (CMA) method (Transportation Research Board, 1980) of intersection capacity analysis be used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for the given turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology in this study.

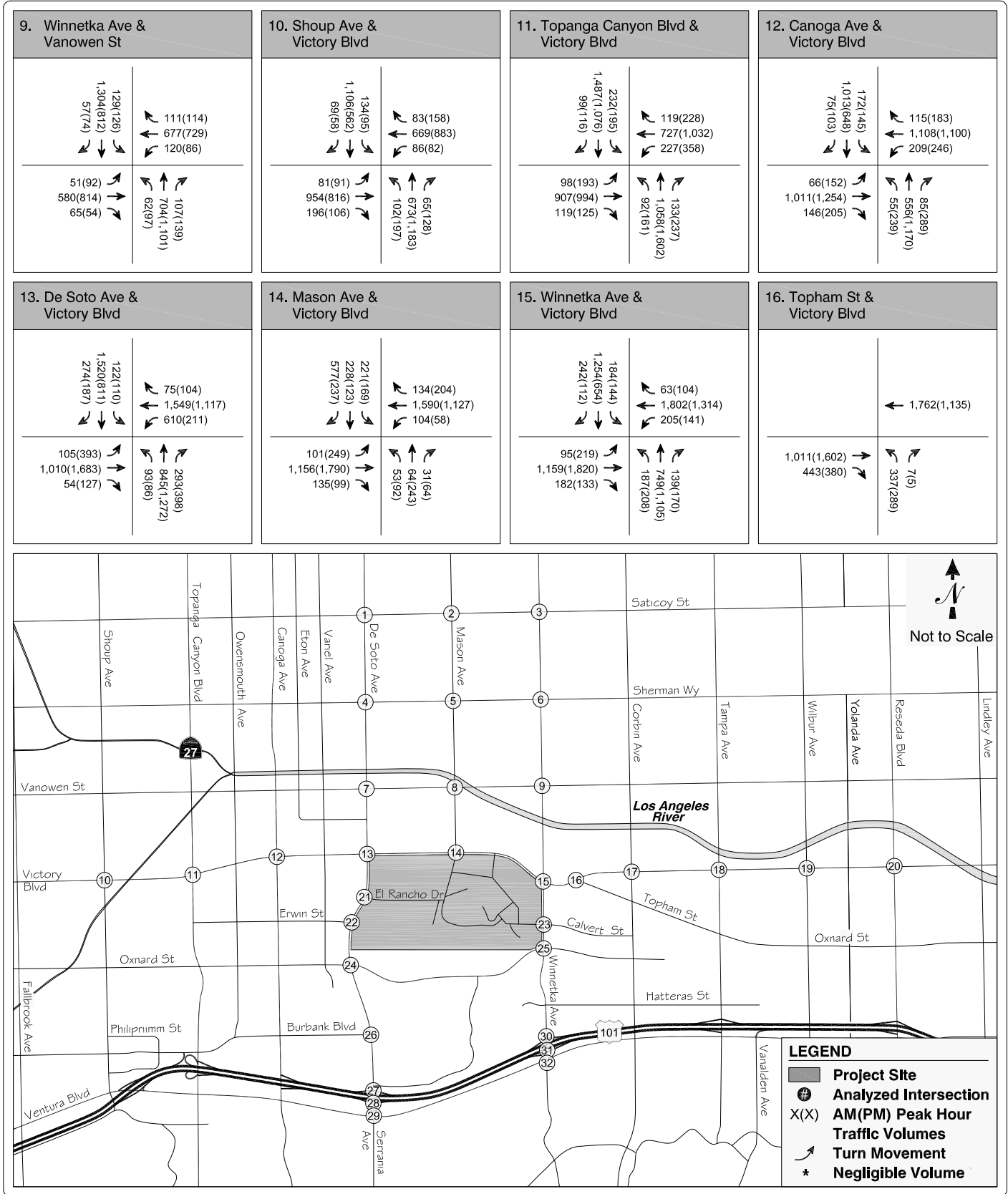


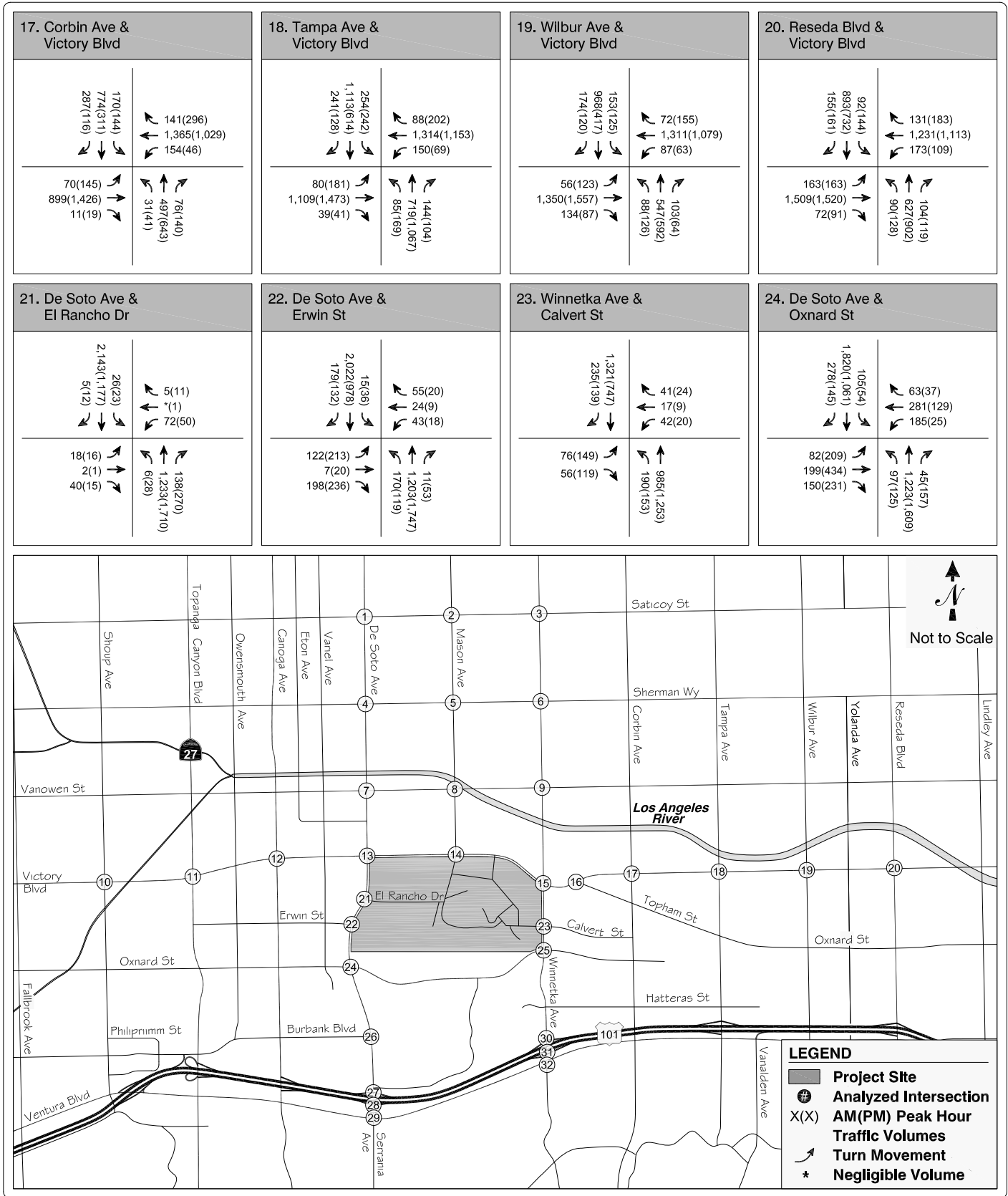
All of the study intersections are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections. Twenty-seven study intersections (all study intersections except for the three along Saticoy Street and the intersections of Vanowen Street with Mason Avenue and Winnetka Avenue) are additionally controlled by the City of Los Angeles' Adaptive Traffic Control System (ATCS) system. In accordance with LADOT procedures, an additional capacity increase of 3% (0.03 V/C adjustment) was applied to reflect the benefits of ATCS control at these 27 intersections. Thus, a capacity increase of 7% was applied to five study intersections and a net capacity increase of 10% was applied at 27 study intersections.¹

¹ The 7% capacity adjustment for ATSAC was determined by LADOT based on studies conducted by LADOT shortly after initial ATSAC implementation in the 1980s of the effectiveness of ATSAC in improving traffic flows. The 3% capacity adjustment for ATCS was determined in a subsequent January 2005 evaluation conducted by LADOT. Both adjustments are incorporated within the intersection LOS calculation spreadsheet developed by LADOT for use in traffic studies in the City of Los Angeles and used in this study. These worksheets are included in Appendix C.









<p>25. Winnetka Ave & Oxnard St</p> <table border="1"> <tr> <td>25(28) 1,205(790) 219(83)</td> <td>11(10) 217(48) 30(10)</td> </tr> <tr> <td>146(177) 209(377) 81(82)</td> <td>33(35) 1,016(1,225) 45(72)</td> </tr> </table>	25(28) 1,205(790) 219(83)	11(10) 217(48) 30(10)	146(177) 209(377) 81(82)	33(35) 1,016(1,225) 45(72)	<p>26. De Soto Ave & Burbank Blvd</p> <table border="1"> <tr> <td>1,516(1,474) 601(164)</td> <td>1,438(1,431) 167(70)</td> </tr> <tr> <td>178(568) 85(509)</td> <td></td> </tr> </table>	1,516(1,474) 601(164)	1,438(1,431) 167(70)	178(568) 85(509)		<p>27. De Soto Ave & 101 WB Exit Ramp</p> <table border="1"> <tr> <td>988(1,493) 644(617)</td> <td>557(521) 4(3) 268(269)</td> </tr> <tr> <td></td> <td>1,156(1,009) 204(203)</td> </tr> </table>	988(1,493) 644(617)	557(521) 4(3) 268(269)		1,156(1,009) 204(203)	<p>28. De Soto Ave & 101 EB Exit Ramp</p> <table border="1"> <tr> <td>393(848) 857(987)</td> <td>178(261) 827(796)</td> </tr> <tr> <td>529(519) 1(2) 222(251)</td> <td></td> </tr> </table>	393(848) 857(987)	178(261) 827(796)	529(519) 1(2) 222(251)	
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<p>29. De Soto Ave & Ventura Blvd</p> <table border="1"> <tr> <td>439(556) 220(196) 395(372)</td> <td>438(385) 767(939) 59(58)</td> </tr> <tr> <td>212(366) 1,093(1,178) 51(59)</td> <td>121(102) 290(222) 90(50)</td> </tr> </table>	439(556) 220(196) 395(372)	438(385) 767(939) 59(58)	212(366) 1,093(1,178) 51(59)	121(102) 290(222) 90(50)	<p>30. Winnetka Ave & 101 WB Exit Ramp</p> <table border="1"> <tr> <td>905(705) 462(225)</td> <td>424(603) 1(3) 282(270)</td> </tr> <tr> <td></td> <td>706(793) 157(211)</td> </tr> </table>	905(705) 462(225)	424(603) 1(3) 282(270)		706(793) 157(211)	<p>31. Winnetka Ave & 101 EB Exit Ramp</p> <table border="1"> <tr> <td>386(384) 826(740)</td> <td>163(267) 568(648)</td> </tr> <tr> <td>291(274) 1(2) 233(187)</td> <td></td> </tr> </table>	386(384) 826(740)	163(267) 568(648)	291(274) 1(2) 233(187)		<p>32. Winnetka Ave & Ventura Blvd</p> <table border="1"> <tr> <td>311(312) 386(266) 303(201)</td> <td>256(342) 792(825) 127(50)</td> </tr> <tr> <td>211(292) 1,041(1,446) 60(128)</td> <td>36(65) 268(292) 99(82)</td> </tr> </table>	311(312) 386(266) 303(201)	256(342) 792(825) 127(50)	211(292) 1,041(1,446) 60(128)	36(65) 268(292) 99(82)
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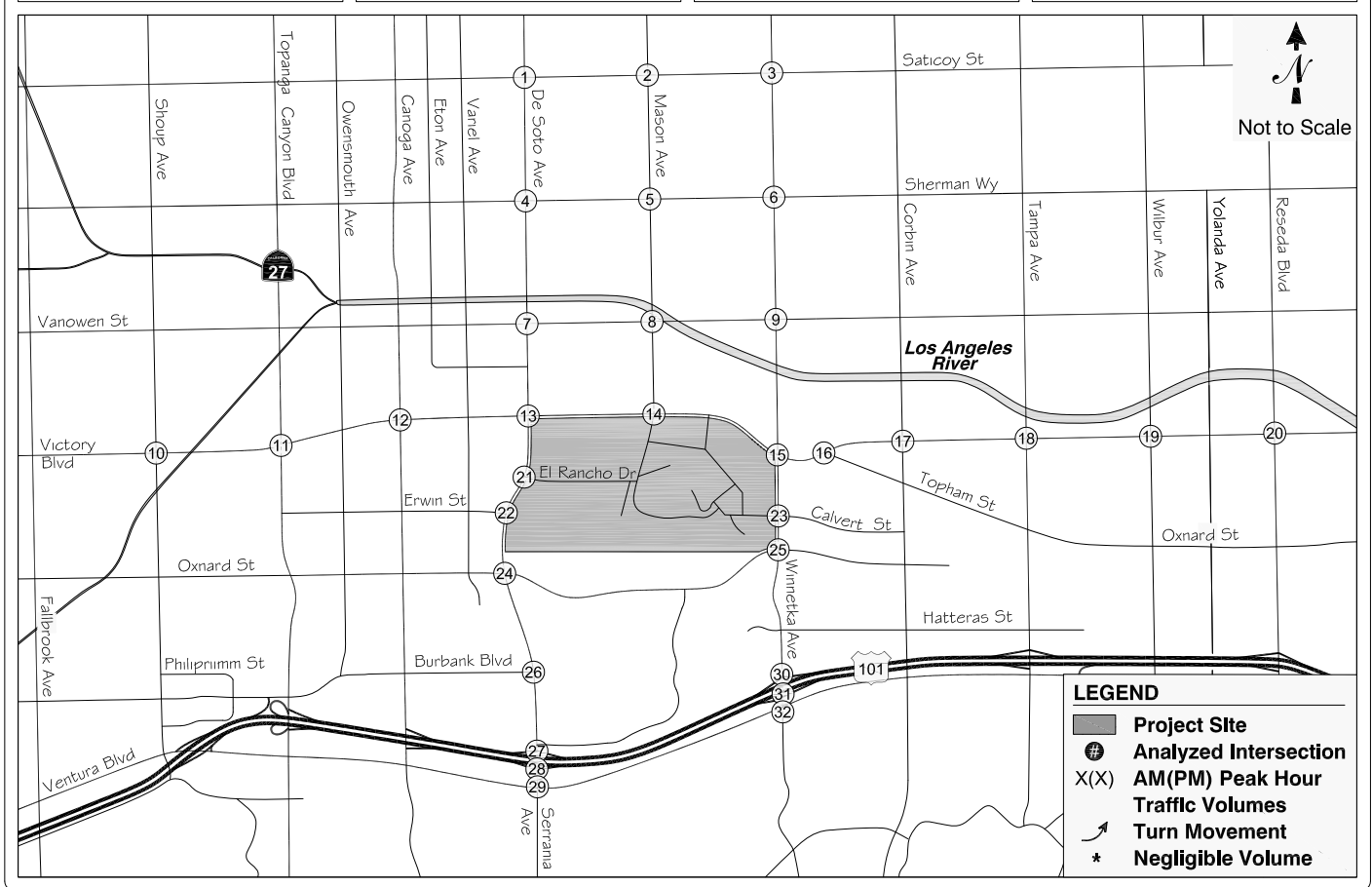


TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Intersection Capacity Utilization	Definition
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980.

Existing Peak Hour Intersection Levels of Service

The existing weekday AM and PM peak hour turning movements shown in Figure 3 were used in conjunction with the level of service methodology described above to determine existing operating conditions at each of the study intersections. Level of service calculation worksheets are included in Appendix C.

Table 2 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at each of the study intersections. As shown, seven of the 32 intersections currently operate at LOS E or F during one or both of the AM and PM peak hours:

- De Soto Avenue & Saticoy Street
- Winnetka Avenue & Saticoy Street
- Topanga Canyon Boulevard & Victory Boulevard
- De Soto Avenue & Victory Boulevard
- Winnetka Avenue & Victory Boulevard
- Tampa Avenue & Victory Boulevard
- Reseda Avenue & Victory Boulevard

The remaining study intersections operate at fair to good levels of service (LOS D or better) during both the AM and PM peak hours.

EXISTING PUBLIC TRANSIT SERVICE

The Pierce College campus is currently served by bus service provided by the Los Angeles County Metropolitan Transit Authority (Metro) and the Santa Clarita Transit Authority (SCTA). Existing bus routes providing direct service along Victory Boulevard, Winnetka Avenue, and/or De Soto Avenue adjacent to the campus include:

- Metro Orange Line – The Metro Orange Line is a bus rapid transit (BRT) line that operates on a dedicated east-west ROW between the North Hollywood Metro Red Line station and Chatsworth. The line then exits the dedicated ROW in Canoga Park and operates on streets, looping through Warner Center to provide service at the Warner Center Transit Hub adjacent to the Promenade, approximately one-half mile from the project site, before re-entering the ROW in the opposite direction. The line operates with average headways² of four to five minutes during peak periods.

² Headways are the time between buses arriving at a particular bus stop. In this case, four-minute headways means that a bus comes by each stop along this bus route once every four minutes.



**TABLE 2
EXISTING (YEAR 2013) INTERSECTION LEVELS OF SERVICE**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
*1. De Soto Av & Saticoy St	0.903	E	0.894	D
*2. Mason Av & Saticoy St	0.859	D	0.727	C
*3. Winnetka Av & Saticoy St	0.817	D	0.908	E
**4. De Soto Av & Sherman Way	0.693	B	0.738	C
**5. Mason Av & Sherman Way	0.661	B	0.525	A
**6. Winnetka Av & Sherman Way	0.775	C	0.716	C
**7. De Soto Av & Vanowen St	0.720	C	0.782	C
*8. Mason Av & Vanowen St	0.841	D	0.711	C
*9. Winnetka Av & Vanowen St	0.743	C	0.770	C
**10. Shoup Av & Victory Blvd	0.801	D	0.763	C
**11. Topanga Canyon Blvd & Victory Blvd	0.697	B	0.940	E
**12. Canoga Av & Victory Blvd	0.583	A	0.795	C
**13. De Soto Av & Victory Blvd	0.905	E	0.908	E
**14. Mason Av & Victory Blvd	0.628	B	0.611	B
**15. Winnetka Av & Victory Blvd	0.920	E	1.045	F
**16. Topham St & Victory Blvd	0.712	C	0.753	C
**17. Corbin Av & Victory Blvd	0.823	D	0.796	C
**18. Tampa Av & Victory Blvd	0.935	E	1.089	F
**19. Wilbur Av & Victory Blvd	0.892	D	0.792	C
**20. Reseda Blvd & Victory Blvd	0.913	E	0.900	D
**21. De Soto Av & El Rancho Dr	0.457	A	0.399	A
**22. De Soto Av & Erwin St	0.645	B	0.468	A
**23. Winnetka Av & Calvert St	0.592	A	0.440	A
**24. De Soto Av & Oxnard St	0.687	B	0.635	B
**25. Winnetka Av & Oxnard St	0.674	B	0.597	A
**26. De Soto Av & Burbank Blvd West	0.547	A	0.519	A
**27. De Soto Av & I-101 WB Ramps	0.692	B	0.661	B
**28. De Soto Av & I-101 EB Ramps	0.431	A	0.596	A
**29. De Soto Av & Ventura Blvd	0.565	A	0.734	C
**30. Winnetka Av & I-101 WB Ramps	0.500	A	0.508	A
**31. Winnetka Av & I-101 EB Ramps	0.574	A	0.589	A
**32. Winnetka Av & Ventura Blvd	0.666	B	0.766	C

Notes:

* Intersection is currently operating under ATSC system.

** Intersection is currently operating under ATCS system.

- Metro Line 164 – Line 164 provides local service along Victory Boulevard between Valley Circle Boulevard, Woodland Hills, Warner Center, Reseda, Van Nuys, North Hollywood and Burbank. Service is provided seven days per week. In the vicinity of the Pierce College campus, Line 164 stops on Victory Boulevard east of Mason Avenue adjacent to Lot 7.
- Metro Line 242/243 – Line 242/243 provides local service between Chatsworth, Canoga Park, Warner Center, Woodland Hills, Winnetka, and Northridge, along a "U" shaped route that includes both Tampa Avenue and Winnetka Avenue. Service is provided six days per week (Monday through Saturday). In the vicinity of Pierce College, Line 242/243 stops on Winnetka Avenue south of Victory Boulevard southbound, on Winnetka Avenue north of Victory Boulevard northbound, north of Brahma Drive/Calvert Street northbound, and south of Brahma Drive/Calvert Street southbound.
- Metro Line 244/245 – Line 244/245 provides local service between Chatsworth, Canoga Park, Warner Center, and Woodland Hills along a "U" shaped route that includes both De Soto Avenue and Topanga Canyon Boulevard. Service is provided seven days per week. In the vicinity of Pierce College, Line 244/245 stops on De Soto Avenue south of Victory Boulevard southbound, north of El Rancho Drive northbound, and south of El Rancho Drive southbound.
- SCTA Commuter Route 796 – This line provides limited-stop service between Santa Clarita and Warner Center. Service is provided Monday through Friday only, with five runs traveling inbound from Santa Clarita to Warner Center in the morning peak period and five runs traveling outbound from Warner Center to Santa Clarita in the evening peak period. Route 791/796 travels along De Soto Avenue in the vicinity of Pierce College.

The transit routes near Pierce College are shown in Figure 4.

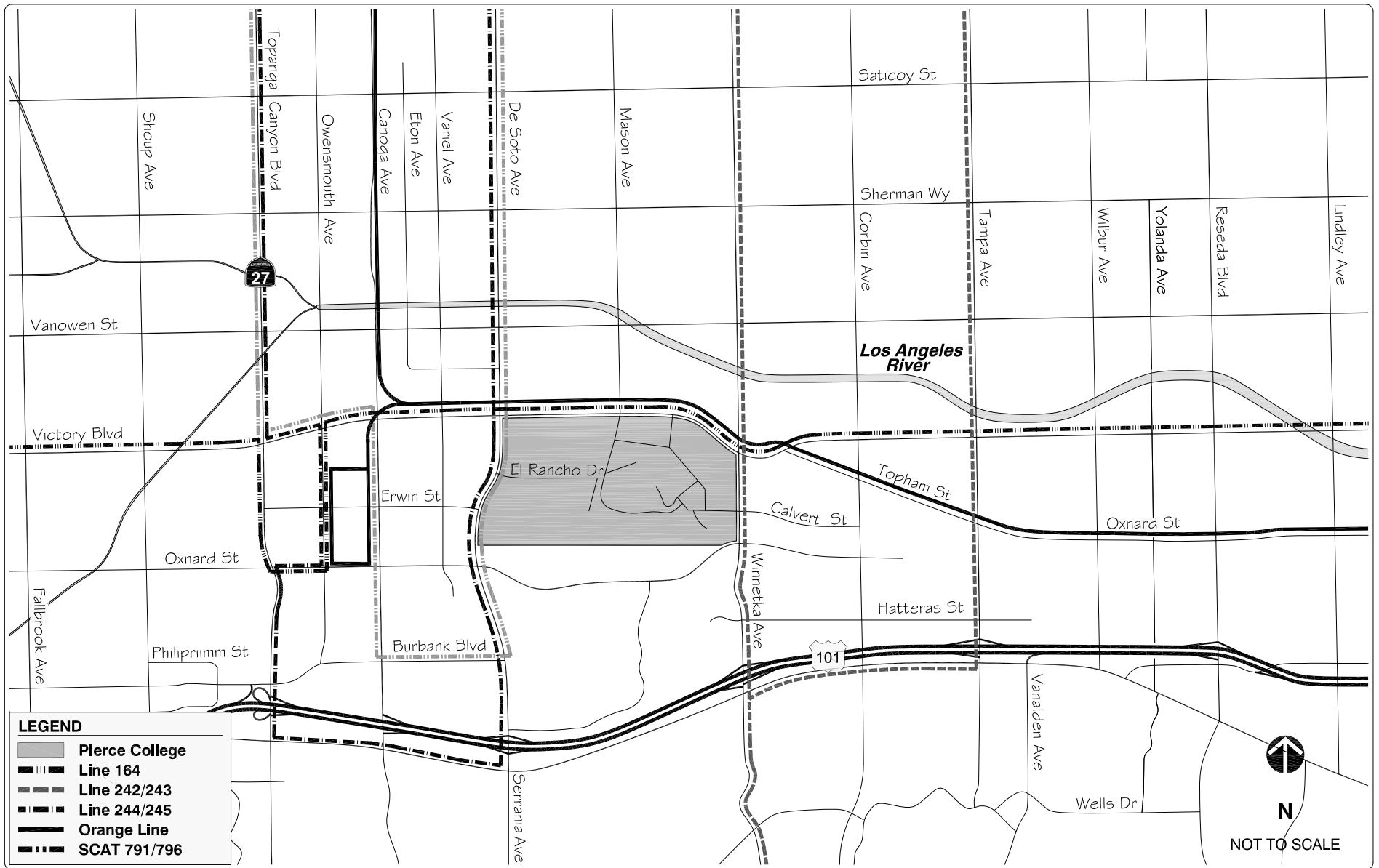
PIERCE COLLEGE CAMPUS ACCESS AND INTERNAL CIRCULATION SYSTEM

Vehicular access to the Pierce College campus is provided at four locations:

- Brahma Drive – Brahma Drive is an internal street providing access from Winnetka Avenue on the east side of the campus. Brahma Drive intersects Winnetka Avenue opposite Calvert Street, and its intersection with Winnetka Avenue/Calvert Street is controlled by a traffic signal. On campus, Brahma Drive provides access to Lot 1 and connects to Stadium Way, which in turn ultimately connects to Mason Street.

Mason Street – Mason Street is an internal street providing access from Victory Boulevard on the north side of the campus. Mason Street intersects Victory Boulevard opposite Mason Avenue, and its intersection with Victory Boulevard is signalized. On campus, Mason Street provides access to Lot 7. It then intersects with Olympic Drive and El Rancho Drive and continues as Stadium Way, ultimately connecting with Brahma Drive.





- El Rancho Drive – El Rancho Drive is an internal street providing access from a signalized intersection with De Soto Avenue on the west side of the campus. On campus, El Rancho Drive connects to Mason Street/Stadium Way.
- Lot 7 Driveway – In addition to the three signalized access points described above, there is an unsignalized driveway from parking Lot 7 directly onto Victory Boulevard, east of Mason Avenue.

Additional internal streets providing circulation on the campus include:

- Olympic Drive – Olympic Drive runs along the south side of Lot 7 and has a security gate at the east end of the lot. Beyond the security gate, it continues into the campus core, becoming part of the internal system with a second gate near the sheriff substation.
- Stadium Way – Stadium Way is the primary through route around the south side of the campus core. It connects Brahma Drive with Mason Street and El Rancho Drive, and provides access to Shepard Stadium and several student parking lots.

EXISTING PIERCE COLLEGE PARKING CONDITIONS

Parking is a critical component of Pierce College's transportation system since the majority of students, faculty, staff, and visitors access the campus by vehicle. This section discusses the existing campus parking supply and compares it to the existing demand for parking in order to assess the ability of the current parking supply to serve the campus community.

Existing Campus Parking Supply

This section describes the current inventory of parking on the Pierce College campus, including location, amount, and type of existing parking. This information was either provided by the college, gathered through field investigation, or both. Specifically, the field investigation involved counting the number and type of spaces at each campus lot and adjacent on-street parking locations in spring 2009 and verifying it again in fall 2013.

Parking for Pierce College is provided in numerous surface parking lots and street parking on adjacent frontages of Victory Boulevard and Winnetka Avenue. A total of approximately 4,037 parking spaces are available on the campus in nine major lots and numerous smaller lots. The nine major lots range in size from about 25 spaces in Lot 3 to 1,376 spaces in Lot 7 (the large lot adjacent to Victory Boulevard).

Access to the student lots is physically unrestricted, although students are required to purchase a pass to use these spaces. Access to the staff lots is typically controlled by security gates and is restricted to faculty, staff, and visitors with passes.



In addition to the on-campus parking supply, it is estimated that there are approximately 271 off-campus curbside unmarked parking spaces along Victory Boulevard and Winnetka Avenue immediately adjacent to the campus. This includes about 45 spaces on the west side of Winnetka Avenue between Victory Boulevard and Brahma Drive/Calvert Street, about 114 spaces on the south side of Victory Boulevard between Mason Avenue and Winnetka Avenue, and about 112 spaces on the south side of Victory Boulevard between De Soto Avenue and Mason Avenue. Table 3 provides an inventory of the parking supply for the Pierce College campus.

Existing Campus Parking Demand

A parking utilization survey was conducted on Wednesday, April 29, 2009, as part of the traffic study conducted for the prior update to Master Plan³ to assess the utilization of the various parking facilities throughout a typical weekday with school in session. The survey was conducted during the twelfth week of classes in the spring 2009 semester, after campus activity levels had stabilized. The survey was conducted hourly throughout the day from 8:00 AM to 7:00 PM in each of the on-campus parking facilities as well as the adjacent street parking.

The survey determined that a maximum of 2,726 parking spaces were observed to be utilized at 12:00 PM, including 2,570 on-campus spaces and 156 off-campus/on-street spaces. The peak demand-to-supply ratio for the entire system was found to be around 68% at 12:00 PM. The morning hours between 10:00 AM and 12:00 noon experienced the highest demand levels, ranging from 64% to 68% of the spaces utilized. The relatively high attendance of evening classes generated a 53% space utilization at the 7:00 PM hour.

Typically, demand/supply ratios of 85% to 90% are considered to indicate a fully-utilized parking supply. A parking area would be considered effectively full despite the 10% to 15% remaining capacity since the time to find an empty space would be excessive. Since the 2009 results showed the utilization of the Pierce College parking system peaking at about 68%, the 2009 parking demand allowed for a substantial amount of excess capacity in the system as a whole. Certain individual lots, however, had demand/supply ratios of greater than 90% at certain times of the day, including student Lots 1, 3, and 7.

Empirical parking requirement ratios per FTE for spring 2009 were derived for the previous report through comparison of the total number of vehicles parked on the campus at the 11:00 AM weekday daytime peak and at the 7:00 PM weekday evening peak to the student FTE. Parking facilities are typically considered to be fully utilized when used at 85% to 90% capacity, since beyond that point it becomes difficult for motorists to circulate through the parking lots to find the remaining spaces (particularly in a system of multiple dispersed lots such as on the Pierce College campus), , For planning purposes, the observed peak parking demands were therefore adjusted upward by 10% to provide for a circulation factor in the parking ratio. Based on this analysis, it is estimated that, on average, the peak parking requirement ratio generated per FTE on the Pierce College campus is as follows:

³ Fehr & Peers, *Draft Traffic and Parking Study for the Pierce College Facilities Master Plan Update Environmental Impact Report*, January 2010.



**TABLE 3
EXISTING PIERCE COLLEGE PARKING INVENTORY BY LOCATION**

Location Number	Description	Type	Count				
			Regular	Handicapped	Motorcycle	Bus	Total
On-Campus Parking							
1	Parking Lot 1	Lot	486	12	16	0	514
2	Parking Lot 2	Lot	90	0	0	0	90
3	Parking Lot 3	Lot	16	9	0	0	25
5	Parking Lot 4	Lot	69	0	0	0	69
4	Parking Lot 5	Lot	388	0	0	0	388
6	Parking Lot 6	Lot	324	8	0	0	332
7	Parking Lot 7	Lot	1346	30	0	0	1376
8	Parking Lot 8	Lot	707	11	0	0	718
9	Parking Lot 9	Lot	144	6	0	3	153
10	Street parking on El Rancho Dr south of Lot 8	Street	42	6	0	0	48
11	Street parking on Mason Ave north of El Rancho Dr	Street	25	0	0	0	25
12	Lot off of Ave of Champions near North Gym	Lot	35	0	0	0	35
13	Lot off of Olympic Drive near Chemistry	Lot	2	0	0	0	2
14	Lot off of Olympic Drive near Computer Science	Lot	4	2	0	0	6
15	Lot east of North Gym	Lot	46	4	0	0	50
16	Lot east of Pool	Lot	5	1	0	0	6
17	Lot east of South Gym	Lot	6	0	0	0	6
18	Lot off of Park Ln near Applied Technology	Lot	32	1	0	0	33
19	Street parking near Anthropology	Street	6	0	0	0	6
20	Street parking on Stadium Wy south of El Rancho Dr	Street	80	0	0	0	80
21	Street parking on Stadium Wy north of Parking Lot 5	Street	55	0	0	0	55
22	Lot south of South Gym	Lot	7	1	0	0	8
23	Street parking north of Parking Lot 1	Lot	10	2	0	0	12
Total			3925	93	16	3	4037

Off-Campus Parking (Adjacent Streets)

24	Street parking on south side of Vicotry Blvd from De Soto Ave to Mason Ave	Off-Campus	112	0	0	0	112
25	Street parking on south side of Vicotry Blvd from Mason Ave to Winnetka Ave	Off-Campus	114	0	0	0	114
26	Street parking on west side of Winnetka Ave from Victory Blvd to Brahma Dr	Off-Campus	45	0	0	0	45
Total			271	0	0	0	271

Grand Total On- and Off-Campus Parking

Total Spaces			4196	93	16	3	4308
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Peak Parking Requirement - Spaces per Student FTE	
Weekday Daytime Peak	Weekday Evening Peak
0.186 spaces per FTE	0.144 spaces per FTE

These parking requirement ratios were applied to the existing 2012-2013 student FTE of 13,772 to estimate the existing parking demand, resulting in estimated peak existing demand of 2,562 weekday daytime vehicles and 1,984 weekday evening vehicles. The current supply of parking spaces is more than adequate to meet the estimated existing demand.



III. TRAFFIC PROJECTIONS

In order to properly evaluate potential impacts of the proposed project on the street system, it was necessary to develop estimates of future traffic conditions in the study area both with and without the project. Baseline and future traffic volumes were first estimated for the study area without the project. The future traffic volumes reflect increases due to general regional growth and traffic expected to be generated by other specific developments in the vicinity of the project and represent cumulative base (no project) conditions. Incremental project traffic was estimated and separately assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents the Cumulative plus Project conditions. Development of each of these future traffic scenarios is described in this chapter.

PROJECT TRAFFIC PROJECTIONS

Project Trip Generation

Future traffic volumes were projected for the Pierce College campus for buildout (Year 2019) of the proposed Master Plan Update. The methodology for development of the volume projections included:

- Academic Decrease (Students, Faculty/Staff and Visitors) – The proposed Master Plan Update envisions an academic decrease to 13,450 FTE students by 2019. The change in trips generated by students, faculty/staff, and campus visitors related to this projected academic decrease was estimated by applying empirical trip generation rates derived from existing Pierce College conditions.

Empirical trip generation rates per FTE were derived by comparison of the total number of existing vehicles entering and exiting the campus to the existing (school year 2012-2013) estimated student FTE. The rates were adjusted upward to incorporate those students who currently park on-street on either Victory Boulevard or Winnetka Avenue who were not captured in the in/out traffic counts. Based on this analysis, it is estimated that, on average, the number of vehicle trips currently generated per FTE on the Pierce College campus is as follows:

Vehicle Trips per Student FTE		
Daily	AM Peak Hour	PM Peak Hour
1.71	0.15 (70% in/30% out)	0.14 (47% in/53% out)



These trip generation rates were applied to the projected future FTE to project the change in future trips generated by academic purposes through 2019.

Table 4 summarizes the estimated incremental change in external trips generated on the Pierce College campus related to the future campus academic population decrease from the 2002 Pierce College Master Plan FTE baseline to 2019 and from the Pierce College existing year FTE to 2019. As shown, a total net decrease of -240 daily, -21 AM peak hour, and -20 PM peak hour external trips are projected based on the decrease in FTE between 2002 and 2019. A total net decrease of -550 daily, -48 AM peak hour, and -45 PM peak hour external trips are projected based on the decrease in FTE between the existing year 2013 and 2019.

Project Traffic Distribution and Assignment

A trip distribution pattern was developed for the Pierce College campus based on inspection of two data sources: zip code data of existing Pierce College student residences (supplied by Pierce College); and existing volumes and turning movements at the campus access points (Brahma Drive, Mason Street, Lot 7 driveway, and El Rancho Drive) as an indication of both the existing split of traffic accessing the campus between the various access points and the existing direction of travel of these trips at the access points.

Table 5 summarizes the top 10 zip codes, all of which are in the San Fernando Valley, identified as residence locations of Pierce College students.

Taking this data into consideration along with the direction of travel at the campus access points, a trip distribution pattern was developed for project trips as illustrated in Figure 5. This pattern assumes that approximately half of the traffic utilizes the Mason Street driveway or the Lot 7 direct driveway from Victory Boulevard to access the campus, approximately 35% utilizes Brahma Drive from Winnetka Avenue and approximately 15% utilizes El Rancho Drive from De Soto Avenue. Given the accessibility provided by the internal street system on the campus and the locations of freeway access and major travel routes in the San Fernando Valley, this allocation is not expected to vary substantially even if the distribution of the parking supply and/or major destination points within the campus were to change.

Using the estimated trip generation and the distribution patterns developed above, the traffic generated by the proposed project between the 2002 FTE baseline and 2019 was assigned to the street network following the trip assignment percentages. These traffic volumes are shown in Figure 6.



**TABLE 4
TRIP GENERATION ESTIMATES**

	Student FTE	Daily	AM Peak Hour [a]			PM Peak Hour [a]		
			In	Out	Total	In	Out	Total
Existing Pierce College In/Out Trips (May 2013)								
Mason Street Driveway			553	244	797	323	437	760
Lot 7 Driveway on Victory Boulevard			200	24	224	45	55	100
Calvert Street Driveway			445	231	676	358	368	726
El Rancho Drive Driveway			<u>164</u>	<u>86</u>	<u>250</u>	<u>167</u>	<u>132</u>	<u>299</u>
Total Driveway Trips		22,450	1,362	585	1,947	893	992	1,885
Estimate for On-Street Parkers [b]		<u>1,120</u>	<u>68</u>	<u>29</u>	<u>97</u>	<u>45</u>	<u>50</u>	<u>95</u>
Estimated Total Existing Trips		23,570	1,430	614	2,044	938	1,042	1,980
Empirical Trip Rates Based on 2012-2013 Data								
FTE (2012-2013) [c]	13,772							
2012-2013 Trip Rate per FTE		1.71	70%	30%	0.15	47%	53%	0.14
Base and Future FTE								
FTE (2001-2002 Base) [d]	13,591							
FTE (2012-2013 Existing) [c]	13,772							
FTE (2018-2019 Buildout) [c]	13,450							
Trips Added by Pierce College Academic Growth								
Change in FTE: 2002 to 2013	181	310	19	8	27	12	13	25
Change in FTE: 2013 to 2019	<u>(322)</u>	<u>(550)</u>	<u>(34)</u>	<u>(14)</u>	<u>(48)</u>	<u>(21)</u>	<u>(24)</u>	<u>(45)</u>
Change in FTE: 2002 to 2019	(141)	(240)	(15)	(6)	(21)	(9)	(11)	(20)

Notes:

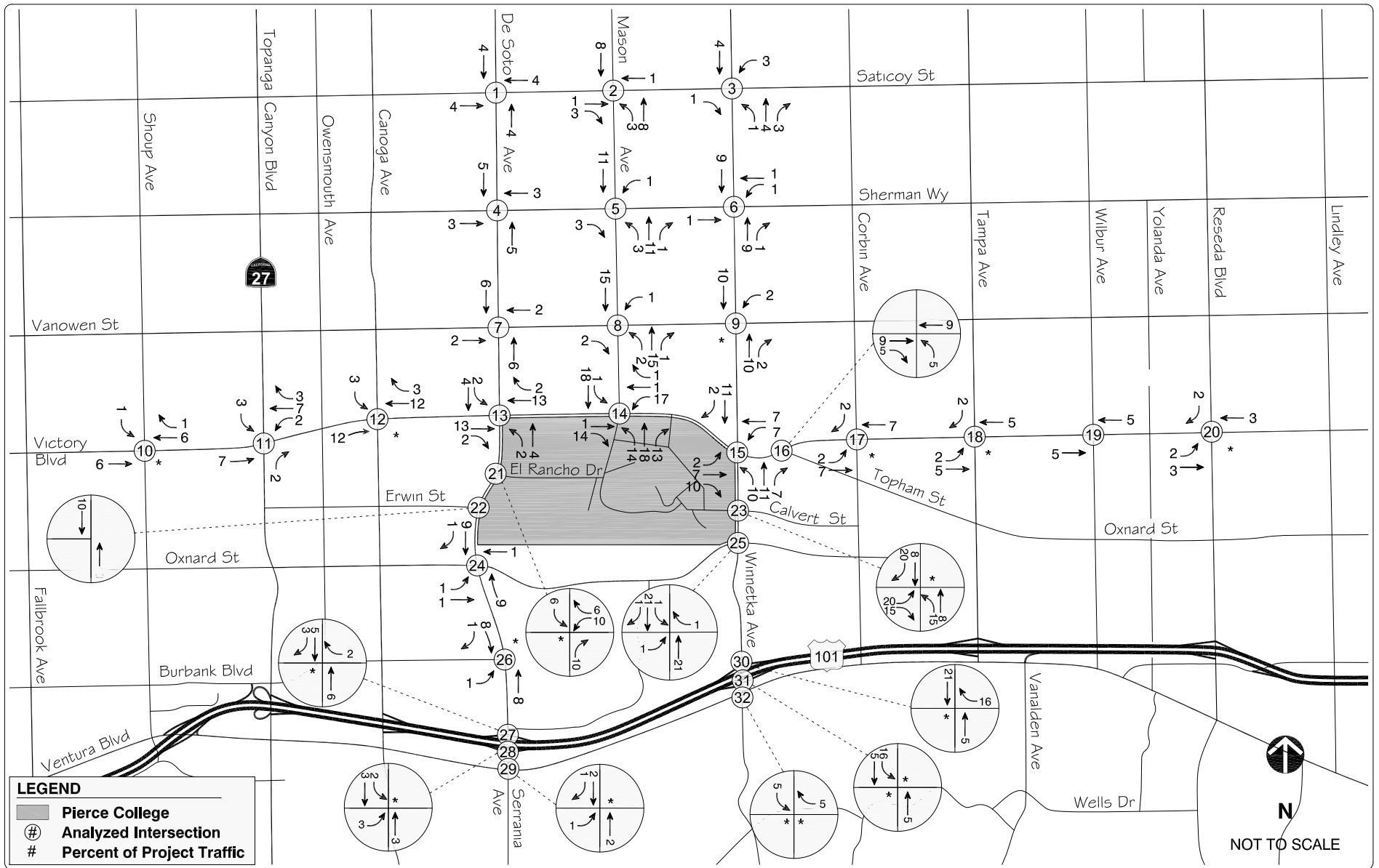
- Trip estimates are based on May 2013 manual in/out counts and estimated FTE.
- Estimated existing trips generated by Pierce College students parked on surrounding street frontages (Victory Boulevard and Winnetka Avenue). Assumed to be 5% addition to driveway trips, based on percent of existing peak parking
- Source: Pierce College, April 2014.
- Source: Pierce College, June 2002.

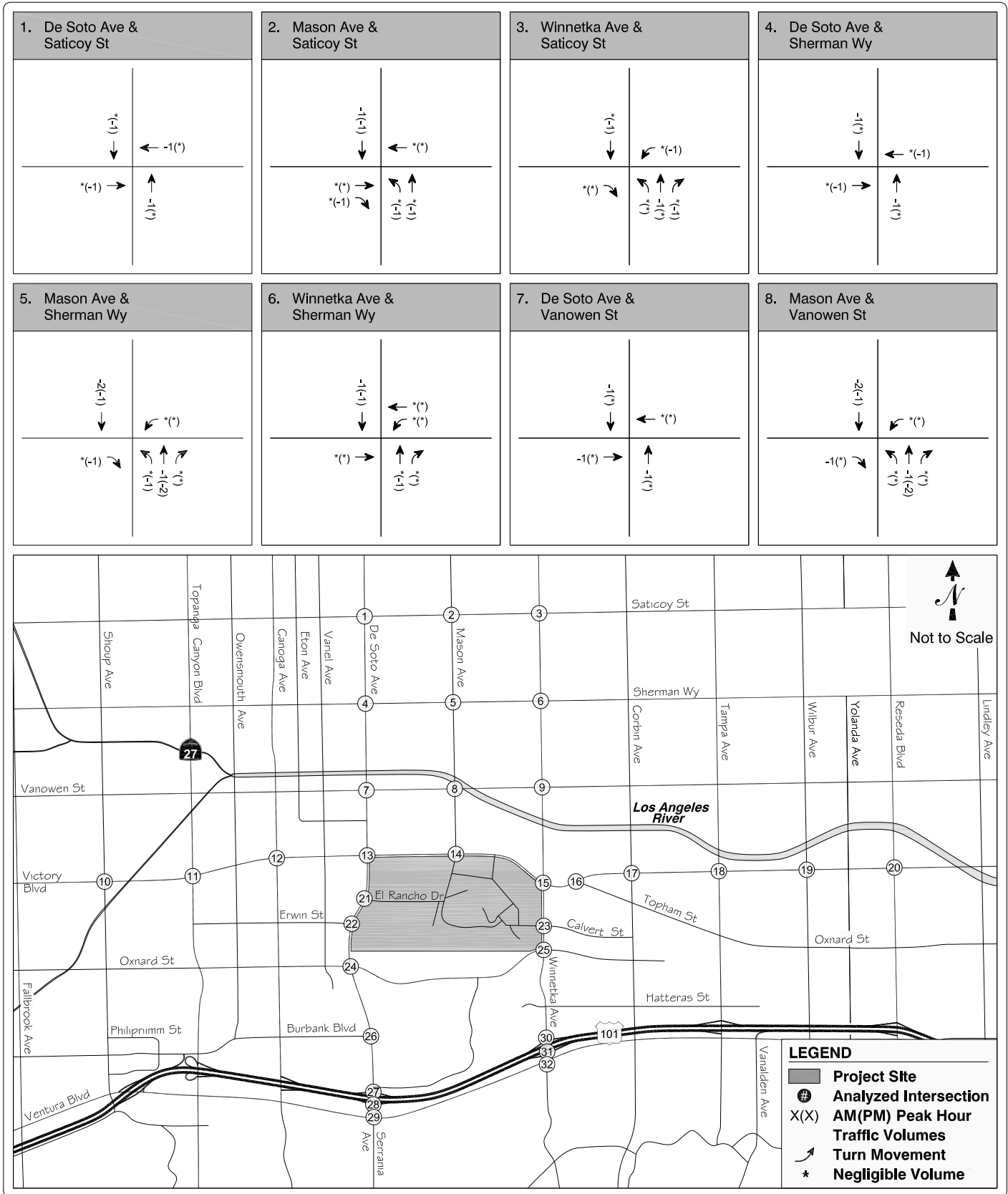
TABLE 5
DISTRIBUTION OF ZIP CODES OF RESIDENCE
PIERCE COLLEGE STUDENTS

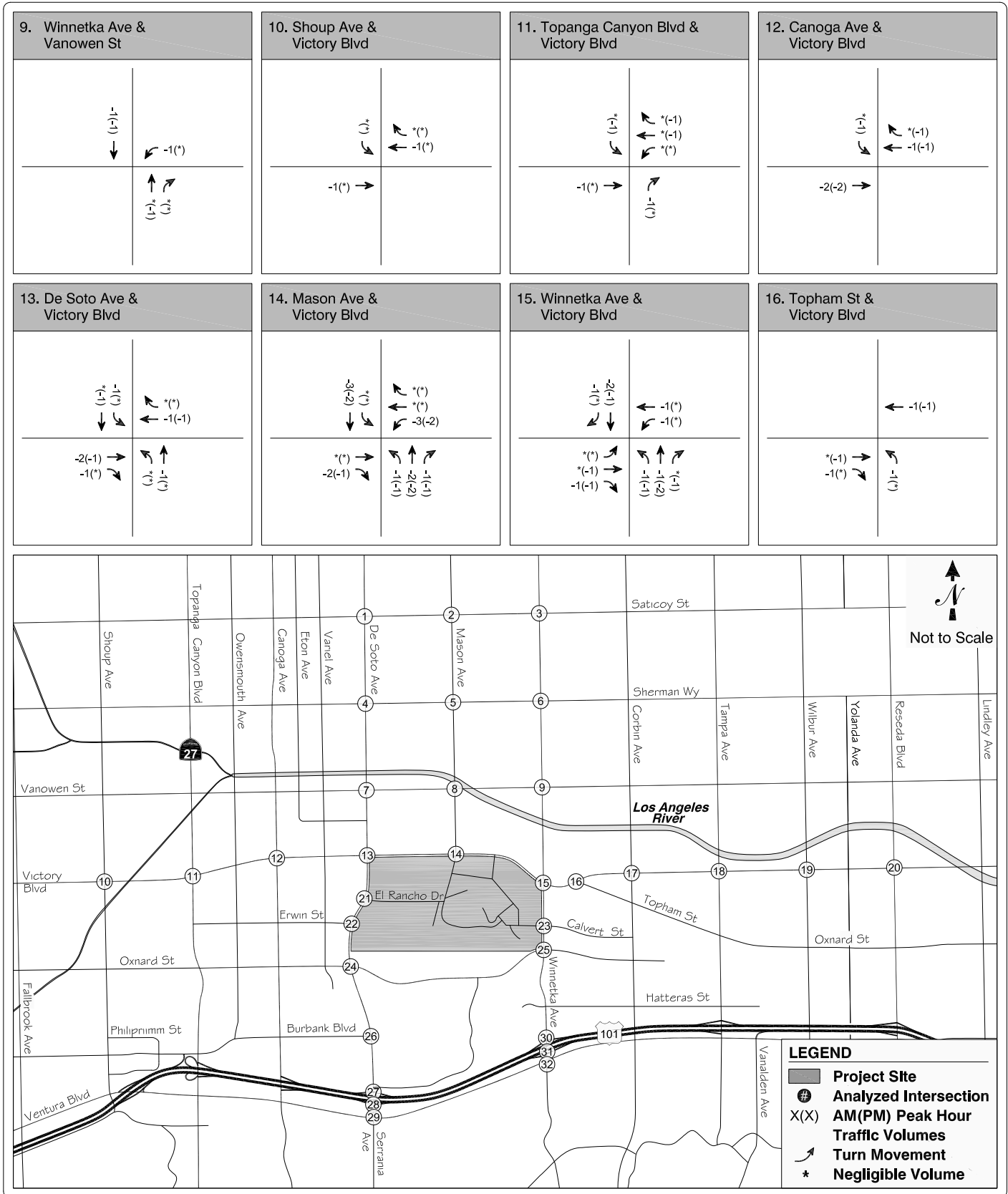
ZIP CODE	FREQUENCY	PERCENT
91335	1,933	10.3%
91306	1,314	7.0%
91304	1,266	6.7%
91367	1,105	5.9%
91325	777	4.1%
91311	773	4.1%
91356	706	3.8%
91344	698	3.7%
91307	695	3.7%
91406	683	3.6%
Other	8,828	47.0%
Total	18,778	100.0%

Source: Pierce College, May 2009.

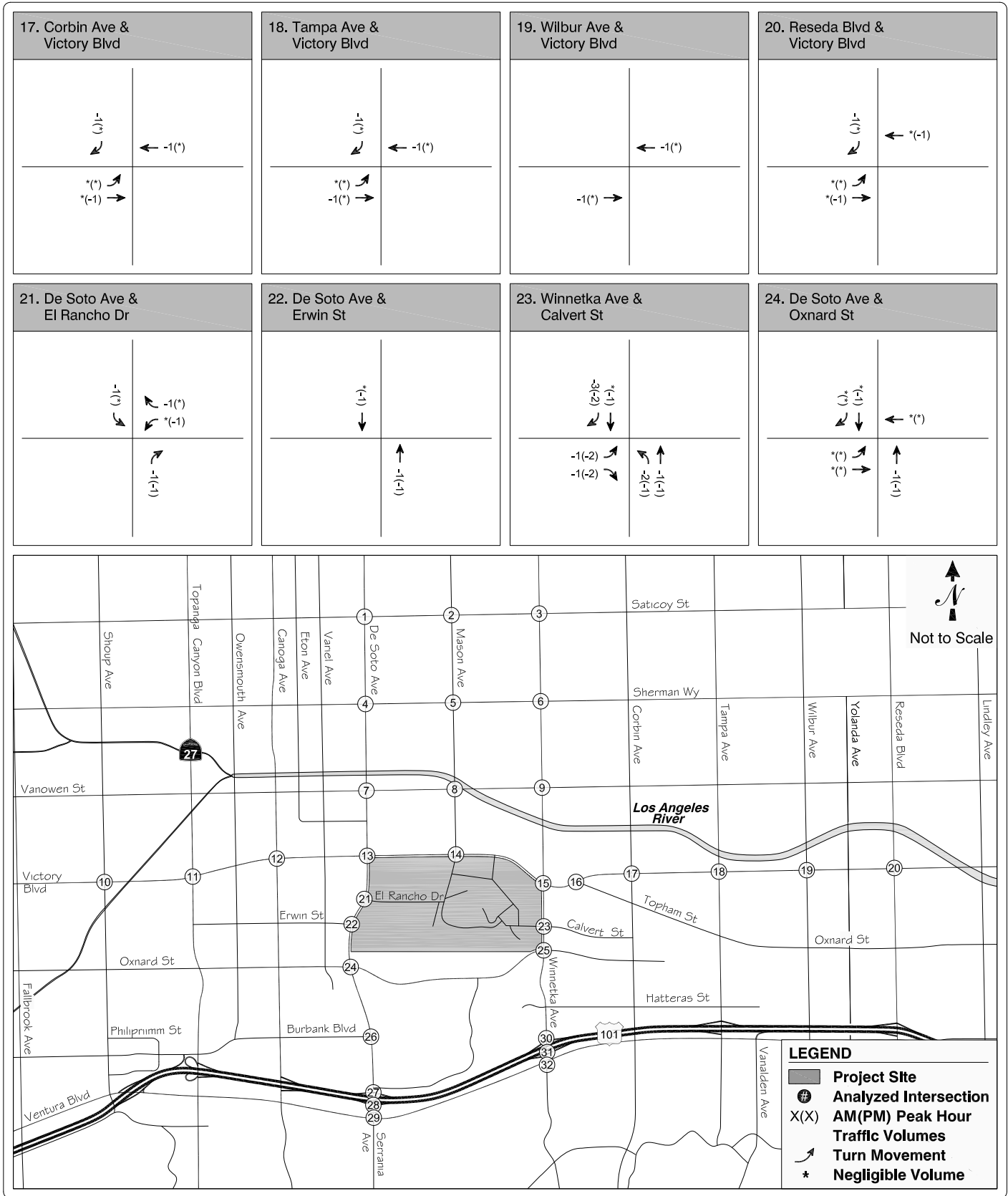




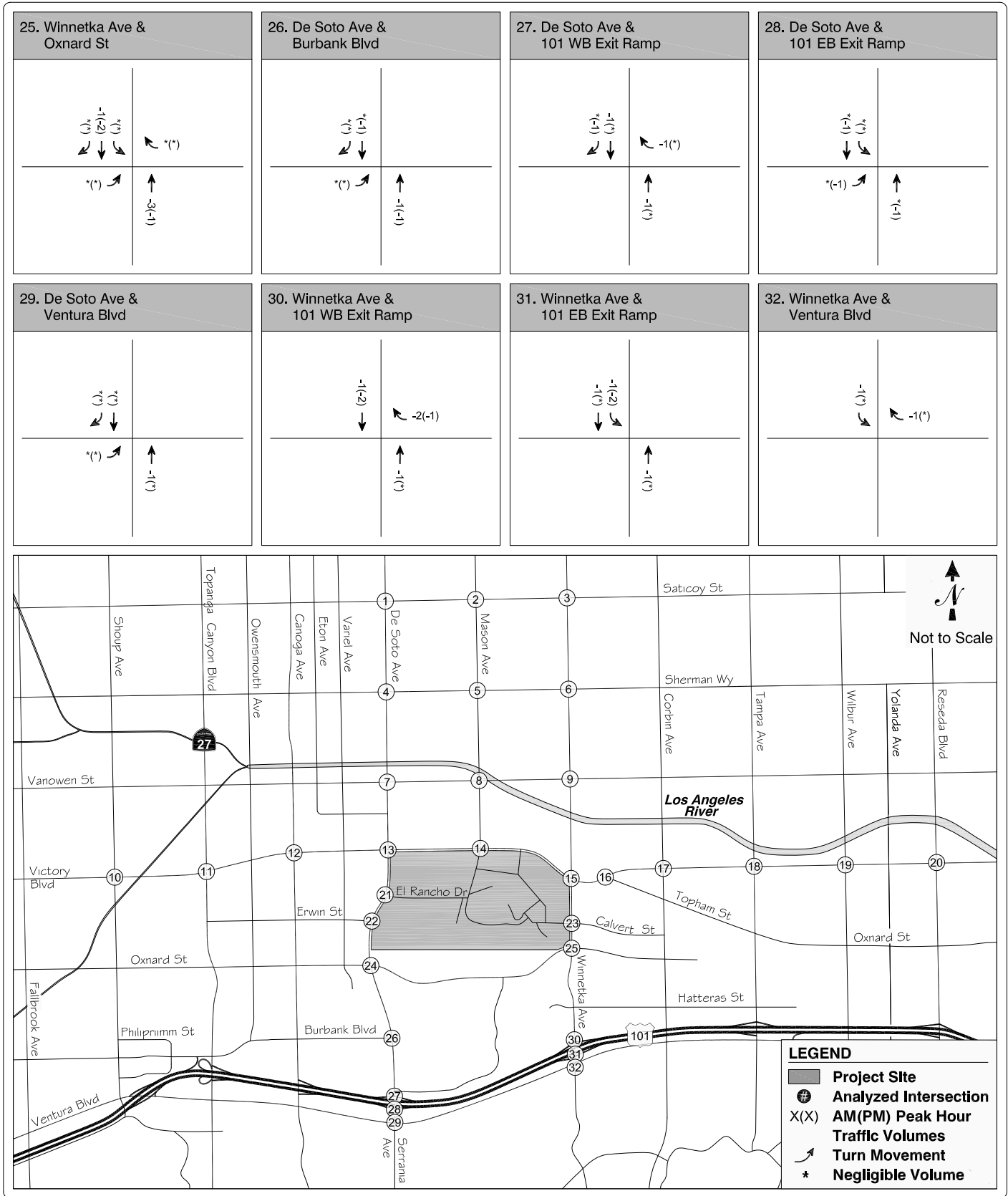




**YEAR 2002 FTE BASELINE TO
YEAR 2019 WEEKDAY PROJECT ONLY
PEAK HOUR TRAFFIC VOLUMES**



**YEAR 2002 FTE BASELINE TO
YEAR 2019 WEEKDAY PROJECT ONLY
PEAK HOUR TRAFFIC VOLUMES**



**YEAR 2002 FTE BASELINE TO
YEAR 2019 WEEKDAY PROJECT ONLY
PEAK HOUR TRAFFIC VOLUMES**

BASELINE TRAFFIC ESTIMATES

The 2013 existing traffic counts include the change in trips generated by population change on the Pierce College campus between the 2002 Pierce College Master Plan FTE base year and current 2013 conditions. In order to allow for the current analysis to consider the full effect of the proposed Master Plan Update from the 2002 Master Plan base year to buildout on existing conditions, these changes have been estimated and removed from the 2013 existing counts to develop an adjusted baseline without the Pierce College change from 2002 to 2013.

Pierce College Baseline Adjustment

In 2002 an environmental review was conducted to analyze the potential environmental impacts of the Master Plan (*Traffic and Parking Study for the Pierce College Facilities Master Plan Environmental Impact Report*, Kaku Associates, 2002). The scheduled buildout year for that project was 2010. The Pierce College Master Plan evaluated in 2002 is being updated and analyzed in this document. To accurately analyze the entire project and using the same methodology used in the traffic study for the 2010 Master Plan Update Addendum, an adjusted baseline is used that removes the incremental change in trips generated by Pierce College based on changes in FTE between 2002 and 2013 from the 2013 counts. The weekday peak hour turning movement volumes representing project trips generated by changes in FTE from 2002 to 2013 to be removed at the analyzed intersections are shown on Figure 7. The adjusted 2013 baseline weekday peak hour turning movement volumes are shown in Figure 8.

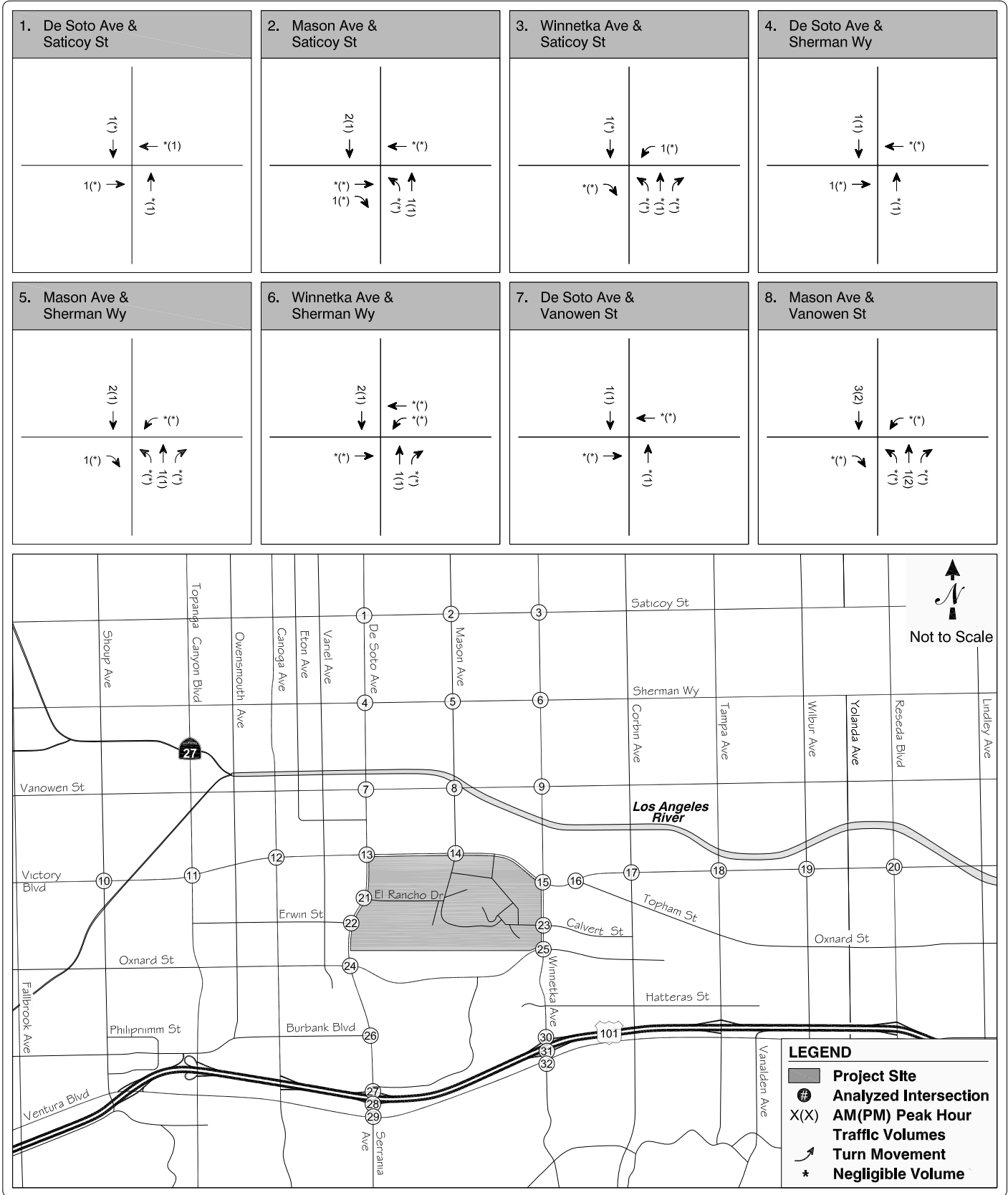
BASELINE PLUS PROJECT TRAFFIC PROJECTIONS

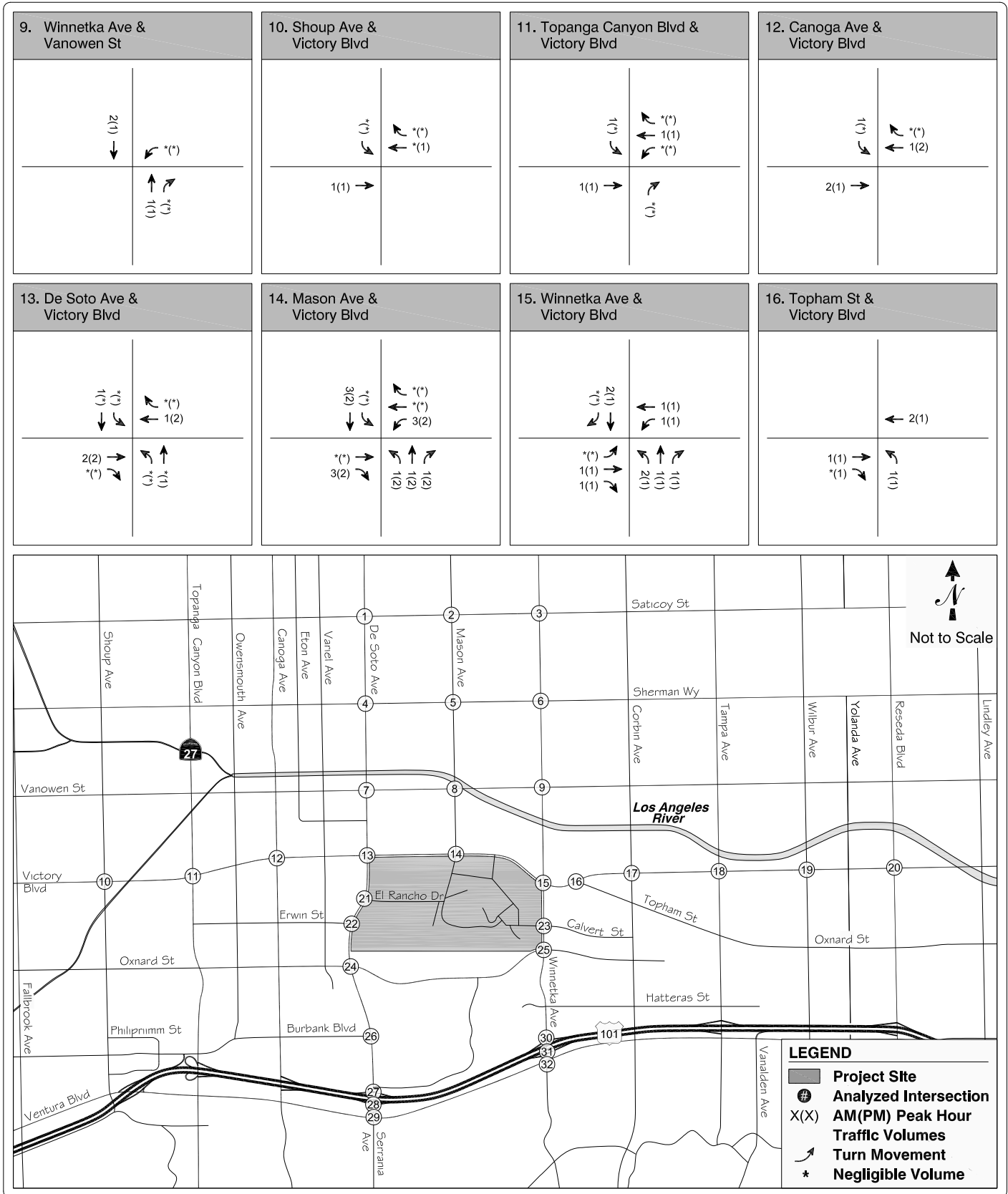
To account for changes in campus population and fully analyze the impacts of the proposed Master Plan Update, the project-generated traffic volumes shown in Figure 6 representing the total Pierce College change from the 2002 Master Plan base to 2019 buildout were added to the adjusted baseline traffic volumes shown in Figure 8 to yield the baseline plus project traffic forecasts. The resulting projected baseline plus project peak hour traffic volumes are presented in Figure 9.

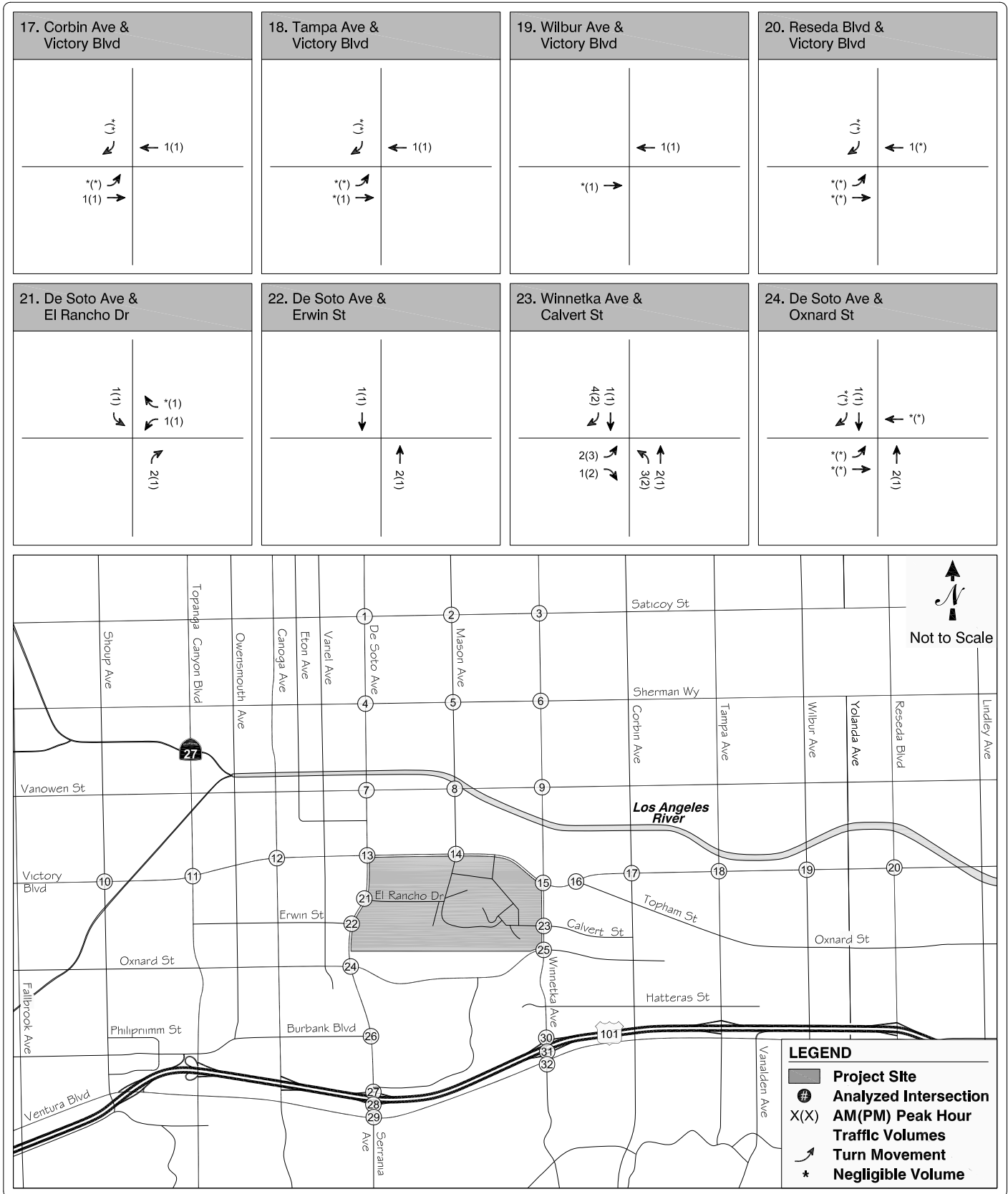
CUMULATIVE BASE TRAFFIC PROJECTIONS

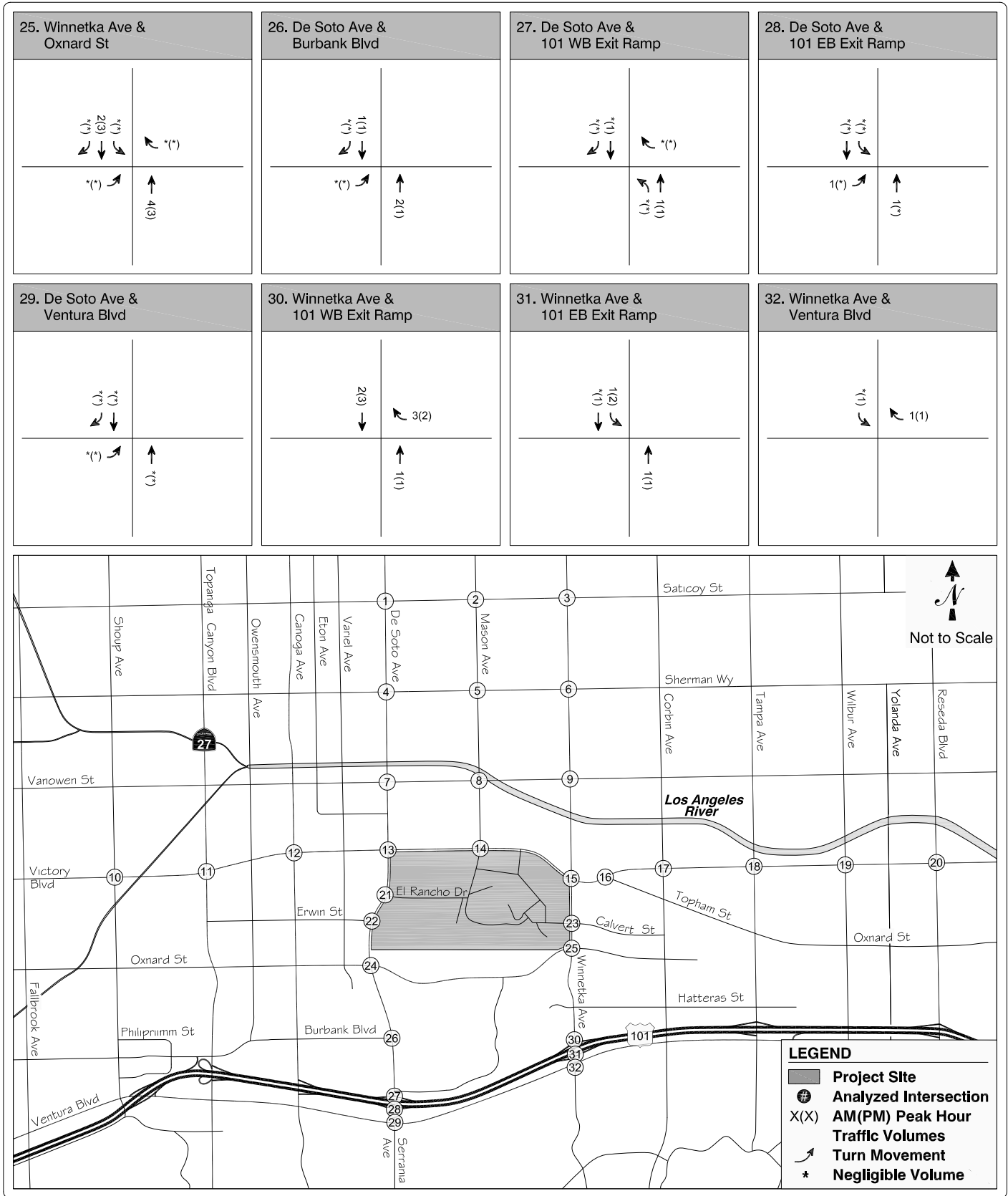
The cumulative base traffic projections reflect growth in traffic over existing conditions from two primary sources, including growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside of the study area and traffic generated by specific related projects within, or in the vicinity of, the study area. In addition, trips generated by population growth on the Pierce College campus between the 2002 Pierce College Master Plan FTE base year and current 2013 conditions have been estimated and removed from the 2019 baseline. These factors are described below.

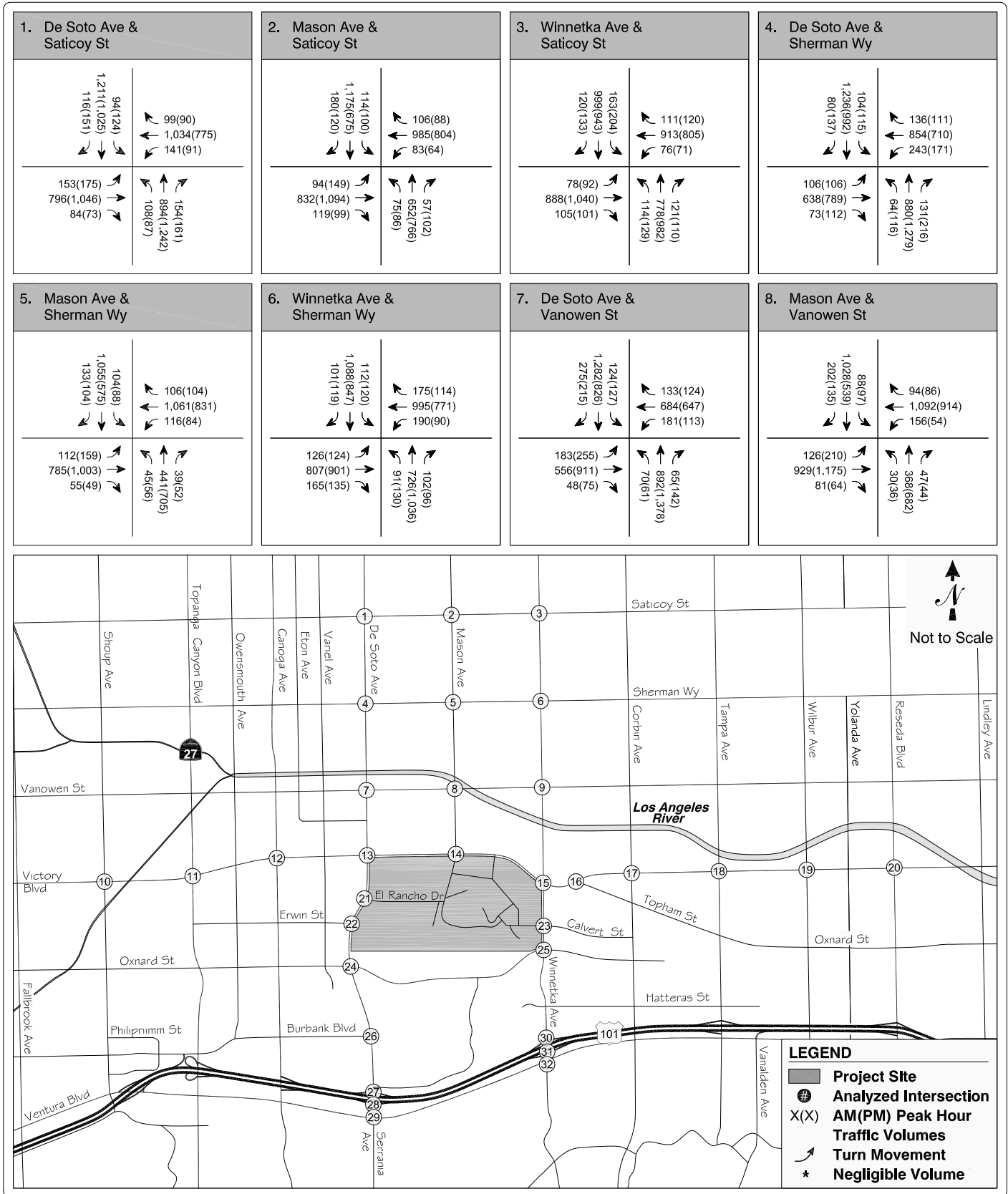


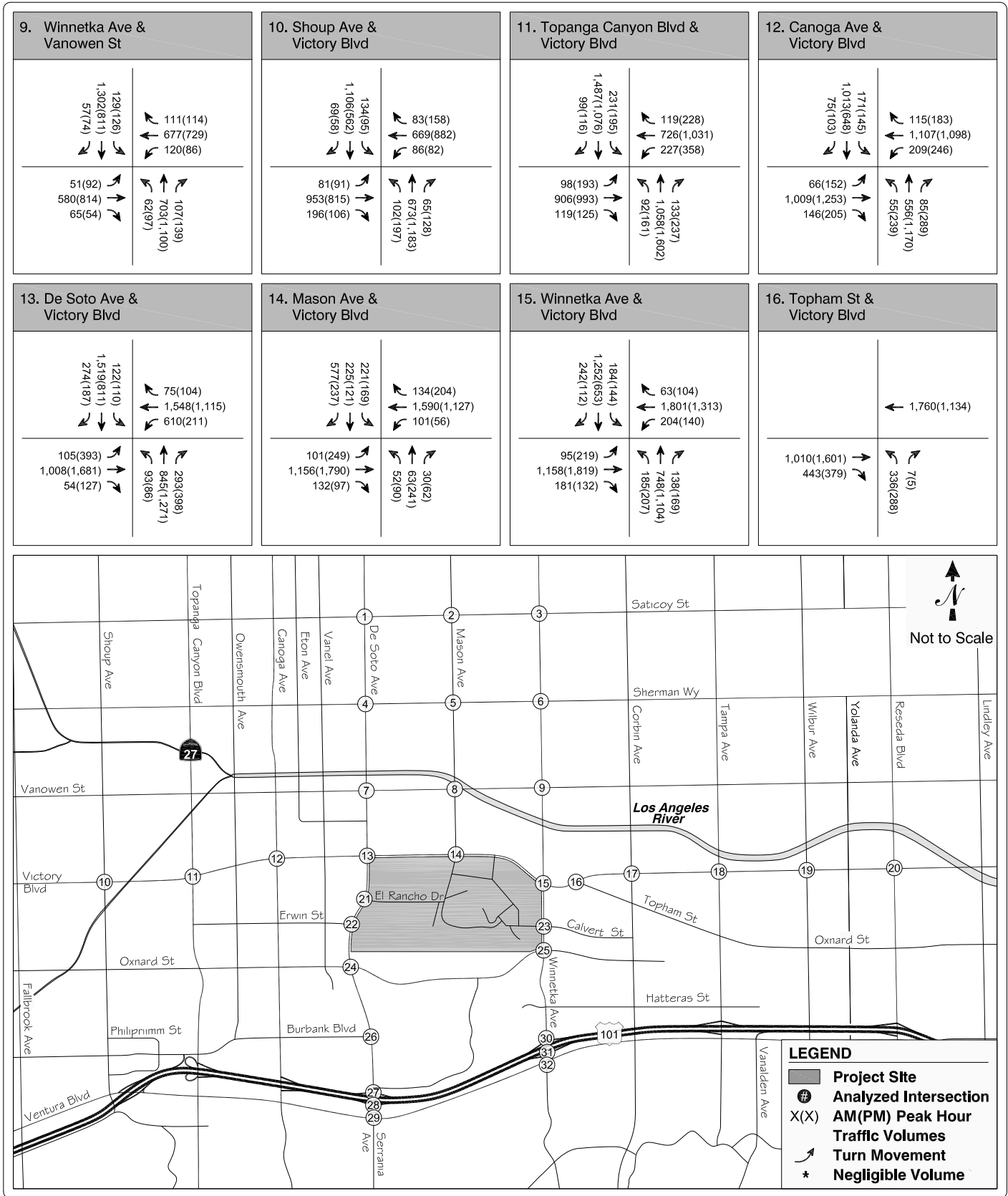


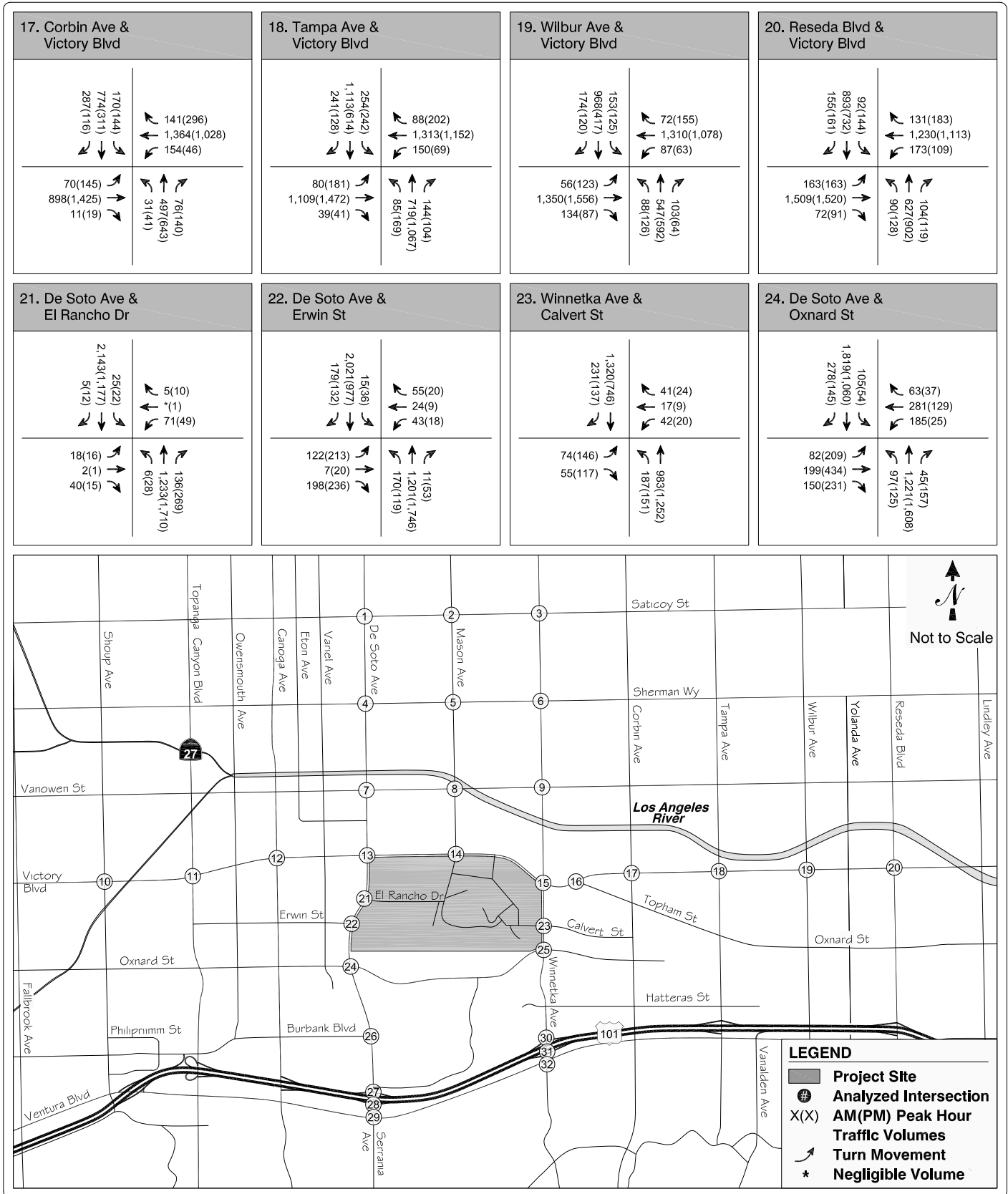


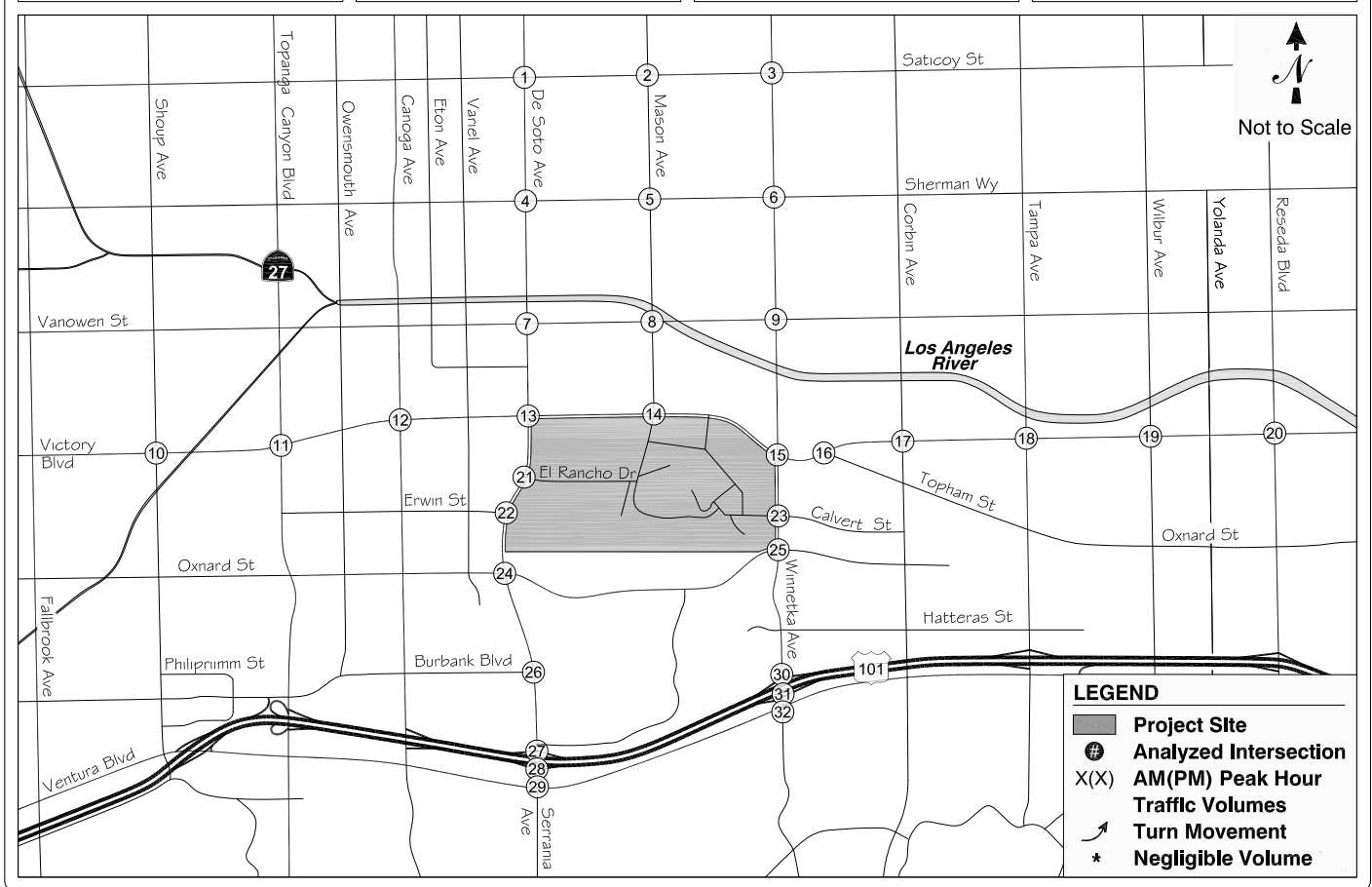
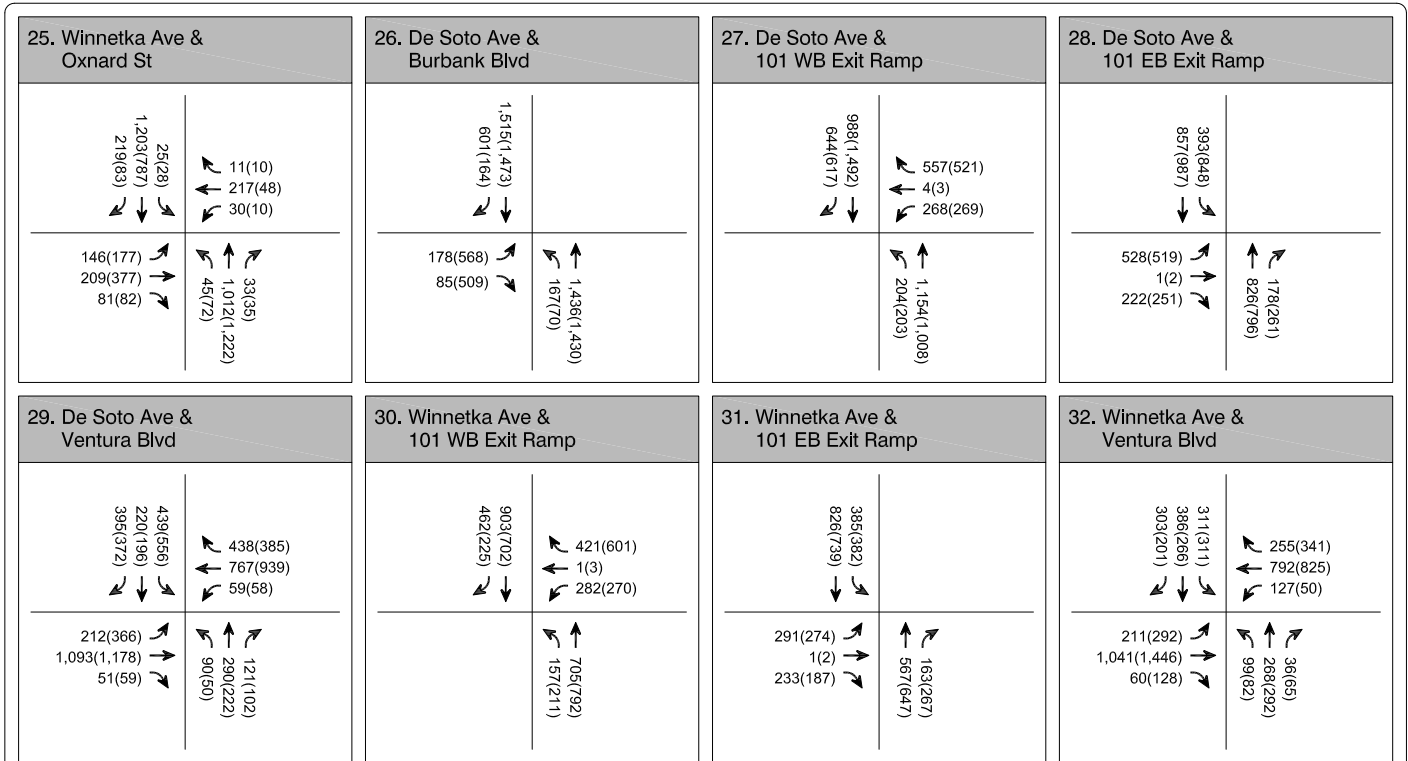


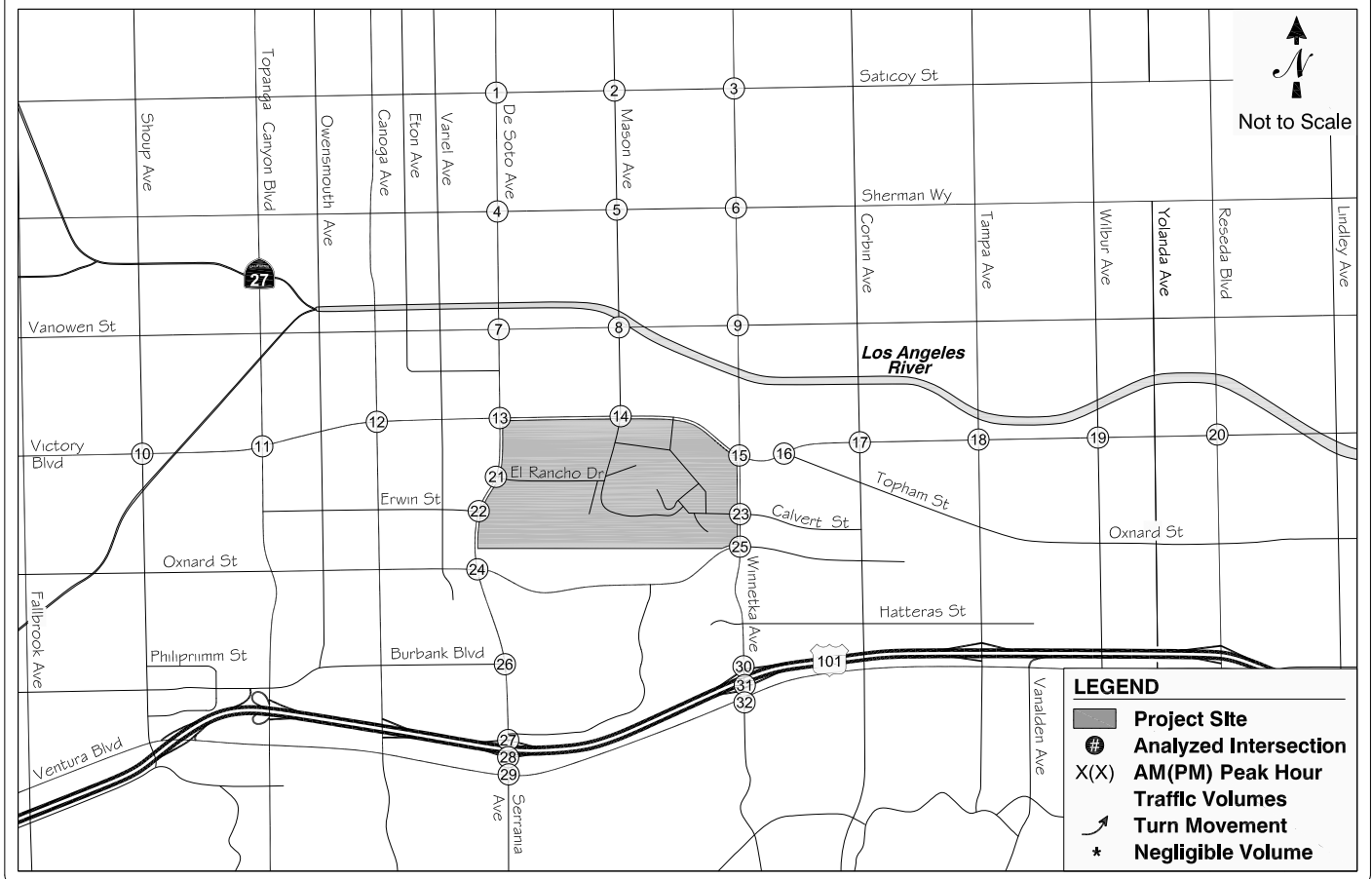
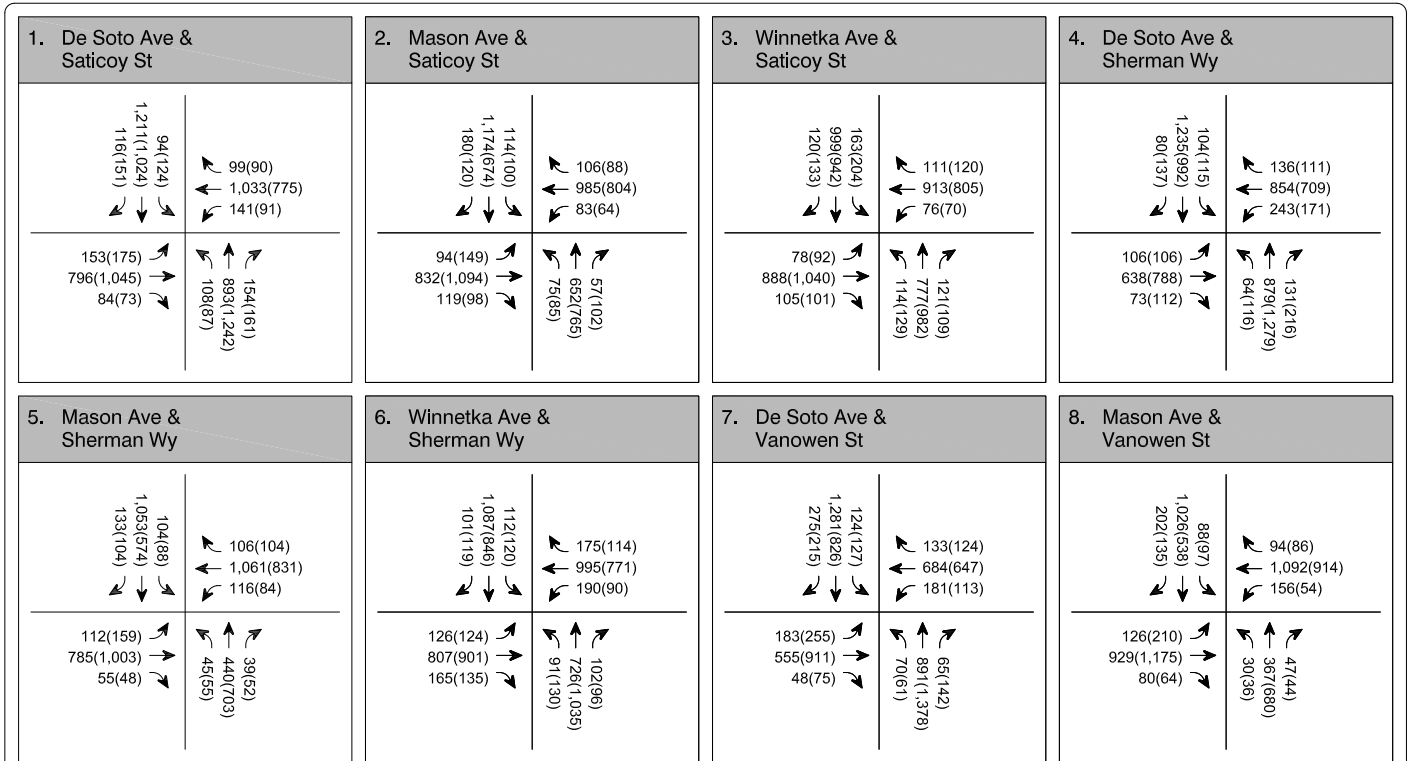


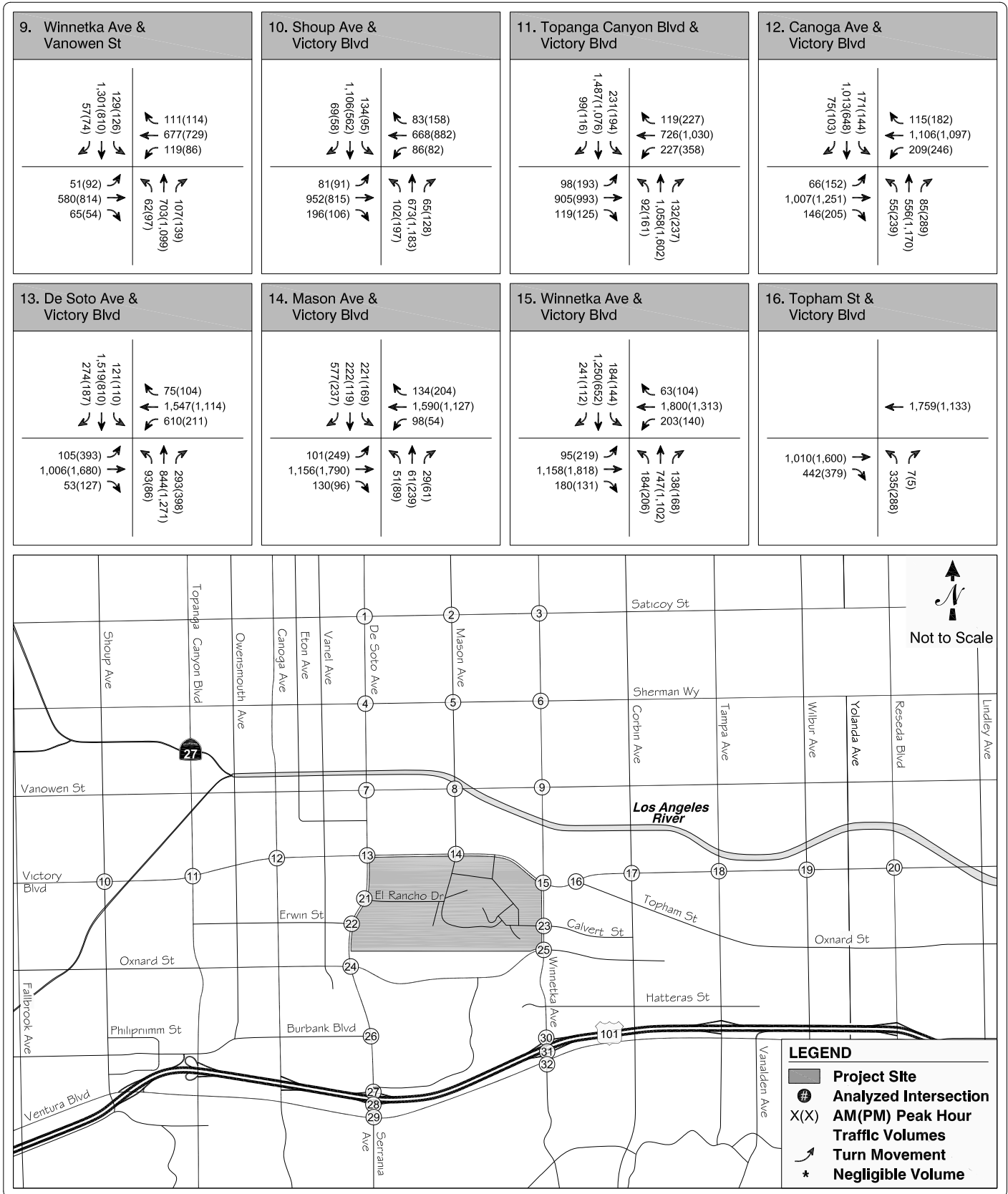


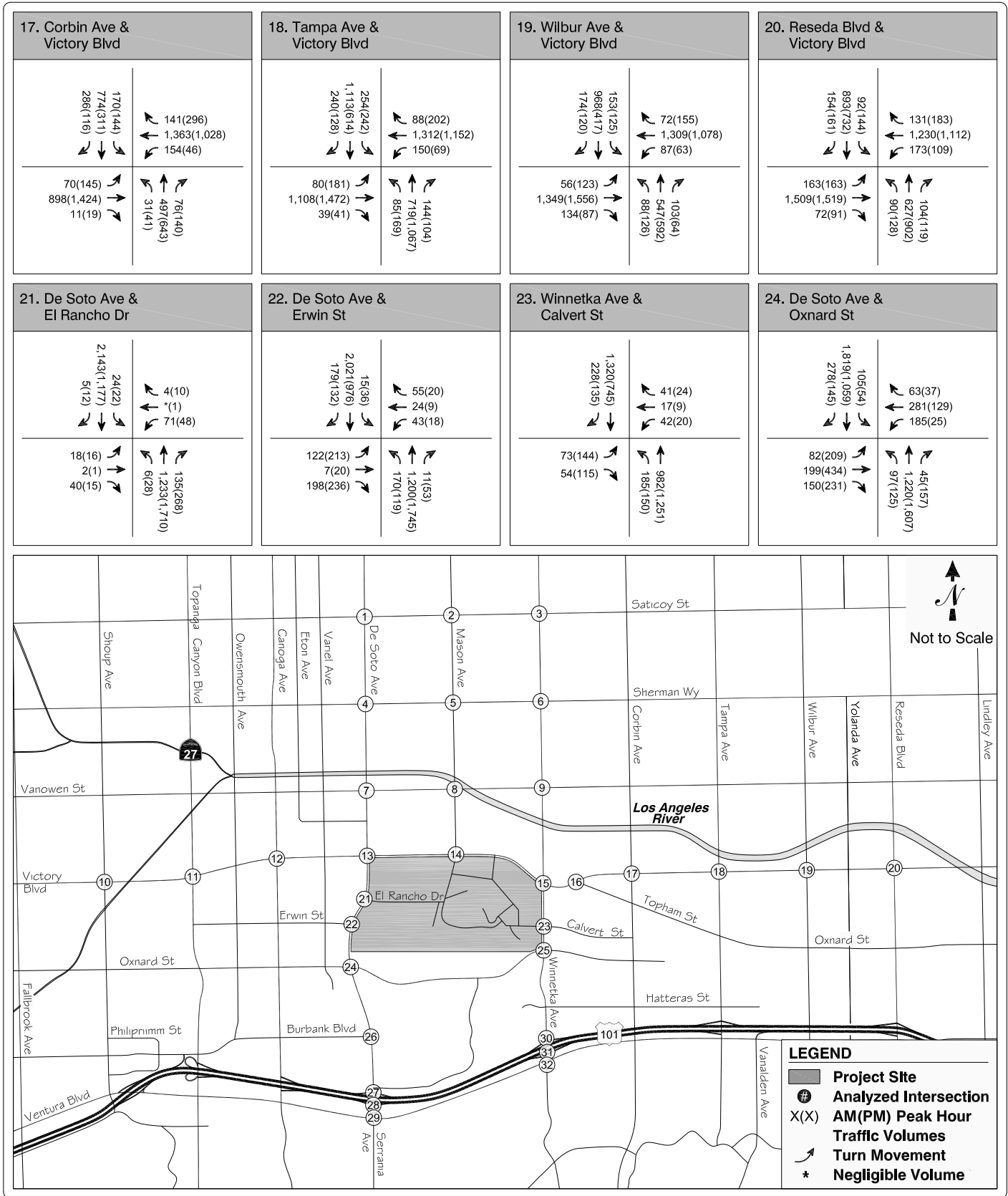


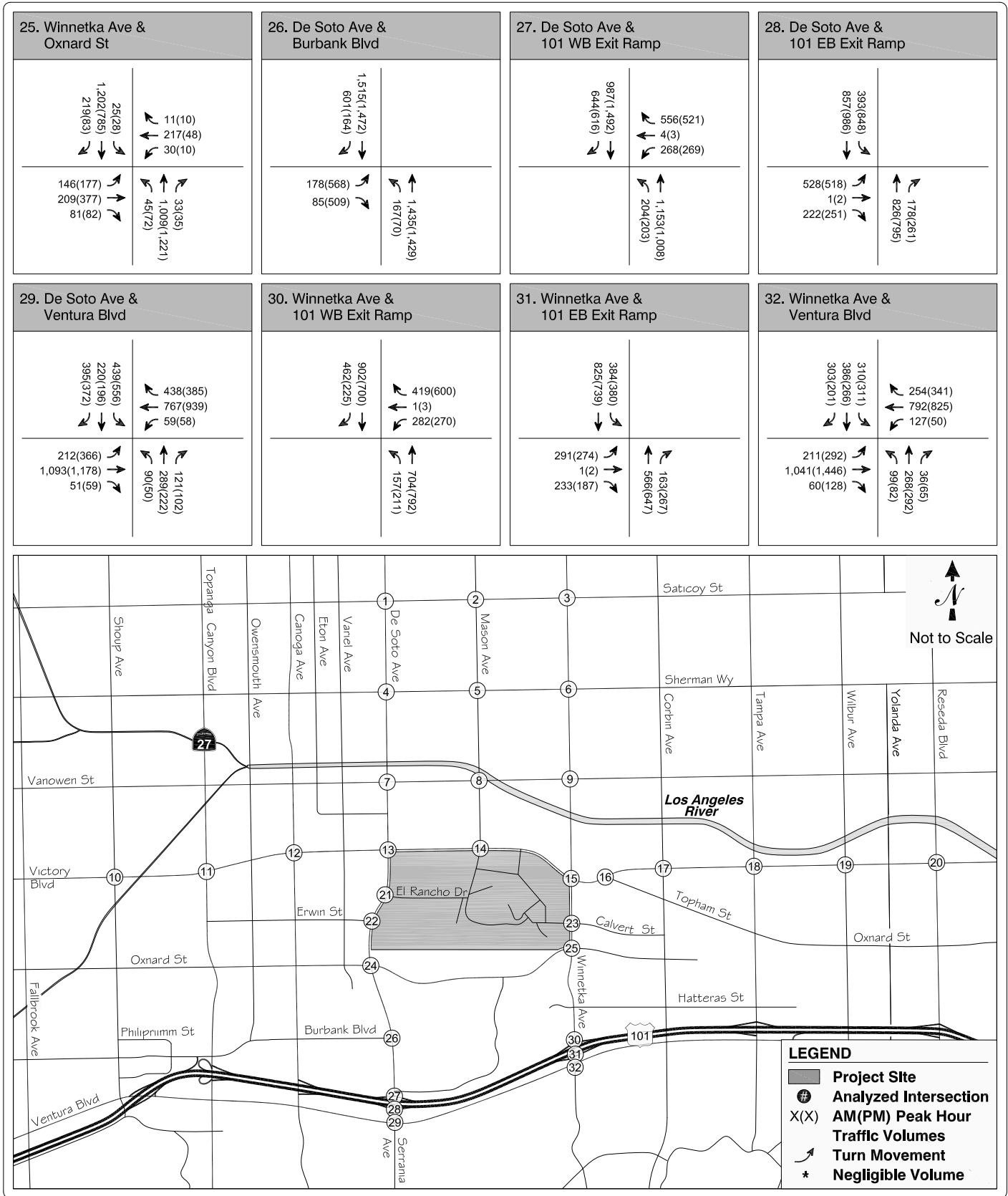












Areawide Traffic Growth

The background regional growth in traffic was estimated by adjusting the existing traffic volumes upwards using a growth factor. A factor of 1% per year was used in this analysis, based on general traffic volume growth factors suggested in *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, October 2010) for the San Fernando Valley. Using this growth rate, the existing (year 2013) traffic volumes were adjusted upwards by 6% to reflect six years of regional growth from year 2013 to 2019.

Cumulative Development Projects

Traffic expected to be generated by specific development projects within, or with the potential to affect, the study was also considered. Information regarding future projects that are either under construction, planned, or proposed for development was obtained from the City of Los Angeles Department of Transportation (LADOT). A total of 27 related projects were identified for inclusion in the analysis. The locations of these projects are illustrated in Figure 10 and the estimated trip generation for each is listed in Table 6. Trip generation estimates for the related projects were provided by LADOT. The weekday peak hour turning movement volumes representing related project only volumes at the analyzed intersections are shown on Figure 11.

The geographic distribution of traffic generated by developments such as those included in the analysis is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of the population from which employees and/or patrons of the proposed development are drawn, and the location of the project in relation to the surrounding street system. Trip distribution patterns for each related project were developed based on the above factors.

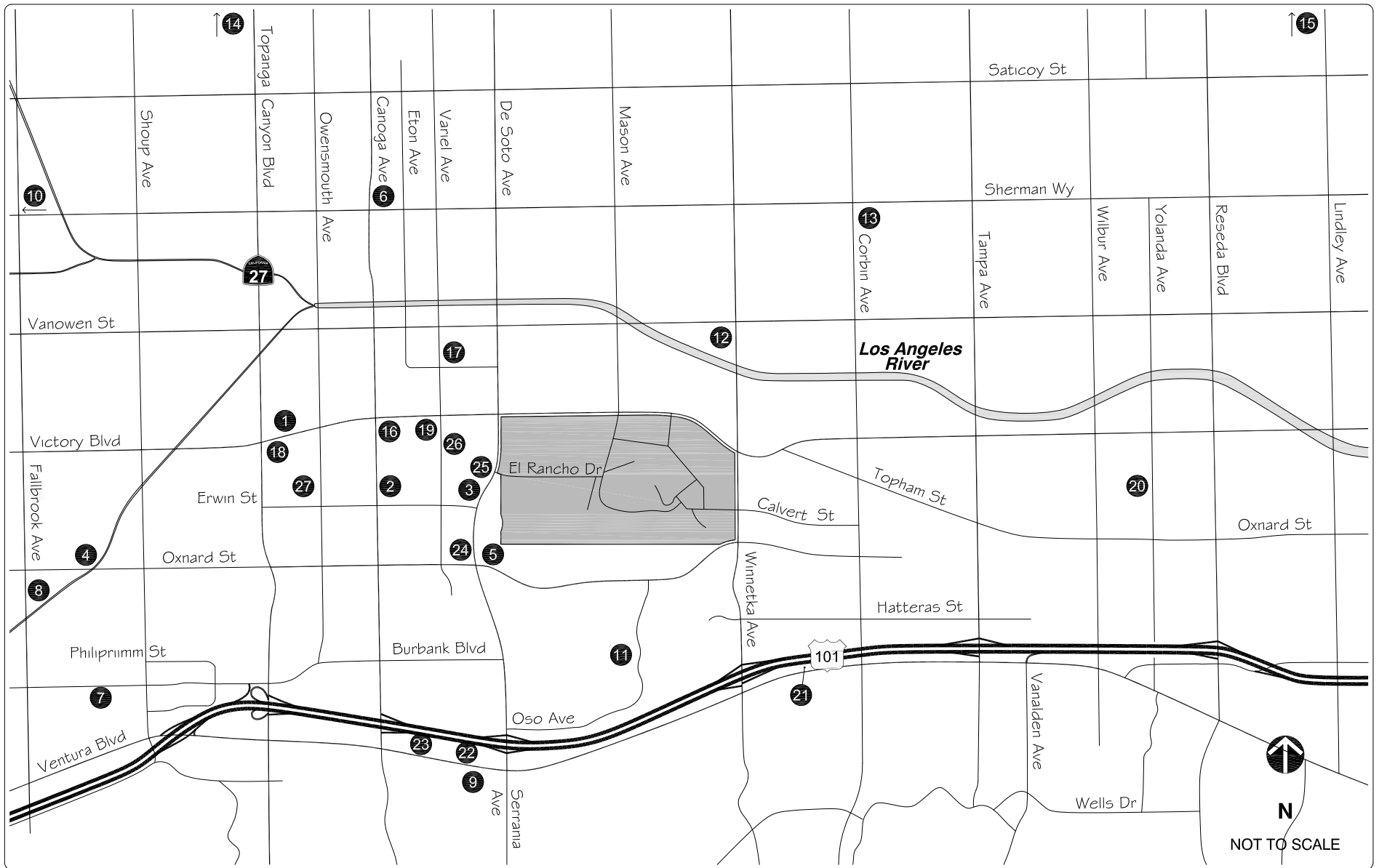
Pierce College Baseline Adjustment

Similar to the prior discussion regarding the baseline plus project analysis, the trips generated by the change in FTE on the Pierce College campus between the 2002 Master Plan base year and the 2013 existing counts were estimated and removed from the 2019 cumulative base.

Cumulative Base Traffic Volumes

Using the estimated trip generation and trip distribution patterns, traffic generated by the 27 related projects was assigned to the street network and added to the ambient background increase of six percent, while Pierce College-generated trips based on the change in FTE from the 2002 Pierce College baseline to 2013 were removed. The resulting traffic volumes, representing 2019 cumulative base conditions without the proposed Master Plan Update, are presented in Figure 12.



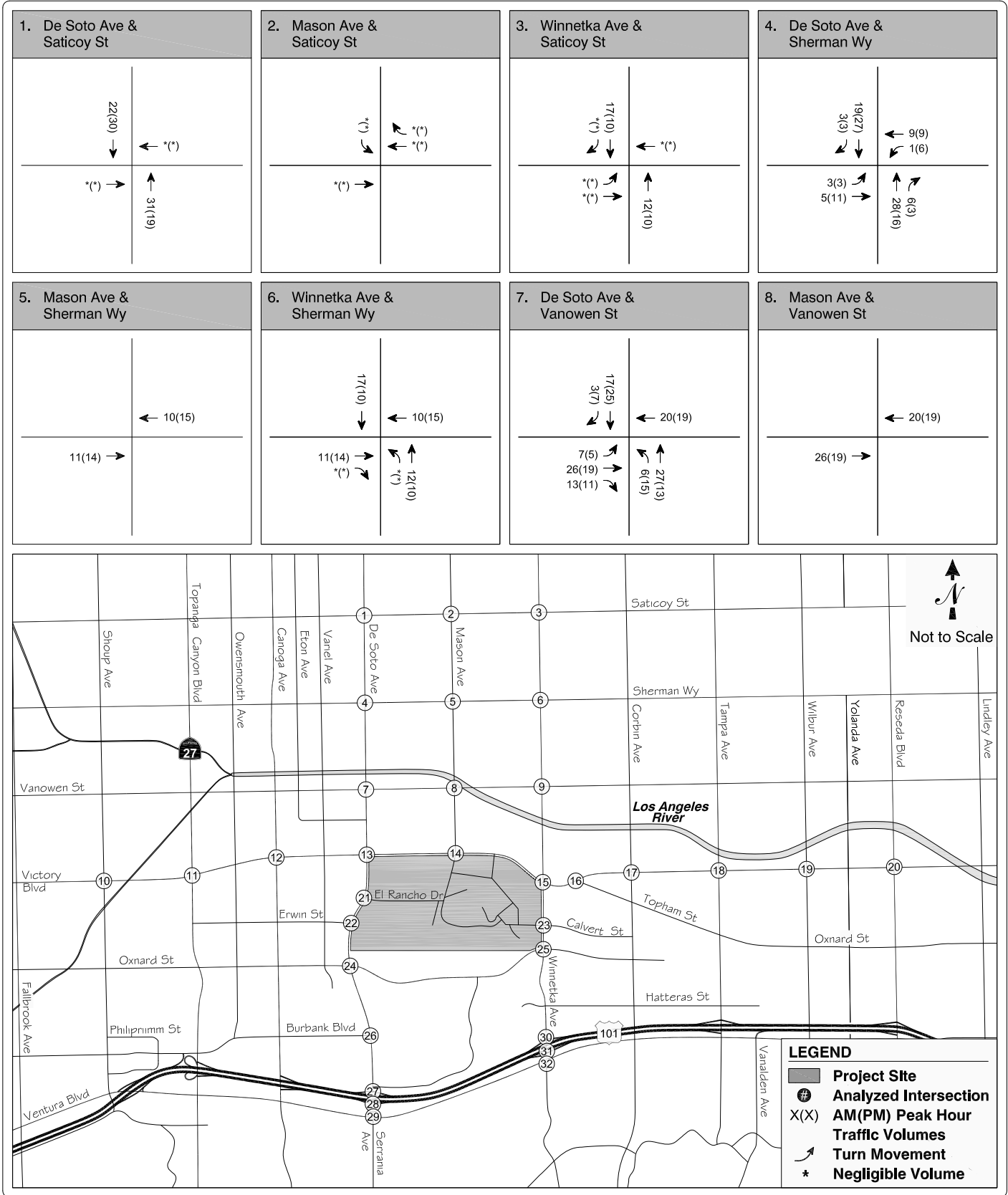


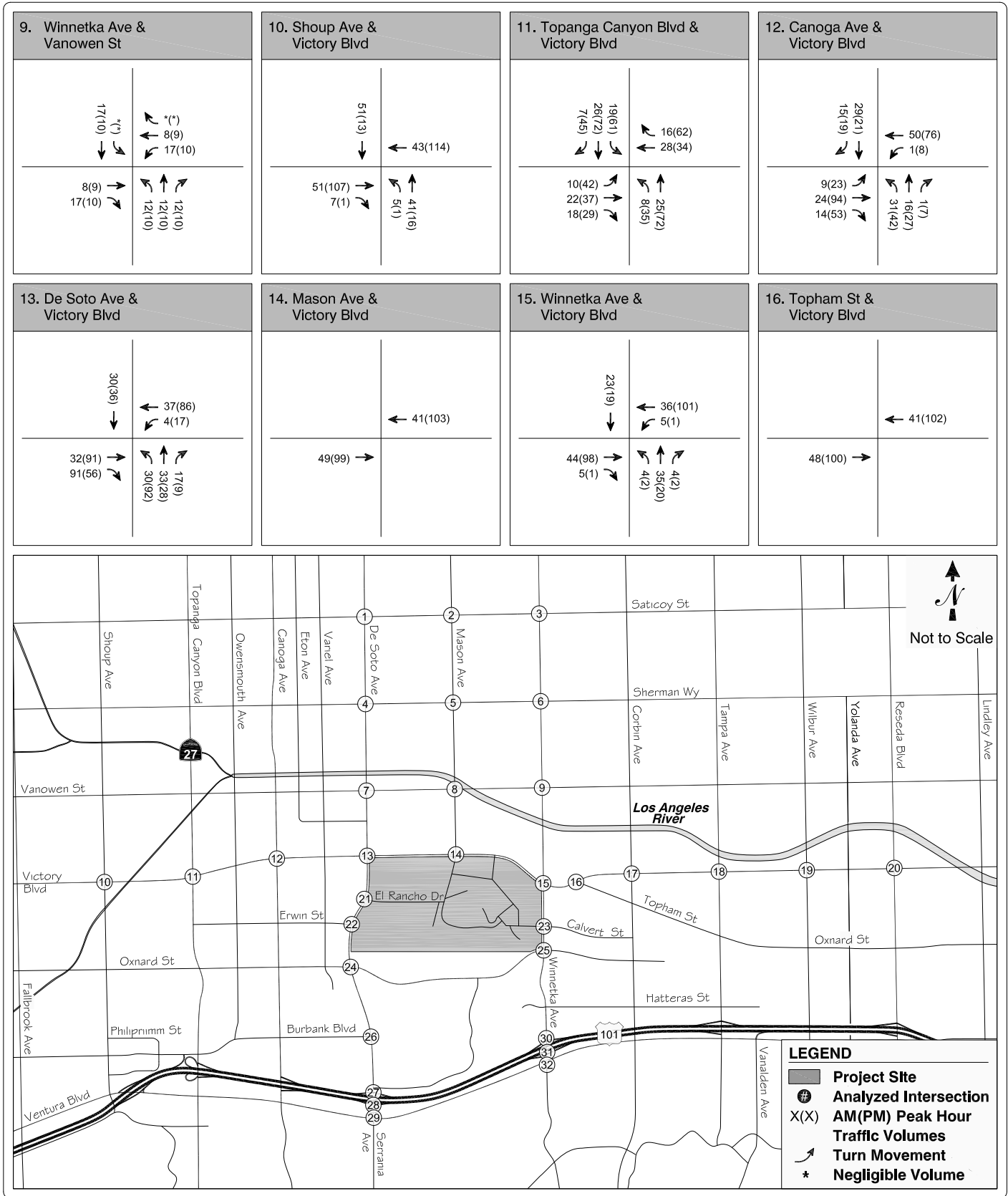
**TABLE 6
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS [a]**

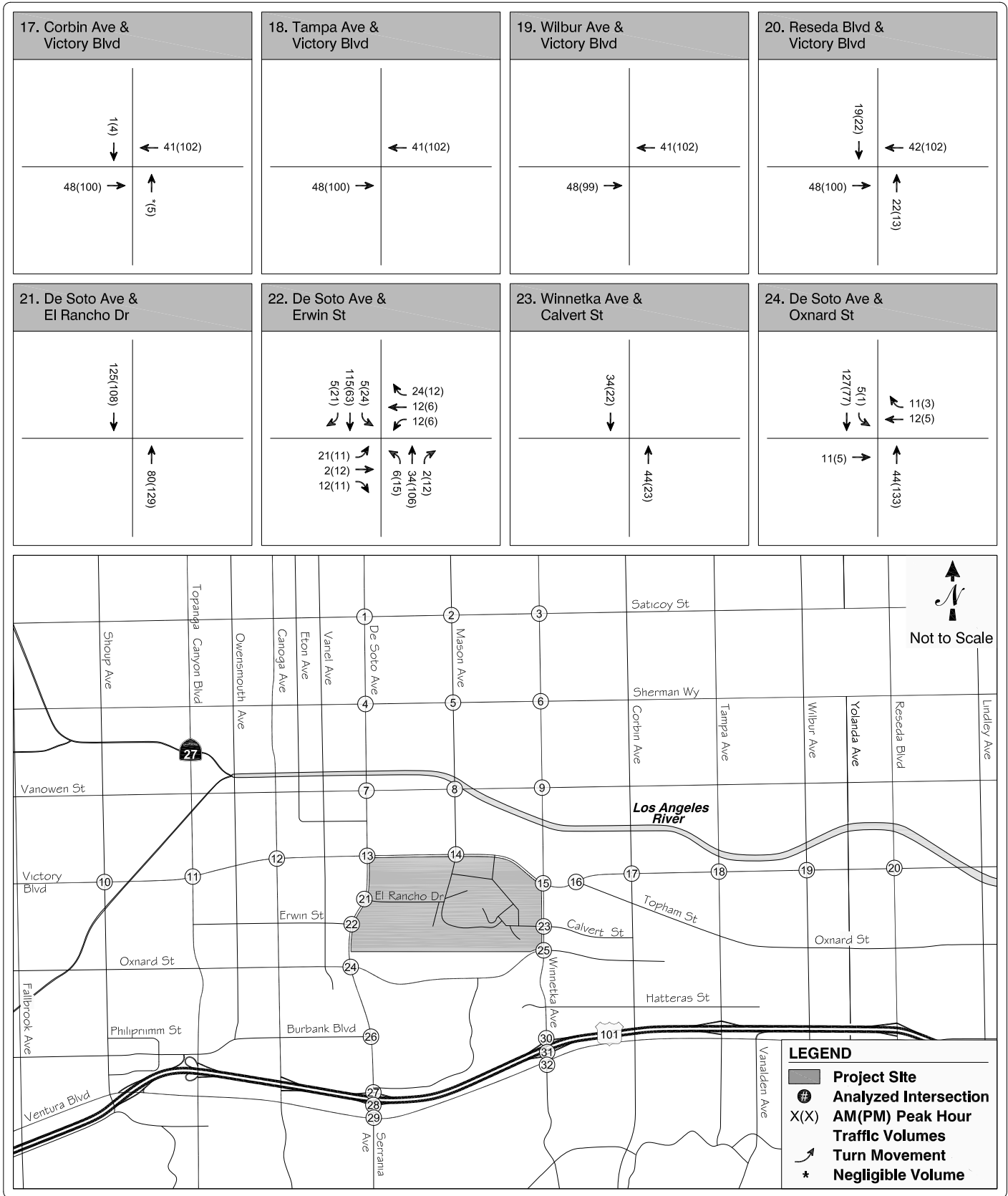
Index	Address	Project Title	DOT Case	AM Peak			PM Peak			Size	Unit	Comments
				In	Out	Total	In	Out	Total			
1	6600 Topanga Canyon Boulevard	Westfield Shoppingtown Center	WC-2002-3	104	66	170	419	453	872	598,800	Sq. Footage	Topanga Plaza remaining wing
2	6300 Canoga Ave	Trillium health club expansion	WC-2003-5	7	9	16	27	26	53	13000	Sq. Footage	New addition to existing health club
3	6219 De Soto Ave	REW Holdings LLC	WC-2003-22	90	358	448	354	191	545	879	Dwelling Unit	Panovision Apartments
4	22555 Oxnard Street	Woodland Hills Private School	SFV-2001-15	89	57	146	13	18	31	185	Students	185 net student increase for K-12 private school
5	6000 De Soto Ave	Bella Vista Phase 2	WC-1998-16	15	76	91	74	36	110	190	Dwelling Unit	Final part of Warner Ridge
6	21355 Sherman Way	McDonalds & Starbucks	SFV-2002-40	85	78	163	77	75	152	4400	Sq. Footage	fast-food w/ drive through
7	5607 Capistrano Ave	LAUSD Hughes Magnet School/Academy H.S.	SFV-2004-1	416	352	768	105	119	224	1600	Enrollment	See also 2003-57; PM rates are from ITE
8	5850 Fallbrook Ave	West Valley Hebrew Academy	SFV-2003-101	89	58	147	26	41	67	300	Enrollment	
9	20956 Ventura Boulevard	McDonalds	VEN-2003-21	47	46	93	32	29	61	3500	Sq. Footage	Fast food w/ drive-thru.
10	23135 Sherman Place	West Hills - Sherman Place Mixed-Use	SFV-2006-300	36	70	106	78	63	141		Mixed Use	160 apts, 10k medical office
11	5724 Oso Avenue	Oso High School	SFV-2003-84	104	88	192	26	30	56	400	Enrollment	
12	20122 Vanowen Street	The Commons at Winnetka	SFV-2005-58	87	58	145	49	48	97		Mixed Use	6265 sf Fast food w/o drive thru + 4200 sf specialty retail
13	19640 Sherman Way	Panda Express	SFV-2007-169	1	2	3	18	17	35	2500	Sq. Footage	2000 s.f. Panda Express w/ drive thru and 500 s.f. additional retail
14	9777 Topanga Canyon Boulevard	Residential Project	SFV-2006-98	11	51	62	48	24	72	125	Dwelling Unit	Condominiums
15	18111 Nordhoff Street	CSUN Master Plan	SFV-2006-98	1103	939	1499	588	1073	1662			University Expansion
16	6464 Canoga Avenue	Office & retail	SFV-2006-98	131	41	172	47	94	141	16,177	ksf retail	Office & retail
17	6660 Variel Avenue	Residential Project	WC 06-033ISPR	15	33	48	37	27	64	195	units	Apartments
18	21200 Victory Boulevard	Catalina Yachts		67	256	323	256	142	398	621	units	Mixed Use: Apartments + 4700 s.f. retail
19	6360 Topanga Canyon Boulevard	The Village at Westfield Topanga		596	261	857	785	1012	1797	339000	Sq. Footage	shopping center and discount warehouse replacing restaurants and retail
20	18719 Calver Street	Lei Family Paternship Assisted Living		14	8	22	15	19	34	128	units	
21	19923 Ventura Boulevard	Medical Office, Pharmacy, and Office		23	5	28	11	27	38	15.7	ksf	1750 sf LU 880, 5250 sf LU 720, and 8700 sf LU 710
22	20905 Ventura Boulevard	Coffee Shop		16	15	31	5	4	9			
23	21301 Ventura Boulevard	Auto Gallery		17	6	23	12	18	30	9	ksf	
24	6051 De Soto Avenue	Ivy Academia Expansion		135		135	29		29	200	students	
25	21021 Erwin Street	REW Holdings LLC		-93	230	137	229	-19	210	968	units	Remove 76ksf office and 76ksf industrial
26	6710 Variel Avenue	Warner Center 195		18	65	83	65		65	195	units	
27	21747 Erwin Street	Financial Partners Credit Union		2	3	5	34	32	66	4	ksf	

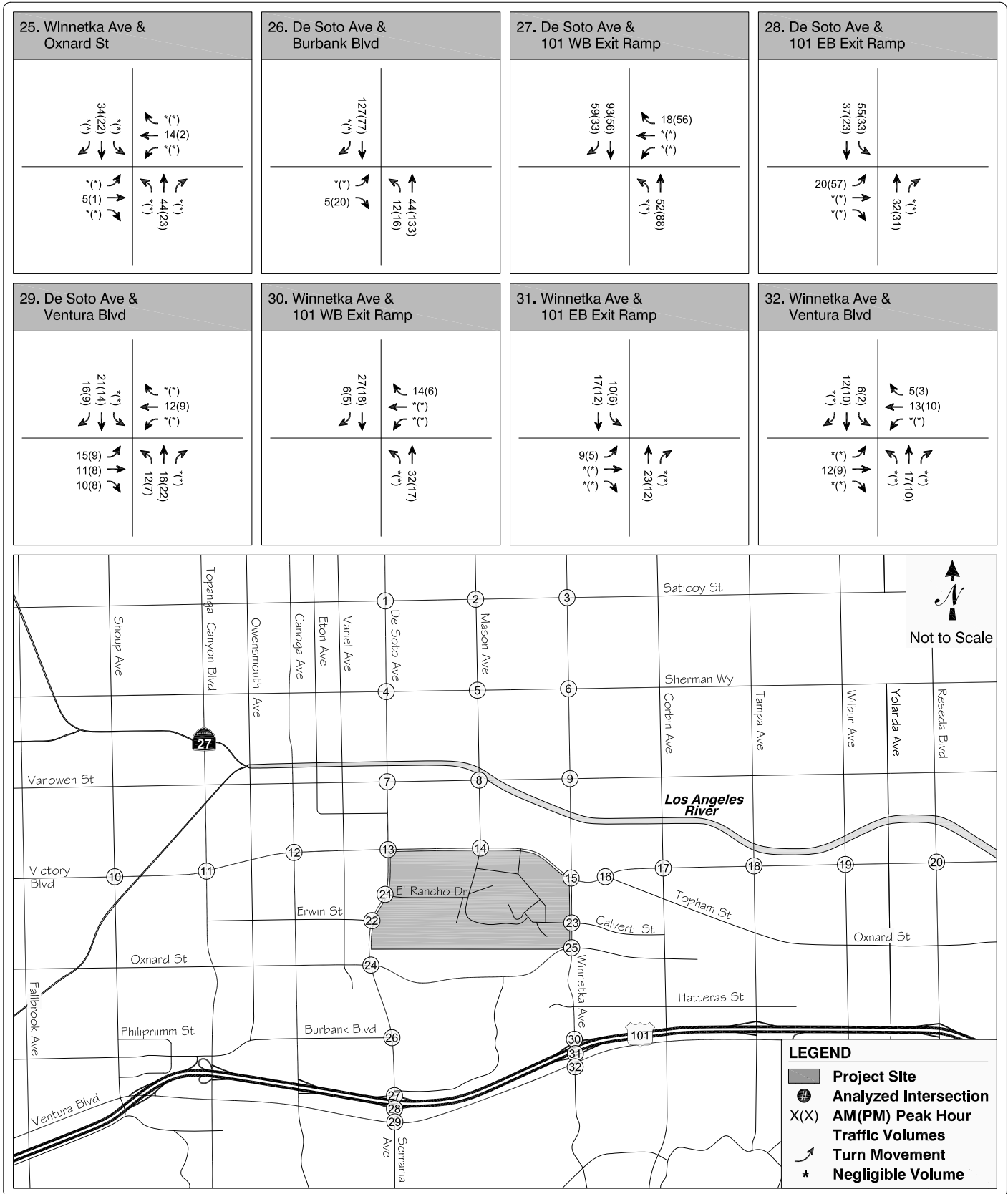
Notes:

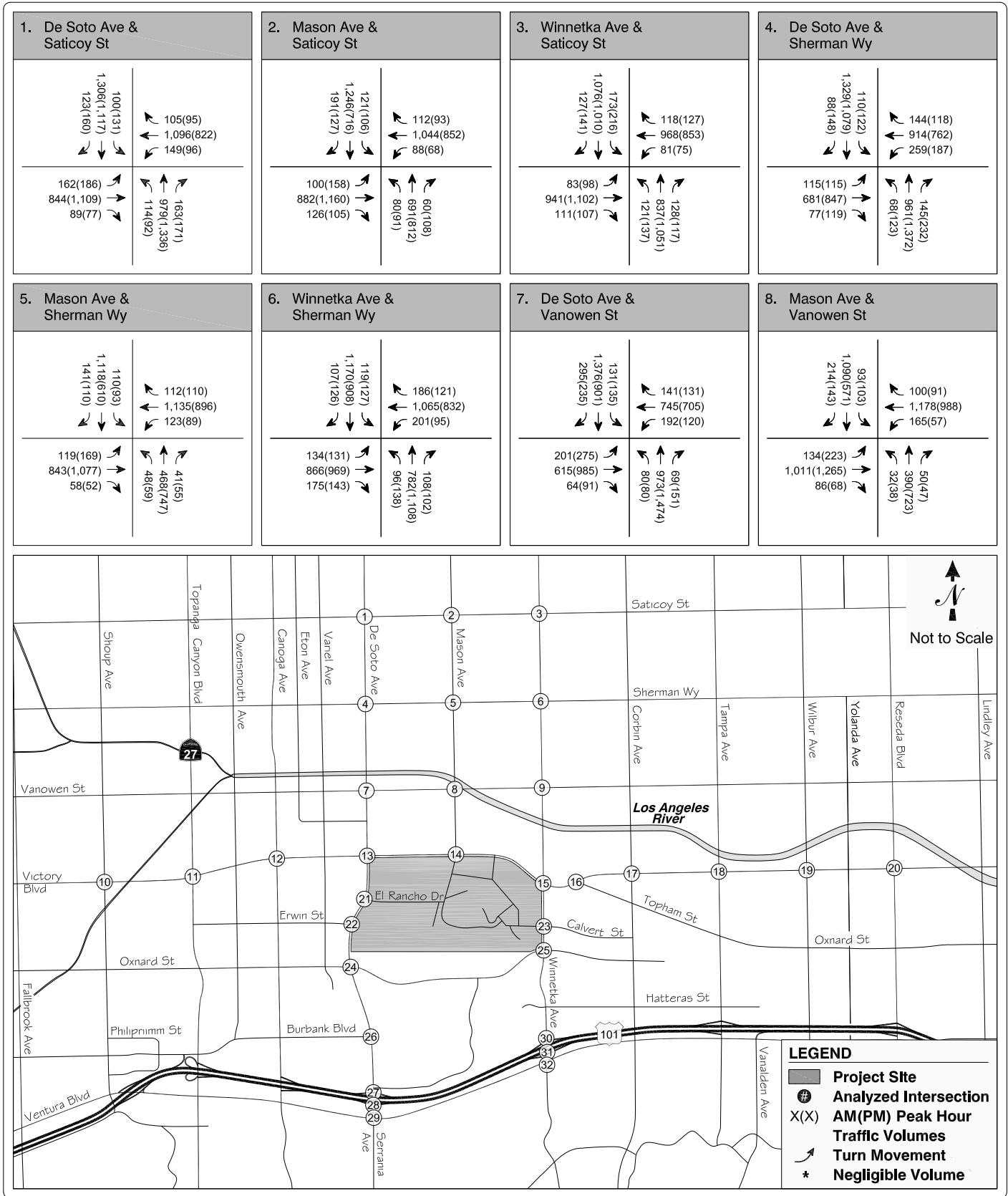
[a] - Trip generation estimates and project data provided by LADOT, June 2013 and May 2014.

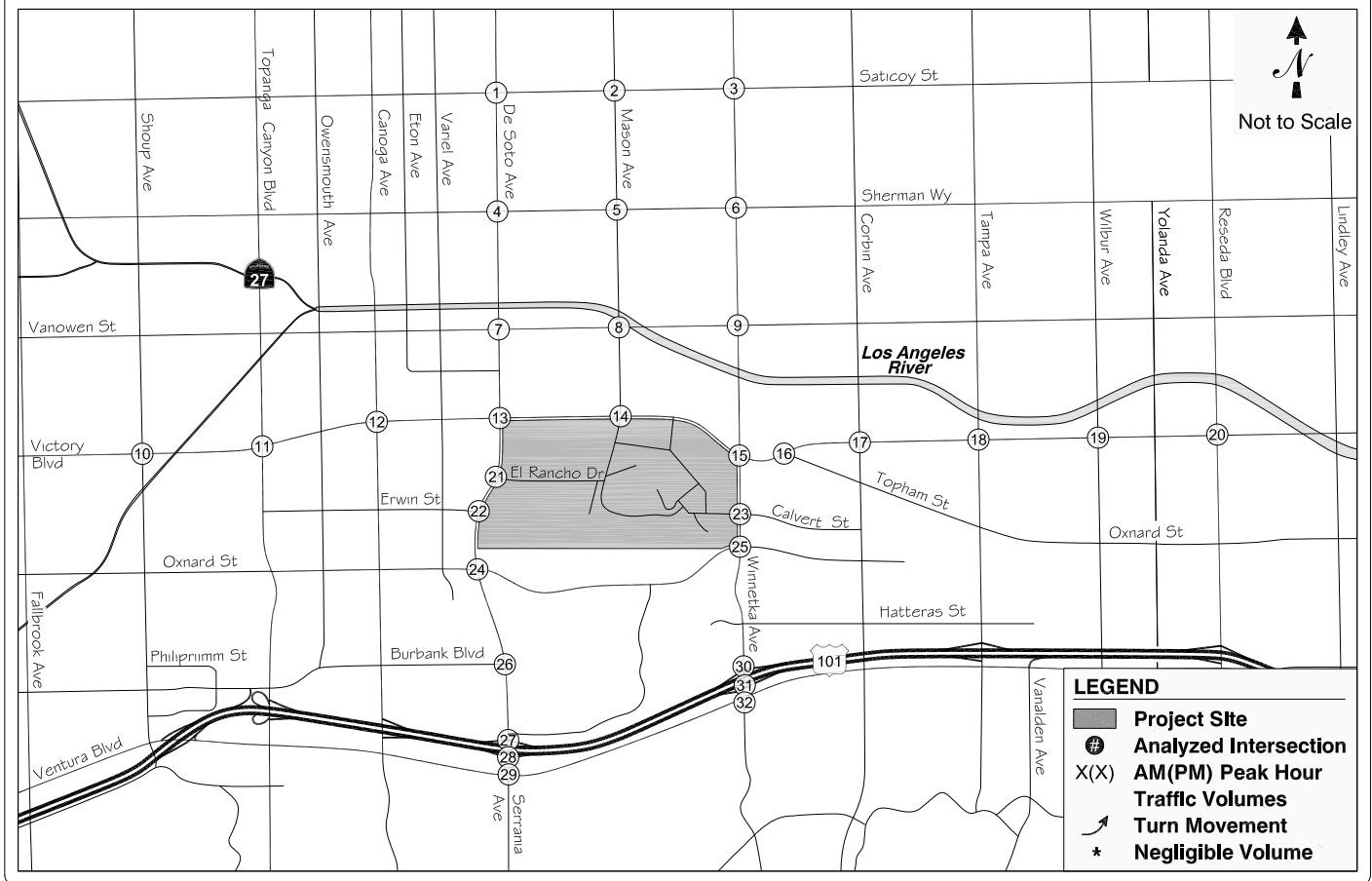
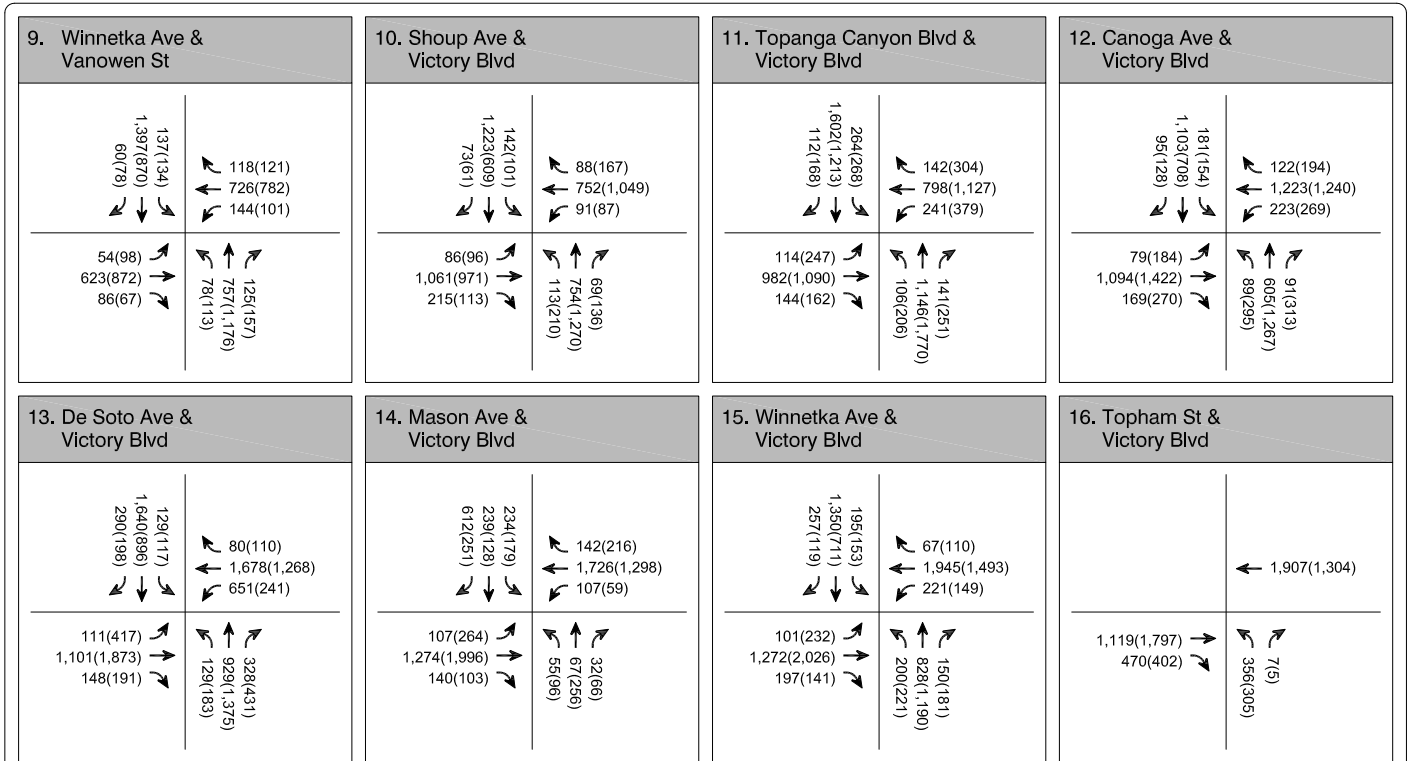


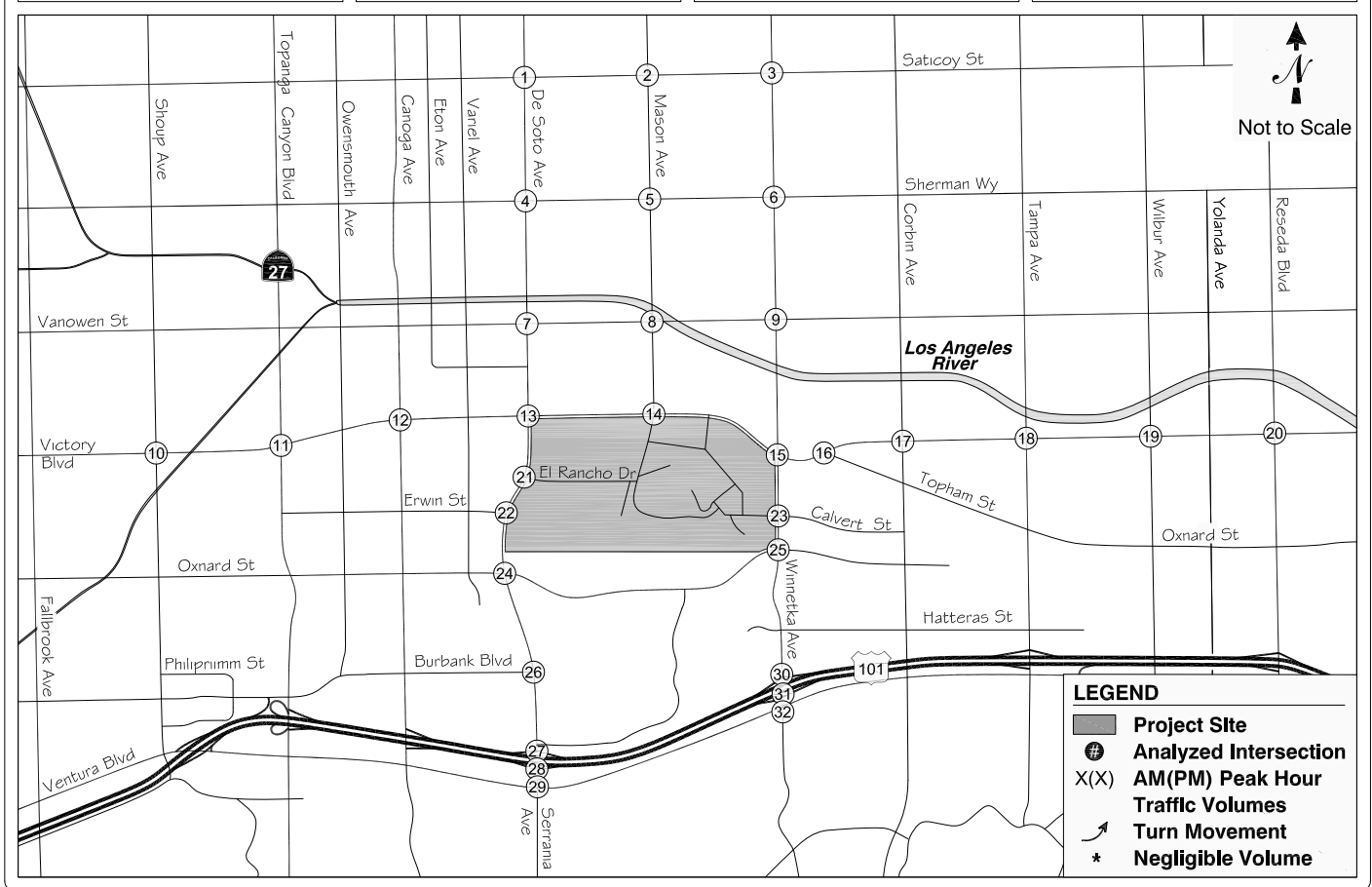
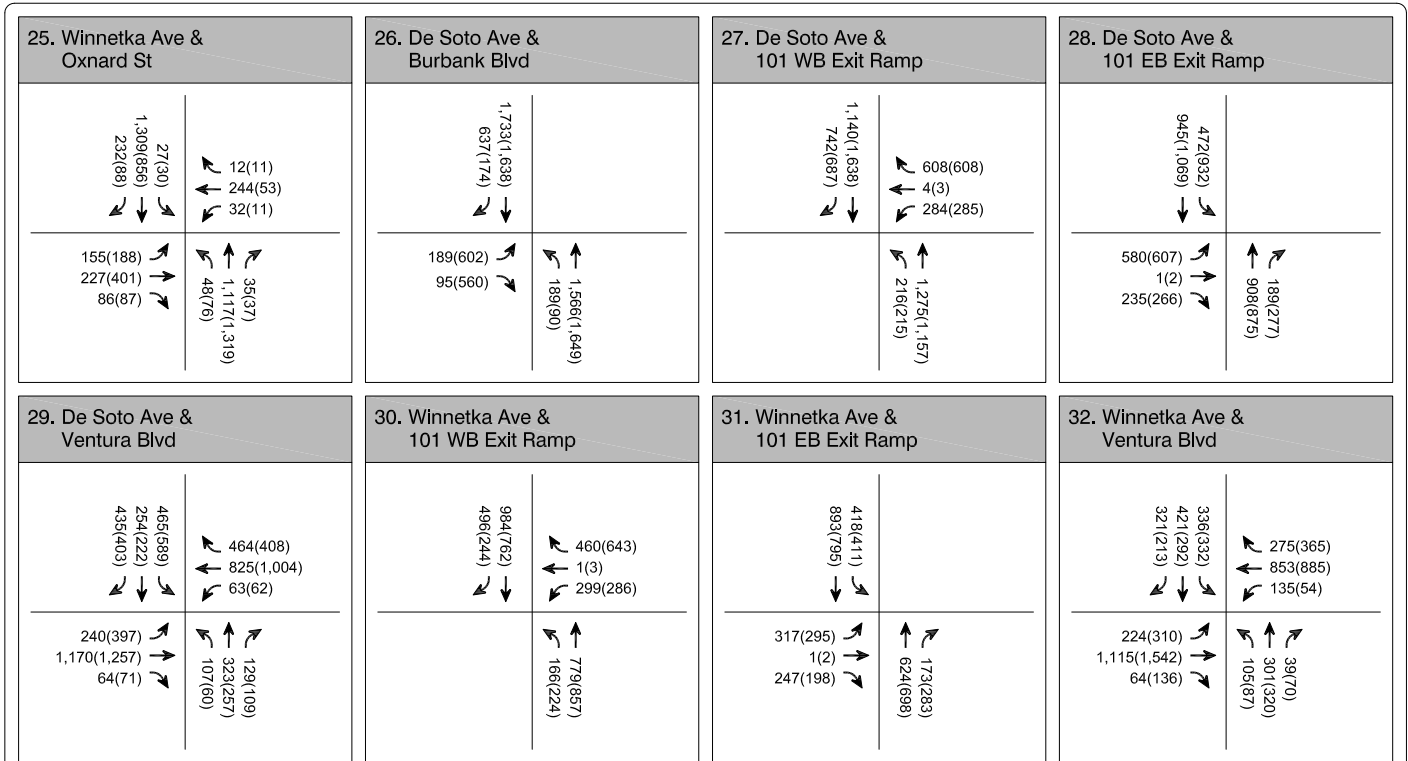












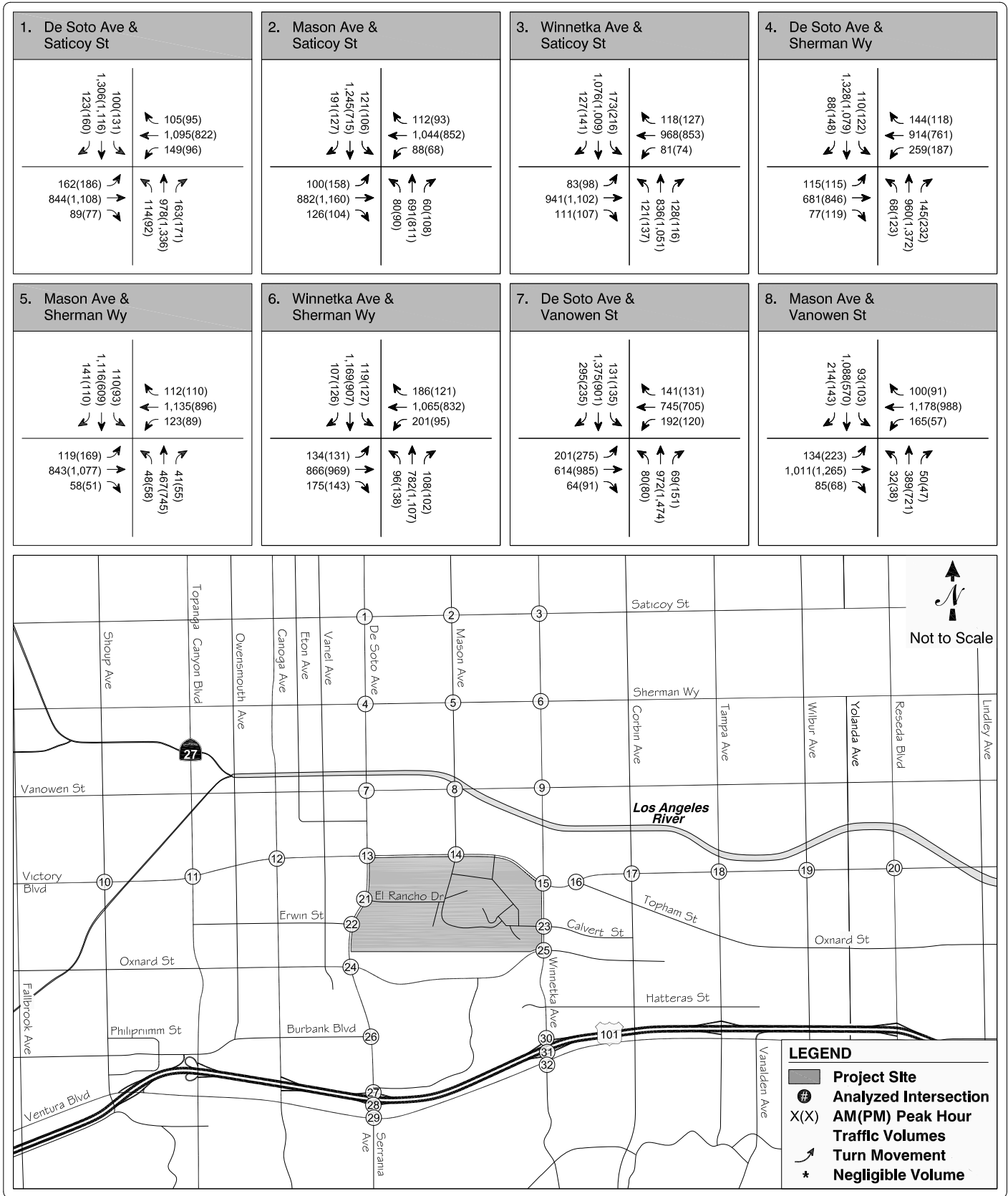
BASELINE TRANSPORTATION SYSTEM IMPROVEMENTS

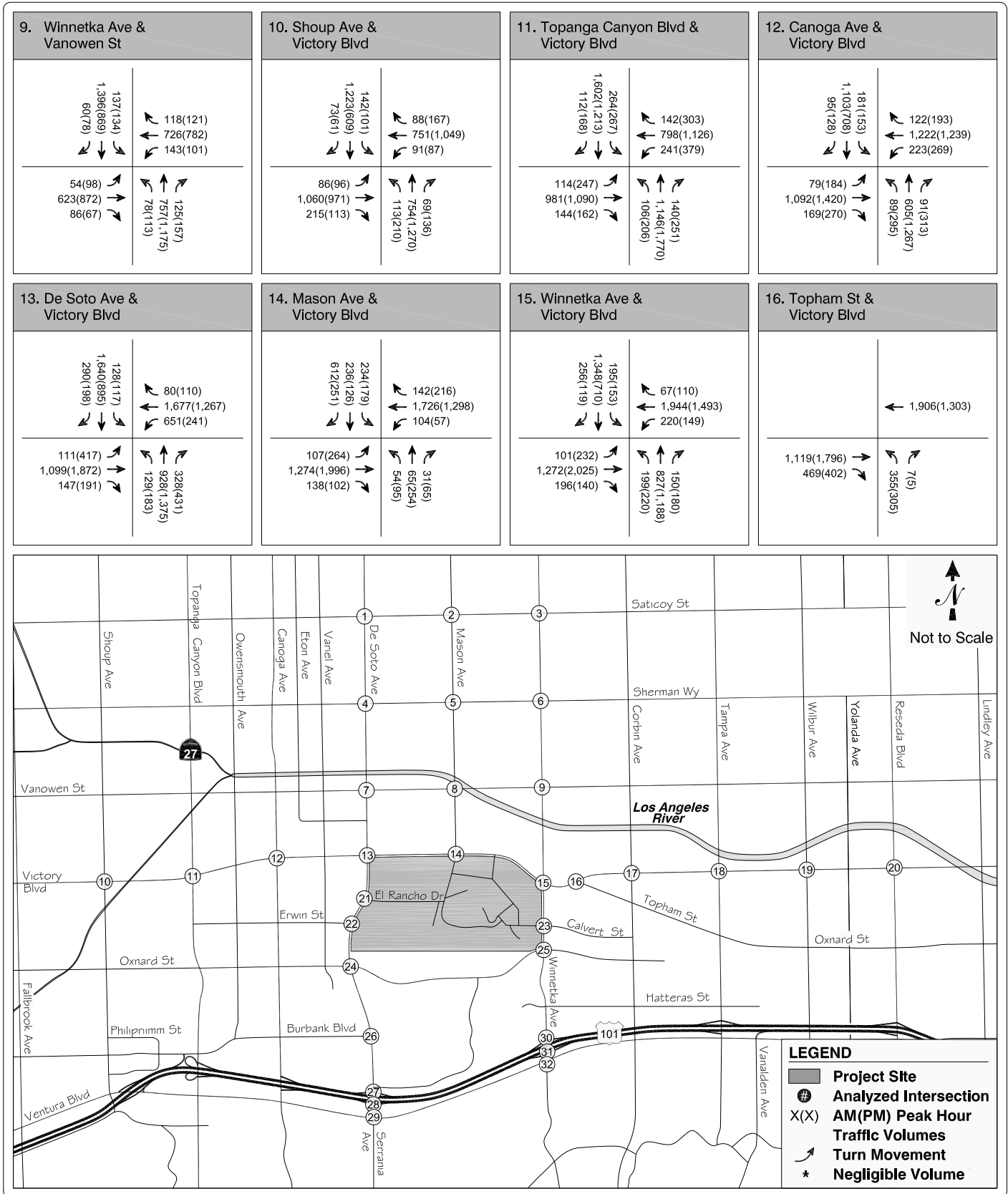
The Transportation Improvement and Management Program (TIMP) set forth in the updated Warner Center Specific Plan adopted in December 2013 includes future improvements at certain of the study intersections. The Specific Plan also requires that developers within Warner Center pay a Traffic Impact Assessment (TIA) fee to help pay for these improvements. However, since the TIA fee by design does not fully fund these improvements (since it funds only the portion of the improvements needed as a result of Warner Center future development) and the buildout year for this analysis is a shorter-term year 2019, these improvements have not been assumed as a baseline condition in this study.

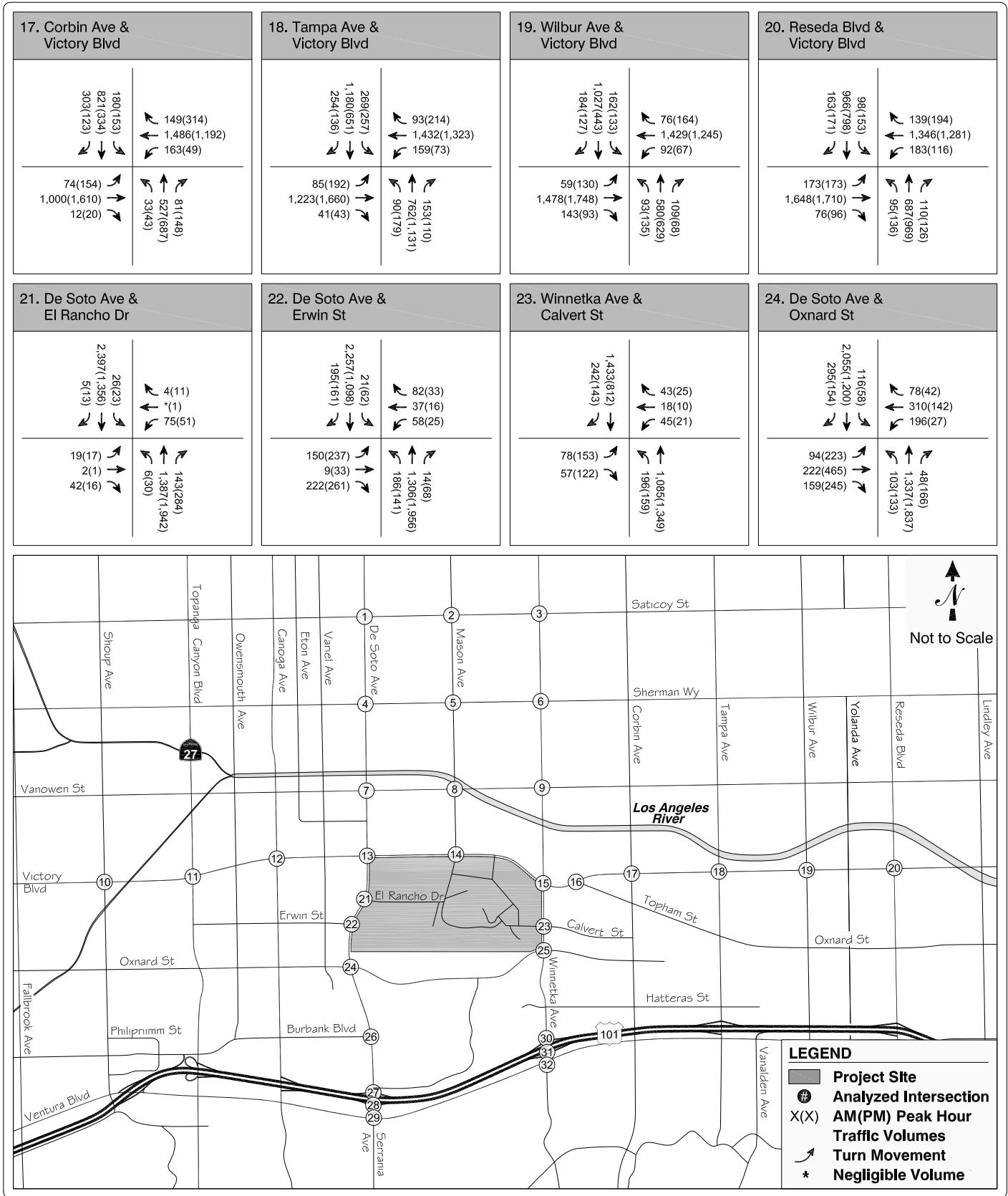
CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

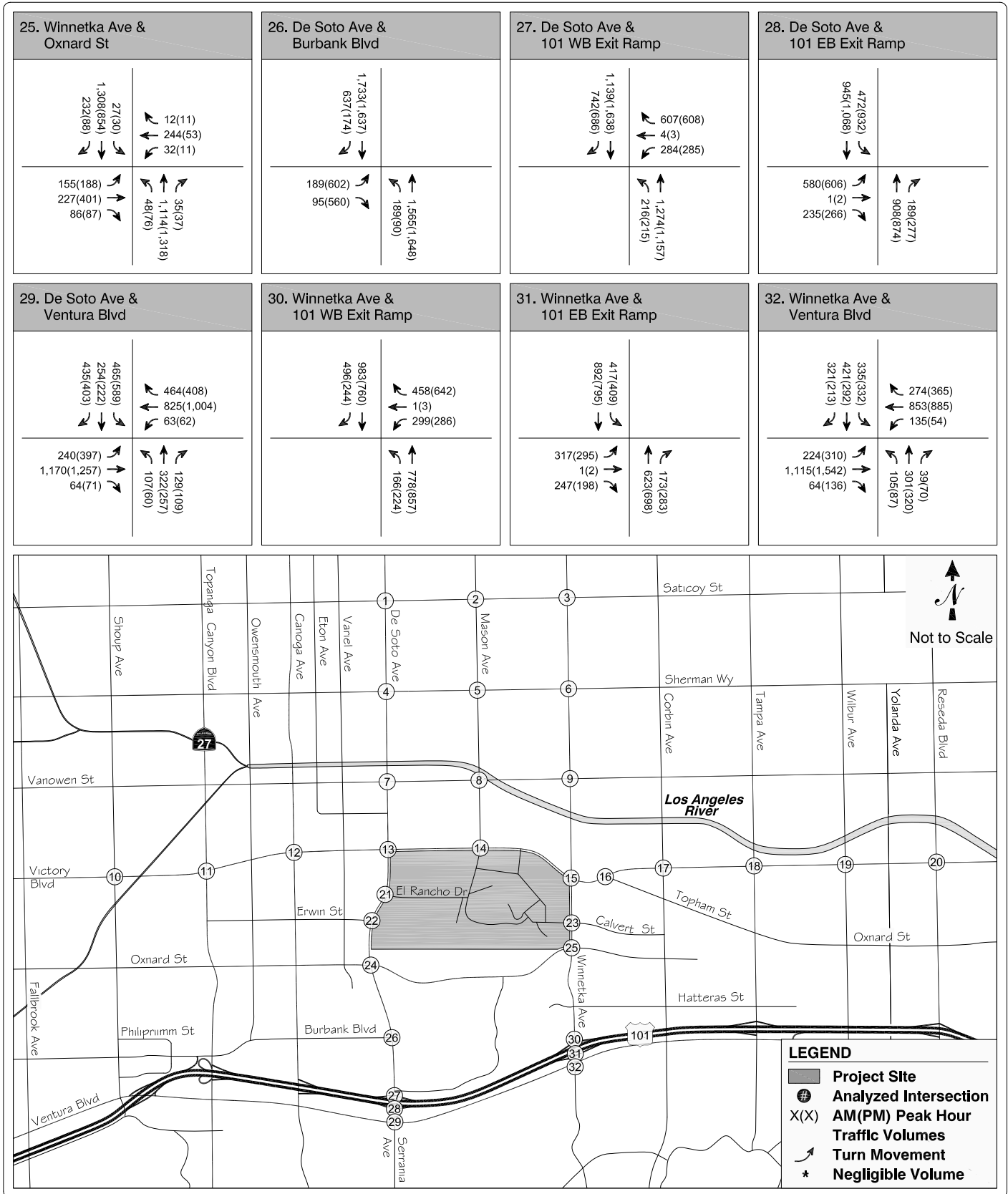
The project-generated traffic volumes shown in Figure 6 representing the total Pierce College change from the 2002 Master Plan base to 2019 buildout were added to the cumulative base traffic projections shown in Figure 12 to yield the cumulative plus project traffic forecasts. The resulting projected cumulative plus project peak hour traffic volumes are presented in Figure 13.











IV. INTERSECTION IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the traffic generated by buildout of the proposed Master Plan Update project on the local street system. The analysis compares the projected levels of service at each study intersection under baseline plus project and under cumulative conditions both with and without the project to determine potential impacts, using significance criteria established by the City of Los Angeles.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

LADOT has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the LADOT criteria, a project impact would be considered significant if the following conditions were met:

Intersection Condition With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	> 0.70 - 0.80	Equal to or greater than 0.04
D	> 0.80 - 0.90	Equal to or greater than 0.02
E, F	> 0.90	Equal to or greater than 0.01

BASELINE PLUS PROJECT TRAFFIC IMPACT ANALYSIS

The adjusted baseline plus project volumes as estimated in the previous chapter were analyzed to determine potential operating conditions and traffic impacts with the addition of incremental project-generated traffic associated with buildout of the Master Plan Update through 2019 on the baseline (adjusted existing) conditions. Table 7 shows the results of this analysis. Application of the City of Los Angeles' significance criteria indicates that the project would create no significant traffic impacts under the existing baseline plus project scenario. No mitigation measures would therefore be required to address existing baseline plus project impacts.



**TABLE 7
BASELINE AND BASELINE PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Adjusted Baseline		Baseline Plus Project		Project Change in V/C	Significant Project Impact
		V/C	LOS	V/C	LOS		
*1. De Soto Av & Saticoy St	AM	0.903	E	0.902	E	-0.001	NO
	PM	0.894	D	0.894	D	-0.001	NO
*2. Mason Av & Saticoy St	AM	0.859	D	0.858	D	-0.001	NO
	PM	0.727	C	0.726	C	-0.001	NO
*3. Winnetka Av & Saticoy St	AM	0.817	D	0.817	D	0.000	NO
	PM	0.907	E	0.906	E	-0.001	NO
**4. De Soto Av & Sherman Way	AM	0.693	B	0.692	B	-0.001	NO
	PM	0.738	C	0.738	C	0.000	NO
**5. Mason Av & Sherman Way	AM	0.660	B	0.659	B	-0.001	NO
	PM	0.525	A	0.525	A	-0.001	NO
**6. Winnetka Av & Sherman Way	AM	0.774	C	0.773	C	-0.001	NO
	PM	0.715	C	0.715	C	0.000	NO
**7. De Soto Av & Vanowen St	AM	0.720	C	0.720	C	-0.001	NO
	PM	0.782	C	0.782	C	0.000	NO
*8. Mason Av & Vanowen St	AM	0.839	D	0.839	D	-0.001	NO
	PM	0.710	C	0.709	C	-0.001	NO
*9. Winnetka Av & Vanowen St	AM	0.743	C	0.743	C	0.000	NO
	PM	0.769	C	0.769	C	0.000	NO
**10. Shoup Av & Victory Blvd	AM	0.801	D	0.800	D	-0.001	NO
	PM	0.763	C	0.763	C	0.000	NO
**11. Topanga Cyn Blvd & Victory Blvd	AM	0.696	B	0.696	B	-0.001	NO
	PM	0.940	E	0.939	E	-0.001	NO
**12. Canoga Av & Victory Blvd	AM	0.582	A	0.582	A	0.000	NO
	PM	0.795	C	0.793	C	-0.001	NO
**13. De Soto Av & Victory Blvd	AM	0.904	E	0.904	E	-0.001	NO
	PM	0.907	E	0.907	E	-0.001	NO
**14. Mason Av & Victory Blvd	AM	0.627	B	0.627	B	-0.001	NO
	PM	0.608	B	0.605	B	-0.003	NO
**15. Winnetka Av & Victory Blvd	AM	0.917	E	0.916	E	-0.001	NO
	PM	1.043	F	1.041	F	-0.001	NO
**16. Topham St & Victory Blvd	AM	0.711	C	0.710	C	-0.001	NO
	PM	0.752	C	0.752	C	0.000	NO
**17. Corbin Av & Victory Blvd	AM	0.823	D	0.822	D	-0.001	NO
	PM	0.795	C	0.795	C	0.000	NO
**18. Tampa Av & Victory Blvd	AM	0.935	E	0.934	E	-0.001	NO
	PM	1.088	F	1.088	F	0.000	NO
**19. Wilbur Av & Victory Blvd	AM	0.892	D	0.892	D	0.000	NO
	PM	0.792	C	0.792	C	0.000	NO
**20. Reseda Blvd & Victory Blvd	AM	0.912	E	0.912	E	0.000	NO
	PM	0.900	D	0.899	D	-0.001	NO

**TABLE 7
BASELINE AND BASELINE PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Adjusted Baseline		Baseline Plus Project		Project Change in V/C	Significant Project Impact
		V/C	LOS	V/C	LOS		
**21. De Soto Av & El Rancho Dr	AM	0.457	A	0.457	A	0.000	NO
	PM	0.398	A	0.397	A	-0.001	NO
**22. De Soto Av & Erwin St	AM	0.644	B	0.644	B	0.000	NO
	PM	0.468	A	0.468	A	-0.001	NO
**23. Winnetka Av & Calvert St	AM	0.588	A	0.586	A	-0.002	NO
	PM	0.437	A	0.437	A	-0.001	NO
**24. De Soto Av & Oxnard St	AM	0.687	B	0.687	B	0.000	NO
	PM	0.634	B	0.634	B	0.000	NO
**25. Winnetka Av & Oxnard St	AM	0.673	B	0.673	B	0.000	NO
	PM	0.596	A	0.595	A	-0.001	NO
**26. De Soto Av & Burbank Blvd West	AM	0.547	A	0.547	A	0.000	NO
	PM	0.519	A	0.518	A	-0.001	NO
**27. De Soto Av & US101 WB Ramps	AM	0.692	B	0.692	B	-0.001	NO
	PM	0.661	B	0.660	B	-0.001	NO
**28. De Soto Av & US101 EB Ramps	AM	0.431	A	0.431	A	0.000	NO
	PM	0.596	A	0.595	A	-0.001	NO
**29. De Soto Av & Ventura Blvd	AM	0.565	A	0.565	A	-0.001	NO
	PM	0.734	C	0.734	C	0.000	NO
**30. Winnetka Av & US101 WB Ramps	AM	0.499	A	0.499	A	-0.001	NO
	PM	0.506	A	0.506	A	-0.001	NO
**31. Winnetka Av & US101 EB Ramps	AM	0.574	A	0.572	A	-0.001	NO
	PM	0.588	A	0.586	A	-0.001	NO
**32. Winnetka Av & Ventura Blvd	AM	0.666	B	0.666	B	0.000	NO
	PM	0.765	C	0.765	C	0.000	NO

Notes:

* Intersection is currently operating under ATSC system.

** Intersection is currently operating under ATCS system.

CUMULATIVE BASE INTERSECTION OPERATING CONDITIONS

This section presents an analysis of potential future traffic conditions under Year 2019 Cumulative Base conditions if no growth were assumed to occur on the Pierce College campus between the 2002 Pierce College Master Plan FTE baseline and 2019. The cumulative base traffic volumes projected in Chapter III were analyzed using the level of service methodologies described in Chapter II to forecast cumulative base peak hour levels of service at the study locations.

The first columns in Table 8 summarize the results of this analysis. As shown, the following ten study intersections are projected to operate at LOS E or F during one or both peak hours under Year 2019 cumulative base conditions:

- De Soto Avenue & Saticoy Street
- Mason Avenue & Saticoy Street
- Winnetka Avenue & Saticoy Street
- Mason Avenue & Vanowen Street
- Topanga Canyon Boulevard & Victory Boulevard
- De Soto Avenue & Victory Boulevard
- Winnetka Avenue & Victory Boulevard
- Tampa Avenue & Victory Boulevard
- Wilbur Avenue & Victory Boulevard
- Reseda Avenue & Victory Boulevard

This represents a slight deterioration in operating conditions from existing conditions. Thus, background traffic growth and traffic generated by related projects will have some impact on operating conditions in the study area even without consideration of potential change on the Pierce College campus.

The cumulative base conditions projected in Table 8 and discussed above include the subtraction of academic trips generated based on 2002-20013 FTE, as shown on Figure 12, contributing to slightly improved baseline LOS projections than if those volumes had been left in the cumulative base projections.

CUMULATIVE PLUS PROJECT TRAFFIC IMPACT ANALYSIS

The cumulative plus project traffic volumes as projected in the previous chapter were analyzed to determine potential future operating conditions and traffic impacts with the addition of incremental project-generated traffic associated with buildout of the Master Plan Update through 2019. The rightmost columns in Table 8 show the results of this analysis.

As indicated in the table, ten of the study intersections are projected to operate at LOS E or F during one or both peak hours under cumulative plus project conditions. Application of the City of Los Angeles' significance criteria indicates that the project would create no significant traffic impacts under the cumulative plus project scenario. No mitigation measures would therefore be required to address cumulative plus project impacts.



**TABLE 8
CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base 2019		Cumulative Project Project 2019		Project Change in V/C	Significant Project Impact
		V/C	LOS	V/C	LOS		
*1. De Soto Av & Saticoy St	AM	0.973	E	0.973	E	0.000	NO
	PM	0.963	E	0.963	E	0.000	NO
*2. Mason Av & Saticoy St	AM	0.915	E	0.915	E	0.000	NO
	PM	0.775	C	0.775	C	0.000	NO
*3. Winnetka Av & Saticoy St	AM	0.877	D	0.877	D	0.000	NO
	PM	0.969	E	0.969	E	0.000	NO
**4. De Soto Av & Sherman Way	AM	0.755	C	0.755	C	0.000	NO
	PM	0.806	D	0.806	D	0.000	NO
**5. Mason Av & Sherman Way	AM	0.709	C	0.709	C	0.000	NO
	PM	0.565	A	0.565	A	0.000	NO
**6. Winnetka Av & Sherman Way	AM	0.835	D	0.835	D	0.000	NO
	PM	0.771	C	0.771	C	0.000	NO
**7. De Soto Av & Vanowen St	AM	0.792	C	0.792	C	0.000	NO
	PM	0.849	D	0.849	D	0.000	NO
*8. Mason Av & Vanowen St	AM	0.901	E	0.901	E	0.000	NO
	PM	0.764	C	0.764	C	0.000	NO
*9. Winnetka Av & Vanowen St	AM	0.825	D	0.825	D	0.000	NO
	PM	0.837	D	0.837	D	0.000	NO
**10. Shoup Av & Victory Blvd	AM	0.893	D	0.893	D	0.000	NO
	PM	0.855	D	0.855	D	0.000	NO
**11. Topanga Cyn Blvd & Victory Blvd	AM	0.773	C	0.773	C	0.000	NO
	PM	1.094	F	1.094	F	0.000	NO
**12. Canoga Av & Victory Blvd	AM	0.653	B	0.653	B	0.000	NO
	PM	0.885	D	0.885	D	0.000	NO
**13. De Soto Av & Victory Blvd	AM	1.024	F	1.024	F	0.000	NO
	PM	1.020	F	1.020	F	0.000	NO
**14. Mason Av & Victory Blvd	AM	0.681	B	0.681	B	0.000	NO
	PM	0.674	B	0.674	B	0.000	NO
**15. Winnetka Av & Victory Blvd	AM	0.997	E	0.997	E	0.000	NO
	PM	1.144	F	1.144	F	0.000	NO
**16. Topham St & Victory Blvd	AM	0.773	C	0.773	C	0.000	NO
	PM	0.837	D	0.837	D	0.000	NO
**17. Corbin Av & Victory Blvd	AM	0.892	D	0.892	D	0.000	NO
	PM	0.885	D	0.885	D	0.000	NO
**18. Tampa Av & Victory Blvd	AM	1.011	F	1.011	F	0.000	NO
	PM	1.197	F	1.197	F	0.000	NO
**19. Wilbur Av & Victory Blvd	AM	0.968	E	0.968	E	0.000	NO
	PM	0.880	D	0.880	D	0.000	NO
**20. Reseda Blvd & Victory Blvd	AM	0.995	E	0.995	E	0.000	NO
	PM	1.002	F	1.002	F	0.000	NO

**TABLE 8
CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base 2019		Cumulative Project 2019		Project Change in V/C	Significant Project Impact
		V/C	LOS	V/C	LOS		
**21. De Soto Av & El Rancho Dr	AM	0.517	A	0.517	A	0.000	NO
	PM	0.456	A	0.456	A	0.000	NO
**22. De Soto Av & Erwin St	AM	0.744	C	0.744	C	0.000	NO
	PM	0.559	A	0.559	A	0.000	NO
**23. Winnetka Av & Calvert St	AM	0.641	B	0.641	B	0.000	NO
	PM	0.478	A	0.478	A	0.000	NO
**24. De Soto Av & Oxnard St	AM	0.769	C	0.769	C	0.000	NO
	PM	0.712	C	0.712	C	0.000	NO
**25. Winnetka Av & Oxnard St	AM	0.741	C	0.741	C	0.000	NO
	PM	0.647	B	0.647	B	0.000	NO
**26. De Soto Av & Burbank Blvd West	AM	0.622	B	0.622	B	0.000	NO
	PM	0.583	A	0.583	A	0.000	NO
**27. De Soto Av & US101 WB Ramps	AM	0.787	C	0.787	C	0.000	NO
	PM	0.748	C	0.748	C	0.000	NO
**28. De Soto Av & US101 EB Ramps	AM	0.499	A	0.499	A	0.000	NO
	PM	0.679	B	0.679	B	0.000	NO
**29. De Soto Av & Ventura Blvd	AM	0.625	B	0.625	B	0.000	NO
	PM	0.801	D	0.801	D	0.000	NO
**30. Winnetka Av & US101 WB Ramps	AM	0.542	A	0.542	A	0.000	NO
	PM	0.551	A	0.551	A	0.000	NO
**31. Winnetka Av & US101 EB Ramps	AM	0.635	B	0.635	B	0.000	NO
	PM	0.640	B	0.640	B	0.000	NO
**32. Winnetka Av & Ventura Blvd	AM	0.726	C	0.726	C	0.000	NO
	PM	0.831	D	0.831	D	0.000	NO

Notes:

- * Intersection is currently operating under ATSAC system.
- ** Intersection is currently operating under ATCS system.

V. NEIGHBORHOOD IMPACT ANALYSIS

Five neighborhood street segments were selected for analysis of potential neighborhood intrusion impacts of the proposed project. The five street segments include:

- Calvert Street east of Winnetka Avenue
- Oxnard Street east of Winnetka Avenue
- Hatteras Street east of Winnetka Avenue
- Oxnard Street west of Winnetka Avenue
- Oxnard Street east of De Soto Avenue

DAILY TRAFFIC PROJECTIONS

Existing 24-hour machine counts were conducted at the five locations in May 2013. The adjusted baseline daily volumes are included in Table 9.

Baseline daily traffic volumes were estimated in a manner similar to that used for the AM/PM peak hour analysis of the 32 intersections. The change in trips generated by FTE change on the Pierce campus between the 2002 Pierce College Master Plan base year and 2013 existing conditions was estimated and removed from the 2013 daily segment volumes to create the adjusted baseline. Once the adjusted baseline conditions were established, the incremental change in Pierce College project traffic based on increases in FTE between 2002 and 2019 was added to the adjusted baseline.

Future daily traffic volumes were also projected in a manner similar to that used for the intersection analysis. Two percent ambient growth and related project volumes were added to 2013 existing volumes. As was done with the peak hour intersection analysis, to obtain Year 2019 Cumulative Base projections, the daily trips generated by the change in FTE at the college between the 2002 Pierce College Master Plan FTE baseline and 2013, were removed from the street network to replicate cumulative base conditions in 2019 without the student trips generated since 2002 on the street network. Once the cumulative base conditions for 2019 were established, the incremental change in project traffic based on increases in FTE between 2002 and 2019 was added to the cumulative base.

The distribution of daily project volumes was based on the distribution used for the AM and PM peak hour analysis. The distribution was refined using zip code data and driveway turning movement counts to better reflect the potential use of residential streets east of Winnetka Avenue. Given the percentage of students living in the neighborhood south of Victory Boulevard, east of Winnetka Avenue, and west of Reseda Boulevard (including areas south of Ventura Boulevard), about 9% of daily Pierce College traffic was estimated to travel on Oxnard Street, Hatteras Street, and Calvert Street east of Winnetka Avenue. Based on count data at the Calvert Street/Brahma Drive driveway, about a third of these trips (i.e., 0.7% of daily Pierce College traffic) are expected to travel on Calvert Street. The remainder was split between Oxnard and Hatteras Streets. The daily traffic volumes for the baseline and future conditions are shown in Table 9 and Table 10.



**TABLE 9
BASELINE PLUS PROJECT NEIGHBORHOOD TRAFFIC IMPACT ANALYSIS**

Location	City	Weekday 2-Way Daily Volume			Impact Analysis		
		Adjusted Baseline ADT	Project Only	Baseline Plus Project	% Change	Significance Threshold	Significant Impact?
Calvert Street east of Winnetka Avenue	Los Angeles	1,081	-1	1,080	-0.1%	+12.0%	No
Oxnard Street east of De Soto Avenue	Los Angeles	6,930	-4	6,926	-0.1%	+8.0%	No
Oxnard Street west of Winnetka Avenue	Los Angeles	7,439	-6	7,433	-0.1%	+8.0%	No
Oxnard Street east of Winnetka Avenue	Los Angeles	3,914	-1	3,913	0.0%	+8.0%	No
Hatteras Street east of Winnetka Avenue	Los Angeles	1,015	-1	1,014	-0.1%	+12.0%	No

**TABLE 10
CUMULATIVE PLUS PROJECT NEIGHBORHOOD TRAFFIC IMPACT ANALYSIS**

Location	City	Weekday 2-Way Daily Volume				Impact Analysis		
		Existing ADT	Cumulative Base	Project Only	Cumulative plus Project	% Change	Significance Threshold	Significant Impact?
Calvert Street east of Winnetka Avenue	Los Angeles	1,082	1,146	-1	1,145	-0.1%	+12.0%	No
Oxnard Street east of De Soto Avenue	Los Angeles	6,935	7,736	-4	7,732	-0.1%	+8.0%	No
Oxnard Street west of Winnetka Avenue	Los Angeles	7,447	8,076	-6	8,070	-0.1%	+8.0%	No
Oxnard Street east of Winnetka Avenue	Los Angeles	3,915	4,339	-1	4,338	0.0%	+8.0%	No
Hatteras Street east of Winnetka Avenue	Los Angeles	1,016	1,076	-1	1,075	-0.1%	+12.0%	No

The existing daily traffic volumes on weekdays vary from a low of about 1,080 vehicles per day (vpd) on Hatteras Street to a high of about 7,450 vpd on Oxnard Street. The proposed project is projected to remove approximately 1 to 6 vpd on the five segments.

NEIGHBORHOOD IMPACT SIGNIFICANCE CRITERIA

The City of Los Angeles has established criteria for determining significant impacts on neighborhood streets. A local residential street is deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as follows:

<u>Projected Daily Traffic With Project (Final ADT)</u>	<u>Project-Related Increase in Daily Traffic</u>
0 to 999	120 or more ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

The threshold for significance decreases as the volume on the residential street increases. For example, an 8% increase would be significant if a segment's volume was over 3,000 vpd, but it would not be significant if the volume was less than 3,000 vpd.

ASSESSMENT OF SIGNIFICANT TRAFFIC IMPACT

The potential impacts of the proposed project traffic on the adjacent neighborhood impacts were assessed by applying the City's significance criteria to the projected traffic volumes. The results of the baseline plus project analysis, summarized in Table 9, indicate that the proposed project would not have a significant impact on any of the five neighborhood street segments studied. The results of the cumulative plus project analysis, summarized in Table 10, similarly indicate that the proposed project would not have a significant impact on any of the five neighborhood street segments studied.



VI. CONGESTION MANAGEMENT PROGRAM ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis for the proposed project. This analysis was conducted in accordance with the transportation impact analysis (TIA) procedures outlined in the 2010 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, October 2010). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to utilize these facilities.

CMP TRAFFIC IMPACT ANALYSIS

CMP Analysis Locations

The project location allows for project traffic to directly use CMP monitoring locations. Four CMP arterial monitoring intersections were identified where the proposed project may add trips:

- Topanga Canyon Boulevard & Victory Boulevard
- Winnetka Boulevard & Victory Boulevard
- Reseda Boulevard & Victory Boulevard
- Winnetka Boulevard & Ventura Boulevard

In addition, one CMP mainline freeway monitoring location was identified where the proposed project may add trips, U.S. 101 at Winnetka Avenue

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project is expected to add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project is expected to add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The cumulative plus project traffic projections described in Chapter III were used to track the locations where the incremental additional project-generated trips at buildout may exceed these thresholds.

Based on this evaluation, less than 50 project trips are projected to traverse these intersections in the AM and PM peak hours and thus CMP analysis of these intersections is not required. In addition, less than 150 project trips are projected to traverse the freeway location in the AM and PM peak hours and thus CMP analysis of this segment is not required.



CMP TRANSIT IMPACT ANALYSIS

Summary of Existing and Proposed Transit Services

As discussed in Chapter II, Pierce College is currently served by bus service provided by the Los Angeles County Metropolitan Authority (LACMTA) and the Santa Clarita Transit Authority (SCTA). Five bus routes currently provide direct service along Victory Boulevard, Winnetka Avenue, and De Soto Avenue adjacent to the campus: Metro Orange Line, Metro Line 164, Metro Line 243, Metro Line 244, and SCTA Commuter Route 796.

Current schedules indicate that the Orange Line operates approximately 182 buses per direction per weekday. In the AM peak hour (defined as 7:30 to 8:30 AM by the CMP), the Orange Line operates approximately 15 buses per direction. In the PM peak hour (defined as 4:30 to 5:30 PM by the CMP), the Orange Line operates approximately 15 buses per direction.

Metro Lines 164, 243, and 244 operate 45 per direction, 10 northbound/19 southbound, and 18 northbound/33 southbound buses per weekday, respectively. In the AM peak hour (defined as 7:30 to 8:30 AM by the CMP), Line 164 operates two buses in the eastbound direction and five buses in the westbound direction. In the AM peak hour Line 243 operates one bus in the northbound direction and three buses in the southbound direction. In the AM peak hour Line 244 operates two buses in the northbound direction and five buses southbound. In the PM peak hour (defined as 4:30 to 5:30 PM by the CMP), Line 164 operates four buses in the eastbound direction and three buses in the westbound direction. In the PM peak hour, Line 243 operates one bus per direction and Line 244 both operates one bus northbound and two buses southbound.

Currently, SCTA Line 796 operates five buses per direction per day. SCTA Line 796 operates only during the peak periods. Of these buses, two operate in the AM and PM peak hours.

The five routes combined currently provide 544 bus trips per weekday, of which 50 operate during the AM peak hour and 44 operate during the PM peak hour.

Significance Criteria

Project impacts on public transit services would be considered significant if the project results in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and thereby necessitating system improvements to accommodate additional transit service.



Projected Change in Pierce College Transit Trips

Potential changes in transit person trips generated at the Pierce College campus were estimated as follows. The estimated number of existing and future vehicle trips was converted to person trips by multiplying the number of vehicle trips by a factor of 1.4 (per the CMP). Baseline future transit trips were then estimated by multiplying the future person trips by the transit mode split of 7% (also from the CMP as required for a primarily commercial development within one-quarter mile of a CMP transit corridor).

Transit Impact Analysis

The decrease in FTE would result in a negative number of transit trips generated on the Pierce College campus. Significant impacts on transit system capacity are not anticipated.



VII. PARKING AND SITE ACCESS IMPACT ANALYSIS

This chapter presents an analysis of the projected future parking supply, peak parking demand, and site access associated with buildout of the proposed Master Plan Update. The proposed parking supply was reviewed with respect to estimated future parking demands to ensure that the plan provides sufficient parking supply to accommodate projected needs. In accordance with the L.A. Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, (City of Los Angeles, 2006), project access impacts would be considered significant if the primary site driveway(s) are projected to operate at an unacceptable LOS E or F during one or both of the AM and PM peak hours.

PARKING ANALYSIS

Future Parking Supply

The amount of parking on the Pierce College Campus is not expected to change substantially under the Master Plan Update.

Projected Peak Parking Needs

Future peak parking needs were projected for buildout (Year 2019) of the Master Plan Update. The Master Plan Update envisions academic decrease to 13,450 FTE students by Year 2019. Decrease in parking need generated by students, faculty/staff, and campus visitors related to this projected academic decrease were estimated by applying empirical parking requirement ratios derived from Spring 2009 Pierce College conditions and presented in Chapter II (0.186 spaces per FTE weekday daytime peak and 0.144 spaces per FTE weekday evening peak).

These parking requirement ratios were applied to the projected future FTE to project the future peak parking requirement generated by academic purposes at Year 2019 buildout.

The proposed Master Plan Update projects a decrease in FTE from 13,772 to 13,450. A peak parking requirement of about 2,502 parking spaces is projected during weekdays and 1,937 spaces on weeknights in support of future academic activities at buildout.

Parking Supply and Demand Analysis

The current parking supply (4,308 spaces) would be adequate to accommodate the projected peak parking needs at buildout (2,502 spaces weekday daytime and 1,937 spaces weeknight). Surpluses of about 1,806 spaces (weekday) to 2,371 spaces (weeknight) are projected.



PROJECT ACCESS PLAN

Existing and future vehicular access to the Pierce College campus is and would be obtained via four access points: Brahma Drive via a signalized intersection with Winnetka Avenue, an unsignalized driveway onto Victory Boulevard from Parking Lot 7, Mason Street via a signalized intersection with Victory Boulevard, and El Rancho Drive via a signalized intersection with De Soto Avenue. The unsignalized driveway onto Victory Boulevard from Parking Lot 7 is limited to right-out only for outbound vehicles while inbound vehicles can enter via a right or left turn into Parking Lot 7. The three remaining access points do not include any turn restrictions for inbound or outbound vehicles.

A pedestrian plaza was recently constructed on the northeast corner of the Pierce College campus on the southwest corner of the intersection of Victory Boulevard & Winnetka Avenue. This plaza enhances pedestrian access to the campus for pedestrians and patrons of the Orange Line and other transit lines serving this location.

Level of Service at Project Access Points

The signalized driveways were analyzed using the Critical Movements Analysis (Transportation Research Board, 1980) methodology to evaluate the ability of the project access plan to accommodate the anticipated traffic levels at the access points. For future with project conditions, through traffic on the surrounding roadways was increased for both ambient growth and related projects, as discussed in Chapter III. Project-generated traffic was also added. The three signalized driveways were analyzed as full movement driveways.

Table 8 in Chapter IV shows the resulting LOS for the three signalized driveways in the AM and PM peak hours. As Table 8 indicates, the driveways are projected to operate at LOS C or better for the AM and PM peak hours for all three locations. According to the criteria set forth in the City of Los Angeles' CEQA Threshold Guide, no significant project access impacts are anticipated.



VIII. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze potential traffic and parking impacts of the proposed Pierce College Facility Master Plan Update. The following summarizes the key findings of the study:

- AM and PM peak hour capacity analyses were conducted for a total of 32 intersections on the street system in the vicinity of the Pierce College campus. Seven of these intersections currently operate at LOS E or F during the AM or PM peak hours.
- Buildout of the proposed Master Plan Update is anticipated by the Year 2019. A decrease in student FTE is projected between current conditions and the 2019 buildout year and between the Year 2002 Pierce College Master Plan baseline and the Year 2019 Master Plan buildout. The projected campus population change from the 2002 Pierce College baseline to the 2019 Master Plan buildout is projected to generate a net incremental decrease of approximately -240 daily trips, about -21 trips during the AM peak hour, and about -20 trips during the PM peak hour.
- The LOS analysis for the baseline plus project scenario (using the City of Los Angeles significance criteria) determined that the project would result in no significant impacts. No mitigations would therefore be required.
- Under Year 2019 Cumulative Base (i.e., no project) conditions, ten of the analyzed intersections are projected to operate at unacceptable LOS E or F conditions. The cumulative base forecasts include traffic generated by anticipated from 27 related projects, some of which are within the Warner Center Specific Plan area, and background traffic growth.
- The LOS analysis for the cumulative plus project scenario (using the City of Los Angeles significance criteria) determined that the project would result in no significant impacts. No mitigations would therefore be required.
- No significant street segment impacts are projected for either the baseline plus project or cumulative plus project scenarios.
- Analyses of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on the regional transit system. No mitigations would therefore be required.
- Sufficient parking spaces are and will be provided on the Pierce College campus to accommodate anticipated peak parking demands.



REFERENCES

Draft Facility Master Plan, Los Angeles Pierce College, July 2002.

Final Draft 2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, October 2010.

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L.A. Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, City of Los Angeles, 2006.

Traffic and Parking Study for the Pierce College Facilities Master Plan Environmental Impact Report, Kaku Associates, July 2002.

Draft Traffic and Parking Study for the Pierce College Facilities Master Plan Update Environmental Impact Report, Fehr & Peers, January 2010.

Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Century City Adaptive Traffic Control System (ATCS) Evaluation Report, City of Los Angeles, January 2005

APPENDIX A
INTERSECTION CONFIGURATIONS

	Existing Conditions	Cumulative Base & Cumulative Plus Project	Cumulative Plus Project Plus Mitigation
1. De Soto Av & Saticoy St		SAME AS EXISTING	NO IMPACT
2. Mason Av & Saticoy St		SAME AS EXISTING	NO IMPACT
3. Winnetka Av & Saticoy St		SAME AS EXISTING	NO IMPACT
4. De Soto Av & Sherman Wy		SAME AS EXISTING	NO IMPACT
5. Mason Av & Sherman Wy		SAME AS EXISTING	NO IMPACT

LEGEND

- ⊕ Number of critical signal phases
- * Lane not striped, but functions as indicated.



N

NOT TO SCALE

	Existing Conditions	Cumulative Base & Cumulative Plus Project	Cumulative Plus Project Plus Mitigation
6. Winnetka Av & Sherman Wy	<p>Winnetka Av</p> <p>Sherman Wy</p>	SAME AS EXISTING	NO IMPACT
7. De Soto Av & Vanowen St	<p>De Soto Av</p> <p>Vanowen St</p>	SAME AS EXISTING	NO IMPACT
8. Mason Av & Vanowen St	<p>Mason Av</p> <p>Vanowen St</p>	SAME AS EXISTING	NO IMPACT
9. Winnetka Av & Vanowen St	<p>Winnetka Av</p> <p>Vanowen St</p>	SAME AS EXISTING	NO IMPACT
10. Shoup Av & Victory Bl	<p>Shoup Av</p> <p>Victory Bl</p>	SAME AS EXISTING	NO IMPACT

LEGEND

- ⊕ Number of critical signal phases
- * Lane not striped, but functions as indicated.
- RTO Right-turn Overlap
- [b] Third through lane due to parking restrictions during PM peak periods only, operates as right-turn lane at other times.



N

NOT TO SCALE

	Existing Conditions	Cumulative Base & Cumulative Plus Project	Cumulative Plus Project Plus Mitigation
11. Topanga Canyon BI & Victory BI		SAME AS EXISTING	NO IMPACT
12. Canoga Av & Victory BI		SAME AS EXISTING	NO IMPACT
13. De Soto Av & Victory BI		SAME AS EXISTING	NO IMPACT
14. Mason Av & Victory BI		SAME AS EXISTING	NO IMPACT
15. Winnetka Av & Victory BI		SAME AS EXISTING	NO IMPACT

LEGEND

- ⊕ Number of critical signal phases
- +++ Third through lane due to parking restrictions during PM peak periods only.
- * Lane not striped, but functions as indicated.
- RTO Right-turn Overlap
- [a] Third through lane due to parking restrictions during AM peak periods only, operates as right-turn lane at other times.
- [b] Third through lane due to parking restrictions during PM peak periods only, operates as right-turn lane at other times.
- Restricted No right-turn on red



N

NOT TO SCALE

	Existing Conditions	Cumulative Base & Cumulative Plus Project	Cumulative Plus Project Plus Mitigation
16. Topham St & Victory Bl		SAME AS EXISTING	NO IMPACT
17. Corbin Av & Victory Bl		SAME AS EXISTING	NO IMPACT
18. Tampa Av & Victory Bl		SAME AS EXISTING	NO IMPACT
19. Wilbur Av & Victory Bl		SAME AS EXISTING	NO IMPACT
20. Reseda Bl & Victory Bl		SAME AS EXISTING	NO IMPACT

LEGEND

- ⊕ Number of critical signal phases
- * Lane not striped, but functions as indicated.
- Restricted No right-turn on red



N

NOT TO SCALE

	Existing Conditions	Cumulative Base & Cumulative Plus Project	Cumulative Plus Project Plus Mitigation
21. De Soto Av & El Rancho Dr	<p style="text-align: center;">De Soto Av</p>	SAME AS EXISTING	NO IMPACT
22. De Soto Av & Erwin St	<p style="text-align: center;">De Soto Av</p>	SAME AS EXISTING	NO IMPACT
23. Winnetka Av & Calvert St	<p style="text-align: center;">Winnetka Av</p>	SAME AS EXISTING	NO IMPACT
24. De Soto Av & Oxnard St	<p style="text-align: center;">De Soto Av</p>	SAME AS EXISTING	NO IMPACT
25. Winnetka Av & Oxnard St	<p style="text-align: center;">Winnetka Av</p>	SAME AS EXISTING	NO IMPACT

LEGEND

- ⊕ Number of critical signal phases
- * Lane not striped, but functions as indicated.
- ** Traffic signals at Winnetka EB and WB ramps operate collectively as one signal.
- *** No right-turn on red from 3PM - 7PM
- RTO Right-turn Overlap



N

NOT TO SCALE

	Existing Conditions	Cumulative Base & Cumulative Plus Project	Cumulative Plus Project Plus Mitigation
26. De Soto Av & Burbank Bl	<p>Burbank Bl</p> <p>De Soto Av</p>	SAME AS EXISTING	NO IMPACT
27. De Soto Av & US 101 WB Ramps	<p>To EB Ramp</p> <p>WB On-Ramp</p> <p>WB Off-Ramp</p> <p>De Soto Av</p>	SAME AS EXISTING	NO IMPACT
28. De Soto Av & US 101 EB Ramps	<p>EB Off-Ramp</p> <p>EB On-Ramp</p> <p>To WB Ramp</p> <p>De Soto Av</p>	SAME AS EXISTING	NO IMPACT
29. De Soto Av & Ventura Bl	<p>RTO</p> <p>RTO</p> <p>Ventura Bl</p> <p>De Soto Av</p>	SAME AS EXISTING	NO IMPACT
30. Winnetka Av & US 101 WB Ramps	<p>WB On-Ramp</p> <p>WB Off-Ramp</p> <p>Winnetka Av</p>	SAME AS EXISTING	NO IMPACT

LEGEND

- ⊕ Number of critical signal phases
- ** Traffic signals at Winnetka EB and WB ramps operate collectively as one signal.
- *** No right-turn on red from 3PM - 7PM
- **** No right-turn on red from 7AM - 9AM
- RTO Right-turn Overlap
- +++ Third through lane due to parking restrictions during AM and PM peak periods only.
- ++++ Right-turn movement for this lane is for carpool only



N

NOT TO SCALE

	Existing Conditions	Cumulative Base & Cumulative Plus Project	Cumulative Plus Project Plus Mitigation
31. Winnetka Av & US 101 EB Ramps		SAME AS EXISTING	NO IMPACT
32. Winnetka Av & Ventura Bl		SAME AS EXISTING	NO IMPACT

LEGEND

- ⊕ Number of critical signal phases
- ** Traffic signals at Winnetka EB and WB ramps operate collectively as one signal.
- **** No right-turn on red from 7AM - 9AM
- RTO Right-turn Overlap
- ++++ Right-turn movement for this lane is for carpool only



N

NOT TO SCALE

APPENDIX B
AM AND PM PEAK HOUR INTERSECTION TURNING MOVEMENTS



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
East/West Saticoy St
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chekrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B		S/B		E/B		W/B	
DUAL-	250		245		167		127	
WHEELED								
BIKES	8		2		6		1	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	337	7:45	389	8:15	296	7:40	333	7:25
PM PK 15 MIN	423	9:15	364	9:25	358	9:05	290	7:00
AM PK HOUR	1160	7:35	1422	7:30	1052	7:35	1274	7:30
PM PK HOUR	1508	8:35	1357	8:55	1306	8:20	1001	7:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	88	865	106	1059
8-9	99	795	125	1019
9-10	51	635	51	737
15-16	109	1141	159	1409
16-17	97	1189	137	1423
17-18	75	1203	163	1457
TOTAL	535	5828	741	7104

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	1125	86	1307
8-9	76	1193	126	1395
9-10	66	936	100	1102
15-16	77	895	124	1096
16-17	118	905	151	1174
17-18	132	1076	149	1357
TOTAL	565	6130	736	7431

TOTAL

N-S
2366
2414
1839
2505
2597
2814
14535

XING S/L

Adult	Sch
20	0
20	5
5	1
31	0
17	0
11	0
104	6

XING N/L

Adult	Sch
28	2
7	3
5	0
14	0
12	0
14	0
80	5

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	131	734	68	933
8-9	136	690	78	904
9-10	87	496	44	627
15-16	133	865	86	1084
16-17	159	979	76	1214
17-18	170	1043	76	1289
TOTAL	816	4807	428	6051

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	126	877	80	1083
8-9	132	871	84	1087
9-10	86	509	61	656
15-16	96	804	101	1001
16-17	91	771	85	947
17-18	91	766	95	952
TOTAL	622	4598	506	5726

TOTAL

E-W
2016
1991
1283
2085
2161
2241
11777

XING W/L

Adult	Sch
23	0
10	2
7	1
15	0
14	0
23	2
92	5

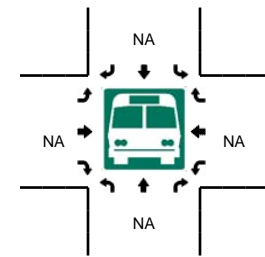
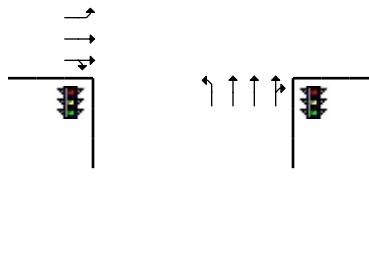
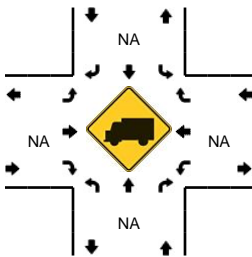
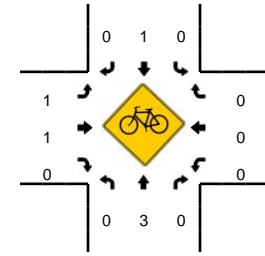
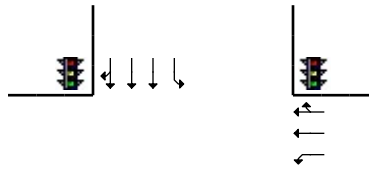
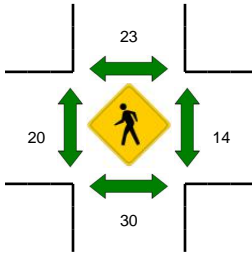
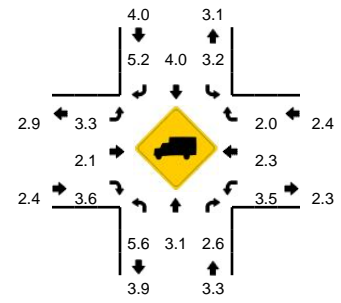
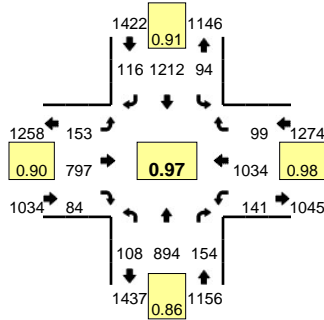
XING E/L

Adult	Sch
16	0
12	2
5	0
8	0
8	0
8	0
57	2

LOCATION: De Soto Ave -- Saticoy St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963935
DATE: Thu, May 16 2013

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



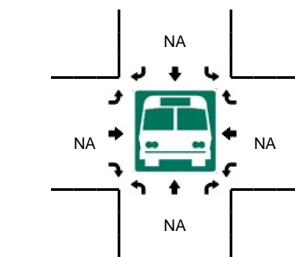
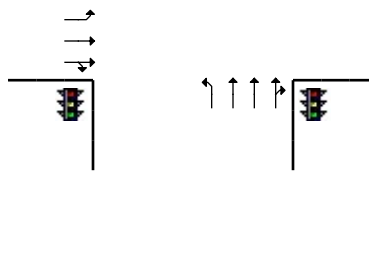
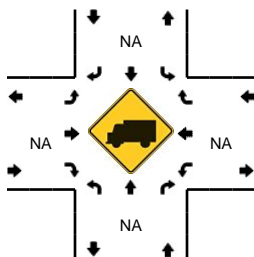
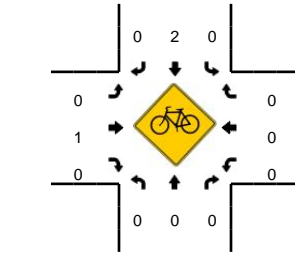
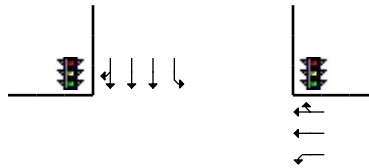
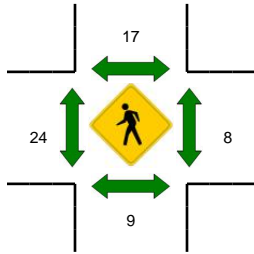
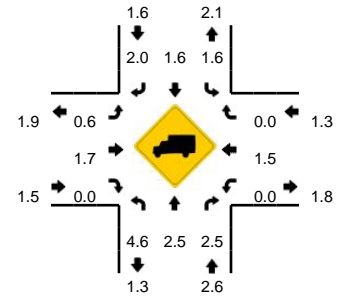
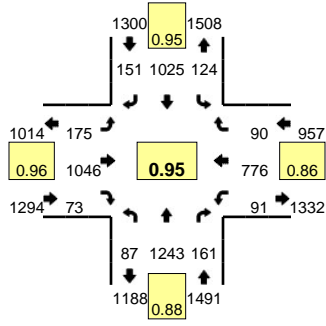
15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				Saticoy St (Eastbound)				Saticoy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	22	158	6	0	16	243	11	0	29	125	14	0	24	159	13	0	820	
7:15 AM	19	216	20	0	23	307	24	0	32	169	15	0	27	197	19	0	1068	
7:30 AM	25	227	29	0	27	308	28	0	30	216	17	0	34	269	23	0	1233	
7:45 AM	22	264	51	0	30	267	23	0	40	224	22	0	41	252	25	0	1261	4382
8:00 AM	26	215	36	0	19	297	34	0	40	187	21	0	36	246	29	0	1186	4748
8:15 AM	35	188	38	0	18	340	31	0	43	170	24	0	30	267	22	0	1206	4886
8:30 AM	18	182	24	0	23	278	27	0	28	175	17	0	27	200	19	0	1018	4671
8:45 AM	20	210	27	0	16	278	34	0	24	158	16	1	39	158	14	0	995	4405
9:00 AM	8	165	18	0	22	255	34	0	29	132	11	0	24	116	14	0	828	4047
9:15 AM	14	158	13	0	17	226	29	0	22	118	13	0	23	125	18	0	776	3617
9:30 AM	11	146	12	0	12	250	20	0	15	122	10	0	18	126	16	0	758	3357
9:45 AM	18	166	8	0	15	205	17	0	21	124	10	0	21	142	13	0	760	3122
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	1056	204	0	120	1068	92	0	160	896	88	0	164	1008	100	0	5044	
Heavy Trucks	12	36	0		4	64	4		4	12	0		0	24	0		160	
Pedestrians		20				12				12				8			52	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: De Sota Ave -- Saticoy St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963936
DATE: Wed, May 15 2013

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	De Sota Ave (Northbound)				De Sota Ave (Southbound)				Saticoy St (Eastbound)				Saticoy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	12	260	29	0	17	232	33	0	33	184	25	0	28	234	28	0	1115	
3:15 PM	42	269	48	1	14	203	32	0	27	222	29	0	16	175	20	0	1098	
3:30 PM	28	307	41	0	27	242	28	0	30	244	17	0	24	185	26	0	1199	
3:45 PM	25	305	41	1	19	218	31	0	43	215	15	0	28	210	27	0	1178	4590
4:00 PM	29	272	37	0	29	209	25	0	37	210	18	0	27	186	15	0	1094	4569
4:15 PM	20	292	31	0	38	241	49	0	36	267	11	0	22	175	20	0	1202	4673
4:30 PM	18	295	31	0	29	228	40	0	43	229	27	0	23	205	27	0	1195	4669
4:45 PM	30	330	38	0	22	227	37	0	43	273	20	0	18	205	23	1	1267	4758
5:00 PM	15	269	32	0	43	250	28	0	41	254	19	0	29	193	22	0	1195	4859
5:15 PM	21	355	47	0	26	278	31	0	45	275	17	0	23	189	25	0	1332	4989
5:30 PM	21	289	44	0	33	270	55	0	46	244	17	0	20	189	20	0	1248	5042
5:45 PM	18	290	40	0	30	278	35	0	38	270	23	0	19	195	28	0	1264	5039
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	84	1420	188	0	104	1112	124	0	180	1100	68	0	92	756	100	0	5328	
Heavy Trucks	0	40	8		0	16	4		0	20	0		0	12	0		100	
Pedestrians		8				16				8				8			40	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Mason Ave

East/West Saticoy St

Day: Thursday Date: May 16, 2013 Weather: Sunny

Hours: 7-10AM 3-6PM Chekrs: QC

School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	50	81	138	108
BIKES	0	2	4	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	247	7:45	424	7:30	301	7:50	330	7:40
PM PK 15 MIN	263	9:10	312	7:40	362	9:05	274	7:45
AM PK HOUR	820	7:15	1475	7:20	1057	7:20	1174	7:30
PM PK HOUR	963	8:55	1056	7:25	1360	8:50	984	7:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	645	51	749
8-9	73	413	65	551
9-10	58	289	53	400
15-16	81	647	107	835
16-17	98	701	104	903
17-18	86	767	102	933
TOTAL	427	3462	482	4371

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	1080	130	1293
8-9	103	959	164	1226
9-10	43	580	70	693
15-16	168	662	118	948
16-17	162	643	115	920
17-18	100	676	120	896
TOTAL	659	4600	717	5976

TOTAL

N-S
2042
1777
1093
1783
1823
1829
10347

XING S/L

Adult	Sch
26	26
22	12
6	2
18	0
8	0
7	0
87	40

XING N/L

Adult	Sch
48	98
37	7
11	0
27	25
16	5
14	2
153	137

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	98	772	96	966
8-9	91	769	90	950
9-10	80	549	68	697
15-16	113	905	92	1110
16-17	139	982	113	1234
17-18	149	1094	99	1342
TOTAL	670	5071	558	6299

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	857	114	1033
8-9	80	820	57	957
9-10	77	535	59	671
15-16	73	834	77	984
16-17	79	776	64	919
17-18	64	804	88	956
TOTAL	435	4626	459	5520

TOTAL

E-W
1999
1907
1368
2094
2153
2298
11819

XING W/L

Adult	Sch
18	38
21	0
3	1
8	9
9	5
1	3
60	56

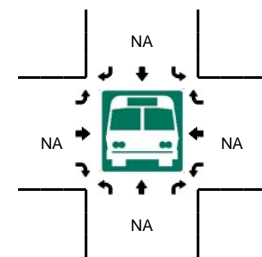
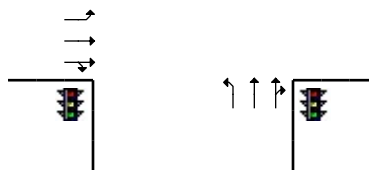
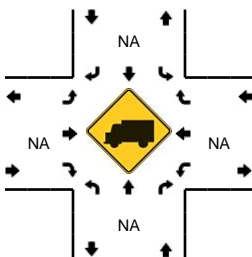
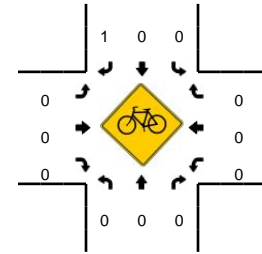
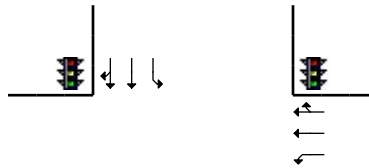
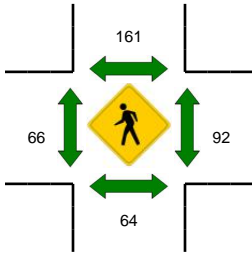
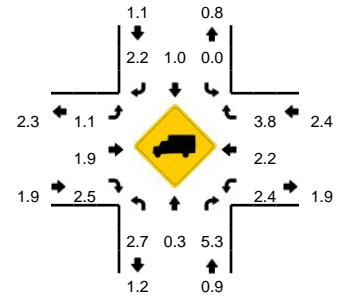
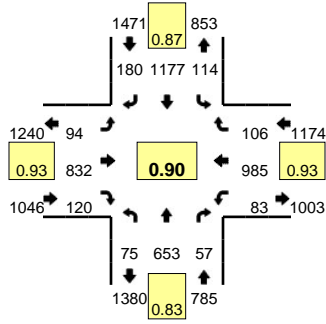
XING E/L

Adult	Sch
39	52
17	11
12	5
29	17
18	7
16	8
131	100

LOCATION: Mason Ave -- Saticoy St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963933
DATE: Thu, May 16 2013

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



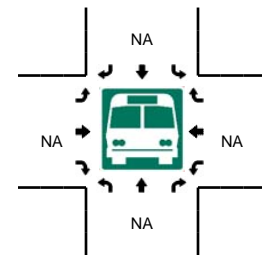
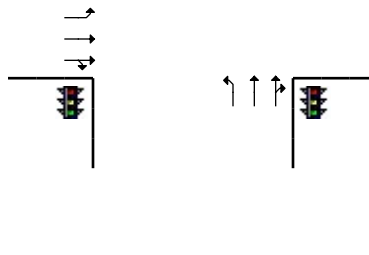
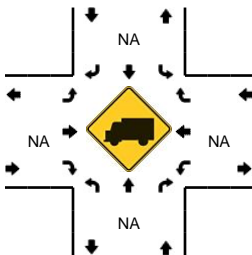
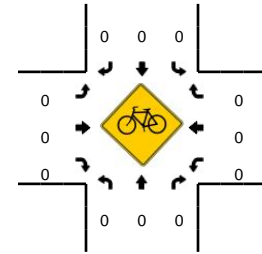
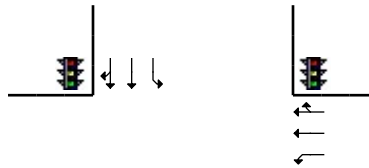
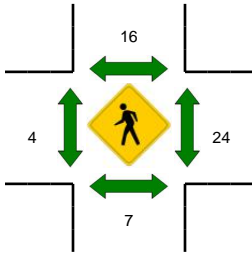
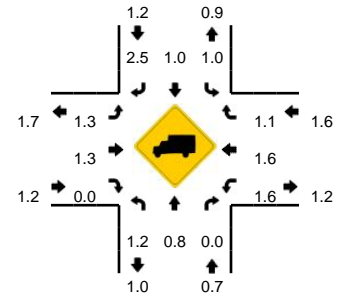
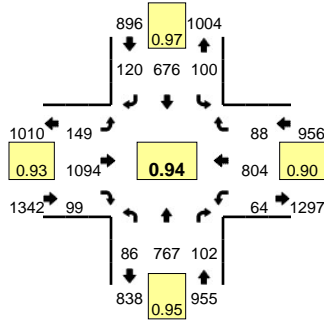
15-Min Count Period Beginning At	Mason Ave (Northbound)				Mason Ave (Southbound)				Saticoy St (Eastbound)				Saticoy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	77	20	0	12	174	26	0	19	146	11	0	8	155	12	0	670	
7:15 AM	7	159	8	0	18	259	28	0	29	194	16	0	12	203	30	0	963	
7:30 AM	16	196	9	0	24	365	35	0	21	225	38	0	26	259	29	0	1243	
7:45 AM	20	213	14	0	29	282	41	0	29	207	31	0	16	240	43	0	1165	4041
8:00 AM	20	148	10	0	40	248	52	0	24	211	26	0	26	226	21	0	1052	4423
8:15 AM	19	96	24	0	21	282	52	0	20	189	25	0	15	260	13	0	1016	4476
8:30 AM	15	84	16	0	23	201	33	0	23	198	24	0	16	179	12	0	824	4057
8:45 AM	19	85	15	0	19	228	27	0	24	171	15	0	23	155	11	0	792	3684
9:00 AM	16	80	9	0	14	152	17	0	21	162	20	0	18	132	12	0	653	3285
9:15 AM	14	67	11	0	10	195	17	0	19	133	19	0	20	133	20	0	658	2927
9:30 AM	10	92	20	0	8	130	15	0	23	127	13	0	16	135	12	0	601	2704
9:45 AM	18	50	13	0	11	103	21	0	17	127	16	0	23	135	15	0	549	2461
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	64	784	36	0	96	1460	140	0	84	900	152	0	104	1036	116	0	4972	
Heavy Trucks	4	0	4		0	16	4		4	20	4		4	32	8		100	
Pedestrians		76				196				88				180			540	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Mason Ave -- Saticoy St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963934
DATE: Wed, May 15 2013

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Mason Ave (Northbound)				Mason Ave (Southbound)				Saticoy St (Eastbound)				Saticoy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	22	161	24	0	23	147	28	0	20	195	18	0	12	221	25	0	896	
3:15 PM	20	152	28	0	36	162	33	0	34	213	21	0	20	167	19	0	905	
3:30 PM	19	154	26	0	53	175	25	0	31	259	35	0	18	214	14	0	1023	
3:45 PM	20	180	29	0	56	178	32	0	28	238	18	0	23	232	19	0	1053	3877
4:00 PM	15	177	35	0	57	182	26	0	31	212	29	0	21	188	15	0	988	3969
4:15 PM	25	157	26	0	47	167	32	0	33	271	29	0	22	184	14	0	1007	4071
4:30 PM	30	172	31	0	26	155	29	0	38	244	23	0	23	195	15	0	981	4029
4:45 PM	28	195	12	0	32	139	28	0	37	255	32	0	13	209	20	0	1000	3976
5:00 PM	23	186	28	0	22	157	30	0	35	273	25	0	12	206	27	0	1024	4012
5:15 PM	22	203	26	0	32	192	31	0	41	293	27	0	16	196	23	0	1102	4107
5:30 PM	20	193	20	0	21	169	24	0	38	260	25	0	16	189	19	1	995	4121
5:45 PM	21	185	28	0	25	158	35	0	35	268	22	0	19	213	19	0	1028	4149
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	812	104	0	128	768	124	0	164	1172	108	0	64	784	92	0	4408	
Heavy Trucks	0	8	0		0	12	4		4	20	0		0	8	0		56	
Pedestrians		0				20				4				52			76	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Winnetka Ave
East/West Saticoy St
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chekrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	131	112	126	105
BIKES	10	2	2	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	337	7:35	373	7:35	314	7:30	290	7:45
PM PK 15 MIN	322	8:35	349	9:05	336	8:15	268	7:00
AM PK HOUR	1017	7:25	1296	7:25	1081	7:25	1101	7:30
PM PK HOUR	1222	9:00	1280	9:00	1271	7:35	999	8:50

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	122	687	124	933
8-9	80	622	46	748
9-10	69	453	66	588
15-16	146	870	87	1103
16-17	127	944	93	1164
17-18	129	983	110	1164
TOTAL	615	4559	526	5700

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	168	958	99	1225
8-9	129	890	93	1112
9-10	102	811	83	996
15-16	147	769	157	1073
16-17	176	838	122	1136
17-18	204	943	133	1280
TOTAL	926	5209	687	6822

TOTAL

N-S
2158
1860
1584
2176
2300
2444
12522

XING S/L

Adult	Sch
30	0
21	1
10	0
30	53
31	5
39	2
161	61

XING N/L

Adult	Sch
14	0
12	0
15	0
30	33
37	0
26	0
134	33

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	86	858	109	1053
8-9	72	762	95	929
9-10	75	504	94	673
15-16	100	983	102	1185
16-17	102	1031	112	1245
17-18	92	1040	101	1233
TOTAL	527	5178	613	6318

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	783	113	965
8-9	73	765	92	930
9-10	62	501	81	644
15-16	73	790	126	989
16-17	70	738	116	924
17-18	71	805	120	996
TOTAL	418	4382	648	5448

TOTAL

E-W
2018
1859
1317
2174
2169
2229
11766

XING W/L

Adult	Sch
42	0
25	0
17	0
42	13
72	0
37	4
235	17

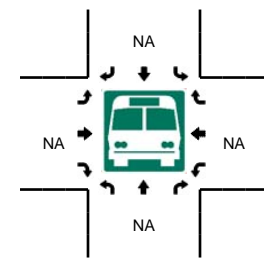
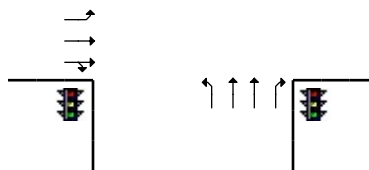
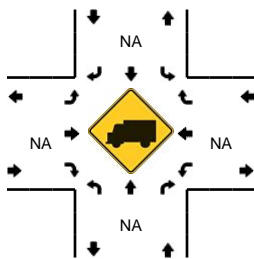
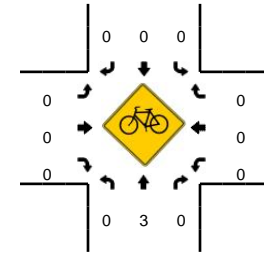
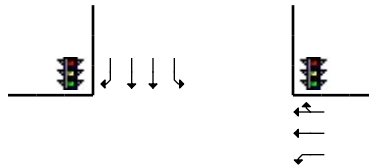
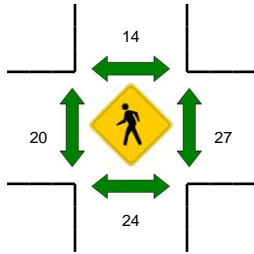
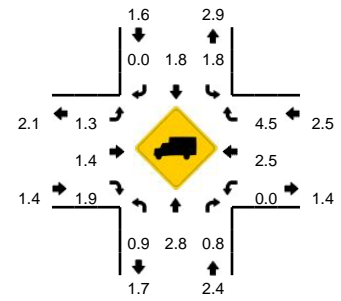
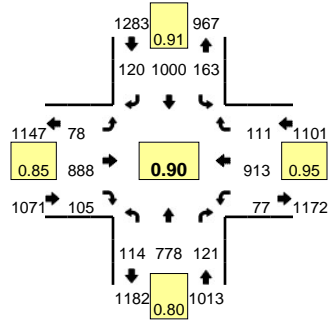
XING E/L

Adult	Sch
31	0
18	1
13	3
16	30
21	0
25	1
124	35

LOCATION: Winnetka Ave -- Saticoy St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963931
DATE: Thu, May 16 2013

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



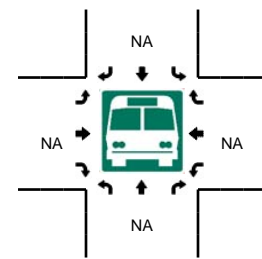
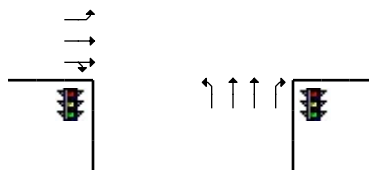
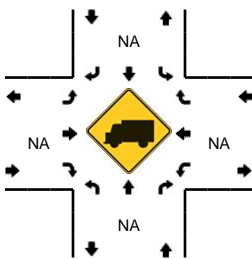
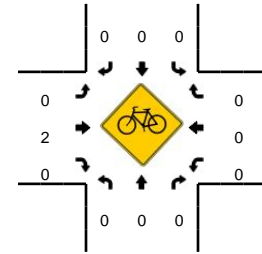
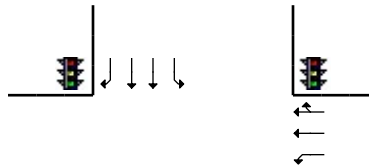
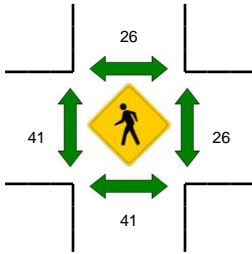
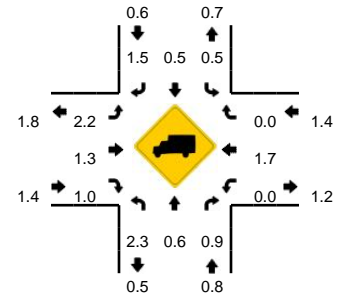
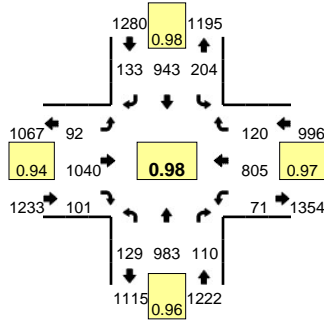
15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Saticoy St (Eastbound)				Saticoy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	29	121	11	0	33	217	20	0	26	163	29	0	18	140	30	0	837	
7:15 AM	28	135	21	0	42	211	18	0	20	208	22	0	20	189	21	0	935	
7:30 AM	41	215	62	0	54	265	34	0	21	258	35	0	18	211	28	0	1242	
7:45 AM	24	216	30	0	39	265	27	0	19	229	23	0	13	243	34	0	1162	4176
8:00 AM	24	170	18	0	35	238	28	0	21	196	20	0	24	214	28	0	1016	4355
8:15 AM	25	177	11	0	35	232	31	0	17	205	27	0	22	245	21	0	1048	4468
8:30 AM	13	135	7	0	30	213	19	0	17	182	25	0	13	161	21	0	836	4062
8:45 AM	18	140	10	0	29	207	15	0	17	179	23	0	14	145	22	0	819	3719
9:00 AM	19	91	15	0	27	222	19	0	16	131	31	0	12	122	25	0	730	3433
9:15 AM	11	122	14	0	26	225	22	0	15	135	25	0	20	123	17	0	755	3140
9:30 AM	19	111	25	0	28	193	21	0	18	117	21	0	13	146	22	0	734	3038
9:45 AM	20	129	12	0	21	171	21	0	26	121	17	0	17	110	17	0	682	2901
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	164	860	248	0	216	1060	136	0	84	1032	140	0	72	844	112	0	4968	
Heavy Trucks	0	20	0		4	28	0		0	16	4		0	28	4		104	
Pedestrians		24				12				28				20			84	
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Winnetka Ave -- Saticoy St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963932
DATE: Wed, May 15 2013

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Saticoy St (Eastbound)				Saticoy St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
3:00 PM	41	192	17	0	35	166	27	0	24	212	22	0	18	220	30	0	1004		
3:15 PM	34	225	18	0	29	198	36	0	18	205	25	0	19	186	31	0	1024		
3:30 PM	34	224	26	0	38	191	43	0	25	266	28	0	18	201	36	0	1130		
3:45 PM	37	229	26	0	45	214	51	0	29	256	24	0	18	183	29	0	1141	4299	
4:00 PM	31	231	23	0	39	216	35	0	24	255	26	0	22	165	31	0	1098	4393	
4:15 PM	32	234	22	0	34	185	29	0	28	275	33	0	15	202	24	0	1113	4482	
4:30 PM	25	252	25	0	49	213	32	0	26	230	26	0	17	179	28	0	1102	4454	
4:45 PM	39	227	23	0	54	224	26	0	24	271	27	0	16	192	33	0	1156	4469	
5:00 PM	33	245	29	0	65	224	37	0	21	261	18	0	18	205	28	0	1184	4555	
5:15 PM	28	249	24	0	54	231	38	0	26	268	29	0	17	210	28	0	1202	4644	
5:30 PM	39	245	33	0	39	236	36	0	28	257	21	0	18	181	35	0	1168	4710	
5:45 PM	29	244	24	0	46	252	22	0	17	254	33	0	18	209	29	0	1177	4731	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	112	996	96	0	216	924	152	0	104	1072	116	0	68	840	112	0	4808		
Heavy Trucks	4	0	0		0	0	4		0	12	0		0	16	0		36		
Pedestrians		32				36				24				20			112		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
East/West Sherman Way
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chekrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	242	231	181	192
BIKES	2	6	3	26

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	324	7:40	404	8:20	230	7:35	373	7:35
PM PK 15 MIN	459	9:20	356	9:20	291	9:45	302	7:00
AM PK HOUR	1094	7:25	1421	7:30	834	7:20	1260	7:20
PM PK HOUR	1618	8:45	1245	9:00	1045	7:30	1114	7:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	46	826	107	979
8-9	68	749	114	931
9-10	86	561	138	785
15-16	131	1079	194	1404
16-17	119	1168	189	1476
17-18	116	1280	216	1667
TOTAL	621	5663	958	7242

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	90	1179	73	1342
8-9	95	1203	110	1408
9-10	107	951	91	1149
15-16	106	843	142	1091
16-17	115	848	127	1090
17-18	115	993	137	1245
TOTAL	628	6017	680	7325

TOTAL

N-S
2321
2339
1934
2495
2566
2912
14567

XING S/L

Adult	Sch
61	0
61	0
54	0
167	0
99	0
110	0
0	552

XING N/L

Adult	Sch
70	0
100	0
93	0
110	0
89	0
95	0
0	557

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	93	599	78	770
8-9	90	579	64	733
9-10	62	459	95	616
15-16	143	725	120	988
16-17	129	761	120	1010
17-18	106	789	112	1007
TOTAL	623	3912	589	5124

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	199	808	114	1121
8-9	233	756	111	1100
9-10	186	603	100	889
15-16	195	766	153	1114
16-17	177	687	141	1005
17-18	171	710	111	992
TOTAL	1161	4330	730	6221

TOTAL

E-W
1891
1833
1505
2102
2015
1999
11345

XING W/L

Adult	Sch
89	0
54	0
60	0
109	0
97	0
103	0
0	512

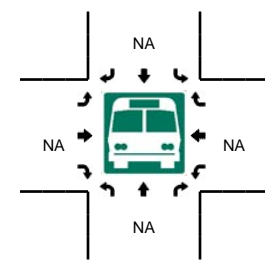
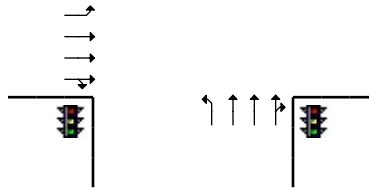
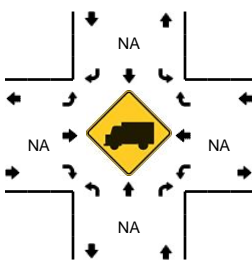
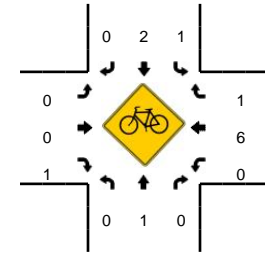
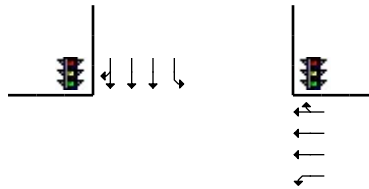
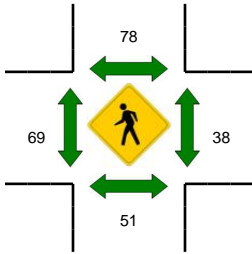
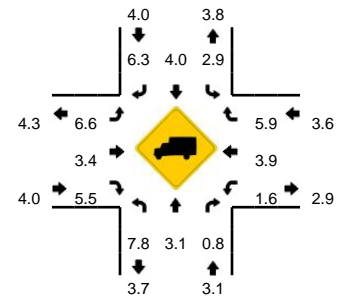
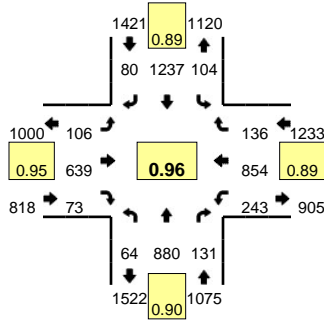
XING E/L

Adult	Sch
46	0
64	0
54	0
86	0
67	0
75	0
0	392

LOCATION: De Soto Ave -- Sherman Way
CITY/STATE: Los Angeles, CA

QC JOB #: 10963929
DATE: Thu, May 16 2013

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				Sherman Way (Eastbound)				Sherman Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	159	16	0	23	248	27	0	15	109	17	0	16	137	12	3	794	
7:15 AM	8	179	29	0	19	320	14	0	24	163	21	0	52	210	32	5	1076	
7:30 AM	10	232	34	0	28	354	15	0	24	154	23	0	53	223	26	4	1180	
7:45 AM	16	256	28	0	20	257	17	0	30	173	17	0	60	238	44	6	1162	4212
8:00 AM	22	220	37	0	30	309	30	0	22	165	16	1	40	188	36	11	1127	4545
8:15 AM	16	172	32	0	26	317	18	0	28	147	17	1	59	205	30	10	1078	4547
8:30 AM	14	174	17	0	18	310	24	1	12	123	15	0	37	184	31	6	966	4333
8:45 AM	16	183	28	0	20	267	38	0	26	144	16	0	60	179	14	10	1001	4172
9:00 AM	23	150	31	0	27	281	21	0	13	91	17	0	34	137	23	7	855	3900
9:15 AM	19	126	38	0	27	219	19	0	19	125	27	0	46	155	27	9	856	3678
9:30 AM	25	139	34	0	26	262	24	0	10	100	23	1	34	152	21	4	855	3567
9:45 AM	19	146	35	0	27	189	27	0	19	143	28	0	40	159	29	12	873	3439

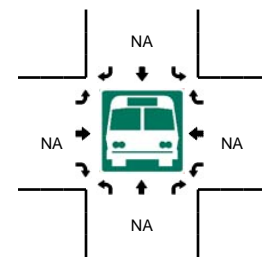
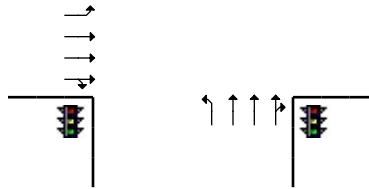
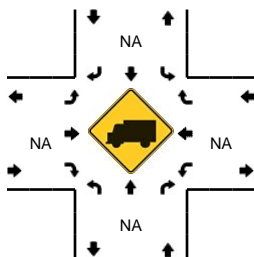
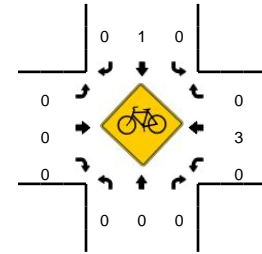
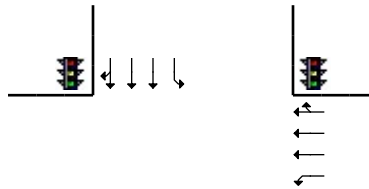
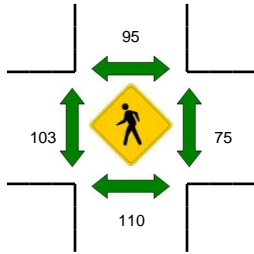
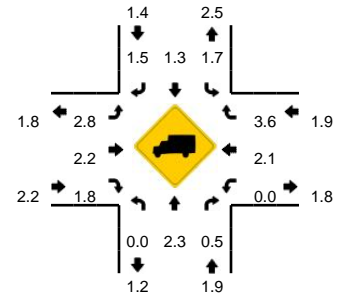
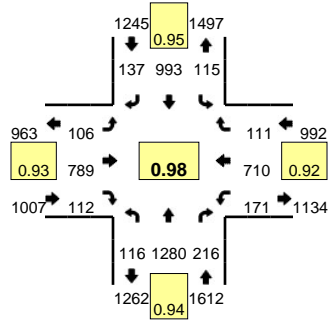
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	928	136	0	112	1416	60	0	96	616	92	0	212	892	104	16	4720	
Heavy Trucks	4	20	0		0	44	8		4	24	4		4	24	0		136	
Pedestrians		44				52				108				40			244	
Bicycles	0	0	0		0	2	0		0	0	0		0	3	1		6	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: De Soto Ave -- Sherman Way
CITY/STATE: Los Angeles, CA

QC JOB #: 10963930
DATE: Wed, May 15 2013

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				Sherman Way (Eastbound)				Sherman Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	37	241	48	0	33	213	39	0	35	167	23	1	47	201	47	7	1139	
3:15 PM	29	263	37	0	22	171	32	0	36	171	32	0	39	187	34	9	1062	
3:30 PM	37	284	48	0	28	241	33	0	40	191	38	0	45	175	37	4	1201	
3:45 PM	28	291	61	0	23	218	38	0	31	196	27	0	35	203	35	9	1195	4597
4:00 PM	35	294	51	0	35	192	35	0	32	182	27	0	33	180	33	3	1132	4590
4:15 PM	26	259	46	0	23	195	35	0	37	208	36	0	39	192	33	9	1138	4666
4:30 PM	30	299	47	0	27	247	27	0	28	173	25	0	36	147	34	6	1126	4591
4:45 PM	28	316	45	0	30	214	30	0	32	198	32	0	48	168	41	3	1185	4581
5:00 PM	29	312	55	0	26	249	33	0	23	196	29	0	36	168	31	2	1189	4638
5:15 PM	27	325	49	0	32	237	33	0	21	191	25	0	47	180	34	5	1206	4706
5:30 PM	34	341	57	0	31	260	36	0	36	170	25	0	35	169	26	4	1224	4804
5:45 PM	26	302	55	0	26	247	35	0	26	232	33	0	39	193	20	3	1237	4856

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Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	1208	220	0	104	988	140	0	104	928	132	0	156	772	80	12	4948
Heavy Trucks	0	28	0	0	0	8	4	0	4	16	4	0	0	16	0	0	80
Pedestrians		96				124				116				72			408
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: Mason Ave
 North/South
 East/West Sherman Way
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chekrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	38	61	159	173
BIKES	2	2	4	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	161	7:30	458	7:30	261	7:25	372	7:45
PM PK 15 MIN	232	9:30	228	9:20	345	9:05	294	7:45
AM PK HOUR	526	7:15	1363	7:20	953	7:15	1291	7:20
PM PK HOUR	845	8:45	795	7:20	1233	8:55	1077	7:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	405	36	477
8-9	46	328	30	404
9-10	35	234	29	298
15-16	67	602	40	709
16-17	52	657	48	757
17-18	56	706	52	842
TOTAL	320	2932	235	3487

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	994	127	1217
8-9	87	907	125	1119
9-10	79	539	116	734
15-16	115	527	108	750
16-17	94	523	116	733
17-18	88	576	104	768
TOTAL	559	4066	696	5321

TOTAL

N-S
1694
1523
1032
1459
1490
1610
8808

XING S/L

Adult	Sch
10	9
11	2
25	4
8	29
6	28
19	34
79	106

XING N/L

Adult	Sch
25	24
24	3
33	0
12	51
11	35
10	35
115	148

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	95	726	55	876
8-9	108	665	28	801
9-10	90	598	28	716
15-16	137	866	45	1048
16-17	163	934	36	1133
17-18	159	1003	49	1211
TOTAL	752	4792	241	5785

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	953	94	1147
8-9	89	937	58	1084
9-10	63	694	50	807
15-16	87	894	96	1077
16-17	75	813	80	968
17-18	84	831	104	1019
TOTAL	498	5122	482	6102

TOTAL

E-W
2023
1885
1523
2125
2101
2230
11887

XING W/L

Adult	Sch
5	5
5	4
11	0
8	14
12	9
20	7
61	39

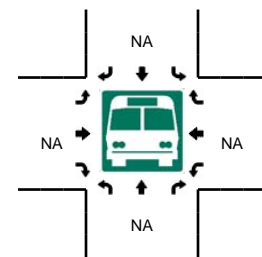
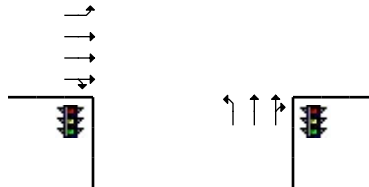
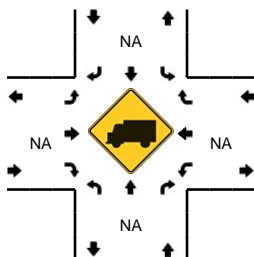
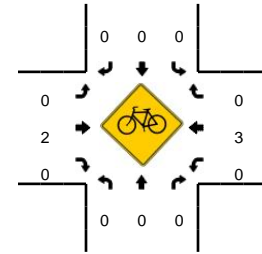
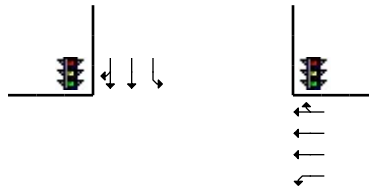
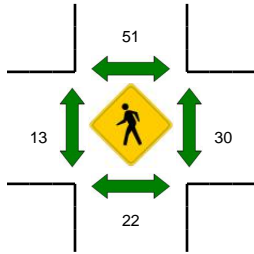
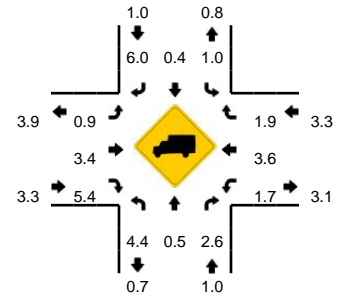
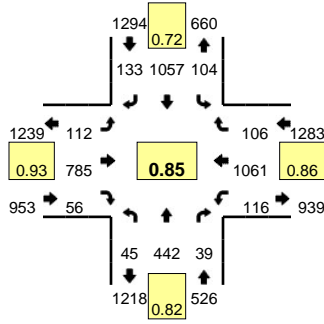
XING E/L

Adult	Sch
15	14
15	2
13	0
6	12
7	13
16	24
72	65

LOCATION: Mason Ave -- Sherman Way
CITY/STATE: Los Angeles, CA

QC JOB #: 10963927
DATE: Thu, May 16 2013

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



15-Min Count Period Beginning At	Mason Ave (Northbound)				Mason Ave (Southbound)				Sherman Way (Eastbound)				Sherman Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	71	6	0	18	173	23	0	20	134	9	1	13	144	8	0	626	
7:15 AM	7	89	13	0	24	215	38	0	28	195	13	0	27	245	21	1	916	
7:30 AM	14	139	8	0	30	389	39	0	25	216	16	0	24	261	28	3	1192	
7:45 AM	9	106	9	0	24	217	27	0	21	181	17	0	28	303	37	4	983	3717
8:00 AM	15	108	9	0	26	236	29	0	38	193	10	0	26	252	20	3	965	4056
8:15 AM	13	79	7	0	26	235	38	0	24	171	5	1	18	248	16	0	881	4021
8:30 AM	6	84	2	0	11	227	27	0	22	151	5	0	18	229	14	0	796	3625
8:45 AM	12	57	12	0	24	209	31	0	20	150	8	3	21	208	8	3	766	3408
9:00 AM	9	60	7	0	22	157	25	0	25	118	6	0	18	156	16	1	620	3063
9:15 AM	7	56	6	0	12	170	31	0	21	159	9	3	16	183	13	0	686	2868
9:30 AM	15	69	9	0	23	129	32	0	24	144	3	1	14	169	9	1	642	2714
9:45 AM	4	49	7	0	22	83	28	0	15	177	10	1	12	186	12	1	607	2555
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	556	32	0	120	1556	156	0	100	864	64	0	96	1044	112	12	4768	
Heavy Trucks	0	0	0		0	8	12		0	20	0		0	28	0		68	
Pedestrians		36				72				16				68			192	
Bicycles	0	0	0		0	0	0		0	1	0		0	1	0		2	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Winnetka Ave

East/West Sherman Way

Day: Thursday Date: May 16, 2013 Weather: Sunny

Hours: 7-10AM 3-6PM Chekrs: QC

School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	130	123	177	165
BIKES	10	12	6	7

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	273	7:50	390	7:35	322	7:30	414	7:35
PM PK 15 MIN	335	9:25	307	9:40	334	9:05	285	9:35
AM PK HOUR	927	7:20	1319	7:25	1098	7:15	1386	7:20
PM PK HOUR	1294	8:50	1087	9:00	1177	8:55	975	9:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	666	104	850
8-9	88	596	46	730
9-10	68	469	43	580
15-16	144	931	115	1190
16-17	130	994	106	1230
17-18	130	1037	96	1223
TOTAL	600	4693	510	5803

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	98	1092	80	1270
8-9	95	960	104	1159
9-10	94	830	66	990
15-16	121	722	121	964
16-17	133	728	129	990
17-18	120	848	119	1087
TOTAL	661	5180	619	6460

TOTAL

N-S	2120
	1889
	1570
	2154
	2220
	2310
TOTAL	12263

XING S/L

Adult	Sch
27	4
25	9
21	6
43	5
27	6
17	14
160	44

XING N/L

Adult	Sch
75	27
27	6
21	0
39	0
16	0
5	0
183	33

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	126	750	158	1034
8-9	65	677	128	870
9-10	85	587	101	773
15-16	131	789	127	1047
16-17	109	874	99	1082
17-18	124	901	135	1160
TOTAL	640	4578	748	5966

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	182	899	171	1252
8-9	139	840	77	1056
9-10	92	646	56	794
15-16	85	730	107	922
16-17	76	605	99	780
17-18	90	771	114	975
TOTAL	664	4491	624	5779

TOTAL

E-W	2286
	1926
	1567
	1969
	1862
	2135
TOTAL	11745

XING W/L

Adult	Sch
19	9
19	5
24	4
30	4
19	9
24	2
135	33

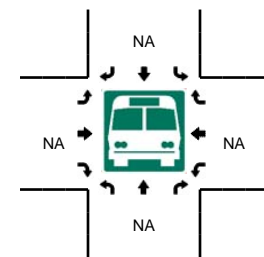
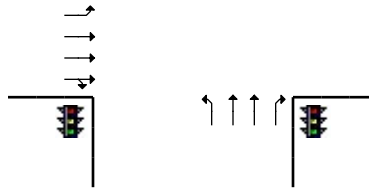
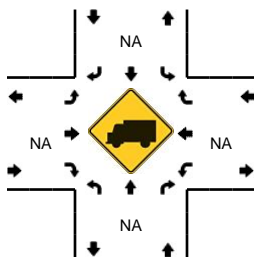
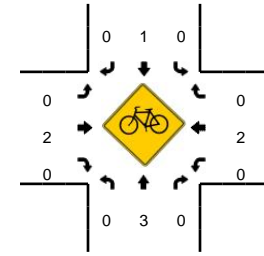
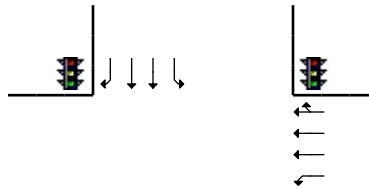
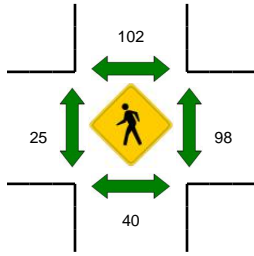
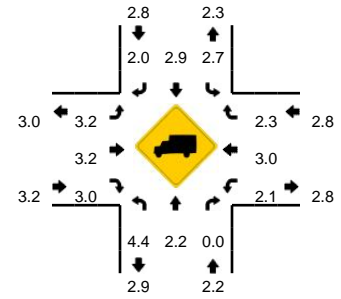
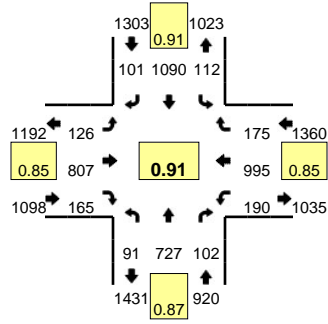
XING E/L

Adult	Sch
89	15
22	9
22	5
59	1
33	1
21	6
246	37

LOCATION: Winnetka Ave -- Sherman Way
CITY/STATE: Los Angeles, CA

QC JOB #: 10963925
DATE: Thu, May 16 2013

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Sherman Way (Eastbound)				Sherman Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	90	12	0	15	249	12	0	14	150	32	4	34	134	19	4	782	
7:15 AM	18	181	33	0	23	273	20	0	33	174	40	1	37	201	49	1	1084	
7:30 AM	15	192	32	0	26	301	31	0	53	219	49	1	50	244	70	10	1293	
7:45 AM	34	203	27	0	34	269	17	0	19	207	37	1	45	320	33	1	1247	4406
8:00 AM	24	151	10	0	29	247	33	0	16	207	39	2	44	230	23	2	1057	4681
8:15 AM	18	170	12	0	28	268	25	0	19	180	22	1	28	217	28	1	1017	4614
8:30 AM	24	133	14	0	21	214	26	0	13	150	30	0	37	200	8	1	871	4192
8:45 AM	22	142	10	0	17	231	20	0	13	140	37	1	26	193	18	0	870	3815
9:00 AM	17	101	3	0	23	223	15	0	11	127	29	0	36	163	15	0	763	3521
9:15 AM	20	118	13	0	24	265	14	0	25	152	16	4	14	157	15	3	840	3344
9:30 AM	17	128	14	0	23	198	22	0	22	154	29	5	21	154	13	0	800	3273
9:45 AM	14	122	13	0	24	144	15	0	13	154	27	5	16	172	13	2	734	3137
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	768	128	0	104	1204	124	0	212	876	196	4	200	976	280	40	5172	
Heavy Trucks	0	12	0		4	32	0		4	20	4		4	28	8		116	
Pedestrians		32				164				24				160			380	
Bicycles	0	1	0		0	0	0		0	2	0		0	1	0		4	
Railroad																		
Stopped Buses																		

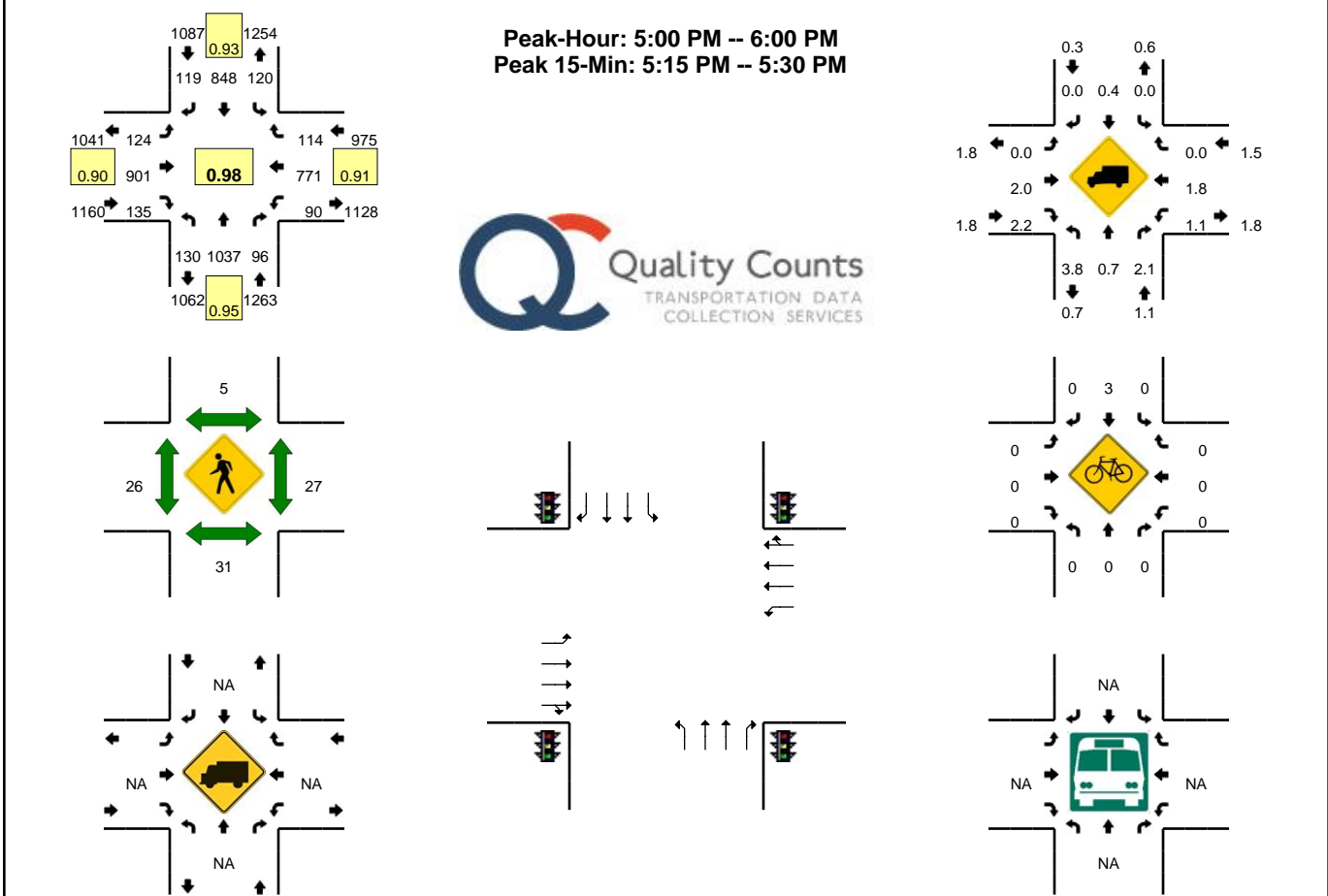
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Winnetka Ave -- Sherman Way
CITY/STATE: Los Angeles, CA

QC JOB #: 10963926
DATE: Wed, May 15 2013



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Sherman Way (Eastbound)				Sherman Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	32	216	27	0	30	177	29	0	31	188	37	5	15	171	26	5	989	
3:15 PM	33	228	27	0	24	174	31	0	22	152	32	5	19	143	34	2	926	
3:30 PM	45	253	32	0	28	183	37	0	32	209	31	3	24	196	27	5	1105	
3:45 PM	34	234	29	0	39	188	24	0	28	240	27	5	14	220	20	1	1103	4123
4:00 PM	26	258	29	0	26	177	39	0	22	221	21	6	17	138	25	0	1005	4139
4:15 PM	39	240	21	0	39	176	25	0	23	226	29	4	15	132	24	2	995	4208
4:30 PM	33	255	31	0	34	172	31	0	25	218	22	2	23	173	27	4	1050	4153
4:45 PM	32	241	25	0	34	203	34	0	21	209	27	6	15	162	23	0	1032	4082
5:00 PM	32	263	27	0	23	178	32	0	26	222	34	2	13	183	28	5	1068	4145
5:15 PM	33	246	28	0	34	230	27	0	26	258	31	6	15	185	25	1	1145	4295
5:30 PM	36	275	20	0	37	213	21	0	24	209	27	5	30	200	35	3	1135	4380
5:45 PM	29	253	21	0	26	227	39	0	27	212	43	8	21	203	26	2	1137	4485
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	132	984	112	0	136	920	108	0	104	1032	124	24	60	740	100	4	4580	
Heavy Trucks	12	0	4		0	0	0		0	20	0		0	16	0		52	
Pedestrians		36				8				44				36			124	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
East/West Vanowen St
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chekrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	206	199	147	139
BIKES	4	0	2	4

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	313	7:45	502	7:30	226	7:35	267	7:35
PM PK 15 MIN	415	9:25	323	9:45	333	9:00	251	9:40
AM PK HOUR	1027	7:30	1704	7:25	787	7:30	998	7:30
PM PK HOUR	1582	9:00	1169	9:00	1273	8:35	884	9:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	816	56	927
8-9	57	740	62	859
9-10	55	633	59	747
15-16	84	1182	129	1395
16-17	54	1255	126	1435
17-18	61	1379	142	1634
TOTAL	418	6005	574	6997

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	130	1207	246	1583
8-9	97	1229	202	1528
9-10	104	968	146	1218
15-16	122	806	201	1129
16-17	121	770	191	1082
17-18	127	827	215	1169
TOTAL	701	5807	1201	7709

TOTAL

N-S
2510
2387
1965
2524
2517
2803
14706

XING S/L

Adult	Sch
63	9
25	3
24	1
30	41
38	5
13	0
193	59

XING N/L

Adult	Sch
78	1
36	17
36	2
78	30
77	10
58	0
363	60

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	173	479	56	708
8-9	148	496	56	700
9-10	99	399	67	565
15-16	249	790	69	1108
16-17	238	874	66	1178
17-18	255	911	75	1241
TOTAL	1162	3949	389	5500

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	173	594	118	885
8-9	154	649	93	896
9-10	118	497	90	705
15-16	123	610	134	867
16-17	115	618	102	835
17-18	113	647	124	884
TOTAL	796	3615	661	5072

TOTAL

E-W
1593
1596
1270
1975
2013
2125
10572

XING W/L

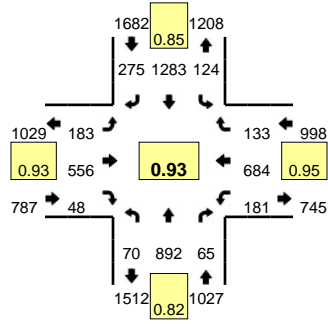
Adult	Sch
90	0
33	9
21	0
53	4
47	0
36	0
280	13

XING E/L

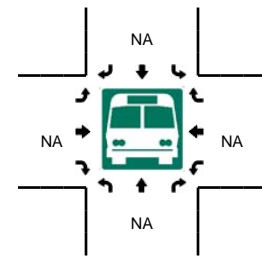
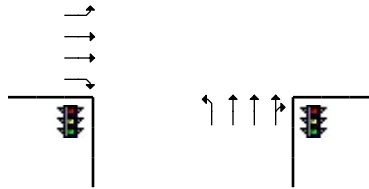
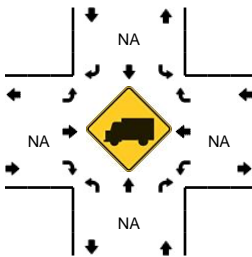
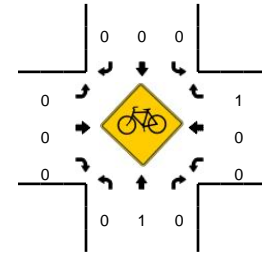
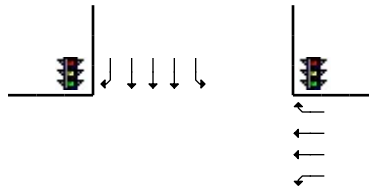
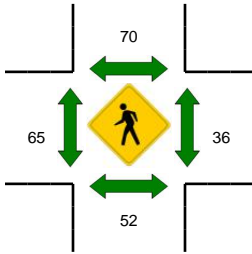
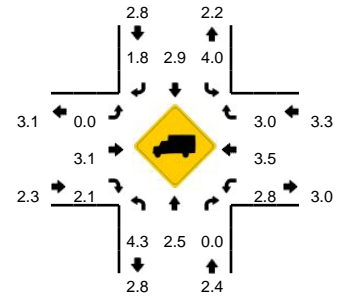
Adult	Sch
42	0
24	4
42	0
59	29
52	5
29	0
248	38

LOCATION: De Soto Ave -- Vanowen St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963923
DATE: Thu, May 16 2013



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

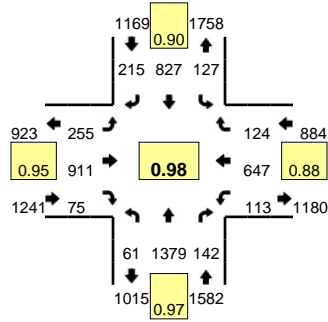


15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				Vanowen St (Eastbound)				Vanowen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	152	8	0	31	216	28	0	26	79	18	0	34	119	13	0	737	
7:15 AM	5	182	16	0	31	346	47	0	46	107	13	0	37	140	26	0	996	
7:30 AM	19	204	15	0	39	368	95	0	45	147	15	0	47	173	43	0	1210	
7:45 AM	18	278	17	0	29	277	76	0	56	146	10	0	55	162	36	0	1160	4103
8:00 AM	15	205	15	0	39	299	56	0	47	129	12	0	38	165	34	0	1054	4420
8:15 AM	18	205	18	0	17	339	48	0	35	134	11	0	41	184	20	0	1070	4494
8:30 AM	11	156	17	0	24	303	48	0	26	121	17	0	37	150	17	0	927	4211
8:45 AM	13	174	12	0	17	288	50	0	40	112	16	0	38	150	22	0	932	3983
9:00 AM	8	167	11	0	21	239	49	0	25	107	12	0	28	148	25	0	840	3769
9:15 AM	12	143	11	0	22	261	32	0	23	103	15	0	24	104	18	0	768	3467
9:30 AM	17	155	17	0	34	249	38	0	26	81	20	0	37	130	20	0	824	3364
9:45 AM	18	168	20	0	27	219	27	0	25	108	20	0	29	115	27	0	803	3235
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	76	816	60	0	156	1472	380	0	180	588	60	0	188	692	172	0	4840	
Heavy Trucks	4	0	0		8	28	4		0	12	0		4	20	4		84	
Pedestrians		80				80				104				56			320	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	1		1	
Railroad																		
Stopped Buses																		

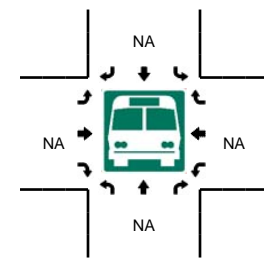
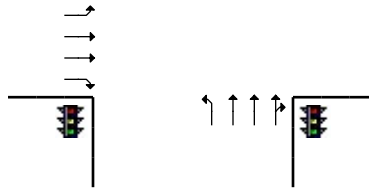
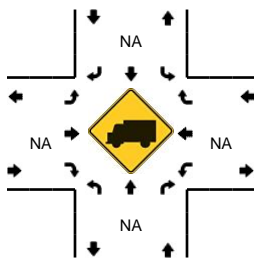
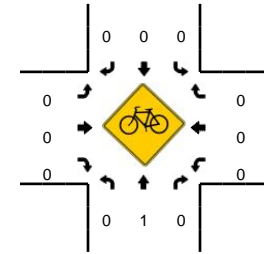
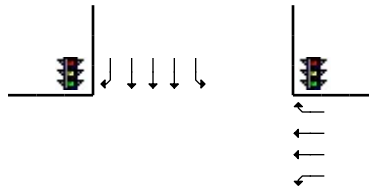
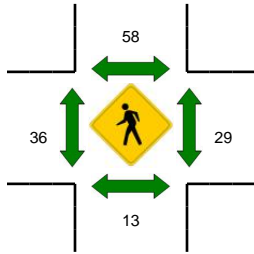
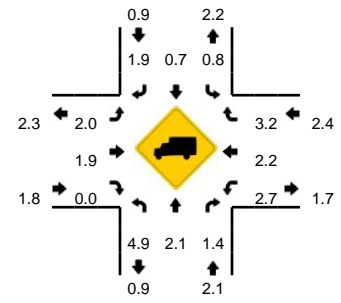
Comments:

LOCATION: De Soto Ave -- Vanowen St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963924
DATE: Wed, May 15 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				Vanowen St (Eastbound)				Vanowen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	24	254	31	0	33	202	51	0	62	166	19	0	32	150	34	0	1058	
3:15 PM	20	305	33	0	29	191	57	0	55	211	15	0	29	147	36	0	1128	
3:30 PM	24	276	28	0	30	196	52	0	66	205	17	0	33	150	27	0	1104	
3:45 PM	16	347	37	0	30	217	41	0	66	208	18	0	29	163	37	0	1209	4499
4:00 PM	18	309	30	0	32	162	35	0	59	216	13	0	34	168	26	0	1102	4543
4:15 PM	18	313	41	0	27	187	47	0	59	208	16	0	21	126	14	0	1077	4492
4:30 PM	8	300	24	0	32	196	45	0	63	239	24	0	33	162	31	0	1157	4545
4:45 PM	10	333	31	0	30	225	64	0	57	211	13	0	27	162	31	0	1194	4530
5:00 PM	14	342	38	0	29	190	43	0	69	243	21	0	18	151	22	0	1180	4608
5:15 PM	14	365	29	0	28	217	57	0	60	248	14	0	31	150	34	0	1247	4778
5:30 PM	15	344	40	0	31	202	49	0	64	233	21	0	32	160	35	0	1226	4847
5:45 PM	18	328	35	0	39	218	66	0	62	187	19	0	32	186	33	0	1223	4876
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	56	1460	116	0	112	868	228	0	240	992	56	0	124	600	136	0	4988	
Heavy Trucks	4	32	0		0	4	4		0	24	0		0	24	0		92	
Pedestrians		0				96				20				40			156	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: Mason Ave
 North/South
 East/West Vanowen St
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	27	36	116	124
BIKES	0	6	4	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	131	7:35	395	7:35	239	7:40	228	8:10
PM PK 15 MIN	201	9:10	205	9:20	314	9:05	240	9:35
AM PK HOUR	434	7:15	1321	7:20	748	7:30	843	7:30
PM PK HOUR	711	8:40	652	9:00	1184	8:35	859	9:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	300	59	397
8-9	25	249	34	308
9-10	33	197	26	256
15-16	37	518	45	600
16-17	31	522	64	617
17-18	45	605	56	704
TOTAL	207	2391	284	2882

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	956	186	1183
8-9	57	836	195	1088
9-10	33	499	103	635
15-16	80	433	116	629
16-17	73	383	125	581
17-18	55	458	139	652
TOTAL	339	3565	864	4768

TOTAL

N-S
1580
1396
891
1229
1198
1356
7650

XING S/L

Adult	Sch
4	0
2	0
4	0
5	0
2	1
4	0
21	1

XING N/L

Adult	Sch
31	5
30	4
10	0
12	0
19	1
17	0
119	10

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	90	564	55	709
8-9	78	508	50	636
9-10	66	421	52	539
15-16	155	755	56	966
16-17	176	860	90	1126
17-18	170	890	79	1139
TOTAL	735	3998	382	5115

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	597	51	707
8-9	58	673	44	775
9-10	42	512	29	583
15-16	35	685	76	796
16-17	28	700	62	790
17-18	43	740	76	859
TOTAL	265	3907	338	4510

TOTAL

E-W
1416
1411
1122
1762
1916
1998
9625

XING W/L

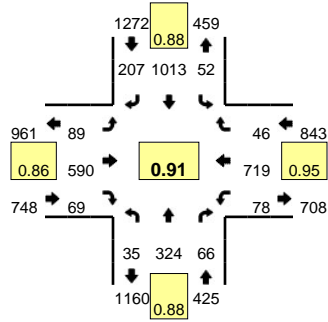
Adult	Sch
10	0
11	0
6	0
22	0
13	2
19	0
81	2

XING E/L

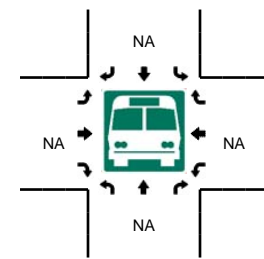
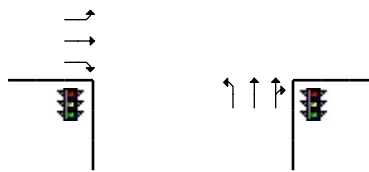
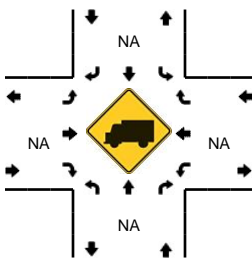
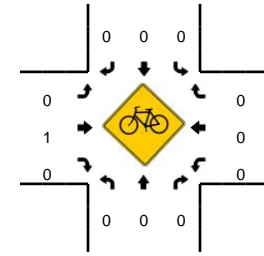
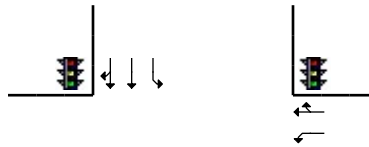
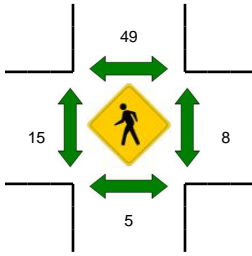
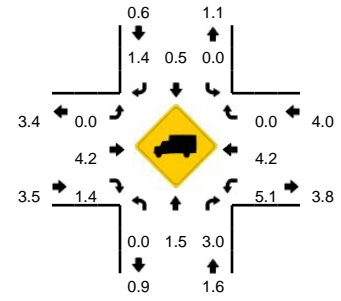
Adult	Sch
10	0
14	0
10	0
6	0
8	1
8	0
56	1

LOCATION: Mason Ave -- Vanowen St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963921
DATE: Thu, May 16 2013



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



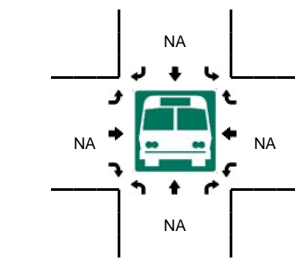
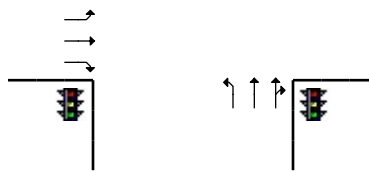
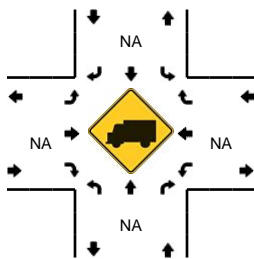
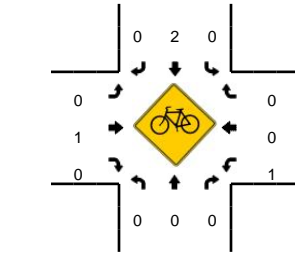
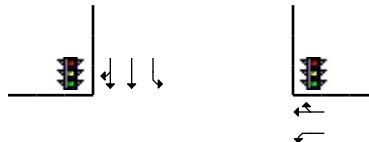
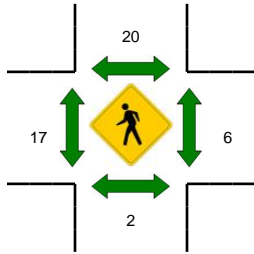
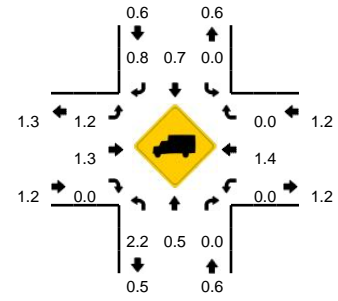
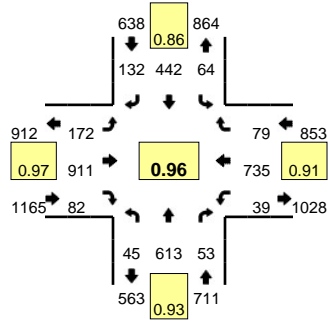
15-Min Count Period Beginning At	Mason Ave (Northbound)				Mason Ave (Southbound)				Vanowen St (Eastbound)				Vanowen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	44	13	0	6	129	40	0	14	111	4	0	1	120	16	0	504	
7:15 AM	9	77	7	0	11	235	51	0	22	123	6	0	12	140	12	0	705	
7:30 AM	10	90	18	0	14	312	46	0	29	167	21	0	17	165	10	0	899	
7:45 AM	13	89	21	0	10	280	49	0	25	163	24	0	29	172	13	0	888	2996
8:00 AM	4	80	16	0	15	223	56	0	17	130	9	0	16	191	7	0	764	3256
8:15 AM	8	65	11	0	13	198	56	0	18	130	15	0	16	191	16	0	737	3288
8:30 AM	8	55	5	0	18	201	40	0	22	142	14	0	14	151	16	0	686	3075
8:45 AM	5	49	2	0	11	214	43	0	21	106	12	0	12	140	5	0	620	2807
9:00 AM	8	49	5	0	5	132	26	0	20	109	16	0	10	128	3	0	511	2554
9:15 AM	8	47	6	0	6	186	23	0	13	101	8	0	19	121	6	0	544	2361
9:30 AM	8	64	7	0	12	96	22	0	16	98	17	0	7	141	10	0	498	2173
9:45 AM	9	37	8	0	10	85	32	0	17	113	11	0	6	122	10	0	460	2013
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	360	72	0	56	1248	184	0	116	668	84	0	68	660	40	0	3596	
Heavy Trucks	0	0	4		0	8	4		0	32	0		4	24	0		76	
Pedestrians		4				100				20				8			132	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Mason Ave -- Vanowen St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963922
DATE: Wed, May 15 2013

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Mason Ave (Northbound)				Mason Ave (Southbound)				Vanowen St (Eastbound)				Vanowen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	8	114	9	0	18	108	34	0	37	160	10	0	9	160	12	0	679	
3:15 PM	9	127	7	0	12	97	25	0	36	191	12	0	8	161	21	0	706	
3:30 PM	7	139	14	0	21	129	28	0	43	211	18	0	9	188	24	0	831	
3:45 PM	13	138	15	0	29	99	29	0	39	193	16	0	9	176	19	0	775	2991
4:00 PM	10	131	19	0	15	98	35	0	36	213	24	0	9	191	15	0	796	3108
4:15 PM	5	125	22	0	24	89	23	0	44	213	21	0	6	145	17	0	734	3136
4:30 PM	5	122	12	0	16	105	38	0	48	215	26	0	8	188	15	0	798	3103
4:45 PM	11	144	11	0	18	91	29	0	48	219	19	0	5	176	15	0	786	3114
5:00 PM	9	156	13	0	13	96	25	0	52	230	21	0	10	179	19	0	823	3141
5:15 PM	11	164	17	0	17	119	41	0	38	238	22	0	7	182	24	0	880	3287
5:30 PM	14	149	12	0	16	136	37	0	34	224	20	0	17	198	21	0	878	3367
5:45 PM	11	136	14	0	9	107	36	0	46	198	16	0	9	181	12	0	775	3356
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	656	68	0	68	476	164	0	152	952	88	0	28	728	96	0	3520	
Heavy Trucks	0	4	0	0	0	8	4	0	0	16	0	0	0	12	0	0	44	
Pedestrians		0				12				12				4			28	
Bicycles	0	0	0		0	2	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: Winnetka Ave
 North/South _____
 East/West Vanowen St
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	99	99	111	117
BIKES	10	20	8	7

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	282	7:50	430	7:30	200	7:40	257	7:40
PM PK 15 MIN	367	9:20	279	9:40	274	9:15	252	9:35
AM PK HOUR	892	7:25	1490	7:15	699	7:20	938	7:25
PM PK HOUR	1356	8:55	1012	9:00	1002	8:40	929	9:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	633	101	788
8-9	43	582	63	688
9-10	55	456	73	584
15-16	111	1015	149	1275
16-17	80	1030	132	1242
17-18	97	1101	139	1326
TOTAL	429	4817	657	5903

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	118	1274	56	1448
8-9	88	1067	62	1217
9-10	87	901	57	1045
15-16	100	727	69	896
16-17	119	714	55	888
17-18	126	812	74	1012
TOTAL	638	5495	373	6506

TOTAL

N-S
2236
1905
1629
2171
2130
2338
12409

XING S/L

Adult	Sch
31	0
11	0
4	0
15	0
17	0
19	0
97	0

XING N/L

Adult	Sch
26	0
12	0
14	0
22	0
12	0
14	0
100	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	46	546	64	656
8-9	40	527	49	616
9-10	37	396	52	485
15-16	71	722	51	844
16-17	81	836	52	969
17-18	92	814	54	960
TOTAL	367	3841	322	4530

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	120	623	95	838
8-9	134	639	71	844
9-10	122	458	62	642
15-16	101	650	123	874
16-17	93	656	116	865
17-18	86	729	114	929
TOTAL	656	3755	581	4992

TOTAL

E-W
1494
1460
1127
1718
1834
1889
9522

XING W/L

Adult	Sch
40	0
27	0
20	0
27	0
17	1
41	2
172	3

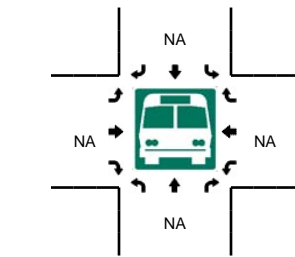
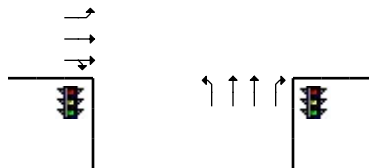
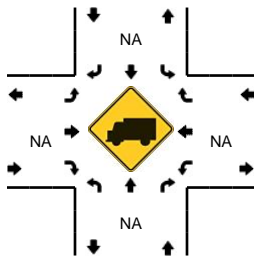
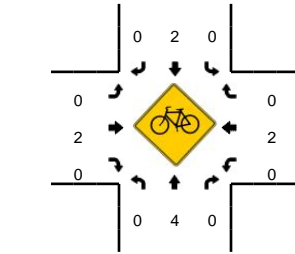
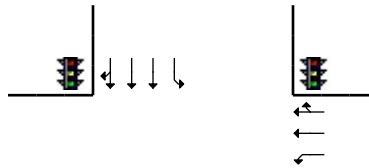
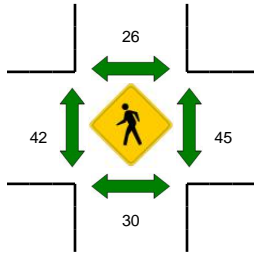
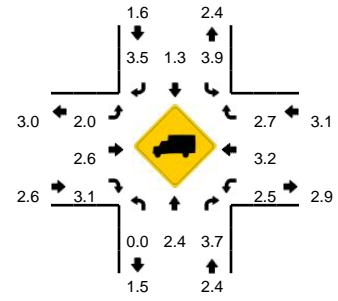
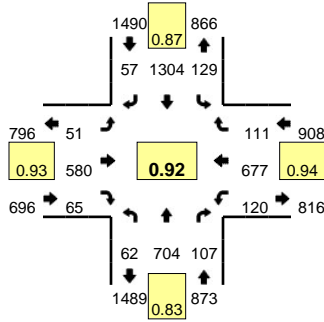
XING E/L

Adult	Sch
48	0
16	0
15	0
24	0
16	0
19	0
138	0

LOCATION: Winnetka Ave -- Vanowen St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963919
DATE: Thu, May 16 2013

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

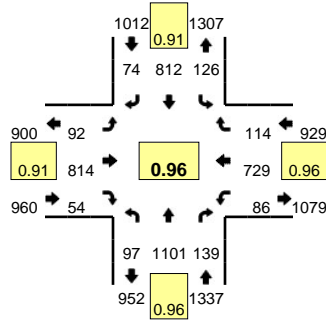


15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Vanowen St (Eastbound)				Vanowen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	102	11	0	15	267	11	0	6	115	13	0	30	120	8	0	706	
7:15 AM	9	150	15	0	24	307	13	0	10	131	13	0	31	140	17	0	860	
7:30 AM	11	183	35	0	42	371	17	0	18	146	16	0	28	176	40	0	1083	
7:45 AM	26	198	40	0	37	329	15	0	12	154	22	0	31	187	30	0	1081	3730
8:00 AM	16	173	17	0	26	297	12	0	11	149	14	0	30	174	24	0	943	3967
8:15 AM	12	154	15	0	25	255	20	0	14	126	10	0	38	165	11	0	845	3952
8:30 AM	6	143	16	0	17	270	12	0	8	135	15	0	37	162	16	0	837	3706
8:45 AM	9	112	15	0	20	245	18	0	7	117	10	0	29	138	20	0	740	3365
9:00 AM	8	105	16	0	18	271	14	0	9	102	16	0	29	133	12	0	733	3155
9:15 AM	10	111	10	0	31	246	17	0	10	98	7	0	34	108	14	0	696	3006
9:30 AM	25	149	25	0	23	211	17	0	6	96	14	0	36	121	17	0	740	2909
9:45 AM	12	91	22	0	15	173	9	0	12	100	15	0	23	96	19	0	587	2756
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	44	732	140	0	168	1484	68	0	72	584	64	0	112	704	160	0		4332
Heavy Trucks	0	12	8		16	24	0		0	20	4		0	16	0		100	
Pedestrians		16				24				60				44			144	
Bicycles	0	2	0		0	1	0		0	1	0		0	1	0		5	
Railroad																		
Stopped Buses																		

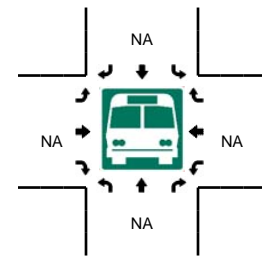
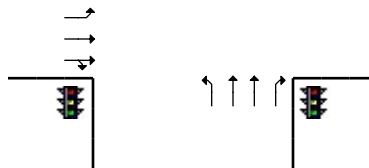
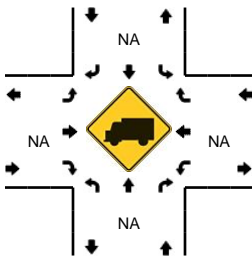
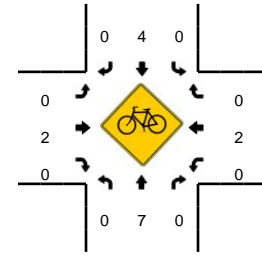
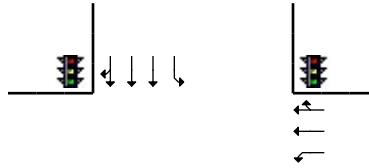
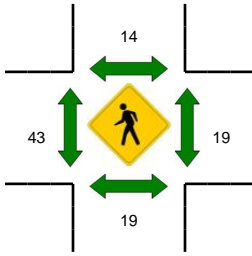
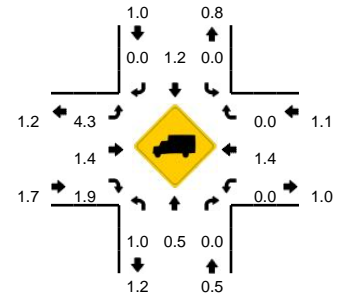
Comments:

LOCATION: Winnetka Ave -- Vanowen St
CITY/STATE: Los Angeles, CA

QC JOB #: 10963920
DATE: Wed, May 15 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Vanowen St (Eastbound)				Vanowen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	21	253	37	0	26	182	21	0	10	161	13	0	28	140	26	0	918	
3:15 PM	25	224	33	0	26	190	17	0	24	175	13	0	28	163	34	0	952	
3:30 PM	36	275	38	0	25	177	20	0	21	174	14	0	21	178	31	0	1010	
3:45 PM	29	263	41	0	23	178	11	0	16	212	11	0	24	169	32	0	1009	3889
4:00 PM	18	244	29	0	30	170	21	0	20	193	16	0	23	174	33	0	971	3942
4:15 PM	26	250	38	0	26	173	12	0	21	215	21	0	22	150	30	0	984	3974
4:30 PM	16	286	30	0	35	164	10	0	19	206	8	0	26	168	30	0	998	3962
4:45 PM	20	250	35	0	28	207	12	0	21	222	7	0	22	164	23	0	1011	3964
5:00 PM	22	287	35	0	28	169	19	0	21	196	19	0	21	181	24	0	1022	4015
5:15 PM	31	267	40	0	34	217	17	0	19	239	16	0	22	179	26	0	1107	4138
5:30 PM	25	291	32	0	33	199	19	0	23	200	7	0	20	189	34	0	1072	4212
5:45 PM	19	256	32	0	31	227	19	0	29	179	12	0	23	180	30	0	1037	4238
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	124	1068	160	0	136	868	68	0	76	956	64	0	88	716	104	0	4428	
Heavy Trucks	0	4	0	0	0	4	0	0	0	16	4	0	0	4	0	0	32	
Pedestrians		20				16				64				4			104	
Bicycles	0	1	0		0	0	0		0	0	0		0	1	0		2	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Shoup Ave
 East/West Victory Blvd
 Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY
 Hours: 7-10AM & 3-6PM Chekrs: NDS
 School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	23	24	56	46
BIKES	13	11	15	16
BUSES	3	7	32	22

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	304	7.45	390	7.30	408	8.00	271	7.45
PM PK 15 MIN	407	17.00	225	15.15	306	15.45	295	17.00
AM PK HOUR	841	7.45	1341	7.15	1231	7.30	838	7.30
PM PK HOUR	1508	17.00	806	15.00	1140	15.30	1123	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	570	60	714
8-9	96	535	70	701
9-10	101	375	55	531
15-16	191	980	86	1257
16-17	169	969	90	1228
17-18	197	1183	128	1508
TOTAL	838	4612	489	5939

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	158	1040	65	1263
8-9	117	871	54	1042
9-10	113	532	51	696
15-16	110	616	80	806
16-17	87	548	56	691
17-18	95	562	58	715
TOTAL	680	4169	364	5213

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1977	5	0	5	1
1743	4	0	4	0
1227	3	0	8	0
2063	0	0	3	0
1919	3	0	7	0
2223	2	0	4	0
11152	17	0	31	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	73	708	139	920
8-9	62	844	159	1065
9-10	46	589	110	745
15-16	105	831	150	1086
16-17	73	894	129	1096
17-18	91	816	106	1013
TOTAL	450	4682	793	5925

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	620	68	758
8-9	84	488	67	639
9-10	26	432	63	521
15-16	94	794	143	1031
16-17	94	791	147	1032
17-18	82	883	158	1123
TOTAL	450	4008	646	5104

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
1678	1	0	7	1
1704	4	2	5	0
1266	1	0	7	0
2117	1	0	1	0
2128	1	0	7	0
2136	1	0	3	1
11029	9	2	30	2

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_001

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Shoup Ave			Shoup Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	
7:00 AM	15	86	12	37	171	11	15	126	21	14	78	8	594
7:15 AM	15	97	12	44	236	10	14	135	31	12	119	12	737
7:30 AM	23	139	11	33	333	24	12	201	30	22	195	27	1050
7:45 AM	31	248	25	44	300	20	32	246	57	22	228	21	1274
8:00 AM	26	148	10	35	247	15	25	321	62	22	141	16	1068
8:15 AM	22	138	19	22	226	10	12	186	47	20	105	19	826
8:30 AM	26	129	19	30	201	18	16	165	24	21	114	17	780
8:45 AM	22	120	22	30	197	11	9	172	26	21	128	15	773
9:00 AM	29	102	18	41	150	14	7	155	25	11	107	16	675
9:15 AM	18	97	17	26	130	14	17	145	32	6	107	12	621
9:30 AM	32	93	12	22	132	11	12	143	24	2	100	13	596
9:45 AM	22	83	8	24	120	12	10	146	29	7	118	22	601
TOTAL VOLUMES :	281	1480	185	388	2443	170	181	2141	408	180	1540	198	9595
APPROACH %'s :	14.44%	76.05%	9.51%	12.93%	81.41%	5.66%	6.63%	78.42%	14.95%	9.38%	80.29%	10.32%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	102	673	65	134	1106	69	81	954	196	86	669	83	4218
PEAK HR FACTOR :	0.691			0.839			0.754			0.773			0.828

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_001

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Shoup Ave			Shoup Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	
3:00 PM	52	219	25	19	161	14	20	194	34	24	206	34	1002
3:15 PM	52	227	17	36	166	23	22	195	36	18	212	31	1035
3:30 PM	48	275	21	29	154	28	31	208	40	29	185	37	1085
3:45 PM	39	259	23	26	135	15	32	234	40	23	191	41	1058
4:00 PM	50	244	22	24	123	18	18	228	30	31	203	47	1038
4:15 PM	37	252	14	16	143	9	20	227	32	24	185	36	995
4:30 PM	40	235	32	25	133	13	20	221	32	20	206	30	1007
4:45 PM	42	238	22	22	149	16	15	218	35	19	197	34	1007
5:00 PM	48	327	32	26	141	10	27	200	18	20	243	32	1124
5:15 PM	46	319	33	24	152	11	20	208	27	18	217	35	1110
5:30 PM	52	284	31	14	134	18	27	196	35	22	219	39	1071
5:45 PM	51	253	32	31	135	19	17	212	26	22	204	52	1054
TOTAL VOLUMES :	557	3132	304	292	1726	194	269	2541	385	270	2468	448	12586
APPROACH %'s :	13.95%	78.44%	7.61%	13.20%	78.03%	8.77%	8.42%	79.53%	12.05%	8.47%	77.46%	14.06%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	197	1183	128	95	562	58	91	816	106	82	883	158	4359
PEAK HR FACTOR :	0.926			0.956			0.982			0.952			0.970

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Topanga Canyon Blvd

East/West Victory Blvd

Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: _____ I/S CODE _____

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	111	110	53	46
BIKES	12	18	18	16
BUSES	116	58	30	48

	<u>N/B TIME</u>		<u>S/B TIME</u>		<u>E/B TIME</u>		<u>W/B TIME</u>	
<i>AM PK 15 MIN</i>	359	8.45	496	7.45	331	8.00	324	7.45
<i>PM PK 15 MIN</i>	539	17.45	390	16.15	372	16.30	425	17.15
<i>AM PK HOUR</i>	1285	8.00	1828	7.45	1155	7.45	1073	7.30
<i>PM PK HOUR</i>	2000	16.30	1497	16.00	1358	16.30	1618	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	931	107	1115
8-9	106	1050	129	1285
9-10	125	893	170	1188
15-16	175	1438	213	1826
16-17	169	1526	250	1945
17-18	161	1602	237	2000
TOTAL	813	7440	1106	9359

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	197	1367	73	1637
8-9	216	1429	87	1732
9-10	158	1075	92	1325
15-16	218	1096	129	1443
16-17	211	1156	130	1497
17-18	195	1076	116	1387
TOTAL	1195	7199	627	9021

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2752	8	0	8	0
3017	22	0	16	0
2513	26	0	9	0
3269	20	0	13	1
3442	24	0	25	0
3387	36	0	22	0
18380	136	0	93	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	724	100	911
8-9	90	864	106	1060
9-10	106	451	119	676
15-16	166	721	137	1024
16-17	175	920	164	1259
17-18	193	994	125	1312
TOTAL	817	4674	751	6242

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	193	639	91	923
8-9	202	577	116	895
9-10	155	478	136	769
15-16	346	830	198	1374
16-17	310	829	203	1342
17-18	358	1032	228	1618
TOTAL	1564	4385	972	6921

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
1834	10	0	8	0
1955	9	0	12	0
1445	4	0	11	0
2398	26	0	21	1
2601	22	0	35	0
2930	38	0	25	0
13163	109	0	112	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_002

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Topanga Canyon Blvd			Topanga Canyon Blvd			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 2	ET 3	ER 0	WL 2	WT 2	WR 1	
7:00 AM	15	164	21	41	324	9	19	148	16	30	68	12	867
7:15 AM	11	212	21	44	309	14	15	162	14	43	120	20	985
7:30 AM	22	277	30	48	332	20	27	158	36	49	231	26	1256
7:45 AM	29	278	35	64	402	30	26	256	34	71	220	33	1478
8:00 AM	26	239	35	52	358	24	22	277	32	53	160	34	1312
8:15 AM	15	264	33	68	395	25	23	216	17	54	116	26	1252
8:30 AM	29	254	31	48	342	20	29	199	24	50	138	29	1193
8:45 AM	36	293	30	48	334	18	16	172	33	45	163	27	1215
9:00 AM	28	218	36	46	295	24	30	146	26	43	128	28	1048
9:15 AM	35	214	42	43	257	24	17	111	37	28	107	34	949
9:30 AM	31	243	40	37	252	25	27	87	22	41	123	32	960
9:45 AM	31	218	52	32	271	19	32	107	34	43	120	42	1001
TOTAL VOLUMES :	308	2874	406	571	3871	252	283	2039	325	550	1694	343	13516
APPROACH %'s :	8.58%	80.10%	11.32%	12.16%	82.47%	5.37%	10.69%	77.03%	12.28%	21.26%	65.48%	13.26%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	92	1058	133	232	1487	99	98	907	119	227	727	119	5298
PEAK HR FACTOR :	0.938			0.916			0.849			0.828			0.896

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_002

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Topanga Canyon Blvd			Topanga Canyon Blvd			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 2	ET 3	ER 0	WL 2	WT 2	WR 1	
3:00 PM	48	366	55	57	267	28	34	162	35	66	209	50	1377
3:15 PM	36	362	54	51	296	33	37	152	30	100	212	47	1410
3:30 PM	42	339	50	46	258	27	54	195	36	100	213	63	1423
3:45 PM	49	371	54	64	275	41	41	212	36	80	196	38	1457
4:00 PM	36	357	50	52	284	38	41	211	40	79	202	57	1447
4:15 PM	54	362	66	58	304	28	35	233	43	77	181	60	1501
4:30 PM	42	423	71	49	269	32	53	267	52	77	239	48	1622
4:45 PM	37	384	63	52	299	32	46	209	29	77	207	38	1473
5:00 PM	29	372	57	44	265	33	47	262	33	84	287	50	1563
5:15 PM	44	425	53	52	271	18	62	268	30	103	261	61	1648
5:30 PM	34	390	57	58	264	33	41	226	27	91	243	63	1527
5:45 PM	54	415	70	41	276	32	43	238	35	80	241	54	1579
TOTAL VOLUMES :	505	4566	700	624	3328	375	534	2635	426	1014	2691	629	18027
APPROACH %'s :	8.75%	79.12%	12.13%	14.42%	76.91%	8.67%	14.85%	73.30%	11.85%	23.40%	62.09%	14.51%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	161	1602	237	195	1076	116	193	994	125	358	1032	228	6317
PEAK HR FACTOR :	0.928			0.977			0.911			0.952			0.958

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Canoga Ave

East/West Victory Blvd

Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: _____ I/S CODE _____

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	73	61	34	47
BUSES	38	49	32	33
BUSES	90	67	42	40

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
<i>AM PK 15 MIN</i>	217	8.00	338	7.45	348	7.45	396	7.30
<i>PM PK 15 MIN</i>	434	16.45	256	16.30	454	17.30	412	17.00
<i>AM PK HOUR</i>	717	7.45	1260	7.30	1223	7.30	1432	7.30
<i>PM PK HOUR</i>	1698	16.45	958	16.30	1646	17.00	1538	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	474	76	584
8-9	74	523	97	694
9-10	122	463	105	690
15-16	212	873	209	1294
16-17	207	1063	284	1554
17-18	236	1142	272	1650
TOTAL	885	4538	1043	6466

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	125	857	62	1044
8-9	182	904	78	1164
9-10	133	588	76	797
15-16	131	610	93	834
16-17	139	660	100	899
17-18	139	649	111	899
TOTAL	849	4268	520	5637

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1628	14	0	12	0
1858	27	0	27	0
1487	27	0	29	0
2128	27	0	33	0
2453	27	0	80	0
2549	19	0	58	0
12103	141	0	239	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	885	105	1052
8-9	64	866	160	1090
9-10	79	725	127	931
15-16	160	1102	192	1454
16-17	163	1141	191	1495
17-18	150	1285	211	1646
TOTAL	678	6004	986	7668

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	193	929	86	1208
8-9	202	1001	110	1313
9-10	171	805	88	1064
15-16	187	992	139	1318
16-17	227	992	148	1367
17-18	239	1117	182	1538
TOTAL	1219	5836	753	7808

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2260	13	0	35	0
2403	17	0	26	0
1995	24	0	22	0
2772	30	0	33	0
2862	37	0	42	0
3184	31	0	52	0
15476	152	0	210	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_003

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Canoga Ave			Canoga Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	0	2	3	0	1	3	1	1	3	1	
7:00 AM	7	79	17	18	157	7	16	152	13	43	129	10	648
7:15 AM	7	130	17	29	189	15	10	204	25	44	217	22	909
7:30 AM	11	123	18	34	240	17	19	233	32	47	319	30	1123
7:45 AM	9	142	24	44	271	23	17	296	35	59	264	24	1208
8:00 AM	22	172	23	60	258	16	15	255	38	56	286	33	1234
8:15 AM	13	119	20	34	244	19	15	227	41	47	239	28	1046
8:30 AM	22	124	27	36	181	16	17	176	37	59	234	21	950
8:45 AM	17	108	27	52	221	27	17	208	44	40	242	28	1031
9:00 AM	25	116	21	45	184	18	11	181	28	49	205	22	905
9:15 AM	20	114	30	26	127	16	20	218	33	38	175	17	834
9:30 AM	36	124	34	35	135	20	23	166	30	46	218	23	890
9:45 AM	41	109	20	27	142	22	25	160	36	38	207	26	853
TOTAL VOLUMES :	230	1460	278	440	2349	216	205	2476	392	566	2735	284	11631
APPROACH %'s :	11.69%	74.19%	14.13%	14.64%	78.17%	7.19%	6.67%	80.57%	12.76%	15.79%	76.29%	7.92%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	55	556	85	172	1013	75	66	1011	146	209	1108	115	4611
PEAK HR FACTOR :	0.802			0.932			0.879			0.904			0.934

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_003

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Canoga Ave			Canoga Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	0	2	3	0	1	3	1	1	3	1	
3:00 PM	42	211	59	26	142	23	45	259	54	37	239	35	1172
3:15 PM	50	216	46	39	149	29	46	255	54	47	256	40	1227
3:30 PM	65	229	56	34	153	23	39	301	46	49	254	38	1287
3:45 PM	55	217	48	32	166	18	30	287	38	54	243	26	1214
4:00 PM	51	240	68	37	155	23	42	290	50	54	259	44	1313
4:15 PM	51	254	61	31	136	21	40	249	44	61	217	31	1196
4:30 PM	41	278	76	32	194	30	48	334	49	49	264	32	1427
4:45 PM	64	291	79	39	175	26	33	268	48	63	252	41	1379
5:00 PM	63	276	72	34	169	24	36	342	50	53	310	49	1478
5:15 PM	62	293	68	41	167	27	35	292	53	70	265	55	1428
5:30 PM	50	310	70	31	137	26	48	352	54	60	273	38	1449
5:45 PM	61	263	62	33	176	34	31	299	54	56	269	40	1378
TOTAL VOLUMES :	655	3078	765	409	1919	304	473	3528	594	653	3101	469	15948
APPROACH %'s :	14.56%	68.43%	17.01%	15.54%	72.91%	11.55%	10.29%	76.78%	12.93%	15.46%	73.43%	11.11%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	239	1170	289	145	648	103	152	1254	205	246	1100	183	5734
PEAK HR FACTOR :	0.978			0.933			0.887			0.928			0.970

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
East/West Victory Blvd
 Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY
 Hours: 7-10AM & 3-6PM Chekrs: NDS
 School Day: YES District: _____ I/S CODE _____

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	79	101	55	53
BIKES	19	36	86	73
BUSES	34	34	36	34

	<u>N/B TIME</u>		<u>S/B TIME</u>		<u>E/B TIME</u>		<u>W/B TIME</u>	
<i>AM PK 15 MIN</i>	368	7.30	504	7.30	316	8.00	624	7.45
<i>PM PK 15 MIN</i>	478	17.00	299	17.30	567	17.30	411	15.15
<i>AM PK HOUR</i>	1242	7.15	1919	7.15	1169	7.30	2234	7.30
<i>PM PK HOUR</i>	1756	16.45	1121	17.00	2203	16.45	1432	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	74	796	259	1129
8-9	72	678	207	957
9-10	96	613	162	871
15-16	101	1218	328	1647
16-17	98	1188	369	1655
17-18	88	1295	361	1744
TOTAL	529	5788	1686	8003

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	113	1487	248	1848
8-9	106	1416	241	1763
9-10	117	1064	215	1396
15-16	110	841	130	1081
16-17	99	758	172	1029
17-18	116	822	183	1121
TOTAL	661	6388	1189	8238

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2977	32	0	38	0
2720	17	0	29	0
2267	17	0	23	0
2728	25	0	24	0
2684	31	0	42	0
2865	10	0	25	0
16241	132	0	181	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	844	50	973
8-9	105	946	62	1113
9-10	122	720	98	940
15-16	245	1278	138	1661
16-17	346	1456	159	1961
17-18	382	1672	123	2177
TOTAL	1279	6916	630	8825

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	519	1374	48	1941
8-9	527	1344	106	1977
9-10	292	983	80	1355
15-16	245	1052	118	1415
16-17	207	1036	87	1330
17-18	202	1123	107	1432
TOTAL	1992	6912	546	9450

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2914	37	0	27	0
3090	41	0	14	0
2295	14	0	18	0
3076	30	0	18	0
3291	24	0	32	0
3609	17	0	13	0
18275	163	0	122	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_004

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	
7:00 AM	8	156	42	13	342	44	20	151	11	77	187	8	1059
7:15 AM	15	157	50	31	354	60	14	211	10	126	352	12	1392
7:30 AM	26	257	85	30	403	71	19	220	15	156	387	12	1681
7:45 AM	25	226	82	39	388	73	26	262	14	160	448	16	1759
8:00 AM	24	221	74	33	374	63	35	271	10	139	365	26	1635
8:15 AM	18	141	52	20	355	67	25	257	15	155	349	21	1475
8:30 AM	17	168	42	24	344	62	21	198	14	120	312	22	1344
8:45 AM	13	148	39	29	343	49	24	220	23	113	318	37	1356
9:00 AM	19	161	31	24	341	67	35	183	24	91	246	12	1234
9:15 AM	30	152	48	35	264	54	26	199	23	76	265	26	1198
9:30 AM	25	147	45	32	256	48	27	185	19	52	257	17	1110
9:45 AM	22	153	38	26	203	46	34	153	32	73	215	25	1020
TOTAL VOLUMES :	242	2087	628	336	3967	704	306	2510	210	1338	3701	234	16263
APPROACH %'s :	8.18%	70.58%	21.24%	6.71%	79.23%	14.06%	10.11%	82.95%	6.94%	25.37%	70.19%	4.44%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	93	845	293	122	1520	274	105	1010	54	610	1549	75	6550
PEAK HR FACTOR :	0.836			0.950			0.925			0.895			0.931

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_004

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	
3:00 PM	30	323	79	22	230	33	69	283	42	60	219	30	1420
3:15 PM	26	286	88	28	211	42	44	324	33	72	304	35	1493
3:30 PM	17	322	80	30	209	32	66	325	29	49	242	24	1425
3:45 PM	28	287	81	30	191	23	66	346	34	64	287	29	1466
4:00 PM	34	305	99	26	185	40	91	350	46	39	257	24	1496
4:15 PM	23	284	87	25	183	44	61	332	41	51	263	18	1412
4:30 PM	20	319	87	25	198	44	101	349	36	51	227	23	1480
4:45 PM	21	280	96	23	192	44	93	425	36	66	289	22	1587
5:00 PM	28	347	103	25	204	49	98	382	36	28	266	22	1588
5:15 PM	16	307	83	26	186	60	83	453	30	58	316	30	1648
5:30 PM	21	338	116	36	229	34	119	423	25	59	246	30	1676
5:45 PM	23	303	59	29	203	40	82	414	32	57	295	25	1562
TOTAL VOLUMES :	287	3701	1058	325	2421	485	973	4406	420	654	3211	312	18253
APPROACH %'s :	5.69%	73.35%	20.97%	10.06%	74.93%	15.01%	16.78%	75.98%	7.24%	15.66%	76.87%	7.47%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	86	1272	398	110	811	187	393	1683	127	211	1117	104	6499
PEAK HR FACTOR :	0.918			0.926			0.971			0.886			0.969

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Mason Ave
East/West Victory Blvd
 Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY
 Hours: 7-10AM & 3-6PM Chekrs: NDS
 School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	3	21	35	47
BUSES	19	37	88	67
BUSES	0	1	40	36

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	86	9.30	274	7.45	378	7.30	519	7.45
PM PK 15 MIN	142	15.45	147	17.30	586	17.15	379	17.15
AM PK HOUR	256	9.00	1029	7.15	1392	7.30	1828	7.30
PM PK HOUR	441	15.30	529	17.00	2170	16.45	1389	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	39	20	92
8-9	47	60	28	135
9-10	87	115	54	256
15-16	109	228	71	408
16-17	99	224	54	377
17-18	92	243	64	399
TOTAL	467	909	291	1667

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	203	129	574	906
8-9	165	238	467	870
9-10	119	251	237	607
15-16	155	110	250	515
16-17	175	80	208	463
17-18	169	123	237	529
TOTAL	986	931	1973	3890

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
998	3	0	7	1
1005	3	0	12	0
863	3	0	13	1
923	13	1	10	0
840	12	1	13	0
928	9	0	7	0
5557	43	2	62	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	93	1068	74	1235
8-9	91	978	148	1217
9-10	50	819	165	1034
15-16	223	1404	112	1739
16-17	233	1647	74	1954
17-18	249	1790	99	2138
TOTAL	939	7706	672	9317

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	1341	114	1513
8-9	83	1475	100	1658
9-10	97	1036	51	1184
15-16	48	1066	155	1269
16-17	32	1035	143	1210
17-18	58	1127	204	1389
TOTAL	376	7080	767	8223

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2748	0	0	2	1
2875	0	0	13	1
2218	0	0	3	0
3008	0	0	21	1
3164	0	0	19	0
3527	0	0	20	1
17540	0	0	78	4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_005

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Mason Ave			Mason Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1.5	0.5	1	1	2	1	3	1	1	3	1	
7:00 AM	1	1	3	39	12	100	15	195	7	3	205	15	596
7:15 AM	4	4	3	41	27	162	32	251	9	10	299	27	869
7:30 AM	10	16	4	64	38	149	28	327	23	8	391	36	1094
7:45 AM	18	18	10	59	52	163	18	295	35	37	446	36	1187
8:00 AM	15	13	10	55	89	130	29	289	49	45	397	34	1155
8:15 AM	10	17	7	43	49	135	26	245	28	14	356	28	958
8:30 AM	10	12	4	30	46	105	21	249	23	11	371	20	902
8:45 AM	12	18	7	37	54	97	15	195	48	13	351	18	865
9:00 AM	13	18	12	42	50	74	16	220	35	25	270	14	789
9:15 AM	26	34	15	31	98	58	10	216	62	38	287	12	887
9:30 AM	28	39	19	19	72	52	13	206	39	21	259	12	779
9:45 AM	20	24	8	27	31	53	11	177	29	13	220	13	626
TOTAL VOLUMES :	167	214	102	487	618	1278	234	2865	387	238	3852	265	10707
APPROACH %'s :	34.58%	44.31%	21.12%	20.44%	25.93%	53.63%	6.71%	82.19%	11.10%	5.46%	88.45%	6.08%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	53	64	31	221	228	577	101	1156	135	104	1590	134	4394
PEAK HR FACTOR :	0.804			0.936			0.921			0.881			0.925

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_005

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Mason Ave			Mason Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR 0.5	SL 1	ST 1	SR 2	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	
3:00 PM	19	47	15	45	15	73	45	317	19	5	253	34	887
3:15 PM	31	44	12	20	26	56	63	374	27	13	294	42	1002
3:30 PM	21	61	16	51	39	55	54	336	39	15	265	35	987
3:45 PM	38	76	28	39	30	66	61	377	27	15	254	44	1055
4:00 PM	35	59	19	49	25	45	54	398	15	6	281	31	1017
4:15 PM	18	55	15	41	18	51	67	385	17	10	223	40	940
4:30 PM	20	55	12	53	20	56	42	396	12	10	275	32	983
4:45 PM	26	55	8	32	17	56	70	468	30	6	256	40	1064
5:00 PM	20	62	24	42	21	52	57	401	14	8	282	41	1024
5:15 PM	16	68	18	44	34	59	68	497	21	9	309	61	1204
5:30 PM	34	63	15	41	40	66	62	448	34	17	268	44	1132
5:45 PM	22	50	7	42	28	60	62	444	30	24	268	58	1095
TOTAL VOLUMES :	NL 300	NT 695	NR 189	SL 499	ST 313	SR 695	EL 705	ET 4841	ER 285	WL 138	WT 3228	WR 502	TOTAL 12390
APPROACH %'s :	25.34%	58.70%	15.96%	33.11%	20.77%	46.12%	12.09%	83.02%	4.89%	3.57%	83.45%	12.98%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	92	243	64	169	123	237	249	1790	99	58	1127	204	4455
PEAK HR FACTOR :	0.891			0.900			0.912			0.916			0.925

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Winnetka Ave

East/West Victory Blvd

Day: WEDNESDAY **Date:** May 15, 2013 **Weather:** SUNNY

Hours: 7-10AM & 3-6PM **Chekr:** NDS

School Day: YES **District:** _____ **I/S CODE** _____

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	50	64	36	46
BIKES	24	35	12	18
BUSES	25	21	38	36

	<u>N/B TIME</u>		<u>S/B TIME</u>		<u>E/B TIME</u>		<u>W/B TIME</u>	
<i>AM PK 15 MIN</i>	325	7.45	475	7.30	391	7.45	609	7.45
<i>PM PK 15 MIN</i>	414	15.30	274	15.00	574	17.15	449	17.15
<i>AM PK HOUR</i>	1075	7.15	1681	7.30	1444	7.30	2070	7.15
<i>PM PK HOUR</i>	1495	16.30	923	16.30	2172	16.45	1566	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	168	714	138	1020
8-9	124	504	86	714
9-10	149	503	106	758
15-16	190	1017	178	1385
16-17	174	1061	188	1423
17-18	214	1098	151	1463
TOTAL	1019	4897	847	6763

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	191	1258	219	1668
8-9	205	1065	212	1482
9-10	127	728	189	1044
15-16	111	678	127	916
16-17	139	620	109	868
17-18	151	654	112	917
TOTAL	924	5003	968	6895

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2688	31	2	25	10
2196	70	6	17	4
1802	73	4	39	3
2301	69	0	56	3
2291	32	1	24	2
2380	16	0	15	0
13658	291	13	242	22

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	1026	166	1279
8-9	69	1032	168	1269
9-10	96	794	145	1035
15-16	201	1445	170	1816
16-17	204	1676	176	2056
17-18	200	1764	163	2127
TOTAL	857	7737	988	9582

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	196	1647	63	1906
8-9	168	1478	55	1701
9-10	165	1109	54	1328
15-16	170	1057	110	1337
16-17	128	1143	99	1370
17-18	158	1318	90	1566
TOTAL	985	7752	471	9208

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
3185	185	61	16	2
2970	144	51	60	7
2363	295	50	69	0
3153	271	23	34	0
3426	153	20	28	0
3693	190	0	0	0
18790	1852	205	207	9

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_006

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Winnetka Ave			Winnetka Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2.5	SR 0.5	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
7:00 AM	23	114	31	59	336	30	10	168	31	35	223	15	1075
7:15 AM	35	180	50	32	280	62	25	270	37	53	427	10	1461
7:30 AM	48	197	17	49	363	63	18	278	51	53	467	14	1618
7:45 AM	62	223	40	51	279	64	34	310	47	55	530	24	1719
8:00 AM	42	149	32	52	332	53	18	301	47	44	378	15	1463
8:15 AM	29	118	16	47	274	54	15	288	37	41	383	12	1314
8:30 AM	31	124	18	63	247	67	23	228	38	41	354	14	1248
8:45 AM	22	113	20	43	212	38	13	215	46	42	363	14	1141
9:00 AM	39	130	28	34	222	54	21	178	25	43	280	14	1068
9:15 AM	50	136	32	32	194	54	35	240	46	62	340	20	1241
9:30 AM	37	118	28	31	181	51	28	215	35	28	271	11	1034
9:45 AM	23	119	18	30	131	30	12	161	39	32	218	9	822
TOTAL VOLUMES :	441	1721	330	523	3051	620	252	2852	479	529	4234	172	15204
APPROACH %'s :	17.70%	69.06%	13.24%	12.47%	72.75%	14.78%	7.03%	79.60%	13.37%	10.72%	85.80%	3.49%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	187	749	139	184	1254	242	95	1159	182	205	1802	63	6261
PEAK HR FACTOR :	0.827			0.884			0.918			0.850			0.911

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_006

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Winnetka Ave			Winnetka Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2.5	SR 0.5	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
3:00 PM	42	261	54	36	206	32	46	310	44	41	224	29	1325
3:15 PM	60	244	35	19	156	31	50	395	37	49	289	27	1392
3:30 PM	51	309	54	40	170	35	49	361	31	32	257	23	1412
3:45 PM	37	203	35	16	146	29	56	379	58	48	287	31	1325
4:00 PM	43	267	40	40	132	33	51	409	54	38	252	17	1376
4:15 PM	25	257	44	28	157	21	45	372	57	35	253	26	1320
4:30 PM	65	274	56	38	177	24	51	426	33	30	300	22	1496
4:45 PM	41	263	48	33	154	31	57	469	32	25	338	34	1525
5:00 PM	49	283	46	40	188	30	51	391	35	34	270	22	1439
5:15 PM	54	274	42	36	148	24	59	482	33	47	377	25	1601
5:30 PM	64	285	34	35	164	27	52	478	33	35	329	23	1559
5:45 PM	47	256	29	40	154	31	38	413	62	42	342	20	1474
TOTAL VOLUMES :	578	3176	517	401	1952	348	605	4885	509	456	3518	299	17244
APPROACH %'s :	13.53%	74.36%	12.10%	14.85%	72.27%	12.88%	10.09%	81.43%	8.48%	10.67%	82.33%	7.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	208	1105	170	144	654	112	219	1820	133	141	1314	104	6124
PEAK HR FACTOR :	0.968			0.882			0.946			0.868			0.956

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Topham St
 East/West Victory Blvd
 Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY
 Hours: 7-10AM & 3-6PM Chekr: NDS
 School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	4	0	41	40
BUSES	0	0	15	21
BUSES	3	0	38	33

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	94	8.00	0	0.00	390	7.45	507	7.45
PM PK 15 MIN	85	17.00	0	0.00	536	17.15	325	17.15
AM PK HOUR	344	7.30	0	0.00	1454	7.30	1762	7.30
PM PK HOUR	294	17.00	0	0.00	1985	16.45	1150	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	247	0	5	252
8-9	267	0	3	270
9-10	172	0	1	173
15-16	227	0	8	235
16-17	202	0	3	205
17-18	289	0	5	294
TOTAL	1404	0	25	1429

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
252	9	5	0	0
270	11	0	0	0
173	6	0	0	0
235	8	2	0	0
205	2	0	0	0
294	3	0	0	0
1429	39	7	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	916	390	1306
8-9	0	944	329	1273
9-10	0	835	206	1041
15-16	0	1425	331	1756
16-17	0	1527	340	1867
17-18	0	1602	380	1982
TOTAL	0	7249	1976	9225

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1538	0	1538
8-9	0	1528	0	1528
9-10	0	1130	0	1130
15-16	0	1083	0	1083
16-17	0	1060	0	1060
17-18	0	1135	0	1135
TOTAL	0	7474	0	7474

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2844	0	0	16	7
2801	0	0	14	0
2171	0	0	16	0
2839	0	0	10	3
2927	0	0	5	0
3117	0	0	8	0
16699	0	0	69	10

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_007

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Topham St			Topham St			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	0	0	0	0	2	0	0	2	0	
7:00 AM	23	0	1	0	0	0	0	200	52	0	220	0	496
7:15 AM	47	0	0	0	0	0	0	229	88	0	369	0	733
7:30 AM	91	0	0	0	0	0	0	235	112	0	442	0	880
7:45 AM	86	0	4	0	0	0	0	252	138	0	507	0	987
8:00 AM	92	0	2	0	0	0	0	268	102	0	365	0	829
8:15 AM	68	0	1	0	0	0	0	256	91	0	448	0	864
8:30 AM	67	0	0	0	0	0	0	182	60	0	339	0	648
8:45 AM	40	0	0	0	0	0	0	238	76	0	376	0	730
9:00 AM	48	0	0	0	0	0	0	197	52	0	287	0	584
9:15 AM	43	0	1	0	0	0	0	204	53	0	334	0	635
9:30 AM	46	0	0	0	0	0	0	232	52	0	271	0	601
9:45 AM	35	0	0	0	0	0	0	202	49	0	238	0	524
TOTAL VOLUMES :	686	0	9	0	0	0	0	2695	925	0	4196	0	8511
APPROACH %'s :	98.71%	0.00%	1.29%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	74.45%	25.55%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	337	0	7	0	0	0	0	1011	443	0	1762	0	3560
PEAK HR FACTOR :	0.915			0.000			0.932			0.869			0.902

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_007

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Topham St			Topham St			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	1	0	0	0	0	2	0	0	2	0	
3:00 PM	58	0	1	0	0	0	0	350	86	0	246	0	741
3:15 PM	58	0	3	0	0	0	0	353	86	0	290	0	790
3:30 PM	53	0	2	0	0	0	0	301	78	0	273	0	707
3:45 PM	58	0	2	0	0	0	0	421	81	0	274	0	836
4:00 PM	58	0	0	0	0	0	0	355	80	0	268	0	761
4:15 PM	34	0	0	0	0	0	0	397	92	0	256	0	779
4:30 PM	66	0	0	0	0	0	0	350	74	0	255	0	745
4:45 PM	44	0	3	0	0	0	0	425	94	0	281	0	847
5:00 PM	84	0	1	0	0	0	0	385	86	0	252	0	808
5:15 PM	52	0	1	0	0	0	0	442	94	0	325	0	914
5:30 PM	79	0	2	0	0	0	0	369	90	0	292	0	832
5:45 PM	74	0	1	0	0	0	0	406	110	0	266	0	857
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	718	0	16	0	0	0	0	4554	1051	0	3278	0	9617
	97.82%	0.00%	2.18%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	81.25%	18.75%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	289	0	5	0	0	0	0	1602	380	0	1135	0	3411
PEAK HR FACTOR :	0.865			0.000			0.924			0.873			0.933

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Corbin Ave

East/West Victory Blvd

Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	20	25	34	41
BIKES	19	17	11	21
BUSES	12	7	30	34

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	179	7.30	343	7.30	259	8.15	435	7.30
PM PK 15 MIN	229	17.00	174	17.45	421	17.30	365	17.30
AM PK HOUR	604	7.15	1231	7.15	999	7.30	1660	7.15
PM PK HOUR	846	16.45	571	17.00	1591	16.45	1371	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	430	60	520
8-9	22	319	63	404
9-10	20	216	41	277
15-16	29	520	94	643
16-17	25	562	86	673
17-18	41	643	140	824
TOTAL	167	2690	484	3341

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	171	756	259	1186
8-9	123	567	220	910
9-10	112	331	141	584
15-16	100	327	102	529
16-17	119	331	91	541
17-18	144	311	116	571
TOTAL	769	2623	929	4321

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1706	5	0	5	2
1314	3	0	4	1
861	5	0	3	0
1172	8	0	3	0
1214	1	0	1	2
1395	3	0	5	0
7662	25	0	21	5

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	886	8	952
8-9	63	836	21	920
9-10	77	740	17	834
15-16	153	1213	26	1392
16-17	149	1309	18	1476
17-18	145	1426	19	1590
TOTAL	645	6410	109	7164

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	137	1285	118	1540
8-9	107	1196	137	1440
9-10	66	938	120	1124
15-16	74	964	236	1274
16-17	70	929	240	1239
17-18	46	1029	296	1371
TOTAL	500	6341	1147	7988

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2492	7	2	5	0
2360	2	0	4	0
1958	0	0	3	0
2666	5	0	4	0
2715	3	0	3	1
2961	7	0	2	0
15152	24	2	21	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_008

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Corbin Ave			Corbin Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	5	49	10	35	155	39	13	209	2	19	220	27	783
7:15 AM	10	88	20	38	214	68	15	222	3	35	334	39	1086
7:30 AM	10	154	15	39	218	86	11	225	2	43	365	27	1195
7:45 AM	5	139	15	59	169	66	19	230	1	40	366	25	1134
8:00 AM	6	116	26	34	173	67	25	222	5	36	300	50	1060
8:15 AM	3	74	13	29	157	70	16	238	5	29	313	36	983
8:30 AM	8	67	15	27	126	45	8	192	7	19	318	31	863
8:45 AM	5	62	9	33	111	38	14	184	4	23	265	20	768
9:00 AM	5	71	8	22	95	40	21	188	3	18	255	33	759
9:15 AM	5	58	11	36	87	41	16	192	6	11	258	30	751
9:30 AM	6	40	11	19	70	41	26	213	6	19	246	25	722
9:45 AM	4	47	11	35	79	19	14	147	2	18	179	32	587
TOTAL VOLUMES :	72	965	164	406	1654	620	198	2462	46	310	3419	375	10691
APPROACH %'s :	6.00%	80.35%	13.66%	15.15%	61.72%	23.13%	7.32%	90.98%	1.70%	7.55%	83.31%	9.14%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	31	497	76	170	774	287	70	899	11	154	1365	141	4475
PEAK HR FACTOR :	0.844			0.897			0.972			0.954			0.936

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_008

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Corbin Ave			Corbin Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
3:00 PM	5	128	20	17	69	23	36	313	7	18	218	52	906
3:15 PM	10	142	22	28	96	25	40	279	4	19	256	63	984
3:30 PM	6	141	32	27	74	26	36	295	5	19	251	50	962
3:45 PM	8	109	20	28	88	28	41	326	10	18	239	71	986
4:00 PM	5	123	22	20	79	18	37	350	3	14	251	68	990
4:15 PM	6	130	22	39	84	23	34	300	5	20	193	54	910
4:30 PM	7	128	24	35	70	24	37	348	8	19	262	47	1009
4:45 PM	7	181	18	25	98	26	41	311	2	17	223	71	1020
5:00 PM	5	182	42	29	65	19	24	388	7	14	259	76	1110
5:15 PM	13	172	37	43	79	31	38	353	6	8	257	78	1115
5:30 PM	7	145	37	28	74	29	36	380	5	10	282	73	1106
5:45 PM	16	144	24	44	93	37	47	305	1	14	231	69	1025
TOTAL VOLUMES :	95	1725	320	363	969	309	447	3948	63	190	2922	772	12123
APPROACH %'s :	4.44%	80.61%	14.95%	22.12%	59.05%	18.83%	10.03%	88.56%	1.41%	4.89%	75.23%	19.88%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	41	643	140	144	311	116	145	1426	19	46	1029	296	4356
PEAK HR FACTOR :	0.900			0.820			0.944			0.939			0.977

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: Tampa Ave
 North/South _____
 East/West Victory Blvd
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	154	150	129	188
BIKES	2	4	4	2

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	266	7:40	460	7:30	341	7:35	417	7:55
PM PK 15 MIN	373	8:45	294	7:20	470	9:30	376	9:20
AM PK HOUR	975	7:30	1617	7:05	1249	7:10	1575	7:25
PM PK HOUR	1406	8:40	1048	7:05	1695	8:55	1431	8:50

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	82	645	138	865
8-9	82	598	119	799
9-10	63	500	55	618
15-16	150	936	104	1190
16-17	139	1029	106	1274
17-18	169	1067	104	1240
TOTAL	585	4775	626	5986

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	268	1090	230	1588
8-9	186	956	141	1283
9-10	188	603	92	883
15-16	216	698	115	1029
16-17	211	678	118	1007
17-18	242	614	128	984
TOTAL	1311	4639	824	6774

TOTAL

N-S
2453
2082
1501
2219
2281
2224
12760

XING S/L

Adult	Sch
14	1
10	1
14	3
17	0
19	1
14	0
88	6

XING N/L

Adult	Sch
22	1
15	0
40	0
37	0
35	0
39	0
188	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	68	1069	40	1177
8-9	85	949	38	1072
9-10	75	733	33	841
15-16	147	1183	54	1384
16-17	156	1306	56	1518
17-18	181	1473	41	1695
TOTAL	712	6713	262	7687

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	130	1128	82	1340
8-9	139	1211	97	1447
9-10	76	876	91	1043
15-16	52	1099	172	1323
16-17	63	1035	155	1253
17-18	69	1153	202	1424
TOTAL	529	6502	799	7830

TOTAL

E-W
2517
2519
1884
2707
2771
3119
15517

XING W/L

Adult	Sch
18	1
19	3
23	0
18	0
14	0
9	0
101	4

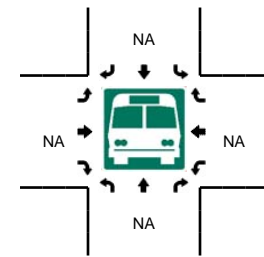
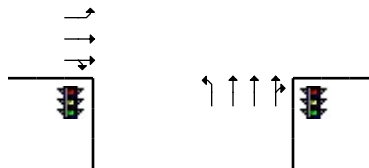
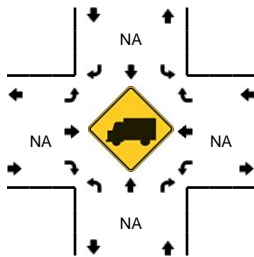
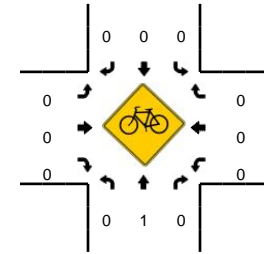
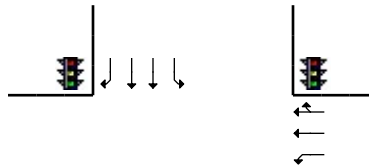
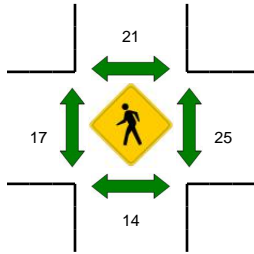
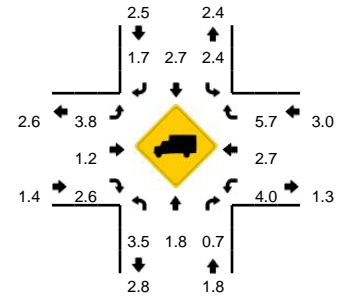
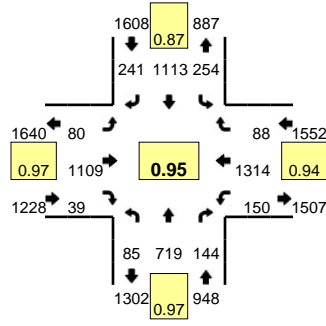
XING E/L

Adult	Sch
19	5
25	0
34	2
32	0
46	2
46	0
202	9

LOCATION: Tampa Ave -- Victory Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963917
DATE: Thu, May 16 2013

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



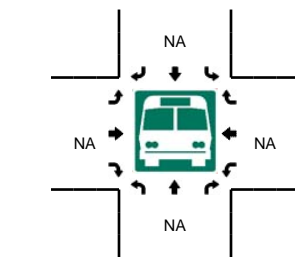
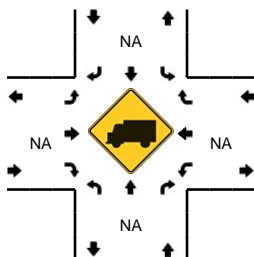
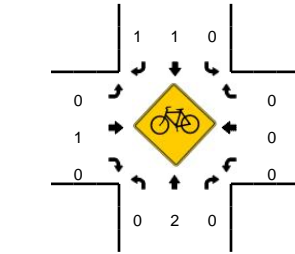
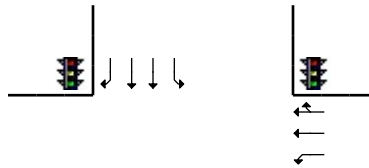
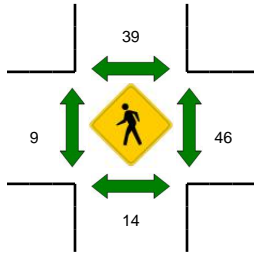
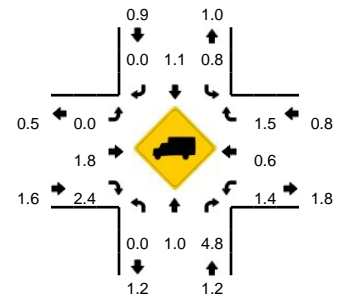
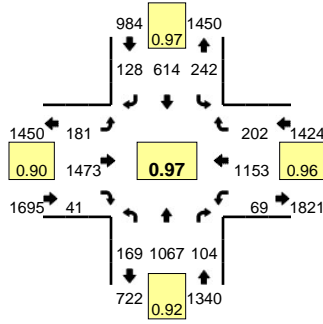
15-Min Count Period Beginning At	Tampa Ave (Northbound)				Tampa Ave (Southbound)				Victory Blvd (Eastbound)				Victory Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	17	110	33	0	57	255	28	0	13	219	12	0	22	165	13	0	944	
7:15 AM	20	154	34	0	52	273	56	0	11	281	9	0	28	295	28	0	1241	
7:30 AM	15	196	41	0	79	307	74	0	14	296	7	0	44	315	19	0	1407	
7:45 AM	30	185	30	0	80	255	72	0	30	273	12	0	36	353	22	0	1378	4970
8:00 AM	20	184	39	0	43	278	39	0	25	259	11	0	42	351	19	0	1310	5336
8:15 AM	27	163	45	0	48	250	36	0	24	251	8	0	32	305	18	0	1207	5302
8:30 AM	19	128	14	0	53	224	41	0	15	227	8	0	31	270	25	0	1055	4950
8:45 AM	16	123	21	0	42	204	25	0	21	212	11	0	34	285	35	0	1029	4601
9:00 AM	14	109	11	0	42	159	26	0	21	167	4	0	23	220	26	0	822	4113
9:15 AM	13	106	14	0	44	152	29	0	17	195	9	0	25	271	26	0	901	3807
9:30 AM	14	139	11	0	50	152	18	0	15	189	12	0	14	193	19	0	826	3578
9:45 AM	22	146	19	0	52	140	19	0	22	182	8	0	14	192	20	0	836	3385
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	784	164	0	316	1228	296	0	56	1184	28	0	176	1260	76	0	5628	
Heavy Trucks	0	8	0		4	24	0		4	12	0		4	44	4		104	
Pedestrians		8				40				12				48			108	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Tampa Ave -- Victory Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963918
DATE: Wed, May 15 2013

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Tampa Ave (Northbound)				Tampa Ave (Southbound)				Victory Blvd (Eastbound)				Victory Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	35	195	25	1	51	159	37	0	29	323	17	0	14	249	39	0	1174	
3:15 PM	36	223	26	0	64	174	28	0	34	269	14	0	15	275	40	0	1198	
3:30 PM	40	269	24	0	39	191	26	0	35	294	14	0	12	290	44	0	1278	
3:45 PM	38	249	29	0	62	174	24	0	49	297	9	0	11	285	49	0	1276	4926
4:00 PM	38	243	26	0	53	155	29	0	36	331	11	0	15	275	40	0	1252	5004
4:15 PM	26	234	27	0	60	186	26	0	39	328	16	0	15	237	35	0	1229	5035
4:30 PM	36	241	30	0	55	167	32	0	39	334	15	0	13	250	45	1	1258	5015
4:45 PM	39	311	23	0	43	170	31	0	42	313	14	0	19	273	35	0	1313	5052
5:00 PM	39	255	29	0	62	149	32	0	43	383	11	0	14	283	53	0	1353	5153
5:15 PM	46	300	26	0	75	174	34	0	34	344	8	0	23	297	40	1	1402	5326
5:30 PM	46	248	17	0	45	133	28	0	55	402	13	0	13	302	55	1	1358	5426
5:45 PM	38	264	32	0	60	158	34	0	49	344	9	0	17	271	54	0	1330	5443

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Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	184	1200	104	0	300	696	136	0	136	1376	32	0	92	1188	160	4	5608	
Heavy Trucks	0	20	4		4	12	0		0	28	4		0	4	0		76	
Pedestrians		28				44				20				52			144	
Bicycles	0	1	0		0	0	0		0	1	0		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Wilbur Ave
East/West Victory Blvd
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chekrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	84	90	139	178
BIKES	2	0	3	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	241	7:45	393	7:35	435	7:35	421	7:40
PM PK 15 MIN	290	7:15	184	9:15	502	9:10	378	9:40
AM PK HOUR	746	7:20	1312	7:10	1550	7:10	1484	7:25
PM PK HOUR	870	7:05	671	8:55	1767	9:00	1312	8:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	450	82	596
8-9	72	357	64	493
9-10	51	235	52	338
15-16	160	634	73	867
16-17	110	478	54	642
17-18	126	592	64	719
TOTAL	520	2746	389	3655

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	152	925	160	1237
8-9	152	630	150	932
9-10	119	362	94	575
15-16	95	412	112	619
16-17	113	379	65	557
17-18	125	417	120	662
TOTAL	756	3125	701	4582

TOTAL

N-S	1833
	1425
	913
	1486
	1199
	1381
TOTAL	8237

XING S/L

Adult	Sch
5	4
11	3
3	1
10	17
5	0
5	0
39	25

XING N/L

Adult	Sch
19	9
13	2
4	1
16	1
15	0
8	6
75	19

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	1299	138	1481
8-9	69	1122	75	1266
9-10	38	894	63	995
15-16	138	1247	105	1490
16-17	134	1366	80	1580
17-18	123	1557	87	1767
TOTAL	546	7485	548	8579

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	1151	70	1310
8-9	60	1183	64	1307
9-10	54	880	46	980
15-16	55	1055	143	1253
16-17	62	1068	182	1312
17-18	63	1079	155	1297
TOTAL	383	6416	660	7459

TOTAL

E-W	2791
	2573
	1975
	2743
	2892
	3064
TOTAL	16038

XING W/L

Adult	Sch
8	13
3	2
1	0
6	2
3	0
7	0
28	17

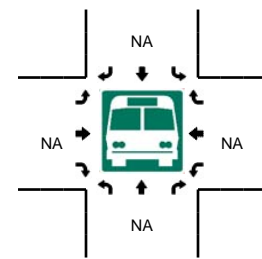
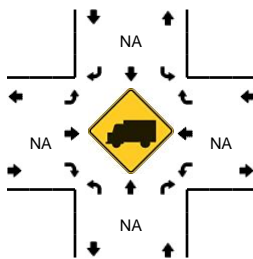
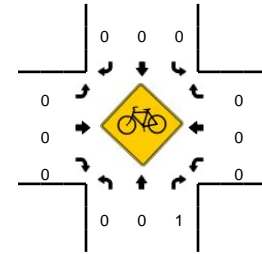
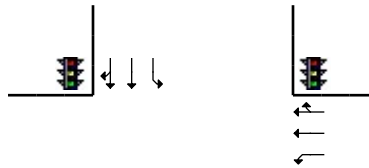
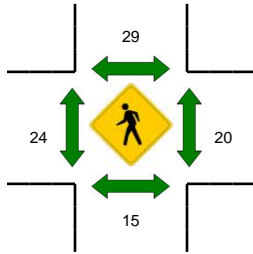
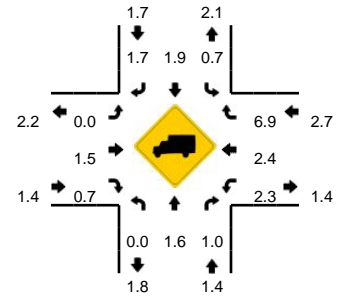
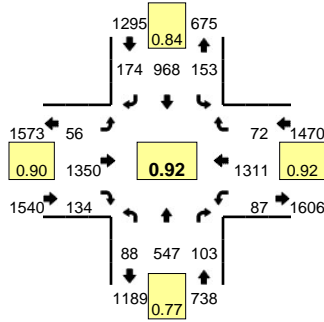
XING E/L

Adult	Sch
12	3
11	3
1	0
14	0
8	3
11	1
57	10

LOCATION: Wilbur Ave -- Victory Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963915
DATE: Thu, May 16 2013

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

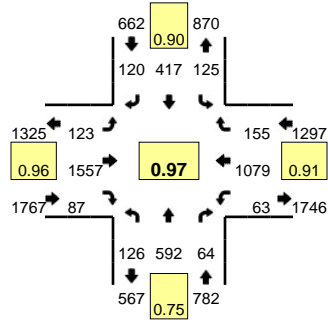


15-Min Count Period Beginning At	Wilbur Ave (Northbound)				Wilbur Ave (Southbound)				Victory Blvd (Eastbound)				Victory Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	47	4	0	41	154	22	0	9	270	30	0	16	180	14	0	794	
7:15 AM	13	87	23	0	38	209	43	0	10	328	36	0	29	276	16	0	1108	
7:30 AM	21	128	25	0	43	293	49	0	13	374	42	0	20	339	22	0	1369	
7:45 AM	23	188	30	0	30	269	46	0	12	327	30	0	24	356	18	0	1353	4624
8:00 AM	31	144	25	0	42	197	36	0	21	321	26	0	14	340	16	0	1213	5043
8:15 AM	10	87	11	0	28	154	35	0	14	283	17	0	13	282	14	0	948	4883
8:30 AM	18	63	12	0	39	145	43	0	15	280	17	0	18	263	18	0	931	4445
8:45 AM	13	63	16	0	43	134	36	0	19	238	15	0	15	298	16	0	906	3998
9:00 AM	11	61	12	0	26	93	19	0	5	221	18	0	14	242	18	0	740	3525
9:15 AM	17	64	18	0	32	97	26	0	13	226	17	0	7	276	12	0	805	3382
9:30 AM	11	63	12	0	34	89	31	0	8	238	10	0	15	172	14	0	697	3148
9:45 AM	12	47	10	0	27	83	18	0	12	209	18	0	18	190	2	0	646	2888
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	84	512	100	0	172	1172	196	0	52	1496	168	0	80	1356	88	0	5476	
Heavy Trucks	0	8	4	0	0	36	4	0	0	20	0	0	0	44	8	0	124	
Pedestrians		8				64				40				12			124	
Bicycles	0	0	1		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

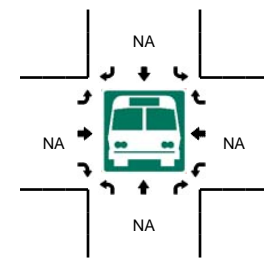
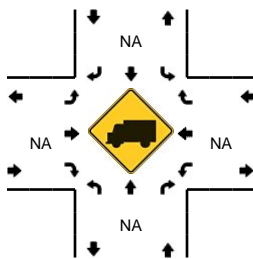
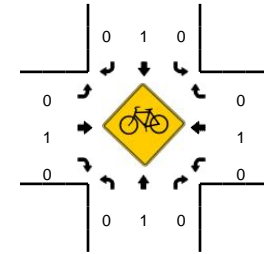
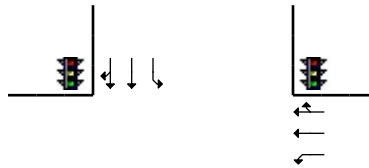
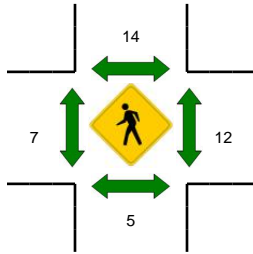
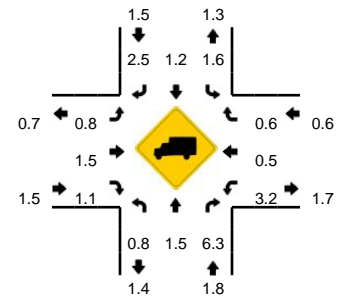
Comments:

LOCATION: Wilbur Ave -- Victory Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963916
DATE: Wed, May 15 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Wilbur Ave (Northbound)				Wilbur Ave (Southbound)				Victory Blvd (Eastbound)				Victory Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	31	134	21	0	22	109	19	0	43	314	34	0	16	242	38	0	1023	
3:15 PM	49	212	29	0	27	118	35	0	29	293	27	0	7	260	41	0	1127	
3:30 PM	39	150	13	0	24	102	27	0	26	316	26	0	14	299	32	0	1068	
3:45 PM	41	138	10	0	22	83	31	0	40	324	18	0	18	254	32	0	1011	4229
4:00 PM	29	128	9	0	26	87	8	0	33	326	23	0	15	272	46	0	1002	4208
4:15 PM	29	103	12	0	26	96	18	0	29	351	20	0	13	237	53	0	987	4068
4:30 PM	25	109	16	0	29	69	24	0	37	380	19	0	20	259	37	0	1024	4024
4:45 PM	27	138	17	0	32	127	15	0	35	309	18	0	14	300	46	0	1078	4091
5:00 PM	34	164	16	0	26	90	33	0	23	418	21	0	12	219	32	0	1088	4177
5:15 PM	29	165	23	0	38	112	34	0	43	375	15	0	21	276	30	0	1161	4351
5:30 PM	31	121	15	0	32	89	27	0	35	396	30	0	12	297	45	0	1130	4457
4:45 PM	32	142	10	0	29	126	26	0	22	368	21	0	18	287	48	0	1129	4508
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	116	660	92	0	152	448	136	0	172	1500	60	0	84	1104	120	0	4644	
Heavy Trucks	0	12	12		4	16	4		0	32	0		8	4	4		96	
Pedestrians		0				12				4				4			20	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Reseda Blvd

East/West Victory Blvd

Day: Thursday Date: May 16, 2013 Weather: Sunny

Hours: 7-10AM 3-6PM Chckrs: QC

School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	205	149	224	174
BIKES	16	14	3	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	238	7:40	341	7:35	492	7:40	427	7:50
PM PK 15 MIN	331	9:20	295	7:25	493	9:10	382	9:30
AM PK HOUR	821	7:15	1203	7:00	1744	7:15	1597	7:25
PM PK HOUR	1174	8:30	1086	8:40	1774	9:00	1406	8:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	86	564	111	761
8-9	71	650	84	805
9-10	53	635	91	779
15-16	124	886	116	1126
16-17	108	850	113	1071
17-18	128	902	119	1130
TOTAL	551	4487	634	5672

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	955	152	1203
8-9	82	739	95	916
9-10	92	613	90	795
15-16	104	795	146	1045
16-17	126	748	157	1031
17-18	144	732	161	1037
TOTAL	644	4582	801	6027

TOTAL

N-S	1964
	1721
	1574
	2171
	2102
	2167
TOTAL	11699

XING S/L

Adult	Sch
36	0
19	0
18	0
14	56
10	26
14	44
111	126

XING N/L

Adult	Sch
85	0
40	0
19	1
15	124
9	71
8	61
176	257

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	157	1448	76	1681
8-9	106	1233	87	1426
9-10	67	943	72	1082
15-16	167	1258	116	1541
16-17	141	1333	87	1561
17-18	163	1520	91	1774
TOTAL	801	7735	529	9065

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	168	1106	118	1392
8-9	182	1202	111	1495
9-10	114	849	81	1044
15-16	121	964	153	1238
16-17	99	1035	148	1282
17-18	109	1113	183	1405
TOTAL	793	6269	794	7856

TOTAL

E-W	3073
	2921
	2126
	2779
	2843
	3179
TOTAL	16921

XING W/L

Adult	Sch
104	0
42	1
37	1
24	115
17	77
23	41
247	235

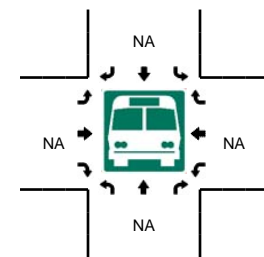
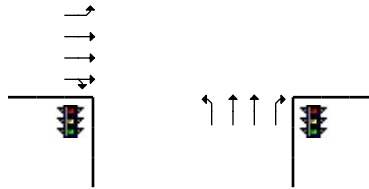
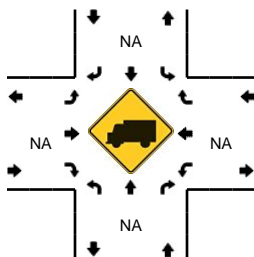
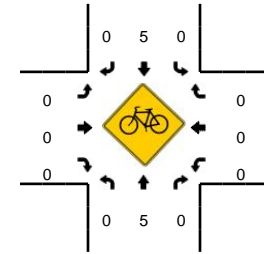
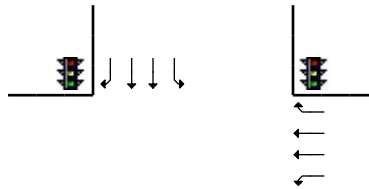
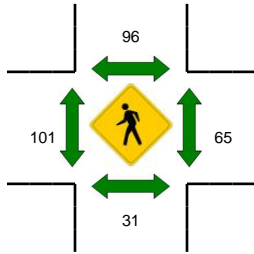
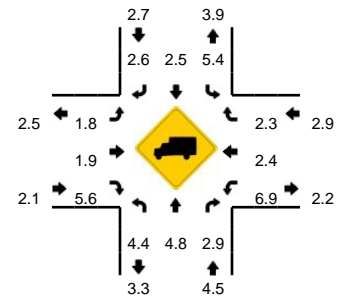
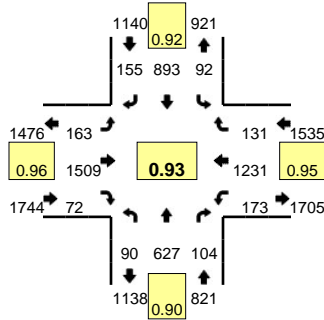
XING E/L

Adult	Sch
65	0
28	0
16	0
15	96
5	49
16	56
145	201

LOCATION: Reseda Blvd -- Victory Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963913
DATE: Thu, May 16 2013

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



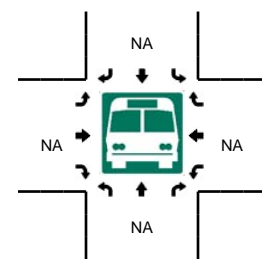
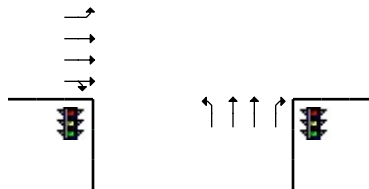
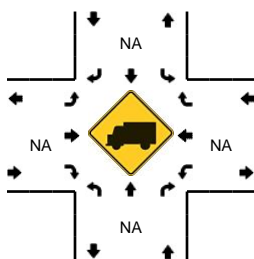
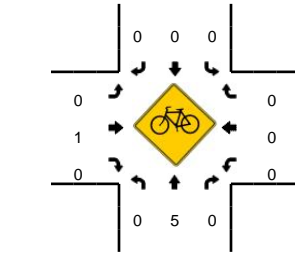
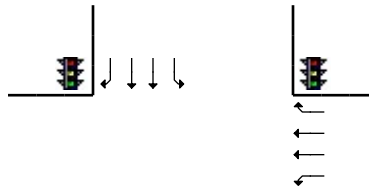
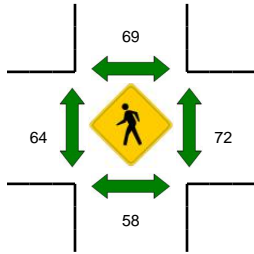
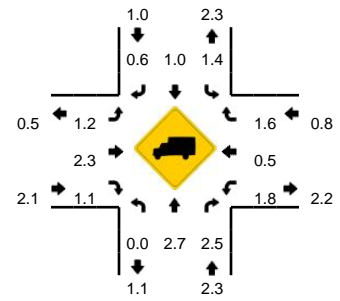
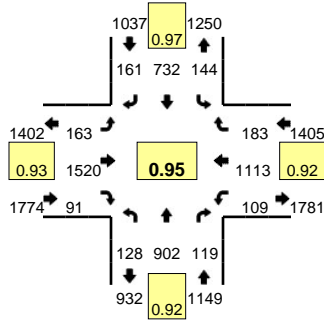
15-Min Count Period Beginning At	Reseda Blvd (Northbound)				Reseda Blvd (Southbound)				Victory Blvd (Eastbound)				Victory Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	95	26	0	21	258	23	0	29	297	22	1	37	201	12	0	1030	
7:15 AM	20	152	23	0	10	231	22	0	34	376	18	0	34	258	26	0	1204	
7:30 AM	27	149	34	0	30	246	52	0	47	389	18	0	48	320	37	0	1397	
7:45 AM	31	168	28	0	35	220	55	0	46	386	18	0	49	327	43	0	1406	5037
8:00 AM	12	158	19	0	17	196	26	0	36	358	18	0	42	326	25	0	1233	5240
8:15 AM	22	146	19	0	19	199	25	0	22	274	26	0	45	298	31	0	1126	5162
8:30 AM	14	167	21	0	26	186	22	0	27	330	14	0	42	263	35	0	1147	4912
8:45 AM	23	179	25	0	20	158	22	0	21	271	29	0	53	315	20	0	1136	4642
9:00 AM	17	148	23	0	26	156	28	0	10	235	22	0	26	209	16	0	916	4325
9:15 AM	14	161	17	0	29	159	19	0	12	248	20	0	33	266	24	0	1002	4201
9:30 AM	15	166	27	0	18	152	19	0	22	232	17	0	26	200	17	0	911	3965
9:45 AM	7	160	24	0	18	146	24	1	23	228	13	0	29	174	24	0	871	3700
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	124	672	112	0	140	880	220	0	184	1544	72	0	196	1308	172	0	5624	
Heavy Trucks	4	32	4		8	16	12		0	20	4		12	28	4		144	
Pedestrians		32				140				168				84			424	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Reseda Blvd -- Victory Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963914
DATE: Wed, May 15 2013

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Reseda Blvd (Northbound)				Reseda Blvd (Southbound)				Victory Blvd (Eastbound)				Victory Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	21	206	36	0	25	196	39	0	46	331	30	0	44	221	34	0	1229	
3:15 PM	37	234	28	0	25	221	41	1	36	321	34	0	27	231	36	0	1272	
3:30 PM	32	226	28	0	29	215	33	0	41	297	32	0	27	264	37	0	1261	
3:45 PM	34	220	24	0	24	163	33	0	44	309	20	0	23	248	46	0	1188	4950
4:00 PM	20	201	25	0	31	188	32	0	44	284	21	0	24	268	30	0	1168	4889
4:15 PM	22	188	31	0	36	180	52	0	33	359	29	0	33	231	42	0	1236	4853
4:30 PM	33	245	29	0	28	182	29	0	32	355	16	0	17	246	32	0	1244	4836
4:45 PM	33	216	28	0	31	198	44	0	32	335	21	0	25	290	44	0	1297	4945
5:00 PM	28	218	24	0	35	203	38	0	44	340	24	0	29	242	48	0	1273	5050
5:15 PM	29	257	34	0	41	179	45	1	37	417	23	0	29	278	39	0	1409	5223
5:30 PM	27	208	38	0	35	177	45	1	39	391	19	0	29	303	50	0	1362	5341
5:45 PM	44	219	23	0	31	173	33	0	43	372	25	0	22	290	46	0	1321	5365
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	116	1028	136	0	164	716	180	4	148	1668	92	0	116	1112	156	0	5636	
Heavy Trucks	0	24	0		0	8	0		0	48	0		4	4	0		88	
Pedestrians		72				88				64				88			312	
Bicycles	0	1	0		0	0	0		0	1	0		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
East/West El Rancho Dr
 Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY
 Hours: 7-10AM & 3-6PM Chekr: NDS
 School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	80	114	0	3
BIKES	21	35	0	4
BUSES	35	29	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	399	7.30	571	7.30	18	7.30	33	7.45
PM PK 15 MIN	585	17.00	336	17.30	9	15.00	47	15.30
AM PK HOUR	1377	7.15	2174	7.15	60	7.15	84	7.30
PM PK HOUR	2008	16.45	1267	15.00	34	17.00	140	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	1164	115	1285
8-9	3	905	93	1001
9-10	3	862	121	986
15-16	13	1645	141	1799
16-17	21	1638	164	1823
17-18	28	1666	276	1970
TOTAL	74	7880	910	8864

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	2026	3	2049
8-9	31	1976	6	2013
9-10	35	1398	7	1440
15-16	15	1237	15	1267
16-17	18	1128	17	1163
17-18	29	1127	13	1169
TOTAL	148	8892	61	9101

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
3334	0	0	2	0
3014	1	0	2	0
2426	0	0	3	0
3066	0	0	0	0
2986	0	0	0	0
3139	3	0	5	0
17965	4	0	12	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	2	41	57
8-9	12	1	26	39
9-10	7	0	21	28
15-16	10	0	17	27
16-17	10	0	13	23
17-18	14	1	19	34
TOTAL	67	4	137	208

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	0	3	57
8-9	53	0	6	59
9-10	49	1	24	74
15-16	100	2	26	128
16-17	80	2	26	108
17-18	45	1	12	58
TOTAL	381	6	97	484

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
114	14	0	5	0
98	16	0	9	0
102	9	0	6	0
155	9	0	1	0
131	6	0	6	0
92	20	0	4	0
692	74	0	31	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_009

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			El Rancho Dr			El Rancho Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	1	0	1	0	1	
7:00 AM	2	199	5	1	407	1	1	0	7	3	0	0	626
7:15 AM	1	264	19	1	511	0	2	0	12	6	0	0	816
7:30 AM	1	362	36	5	566	0	8	0	10	14	0	1	1003
7:45 AM	2	339	55	13	542	2	3	2	12	31	0	2	1003
8:00 AM	2	268	28	7	524	3	5	0	6	21	0	2	866
8:15 AM	0	222	25	8	492	0	2	0	5	12	0	1	767
8:30 AM	0	198	19	4	480	2	2	0	12	6	0	1	724
8:45 AM	1	217	21	12	480	1	3	1	3	14	0	2	755
9:00 AM	0	195	37	15	438	4	4	0	7	6	0	7	713
9:15 AM	0	235	52	11	328	1	0	0	4	15	1	5	652
9:30 AM	1	212	17	6	322	1	2	0	5	21	0	10	597
9:45 AM	2	220	15	3	310	1	1	0	5	7	0	2	566
TOTAL VOLUMES :	12	2931	329	86	5400	16	33	3	88	156	1	33	9088
APPROACH %'s :	0.37%	89.58%	10.06%	1.56%	98.15%	0.29%	26.61%	2.42%	70.97%	82.11%	0.53%	17.37%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	6	1233	138	26	2143	5	18	2	40	72	0	5	3688
PEAK HR FACTOR :	0.863			0.952			0.833			0.583			0.919

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_009

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			El Rancho Dr			El Rancho Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 0	WL 1	WT 0	WR 1	
3:00 PM	4	465	31	2	325	4	3	0	6	16	0	5	861
3:15 PM	2	376	20	3	307	2	1	0	2	21	0	4	738
3:30 PM	3	410	52	4	306	5	2	0	5	37	0	10	834
3:45 PM	4	394	38	6	299	4	4	0	4	26	2	7	788
4:00 PM	5	418	36	7	273	5	2	0	3	19	1	13	782
4:15 PM	4	360	33	5	249	5	1	0	4	18	1	5	685
4:30 PM	5	451	47	2	290	4	2	0	4	24	0	3	832
4:45 PM	7	409	48	4	316	3	5	0	2	19	0	5	818
5:00 PM	7	489	89	2	267	4	5	0	3	9	0	1	876
5:15 PM	7	377	69	6	272	2	2	0	6	11	0	1	753
5:30 PM	7	435	64	11	322	3	4	1	4	11	1	4	867
5:45 PM	7	365	54	10	266	4	3	0	6	14	0	6	735
TOTAL VOLUMES :	62	4949	581	62	3492	45	34	1	49	225	5	64	9569
APPROACH %'s :	1.11%	88.50%	10.39%	1.72%	97.03%	1.25%	40.48%	1.19%	58.33%	76.53%	1.70%	21.77%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	28	1710	270	23	1177	12	16	1	15	50	1	11	3314
PEAK HR FACTOR :	0.858			0.902			0.889			0.646			0.946

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South De Soto Ave

East/West Erwin St

Day: WEDNESDAY **Date:** May 15, 2013 **Weather:** SUNNY

Hours: 7-10AM & 3-6PM **Chekr:** NDS

School Day: YES **District:** _____ **I/S CODE** _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	84	117	17	3
BUSES	23	40	5	1
BUSES	38	29	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	413	7.30	592	7.30	120	7.45	38	7.30
<i>PM PK 15 MIN</i>	526	17.00	349	15.45	133	17.00	22	15.00
<i>AM PK HOUR</i>	1384	7.30	2216	7.30	338	7.15	122	7.30
<i>PM PK HOUR</i>	1919	16.30	1370	15.00	469	16.30	66	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	134	1149	5	1288
8-9	205	911	16	1132
9-10	167	880	11	1058
15-16	155	1602	30	1787
16-17	112	1706	44	1862
17-18	114	1665	58	1837
TOTAL	887	7913	164	8964

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	1958	115	2081
8-9	19	1769	204	1992
9-10	6	1321	121	1448
15-16	28	1221	121	1370
16-17	31	1003	125	1159
17-18	32	1004	141	1177
TOTAL	124	8276	827	9227

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
3369	1	0	0	0
3124	0	0	0	0
2506	4	0	0	0
3157	3	0	0	0
3021	2	0	0	0
3014	2	0	0	0
18191	12	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	7	190	297
8-9	82	7	129	218
9-10	82	3	128	213
15-16	122	8	157	287
16-17	153	23	164	340
17-18	180	14	232	426
TOTAL	719	62	1000	1781

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	17	49	117
8-9	46	17	38	101
9-10	30	12	29	71
15-16	20	16	30	66
16-17	19	8	18	45
17-18	16	8	22	46
TOTAL	182	78	186	446

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
414	17	1	3	1
319	7	0	9	0
284	3	0	2	0
353	20	0	3	0
385	8	0	3	0
472	13	0	7	0
2227	68	1	27	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_010

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Erwin St			Erwin St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1.3	0.3	1.3	0	3	0	
7:00 AM	22	184	1	0	377	21	9	0	27	19	2	9	671
7:15 AM	35	248	0	2	490	21	18	2	37	9	1	7	870
7:30 AM	34	377	2	2	555	35	25	1	58	9	5	24	1127
7:45 AM	43	340	2	4	536	38	48	4	68	14	9	9	1115
8:00 AM	49	247	4	6	467	58	29	0	48	11	3	7	929
8:15 AM	44	239	3	3	464	48	20	2	24	9	7	15	878
8:30 AM	61	213	4	8	428	56	16	3	25	18	2	8	842
8:45 AM	51	212	5	2	410	42	17	2	32	8	5	8	794
9:00 AM	38	201	0	2	385	26	22	2	42	8	3	6	735
9:15 AM	37	246	5	0	334	29	20	0	32	8	4	9	724
9:30 AM	41	205	2	2	326	29	22	1	25	7	2	5	667
9:45 AM	51	228	4	2	276	37	18	0	29	7	3	9	664
TOTAL VOLUMES :	506	2940	32	33	5048	440	264	17	447	127	46	116	10016
APPROACH %'s :	14.55%	84.53%	0.92%	0.60%	91.43%	7.97%	36.26%	2.34%	61.40%	43.94%	15.92%	40.14%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	170	1203	11	15	2022	179	122	7	198	43	24	55	4049
PEAK HR FACTOR :	0.838			0.936			0.681			0.803			0.898

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_010

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Erwin St			Erwin St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.3	ET 0.3	ER 1.3	WL 0	WT 3	WR 0	
3:00 PM	40	425	5	5	308	31	35	3	48	8	4	10	922
3:15 PM	36	360	11	7	307	27	34	3	36	3	3	2	829
3:30 PM	48	433	12	7	302	27	28	2	36	5	1	10	911
3:45 PM	31	384	2	9	304	36	25	0	37	4	8	8	848
4:00 PM	28	437	10	3	234	32	30	6	37	4	0	5	826
4:15 PM	23	383	12	8	257	30	22	4	27	2	2	4	774
4:30 PM	36	445	11	9	269	34	61	6	41	5	1	4	922
4:45 PM	25	441	11	11	243	29	40	7	59	8	5	5	884
5:00 PM	23	486	17	9	224	33	59	4	70	2	1	6	934
5:15 PM	35	375	14	7	242	36	53	3	66	3	2	5	841
5:30 PM	25	443	15	4	280	41	41	3	48	5	1	3	909
5:45 PM	31	361	12	12	258	31	27	4	48	6	4	8	802
TOTAL VOLUMES :	NL 381	NT 4973	NR 132	SL 91	ST 3228	SR 387	EL 455	ET 45	ER 553	WL 55	WT 32	WR 70	TOTAL 10402
APPROACH %'s :	6.94%	90.65%	2.41%	2.46%	87.10%	10.44%	43.21%	4.27%	52.52%	35.03%	20.38%	44.59%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	119	1747	53	36	978	132	213	20	236	18	9	20	3581
PEAK HR FACTOR :	0.912			0.918			0.882			0.653			0.959

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
 MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Winnetka Ave
East/West Calvert St
 Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY
 Hours: 7-10AM & 3-6PM Chekrs: NDS
 School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	50	61	9	5
BUSES	13	15	5	2
BUSES	23	21	1	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	363	7.45	421	7.30	102	9.15	33	7.45
PM PK 15 MIN	368	17.00	283	15.00	108	15.30	29	15.00
AM PK HOUR	1175	7.15	1581	7.00	242	9.00	101	7.30
PM PK HOUR	1415	17.00	1006	15.00	372	15.15	72	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	174	958	0	1132
8-9	125	673	0	798
9-10	184	582	0	766
15-16	138	1016	0	1154
16-17	125	1142	0	1267
17-18	163	1252	0	1415
TOTAL	909	5623	0	6532

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1357	224	1581
8-9	0	1056	148	1204
9-10	0	763	220	983
15-16	0	801	205	1006
16-17	0	722	169	891
17-18	0	760	140	900
TOTAL	0	5459	1106	6565

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2713	0	0	7	16
2002	0	0	14	2
1749	0	0	33	10
2160	0	0	32	1
2158	0	0	48	28
2315	0	0	42	20
13097	0	0	176	77

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	68	0	49	117
8-9	51	0	45	96
9-10	144	0	98	242
15-16	191	0	154	345
16-17	180	0	135	315
17-18	126	0	113	239
TOTAL	760	0	594	1354

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	15	31	77
8-9	28	9	30	67
9-10	20	9	24	53
15-16	35	9	28	72
16-17	24	8	24	56
17-18	23	3	22	48
TOTAL	161	53	159	373

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
194	13	3	1	2
163	12	1	2	0
295	9	1	8	1
417	23	3	3	0
371	10	0	5	3
287	6	0	5	2
1727	73	8	24	8

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_011

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Winnetka Ave			Winnetka Ave			Calvert St			Calvert St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 1	EL 2	ET 0	ER 1	WL 1	WT 0.5	WR 0.5	
7:00 AM	17	180	0	0	358	38	6	0	7	3	0	2	611
7:15 AM	33	227	0	0	320	47	13	0	6	12	2	4	664
7:30 AM	49	263	0	0	362	59	16	0	18	6	6	9	788
7:45 AM	75	288	0	0	317	80	33	0	18	10	7	16	844
8:00 AM	33	207	0	0	322	49	14	0	14	14	2	12	667
8:15 AM	21	157	0	0	261	26	10	0	9	6	2	11	503
8:30 AM	33	163	0	0	248	32	13	0	13	2	1	4	509
8:45 AM	38	146	0	0	225	41	14	0	9	6	4	3	486
9:00 AM	58	155	0	0	191	59	40	0	20	2	1	10	536
9:15 AM	66	147	0	0	197	87	56	0	46	4	3	7	613
9:30 AM	39	135	0	0	204	45	29	0	17	5	4	3	481
9:45 AM	21	145	0	0	171	29	19	0	15	9	1	4	414
TOTAL VOLUMES :	483	2213	0	0	3176	592	263	0	192	79	33	85	7116
APPROACH %'s :	17.92%	82.08%	0.00%	0.00%	84.29%	15.71%	57.80%	0.00%	42.20%	40.10%	16.75%	43.15%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	190	985	0	0	1321	235	76	0	56	42	17	41	2963
PEAK HR FACTOR :	0.809			0.924			0.647			0.758			0.878

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_011

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Winnetka Ave			Winnetka Ave			Calvert St			Calvert St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 1	EL 2	ET 0	ER 1	WL 1	WT 0.5	WR 0.5	
3:00 PM	23	249	0	0	244	39	35	0	31	13	3	13	650
3:15 PM	50	263	0	0	201	44	45	0	33	9	1	6	652
3:30 PM	38	282	0	0	173	56	63	0	45	6	3	4	670
3:45 PM	27	222	0	0	183	66	48	0	45	7	2	5	605
4:00 PM	18	277	0	0	171	44	53	0	40	5	1	3	612
4:15 PM	33	267	0	0	193	45	44	0	33	8	1	8	632
4:30 PM	37	294	0	0	169	44	50	0	36	5	3	3	641
4:45 PM	37	304	0	0	189	36	33	0	26	6	3	10	644
5:00 PM	37	331	0	0	208	27	28	0	29	3	1	2	666
5:15 PM	42	324	0	0	181	32	38	0	28	6	2	9	662
5:30 PM	38	290	0	0	174	36	34	0	31	2	0	6	611
5:45 PM	46	307	0	0	197	45	26	0	25	12	0	5	663
TOTAL VOLUMES :	426	3410	0	0	2283	514	497	0	402	82	20	74	7708
APPROACH %'s :	11.11%	88.89%	0.00%	0.00%	81.62%	18.38%	55.28%	0.00%	44.72%	46.59%	11.36%	42.05%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	153	1253	0	0	747	139	149	0	119	20	9	24	2613
PEAK HR FACTOR :	0.955		0.943			0.779			0.697			0.981	

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South De Soto Ave

East/West Oxnard St

Day: WEDNESDAY **Date:** May 15, 2013 **Weather:** SUNNY

Hours: 7-10AM & 3-6PM **Chekrs:** NDS

School Day: YES **District:** _____ **I/S CODE** _____

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	88	120	23	5
BUSES	16	28	5	1
BUSES	40	30	3	1

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
<i>AM PK 15 MIN</i>	394	7.30	591	7.30	132	7.30	151	7.45
<i>PM PK 15 MIN</i>	519	17.00	368	15.00	243	17.00	79	15.00
<i>AM PK HOUR</i>	1365	7.15	2203	7.15	431	7.15	569	7.30
<i>PM PK HOUR</i>	1891	16.45	1363	15.00	874	16.45	239	15.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	97	1198	41	1336
8-9	140	923	26	1089
9-10	141	959	28	1128
15-16	129	1606	99	1834
16-17	103	1584	147	1834
17-18	133	1598	153	1884
TOTAL	743	7868	494	9105

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	106	1776	248	2130
8-9	28	1696	198	1922
9-10	25	1255	126	1406
15-16	53	1187	123	1363
16-17	40	1029	116	1185
17-18	55	1058	159	1272
TOTAL	307	8001	970	9278

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
3466	6	0	2	0
3011	5	0	4	0
2534	3	0	5	0
3197	3	0	10	2
3019	3	0	3	0
3156	2	0	4	0
18383	22	0	28	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	74	179	116	369
8-9	55	104	133	292
9-10	72	105	135	312
15-16	123	223	148	494
16-17	211	309	226	746
17-18	185	425	230	840
TOTAL	720	1345	988	3053

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	147	230	63	440
8-9	165	269	42	476
9-10	50	126	30	206
15-16	31	160	44	235
16-17	46	145	39	230
17-18	22	130	32	184
TOTAL	461	1060	250	1771

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
809	9	0	4	0
768	12	0	4	1
518	9	0	4	1
729	8	0	2	1
976	10	0	4	0
1024	9	0	0	0
4824	57	0	18	3

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_012

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Oxnard St			Oxnard St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	1	1	1	2	0	
7:00 AM	27	215	6	12	394	32	7	22	17	20	27	8	787
7:15 AM	23	282	4	40	475	37	20	33	33	37	47	7	1038
7:30 AM	23	361	10	31	477	83	25	68	39	48	76	19	1260
7:45 AM	24	340	21	23	430	96	22	56	27	42	80	29	1190
8:00 AM	27	240	10	11	438	62	15	42	51	58	78	8	1040
8:15 AM	30	245	7	5	429	54	10	22	32	43	77	11	965
8:30 AM	38	201	6	7	418	40	17	23	28	38	60	11	887
8:45 AM	45	237	3	5	411	42	13	17	22	26	54	12	887
9:00 AM	38	258	6	6	370	35	20	33	36	19	45	4	870
9:15 AM	37	239	5	11	302	33	25	24	39	14	36	11	776
9:30 AM	40	223	9	5	314	34	14	29	24	8	25	8	733
9:45 AM	26	239	8	3	269	24	13	19	36	9	20	7	673
TOTAL VOLUMES :	378	3080	95	159	4727	572	201	388	384	362	625	135	11106
APPROACH %'s :	10.64%	86.69%	2.67%	2.91%	86.61%	10.48%	20.66%	39.88%	39.47%	32.26%	55.70%	12.03%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	97	1223	45	105	1820	278	82	199	150	185	281	63	4528
PEAK HR FACTOR :	0.866			0.932			0.816			0.876			0.898

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_012

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Oxnard St			Oxnard St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	
3:00 PM	40	410	17	18	314	36	27	56	28	5	51	23	1025
3:15 PM	38	379	20	10	280	34	26	60	44	8	39	4	942
3:30 PM	16	443	36	8	317	28	33	49	42	8	22	8	1010
3:45 PM	35	374	26	17	276	25	37	58	34	10	48	9	949
4:00 PM	26	421	40	6	248	23	49	74	51	13	31	11	993
4:15 PM	29	362	31	12	255	24	58	58	56	12	41	7	945
4:30 PM	25	417	39	13	260	36	44	84	61	10	38	9	1036
4:45 PM	23	384	37	9	266	33	60	93	58	11	35	12	1021
5:00 PM	37	443	39	19	241	26	53	121	69	4	33	11	1096
5:15 PM	23	352	36	13	268	33	48	117	46	8	27	3	974
5:30 PM	42	430	45	13	286	53	48	103	58	2	34	11	1125
5:45 PM	31	373	33	10	263	47	36	84	57	8	36	7	985
TOTAL VOLUMES :	365	4788	399	148	3274	398	519	957	604	99	435	115	12101
APPROACH %'s :	6.57%	86.24%	7.19%	3.87%	85.71%	10.42%	24.95%	46.01%	29.04%	15.25%	67.03%	17.72%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	125	1609	157	54	1061	145	209	434	231	25	129	37	4216
PEAK HR FACTOR :	0.911			0.895			0.899			0.823			0.937

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Winnetka Ave

East/West Oxnard St

Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	50	69	10	5
BIKES	8	7	10	4
BUSES	24	22	2	2

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	329	7.45	401	7.30	144	7.45	71	7.45
PM PK 15 MIN	346	17.15	286	15.00	195	17.00	27	16.30
AM PK HOUR	1094	7.15	1449	7.15	436	7.15	258	7.15
PM PK HOUR	1334	16.30	982	15.00	636	16.45	92	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	992	35	1061
8-9	82	704	21	807
9-10	59	693	16	768
15-16	64	1006	32	1102
16-17	80	1113	33	1226
17-18	63	1226	38	1327
TOTAL	382	5734	175	6291

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	23	1219	197	1439
8-9	19	959	159	1137
9-10	19	786	63	868
15-16	36	861	85	982
16-17	39	756	87	882
17-18	29	784	89	902
TOTAL	165	5365	680	6210

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2500	1	0	1	0
1944	3	0	0	0
1636	6	0	4	0
2084	0	0	1	0
2108	0	0	1	0
2229	0	0	2	0
12501	10	0	9	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	126	195	80	401
8-9	81	75	59	215
9-10	62	61	79	202
15-16	129	179	80	388
16-17	137	265	68	470
17-18	172	349	83	604
TOTAL	707	1124	449	2280

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	178	10	215
8-9	25	145	7	177
9-10	16	49	11	76
15-16	20	53	19	92
16-17	14	54	15	83
17-18	14	44	14	72
TOTAL	116	523	76	715

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
616	8	5	1	0
392	11	1	1	0
278	7	0	2	0
480	12	9	1	0
553	10	4	0	0
676	3	0	1	0
2995	51	19	6	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_013

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	Winnetka Ave			Winnetka Ave			Oxnard St			Oxnard St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	0	1	0	
7:00 AM	6	179	5	1	306	33	15	14	15	5	12	0	591
7:15 AM	2	228	9	1	326	43	33	37	15	9	49	2	754
7:30 AM	9	282	12	5	322	74	38	61	29	3	62	2	899
7:45 AM	17	303	9	16	265	47	40	83	21	10	55	6	872
8:00 AM	17	203	3	3	292	55	35	28	16	8	51	1	712
8:15 AM	13	155	5	5	244	45	20	19	15	10	45	3	579
8:30 AM	29	181	7	6	204	38	13	16	13	4	33	1	545
8:45 AM	23	165	6	5	219	21	13	12	15	3	16	2	500
9:00 AM	21	198	4	2	183	20	16	18	20	3	19	3	507
9:15 AM	9	190	3	9	216	20	16	21	18	3	13	2	520
9:30 AM	22	156	7	5	214	9	20	13	22	5	12	3	488
9:45 AM	7	149	2	3	173	14	10	9	19	5	5	3	399
TOTAL VOLUMES :	175	2389	72	61	2964	419	269	331	218	68	372	28	7366
APPROACH %'s :	6.64%	90.63%	2.73%	1.77%	86.06%	12.17%	32.89%	40.46%	26.65%	14.53%	79.49%	5.98%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	45	1016	33	25	1205	219	146	209	81	30	217	11	3237
PEAK HR FACTOR :	0.831		0.903			0.757			0.908			0.900	

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_013

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	Winnetka Ave			Winnetka Ave			Oxnard St			Oxnard St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 0	WT 1	WR 0	
3:00 PM	18	217	5	8	252	26	51	49	22	5	12	6	671
3:15 PM	14	277	5	9	206	30	24	38	20	3	14	7	647
3:30 PM	13	285	8	6	199	14	33	55	15	7	15	4	654
3:45 PM	19	227	14	13	204	15	21	37	23	5	12	2	592
4:00 PM	16	254	8	8	185	21	30	59	20	3	12	1	617
4:15 PM	20	268	7	12	196	24	32	47	18	6	12	6	648
4:30 PM	24	297	9	9	181	22	35	82	14	4	17	6	700
4:45 PM	20	294	9	10	194	20	40	77	16	1	13	2	696
5:00 PM	20	305	10	7	211	21	52	118	25	6	12	3	790
5:15 PM	12	328	6	6	198	16	44	90	21	1	9	2	733
5:30 PM	20	298	10	5	187	26	41	92	20	2	14	3	718
5:45 PM	11	295	12	11	188	26	35	49	17	5	9	6	664
TOTAL VOLUMES :	207	3345	103	104	2401	261	438	793	231	48	151	48	8130
APPROACH %'s :	5.66%	91.52%	2.82%	3.76%	86.80%	9.44%	29.96%	54.24%	15.80%	19.43%	61.13%	19.43%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	72	1225	35	28	790	83	177	377	82	10	48	10	2937
PEAK HR FACTOR :	0.962			0.942			0.815			0.810			0.929

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
East/West Burbank Blvd
 Day: WEDNESDAY Date: May 15, 2013 Weather: SUNNY
 Hours: 7-10AM & 3-6PM Chekrs: NDS
 School Day: YES District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	97	105	15	0
BUSES	16	21	6	0
BUSES	45	30	12	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	446	7.45	560	7.45	87	7.45	0	0.00
PM PK 15 MIN	451	17.30	450	17.00	318	17.00	0	0.00
AM PK HOUR	1624	7.45	2117	7.30	263	7.30	0	0.00
PM PK HOUR	1548	15.15	1642	17.00	1077	16.45	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	152	1296	0	1448
8-9	197	1395	0	1592
9-10	139	1094	0	1233
15-16	91	1441	0	1532
16-17	66	1355	0	1421
17-18	65	1439	0	1504
TOTAL	710	8020	0	8730

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1477	474	1951
8-9	0	1362	590	1952
9-10	0	1135	303	1438
15-16	0	1314	186	1500
16-17	0	1352	157	1509
17-18	0	1491	151	1642
TOTAL	0	8131	1861	9992

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
3399	5	2	0	0
3544	0	0	0	0
2671	0	0	0	0
3032	9	4	0	0
2930	2	0	0	0
3146	2	0	0	0
18722	18	6	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	149	0	77	226
8-9	127	0	76	203
9-10	133	0	114	247
15-16	351	0	272	623
16-17	491	0	396	887
17-18	549	0	506	1055
TOTAL	1800	0	1441	3241

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
226	7	4	0	0
203	8	2	0	0
247	8	0	0	0
623	12	7	0	0
887	12	0	0	0
1055	6	1	0	0
3241	53	14	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_014

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
AM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	0	3	0	2	0	2	0	0	0	
7:00 AM	39	246	0	0	291	81	21	0	10	0	0	0	688
7:15 AM	39	284	0	0	368	120	23	0	20	0	0	0	854
7:30 AM	37	357	0	0	415	116	43	0	22	0	0	0	990
7:45 AM	37	409	0	0	403	157	62	0	25	0	0	0	1093
8:00 AM	47	361	0	0	358	162	39	0	22	0	0	0	989
8:15 AM	46	311	0	0	340	166	34	0	16	0	0	0	913
8:30 AM	55	358	0	0	318	128	30	0	21	0	0	0	910
8:45 AM	49	365	0	0	346	134	24	0	17	0	0	0	935
9:00 AM	39	304	0	0	295	86	28	0	15	0	0	0	767
9:15 AM	36	259	0	0	299	91	34	0	26	0	0	0	745
9:30 AM	32	268	0	0	266	69	37	0	29	0	0	0	701
9:45 AM	32	263	0	0	275	57	34	0	44	0	0	0	705
TOTAL VOLUMES :	488	3785	0	0	3974	1367	409	0	267	0	0	0	10290
APPROACH %'s :	11.42%	88.58%	0.00%	0.00%	74.41%	25.59%	60.50%	0.00%	39.50%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	167	1438	0	0	1516	601	178	0	85	0	0	0	3985
PEAK HR FACTOR :	0.900			0.945			0.756			0.000			0.911

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5262_014

Day: WEDNESDAY

City: City of Los Angeles

TOTALS
PM

Date: 5/15/2013

NS/EW Streets:	De Soto Ave			De Soto Ave			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 0	ST 3	SR 0	EL 2	ET 0	ER 2	WL 0	WT 0	WR 0	
3:00 PM	27	330	0	0	302	42	70	0	84	0	0	0	855
3:15 PM	25	388	0	0	380	52	67	0	46	0	0	0	958
3:30 PM	23	364	0	0	322	53	124	0	80	0	0	0	966
3:45 PM	16	359	0	0	310	39	90	0	62	0	0	0	876
4:00 PM	15	358	0	0	330	31	125	0	89	0	0	0	948
4:15 PM	17	338	0	0	342	45	113	0	80	0	0	0	935
4:30 PM	18	346	0	0	337	40	141	0	132	0	0	0	1014
4:45 PM	16	313	0	0	343	41	112	0	95	0	0	0	920
5:00 PM	20	376	0	0	410	40	182	0	136	0	0	0	1164
5:15 PM	14	311	0	0	356	47	134	0	130	0	0	0	992
5:30 PM	20	431	0	0	365	36	140	0	148	0	0	0	1140
5:45 PM	11	321	0	0	360	28	93	0	92	0	0	0	905
TOTAL VOLUMES :	222	4235	0	0	4157	494	1391	0	1174	0	0	0	11673
APPROACH %'s :	4.98%	95.02%	0.00%	0.00%	89.38%	10.62%	54.23%	0.00%	45.77%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	70	1431	0	0	1474	164	568	0	509	0	0	0	4216
PEAK HR FACTOR :	0.832			0.910			0.847			0.000			0.905

CONTROL : Signalized



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
 East/West US 101 WB Ramps
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	137	201	0	97
BIKES	8	2	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	423	7:45	468	7:35	0	7:00	279	9:45
PM PK 15 MIN	350	9:25	615	9:05	0	7:00	239	7:20
AM PK HOUR	1364	7:20	1659	7:10	0	7:00	950	8:00
PM PK HOUR	1257	7:05	2142	8:40	0	7:00	893	7:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	158	993	0	1151
8-9	154	954	0	1108
9-10	121	785	0	906
15-16	228	1004	0	1232
16-17	184	966	0	1150
17-18	197	1045	0	1304
TOTAL	1104	5747	0	6851

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	907	623	1530
8-9	0	880	518	1398
9-10	0	879	375	1254
15-16	0	1343	468	1811
16-17	0	1334	572	1906
17-18	0	1471	596	2067
TOTAL	0	6814	3152	9966

TOTAL

N-S
2681
2506
2160
3043
3056
3371
16817

XING S/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Adult	Sch
0	0
0	0
0	0
0	0
1	0
1	0
2	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	225	2	448	675
8-9	239	2	709	950
9-10	265	5	561	831
15-16	298	3	592	893
16-17	270	2	507	779
17-18	259	2	521	782
TOTAL	1556	16	3338	4910

TOTAL

E-W
675
950
831
893
779
782
4910

XING W/L

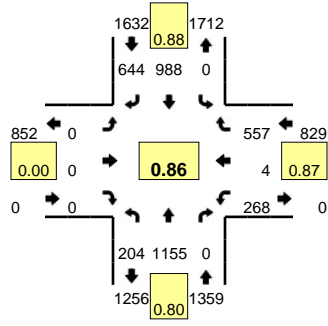
Adult	Sch
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0	0
1	0
5	2
10	3
7	4
23	9

XING E/L

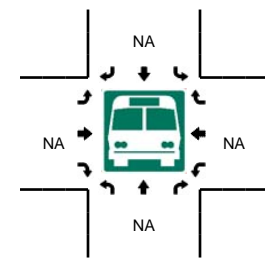
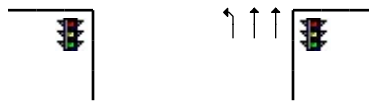
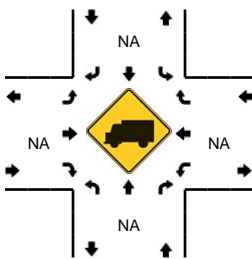
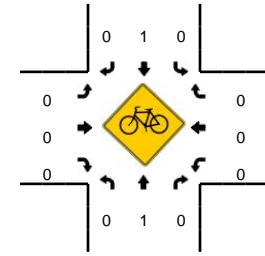
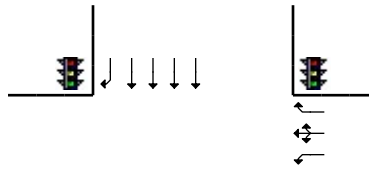
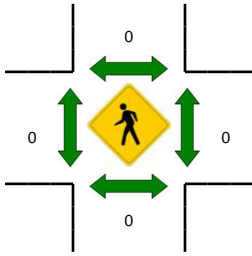
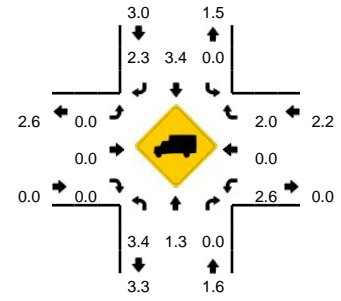
Adult	Sch
0	0
0	0
0	1
25	17
6	8
6	1
37	27

LOCATION: De Soto Ave -- US 101 WB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963911
DATE: Thu, May 16 2013



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

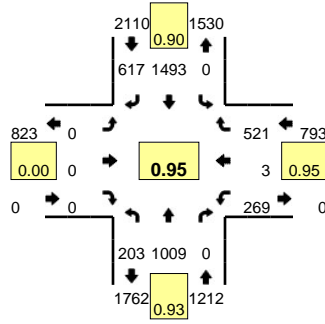


15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				US 101 WB Ramps (Eastbound)				US 101 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	20	165	0	0	0	172	106	0	0	0	0	0	34	0	91	0	588	
7:15 AM	26	193	0	0	0	191	150	0	0	0	0	0	46	0	102	0	708	
7:30 AM	60	264	0	0	0	266	180	0	0	0	0	0	61	1	116	0	948	
7:45 AM	52	371	0	0	0	278	187	0	0	0	0	0	84	1	139	0	1112	3356
8:00 AM	56	279	0	0	0	239	150	0	0	0	0	0	63	2	166	0	955	3723
8:15 AM	36	241	0	0	0	205	127	0	0	0	0	0	60	0	136	0	805	3820
8:30 AM	28	222	0	0	0	211	115	0	0	0	0	0	47	0	204	0	827	3699
8:45 AM	34	212	0	0	0	225	126	0	0	0	0	0	69	0	203	0	869	3456
9:00 AM	36	202	0	0	0	186	96	0	0	0	0	0	67	0	124	0	711	3212
9:15 AM	27	180	0	0	0	240	100	0	0	0	0	0	58	2	116	0	723	3130
9:30 AM	19	219	0	0	0	231	80	0	0	0	0	0	69	3	113	0	734	3037
9:45 AM	39	184	0	0	0	222	99	0	0	0	0	0	71	0	208	0	823	2991
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	208	1484	0	0	0	1112	748	0	0	0	0	0	336	4	556	0	4448	
Heavy Trucks	4	12	0	0	0	28	12	0	0	0	0	0	4	0	20	0	80	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

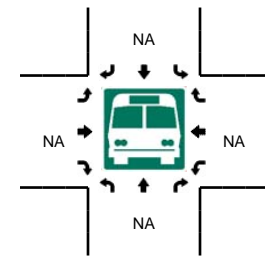
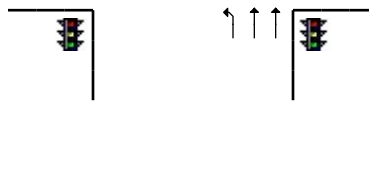
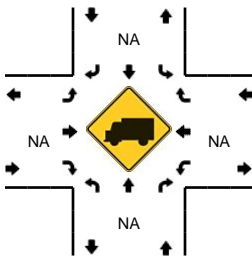
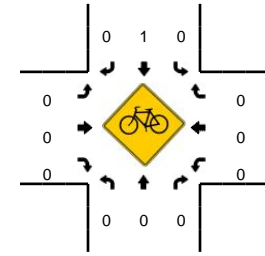
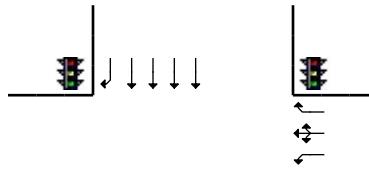
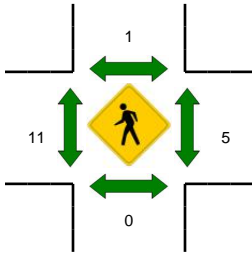
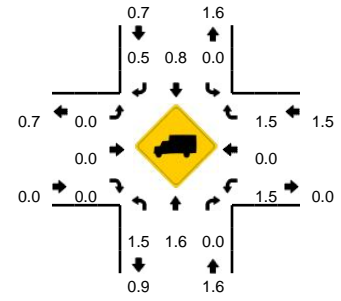
Comments:

LOCATION: De Soto Ave -- US 101 WB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963912
DATE: Thu, May 16 2013



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				US 101 WB Ramps (Eastbound)				US 101 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	71	247	0	0	0	315	101	0	0	0	0	0	82	1	152	0	969	
3:15 PM	56	247	0	0	0	357	117	0	0	0	0	0	68	1	164	0	1010	
3:30 PM	52	259	0	0	0	350	136	0	0	0	0	0	66	0	141	0	1004	
3:45 PM	49	251	0	0	0	321	114	0	0	0	0	0	82	1	135	0	953	3936
4:00 PM	52	264	0	0	0	325	121	0	0	0	0	0	61	0	128	0	951	3918
4:15 PM	40	239	0	0	0	322	143	0	0	0	0	0	58	0	123	0	925	3833
4:30 PM	43	237	0	0	0	350	159	0	0	0	0	0	72	1	146	0	1008	3837
4:45 PM	49	226	0	0	0	337	149	0	0	0	0	0	79	1	110	0	951	3835
5:00 PM	53	254	0	0	0	429	160	0	0	0	0	0	70	1	121	0	1088	3972
5:15 PM	46	249	0	0	0	361	167	0	0	0	0	0	61	1	120	0	1005	4052
5:30 PM	55	280	0	0	0	366	141	0	0	0	0	0	59	0	170	0	1071	4115
5:45 PM	43	262	0	0	0	315	128	0	0	0	0	0	69	0	110	0	927	4091
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	212	1016	0	0	0	1716	640	0	0	0	0	0	280	4	484	0	4352	
Heavy Trucks	0	20	0	0	0	8	0	0	0	0	0	0	0	0	0	0	28	
Pedestrians		0				0				4				12			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
 East/West US 101 EB Ramps
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	97	168	66	0
BIKES	12	4	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	317	7:50	368	7:55	227	7:45	0	7:00
PM PK 15 MIN	324	7:00	511	9:15	228	9:25	0	7:00
AM PK HOUR	1012	7:35	1259	7:25	768	7:20	0	7:00
PM PK HOUR	1123	7:00	1858	8:55	772	9:00	0	7:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	634	162	796
8-9	0	592	164	756
9-10	0	468	190	658
15-16	0	807	316	1123
16-17	0	641	268	909
17-18	0	796	261	1057
TOTAL	0	3938	1361	5299

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	442	692	0	1134
8-9	355	760	0	1115
9-10	482	676	0	1158
15-16	718	838	0	1556
16-17	761	806	0	1567
17-18	848	987	0	1835
TOTAL	3606	4759	0	8365

TOTAL

N-S	1930
	1871
	1816
	2679
	2476
	2892
TOTAL	13664

XING S/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	500	1	207	708
8-9	527	0	193	720
9-10	440	0	191	631
15-16	418	3	167	588
16-17	421	1	124	546
17-18	519	2	251	772
TOTAL	2825	7	1133	3965

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W	708
	720
	631
	588
	546
	772
TOTAL	3965

XING W/L

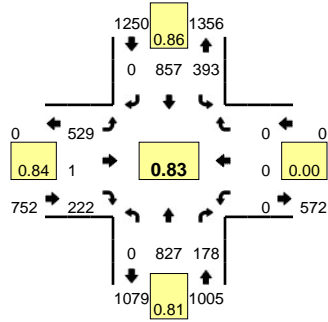
Adult	Sch
7	1
9	2
15	4
5	15
7	5
2	0
45	27

XING E/L

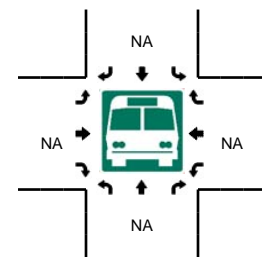
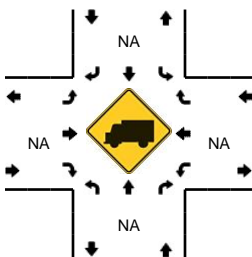
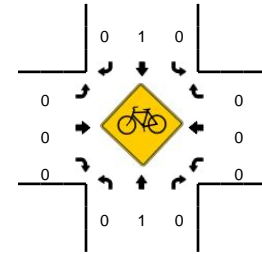
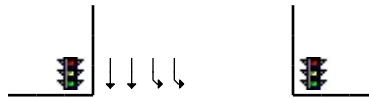
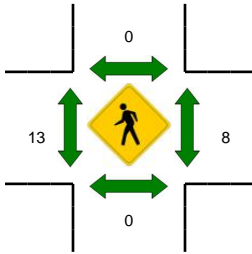
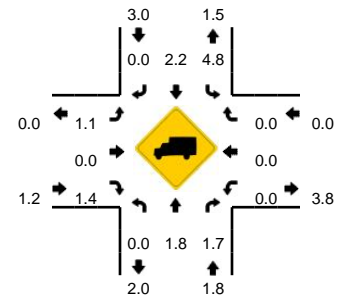
Adult	Sch
12	5
5	0
3	2
7	27
4	8
1	2
32	44

LOCATION: De Soto Ave -- US 101 EB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963909
DATE: Thu, May 16 2013



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				US 101 EB Ramps (Eastbound)				US 101 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	80	45	0	101	100	0	0	98	0	31	0	0	0	0	0	455	
7:15 AM	0	96	33	0	123	132	0	0	131	0	51	0	0	0	0	0	566	
7:30 AM	0	199	34	0	117	196	0	0	122	0	48	0	0	0	0	0	716	
7:45 AM	0	259	50	0	101	264	0	0	149	1	77	0	0	0	0	0	901	2638
8:00 AM	0	219	67	0	100	223	0	0	126	0	44	0	0	0	0	0	779	2962
8:15 AM	0	150	27	0	75	174	0	0	132	0	53	0	0	0	0	0	611	3007
8:30 AM	0	110	37	0	95	165	0	0	138	0	39	0	0	0	0	0	584	2875
8:45 AM	0	113	33	0	85	198	0	0	131	0	57	0	0	0	0	0	617	2591
9:00 AM	0	113	49	0	103	165	0	0	133	0	47	0	0	0	0	0	610	2422
9:15 AM	0	126	39	0	131	173	0	0	91	0	39	0	0	0	0	0	599	2410
9:30 AM	0	113	44	0	123	174	0	0	116	0	51	0	0	0	0	0	621	2447
9:45 AM	0	116	58	0	125	164	0	0	100	0	54	0	0	0	0	0	617	2447
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1036	200	0	404	1056	0	0	596	4	308	0	0	0	0	0	3604	
Heavy Trucks	0	4	0		8	24	0		12	0	0		0	0	0		48	
Pedestrians		0				0				8				4			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

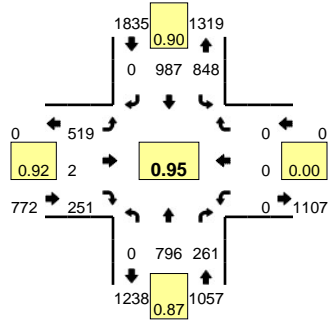
Comments:

Type of peak hour being reported: Intersection Peak

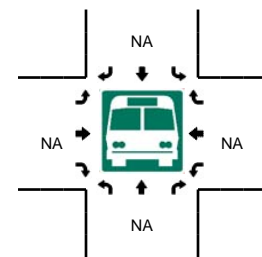
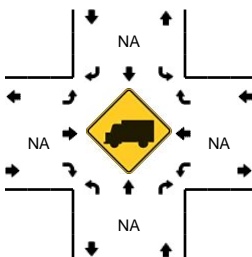
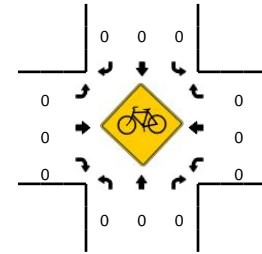
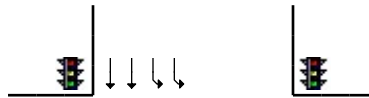
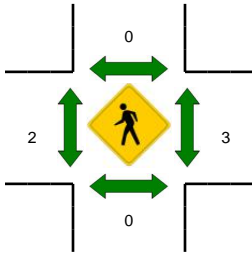
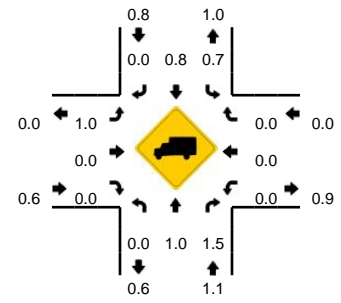
Method for determining peak hour: Total Entering Volume

LOCATION: De Soto Ave -- US 101 EB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963910
DATE: Wed, May 22 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				US 101 EB Ramps (Eastbound)				US 101 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	229	95	0	175	220	0	1	84	1	43	0	0	0	0	0	848	
3:15 PM	0	203	67	0	191	190	0	0	108	0	43	0	0	0	0	0	802	
3:30 PM	0	203	99	0	174	228	0	0	119	1	34	0	0	0	0	0	858	
3:45 PM	0	172	55	0	177	200	0	0	107	1	47	0	0	0	0	0	759	3267
4:00 PM	0	176	69	0	180	214	0	0	94	1	44	0	0	0	0	0	778	3197
4:15 PM	0	156	57	0	160	179	0	1	124	0	32	0	0	0	0	0	709	3104
4:30 PM	0	172	80	0	222	216	0	0	91	0	23	0	0	0	0	0	804	3050
4:45 PM	0	137	62	0	198	197	0	0	112	0	25	0	0	0	0	0	731	3022
5:00 PM	0	190	83	0	231	250	0	1	121	0	43	0	0	0	0	0	919	3163
5:15 PM	0	210	55	0	240	270	0	1	127	0	64	0	0	0	0	0	967	3421
5:30 PM	0	218	59	0	206	234	0	1	152	1	55	0	0	0	0	0	926	3543
5:45 PM	0	178	64	0	167	233	0	1	119	1	89	0	0	0	0	0	852	3664
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	840	220	0	960	1080	0	4	508	0	256	0	0	0	0	0	3868	
Heavy Trucks	0	12	0		4	8	0		4	0	0		0	0	0		28	
Pedestrians		0				0				0				8			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South De Soto Ave
East/West Ventura Blvd
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	45	115	132	142
BIKES	4	0	7	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	190	7:55	338	7:50	431	7:45	385	7:45
PM PK 15 MIN	194	7:00	312	9:40	439	9:15	431	7:20
AM PK HOUR	510	7:15	1054	7:30	1361	7:25	1264	7:30
PM PK HOUR	492	7:00	1132	8:25	1622	8:55	1451	7:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	71	240	112	423
8-9	55	199	85	339
9-10	42	177	66	285
15-16	92	305	95	492
16-17	41	188	87	316
17-18	43	227	101	378
TOTAL	351	1336	546	2233

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	373	184	284	841
8-9	339	166	430	935
9-10	299	158	396	853
15-16	474	214	388	1076
16-17	516	202	367	1085
17-18	560	183	378	1121
TOTAL	2561	1107	2243	5911

TOTAL

N-S	1264
	1274
	1138
	1568
	1401
	1499
TOTAL	8144

XING S/L

Adult	Sch
46	0
33	2
18	4
35	10
20	0
28	9
180	25

XING N/L

Adult	Sch
21	6
10	2
22	3
47	0
32	0
12	0
144	11

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	182	995	47	1224
8-9	187	826	54	1067
9-10	234	588	31	853
15-16	310	908	58	1276
16-17	336	1052	66	1454
17-18	369	1182	58	1609
TOTAL	1618	5551	314	7483

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	556	354	959
8-9	47	724	285	1056
9-10	35	632	272	939
15-16	68	867	471	1406
16-17	52	891	365	1308
17-18	50	929	390	1369
TOTAL	301	4599	2137	7037

TOTAL

E-W	2183
	2123
	1792
	2682
	2762
	2978
TOTAL	14520

XING W/L

Adult	Sch
50	11
28	9
16	10
36	6
27	11
22	2
179	49

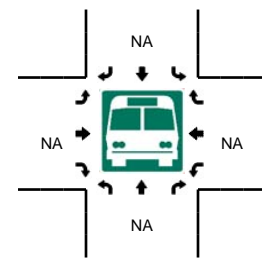
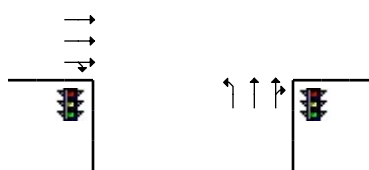
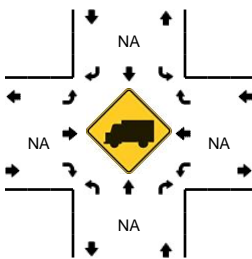
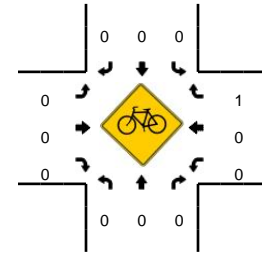
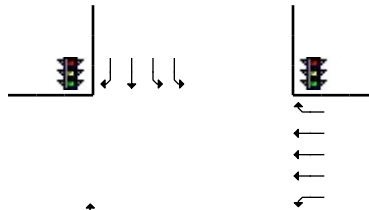
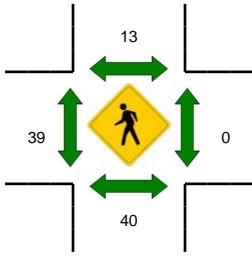
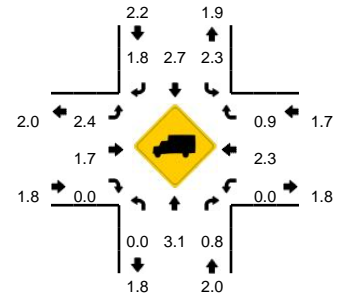
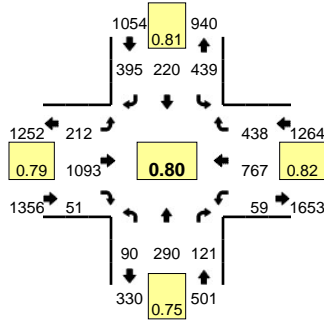
XING E/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

LOCATION: De Soto Ave -- Ventura Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963907
DATE: Thu, May 16 2013

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

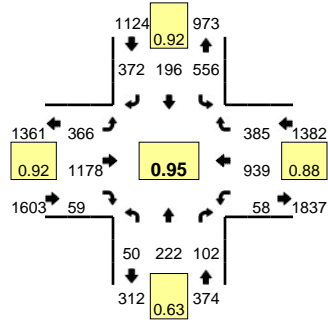


15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				Ventura Blvd (Eastbound)				Ventura Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	40	19	0	51	20	46	0	36	164	11	0	9	77	45	0	526	
7:15 AM	13	38	26	0	67	31	62	0	31	206	8	0	8	114	40	0	644	
7:30 AM	16	69	24	0	102	55	82	0	46	276	15	0	11	161	109	0	966	
7:45 AM	34	93	43	0	153	78	94	0	69	349	13	0	21	204	160	0	1311	3447
8:00 AM	28	91	35	0	89	49	124	0	55	248	10	0	13	195	89	0	1026	3947
8:15 AM	12	37	19	0	95	38	95	0	42	220	13	0	14	207	80	0	872	4175
8:30 AM	5	40	17	0	67	30	89	0	42	195	12	0	8	176	53	0	734	3943
8:45 AM	10	31	14	0	88	49	122	0	48	163	19	0	12	146	63	0	765	3397
9:00 AM	10	54	22	0	59	43	103	0	46	167	10	0	6	176	58	0	754	3125
9:15 AM	9	47	14	0	75	30	87	0	61	139	11	0	7	125	59	0	664	2917
9:30 AM	9	38	14	0	86	52	95	0	68	135	3	0	11	206	88	0	805	2988
9:45 AM	14	38	16	0	79	33	111	0	59	147	7	0	11	125	67	0	707	2930
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	136	372	172	0	612	312	376	0	276	1396	52	0	84	816	640	0	5244	
Heavy Trucks	0	0	0		8	8	8		8	16	0		0	16	4		68	
Pedestrians		56				8				32				0			96	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

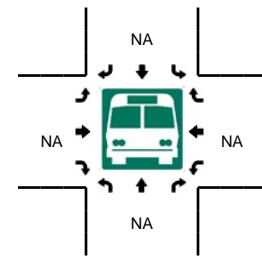
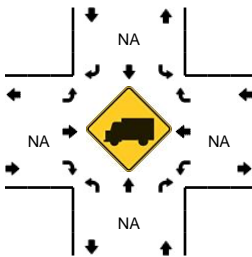
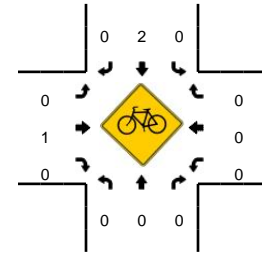
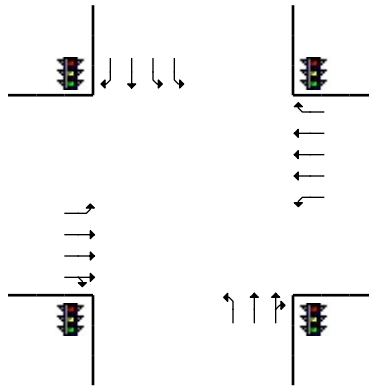
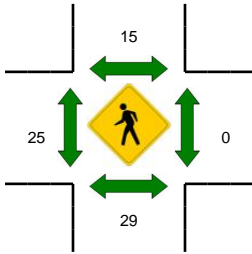
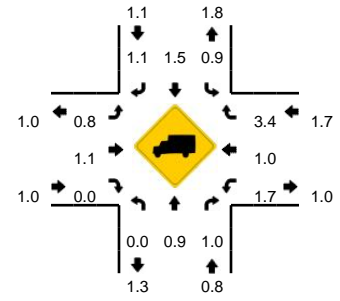
Comments:

LOCATION: De Soto Ave -- Ventura Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963908
DATE: Thu, May 16 2013



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	De Soto Ave (Northbound)				De Soto Ave (Southbound)				Ventura Blvd (Eastbound)				Ventura Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	39	104	51	0	114	49	80	0	91	246	15	0	17	186	94	0	1086	
3:15 PM	22	71	20	0	122	62	89	0	68	219	13	0	18	245	148	0	1097	
3:30 PM	17	70	17	0	113	45	113	0	79	234	14	0	20	231	121	0	1074	
3:45 PM	14	60	7	0	125	58	106	0	72	209	16	0	13	205	108	0	993	4250
4:00 PM	8	39	17	0	137	50	94	0	87	236	17	0	10	223	109	0	1027	4191
4:15 PM	11	49	24	0	107	50	81	0	77	273	11	0	11	220	77	0	991	4085
4:30 PM	8	43	18	0	130	47	82	0	89	264	19	0	11	219	93	0	1023	4034
4:45 PM	14	57	28	0	142	55	110	0	83	279	19	0	20	229	86	0	1122	4163
5:00 PM	16	59	35	0	143	51	98	0	90	287	18	0	17	263	107	0	1184	4320
5:15 PM	12	47	23	0	123	41	91	0	99	328	12	0	9	223	94	0	1102	4431
5:30 PM	8	59	16	0	148	49	73	0	94	284	10	0	11	224	98	1	1075	4483
5:45 PM	7	62	27	0	146	42	116	0	86	283	18	0	12	219	91	0	1109	4470
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	64	236	140	0	572	204	392	0	360	1148	72	0	68	1052	428	0	4736	
Heavy Trucks	0	0	0		4	0	8		4	20	0		0	8	8		52	
Pedestrians		40				16				24				0			80	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: Winnetka Ave
 North/South
 East/West: US 101 WB Ramps
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	96	106	0	73
BIKES	2	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	263	7:35	365	7:50	0	7:00	229	7:40
PM PK 15 MIN	288	9:40	298	7:10	0	7:00	264	9:30
AM PK HOUR	866	7:20	1372	7:10	0	7:00	720	7:30
PM PK HOUR	1031	8:55	1067	7:00	0	7:00	876	8:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	154	636	0	790
8-9	142	498	0	640
9-10	143	421	0	564
15-16	216	686	0	902
16-17	200	785	0	985
17-18	197	797	0	1046
TOTAL	1104	3823	0	4927

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	898	414	1312
8-9	0	733	391	1124
9-10	0	710	271	981
15-16	0	808	259	1067
16-17	0	685	242	927
17-18	0	717	222	939
TOTAL	0	4551	1799	6350

TOTAL

N-S
2102
1764
1545
1969
1912
1985
11277

XING S/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	287	1	402	690
8-9	231	3	357	591
9-10	207	0	367	574
15-16	291	3	491	785
16-17	256	4	557	817
17-18	249	1	599	849
TOTAL	1521	12	2773	4306

TOTAL

E-W
690
591
574
785
817
849
4306

XING W/L

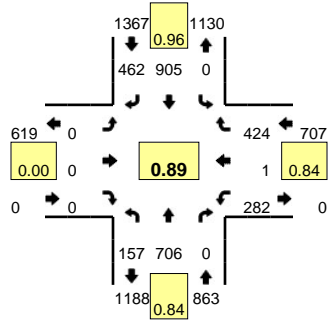
Adult	Sch
13	0
7	1
5	0
40	0
12	0
4	0
81	1

XING E/L

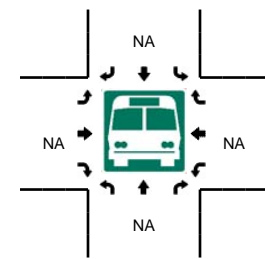
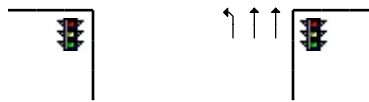
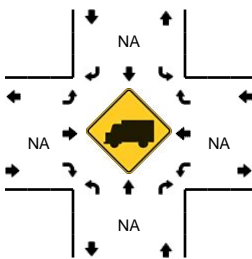
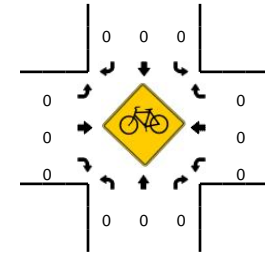
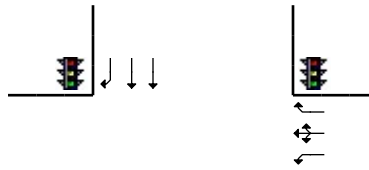
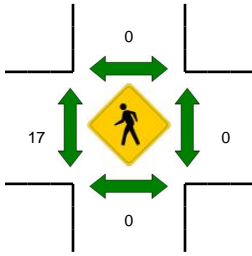
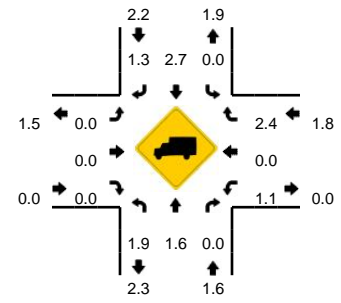
Adult	Sch
0	0
0	0
0	0
24	4
6	0
2	0
32	4

LOCATION: Winnetka Ave -- US 101 WB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963905
DATE: Thu, May 16 2013



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				US 101 WB Ramps (Eastbound)				US 101 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	27	78	0	0	0	196	81	0	0	0	0	0	60	0	82	0	524	
7:15 AM	41	147	0	0	0	217	104	0	0	0	0	0	54	0	95	0	658	
7:30 AM	37	204	0	0	0	232	125	0	0	0	0	0	80	0	105	0	783	
7:45 AM	48	207	0	1	0	253	104	0	0	0	0	0	93	1	120	0	827	2792
8:00 AM	30	148	0	0	0	203	129	0	0	0	0	0	55	0	104	0	669	2937
8:15 AM	33	133	0	0	0	170	94	0	0	0	0	0	64	1	97	0	592	2871
8:30 AM	38	111	0	0	0	173	90	0	0	0	0	0	60	1	73	0	546	2634
8:45 AM	41	106	0	0	0	187	78	0	0	0	0	0	52	1	83	0	548	2355
9:00 AM	32	94	0	0	0	174	106	0	0	0	0	0	48	0	100	0	554	2240
9:15 AM	43	140	0	0	0	173	60	0	0	0	0	0	60	0	97	0	573	2221
9:30 AM	31	107	0	0	0	204	60	0	0	0	0	0	48	0	87	0	537	2212
9:45 AM	37	80	0	0	0	159	45	0	0	0	0	0	51	0	83	0	455	2119
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	192	828	0	4	0	1012	416	0	0	0	0	0	372	4	480	0	3308	
Heavy Trucks	8	8	0	0	0	28	8	0	0	0	0	0	4	0	8	0	64	
Pedestrians		0				0				20				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

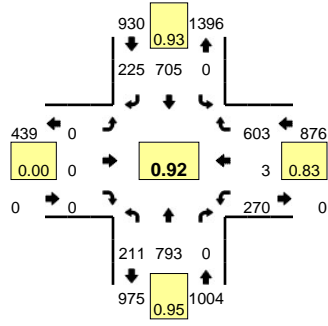
Comments:

Type of peak hour being reported: Intersection Peak

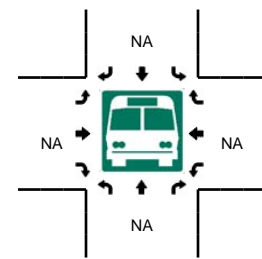
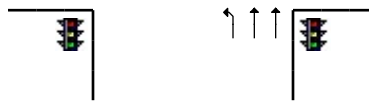
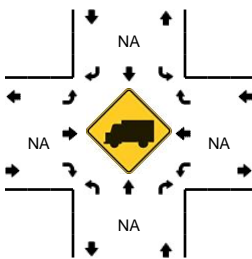
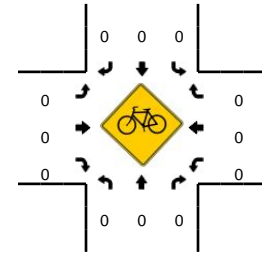
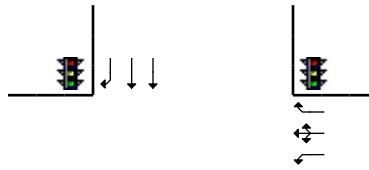
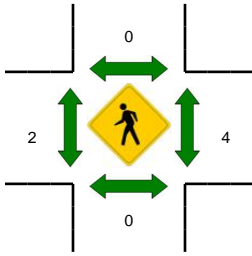
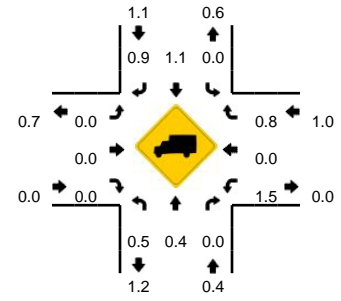
Method for determining peak hour: Total Entering Volume

LOCATION: Winnetka Ave -- US 101 WB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963906
DATE: Thu, May 16 2013



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				US 101 WB Ramps (Eastbound)				US 101 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	74	150	0	0	0	220	66	0	0	0	0	0	77	2	112	0	701	
3:15 PM	41	185	0	0	0	213	57	0	0	0	0	0	82	0	116	0	694	
3:30 PM	57	194	0	0	0	186	63	0	0	0	0	0	65	0	127	0	692	
3:45 PM	44	157	0	0	0	189	73	0	0	0	0	0	67	1	136	0	667	2754
4:00 PM	50	157	0	0	0	150	59	0	0	0	0	0	57	2	130	0	605	2658
4:15 PM	54	210	0	0	0	152	62	0	0	0	0	0	57	0	149	0	684	2648
4:30 PM	49	221	0	0	0	198	72	0	0	0	0	0	65	0	128	0	733	2689
4:45 PM	47	197	0	0	0	185	49	0	0	0	0	0	77	2	150	0	707	2729
5:00 PM	54	191	0	0	0	186	53	0	0	0	0	0	60	0	126	0	670	2794
5:15 PM	54	193	0	0	0	158	65	0	0	0	0	0	51	1	145	0	667	2777
5:30 PM	56	212	0	0	0	176	58	0	0	0	0	0	82	0	182	0	766	2810
5:45 PM	33	201	0	0	0	197	46	0	0	0	0	0	56	0	146	0	679	2782
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	224	848	0	0	0	704	232	0	0	0	0	0	328	0	728	0	3064	
Heavy Trucks	0	4	0	0	0	4	0	0	0	0	0	0	8	0	0	0	16	
Pedestrians		0				0				4				4				8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: Winnetka Ave
 North/South
 East/West US 101 EB Ramps
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chekrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	87	106	63	0
BIKES	2	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	220	7:50	392	7:40	180	7:25	0	7:00
PM PK 15 MIN	256	7:30	335	7:10	158	9:45	0	7:00
AM PK HOUR	731	7:15	1232	7:10	544	7:05	0	7:00
PM PK HOUR	958	8:55	1124	7:00	520	9:00	0	7:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	501	155	656
8-9	0	434	192	626
9-10	0	398	212	610
15-16	0	648	267	915
16-17	0	646	223	869
17-18	0	669	263	932
TOTAL	0	3296	1312	4608

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	403	796	0	1199
8-9	370	615	0	985
9-10	367	541	0	908
15-16	384	740	0	1124
16-17	345	607	0	952
17-18	356	625	0	981
TOTAL	2225	3924	0	6149

TOTAL

N-S	1855
	1611
	1518
	2039
	1821
	1913
TOTAL	10757

XING S/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Adult	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	284	2	256	542
8-9	201	0	181	382
9-10	169	0	192	361
15-16	274	2	187	463
16-17	336	1	147	484
17-18	351	2	167	520
TOTAL	1615	7	1130	2752

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W	542
	382
	361
	463
	484
	520
TOTAL	2752

XING W/L

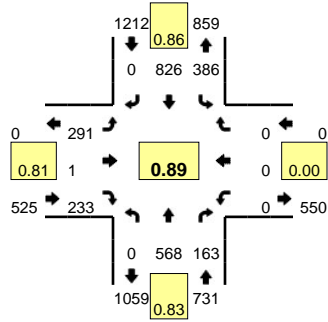
Adult	Sch
27	0
14	1
7	1
58	6
20	2
5	2
131	12

XING E/L

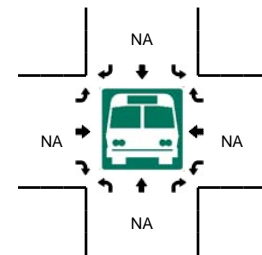
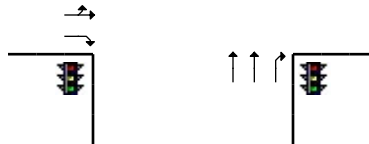
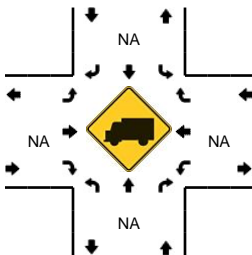
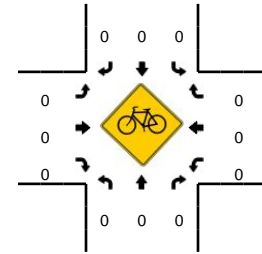
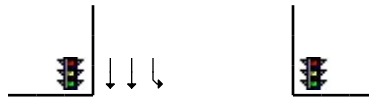
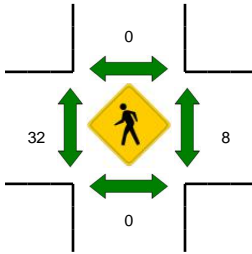
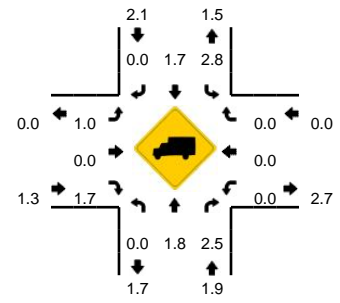
Adult	Sch
4	0
4	0
3	1
105	0
11	0
1	0
128	1

LOCATION: Winnetka Ave -- US 101 EB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963903
DATE: Thu, May 16 2013



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

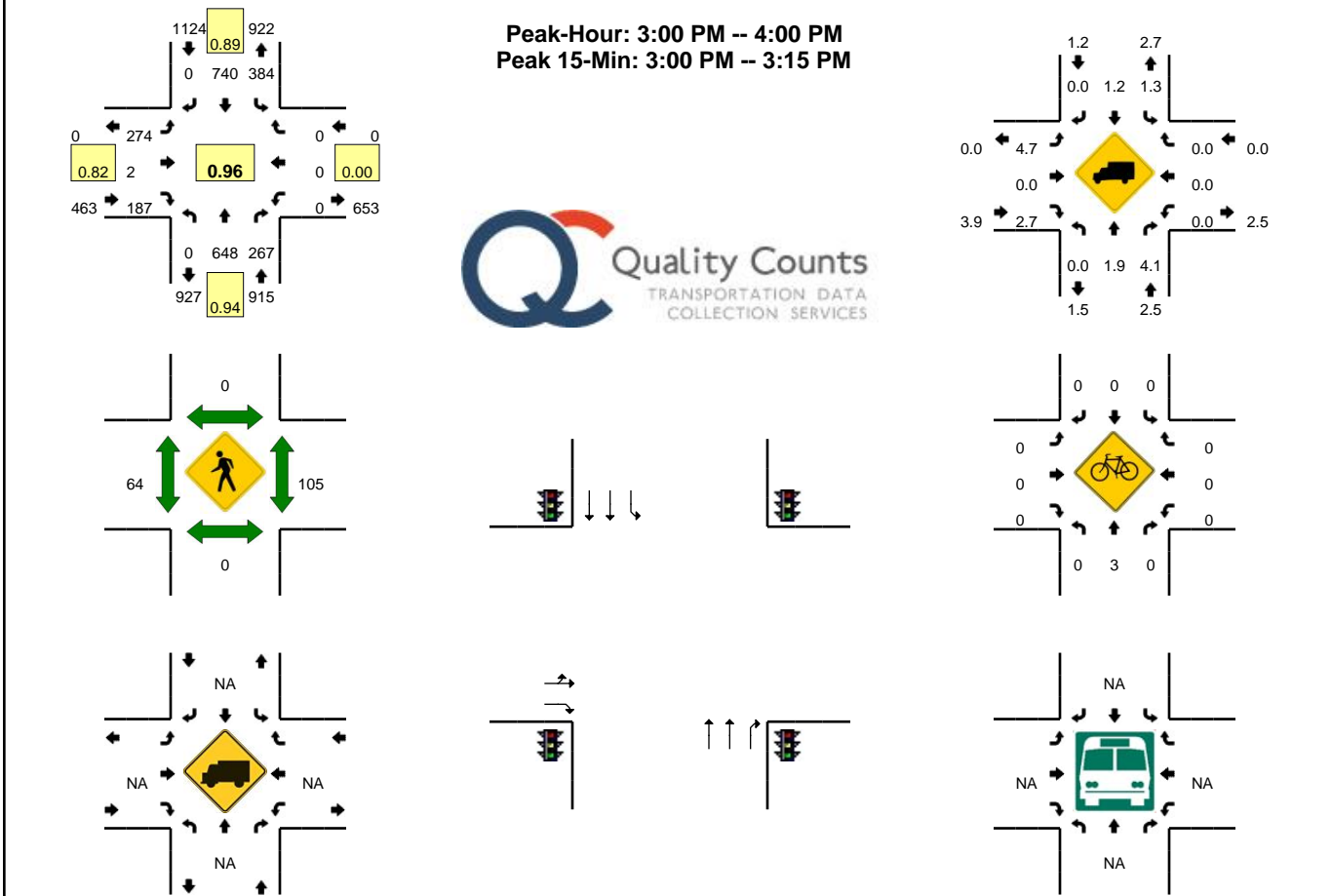


15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				US 101 EB Ramps (Eastbound)				US 101 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	64	52	0	124	134	0	0	38	1	59	0	0	0	0	0	472	
7:15 AM	0	116	33	0	102	169	0	0	75	0	75	0	0	0	0	0	570	
7:30 AM	0	145	27	0	85	233	0	0	97	0	71	0	0	0	0	0	658	
7:45 AM	0	176	43	0	92	260	0	0	74	1	51	0	0	0	0	0	697	2397
8:00 AM	0	131	60	0	107	164	0	0	45	0	36	0	0	0	0	0	543	2468
8:15 AM	0	102	42	0	95	137	0	0	64	0	57	0	0	0	0	0	497	2395
8:30 AM	0	100	35	0	76	161	0	0	46	0	42	0	0	0	0	0	460	2197
8:45 AM	0	101	55	0	92	153	0	0	46	0	46	0	0	0	0	0	493	1993
9:00 AM	0	85	49	0	86	134	0	0	41	0	47	0	0	0	0	0	442	1892
9:15 AM	0	142	53	0	86	132	0	0	44	0	40	0	0	0	0	0	497	1892
9:30 AM	0	91	53	0	105	139	0	0	46	0	50	0	0	0	0	0	484	1916
9:45 AM	0	80	57	0	90	136	0	0	38	0	55	0	0	0	0	0	456	1879
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	704	172	0	368	1040	0	0	296	4	204	0	0	0	0	0	2788	
Heavy Trucks	0	12	4	0	16	16	0	0	0	0	4	0	0	0	0	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	48	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Winnetka Ave -- US 101 EB Ramps
CITY/STATE: Los Angeles, CA

QC JOB #: 10963904
DATE: Thu, May 16 2013



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				US 101 EB Ramps (Eastbound)				US 101 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	175	59	0	81	233	0	0	55	0	51	0	0	0	0	0	654	
3:15 PM	0	160	65	0	100	195	0	0	80	0	53	0	0	0	0	0	653	
3:30 PM	0	178	78	0	98	162	0	0	67	2	43	0	0	0	0	0	628	
3:45 PM	0	135	65	0	105	150	0	0	72	0	40	0	0	0	0	0	567	2502
4:00 PM	0	128	70	0	75	135	0	0	82	0	27	0	0	0	0	0	517	2365
4:15 PM	0	182	47	0	81	133	0	0	79	0	48	0	0	0	0	0	570	2282
4:30 PM	0	174	59	0	102	160	0	0	93	0	35	0	0	0	0	0	623	2277
4:45 PM	0	162	47	0	87	179	0	0	82	1	37	0	0	0	0	0	595	2305
5:00 PM	0	167	70	0	92	157	0	0	83	0	39	0	0	0	0	0	608	2396
5:15 PM	0	182	68	0	80	136	0	0	64	1	39	0	0	0	0	0	570	2396
5:30 PM	0	178	62	0	91	165	0	0	99	0	37	0	0	0	0	0	632	2405
5:45 PM	0	142	63	0	93	167	0	0	105	1	52	0	0	0	0	0	623	2433
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	700	236	0	324	932	0	0	220	0	204	0	0	0	0	0	2616	
Heavy Trucks	0	12	4		4	12	0		16	0	4		0	0	0		52	
Pedestrians		0				0				12				12			24	
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: Winnetka Ave
 North/South _____
 East/West Ventura Blvd
 Day: Thursday Date: May 16, 2013 Weather: Sunny
 Hours: 7-10AM 3-6PM Chckrs: QC
 School Day: Yes District: _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	43	85	148	141
BIKES	0	0	6	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	120	7:55	353	7:40	366	8:00	314	7:35
PM PK 15 MIN	123	9:15	292	7:05	521	9:10	333	9:00
AM PK HOUR	414	7:10	1046	7:10	1325	7:25	1175	7:30
PM PK HOUR	443	8:35	924	7:00	1866	9:00	1233	8:50

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	72	264	37	373
8-9	101	239	37	377
9-10	67	234	35	336
15-16	81	298	53	432
16-17	86	278	43	407
17-18	82	292	65	407
TOTAL	457	1605	270	2332

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	364	419	243	1026
8-9	288	206	299	793
9-10	300	185	246	731
15-16	339	375	210	924
16-17	278	279	195	752
17-18	312	266	201	779
TOTAL	1881	1730	1394	5005

TOTAL

N-S	1399
	1170
	1067
	1356
	1159
	1186
TOTAL	7337

XING S/L

Adult	Sch
99	317
54	11
26	2
496	0
103	0
46	0
824	330

XING N/L

Adult	Sch
14	40
9	7
6	5
30	0
21	0
25	1
105	53

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	180	904	47	1131
8-9	180	867	54	1101
9-10	137	615	48	800
15-16	242	951	81	1274
16-17	247	1151	78	1476
17-18	292	1446	128	1866
TOTAL	1278	5934	436	7648

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	126	594	211	931
8-9	49	777	219	1045
9-10	23	556	233	812
15-16	62	766	347	1175
16-17	58	768	323	1149
17-18	50	825	342	1217
TOTAL	368	4286	1675	6329

TOTAL

E-W	2062
	2146
	1612
	2449
	2625
	3083
TOTAL	13977

XING W/L

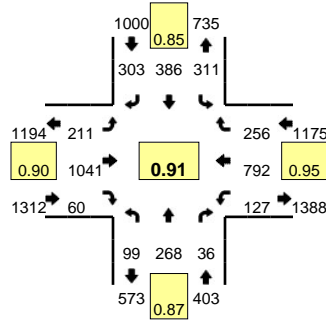
Adult	Sch
46	185
37	2
19	0
171	0
38	0
24	0
335	187

XING E/L

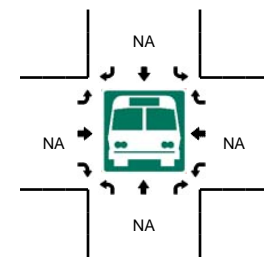
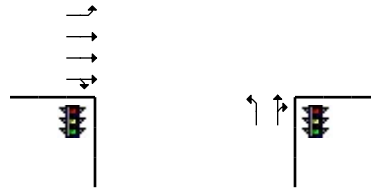
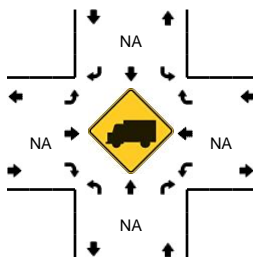
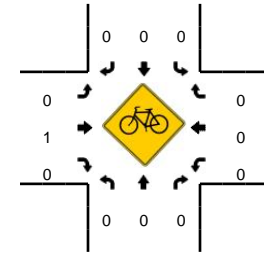
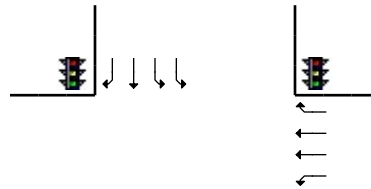
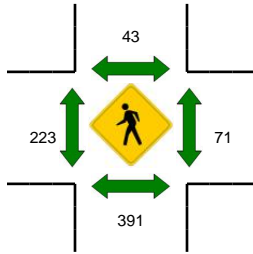
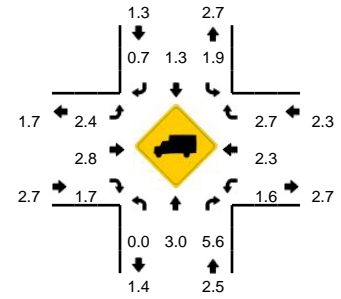
Adult	Sch
28	55
11	5
7	0
165	0
53	2
30	2
294	64

LOCATION: Winnetka Ave -- Ventura Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963901
DATE: Thu, May 16 2013



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



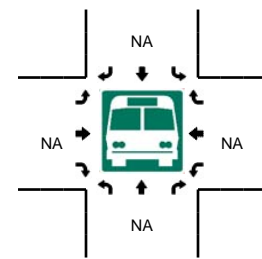
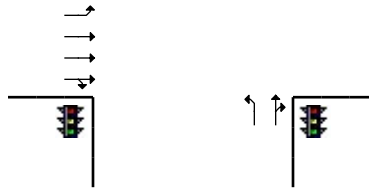
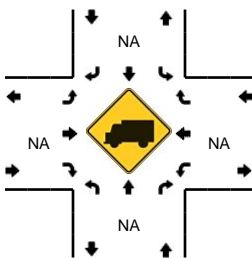
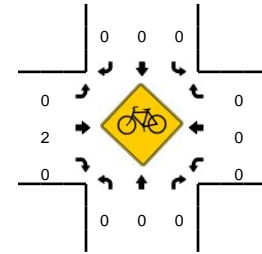
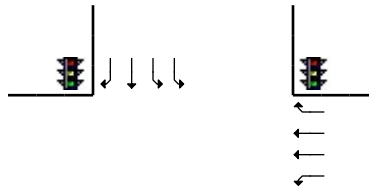
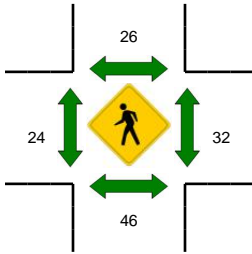
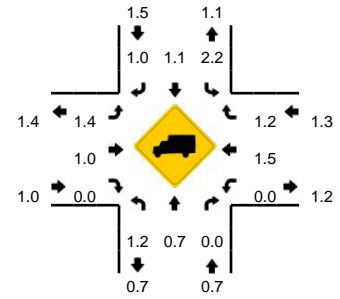
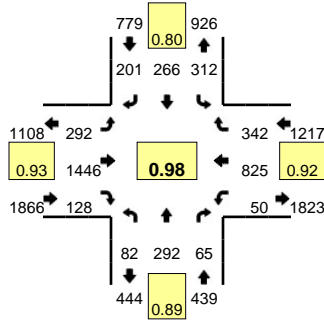
15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Ventura Blvd (Eastbound)				Ventura Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	56	10	0	85	64	41	0	38	165	10	0	19	82	26	0	608	
7:15 AM	15	60	7	0	113	82	39	0	36	217	9	0	16	139	49	0	782	
7:30 AM	17	70	10	0	89	131	76	0	46	264	9	0	46	186	60	0	1004	
7:45 AM	28	78	10	0	77	142	87	0	60	258	19	0	45	187	76	0	1067	3461
8:00 AM	28	83	8	0	78	54	72	0	63	285	18	0	24	194	53	0	960	3813
8:15 AM	26	37	8	0	67	59	68	0	42	234	14	0	12	225	67	0	859	3890
8:30 AM	25	55	7	0	74	48	79	0	35	182	12	0	5	178	46	0	746	3632
8:45 AM	22	64	14	0	69	45	80	0	40	166	10	0	8	180	53	0	751	3316
9:00 AM	13	56	6	0	66	46	73	0	31	183	13	0	5	177	57	0	726	3082
9:15 AM	18	80	12	0	74	39	55	0	39	151	10	0	4	122	73	0	677	2900
9:30 AM	16	43	7	0	73	53	64	0	41	134	8	0	10	121	53	0	623	2777
9:45 AM	20	55	10	0	87	47	54	0	26	147	17	0	4	136	50	0	653	2679
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	112	312	40	0	308	568	348	0	240	1032	76	0	180	748	304	0	4268	
Heavy Trucks	0	0	0		8	4	0		8	28	0		0	16	12		76	
Pedestrians		768				36				500				64			1368	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Winnetka Ave -- Ventura Blvd
CITY/STATE: Los Angeles, CA

QC JOB #: 10963902
DATE: Thu, May 16 2013

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Winnetka Ave (Northbound)				Winnetka Ave (Southbound)				Ventura Blvd (Eastbound)				Ventura Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	20	67	11	0	104	127	59	0	52	206	22	0	16	193	106	0	983	
3:15 PM	15	83	8	0	80	104	60	0	67	250	22	0	16	185	70	0	960	
3:30 PM	23	81	12	0	79	79	42	0	75	247	19	0	13	211	84	0	965	
3:45 PM	23	67	22	0	76	65	49	0	48	248	18	0	17	177	87	0	897	3805
4:00 PM	28	57	11	0	58	65	40	0	63	273	12	0	15	201	81	0	904	3726
4:15 PM	17	71	11	0	80	66	36	0	51	280	20	0	16	184	83	0	915	3681
4:30 PM	26	79	9	0	68	70	51	0	68	280	26	0	12	185	81	0	955	3671
4:45 PM	15	71	12	0	72	78	68	0	65	318	20	0	15	198	78	0	1010	3784
5:00 PM	17	71	17	0	85	62	51	0	76	348	25	0	13	230	90	0	1085	3965
5:15 PM	24	77	22	0	75	50	51	0	69	392	38	0	16	188	91	0	1093	4143
5:30 PM	16	81	16	0	67	76	47	0	78	341	26	0	12	208	90	0	1058	4246
5:45 PM	25	63	10	0	85	78	52	0	69	365	39	0	9	199	71	0	1065	4301
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	96	308	88	0	300	200	204	0	276	1568	152	0	64	752	364	0	4372	
Heavy Trucks	0	4	0	0	0	0	0	0	4	24	0	0	0	8	8	0	48	
Pedestrians		36				12				8				40			96	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

Comments:

APPENDIX C
INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING (2013) CONDITIONS



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Saticoy St

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	87	1	87
	Left-Through		0			0	
	Through	894	1	524	1243	2	468
	Through-Right		1			1	
	Right	154	0	154	161	0	161
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	94	1	94	124	1	124
	Left-Through		0			0	
	Through	1212	2	443	1025	1	588
	Through-Right		1			1	
	Right	116	0	116	151	0	151
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	153	1	153	175	1	175
	Left-Through		0			0	
	Through	797	1	441	1046	1	560
	Through-Right		1			1	
	Right	84	0	84	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	141	1	141	91	1	91
	Left-Through		0			0	
	Through	1034	1	567	776	1	433
	Through-Right		1			1	
	Right	99	0	99	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 618			<i>North-South:</i> 675
				<i>East-West:</i> 720			<i>East-West:</i> 651
				<i>SUM:</i> 1338			<i>SUM:</i> 1326
VOLUME/CAPACITY (V/C) RATIO:				0.973			0.964
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.894
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Satcoy St

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	75	1	75	86	1	86
	↵↵ Left-Through		0			0	
	→ Through	653	1	355	767	1	435
	→↵ Through-Right		1			1	
	↵ Right	57	0	57	102	0	102
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	114	1	114	100	1	100
	↵↵ Left-Through		0			0	
	→ Through	1177	1	679	676	1	398
	→↵ Through-Right		1			1	
	↵ Right	180	0	180	120	0	120
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	94	1	94	149	1	149
	↵↵ Left-Through		0			0	
	→ Through	832	1	476	1094	1	597
	→↵ Through-Right		1			1	
	↵ Right	120	0	120	99	0	99
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	83	1	83	64	1	64
	↵↵ Left-Through		0			0	
	→ Through	985	1	546	804	1	446
	→↵ Through-Right		1			1	
	↵ Right	106	0	106	88	0	88
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 754			<i>North-South:</i> 535
				<i>East-West:</i> 640			<i>East-West:</i> 661
				<i>SUM:</i> 1394			<i>SUM:</i> 1196
VOLUME/CAPACITY (V/C) RATIO:				0.929			0.797
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.727
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Saticoy St

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	114	1	114	129	1	129
	↵↔ Left-Through		0			0	
	→ Through	778	1	450	983	1	547
	↗ Through-Right		1			1	
	↘ Right	121	0	121	110	0	110
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	163	1	163	204	1	204
	↵↔ Left-Through		0			0	
	→ Through	1000	1	560	943	1	538
	↗ Through-Right		1			1	
	↘ Right	120	0	120	133	0	133
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	78	1	78	92	1	92
	↵↔ Left-Through		0			0	
	→ Through	888	1	497	1040	1	571
	↗ Through-Right		1			1	
	↘ Right	105	0	105	101	0	101
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	77	1	77	71	1	71
	↵↔ Left-Through		0			0	
	→ Through	913	1	512	805	1	463
	↗ Through-Right		1			1	
	↘ Right	111	0	111	120	0	120
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 674			<i>North-South:</i> 751
				<i>East-West:</i> 590			<i>East-West:</i> 642
				<i>SUM:</i> 1264			<i>SUM:</i> 1393
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.978
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.908
LEVEL OF SERVICE (LOS):				D			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Sherman Wy

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	64	1	64	116	1	116
	↵↔ Left-Through		0			0	
	→ Through	880	1	506	1280	2	499
	↗ Through-Right		1			1	
	↘ Right	131	0	131	216	0	216
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	104	1	104	115	1	115
	↵↔ Left-Through		0			0	
	→ Through	1237	2	439	993	1	565
	↗ Through-Right		1			1	
	↘ Right	80	0	80	137	0	137
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	106	1	106	106	1	106
	↵↔ Left-Through		0			0	
	→ Through	639	2	237	789	2	300
	↗ Through-Right		1			1	
	↘ Right	73	0	73	112	0	112
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	243	1	243	171	1	171
	↵↔ Left-Through		0			0	
	→ Through	854	2	330	710	2	274
	↗ Through-Right		1			1	
	↘ Right	136	0	136	111	0	111
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 610			<i>North-South:</i> 681
				<i>East-West:</i> 480			<i>East-West:</i> 471
				<i>SUM:</i> 1090			<i>SUM:</i> 1152
VOLUME/CAPACITY (V/C) RATIO:				0.793			0.838
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.738
LEVEL OF SERVICE (LOS):				B			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Sherman Wy

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	45	1	45	56	1	56
	↵↔ Left-Through		0			0	
	→ Through	442	1	241	706	1	379
	↗ Through-Right		1			1	
	↘ Right	39	0	39	52	0	52
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	104	1	104	88	1	88
	↵↔ Left-Through		0			0	
	→ Through	1057	1	595	576	1	340
	↗ Through-Right		1			1	
	↘ Right	133	0	133	104	0	104
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	112	1	112	159	1	159
	↵↔ Left-Through		0			0	
	→ Through	785	2	280	1003	2	351
	↗ Through-Right		1			1	
	↘ Right	56	0	56	49	0	49
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	116	1	116	84	1	84
	↵↔ Left-Through		0			0	
	→ Through	1061	2	389	831	2	312
	↗ Through-Right		1			1	
	↘ Right	106	0	106	104	0	104
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 640			<i>North-South:</i> 467
				<i>East-West:</i> 501			<i>East-West:</i> 471
				SUM: 1141			SUM: 938
VOLUME/CAPACITY (V/C) RATIO:				0.761			0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.525
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Sherman Wy

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	91	1	91	130	1	130
	↵↔ Left-Through		0			0	
	→ Through	727	1	415	1037	1	567
	↗ Through-Right		1			1	
	↘ Right	102	0	102	96	0	96
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	112	1	112	120	1	120
	↵↔ Left-Through		0			0	
	→ Through	1090	1	596	848	1	484
	↗ Through-Right		1			1	
	↘ Right	101	0	101	119	0	119
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
EASTBOUND	↵ Left	126	1	126	124	1	124
	↵↔ Left-Through		0			0	
	→ Through	807	2	324	901	2	345
	↗ Through-Right		1			1	
	↘ Right	165	0	165	135	0	135
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
WESTBOUND	↵ Left	190	1	190	90	1	90
	↵↔ Left-Through		0			0	
	→ Through	995	2	390	771	2	295
	↗ Through-Right		1			1	
	↘ Right	175	0	175	114	0	114
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 687			<i>North-South:</i> 687
				<i>East-West:</i> 516			<i>East-West:</i> 435
				<i>SUM:</i> 1203			<i>SUM:</i> 1122
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.816
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.775			0.716
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	70	1	70	61	1	61
	↵↵ Left-Through		0			0	
	→ Through	892	1	479	1379	2	507
	→↵ Through-Right		1			1	
	↵ Right	65	0	65	142	0	142
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	124	1	124	127	1	127
	↵↵ Left-Through		0			0	
	→ Through	1283	3	428	827	3	276
	→↵ Through-Right		0			0	
	↵ Right	275	1	92	215	1	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	183	1	183	255	1	255
	↵↵ Left-Through		0			0	
	→ Through	556	2	278	911	2	456
	→↵ Through-Right		0			0	
	↵ Right	48	1	0	75	1	14
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	181	1	181	113	1	113
	↵↵ Left-Through		0			0	
	→ Through	684	2	342	647	2	324
	→↵ Through-Right		0			0	
	↵ Right	133	1	9	124	1	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 603			<i>North-South:</i> 634
				<i>East-West:</i> 525			<i>East-West:</i> 579
				<i>SUM:</i> 1128			<i>SUM:</i> 1213
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.882
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.720			0.782
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Vanowen St

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				2			2
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	36	1	36
	Left-Through		0			0	
	Through	369	1	208	684	1	364
	Through-Right		1			1	
	Right	47	0	47	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	97	1	97
	Left-Through		0			0	
	Through	1031	1	617	541	1	338
	Through-Right		1			1	
	Right	202	0	202	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	210	1	210
	Left-Through		0			0	
	Through	929	1	505	1175	1	620
	Through-Right		1			1	
	Right	81	0	81	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	54	1	54
	Left-Through		0			0	
	Through	1092	1	593	914	1	500
	Through-Right		1			1	
	Right	94	0	94	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 647 <i>East-West:</i> 719 <i>SUM:</i> 1366			<i>North-South:</i> 461 <i>East-West:</i> 710 <i>SUM:</i> 1171
VOLUME/CAPACITY (V/C) RATIO:				0.911			0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.711
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Vanowen St

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	62	1	62	97	1	97
	↵↔ Left-Through		0			0	
	→ Through	704	2	352	1101	2	551
	↗ Through-Right		0			0	
	→ Right	107	1	47	139	1	96
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	129	1	129	126	1	126
	↵↔ Left-Through		0			0	
	→ Through	1304	2	652	812	2	406
	↗ Through-Right		0			0	
	→ Right	57	1	32	74	1	28
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	51	1	51	92	1	92
	↵↔ Left-Through		0			0	
	→ Through	580	1	323	814	1	434
	↗ Through-Right		1			1	
	→ Right	65	0	65	54	0	54
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	120	1	120	86	1	86
	↵↔ Left-Through		0			0	
	→ Through	677	1	394	729	1	422
	↗ Through-Right		1			1	
	→ Right	111	0	111	114	0	114
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 714			<i>North-South:</i> 677
				<i>East-West:</i> 445			<i>East-West:</i> 520
				<i>SUM:</i> 1159			<i>SUM:</i> 1197
VOLUME/CAPACITY (V/C) RATIO:				0.813			0.840
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.770
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pierce College Master Plan
North-South Street: Shoup Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	102	1	102	197	1	197
	↵↔ Left-Through		0			0	
	→ Through	673	1	369	1183	1	656
	↗ Through-Right		1			1	
	↘ Right	65	0	65	128	0	128
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	134	1	134	95	1	95
	↵↔ Left-Through		0			0	
	→ Through	1106	1	588	562	1	310
	↗ Through-Right		1			1	
	↘ Right	69	0	69	58	0	58
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	81	1	81	91	1	91
	↵↔ Left-Through		0			0	
	→ Through	954	1	575	816	1	461
	↗ Through-Right		1			1	
	↘ Right	196	0	196	106	0	106
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	86	1	86	82	1	82
	↵↔ Left-Through		0			0	
	→ Through	669	2	335	883	2	442
	↗ Through-Right		0			0	
	↘ Right	83	1	16	158	1	111
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 690			<i>North-South:</i> 751
				<i>East-West:</i> 661			<i>East-West:</i> 543
				SUM: 1351			SUM: 1294
VOLUME/CAPACITY (V/C) RATIO:				0.901			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.763
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pierce College Master Plan

North-South Street: Topanga Canyon Blvd

East-West Street: Victory Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	3	NB-- 0	SB-- 0	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	2	EB-- 0	WB-- 0	2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	92	1	92	161	1	161
	↵↔ Left-Through		0			0	
	→ Through	1058	2	397	1602	2	613
	↗ Through-Right		1			1	
	→ Right	133	0	133	237	0	237
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	232	1	232	195	1	195
	↵↔ Left-Through		0			0	
	→ Through	1487	2	529	1076	2	397
	↗ Through-Right		1			1	
	→ Right	99	0	99	116	0	116
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	98	2	54	193	2	106
	↵↔ Left-Through		0			0	
	→ Through	907	2	342	994	2	373
	↗ Through-Right		1			1	
	→ Right	119	0	119	125	0	125
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	227	2	125	358	2	197
	↵↔ Left-Through		0			0	
	→ Through	727	2	364	1032	2	516
	↗ Through-Right		0			0	
	→ Right	119	1	0	228	1	33
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 629 <i>East-West:</i> 467 <i>SUM:</i> 1096			<i>North-South:</i> 808 <i>East-West:</i> 622 <i>SUM:</i> 1430
VOLUME/CAPACITY (V/C) RATIO:				0.797			1.040
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.940
LEVEL OF SERVICE (LOS):				B			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pierce College Master Plan

North-South Street: Canoga Ave

East-West Street: Victory Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	55	2	30	239	2	131
	↵↵ Left-Through		0			0	
	→ Through	556	2	214	1170	2	486
	→↵ Through-Right		1			1	
	→ Right	85	0	85	289	0	289
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	172	2	95	145	2	80
	↵↵ Left-Through		0			0	
	→ Through	1013	2	363	648	2	250
	→↵ Through-Right		1			1	
	→ Right	75	0	75	103	0	103
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	66	1	66	152	1	152
	↵↵ Left-Through		0			0	
	→ Through	1011	3	337	1254	3	418
	→↵ Through-Right		0			0	
	→ Right	146	1	116	205	1	74
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	209	1	209	246	1	246
	↵↵ Left-Through		0			0	
	→ Through	1108	3	369	1100	3	367
	→↵ Through-Right		0			0	
	→ Right	115	1	20	183	1	103
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 393			<i>North-South:</i> 566
				<i>East-West:</i> 546			<i>East-West:</i> 664
				<i>SUM:</i> 939			<i>SUM:</i> 1230
VOLUME/CAPACITY (V/C) RATIO:				0.683			0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.583			0.795
LEVEL OF SERVICE (LOS):				A			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Victory Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	93	1	93	86	1	86
	↵↔ Left-Through		0			0	
	→ Through	845	2	379	1272	2	557
	↗ Through-Right		1			1	
	→ Right	293	0	293	398	0	398
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	122	1	122	110	1	110
	↵↔ Left-Through		0			0	
	→ Through	1520	2	598	811	2	333
	↗ Through-Right		1			1	
	→ Right	274	0	274	187	0	187
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	105	2	58	393	2	216
	↵↔ Left-Through		0			0	
	→ Through	1010	2	355	1683	2	603
	↗ Through-Right		1			1	
	→ Right	54	0	54	127	0	127
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	610	2	336	211	2	116
	↵↔ Left-Through		0			0	
	→ Through	1549	3	516	1117	3	372
	↗ Through-Right		0			0	
	→ Right	75	1	75	104	1	104
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 691			<i>North-South:</i> 667
				<i>East-West:</i> 691			<i>East-West:</i> 719
				<i>SUM:</i> 1382			<i>SUM:</i> 1386
VOLUME/CAPACITY (V/C) RATIO:				1.005			1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.908
LEVEL OF SERVICE (LOS):				E			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				1			1
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 2	2	<i>NB--</i> 0	<i>SB--</i> 2	2
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 2	2	<i>EB--</i> 0	<i>WB--</i> 2	2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	92	1	92
	Left-Through		0			0	
	Through	64	1	48	243	1	154
	Through-Right		1			1	
	Right	31	0	31	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	221	1	221	169	1	169
	Left-Through		0			0	
	Through	228	1	228	123	1	123
	Through-Right		0			0	
	Right	577	2	317	237	2	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	101	249	1	249
	Left-Through		0			0	
	Through	1156	3	385	1790	3	597
	Through-Right		0			0	
	Right	135	1	109	99	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	58	1	58
	Left-Through		0			0	
	Through	1590	3	530	1127	3	376
	Through-Right		0			0	
	Right	134	1	134	204	1	204
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 370 <i>East-West:</i> 631 <i>SUM:</i> 1001			<i>North-South:</i> 323 <i>East-West:</i> 655 <i>SUM:</i> 978
VOLUME/CAPACITY (V/C) RATIO:				0.728			0.711
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.628			0.611
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Victory Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	187	1	187	208	1	208
	↵↔ Left-Through		0			0	
	→ Through	749	1	444	1105	1	638
	↗ Through-Right		1			1	
	↘ Right	139	0	139	170	0	170
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	184	1	184	144	1	144
	↵↔ Left-Through		0			0	
	→ Through	1254	2	499	654	2	255
	↗ Through-Right		1			1	
	↘ Right	242	0	242	112	0	112
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	95	1	95	219	1	219
	↵↔ Left-Through		0			0	
	→ Through	1159	2	447	1820	2	651
	↗ Through-Right		1			1	
	↘ Right	182	0	182	133	0	133
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	205	1	205	141	1	141
	↵↔ Left-Through		0			0	
	→ Through	1802	2	622	1314	2	473
	↗ Through-Right		1			1	
	↘ Right	63	0	63	104	0	104
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 686			<i>North-South:</i> 782
				<i>East-West:</i> 717			<i>East-West:</i> 792
				<i>SUM:</i> 1403			<i>SUM:</i> 1574
VOLUME/CAPACITY (V/C) RATIO:				1.020			1.145
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.920			1.045
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: Pierce College Master Plan

North-South Street: Topham St

East-West Street: Victory Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	337	1	337	289	1	289
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	7	1	7	5	1	5
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1011	1	727	1602	1	991
	→↵ Through-Right		1			1	
	↵ Right	443	0	443	380	0	380
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1762	2	881	1135	2	568
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 337			<i>North-South:</i> 289
				<i>East-West:</i> 881			<i>East-West:</i> 991
				<i>SUM:</i> 1218			<i>SUM:</i> 1280
VOLUME/CAPACITY (V/C) RATIO:				0.812			0.853
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.753
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: Pierce College Master Plan
North-South Street: Corbina Avd
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	31	1	31	41	1	41
	↵↔ Left-Through		0			0	
	→ Through	497	1	287	643	1	392
	↗ Through-Right		1			1	
	↘ Right	76	0	76	140	0	140
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	170	1	170	144	1	144
	↵↔ Left-Through		0			0	
	→ Through	774	1	531	311	1	214
	↗ Through-Right		1			1	
	↘ Right	287	0	287	116	0	116
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	70	1	70	145	1	145
	↵↔ Left-Through		0			0	
	→ Through	899	1	455	1426	1	723
	↗ Through-Right		1			1	
	↘ Right	11	0	11	19	0	19
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	154	1	154	46	1	46
	↵↔ Left-Through		0			0	
	→ Through	1365	1	753	1029	1	663
	↗ Through-Right		1			1	
	↘ Right	141	0	141	296	0	296
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 562			<i>North-South:</i> 536
				<i>East-West:</i> 823			<i>East-West:</i> 808
				<i>SUM:</i> 1385			<i>SUM:</i> 1344
VOLUME/CAPACITY (V/C) RATIO:				0.923			0.896
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.823			0.796
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: Pierce College Master Plan
North-South Street: Tampa Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	85	1	85	169	1	169
	↵↔ Left-Through		0			0	
	→ Through	719	2	360	1067	2	534
	↗ Through-Right		0			0	
	→ Right	144	1	0	104	1	35
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	254	1	254	242	1	242
	↵↔ Left-Through		0			0	
	→ Through	1113	2	557	614	2	307
	↗ Through-Right		0			0	
	→ Right	241	1	201	128	1	38
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	80	1	80	181	1	181
	↵↔ Left-Through		0			0	
	→ Through	1109	1	574	1473	1	757
	↗ Through-Right		1			1	
	→ Right	39	0	39	41	0	41
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	150	1	150	69	1	69
	↵↔ Left-Through		0			0	
	→ Through	1314	1	701	1153	1	678
	↗ Through-Right		1			1	
	→ Right	88	0	88	202	0	202
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 642			<i>North-South:</i> 776
				<i>East-West:</i> 781			<i>East-West:</i> 859
				<i>SUM:</i> 1423			<i>SUM:</i> 1635
VOLUME/CAPACITY (V/C) RATIO:				1.035			1.189
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			1.089
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: Pierce College Master Plan

North-South Street: Wilbur Ave

East-West Street: Victory Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	88	1	88	126	1	126
	↵↵ Left-Through		0			0	
	→ Through	547	1	325	592	1	328
	→↵ Through-Right		1			1	
	↵ Right	103	0	103	64	0	64
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	153	1	153	125	1	125
	↵↵ Left-Through		0			0	
	→ Through	968	1	571	417	1	269
	→↵ Through-Right		1			1	
	↵ Right	174	0	174	120	0	120
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	56	1	56	123	1	123
	↵↵ Left-Through		0			0	
	→ Through	1350	1	742	1557	1	822
	→↵ Through-Right		1			1	
	↵ Right	134	0	134	87	0	87
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	87	1	87	63	1	63
	↵↵ Left-Through		0			0	
	→ Through	1311	1	692	1079	1	617
	→↵ Through-Right		1			1	
	↵ Right	72	0	72	155	0	155
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 659			<i>North-South:</i> 453
				<i>East-West:</i> 829			<i>East-West:</i> 885
				SUM: 1488			SUM: 1338
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.892
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.792
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: Pierce College Master Plan

North-South Street: Reseda Blvd

East-West Street: Victory Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	128	1	128
	↵↔ Left-Through		0			0	
	→ Through	627	1	366	902	1	511
	↗ Through-Right		1			1	
	↘ Right	104	0	104	119	0	119
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	92	1	92	144	1	144
	↵↔ Left-Through		0			0	
	→ Through	893	1	524	732	1	447
	↗ Through-Right		1			1	
	↘ Right	155	0	155	161	0	161
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	163	1	163	163	1	163
	↵↔ Left-Through		0			0	
	→ Through	1509	2	527	1520	2	537
	↗ Through-Right		1			1	
	↘ Right	72	0	72	91	0	91
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	173	1	173	109	1	109
	↵↔ Left-Through		0			0	
	→ Through	1231	2	616	1113	2	557
	↗ Through-Right		0			0	
	↘ Right	131	1	85	183	1	111
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 614			<i>North-South:</i> 655
				<i>East-West:</i> 779			<i>East-West:</i> 720
				<i>SUM:</i> 1393			<i>SUM:</i> 1375
VOLUME/CAPACITY (V/C) RATIO:				1.013			1.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.900
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: El Rancho Dr

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	6	1	6	28	1	28
	↵↔ Left-Through		0			0	
	→ Through	1233	2	457	1710	2	660
	↗ Through-Right		1			1	
	↘ Right	138	0	138	270	0	270
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	26	1	26	23	1	23
	↵↔ Left-Through		0			0	
	→ Through	2143	2	716	1177	2	396
	↗ Through-Right		1			1	
	↘ Right	5	0	5	12	0	12
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	18	1	18	16	1	16
	↵↔ Left-Through		0			0	
	→ Through	2	0	42	1	0	16
	↗ Through-Right		1			1	
	↘ Right	40	0	0	15	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	72	1	72	50	1	50
	↵↔ Left-Through		0			0	
	→ Through	0	0	5	1	0	12
	↗ Through-Right		1			1	
	↘ Right	5	0	0	11	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 722			<i>North-South:</i> 683
				<i>East-West:</i> 114			<i>East-West:</i> 66
				SUM: 836			SUM: 749
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.499
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.399
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Erwin St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	119	1	119
	Left-Through		0			0	
	Through	1203	2	405	1747	2	600
	Through-Right		1			1	
	Right	11	0	11	53	0	53
	Left-Through-Right		0			0	
SOUTHBOUND	Left	15	1	15	36	1	36
	Left-Through		0			0	
	Through	2022	2	734	978	2	370
	Through-Right		1			1	
	Right	179	0	179	132	0	132
	Left-Through-Right		0			0	
EASTBOUND	Left	122	1	109	213	1	156
	Left-Through		0			0	
	Through	7	0	109	20	0	156
	Through-Right		0			0	
	Right	198	1	0	236	1	0
	Left-Through-Right		1			1	
WESTBOUND	Left	43	1	43	18	1	18
	Left-Through		0			0	
	Through	24	1	24	9	1	9
	Through-Right		0			0	
	Right	55	1	48	20	1	2
	Left-Through-Right		0			0	
				0			0
CRITICAL VOLUMES				<i>North-South:</i> 904			<i>North-South:</i> 636
				<i>East-West:</i> 157			<i>East-West:</i> 174
				<i>SUM:</i> 1061			<i>SUM:</i> 810
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.568
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.468
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
23

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Calvert St

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	190	1	190	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	985	2	493	1253	2	627
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1321	2	661	747	2	374
	↗ Through-Right		0			0	
	↘ Right	235	1	193	139	1	57
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	76	2	42	149	2	82
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	56	1	0	119	1	43
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	42	1	42	20	1	20
	↵↔ Left-Through		0			0	
	→ Through	17	0	58	9	0	33
	↗ Through-Right		1			1	
	↘ Right	41	0	0	24	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 851			<i>North-South:</i> 627
				<i>East-West:</i> 100			<i>East-West:</i> 115
				<i>SUM:</i> 951			<i>SUM:</i> 742
VOLUME/CAPACITY (V/C) RATIO:				0.692			0.540
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.592			0.440
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
24

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0 <i>EB--</i> 0		<i>SB--</i> 0 <i>WB--</i> 0	<i>NB--</i> 0 <i>EB--</i> 0		<i>SB--</i> 0 <i>WB--</i> 0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	125	1	125
	Left-Through		0			0	
	Through	1223	2	423	1609	2	589
	Through-Right		1			1	
	Right	45	0	45	157	0	157
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	54	1	54
	Left-Through		0			0	
	Through	1820	2	699	1061	2	402
	Through-Right		1			1	
	Right	278	0	278	145	0	145
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	209	1	209
	Left-Through		0			0	
	Through	199	1	199	434	1	434
	Through-Right		0			0	
	Right	150	1	102	231	1	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	185	1	185	25	1	25
	Left-Through		0			0	
	Through	281	1	172	129	1	83
	Through-Right		1			1	
	Right	63	0	63	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 796 <i>East-West:</i> 384 <i>SUM:</i> 1180			<i>North-South:</i> 643 <i>East-West:</i> 459 <i>SUM:</i> 1102
VOLUME/CAPACITY (V/C) RATIO:				0.787			0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.687			0.635
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
25

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Oxnard St

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	45	1	45	72	1	72
	↵↔ Left-Through		0			0	
	→ Through	1016	1	525	1225	1	630
	↗ Through-Right		1			1	
	↘ Right	33	0	33	35	0	35
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	25	1	25	28	1	28
	↵↔ Left-Through		0			0	
	→ Through	1205	1	712	790	1	437
	↗ Through-Right		1			1	
	↘ Right	219	0	219	83	0	83
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	146	1	146	177	1	177
	↵↔ Left-Through		0			0	
	→ Through	209	1	209	377	1	377
	↗ Through-Right		0			0	
	↘ Right	81	1	59	82	1	46
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	30	0	30	10	0	10
	↵↔ Left-Through		0			0	
	→ Through	217	0	258	48	0	68
	↗ Through-Right		0			0	
	↘ Right	11	0	0	10	0	0
	↗↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 757			<i>North-South:</i> 658
				<i>East-West:</i> 404			<i>East-West:</i> 387
				<i>SUM:</i> 1161			<i>SUM:</i> 1045
VOLUME/CAPACITY (V/C) RATIO:				0.774			0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.597
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
26

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Burbank Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	167	1	167	70	1	70
	↵↵ Left-Through		0			0	
	→ Through	1438	3	479	1431	3	477
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0				0
↵↵↵ Left-Right		0				0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1516	2	706	1474	2	546
	→↵ Through-Right		1			1	
	→ Right	601	0	601	164	0	164
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0				0	
EASTBOUND	↵ Left	178	2	98	568	2	312
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	85	2	0	509	2	245
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0				0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0				0	
CRITICAL VOLUMES				<i>North-South:</i> 873			<i>North-South:</i> 616
				<i>East-West:</i> 98			<i>East-West:</i> 312
				<i>SUM:</i> 971			<i>SUM:</i> 928
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.619
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.519
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
27

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 2
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	204	1	204	203	1	203
	↵↵ Left-Through		0			0	
	→ Through	1155	2	578	1009	2	505
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	988	4	247	1493	4	373
	→↵ Through-Right		0			0	
	→ Right	644	1	644	617	1	617
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	268	1	268	269	1	264
	↵↵ Left-Through		0			0	
	→ Through	4	0	281	3	0	264
	→↵ Through-Right		0			0	
	→ Right	557	1	0	521	1	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 848 <i>East-West:</i> 281 <i>SUM:</i> 1129			<i>North-South:</i> 820 <i>East-West:</i> 264 <i>SUM:</i> 1084
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.661
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
28

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Existing
Count Date: 5/15/2013

East-West Street: US 101 EB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 2		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	827	3	276	796	3	265
	Through-Right		0			0	
	Right	178	1	178	261	1	261
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	393	2	216	848	2	466
	Left-Through		0			0	
	Through	857	2	429	987	2	494
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	529	1	265	519	1	261
	Left-Through		1			1	
	Through	1	0	265	2	0	261
	Through-Right		0			0	
	Right	222	1	222	251	1	251
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 492 <i>East-West:</i> 265 <i>SUM:</i> 757			<i>North-South:</i> 731 <i>East-West:</i> 261 <i>SUM:</i> 992
VOLUME/CAPACITY (V/C) RATIO:				0.531			0.696
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.431			0.596
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
29

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Ventura Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				1			1
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	50	1	50
	↵↔ Left-Through		0			0	
	→ Through	290	1	206	222	1	162
	↗ Through-Right		1			1	
	↘ Right	121	0	121	102	0	102
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	439	2	241	556	2	306
	↵↔ Left-Through		0			0	
	→ Through	220	1	220	196	1	196
	↗ Through-Right		0			0	
	↘ Right	395	1	183	372	1	6
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
EASTBOUND	↵ Left	212	1	212	366	1	366
	↵↔ Left-Through		0			0	
	→ Through	1093	2	381	1178	2	412
	↗ Through-Right		1			1	
	↘ Right	51	0	51	59	0	59
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
WESTBOUND	↵ Left	59	1	59	58	1	58
	↵↔ Left-Through		0			0	
	→ Through	767	3	256	939	3	313
	↗ Through-Right		0			0	
	↘ Right	438	1	197	385	1	79
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 447			<i>North-South:</i> 468
				<i>East-West:</i> 468			<i>East-West:</i> 679
				<i>SUM:</i> 915			<i>SUM:</i> 1147
VOLUME/CAPACITY (V/C) RATIO:				0.665			0.834
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.734
LEVEL OF SERVICE (LOS):				A			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
30

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: US 101 WB Ramps

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	157	1	157	211	1	211
	↵↔ Left-Through		0			0	
	→ Through	706	2	353	793	2	397
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	905	2	453	705	2	353
	↗ Through-Right		0			0	
	↘ Right	462	1	462	225	1	225
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	282	1	236	270	1	270
	↵↔ Left-Through		0			0	
	→ Through	1	0	236	3	0	303
	↗ Through-Right		0			0	
	↘ Right	424	1	0	603	1	0
	↗↔ Left-Through-Right		1			1	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 619			<i>North-South:</i> 564
				<i>East-West:</i> 236			<i>East-West:</i> 303
				<i>SUM:</i> 855			<i>SUM:</i> 867
VOLUME/CAPACITY (V/C) RATIO:				0.600			0.608
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.500			0.508
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
31

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: US 101 EB Ramps

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	568	1	284	648	1	324
	Through-Right		1			1	
	Right	163	1	163	267	1	267
	Left-Through-Right		0			0	
SOUTHBOUND	Left	386	1	386	384	1	384
	Left-Through		0			0	
	Through	826	2	413	740	2	370
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	291	1	291	274	1	274
	Left-Through		0			0	
	Through	1	0	0	2	0	0
	Through-Right		0			0	
	Right	233	1	233	187	1	187
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 670			<i>North-South:</i> 708
				<i>East-West:</i> 291			<i>East-West:</i> 274
				<i>SUM:</i> 961			<i>SUM:</i> 982
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.689
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.589
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
32

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Ventura Blvd

Scenario: Existing

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	99	1	99	82	1	82
	↵↵ Left-Through		0			0	
	→ Through	268	0	304	292	0	357
	↵→ Through-Right		1			1	
	↵ Right	36	0	0	65	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	311	2	171	312	2	172
	↵↵ Left-Through		0			0	
	→ Through	386	1	386	266	1	266
	↵→ Through-Right		0			0	
	↵ Right	303	1	198	201	1	55
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	211	1	211	292	1	292
	↵↵ Left-Through		0			0	
	→ Through	1041	2	367	1446	2	525
	↵→ Through-Right		1			1	
	↵ Right	60	0	60	128	0	128
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	127	1	127	50	1	50
	↵↵ Left-Through		0			0	
	→ Through	792	2	396	825	2	413
	↵→ Through-Right		0			0	
	↵ Right	256	1	85	342	1	170
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 485			<i>North-South:</i> 529
				<i>East-West:</i> 607			<i>East-West:</i> 705
				<i>SUM:</i> 1092			<i>SUM:</i> 1234
VOLUME/CAPACITY (V/C) RATIO:				0.766			0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.766
LEVEL OF SERVICE (LOS):				B			C

BASELINE PROJECT CONDITIONS



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Saticoy St

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	108	1	108	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	894	1	524	1242	2	468
	↗ Through-Right		1			1	
	↘ Right	154	0	154	161	0	161
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	94	1	94	124	1	124
	↵↔ Left-Through		0			0	
	→ Through	1211	2	442	1025	1	588
	↗ Through-Right		1			1	
	↘ Right	116	0	116	151	0	151
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	153	1	153	175	1	175
	↵↔ Left-Through		0			0	
	→ Through	796	1	440	1046	1	560
	↗ Through-Right		1			1	
	↘ Right	84	0	84	73	0	73
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	141	1	141	91	1	91
	↵↔ Left-Through		0			0	
	→ Through	1034	1	567	775	1	433
	↗ Through-Right		1			1	
	↘ Right	99	0	99	90	0	90
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 618			<i>North-South:</i> 675
				<i>East-West:</i> 720			<i>East-West:</i> 651
				SUM: 1338			SUM: 1326
VOLUME/CAPACITY (V/C) RATIO:				0.973			0.964
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.894
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	75	86	1	86
	Left-Through		0			0	
	Through	652	1	355	766	1	434
	Through-Right		1			1	
	Right	57	0	57	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	114	100	1	100
	Left-Through		0			0	
	Through	1175	1	678	675	1	398
	Through-Right		1			1	
	Right	180	0	180	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	94	149	1	149
	Left-Through		0			0	
	Through	832	1	476	1094	1	597
	Through-Right		1			1	
	Right	119	0	119	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	64	1	64
	Left-Through		0			0	
	Through	985	1	546	804	1	446
	Through-Right		1			1	
	Right	106	0	106	88	0	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 753 <i>East-West:</i> 640 <i>SUM:</i> 1393			<i>North-South:</i> 534 <i>East-West:</i> 661 <i>SUM:</i> 1195
VOLUME/CAPACITY (V/C) RATIO:				0.929			0.797
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.727
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Saticoy St

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	114	1	114	129	1	129
	↵↘ Left-Through		0			0	
	→ Through	778	1	450	982	1	546
	↘ Through-Right		1			1	
	↘ Right	121	0	121	110	0	110
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
SOUTHBOUND	↘ Left	163	1	163	204	1	204
	↘↗ Left-Through		0			0	
	→ Through	999	1	560	943	1	538
	↘ Through-Right		1			1	
	↘ Right	120	0	120	133	0	133
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
EASTBOUND	↘ Left	78	1	78	92	1	92
	↘↗ Left-Through		0			0	
	→ Through	888	1	497	1040	1	571
	↘ Through-Right		1			1	
	↘ Right	105	0	105	101	0	101
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
WESTBOUND	↘ Left	76	1	76	71	1	71
	↘↗ Left-Through		0			0	
	→ Through	913	1	512	805	1	463
	↘ Through-Right		1			1	
	↘ Right	111	0	111	120	0	120
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 674			<i>North-South:</i> 750
				<i>East-West:</i> 590			<i>East-West:</i> 642
				<i>SUM:</i> 1264			<i>SUM:</i> 1392
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.907
LEVEL OF SERVICE (LOS):				D			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Sherman Wy

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	64	1	64	116	1	116
	↵↔ Left-Through		0			0	
	→ Through	880	1	506	1279	2	498
	↗ Through-Right		1			1	
	↘ Right	131	0	131	216	0	216
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	104	1	104	115	1	115
	↵↔ Left-Through		0			0	
	→ Through	1236	2	439	992	1	565
	↗ Through-Right		1			1	
	↘ Right	80	0	80	137	0	137
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	106	1	106	106	1	106
	↵↔ Left-Through		0			0	
	→ Through	638	2	237	789	2	300
	↗ Through-Right		1			1	
	↘ Right	73	0	73	112	0	112
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	243	1	243	171	1	171
	↵↔ Left-Through		0			0	
	→ Through	854	2	330	710	2	274
	↗ Through-Right		1			1	
	↘ Right	136	0	136	111	0	111
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 610			<i>North-South:</i> 681
				<i>East-West:</i> 480			<i>East-West:</i> 471
				<i>SUM:</i> 1090			<i>SUM:</i> 1152
VOLUME/CAPACITY (V/C) RATIO:				0.793			0.838
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.738
LEVEL OF SERVICE (LOS):				B			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Sherman Wy

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	45	1	45	56	1	56
	↵↵ Left-Through		0			0	
	→ Through	441	1	240	705	1	379
	→↵ Through-Right		1			1	
	↵ Right	39	0	39	52	0	52
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	104	1	104	88	1	88
	↵↵ Left-Through		0			0	
	→ Through	1055	1	594	575	1	340
	→↵ Through-Right		1			1	
	↵ Right	133	0	133	104	0	104
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	112	1	112	159	1	159
	↵↵ Left-Through		0			0	
	→ Through	785	2	280	1003	2	351
	→↵ Through-Right		1			1	
	↵ Right	55	0	55	49	0	49
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	116	1	116	84	1	84
	↵↵ Left-Through		0			0	
	→ Through	1061	2	389	831	2	312
	→↵ Through-Right		1			1	
	↵ Right	106	0	106	104	0	104
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 639			<i>North-South:</i> 467
				<i>East-West:</i> 501			<i>East-West:</i> 471
				<i>SUM:</i> 1140			<i>SUM:</i> 938
VOLUME/CAPACITY (V/C) RATIO:				0.760			0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.525
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Sherman Wy

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	91	1	91	130	1	130
	↵↔ Left-Through		0			0	
	→ Through	726	1	414	1036	1	566
	↗ Through-Right		1			1	
	↘ Right	102	0	102	96	0	96
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	112	1	112	120	1	120
	↵↔ Left-Through		0			0	
	→ Through	1088	1	595	847	1	483
	↗ Through-Right		1			1	
	↘ Right	101	0	101	119	0	119
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	126	1	126	124	1	124
	↵↔ Left-Through		0			0	
	→ Through	807	2	324	901	2	345
	↗ Through-Right		1			1	
	↘ Right	165	0	165	135	0	135
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	190	1	190	90	1	90
	↵↔ Left-Through		0			0	
	→ Through	995	2	390	771	2	295
	↗ Through-Right		1			1	
	↘ Right	175	0	175	114	0	114
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 686			<i>North-South:</i> 686
				<i>East-West:</i> 516			<i>East-West:</i> 435
				<i>SUM:</i> 1202			<i>SUM:</i> 1121
VOLUME/CAPACITY (V/C) RATIO:				0.874			0.815
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.715
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Vanowen St

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	70	1	70	61	1	61
	↵↵ Left-Through		0			0	
	↵ Through	892	1	479	1378	2	507
	↵↵ Through-Right		1			1	
	↵ Right	65	0	65	142	0	142
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	124	1	124	127	1	127
	↵↵ Left-Through		0			0	
	↵ Through	1282	3	427	826	3	275
	↵↵ Through-Right		0			0	
	↵ Right	275	1	92	215	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	183	1	183	255	1	255
	↵↵ Left-Through		0			0	
	↵ Through	556	2	278	911	2	456
	↵↵ Through-Right		0			0	
	↵ Right	48	1	0	75	1	14
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	181	1	181	113	1	113
	↵↵ Left-Through		0			0	
	↵ Through	684	2	342	647	2	324
	↵↵ Through-Right		0			0	
	↵ Right	133	1	9	124	1	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 603			<i>North-South:</i> 634
				<i>East-West:</i> 525			<i>East-West:</i> 579
				<i>SUM:</i> 1128			<i>SUM:</i> 1213
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.882
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.720			0.782
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Vanowen St

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	30	1	30	36	1	36
	↵↘ Left-Through		0			0	
	→ Through	368	1	208	682	1	363
	↘ Through-Right		1			1	
	↘ Right	47	0	47	44	0	44
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
SOUTHBOUND	↵ Left	88	1	88	97	1	97
	↵↘ Left-Through		0			0	
	→ Through	1028	1	615	539	1	337
	↘ Through-Right		1			1	
	↘ Right	202	0	202	135	0	135
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
EASTBOUND	↵ Left	126	1	126	210	1	210
	↵↘ Left-Through		0			0	
	→ Through	929	1	505	1175	1	620
	↘ Through-Right		1			1	
	↘ Right	81	0	81	64	0	64
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
WESTBOUND	↵ Left	156	1	156	54	1	54
	↵↘ Left-Through		0			0	
	→ Through	1092	1	593	914	1	500
	↘ Through-Right		1			1	
	↘ Right	94	0	94	86	0	86
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 645			<i>North-South:</i> 460
				<i>East-West:</i> 719			<i>East-West:</i> 710
				<i>SUM:</i> 1364			<i>SUM:</i> 1170
VOLUME/CAPACITY (V/C) RATIO:				0.909			0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.839			0.710
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	97	1	97
	Left-Through		0			0	
	Through	703	2	352	1100	2	550
	Through-Right		0			0	
	Right	107	1	47	139	1	96
	Left-Through-Right		0			0	
SOUTHBOUND	Left	129	1	129	126	1	126
	Left-Through		0			0	
	Through	1302	2	651	811	2	406
	Through-Right		0			0	
	Right	57	1	32	74	1	28
	Left-Through-Right		0			0	
EASTBOUND	Left	51	1	51	92	1	92
	Left-Through		0			0	
	Through	580	1	323	814	1	434
	Through-Right		1			1	
	Right	65	0	65	54	0	54
	Left-Through-Right		0			0	
WESTBOUND	Left	120	1	120	86	1	86
	Left-Through		0			0	
	Through	677	1	394	729	1	422
	Through-Right		1			1	
	Right	111	0	111	114	0	114
	Left-Through-Right		0			0	
				0			0
CRITICAL VOLUMES				<i>North-South:</i> 713			<i>North-South:</i> 676
				<i>East-West:</i> 445			<i>East-West:</i> 520
				<i>SUM:</i> 1158			<i>SUM:</i> 1196
VOLUME/CAPACITY (V/C) RATIO:				0.813			0.839
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.769
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pierce College Master Plan
North-South Street: Shoup Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	102	197	1	197
	Left-Through		0			0	
	Through	673	1	369	1183	1	656
	Through-Right		1			1	
	Right	65	0	65	128	0	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	1	134	95	1	95
	Left-Through		0			0	
	Through	1106	1	588	562	1	310
	Through-Right		1			1	
	Right	69	0	69	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	81	91	1	91
	Left-Through		0			0	
	Through	953	1	575	815	1	461
	Through-Right		1			1	
	Right	196	0	196	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	82	1	82
	Left-Through		0			0	
	Through	669	2	335	882	2	441
	Through-Right		0			0	
	Right	83	1	16	158	1	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 690 <i>East-West:</i> 661 <i>SUM:</i> 1351			<i>North-South:</i> 751 <i>East-West:</i> 543 <i>SUM:</i> 1294
VOLUME/CAPACITY (V/C) RATIO:				0.901			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.763
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pierce College Master Plan
North-South Street: Topanga Canyon Blvd
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	92	1	92	161	1	161
	↵↔ Left-Through		0			0	
	→ Through	1058	2	397	1602	2	613
	↗ Through-Right		1			1	
	→ Right	133	0	133	237	0	237
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	231	1	231	195	1	195
	↵↔ Left-Through		0			0	
	→ Through	1487	2	529	1076	2	397
	↗ Through-Right		1			1	
	→ Right	99	0	99	116	0	116
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	98	2	54	193	2	106
	↵↔ Left-Through		0			0	
	→ Through	906	2	342	993	2	373
	↗ Through-Right		1			1	
	→ Right	119	0	119	125	0	125
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	227	2	125	358	2	197
	↵↔ Left-Through		0			0	
	→ Through	726	2	363	1031	2	516
	↗ Through-Right		0			0	
	→ Right	119	1	0	228	1	33
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				North-South: 628 East-West: 467 SUM: 1095			North-South: 808 East-West: 622 SUM: 1430
VOLUME/CAPACITY (V/C) RATIO:				0.796			1.040
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.940
LEVEL OF SERVICE (LOS):				B			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pierce College Master Plan
North-South Street: Canoga Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	55	2	30	239	2	131
	↵↔ Left-Through		0			0	
	→ Through	556	2	214	1170	2	486
	↗ Through-Right		1			1	
	↘ Right	85	0	85	289	0	289
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	171	2	94	145	2	80
	↵↔ Left-Through		0			0	
	→ Through	1013	2	363	648	2	250
	↗ Through-Right		1			1	
	↘ Right	75	0	75	103	0	103
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	66	1	66	152	1	152
	↵↔ Left-Through		0			0	
	→ Through	1009	3	336	1253	3	418
	↗ Through-Right		0			0	
	↘ Right	146	1	116	205	1	74
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	209	1	209	246	1	246
	↵↔ Left-Through		0			0	
	→ Through	1107	3	369	1098	3	366
	↗ Through-Right		0			0	
	↘ Right	115	1	21	183	1	103
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 393			<i>North-South:</i> 566
				<i>East-West:</i> 545			<i>East-West:</i> 664
				<i>SUM:</i> 938			<i>SUM:</i> 1230
VOLUME/CAPACITY (V/C) RATIO:				0.682			0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.795
LEVEL OF SERVICE (LOS):				A			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	93	1	93	86	1	86
	↵↔ Left-Through		0			0	
	→ Through	845	2	379	1271	2	556
	↗ Through-Right		1			1	
	→ Right	293	0	293	398	0	398
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	122	1	122	110	1	110
	↵↔ Left-Through		0			0	
	→ Through	1519	2	598	811	2	333
	↗ Through-Right		1			1	
	→ Right	274	0	274	187	0	187
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	105	2	58	393	2	216
	↵↔ Left-Through		0			0	
	→ Through	1008	2	354	1681	2	603
	↗ Through-Right		1			1	
	→ Right	54	0	54	127	0	127
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	610	2	336	211	2	116
	↵↔ Left-Through		0			0	
	→ Through	1548	3	516	1115	3	372
	↗ Through-Right		0			0	
	→ Right	75	1	75	104	1	104
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 691			<i>North-South:</i> 666
				<i>East-West:</i> 690			<i>East-West:</i> 719
				SUM: 1381			SUM: 1385
VOLUME/CAPACITY (V/C) RATIO:				1.004			1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.907
LEVEL OF SERVICE (LOS):				E			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Victory Blvd

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				1			1
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	2	0	0	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	52	1	52	90	1	90
	↵↔ Left-Through		0			0	
	→ Through	63	1	47	241	1	152
	↗ Through-Right		1			1	
	↘ Right	30	0	30	62	0	62
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	221	1	221	169	1	169
	↵↔ Left-Through		0			0	
	→ Through	225	1	225	121	1	121
	↗ Through-Right		0			0	
	↘ Right	577	2	317	237	2	130
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
EASTBOUND	↵ Left	101	1	101	249	1	249
	↵↔ Left-Through		0			0	
	→ Through	1156	3	385	1790	3	597
	↗ Through-Right		0			0	
	↘ Right	132	1	106	97	1	52
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
WESTBOUND	↵ Left	101	1	101	56	1	56
	↵↔ Left-Through		0			0	
	→ Through	1590	3	530	1127	3	376
	↗ Through-Right		0			0	
	↘ Right	134	1	134	204	1	204
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 369 <i>East-West:</i> 631 <i>SUM:</i> 1000			<i>North-South:</i> 321 <i>East-West:</i> 653 <i>SUM:</i> 974
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.708
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.627			0.608
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Victory Blvd

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	185	1	185	207	1	207
	↵↔ Left-Through		0			0	
	→ Through	748	1	443	1104	1	637
	↗ Through-Right		1			1	
	↘ Right	138	0	138	169	0	169
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	184	1	184	144	1	144
	↵↔ Left-Through		0			0	
	→ Through	1252	2	498	653	2	255
	↗ Through-Right		1			1	
	↘ Right	242	0	242	112	0	112
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	95	1	95	219	1	219
	↵↔ Left-Through		0			0	
	→ Through	1158	2	446	1819	2	650
	↗ Through-Right		1			1	
	↘ Right	181	0	181	132	0	132
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	204	1	204	140	1	140
	↵↔ Left-Through		0			0	
	→ Through	1801	2	621	1313	2	472
	↗ Through-Right		1			1	
	↘ Right	63	0	63	104	0	104
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 683			<i>North-South:</i> 781
				<i>East-West:</i> 716			<i>East-West:</i> 790
				<i>SUM:</i> 1399			<i>SUM:</i> 1571
VOLUME/CAPACITY (V/C) RATIO:				1.017			1.143
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.917			1.043
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: Pierce College Master Plan

North-South Street: Topham St

East-West Street: Victory Blvd

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	336	1	336	288	1	288
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	7	1	7	5	1	5
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1010	1	727	1601	1	990
	→↵ Through-Right		1			1	
	↵ Right	443	0	443	379	0	379
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1760	2	880	1134	2	567
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 336			288
				<i>East-West:</i> 880			990
				<i>SUM:</i> 1216			<i>SUM:</i> 1278
VOLUME/CAPACITY (V/C) RATIO:				0.811			0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.752
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: Pierce College Master Plan
North-South Street: Corbina Avd
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	31	1	31	41	1	41
	↵↔ Left-Through		0			0	
	→ Through	497	1	287	643	1	392
	↗ Through-Right		1			1	
	↘ Right	76	0	76	140	0	140
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	170	1	170	144	1	144
	↵↔ Left-Through		0			0	
	→ Through	774	1	531	311	1	214
	↗ Through-Right		1			1	
	↘ Right	287	0	287	116	0	116
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	70	1	70	145	1	145
	↵↔ Left-Through		0			0	
	→ Through	898	1	455	1425	1	722
	↗ Through-Right		1			1	
	↘ Right	11	0	11	19	0	19
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	154	1	154	46	1	46
	↵↔ Left-Through		0			0	
	→ Through	1364	1	753	1028	1	662
	↗ Through-Right		1			1	
	↘ Right	141	0	141	296	0	296
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 562			<i>North-South:</i> 536
				<i>East-West:</i> 823			<i>East-West:</i> 807
				SUM: 1385			SUM: 1343
VOLUME/CAPACITY (V/C) RATIO:				0.923			0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.823			0.795
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: Pierce College Master Plan

North-South Street: Tampa Ave

East-West Street: Victory Blvd

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	85	1	85	169	1	169
	↵↔ Left-Through		0			0	
	→ Through	719	2	360	1067	2	534
	↗ Through-Right		0			0	
	↘ Right	144	1	0	104	1	35
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	254	1	254	242	1	242
	↵↔ Left-Through		0			0	
	→ Through	1113	2	557	614	2	307
	↗ Through-Right		0			0	
	↘ Right	241	1	201	128	1	38
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	80	1	80	181	1	181
	↵↔ Left-Through		0			0	
	→ Through	1109	1	574	1472	1	757
	↗ Through-Right		1			1	
	↘ Right	39	0	39	41	0	41
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	150	1	150	69	1	69
	↵↔ Left-Through		0			0	
	→ Through	1313	1	701	1152	1	677
	↗ Through-Right		1			1	
	↘ Right	88	0	88	202	0	202
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 642			<i>North-South:</i> 776
				<i>East-West:</i> 781			<i>East-West:</i> 858
				<i>SUM:</i> 1423			<i>SUM:</i> 1634
VOLUME/CAPACITY (V/C) RATIO:				1.035			1.188
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			1.088
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: Pierce College Master Plan
North-South Street: Wilbur Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	88	1	88	126	1	126
	↵↔ Left-Through		0			0	
	→ Through	547	1	325	592	1	328
	↗ Through-Right		1			1	
	↘ Right	103	0	103	64	0	64
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	153	1	153	125	1	125
	↵↔ Left-Through		0			0	
	→ Through	968	1	571	417	1	269
	↗ Through-Right		1			1	
	↘ Right	174	0	174	120	0	120
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	56	1	56	123	1	123
	↵↔ Left-Through		0			0	
	→ Through	1350	1	742	1556	1	822
	↗ Through-Right		1			1	
	↘ Right	134	0	134	87	0	87
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	87	1	87	63	1	63
	↵↔ Left-Through		0			0	
	→ Through	1310	1	691	1078	1	617
	↗ Through-Right		1			1	
	↘ Right	72	0	72	155	0	155
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 659			<i>North-South:</i> 453
				<i>East-West:</i> 829			<i>East-West:</i> 885
				<i>SUM:</i> 1488			<i>SUM:</i> 1338
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.892
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.792
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: Pierce College Master Plan
North-South Street: Reseda Blvd
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	128	1	128
	↵↵ Left-Through		0			0	
	→ Through	627	1	366	902	1	511
	→↵ Through-Right		1			1	
	↵ Right	104	0	104	119	0	119
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	92	1	92	144	1	144
	↵↵ Left-Through		0			0	
	→ Through	893	1	524	732	1	447
	→↵ Through-Right		1			1	
	↵ Right	155	0	155	161	0	161
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	163	1	163	163	1	163
	↵↵ Left-Through		0			0	
	→ Through	1509	2	527	1520	2	537
	→↵ Through-Right		1			1	
	↵ Right	72	0	72	91	0	91
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	173	1	173	109	1	109
	↵↵ Left-Through		0			0	
	→ Through	1230	2	615	1113	2	557
	→↵ Through-Right		0			0	
	↵ Right	131	1	85	183	1	111
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 614			<i>North-South:</i> 655
				<i>East-West:</i> 778			<i>East-West:</i> 720
				SUM: 1392			SUM: 1375
VOLUME/CAPACITY (V/C) RATIO:				1.012			1.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.900
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: El Rancho Dr

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	6	1	6	28	1	28
	↵↔ Left-Through		0			0	
	→ Through	1233	2	456	1710	2	660
	↗ Through-Right		1			1	
	↘ Right	136	0	136	269	0	269
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	25	1	25	22	1	22
	↵↔ Left-Through		0			0	
	→ Through	2143	2	716	1177	2	396
	↗ Through-Right		1			1	
	↘ Right	5	0	5	12	0	12
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	18	1	18	16	1	16
	↵↔ Left-Through		0			0	
	→ Through	2	0	42	1	0	16
	↗ Through-Right		1			1	
	↘ Right	40	0	0	15	0	0
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	71	1	71	49	1	49
	↵↔ Left-Through		0			0	
	→ Through	0	0	5	1	0	11
	↗ Through-Right		1			1	
	↘ Right	5	0	0	10	0	0
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 722			<i>North-South:</i> 682
				<i>East-West:</i> 113			<i>East-West:</i> 65
				SUM: 835			SUM: 747
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.398
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Erwin St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	119	1	119
	Left-Through		0			0	
	Through	1201	2	404	1746	2	600
	Through-Right		1			1	
	Right	11	0	11	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	36	1	36
	Left-Through		0			0	
	Through	2021	2	733	977	2	370
	Through-Right		1			1	
	Right	179	0	179	132	0	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	109	213	1	156
	Left-Through		0			0	
	Through	7	0	109	20	0	156
	Through-Right		0			0	
	Right	198	1	0	236	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	18	1	18
	Left-Through		0			0	
	Through	24	1	24	9	1	9
	Through-Right		0			0	
	Right	55	1	48	20	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 903 <i>East-West:</i> 157 <i>SUM:</i> 1060			<i>North-South:</i> 636 <i>East-West:</i> 174 <i>SUM:</i> 810
VOLUME/CAPACITY (V/C) RATIO:				0.744			0.568
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.468
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
23

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Calvert St

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	187	1	187	151	1	151
	↵↔ Left-Through		0			0	
	→ Through	983	2	492	1252	2	626
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1320	2	660	746	2	373
	↗ Through-Right		0			0	
	↘ Right	231	1	190	137	1	57
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	74	2	41	146	2	80
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	55	1	0	117	1	42
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	42	1	42	20	1	20
	↵↔ Left-Through		0			0	
	→ Through	17	0	58	9	0	33
	↗ Through-Right		1			1	
	↘ Right	41	0	0	24	0	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 847			<i>North-South:</i> 626
				<i>East-West:</i> 99			<i>East-West:</i> 113
				<i>SUM:</i> 946			<i>SUM:</i> 739
VOLUME/CAPACITY (V/C) RATIO:				0.688			0.537
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.437
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
24

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Oxnard St

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				2			2
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	97	1	97	125	1	125
	↵↔ Left-Through		0			0	
	→ Through	1221	2	422	1608	2	588
	↗ Through-Right		1			1	
	↘ Right	45	0	45	157	0	157
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	105	1	105	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	1819	2	699	1060	2	402
	↗ Through-Right		1			1	
	↘ Right	278	0	278	145	0	145
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	82	1	82	209	1	209
	↵↔ Left-Through		0			0	
	→ Through	199	1	199	434	1	434
	↗ Through-Right		0			0	
	↘ Right	150	1	102	231	1	169
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	185	1	185	25	1	25
	↵↔ Left-Through		0			0	
	→ Through	281	1	172	129	1	83
	↗ Through-Right		1			1	
	↘ Right	63	0	63	37	0	37
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 796			<i>North-South:</i> 642
				<i>East-West:</i> 384			<i>East-West:</i> 459
				<i>SUM:</i> 1180			<i>SUM:</i> 1101
VOLUME/CAPACITY (V/C) RATIO:				0.787			0.734
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.687			0.634
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
25

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	45	72	1	72
	Left-Through		0			0	
	Through	1012	1	523	1222	1	629
	Through-Right		1			1	
	Right	33	0	33	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	28	1	28
	Left-Through		0			0	
	Through	1203	1	711	787	1	435
	Through-Right		1			1	
	Right	219	0	219	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	177	1	177
	Left-Through		0			0	
	Through	209	1	209	377	1	377
	Through-Right		0			0	
	Right	81	1	59	82	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	10	0	10
	Left-Through		0			0	
	Through	217	0	258	48	0	68
	Through-Right		0			0	
	Right	11	0	0	10	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 756 <i>East-West:</i> 404 <i>SUM:</i> 1160			<i>North-South:</i> 657 <i>East-West:</i> 387 <i>SUM:</i> 1044
VOLUME/CAPACITY (V/C) RATIO:				0.773			0.696
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.596
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
26

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Burbank Blvd

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	167	1	167	70	1	70
	↵↵ Left-Through		0			0	
	↵ Through	1436	3	479	1430	3	477
	↵↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	↵ Through	1515	2	705	1473	2	546
	↵↵ Through-Right		1			1	
	↵ Right	601	0	601	164	0	164
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	178	2	98	568	2	312
	↵↵ Left-Through		0			0	
	↵ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	↵ Right	85	2	0	509	2	245
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	↵ Through	0	0	0	0	0	0
	↵↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 872			<i>North-South:</i> 616
				<i>East-West:</i> 98			<i>East-West:</i> 312
				<i>SUM:</i> 970			<i>SUM:</i> 928
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.619
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.519
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
27

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	204	1	204	203	1	203
	↵↵ Left-Through		0			0	
	→ Through	1154	2	577	1008	2	504
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	988	4	247	1492	4	373
	→↵ Through-Right		0			0	
	→ Right	644	1	644	617	1	617
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	268	1	268	269	1	264
	↵↵ Left-Through		0			0	
	→ Through	4	0	281	3	0	264
	→↵ Through-Right		0			0	
	→ Right	557	1	0	521	1	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 848			<i>North-South:</i> 820
				<i>East-West:</i> 281			<i>East-West:</i> 264
				<i>SUM:</i> 1129			<i>SUM:</i> 1084
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.661
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
28

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: US 101 EB Ramps

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through	0	0	0	0	0	0
	→ Through	826	3	275	796	3	265
	→↔ Through-Right	0	0	0	0	0	0
	↘ Right	178	1	178	261	1	261
	↵↔↘ Left-Through-Right	0	0	0	0	0	0
↵↔ Left-Right	0	0	0	0	0	0	
SOUTHBOUND	↵ Left	393	2	216	848	2	466
	↵↔ Left-Through	0	0	0	0	0	0
	→ Through	857	2	429	987	2	494
	→↔ Through-Right	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0
	↵↔↘ Left-Through-Right	0	0	0	0	0	0
↵↔ Left-Right	0	0	0	0	0	0	
EASTBOUND	↵ Left	528	1	265	519	1	261
	↵↔ Left-Through	0	0	0	0	0	0
	→ Through	1	0	265	2	0	261
	→↔ Through-Right	0	0	0	0	0	0
	↘ Right	222	1	222	251	1	251
	↵↔↘ Left-Through-Right	0	0	0	0	0	0
↵↔ Left-Right	0	0	0	0	0	0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0
	→↔ Through-Right	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0
	↵↔↘ Left-Through-Right	0	0	0	0	0	0
↵↔ Left-Right	0	0	0	0	0	0	
CRITICAL VOLUMES				North-South: 491			North-South: 731
				East-West: 265			East-West: 261
				SUM: 756			SUM: 992
VOLUME/CAPACITY (V/C) RATIO:				0.531			0.696
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.431			0.596
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
29

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Ventura Blvd

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				1			1
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	50	1	50
	↵↵ Left-Through		0			0	
	→ Through	290	1	206	222	1	162
	→↵ Through-Right		1			1	
	↵ Right	121	0	121	102	0	102
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	439	2	241	556	2	306
	↵↵ Left-Through		0			0	
	→ Through	220	1	220	196	1	196
	→↵ Through-Right		0			0	
	↵ Right	395	1	183	372	1	6
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	212	1	212	366	1	366
	↵↵ Left-Through		0			0	
	→ Through	1093	2	381	1178	2	412
	→↵ Through-Right		1			1	
	↵ Right	51	0	51	59	0	59
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	59	1	59	58	1	58
	↵↵ Left-Through		0			0	
	→ Through	767	3	256	939	3	313
	→↵ Through-Right		0			0	
	↵ Right	438	1	197	385	1	79
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 447			<i>North-South:</i> 468
				<i>East-West:</i> 468			<i>East-West:</i> 679
				<i>SUM:</i> 915			<i>SUM:</i> 1147
VOLUME/CAPACITY (V/C) RATIO:				0.665			0.834
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.734
LEVEL OF SERVICE (LOS):				A			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
30

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	2
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	211	1	211
	Left-Through		0			0	
	Through	705	2	353	792	2	396
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	903	2	452	702	2	351
	Through-Right		0			0	
	Right	462	1	462	225	1	225
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	282	1	235	270	1	270
	Left-Through		0			0	
	Through	1	0	235	3	0	302
	Through-Right		0			0	
	Right	421	1	0	601	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 619			<i>North-South:</i> 562
				<i>East-West:</i> 235			<i>East-West:</i> 302
				<i>SUM:</i> 854			<i>SUM:</i> 864
VOLUME/CAPACITY (V/C) RATIO:				0.599			0.606
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.499			0.506
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
31

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: US 101 EB Ramps

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	567	1	284	647	1	324
	Through-Right		1			1	
	Right	163	1	163	267	1	267
	Left-Through-Right		0			0	
SOUTHBOUND	Left	385	1	385	382	1	382
	Left-Through		0			0	
	Through	826	2	413	739	2	370
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	291	1	291	274	1	274
	Left-Through		0			0	
	Through	1	0	0	2	0	0
	Through-Right		0			0	
	Right	233	1	233	187	1	187
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 669			<i>North-South:</i> 706
				<i>East-West:</i> 291			<i>East-West:</i> 274
				<i>SUM:</i> 960			<i>SUM:</i> 980
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.688
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.588
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
32

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Ventura Blvd

Scenario: Baseline

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	99	1	99	82	1	82
	↵↵ Left-Through		0			0	
	→ Through	268	0	304	292	0	357
	→↵ Through-Right		1			1	
	↵ Right	36	0	0	65	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	311	2	171	311	2	171
	↵↵ Left-Through		0			0	
	→ Through	386	1	386	266	1	266
	→↵ Through-Right		0			0	
	↵ Right	303	1	198	201	1	55
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	211	1	211	292	1	292
	↵↵ Left-Through		0			0	
	→ Through	1041	2	367	1446	2	525
	→↵ Through-Right		1			1	
	↵ Right	60	0	60	128	0	128
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	127	1	127	50	1	50
	↵↵ Left-Through		0			0	
	→ Through	792	2	396	825	2	413
	→↵ Through-Right		0			0	
	↵ Right	255	1	84	341	1	170
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 485			<i>North-South:</i> 528
				<i>East-West:</i> 607			<i>East-West:</i> 705
				SUM: 1092			SUM: 1233
VOLUME/CAPACITY (V/C) RATIO:				0.766			0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.765
LEVEL OF SERVICE (LOS):				B			C

BASELINE PLUS PROJECT CONDITIONS



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	108	1	108	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	893	1	524	1242	2	468
	↗ Through-Right		1			1	
	↘ Right	154	0	154	161	0	161
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	94	1	94	124	1	124
	↵↔ Left-Through		0			0	
	→ Through	1211	2	442	1024	1	588
	↗ Through-Right		1			1	
	↘ Right	116	0	116	151	0	151
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	153	1	153	175	1	175
	↵↔ Left-Through		0			0	
	→ Through	796	1	440	1045	1	559
	↗ Through-Right		1			1	
	↘ Right	84	0	84	73	0	73
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	141	1	141	91	1	91
	↵↔ Left-Through		0			0	
	→ Through	1033	1	566	775	1	433
	↗ Through-Right		1			1	
	↘ Right	99	0	99	90	0	90
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 618 <i>East-West:</i> 719 <i>SUM:</i> 1337			<i>North-South:</i> 675 <i>East-West:</i> 650 <i>SUM:</i> 1325
VOLUME/CAPACITY (V/C) RATIO:				0.972			0.964
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.894
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	75	85	1	85
	Left-Through		0			0	
	Through	652	1	355	765	1	434
	Through-Right		1			1	
	Right	57	0	57	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	114	100	1	100
	Left-Through		0			0	
	Through	1174	1	677	674	1	397
	Through-Right		1			1	
	Right	180	0	180	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	94	149	1	149
	Left-Through		0			0	
	Through	832	1	476	1094	1	596
	Through-Right		1			1	
	Right	119	0	119	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	64	1	64
	Left-Through		0			0	
	Through	985	1	546	804	1	446
	Through-Right		1			1	
	Right	106	0	106	88	0	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 752 <i>East-West:</i> 640 <i>SUM:</i> 1392			<i>North-South:</i> 534 <i>East-West:</i> 660 <i>SUM:</i> 1194
VOLUME/CAPACITY (V/C) RATIO:				0.928			0.796
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.726
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	114	1	114	129	1	129
	↵↔ Left-Through		0			0	
	→ Through	777	1	449	982	1	546
	↗ Through-Right		1			1	
	↘ Right	121	0	121	109	0	109
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	163	1	163	204	1	204
	↵↔ Left-Through		0			0	
	→ Through	999	1	560	942	1	538
	↗ Through-Right		1			1	
	↘ Right	120	0	120	133	0	133
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	78	1	78	92	1	92
	↵↔ Left-Through		0			0	
	→ Through	888	1	497	1040	1	571
	↗ Through-Right		1			1	
	↘ Right	105	0	105	101	0	101
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	76	1	76	70	1	70
	↵↔ Left-Through		0			0	
	→ Through	913	1	512	805	1	463
	↗ Through-Right		1			1	
	↘ Right	111	0	111	120	0	120
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 674			<i>North-South:</i> 750
				<i>East-West:</i> 590			<i>East-West:</i> 641
				<i>SUM:</i> 1264			<i>SUM:</i> 1391
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.976
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.906
LEVEL OF SERVICE (LOS):				D			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Sherman Wy

Scenario: Baseline Plus Project

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	64	1	64	116	1	116
	↵↔ Left-Through		0			0	
	→ Through	879	1	505	1279	2	498
	↗ Through-Right		1			1	
	↘ Right	131	0	131	216	0	216
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	104	1	104	115	1	115
	↵↔ Left-Through		0			0	
	→ Through	1235	2	438	992	1	565
	↗ Through-Right		1			1	
	↘ Right	80	0	80	137	0	137
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	106	1	106	106	1	106
	↵↔ Left-Through		0			0	
	→ Through	638	2	237	788	2	300
	↗ Through-Right		1			1	
	↘ Right	73	0	73	112	0	112
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	243	1	243	171	1	171
	↵↔ Left-Through		0			0	
	→ Through	854	2	330	709	2	273
	↗ Through-Right		1			1	
	↘ Right	136	0	136	111	0	111
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 609			<i>North-South:</i> 681
				<i>East-West:</i> 480			<i>East-West:</i> 471
				<i>SUM:</i> 1089			<i>SUM:</i> 1152
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.838
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.738
LEVEL OF SERVICE (LOS):				B			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Sherman Wy

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	45	1	45	55	1	55
	↵↔ Left-Through		0			0	
	→ Through	440	1	240	703	1	378
	↗ Through-Right		1			1	
	↘ Right	39	0	39	52	0	52
	↗↔ Left-Through-Right		0			0	
↖ Left-Right		0			0		
SOUTHBOUND	↖ Left	104	1	104	88	1	88
	↖↔ Left-Through		0			0	
	← Through	1053	1	593	574	1	339
	↙ Through-Right		1			1	
	↘ Right	133	0	133	104	0	104
	↙↔ Left-Through-Right		0			0	
↗ Left-Right		0			0		
EASTBOUND	↖ Left	112	1	112	159	1	159
	↖↔ Left-Through		0			0	
	→ Through	785	2	280	1003	2	350
	↗ Through-Right		1			1	
	↘ Right	55	0	55	48	0	48
	↗↔ Left-Through-Right		0			0	
↖ Left-Right		0			0		
WESTBOUND	↖ Left	116	1	116	84	1	84
	↖↔ Left-Through		0			0	
	← Through	1061	2	389	831	2	312
	↙ Through-Right		1			1	
	↘ Right	106	0	106	104	0	104
	↙↔ Left-Through-Right		0			0	
↗ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 638			<i>North-South:</i> 466
				<i>East-West:</i> 501			<i>East-West:</i> 471
				<i>SUM:</i> 1139			<i>SUM:</i> 937
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.525
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Sherman Wy

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	91	1	91	130	1	130
	↵↔ Left-Through		0			0	
	→ Through	726	1	414	1035	1	566
	↗ Through-Right		1			1	
	↘ Right	102	0	102	96	0	96
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	112	1	112	120	1	120
	↵↔ Left-Through		0			0	
	→ Through	1087	1	594	846	1	483
	↗ Through-Right		1			1	
	↘ Right	101	0	101	119	0	119
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	126	1	126	124	1	124
	↵↔ Left-Through		0			0	
	→ Through	807	2	324	901	2	345
	↗ Through-Right		1			1	
	↘ Right	165	0	165	135	0	135
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	190	1	190	90	1	90
	↵↔ Left-Through		0			0	
	→ Through	995	2	390	771	2	295
	↗ Through-Right		1			1	
	↘ Right	175	0	175	114	0	114
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 685 <i>East-West:</i> 516 <i>SUM:</i> 1201			<i>North-South:</i> 686 <i>East-West:</i> 435 <i>SUM:</i> 1121
VOLUME/CAPACITY (V/C) RATIO:				0.873			0.815
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.715
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	70	1	70	61	1	61
	↵↔ Left-Through		0			0	
	→ Through	891	1	478	1378	2	507
	↗ Through-Right		1			1	
	↘ Right	65	0	65	142	0	142
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	124	1	124	127	1	127
	↵↔ Left-Through		0			0	
	→ Through	1281	3	427	826	3	275
	↗ Through-Right		0			0	
	↘ Right	275	1	92	215	1	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	183	1	183	255	1	255
	↵↔ Left-Through		0			0	
	→ Through	555	2	278	911	2	456
	↗ Through-Right		0			0	
	↘ Right	48	1	0	75	1	14
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	181	1	181	113	1	113
	↵↔ Left-Through		0			0	
	→ Through	684	2	342	647	2	324
	↗ Through-Right		0			0	
	↘ Right	133	1	9	124	1	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 602			<i>North-South:</i> 634
				<i>East-West:</i> 525			<i>East-West:</i> 579
				<i>SUM:</i> 1127			<i>SUM:</i> 1213
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.882
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.720			0.782
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Vanowen St

Scenario: Baseline Plus Project

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	30	1	30	36	1	36
	↵↔ Left-Through		0			0	
	→ Through	367	1	207	680	1	362
	↗ Through-Right		1			1	
	↘ Right	47	0	47	44	0	44
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	88	1	88	97	1	97
	↵↔ Left-Through		0			0	
	→ Through	1026	1	614	538	1	337
	↗ Through-Right		1			1	
	↘ Right	202	0	202	135	0	135
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	126	1	126	210	1	210
	↵↔ Left-Through		0			0	
	→ Through	929	1	505	1175	1	620
	↗ Through-Right		1			1	
	↘ Right	80	0	80	64	0	64
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	156	1	156	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	1092	1	593	914	1	500
	↗ Through-Right		1			1	
	↘ Right	94	0	94	86	0	86
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 644			<i>North-South:</i> 459
				<i>East-West:</i> 719			<i>East-West:</i> 710
				<i>SUM:</i> 1363			<i>SUM:</i> 1169
VOLUME/CAPACITY (V/C) RATIO:				0.909			0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.839			0.709
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	62	1	62	97	1	97
	↵↔ Left-Through		0			0	
	→ Through	703	2	352	1099	2	550
	↗ Through-Right		0			0	
	→ Right	107	1	48	139	1	96
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	129	1	129	126	1	126
	↵↔ Left-Through		0			0	
	→ Through	1301	2	651	810	2	405
	↗ Through-Right		0			0	
	→ Right	57	1	32	74	1	28
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
EASTBOUND	↵ Left	51	1	51	92	1	92
	↵↔ Left-Through		0			0	
	→ Through	580	1	323	814	1	434
	↗ Through-Right		1			1	
	→ Right	65	0	65	54	0	54
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
WESTBOUND	↵ Left	119	1	119	86	1	86
	↵↔ Left-Through		0			0	
	→ Through	677	1	394	729	1	422
	↗ Through-Right		1			1	
	→ Right	111	0	111	114	0	114
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 713 <i>East-West:</i> 445 <i>SUM:</i> 1158			<i>North-South:</i> 676 <i>East-West:</i> 520 <i>SUM:</i> 1196
VOLUME/CAPACITY (V/C) RATIO:				0.813			0.839
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.769
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pierce College Master Plan
North-South Street: Shoup Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	102	1	102	197	1	197
	↵↔ Left-Through		0			0	
	→ Through	673	1	369	1183	1	656
	↗ Through-Right		1			1	
	↘ Right	65	0	65	128	0	128
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
SOUTHBOUND	↵ Left	134	1	134	95	1	95
	↵↔ Left-Through		0			0	
	→ Through	1106	1	588	562	1	310
	↗ Through-Right		1			1	
	↘ Right	69	0	69	58	0	58
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
EASTBOUND	↵ Left	81	1	81	91	1	91
	↵↔ Left-Through		0			0	
	→ Through	952	1	574	815	1	461
	↗ Through-Right		1			1	
	↘ Right	196	0	196	106	0	106
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↵ Left	86	1	86	82	1	82
	↵↔ Left-Through		0			0	
	→ Through	668	2	334	882	2	441
	↗ Through-Right		0			0	
	↘ Right	83	1	16	158	1	111
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 690			<i>North-South:</i> 751
				<i>East-West:</i> 660			<i>East-West:</i> 543
				<i>SUM:</i> 1350			<i>SUM:</i> 1294
VOLUME/CAPACITY (V/C) RATIO:				0.900			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.763
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pierce College Master Plan
North-South Street: Topanga Canyon Blvd
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	92	1	92	161	1	161
	↵↵ Left-Through		0			0	
	→ Through	1058	2	397	1602	2	613
	→↵ Through-Right		1			1	
	↵ Right	132	0	132	237	0	237
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	231	1	231	194	1	194
	↵↵ Left-Through		0			0	
	→ Through	1487	2	529	1076	2	397
	→↵ Through-Right		1			1	
	↵ Right	99	0	99	116	0	116
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	98	2	54	193	2	106
	↵↵ Left-Through		0			0	
	→ Through	905	2	341	993	2	373
	→↵ Through-Right		1			1	
	↵ Right	119	0	119	125	0	125
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	227	2	125	358	2	197
	↵↵ Left-Through		0			0	
	→ Through	726	2	363	1030	2	515
	→↵ Through-Right		0			0	
	↵ Right	119	1	0	227	1	33
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 628			<i>North-South:</i> 807
				<i>East-West:</i> 466			<i>East-West:</i> 621
				<i>SUM:</i> 1094			<i>SUM:</i> 1428
VOLUME/CAPACITY (V/C) RATIO:				0.796			1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.939
LEVEL OF SERVICE (LOS):				B			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pierce College Master Plan
North-South Street: Canoga Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	55	2	30	239	2	131
	↵↔ Left-Through		0			0	
	→ Through	556	2	214	1170	2	486
	↗ Through-Right		1			1	
	→ Right	85	0	85	289	0	289
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	171	2	94	144	2	79
	↵↔ Left-Through		0			0	
	→ Through	1013	2	363	648	2	250
	↗ Through-Right		1			1	
	→ Right	75	0	75	103	0	103
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	66	1	66	152	1	152
	↵↔ Left-Through		0			0	
	→ Through	1007	3	336	1251	3	417
	↗ Through-Right		0			0	
	→ Right	146	1	116	205	1	74
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	209	1	209	246	1	246
	↵↔ Left-Through		0			0	
	→ Through	1106	3	369	1097	3	366
	↗ Through-Right		0			0	
	→ Right	115	1	21	182	1	103
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 393			<i>North-South:</i> 565
				<i>East-West:</i> 545			<i>East-West:</i> 663
				<i>SUM:</i> 938			<i>SUM:</i> 1228
VOLUME/CAPACITY (V/C) RATIO:				0.682			0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.793
LEVEL OF SERVICE (LOS):				A			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 2	2	<i>NB--</i> 0	<i>SB--</i> 2	2
		<i>EB--</i> 0	<i>WB--</i> 2	2	<i>EB--</i> 0	<i>WB--</i> 2	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	86	1	86
	Left-Through		0			0	
	Through	844	2	379	1271	2	556
	Through-Right		1			1	
	Right	293	0	293	398	0	398
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	121	110	1	110
	Left-Through		0			0	
	Through	1519	2	598	810	2	332
	Through-Right		1			1	
	Right	274	0	274	187	0	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	2	58	393	2	216
	Left-Through		0			0	
	Through	1006	2	353	1680	2	602
	Through-Right		1			1	
	Right	53	0	53	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	2	336	211	2	116
	Left-Through		0			0	
	Through	1547	3	516	1114	3	371
	Through-Right		0			0	
	Right	75	1	75	104	1	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 691			<i>North-South:</i> 666
				<i>East-West:</i> 689			<i>East-West:</i> 718
				<i>SUM:</i> 1380			<i>SUM:</i> 1384
VOLUME/CAPACITY (V/C) RATIO:				1.004			1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.907
LEVEL OF SERVICE (LOS):				E			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	51	1	51	89	1	89
	↵↔ Left-Through		0			0	
	→ Through	61	1	45	239	1	150
	↗ Through-Right		1			1	
	↘ Right	29	0	29	61	0	61
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	221	1	221	169	1	169
	↵↔ Left-Through		0			0	
	→ Through	222	1	222	119	1	119
	↗ Through-Right		0			0	
	↘ Right	577	2	317	237	2	130
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	101	1	101	249	1	249
	↵↔ Left-Through		0			0	
	→ Through	1156	3	385	1790	3	597
	↗ Through-Right		0			0	
	↘ Right	130	1	105	96	1	52
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	98	1	98	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	1590	3	530	1127	3	376
	↗ Through-Right		0			0	
	↘ Right	134	1	134	204	1	204
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 368			<i>North-South:</i> 319
				<i>East-West:</i> 631			<i>East-West:</i> 651
				<i>SUM:</i> 999			<i>SUM:</i> 970
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.705
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.627			0.605
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Victory Blvd

Scenario: Baseline Plus Project

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	184	1	184	206	1	206
	Left-Through		0			0	
	Through	747	1	443	1102	1	635
	Through-Right		1			1	
	Right	138	0	138	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	184	1	184	144	1	144
	Left-Through		0			0	
	Through	1250	2	497	652	2	255
	Through-Right		1			1	
	Right	241	0	241	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	95	219	1	219
	Left-Through		0			0	
	Through	1158	2	446	1818	2	650
	Through-Right		1			1	
	Right	180	0	180	131	0	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	203	1	203	140	1	140
	Left-Through		0			0	
	Through	1800	2	621	1313	2	472
	Through-Right		1			1	
	Right	63	0	63	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 681			<i>North-South:</i> 779
				<i>East-West:</i> 716			<i>East-West:</i> 790
				<i>SUM:</i> 1397			<i>SUM:</i> 1569
VOLUME/CAPACITY (V/C) RATIO:				1.016			1.141
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			1.041
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: Pierce College Master Plan
North-South Street: Topham St
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	335	1	335	288	1	288
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	7	1	7	5	1	5
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1010	1	726	1600	1	990
	→↵ Through-Right		1			1	
	→ Right	442	0	442	379	0	379
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1759	2	880	1133	2	567
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 335			288
				<i>East-West:</i> 880			990
				<i>SUM:</i> 1215			<i>SUM:</i> 1278
VOLUME/CAPACITY (V/C) RATIO:				0.810			0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.752
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: Pierce College Master Plan
North-South Street: Corbina Avd
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	31	1	31	41	1	41
	↵↔ Left-Through		0			0	
	→ Through	497	1	287	643	1	392
	↗ Through-Right		1			1	
	↘ Right	76	0	76	140	0	140
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	170	1	170	144	1	144
	↵↔ Left-Through		0			0	
	→ Through	774	1	530	311	1	214
	↗ Through-Right		1			1	
	↘ Right	286	0	286	116	0	116
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	70	1	70	145	1	145
	↵↔ Left-Through		0			0	
	→ Through	898	1	455	1424	1	722
	↗ Through-Right		1			1	
	↘ Right	11	0	11	19	0	19
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	154	1	154	46	1	46
	↵↔ Left-Through		0			0	
	→ Through	1363	1	752	1028	1	662
	↗ Through-Right		1			1	
	↘ Right	141	0	141	296	0	296
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 561 <i>East-West:</i> 822 <i>SUM:</i> 1383			<i>North-South:</i> 536 <i>East-West:</i> 807 <i>SUM:</i> 1343
VOLUME/CAPACITY (V/C) RATIO:				0.922			0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.795
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: Pierce College Master Plan
North-South Street: Tampa Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 3	<i>SB--</i> 0	0	<i>NB--</i> 3	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	169	1	169
	Left-Through		0			0	
	Through	719	2	360	1067	2	534
	Through-Right		0			0	
	Right	144	1	0	104	1	35
	Left-Through-Right		0			0	
SOUTHBOUND	Left	254	1	254	242	1	242
	Left-Through		0			0	
	Through	1113	2	557	614	2	307
	Through-Right		0			0	
	Right	240	1	200	128	1	38
	Left-Through-Right		0			0	
EASTBOUND	Left	80	1	80	181	1	181
	Left-Through		0			0	
	Through	1108	1	574	1472	1	757
	Through-Right		1			1	
	Right	39	0	39	41	0	41
	Left-Through-Right		0			0	
WESTBOUND	Left	150	1	150	69	1	69
	Left-Through		0			0	
	Through	1312	1	700	1152	1	677
	Through-Right		1			1	
	Right	88	0	88	202	0	202
	Left-Through-Right		0			0	
				0			0
CRITICAL VOLUMES				<i>North-South:</i> 642			<i>North-South:</i> 776
				<i>East-West:</i> 780			<i>East-West:</i> 858
				<i>SUM:</i> 1422			<i>SUM:</i> 1634
VOLUME/CAPACITY (V/C) RATIO:				1.034			1.188
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.934			1.088
LEVEL OF SERVICE (LOS):				E			F

Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: Pierce College Master Plan
North-South Street: Wilbur Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	88	1	88	126	1	126
	↵↵ Left-Through		0			0	
	→ Through	547	1	325	592	1	328
	→↵ Through-Right		1			1	
	↵ Right	103	0	103	64	0	64
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	153	1	153	125	1	125
	↵↵ Left-Through		0			0	
	→ Through	968	1	571	417	1	269
	→↵ Through-Right		1			1	
	↵ Right	174	0	174	120	0	120
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	56	1	56	123	1	123
	↵↵ Left-Through		0			0	
	→ Through	1349	1	742	1556	1	822
	→↵ Through-Right		1			1	
	↵ Right	134	0	134	87	0	87
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	87	1	87	63	1	63
	↵↵ Left-Through		0			0	
	→ Through	1309	1	691	1078	1	617
	→↵ Through-Right		1			1	
	↵ Right	72	0	72	155	0	155
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 659			<i>North-South:</i> 453
				<i>East-West:</i> 829			<i>East-West:</i> 885
				<i>SUM:</i> 1488			<i>SUM:</i> 1338
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.892
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.792
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: Pierce College Master Plan
North-South Street: Reseda Blvd
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	128	1	128
	↵↔ Left-Through		0			0	
	→ Through	627	1	366	902	1	511
	↗ Through-Right		1			1	
	↘ Right	104	0	104	119	0	119
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	92	1	92	144	1	144
	↵↔ Left-Through		0			0	
	→ Through	893	1	524	732	1	447
	↗ Through-Right		1			1	
	↘ Right	154	0	154	161	0	161
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	163	1	163	163	1	163
	↵↔ Left-Through		0			0	
	→ Through	1509	2	527	1519	2	537
	↗ Through-Right		1			1	
	↘ Right	72	0	72	91	0	91
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	173	1	173	109	1	109
	↵↔ Left-Through		0			0	
	→ Through	1230	2	615	1112	2	556
	↗ Through-Right		0			0	
	↘ Right	131	1	85	183	1	111
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 614			<i>North-South:</i> 655
				<i>East-West:</i> 778			<i>East-West:</i> 719
				SUM: 1392			SUM: 1374
VOLUME/CAPACITY (V/C) RATIO:				1.012			0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.899
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: El Rancho Dr

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				2			2
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	28	1	28
	Left-Through		0			0	
	Through	1233	2	456	1710	2	659
	Through-Right		1			1	
	Right	135	0	135	268	0	268
	Left-Through-Right		0			0	
SOUTHBOUND	Left	24	1	24	22	1	22
	Left-Through		0			0	
	Through	2143	2	716	1177	2	396
	Through-Right		1			1	
	Right	5	0	5	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	18	1	18	16	1	16
	Left-Through		0			0	
	Through	2	0	42	1	0	16
	Through-Right		1			1	
	Right	40	0	0	15	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	71	1	71	48	1	48
	Left-Through		0			0	
	Through	0	0	4	1	0	11
	Through-Right		1			1	
	Right	4	0	0	10	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> <i>East-West:</i> <i>SUM:</i>	722 113 835		<i>North-South:</i> <i>East-West:</i> <i>SUM:</i> 681 64 745
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.497
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.397
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Erwin St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	170	1	170	119	1	119
	↵↵ Left-Through		0			0	
	→ Through	1200	2	404	1745	2	599
	→↵ Through-Right		1			1	
	↵ Right	11	0	11	53	0	53
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	15	1	15	36	1	36
	↵↵ Left-Through		0			0	
	→ Through	2021	2	733	976	2	369
	→↵ Through-Right		1			1	
	↵ Right	179	0	179	132	0	132
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	122	1	109	213	1	156
	↵↵ Left-Through		0			0	
	→ Through	7	0	109	20	0	156
	→↵ Through-Right		0			0	
	↵ Right	198	1	0	236	1	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	43	1	43	18	1	18
	↵↵ Left-Through		0			0	
	→ Through	24	1	24	9	1	9
	→↵ Through-Right		0			0	
	↵ Right	55	1	48	20	1	2
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 903			<i>North-South:</i> 635
				<i>East-West:</i> 157			<i>East-West:</i> 174
				<i>SUM:</i> 1060			<i>SUM:</i> 809
VOLUME/CAPACITY (V/C) RATIO:				0.744			0.568
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.468
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
23

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Calvert St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 3	3	<i>NB--</i> 0	<i>SB--</i> 3	3
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	150	1	150
	Left-Through		0			0	
	Through	982	2	491	1251	2	626
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	745	2	373
	Through-Right		0			0	
	Right	228	1	188	135	1	56
	Left-Through-Right		0			0	
EASTBOUND	Left	73	2	40	144	2	79
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	54	1	0	115	1	40
	Left-Through-Right		0			0	
WESTBOUND	Left	42	1	42	20	1	20
	Left-Through		0			0	
	Through	17	0	58	9	0	33
	Through-Right		1			1	
	Right	41	0	0	24	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 845			<i>North-South:</i> 626
				<i>East-West:</i> 98			<i>East-West:</i> 112
				<i>SUM:</i> 943			<i>SUM:</i> 738
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.537
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.586			0.437
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
24

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	97	1	97	125	1	125
	↵↔ Left-Through		0			0	
	→ Through	1220	2	422	1607	2	588
	↗ Through-Right		1			1	
	↘ Right	45	0	45	157	0	157
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	105	1	105	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	1819	2	699	1059	2	401
	↗ Through-Right		1			1	
	↘ Right	278	0	278	145	0	145
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	82	1	82	209	1	209
	↵↔ Left-Through		0			0	
	→ Through	199	1	199	434	1	434
	↗ Through-Right		0			0	
	↘ Right	150	1	102	231	1	169
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	185	1	185	25	1	25
	↵↔ Left-Through		0			0	
	→ Through	281	1	172	129	1	83
	↗ Through-Right		1			1	
	↘ Right	63	0	63	37	0	37
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 796			<i>North-South:</i> 642
				<i>East-West:</i> 384			<i>East-West:</i> 459
				<i>SUM:</i> 1180			<i>SUM:</i> 1101
VOLUME/CAPACITY (V/C) RATIO:				0.787			0.734
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.687			0.634
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
25

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	45	1	45	72	1	72
	↵↔ Left-Through		0			0	
	→ Through	1009	1	521	1221	1	628
	↗ Through-Right		1			1	
	↘ Right	33	0	33	35	0	35
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	25	1	25	28	1	28
	↵↔ Left-Through		0			0	
	→ Through	1202	1	711	785	1	434
	↗ Through-Right		1			1	
	↘ Right	219	0	219	83	0	83
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	146	1	146	177	1	177
	↵↔ Left-Through		0			0	
	→ Through	209	1	209	377	1	377
	↗ Through-Right		0			0	
	↘ Right	81	1	59	82	1	46
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	30	0	30	10	0	10
	↵↔ Left-Through		0			0	
	→ Through	217	0	258	48	0	68
	↗ Through-Right		0			0	
	↘ Right	11	0	0	10	0	0
	↗↔ Left-Through-Right		1			1	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 756 <i>East-West:</i> 404 <i>SUM:</i> 1160			<i>North-South:</i> 656 <i>East-West:</i> 387 <i>SUM:</i> 1043
VOLUME/CAPACITY (V/C) RATIO:				0.773			0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.595
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
26

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Burbank Blvd

Scenario: Baseline Plus Project

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	167	1	167	70	1	70
	↵↵ Left-Through		0			0	
	→ Through	1435	3	478	1429	3	476
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1515	2	705	1472	2	545
	→↵ Through-Right		1			1	
	↵ Right	601	0	601	164	0	164
	↵↵↵ Left-Through-Right		0			0	
↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	178	2	98	568	2	312
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	85	2	0	509	2	245
	↵↵↵ Left-Through-Right		0			0	
↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 872			<i>North-South:</i> 615
				<i>East-West:</i> 98			<i>East-West:</i> 312
				<i>SUM:</i> 970			<i>SUM:</i> 927
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.518
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
27

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 2
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	204	1	204	203	1	203
	↵↵ Left-Through		0			0	
	→ Through	1153	2	577	1008	2	504
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	987	4	247	1492	4	373
	→↵ Through-Right		0			0	
	→ Right	644	1	644	616	1	616
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	268	1	268	269	1	264
	↵↵ Left-Through		0			0	
	→ Through	4	0	280	3	0	264
	→↵ Through-Right		0			0	
	→ Right	556	1	0	521	1	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 848 <i>East-West:</i> 280 <i>SUM:</i> 1128			<i>North-South:</i> 819 <i>East-West:</i> 264 <i>SUM:</i> 1083
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.760
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.660
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
28

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: US 101 EB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	826	3	275	795	3	265
	Through-Right		0			0	
	Right	178	1	178	261	1	261
	Left-Through-Right		0			0	
SOUTHBOUND	Left	393	2	216	848	2	466
	Left-Through		0			0	
	Through	857	2	429	986	2	493
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	528	1	265	518	1	260
	Left-Through		1			1	
	Through	1	0	265	2	0	260
	Through-Right		0			0	
	Right	222	1	222	251	1	251
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 491 <i>East-West:</i> 265 <i>SUM:</i> 756			<i>North-South:</i> 731 <i>East-West:</i> 260 <i>SUM:</i> 991
VOLUME/CAPACITY (V/C) RATIO:				0.531			0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.431			0.595
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
29

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Ventura Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				4			4
No. of Phases				1			1
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	50	1	50
	↵↔ Left-Through		0			0	
	→ Through	289	1	205	222	1	162
	↗ Through-Right		1			1	
	↘ Right	121	0	121	102	0	102
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	439	2	241	556	2	306
	↵↔ Left-Through		0			0	
	→ Through	220	1	220	196	1	196
	↗ Through-Right		0			0	
	↘ Right	395	1	183	372	1	6
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	212	1	212	366	1	366
	↵↔ Left-Through		0			0	
	→ Through	1093	2	381	1178	2	412
	↗ Through-Right		1			1	
	↘ Right	51	0	51	59	0	59
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	59	1	59	58	1	58
	↵↔ Left-Through		0			0	
	→ Through	767	3	256	939	3	313
	↗ Through-Right		0			0	
	↘ Right	438	1	197	385	1	79
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 446 <i>East-West:</i> 468 <i>SUM:</i> 914			<i>North-South:</i> 468 <i>East-West:</i> 679 <i>SUM:</i> 1147
VOLUME/CAPACITY (V/C) RATIO:				0.665			0.834
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.734
LEVEL OF SERVICE (LOS):				A			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
30

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	2
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	211	1	211
	Left-Through		0			0	
	Through	704	2	352	792	2	396
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	902	2	451	700	2	350
	Through-Right		0			0	
	Right	462	1	462	225	1	225
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	282	1	234	270	1	270
	Left-Through		0			0	
	Through	1	0	234	3	0	302
	Through-Right		0			0	
	Right	419	1	0	600	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 619			<i>North-South:</i> 561
				<i>East-West:</i> 234			<i>East-West:</i> 302
				<i>SUM:</i> 853			<i>SUM:</i> 863
VOLUME/CAPACITY (V/C) RATIO:				0.599			0.606
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.499			0.506
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
31

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: US 101 EB Ramps

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	566	1	283	647	1	324
	Through-Right		1			1	
	Right	163	1	163	267	1	267
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	384	1	384	380	1	380
	Left-Through		0			0	
	Through	825	2	413	739	2	370
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	291	1	291	274	1	274
	Left-Through		0			0	
	Through	1	0	0	2	0	0
	Through-Right		0			0	
	Right	233	1	233	187	1	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 667 <i>East-West:</i> 291 <i>SUM:</i> 958			<i>North-South:</i> 704 <i>East-West:</i> 274 <i>SUM:</i> 978
VOLUME/CAPACITY (V/C) RATIO:				0.672			0.686
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.572			0.586
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
32

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Baseline Plus Project
Count Date: 5/15/2013

East-West Street: Ventura Blvd

Analyst: Fehr & Peers **Date:** 6/17/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i> 0	<i>WB--</i> 3	3	<i>EB--</i> 0	<i>WB--</i> 3	3
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	99	82	1	82
	Left-Through		0			0	
	Through	268	0	304	292	0	357
	Through-Right		1			1	
	Right	36	0	0	65	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	2	171	311	2	171
	Left-Through		0			0	
	Through	386	1	386	266	1	266
	Through-Right		0			0	
	Right	303	1	198	201	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	211	1	211	292	1	292
	Left-Through		0			0	
	Through	1041	2	367	1446	2	525
	Through-Right		1			1	
	Right	60	0	60	128	0	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	127	50	1	50
	Left-Through		0			0	
	Through	792	2	396	825	2	413
	Through-Right		0			0	
	Right	254	1	83	341	1	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 485 <i>East-West:</i> 607 <i>SUM:</i> 1092			<i>North-South:</i> 528 <i>East-West:</i> 705 <i>SUM:</i> 1233
VOLUME/CAPACITY (V/C) RATIO:				0.766			0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.765
LEVEL OF SERVICE (LOS):				B			C

CUMULATIVE BASE (2019) CONDITIONS



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	114	1	114	92	1	92
	↵↔ Left-Through		0			0	
	→ Through	979	1	571	1336	2	502
	↗ Through-Right		1			1	
	↘ Right	163	0	163	171	0	171
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	100	1	100	131	1	131
	↵↔ Left-Through		0			0	
	→ Through	1306	2	476	1117	1	639
	↗ Through-Right		1			1	
	↘ Right	123	0	123	160	0	160
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	162	1	162	186	1	186
	↵↔ Left-Through		0			0	
	→ Through	844	1	467	1109	1	593
	↗ Through-Right		1			1	
	↘ Right	89	0	89	77	0	77
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	149	1	149	96	1	96
	↵↔ Left-Through		0			0	
	→ Through	1096	1	601	822	1	459
	↗ Through-Right		1			1	
	↘ Right	105	0	105	95	0	95
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 671 <i>East-West:</i> 763 <i>SUM:</i> 1434			<i>North-South:</i> 731 <i>East-West:</i> 689 <i>SUM:</i> 1420
VOLUME/CAPACITY (V/C) RATIO:				1.043			1.033
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.973			0.963
LEVEL OF SERVICE (LOS):				E			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	80	1	80	91	1	91
	↵↔ Left-Through		0			0	
	→ Through	691	1	376	812	1	460
	↗ Through-Right		1			1	
	↘ Right	60	0	60	108	0	108
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	121	1	121	106	1	106
	↵↔ Left-Through		0			0	
	→ Through	1246	1	719	716	1	422
	↗ Through-Right		1			1	
	↘ Right	191	0	191	127	0	127
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	100	1	100	158	1	158
	↵↔ Left-Through		0			0	
	→ Through	882	1	504	1160	1	633
	↗ Through-Right		1			1	
	↘ Right	126	0	126	105	0	105
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	88	1	88	68	1	68
	↵↔ Left-Through		0			0	
	→ Through	1044	1	578	852	1	473
	↗ Through-Right		1			1	
	↘ Right	112	0	112	93	0	93
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 799			<i>North-South:</i> 566
				<i>East-West:</i> 678			<i>East-West:</i> 701
				<i>SUM:</i> 1477			<i>SUM:</i> 1267
VOLUME/CAPACITY (V/C) RATIO:				0.985			0.845
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.775
LEVEL OF SERVICE (LOS):				E			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	137	1	137
	Left-Through		0			0	
	Through	837	1	483	1051	1	584
	Through-Right		1			1	
	Right	128	0	128	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	173	1	173	216	1	216
	Left-Through		0			0	
	Through	1076	1	602	1010	1	576
	Through-Right		1			1	
	Right	127	0	127	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	83	98	1	98
	Left-Through		0			0	
	Through	941	1	526	1102	1	605
	Through-Right		1			1	
	Right	111	0	111	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	75	1	75
	Left-Through		0			0	
	Through	968	1	543	853	1	490
	Through-Right		1			1	
	Right	118	0	118	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 723 <i>East-West:</i> 626 <i>SUM:</i> 1349			<i>North-South:</i> 800 <i>East-West:</i> 680 <i>SUM:</i> 1480
VOLUME/CAPACITY (V/C) RATIO:				0.947			1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.969
LEVEL OF SERVICE (LOS):				D			E

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Sherman Wy

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?					2		
Override Capacity					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	68	1	68	123	1	123
	↵↔ Left-Through		0			0	
	→ Through	961	1	553	1372	2	535
	↗ Through-Right		1			1	
	→ Right	145	0	145	232	0	232
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	110	1	110	122	1	122
	↵↔ Left-Through		0			0	
	→ Through	1329	2	472	1079	1	614
	↗ Through-Right		1			1	
	→ Right	88	0	88	148	0	148
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	115	1	115	115	1	115
	↵↔ Left-Through		0			0	
	→ Through	681	2	253	847	2	322
	↗ Through-Right		1			1	
	→ Right	77	0	77	119	0	119
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	259	1	259	187	1	187
	↵↔ Left-Through		0			0	
	→ Through	914	2	353	762	2	293
	↗ Through-Right		1			1	
	→ Right	144	0	144	118	0	118
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES		<i>North-South:</i> 663			<i>North-South:</i> 737		
		<i>East-West:</i> 512			<i>East-West:</i> 509		
		<i>SUM:</i> 1175			<i>SUM:</i> 1246		
VOLUME/CAPACITY (V/C) RATIO:		0.855			0.906		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.755			0.806		
LEVEL OF SERVICE (LOS):		C			D		



Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Sherman Wy

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	48	1	48	59	1	59
	↵↵ Left-Through		0			0	
	→ Through	468	1	255	747	1	401
	→↵ Through-Right		1			1	
	↵ Right	41	0	41	55	0	55
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	110	1	110	93	1	93
	↵↵ Left-Through		0			0	
	→ Through	1118	1	630	610	1	360
	→↵ Through-Right		1			1	
	↵ Right	141	0	141	110	0	110
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	119	1	119	169	1	169
	↵↵ Left-Through		0			0	
	→ Through	843	2	300	1077	2	376
	→↵ Through-Right		1			1	
	↵ Right	58	0	58	52	0	52
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	123	1	123	89	1	89
	↵↵ Left-Through		0			0	
	→ Through	1135	2	416	896	2	335
	→↵ Through-Right		1			1	
	↵ Right	112	0	112	110	0	110
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 678			<i>North-South:</i> 494
				<i>East-West:</i> 535			<i>East-West:</i> 504
				<i>SUM:</i> 1213			<i>SUM:</i> 998
VOLUME/CAPACITY (V/C) RATIO:				0.809			0.665
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.565
LEVEL OF SERVICE (LOS):				C			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Sherman Wy

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	96	1	96	138	1	138
	↵↔ Left-Through		0			0	
	→ Through	782	1	445	1108	1	605
	↗ Through-Right		1			1	
	→ Right	108	0	108	102	0	102
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	119	1	119	127	1	127
	↵↔ Left-Through		0			0	
	→ Through	1170	1	639	908	1	517
	↗ Through-Right		1			1	
	→ Right	107	0	107	126	0	126
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	134	1	134	131	1	131
	↵↔ Left-Through		0			0	
	→ Through	866	2	347	969	2	371
	↗ Through-Right		1			1	
	→ Right	175	0	175	143	0	143
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	201	1	201	95	1	95
	↵↔ Left-Through		0			0	
	→ Through	1065	2	417	832	2	318
	↗ Through-Right		1			1	
	→ Right	186	0	186	121	0	121
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 735 <i>East-West:</i> 551 <i>SUM:</i> 1286			<i>North-South:</i> 732 <i>East-West:</i> 466 <i>SUM:</i> 1198
VOLUME/CAPACITY (V/C) RATIO:				0.935			0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.771
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	80	1	80	80	1	80
	↵↔ Left-Through		0			0	
	→ Through	973	1	521	1474	2	542
	↗ Through-Right		1			1	
	↘ Right	69	0	69	151	0	151
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	131	1	131	135	1	135
	↵↔ Left-Through		0			0	
	→ Through	1376	3	459	901	3	300
	↗ Through-Right		0			0	
	↘ Right	295	1	94	235	1	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	201	1	201	275	1	275
	↵↔ Left-Through		0			0	
	→ Through	615	2	308	985	2	493
	↗ Through-Right		0			0	
	↘ Right	64	1	0	91	1	11
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	192	1	192	120	1	120
	↵↔ Left-Through		0			0	
	→ Through	745	2	373	705	2	353
	↗ Through-Right		0			0	
	↘ Right	141	1	10	131	1	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 652 <i>East-West:</i> 574 <i>SUM:</i> 1226			<i>North-South:</i> 677 <i>East-West:</i> 628 <i>SUM:</i> 1305
VOLUME/CAPACITY (V/C) RATIO:				0.892			0.949
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.792			0.849
LEVEL OF SERVICE (LOS):				C			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pierce College Master Plan

North-South Street: Mason Ave

East-West Street: Vanowen St

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				2			2
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 0	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	38	1	38
	Left-Through		0			0	
	Through	390	1	220	723	1	385
	Through-Right		1			1	
	Right	50	0	50	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	93	103	1	103
	Left-Through		0			0	
	Through	1090	1	652	571	1	357
	Through-Right		1			1	
	Right	214	0	214	143	0	143
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	134	223	1	223
	Left-Through		0			0	
	Through	1011	1	549	1265	1	667
	Through-Right		1			1	
	Right	86	0	86	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	165	1	165	57	1	57
	Left-Through		0			0	
	Through	1178	1	639	988	1	540
	Through-Right		1			1	
	Right	100	0	100	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 684			<i>North-South:</i> 488
				<i>East-West:</i> 773			<i>East-West:</i> 763
				<i>SUM:</i> 1457			<i>SUM:</i> 1251
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.834
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.901			0.764
LEVEL OF SERVICE (LOS):				E			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	78	1	78	113	1	113
	↵↔ Left-Through		0			0	
	→ Through	757	2	379	1176	2	588
	↗ Through-Right		0			0	
	↘ Right	125	1	53	157	1	107
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	137	1	137	134	1	134
	↵↔ Left-Through		0			0	
	→ Through	1397	2	699	870	2	435
	↗ Through-Right		0			0	
	↘ Right	60	1	33	78	1	29
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	54	1	54	98	1	98
	↵↔ Left-Through		0			0	
	→ Through	623	1	355	872	1	470
	↗ Through-Right		1			1	
	↘ Right	86	0	86	67	0	67
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	144	1	144	101	1	101
	↵↔ Left-Through		0			0	
	→ Through	726	1	422	782	1	452
	↗ Through-Right		1			1	
	↘ Right	118	0	118	121	0	121
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 777			<i>North-South:</i> 722
				<i>East-West:</i> 499			<i>East-West:</i> 571
				<i>SUM:</i> 1276			<i>SUM:</i> 1293
VOLUME/CAPACITY (V/C) RATIO:				0.895			0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.837
LEVEL OF SERVICE (LOS):				D			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pierce College Master Plan
North-South Street: Shoup Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	113	1	113	210	1	210
	↵↔ Left-Through		0			0	
	→ Through	754	1	412	1270	1	703
	↗ Through-Right		1			1	
	↘ Right	69	0	69	136	0	136
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	142	1	142	101	1	101
	↵↔ Left-Through		0			0	
	→ Through	1223	1	648	609	1	335
	↗ Through-Right		1			1	
	↘ Right	73	0	73	61	0	61
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	86	1	86	96	1	96
	↵↔ Left-Through		0			0	
	→ Through	1061	1	638	971	1	542
	↗ Through-Right		1			1	
	↘ Right	215	0	215	113	0	113
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	91	1	91	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	752	2	376	1049	2	525
	↗ Through-Right		0			0	
	↘ Right	88	1	17	167	1	117
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 761			<i>North-South:</i> 804
				<i>East-West:</i> 729			<i>East-West:</i> 629
				SUM: 1490			SUM: 1433
VOLUME/CAPACITY (V/C) RATIO:				0.993			0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.855
LEVEL OF SERVICE (LOS):				D			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pierce College Master Plan

North-South Street: Topanga Canyon Blvd

East-West Street: Victory Blvd

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	106	1	106	206	1	206
	↵↔ Left-Through		0			0	
	→ Through	1146	2	429	1770	2	674
	↗ Through-Right		1			1	
	→ Right	141	0	141	251	0	251
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	264	1	264	268	1	268
	↵↔ Left-Through		0			0	
	→ Through	1602	2	571	1213	2	460
	↗ Through-Right		1			1	
	→ Right	112	0	112	168	0	168
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
EASTBOUND	↵ Left	114	2	63	247	2	136
	↵↔ Left-Through		0			0	
	→ Through	982	2	375	1090	2	417
	↗ Through-Right		1			1	
	→ Right	144	0	144	162	0	162
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
WESTBOUND	↵ Left	241	2	133	379	2	208
	↵↔ Left-Through		0			0	
	→ Through	798	2	399	1127	2	564
	↗ Through-Right		0			0	
	→ Right	142	1	0	304	1	36
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 693			<i>North-South:</i> 942
				<i>East-West:</i> 508			<i>East-West:</i> 700
				<i>SUM:</i> 1201			<i>SUM:</i> 1642
VOLUME/CAPACITY (V/C) RATIO:				0.873			1.194
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			1.094
LEVEL OF SERVICE (LOS):				C			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pierce College Master Plan
North-South Street: Canoga Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	89	2	49	295	2	162
	↵↔ Left-Through		0			0	
	→ Through	605	2	232	1267	2	527
	↗ Through-Right		1			1	
	→ Right	91	0	91	313	0	313
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	181	2	100	154	2	85
	↵↔ Left-Through		0			0	
	→ Through	1103	2	399	708	2	279
	↗ Through-Right		1			1	
	→ Right	95	0	95	128	0	128
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	79	1	79	184	1	184
	↵↔ Left-Through		0			0	
	→ Through	1094	3	365	1422	3	474
	↗ Through-Right		0			0	
	→ Right	169	1	120	270	1	108
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	223	1	223	269	1	269
	↵↔ Left-Through		0			0	
	→ Through	1223	3	408	1240	3	413
	↗ Through-Right		0			0	
	→ Right	122	1	22	194	1	109
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 448			<i>North-South:</i> 612
				<i>East-West:</i> 588			<i>East-West:</i> 743
				<i>SUM:</i> 1036			<i>SUM:</i> 1355
VOLUME/CAPACITY (V/C) RATIO:				0.753			0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.885
LEVEL OF SERVICE (LOS):				B			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Victory Blvd

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	2	<i>NB--</i>	<i>SB--</i>	2
		<i>EB--</i>	<i>WB--</i>	2	<i>EB--</i>	<i>WB--</i>	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	129	1	129	183	1	183
	↵↵ Left-Through		0			0	
	→ Through	929	2	419	1375	2	602
	→↵ Through-Right		1			1	
	→ Right	328	0	328	431	0	431
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	129	1	129	117	1	117
	↵↵ Left-Through		0			0	
	→ Through	1640	2	643	896	2	365
	→↵ Through-Right		1			1	
	→ Right	290	0	290	198	0	198
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	111	2	61	417	2	229
	↵↵ Left-Through		0			0	
	→ Through	1101	2	416	1873	2	688
	→↵ Through-Right		1			1	
	→ Right	148	0	148	191	0	191
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	651	2	358	241	2	133
	↵↵ Left-Through		0			0	
	→ Through	1678	3	559	1268	3	423
	→↵ Through-Right		0			0	
	→ Right	80	1	80	110	1	110
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 772			<i>North-South:</i> 719
				<i>East-West:</i> 774			<i>East-West:</i> 821
				<i>SUM:</i> 1546			<i>SUM:</i> 1540
VOLUME/CAPACITY (V/C) RATIO:				1.124			1.120
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.024			1.020
LEVEL OF SERVICE (LOS):				F			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	55	1	55	96	1	96
	↵↔ Left-Through		0			0	
	→ Through	67	1	50	256	1	161
	↗ Through-Right		1			1	
	↘ Right	32	0	32	66	0	66
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
SOUTHBOUND	↵ Left	234	1	234	179	1	179
	↵↔ Left-Through		0			0	
	→ Through	239	1	239	128	1	128
	↗ Through-Right		0			0	
	↘ Right	612	2	337	251	2	138
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
EASTBOUND	↵ Left	107	1	107	264	1	264
	↵↔ Left-Through		0			0	
	→ Through	1274	3	425	1996	3	665
	↗ Through-Right		0			0	
	↘ Right	140	1	113	103	1	55
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
WESTBOUND	↵ Left	107	1	107	59	1	59
	↵↔ Left-Through		0			0	
	→ Through	1726	3	575	1298	3	433
	↗ Through-Right		0			0	
	↘ Right	142	1	142	216	1	216
	↗↘ Left-Through-Right		0			0	
	↗↘ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 392			<i>North-South:</i> 340
				<i>East-West:</i> 682			<i>East-West:</i> 724
				SUM: 1074			SUM: 1064
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.674
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Victory Blvd

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	221	1	221
	Left-Through		0			0	
	Through	828	1	489	1190	1	686
	Through-Right		1			1	
	Right	150	0	150	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	1	195	153	1	153
	Left-Through		0			0	
	Through	1350	2	536	711	2	277
	Through-Right		1			1	
	Right	257	0	257	119	0	119
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	101	232	1	232
	Left-Through		0			0	
	Through	1272	2	490	2026	2	722
	Through-Right		1			1	
	Right	197	0	197	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	221	1	221	149	1	149
	Left-Through		0			0	
	Through	1945	2	671	1493	2	534
	Through-Right		1			1	
	Right	67	0	67	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 736 <i>East-West:</i> 772 <i>SUM:</i> 1508			<i>North-South:</i> 839 <i>East-West:</i> 871 <i>SUM:</i> 1710
VOLUME/CAPACITY (V/C) RATIO:				1.097			1.244
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.997			1.144
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: Pierce College Master Plan

North-South Street: Topham St

East-West Street: Victory Blvd

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	356	1	356	305	1	305
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	7	1	7	5	1	5
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1119	1	795	1797	1	1100
	→↵ Through-Right		1			1	
	↵ Right	470	0	470	402	0	402
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1907	2	954	1304	2	652
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 356			<i>North-South:</i> 305
				<i>East-West:</i> 954			<i>East-West:</i> 1100
				<i>SUM:</i> 1310			<i>SUM:</i> 1405
VOLUME/CAPACITY (V/C) RATIO:				0.873			0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.837
LEVEL OF SERVICE (LOS):				C			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: Pierce College Master Plan
North-South Street: Corbina Avd
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	33	1	33	43	1	43
	↵↔ Left-Through		0			0	
	→ Through	527	1	304	687	1	418
	↗ Through-Right		1			1	
	↘ Right	81	0	81	148	0	148
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	180	1	180	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	821	1	563	334	1	229
	↗ Through-Right		1			1	
	↘ Right	304	0	304	123	0	123
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	74	1	74	154	1	154
	↵↔ Left-Through		0			0	
	→ Through	1000	1	506	1611	1	816
	↗ Through-Right		1			1	
	↘ Right	12	0	12	20	0	20
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	163	1	163	49	1	49
	↵↔ Left-Through		0			0	
	→ Through	1487	1	818	1192	1	753
	↗ Through-Right		1			1	
	↘ Right	149	0	149	314	0	314
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 596			<i>North-South:</i> 571
				<i>East-West:</i> 892			<i>East-West:</i> 907
				SUM: 1488			SUM: 1478
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.885
LEVEL OF SERVICE (LOS):				D			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: Pierce College Master Plan
North-South Street: Tampa Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	179	1	179
	↵↔ Left-Through		0			0	
	→ Through	762	2	381	1131	2	566
	↗ Through-Right		0			0	
	→ Right	153	1	0	110	1	37
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	269	1	269	257	1	257
	↵↔ Left-Through		0			0	
	→ Through	1180	2	590	651	2	326
	↗ Through-Right		0			0	
	→ Right	255	1	213	136	1	40
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
EASTBOUND	↵ Left	85	1	85	192	1	192
	↵↔ Left-Through		0			0	
	→ Through	1224	1	633	1660	1	852
	↗ Through-Right		1			1	
	→ Right	41	0	41	43	0	43
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
WESTBOUND	↵ Left	159	1	159	73	1	73
	↵↔ Left-Through		0			0	
	→ Through	1433	1	763	1323	1	769
	↗ Through-Right		1			1	
	→ Right	93	0	93	214	0	214
	↗↔ Left-Through-Right		0			0	
↗↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 680 <i>East-West:</i> 848 <i>SUM:</i> 1528			<i>North-South:</i> 823 <i>East-West:</i> 961 <i>SUM:</i> 1784
VOLUME/CAPACITY (V/C) RATIO:				1.111			1.297
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			1.197
LEVEL OF SERVICE (LOS):				F			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: Pierce College Master Plan
North-South Street: Wilbur Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	93	1	93	135	1	135
	↵↔ Left-Through		0			0	
	→ Through	580	1	345	629	1	349
	↗ Through-Right		1			1	
	↘ Right	109	0	109	68	0	68
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	162	1	162	133	1	133
	↵↔ Left-Through		0			0	
	→ Through	1027	1	606	443	1	285
	↗ Through-Right		1			1	
	↘ Right	184	0	184	127	0	127
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	59	1	59	130	1	130
	↵↔ Left-Through		0			0	
	→ Through	1479	1	811	1748	1	921
	↗ Through-Right		1			1	
	↘ Right	143	0	143	93	0	93
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	92	1	92	67	1	67
	↵↔ Left-Through		0			0	
	→ Through	1430	1	753	1245	1	705
	↗ Through-Right		1			1	
	↘ Right	76	0	76	164	0	164
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 699			<i>North-South:</i> 482
				<i>East-West:</i> 903			<i>East-West:</i> 988
				<i>SUM:</i> 1602			<i>SUM:</i> 1470
VOLUME/CAPACITY (V/C) RATIO:				1.068			0.980
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.968			0.880
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: Pierce College Master Plan

North-South Street: Reseda Blvd

East-West Street: Victory Blvd

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	95	1	95	136	1	136
	↵↔ Left-Through		0			0	
	→ Through	687	1	399	969	1	548
	↗ Through-Right		1			1	
	↘ Right	110	0	110	126	0	126
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	98	1	98	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	966	1	565	798	1	485
	↗ Through-Right		1			1	
	↘ Right	164	0	164	171	0	171
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	173	1	173	173	1	173
	↵↔ Left-Through		0			0	
	→ Through	1648	2	575	1711	2	602
	↗ Through-Right		1			1	
	↘ Right	76	0	76	96	0	96
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	183	1	183	116	1	116
	↵↔ Left-Through		0			0	
	→ Through	1346	2	673	1282	2	641
	↗ Through-Right		0			0	
	↘ Right	139	1	90	194	1	118
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 660			<i>North-South:</i> 701
				<i>East-West:</i> 846			<i>East-West:</i> 814
				<i>SUM:</i> 1506			<i>SUM:</i> 1515
VOLUME/CAPACITY (V/C) RATIO:				1.095			1.102
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.995			1.002
LEVEL OF SERVICE (LOS):				E			F

Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: El Rancho Dr

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	6	1	6	30	1	30
	↵↵ Left-Through		0			0	
	→ Through	1387	2	510	1942	2	742
	→↵ Through-Right		1			1	
	↵↵ Right	144	0	144	285	0	285
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	27	1	27	23	1	23
	↵↵ Left-Through		0			0	
	→ Through	2397	2	801	1356	2	456
	→↵ Through-Right		1			1	
	↵↵ Right	5	0	5	13	0	13
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	19	1	19	17	1	17
	↵↵ Left-Through		0			0	
	→ Through	2	0	44	1	0	17
	→↵ Through-Right		1			1	
	↵↵ Right	42	0	0	16	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	75	1	75	52	1	52
	↵↵ Left-Through		0			0	
	→ Through	0	0	5	1	0	12
	→↵ Through-Right		1			1	
	↵↵ Right	5	0	0	11	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 807 <i>East-West:</i> 119 <i>SUM:</i> 926			<i>North-South:</i> 765 <i>East-West:</i> 69 <i>SUM:</i> 834
VOLUME/CAPACITY (V/C) RATIO:				0.617			0.556
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.456
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Erwin St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
0				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	186	1	186	141	1	141
	↵↔ Left-Through		0			0	
	→ Through	1307	2	440	1957	2	675
	↗ Through-Right		1			1	
	↘ Right	14	0	14	68	0	68
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	21	1	21	62	1	62
	↵↔ Left-Through		0			0	
	→ Through	2257	2	817	1099	2	420
	↗ Through-Right		1			1	
	↘ Right	195	0	195	161	0	161
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	150	1	127	237	1	177
	↵↔ Left-Through		0			0	
	→ Through	9	0	127	33	0	177
	↗ Through-Right		0			0	
	↘ Right	222	1	0	261	1	0
	↗↔ Left-Through-Right		1			1	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	58	1	58	25	1	25
	↵↔ Left-Through		0			0	
	→ Through	37	1	37	16	1	16
	↗ Through-Right		0			0	
	↘ Right	82	1	72	33	1	2
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 1003			<i>North-South:</i> 737
				<i>East-West:</i> 199			<i>East-West:</i> 202
				<i>SUM:</i> 1202			<i>SUM:</i> 939
VOLUME/CAPACITY (V/C) RATIO:				0.844			0.659
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.559
LEVEL OF SERVICE (LOS):				C			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
23

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Calvert St

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	198	1	198	160	1	160
	↵↔ Left-Through		0			0	
	→ Through	1086	2	543	1350	2	675
	↗ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1433	2	717	813	2	407
	↗ Through-Right		0			0	
	→ Right	245	1	202	145	1	60
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	79	2	43	155	2	85
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	→ Right	58	1	0	124	1	44
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	45	1	45	21	1	21
	↵↔ Left-Through		0			0	
	→ Through	18	0	61	10	0	35
	↗ Through-Right		1			1	
	→ Right	43	0	0	25	0	0
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 915			<i>North-South:</i> 675
				<i>East-West:</i> 104			<i>East-West:</i> 120
				<i>SUM:</i> 1019			<i>SUM:</i> 795
VOLUME/CAPACITY (V/C) RATIO:				0.741			0.578
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.478
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
24

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	133	1	133
	Left-Through		0			0	
	Through	1338	2	462	1838	2	668
	Through-Right		1			1	
	Right	48	0	48	166	0	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	58	1	58
	Left-Through		0			0	
	Through	2055	2	783	1201	2	452
	Through-Right		1			1	
	Right	295	0	295	154	0	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	94	223	1	223
	Left-Through		0			0	
	Through	222	1	222	465	1	465
	Through-Right		0			0	
	Right	159	1	108	245	1	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	196	27	1	27
	Left-Through		0			0	
	Through	310	1	194	142	1	92
	Through-Right		1			1	
	Right	78	0	78	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 886 <i>East-West:</i> 418 <i>SUM:</i> 1304			<i>North-South:</i> 726 <i>East-West:</i> 492 <i>SUM:</i> 1218
VOLUME/CAPACITY (V/C) RATIO:				0.869			0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.712
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
25

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	48	1	48	76	1	76
	↵↵ Left-Through		0			0	
	→ Through	1117	1	576	1319	1	678
	→↵ Through-Right		1			1	
	↵ Right	35	0	35	37	0	37
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	27	1	27	30	1	30
	↵↵ Left-Through		0			0	
	→ Through	1309	1	771	856	1	472
	→↵ Through-Right		1			1	
	↵ Right	232	0	232	88	0	88
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	155	1	155	188	1	188
	↵↵ Left-Through		0			0	
	→ Through	227	1	227	401	1	401
	→↵ Through-Right		0			0	
	↵ Right	86	1	62	87	1	49
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	32	0	32	11	0	11
	↵↵ Left-Through		0			0	
	→ Through	244	0	288	53	0	75
	→↵ Through-Right		0			0	
	↵ Right	12	0	0	11	0	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 819 <i>East-West:</i> 443 <i>SUM:</i> 1262			<i>North-South:</i> 708 <i>East-West:</i> 412 <i>SUM:</i> 1120
VOLUME/CAPACITY (V/C) RATIO:				0.841			0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.741			0.647
LEVEL OF SERVICE (LOS):				C			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
26

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: Burbank Blvd

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	189	1	189	90	1	90
	↵↵ Left-Through		0			0	
	→ Through	1566	3	522	1649	3	550
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0	0		0	
↵↵↵ Left-Right			0		0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1733	2	790	1638	2	604
	→↵ Through-Right		1			1	
	→ Right	637	0	637	174	0	174
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right			0		0		
EASTBOUND	↵ Left	189	2	104	602	2	331
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	95	2	0	560	2	263
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right			0		0		
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right			0		0		
CRITICAL VOLUMES				<i>North-South:</i> 979 <i>East-West:</i> 104 <i>SUM:</i> 1083			<i>North-South:</i> 694 <i>East-West:</i> 331 <i>SUM:</i> 1025
VOLUME/CAPACITY (V/C) RATIO:				0.722			0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.622			0.583
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
27

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 2
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	216	1	216	215	1	215
	↵↵ Left-Through		0			0	
	→ Through	1275	2	638	1157	2	579
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1140	4	285	1638	4	410
	→↵ Through-Right		0			0	
	↵ Right	742	1	742	687	1	687
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	284	1	284	285	1	285
	↵↵ Left-Through		0			0	
	→ Through	4	0	306	3	0	306
	→↵ Through-Right		0			0	
	↵ Right	608	1	0	608	1	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 958 <i>East-West:</i> 306 <i>SUM:</i> 1264			<i>North-South:</i> 902 <i>East-West:</i> 306 <i>SUM:</i> 1208
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.787			0.748
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
28

PROJECT TITLE: Pierce College Master Plan

North-South Street: De Soto Ave

East-West Street: US 101 EB Ramps

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	908	3	303	875	3	292
	Through-Right		0			0	
	Right	189	1	189	277	1	277
	Left-Through-Right		0			0	
SOUTHBOUND	Left	472	2	260	932	2	513
	Left-Through		0			0	
	Through	945	2	473	1069	2	535
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	580	1	291	607	1	305
	Left-Through		1			1	
	Through	1	0	291	2	0	305
	Through-Right		0			0	
	Right	235	1	235	266	1	266
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 563			<i>North-South:</i> 805
				<i>East-West:</i> 291			<i>East-West:</i> 305
				<i>SUM:</i> 854			<i>SUM:</i> 1110
VOLUME/CAPACITY (V/C) RATIO:				0.599			0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.499			0.679
LEVEL OF SERVICE (LOS):				A			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
29

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Base
Count Date: 5/15/2013

East-West Street: Ventura Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	107	1	107	60	1	60
	↵↔ Left-Through		0			0	
	→ Through	323	1	226	257	1	183
	↗ Through-Right		1			1	
	↘ Right	129	0	129	109	0	109
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	465	2	256	589	2	324
	↵↔ Left-Through		0			0	
	→ Through	254	1	254	222	1	222
	↗ Through-Right		0			0	
	↘ Right	435	1	195	403	1	6
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	240	1	240	397	1	397
	↵↔ Left-Through		0			0	
	→ Through	1170	2	411	1257	2	443
	↗ Through-Right		1			1	
	↘ Right	64	0	64	71	0	71
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	63	1	63	62	1	62
	↵↔ Left-Through		0			0	
	→ Through	825	3	275	1004	3	335
	↗ Through-Right		0			0	
	↘ Right	464	1	208	408	1	84
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 482			<i>North-South:</i> 507
				<i>East-West:</i> 515			<i>East-West:</i> 732
				<i>SUM:</i> 997			<i>SUM:</i> 1239
VOLUME/CAPACITY (V/C) RATIO:				0.725			0.901
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.801
LEVEL OF SERVICE (LOS):				B			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
30

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: US 101 WB Ramps

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	166	1	166	224	1	224
	↵↵ Left-Through		0			0	
	→ Through	779	2	390	857	2	429
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	984	2	492	762	2	381
	→↵ Through-Right		0			0	
	↵ Right	496	1	496	244	1	244
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	299	1	253	286	1	286
	↵↵ Left-Through		0			0	
	→ Through	1	0	253	3	0	323
	→↵ Through-Right		0			0	
	↵ Right	460	1	0	643	1	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 662			<i>North-South:</i> 605
				<i>East-West:</i> 253			<i>East-West:</i> 323
				<i>SUM:</i> 915			<i>SUM:</i> 928
VOLUME/CAPACITY (V/C) RATIO:				0.642			0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.542			0.551
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
31

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: US 101 EB Ramps

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	624	1	312	698	1	349
	Through-Right		1			1	
	Right	173	1	173	283	1	283
	Left-Through-Right		0			0	
SOUTHBOUND	Left	418	1	418	411	1	411
	Left-Through		0			0	
	Through	893	2	447	795	2	398
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	317	1	317	295	1	295
	Left-Through		0			0	
	Through	1	0	0	2	0	0
	Through-Right		0			0	
	Right	247	1	247	198	1	198
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 730			<i>North-South:</i> 760
				<i>East-West:</i> 317			<i>East-West:</i> 295
				<i>SUM:</i> 1047			<i>SUM:</i> 1055
VOLUME/CAPACITY (V/C) RATIO:				0.735			0.740
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.640
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
32

PROJECT TITLE: Pierce College Master Plan

North-South Street: Winnetka Ave

East-West Street: Ventura Blvd

Scenario: Cumulative Base

Count Date: 5/15/2013

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	105	1	105	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	301	0	340	320	0	390
	↗ Through-Right		1			1	
	↘ Right	39	0	0	70	0	0
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	336	2	185	332	2	183
	↵↔ Left-Through		0			0	
	→ Through	421	1	421	292	1	292
	↗ Through-Right		0			0	
	↘ Right	321	1	209	213	1	58
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	224	1	224	310	1	310
	↵↔ Left-Through		0			0	
	→ Through	1115	2	393	1542	2	559
	↗ Through-Right		1			1	
	↘ Right	64	0	64	136	0	136
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	135	1	135	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	853	2	427	885	2	443
	↗ Through-Right		0			0	
	↘ Right	275	1	90	365	1	182
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 526			<i>North-South:</i> 573
				<i>East-West:</i> 651			<i>East-West:</i> 753
				<i>SUM:</i> 1177			<i>SUM:</i> 1326
VOLUME/CAPACITY (V/C) RATIO:				0.826			0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726			0.831
LEVEL OF SERVICE (LOS):				C			D

CUMULATIVE PLUS PROJECT (2019) CONDITIONS



Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	114	1	114	92	1	92
	↵↵ Left-Through		0			0	
	→ Through	979	1	571	1336	2	502
	→↵ Through-Right		1			1	
	↵ Right	163	0	163	171	0	171
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	100	1	100	131	1	131
	↵↵ Left-Through		0			0	
	→ Through	1306	2	476	1117	1	639
	→↵ Through-Right		1			1	
	↵ Right	123	0	123	160	0	160
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	162	1	162	186	1	186
	↵↵ Left-Through		0			0	
	→ Through	844	1	467	1109	1	593
	→↵ Through-Right		1			1	
	↵ Right	89	0	89	77	0	77
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	149	1	149	96	1	96
	↵↵ Left-Through		0			0	
	→ Through	1096	1	601	822	1	459
	→↵ Through-Right		1			1	
	↵ Right	105	0	105	95	0	95
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 671 <i>East-West:</i> 763 <i>SUM:</i> 1434			<i>North-South:</i> 731 <i>East-West:</i> 689 <i>SUM:</i> 1420
VOLUME/CAPACITY (V/C) RATIO:				1.043			1.033
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.973			0.963
LEVEL OF SERVICE (LOS):				E			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	91	1	91
	Left-Through		0			0	
	Through	691	1	376	812	1	460
	Through-Right		1			1	
	Right	60	0	60	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	121	106	1	106
	Left-Through		0			0	
	Through	1246	1	719	716	1	422
	Through-Right		1			1	
	Right	191	0	191	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	158	1	158
	Left-Through		0			0	
	Through	882	1	504	1160	1	633
	Through-Right		1			1	
	Right	126	0	126	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	68	1	68
	Left-Through		0			0	
	Through	1044	1	578	852	1	473
	Through-Right		1			1	
	Right	112	0	112	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 799 <i>East-West:</i> 678 <i>SUM:</i> 1477			<i>North-South:</i> 566 <i>East-West:</i> 701 <i>SUM:</i> 1267
VOLUME/CAPACITY (V/C) RATIO:				0.985			0.845
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.775
LEVEL OF SERVICE (LOS):				E			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Saticoy St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	121	1	121	137	1	137
	↵↔ Left-Through		0			0	
	→ Through	837	1	483	1051	1	584
	↗ Through-Right		1			1	
	↘ Right	128	0	128	117	0	117
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	173	1	173	216	1	216
	↵↔ Left-Through		0			0	
	→ Through	1076	1	602	1010	1	576
	↗ Through-Right		1			1	
	↘ Right	127	0	127	141	0	141
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	83	1	83	98	1	98
	↵↔ Left-Through		0			0	
	→ Through	941	1	526	1102	1	605
	↗ Through-Right		1			1	
	↘ Right	111	0	111	107	0	107
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	81	1	81	75	1	75
	↵↔ Left-Through		0			0	
	→ Through	968	1	543	853	1	490
	↗ Through-Right		1			1	
	↘ Right	118	0	118	127	0	127
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 723 <i>East-West:</i> 626 <i>SUM:</i> 1349			<i>North-South:</i> 800 <i>East-West:</i> 680 <i>SUM:</i> 1480
VOLUME/CAPACITY (V/C) RATIO:				0.947			1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.969
LEVEL OF SERVICE (LOS):				D			E



Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Sherman Wy

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	68	1	68	123	1	123
	↵↔ Left-Through		0			0	
	→ Through	961	1	553	1372	2	535
	↗ Through-Right		1			1	
	↘ Right	145	0	145	232	0	232
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	110	1	110	122	1	122
	↵↔ Left-Through		0			0	
	→ Through	1329	2	472	1079	1	614
	↗ Through-Right		1			1	
	↘ Right	88	0	88	148	0	148
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	115	1	115	115	1	115
	↵↔ Left-Through		0			0	
	→ Through	681	2	253	847	2	322
	↗ Through-Right		1			1	
	↘ Right	77	0	77	119	0	119
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	259	1	259	187	1	187
	↵↔ Left-Through		0			0	
	→ Through	914	2	353	762	2	293
	↗ Through-Right		1			1	
	↘ Right	144	0	144	118	0	118
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 663			<i>North-South:</i> 737
				<i>East-West:</i> 512			<i>East-West:</i> 509
				<i>SUM:</i> 1175			<i>SUM:</i> 1246
VOLUME/CAPACITY (V/C) RATIO:				0.855			0.906
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.806
LEVEL OF SERVICE (LOS):				C			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
5

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Sherman Wy

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	48	1	48	59	1	59
	↵↵ Left-Through		0			0	
	→ Through	468	1	255	747	1	401
	→↵ Through-Right		1			1	
	↵ Right	41	0	41	55	0	55
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
SOUTHBOUND	↵ Left	110	1	110	93	1	93
	↵↵ Left-Through		0			0	
	→ Through	1118	1	630	610	1	360
	→↵ Through-Right		1			1	
	↵ Right	141	0	141	110	0	110
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
EASTBOUND	↵ Left	119	1	119	169	1	169
	↵↵ Left-Through		0			0	
	→ Through	843	2	300	1077	2	376
	→↵ Through-Right		1			1	
	↵ Right	58	0	58	52	0	52
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
WESTBOUND	↵ Left	123	1	123	89	1	89
	↵↵ Left-Through		0			0	
	→ Through	1135	2	416	896	2	335
	→↵ Through-Right		1			1	
	↵ Right	112	0	112	110	0	110
	↵↵↵ Left-Through-Right		0			0	
	↵↵ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 678			<i>North-South:</i> 494
				<i>East-West:</i> 535			<i>East-West:</i> 504
				<i>SUM:</i> 1213			<i>SUM:</i> 998
VOLUME/CAPACITY (V/C) RATIO:				0.809			0.665
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.565
LEVEL OF SERVICE (LOS):				C			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Sherman Wy

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	96	1	96	138	1	138
	↵↔ Left-Through		0			0	
	→ Through	782	1	445	1108	1	605
	↗ Through-Right		1			1	
	↘ Right	108	0	108	102	0	102
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	119	1	119	127	1	127
	↵↔ Left-Through		0			0	
	→ Through	1170	1	639	908	1	517
	↗ Through-Right		1			1	
	↘ Right	107	0	107	126	0	126
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	134	1	134	131	1	131
	↵↔ Left-Through		0			0	
	→ Through	866	2	347	969	2	371
	↗ Through-Right		1			1	
	↘ Right	175	0	175	143	0	143
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	201	1	201	95	1	95
	↵↔ Left-Through		0			0	
	→ Through	1065	2	417	832	2	318
	↗ Through-Right		1			1	
	↘ Right	186	0	186	121	0	121
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 735 <i>East-West:</i> 551 <i>SUM:</i> 1286			<i>North-South:</i> 732 <i>East-West:</i> 466 <i>SUM:</i> 1198
VOLUME/CAPACITY (V/C) RATIO:				0.935			0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.771
LEVEL OF SERVICE (LOS):				D			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	80	1	80	80	1	80
	↵↔ Left-Through		0			0	
	→ Through	973	1	521	1474	2	542
	↗ Through-Right		1			1	
	↘ Right	69	0	69	151	0	151
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	131	1	131	135	1	135
	↵↔ Left-Through		0			0	
	→ Through	1376	3	459	901	3	300
	↗ Through-Right		0			0	
	↘ Right	295	1	94	235	1	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	201	1	201	275	1	275
	↵↔ Left-Through		0			0	
	→ Through	615	2	308	985	2	493
	↗ Through-Right		0			0	
	↘ Right	64	1	0	91	1	11
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	192	1	192	120	1	120
	↵↔ Left-Through		0			0	
	→ Through	745	2	373	705	2	353
	↗ Through-Right		0			0	
	↘ Right	141	1	10	131	1	0
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 652			<i>North-South:</i> 677
				<i>East-West:</i> 574			<i>East-West:</i> 628
				<i>SUM:</i> 1226			<i>SUM:</i> 1305
VOLUME/CAPACITY (V/C) RATIO:				0.892			0.949
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.792			0.849
LEVEL OF SERVICE (LOS):				C			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	32	1	32	38	1	38
	↵↘ Left-Through		0			0	
	→ Through	390	1	220	723	1	385
	↘ Through-Right		1			1	
	↘ Right	50	0	50	47	0	47
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
SOUTHBOUND	↘ Left	93	1	93	103	1	103
	↘↗ Left-Through		0			0	
	→ Through	1090	1	652	571	1	357
	↘ Through-Right		1			1	
	↘ Right	214	0	214	143	0	143
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
EASTBOUND	↘ Left	134	1	134	223	1	223
	↘↗ Left-Through		0			0	
	→ Through	1011	1	549	1265	1	667
	↘ Through-Right		1			1	
	↘ Right	86	0	86	68	0	68
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
WESTBOUND	↘ Left	165	1	165	57	1	57
	↘↗ Left-Through		0			0	
	→ Through	1178	1	639	988	1	540
	↘ Through-Right		1			1	
	↘ Right	100	0	100	91	0	91
	↘↗ Left-Through-Right		0			0	
↗ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 684 <i>East-West:</i> 773 <i>SUM:</i> 1457			<i>North-South:</i> 488 <i>East-West:</i> 763 <i>SUM:</i> 1251
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.834
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.901			0.764
LEVEL OF SERVICE (LOS):				E			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Vanowen St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3 0 0 0 1 0			3 0 0 0 1 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	113	1	113
	Left-Through		0			0	
	Through	757	2	379	1176	2	588
	Through-Right		0			0	
	Right	125	1	53	157	1	107
	Left-Through-Right		0			0	
SOUTHBOUND	Left	137	1	137	134	1	134
	Left-Through		0			0	
	Through	1397	2	699	870	2	435
	Through-Right		0			0	
	Right	60	1	33	78	1	29
	Left-Through-Right		0			0	
EASTBOUND	Left	54	1	54	98	1	98
	Left-Through		0			0	
	Through	623	1	355	872	1	470
	Through-Right		1			1	
	Right	86	0	86	67	0	67
	Left-Through-Right		0			0	
WESTBOUND	Left	144	1	144	101	1	101
	Left-Through		0			0	
	Through	726	1	422	782	1	452
	Through-Right		1			1	
	Right	118	0	118	121	0	121
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 777 <i>East-West:</i> 499 <i>SUM:</i> 1276			<i>North-South:</i> 722 <i>East-West:</i> 571 <i>SUM:</i> 1293
VOLUME/CAPACITY (V/C) RATIO:				0.895			0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.837
LEVEL OF SERVICE (LOS):				D			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pierce College Master Plan
North-South Street: Shoup Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	113	1	113	210	1	210
	↵↔ Left-Through		0			0	
	→ Through	754	1	412	1270	1	703
	↗ Through-Right		1			1	
	↘ Right	69	0	69	136	0	136
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	142	1	142	101	1	101
	↵↔ Left-Through		0			0	
	→ Through	1223	1	648	609	1	335
	↗ Through-Right		1			1	
	↘ Right	73	0	73	61	0	61
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	86	1	86	96	1	96
	↵↔ Left-Through		0			0	
	→ Through	1061	1	638	971	1	542
	↗ Through-Right		1			1	
	↘ Right	215	0	215	113	0	113
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	91	1	91	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	752	2	376	1049	2	525
	↗ Through-Right		0			0	
	↘ Right	88	1	17	167	1	117
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 761 <i>East-West:</i> 729 <i>SUM:</i> 1490			<i>North-South:</i> 804 <i>East-West:</i> 629 <i>SUM:</i> 1433
VOLUME/CAPACITY (V/C) RATIO:				0.993			0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.855
LEVEL OF SERVICE (LOS):				D			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pierce College Master Plan
North-South Street: Topanga Canyon Blvd
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	206	1	206
	Left-Through		0			0	
	Through	1146	2	429	1770	2	674
	Through-Right		1			1	
	Right	141	0	141	251	0	251
	Left-Through-Right		0			0	
SOUTHBOUND	Left	264	1	264	268	1	268
	Left-Through		0			0	
	Through	1602	2	571	1213	2	460
	Through-Right		1			1	
	Right	112	0	112	168	0	168
	Left-Through-Right		0			0	
EASTBOUND	Left	114	2	63	247	2	136
	Left-Through		0			0	
	Through	982	2	375	1090	2	417
	Through-Right		1			1	
	Right	144	0	144	162	0	162
	Left-Through-Right		0			0	
WESTBOUND	Left	241	2	133	379	2	208
	Left-Through		0			0	
	Through	798	2	399	1127	2	564
	Through-Right		0			0	
	Right	142	1	0	304	1	36
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 693			<i>North-South:</i> 942
				<i>East-West:</i> 508			<i>East-West:</i> 700
				<i>SUM:</i> 1201			<i>SUM:</i> 1642
VOLUME/CAPACITY (V/C) RATIO:				0.873			1.194
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			1.094
LEVEL OF SERVICE (LOS):				C			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pierce College Master Plan
North-South Street: Canoga Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 3	3	EB-- 3	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	89	2	49	295	2	162
	↵↔ Left-Through		0			0	
	→ Through	605	2	232	1267	2	527
	↗ Through-Right		1			1	
	→ Right	91	0	91	313	0	313
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	181	2	100	154	2	85
	↵↔ Left-Through		0			0	
	→ Through	1103	2	399	708	2	279
	↗ Through-Right		1			1	
	→ Right	95	0	95	128	0	128
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	79	1	79	184	1	184
	↵↔ Left-Through		0			0	
	→ Through	1094	3	365	1422	3	474
	↗ Through-Right		0			0	
	→ Right	169	1	120	270	1	108
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	223	1	223	269	1	269
	↵↔ Left-Through		0			0	
	→ Through	1223	3	408	1240	3	413
	↗ Through-Right		0			0	
	→ Right	122	1	22	194	1	109
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 448			<i>North-South:</i> 612
				<i>East-West:</i> 588			<i>East-West:</i> 743
				<i>SUM:</i> 1036			<i>SUM:</i> 1355
VOLUME/CAPACITY (V/C) RATIO:				0.753			0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.885
LEVEL OF SERVICE (LOS):				B			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
13

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				4			4
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	129	1	129	183	1	183
	↵↔ Left-Through		0			0	
	→ Through	929	2	419	1375	2	602
	↗ Through-Right		1			1	
	↘ Right	328	0	328	431	0	431
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	129	1	129	117	1	117
	↵↔ Left-Through		0			0	
	→ Through	1640	2	643	896	2	365
	↗ Through-Right		1			1	
	↘ Right	290	0	290	198	0	198
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	111	2	61	417	2	229
	↵↔ Left-Through		0			0	
	→ Through	1101	2	416	1873	2	688
	↗ Through-Right		1			1	
	↘ Right	148	0	148	191	0	191
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	651	2	358	241	2	133
	↵↔ Left-Through		0			0	
	→ Through	1678	3	559	1268	3	423
	↗ Through-Right		0			0	
	↘ Right	80	1	80	110	1	110
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				North-South: 772			North-South: 719
				East-West: 774			East-West: 821
				SUM: 1546			SUM: 1540
VOLUME/CAPACITY (V/C) RATIO:				1.124			1.120
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.024			1.020
LEVEL OF SERVICE (LOS):				F			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: Pierce College Master Plan
North-South Street: Mason Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	2	NB-- 0	SB-- 2	2
		EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	55	1	55	96	1	96
	↵↔ Left-Through		0			0	
	→ Through	67	1	50	256	1	161
	↗ Through-Right		1			1	
	↘ Right	32	0	32	66	0	66
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	234	1	234	179	1	179
	↵↔ Left-Through		0			0	
	→ Through	239	1	239	128	1	128
	↗ Through-Right		0			0	
	↘ Right	612	2	337	251	2	138
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	107	1	107	264	1	264
	↵↔ Left-Through		0			0	
	→ Through	1274	3	425	1996	3	665
	↗ Through-Right		0			0	
	↘ Right	140	1	113	103	1	55
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	107	1	107	59	1	59
	↵↔ Left-Through		0			0	
	→ Through	1726	3	575	1298	3	433
	↗ Through-Right		0			0	
	↘ Right	142	1	142	216	1	216
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 392 <i>East-West:</i> 682 <i>SUM:</i> 1074			<i>North-South:</i> 340 <i>East-West:</i> 724 <i>SUM:</i> 1064
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.674
LEVEL OF SERVICE (LOS):				B			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
15

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4			4
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	200	1	200	221	1	221
	↵↔ Left-Through		0			0	
	→ Through	828	1	489	1190	1	686
	↗ Through-Right		1			1	
	↘ Right	150	0	150	181	0	181
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	195	1	195	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	1350	2	536	711	2	277
	↗ Through-Right		1			1	
	↘ Right	257	0	257	119	0	119
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	101	1	101	232	1	232
	↵↔ Left-Through		0			0	
	→ Through	1272	2	490	2026	2	722
	↗ Through-Right		1			1	
	↘ Right	197	0	197	141	0	141
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	221	1	221	149	1	149
	↵↔ Left-Through		0			0	
	→ Through	1945	2	671	1493	2	534
	↗ Through-Right		1			1	
	↘ Right	67	0	67	110	0	110
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 736 <i>East-West:</i> 772 <i>SUM:</i> 1508			<i>North-South:</i> 839 <i>East-West:</i> 871 <i>SUM:</i> 1710
VOLUME/CAPACITY (V/C) RATIO:				1.097			1.244
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.997			1.144
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
16

PROJECT TITLE: Pierce College Master Plan
North-South Street: Topham St
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 2 <i>EB--</i> 0		<i>SB--</i> 0 <i>WB--</i> 0	<i>NB--</i> 2 <i>EB--</i> 0		<i>SB--</i> 0 <i>WB--</i> 0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	356	1	356	305	1	305
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	5	1	5
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1119	1	795	1797	1	1100
	Through-Right		1			1	
	Right	470	0	470	402	0	402
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1907	2	954	1304	2	652
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 356 <i>East-West:</i> 954 <i>SUM:</i> 1310			<i>North-South:</i> 305 <i>East-West:</i> 1100 <i>SUM:</i> 1405
VOLUME/CAPACITY (V/C) RATIO:				0.873			0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.837
LEVEL OF SERVICE (LOS):				C			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
17

PROJECT TITLE: Pierce College Master Plan
North-South Street: Corbina Avd
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	33	1	33	43	1	43
	↵↔ Left-Through		0			0	
	→ Through	527	1	304	687	1	418
	↗ Through-Right		1			1	
	↘ Right	81	0	81	148	0	148
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	180	1	180	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	821	1	563	334	1	229
	↗ Through-Right		1			1	
	↘ Right	304	0	304	123	0	123
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
EASTBOUND	↵ Left	74	1	74	154	1	154
	↵↔ Left-Through		0			0	
	→ Through	1000	1	506	1611	1	816
	↗ Through-Right		1			1	
	↘ Right	12	0	12	20	0	20
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
WESTBOUND	↵ Left	163	1	163	49	1	49
	↵↔ Left-Through		0			0	
	→ Through	1487	1	818	1192	1	753
	↗ Through-Right		1			1	
	↘ Right	149	0	149	314	0	314
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 596			<i>North-South:</i> 571
				<i>East-West:</i> 892			<i>East-West:</i> 907
				<i>SUM:</i> 1488			<i>SUM:</i> 1478
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.885
LEVEL OF SERVICE (LOS):				D			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
18

PROJECT TITLE: Pierce College Master Plan
North-South Street: Tampa Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	90	1	90	179	1	179
	↵↔ Left-Through		0			0	
	→ Through	762	2	381	1131	2	566
	↗ Through-Right		0			0	
	↘ Right	153	1	0	110	1	37
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	269	1	269	257	1	257
	↵↔ Left-Through		0			0	
	→ Through	1180	2	590	651	2	326
	↗ Through-Right		0			0	
	↘ Right	255	1	213	136	1	40
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	85	1	85	192	1	192
	↵↔ Left-Through		0			0	
	→ Through	1224	1	633	1660	1	852
	↗ Through-Right		1			1	
	↘ Right	41	0	41	43	0	43
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	159	1	159	73	1	73
	↵↔ Left-Through		0			0	
	→ Through	1433	1	763	1323	1	769
	↗ Through-Right		1			1	
	↘ Right	93	0	93	214	0	214
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 680			<i>North-South:</i> 823
				<i>East-West:</i> 848			<i>East-West:</i> 961
				<i>SUM:</i> 1528			<i>SUM:</i> 1784
VOLUME/CAPACITY (V/C) RATIO:				1.111			1.297
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			1.197
LEVEL OF SERVICE (LOS):				F			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
19

PROJECT TITLE: Pierce College Master Plan
North-South Street: Wilbur Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	93	1	93	135	1	135
	↵↔ Left-Through		0			0	
	→ Through	580	1	345	629	1	349
	↗ Through-Right		1			1	
	↘ Right	109	0	109	68	0	68
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	162	1	162	133	1	133
	↵↔ Left-Through		0			0	
	→ Through	1027	1	606	443	1	285
	↗ Through-Right		1			1	
	↘ Right	184	0	184	127	0	127
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	59	1	59	130	1	130
	↵↔ Left-Through		0			0	
	→ Through	1479	1	811	1748	1	921
	↗ Through-Right		1			1	
	↘ Right	143	0	143	93	0	93
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	92	1	92	67	1	67
	↵↔ Left-Through		0			0	
	→ Through	1430	1	753	1245	1	705
	↗ Through-Right		1			1	
	↘ Right	76	0	76	164	0	164
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 699			<i>North-South:</i> 482
				<i>East-West:</i> 903			<i>East-West:</i> 988
				<i>SUM:</i> 1602			<i>SUM:</i> 1470
VOLUME/CAPACITY (V/C) RATIO:				1.068			0.980
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.968			0.880
LEVEL OF SERVICE (LOS):				E			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
20

PROJECT TITLE: Pierce College Master Plan
North-South Street: Reseda Blvd
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Victory Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	95	1	95	136	1	136
	↵↔ Left-Through		0			0	
	→ Through	687	1	399	969	1	548
	↗ Through-Right		1			1	
	↘ Right	110	0	110	126	0	126
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
SOUTHBOUND	↵ Left	98	1	98	153	1	153
	↵↔ Left-Through		0			0	
	→ Through	966	1	565	798	1	485
	↗ Through-Right		1			1	
	↘ Right	164	0	164	171	0	171
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
EASTBOUND	↵ Left	173	1	173	173	1	173
	↵↔ Left-Through		0			0	
	→ Through	1648	2	575	1711	2	602
	↗ Through-Right		1			1	
	↘ Right	76	0	76	96	0	96
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
WESTBOUND	↵ Left	183	1	183	116	1	116
	↵↔ Left-Through		0			0	
	→ Through	1346	2	673	1282	2	641
	↗ Through-Right		0			0	
	↘ Right	139	1	90	194	1	118
	↗↔ Left-Through-Right		0			0	
↘↔ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 660			<i>North-South:</i> 701
				<i>East-West:</i> 846			<i>East-West:</i> 814
				SUM: 1506			SUM: 1515
VOLUME/CAPACITY (V/C) RATIO:				1.095			1.102
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.995			1.002
LEVEL OF SERVICE (LOS):				E			F



Level of Service Worksheet (Circular 212 Method)



I/S #:
21

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: El Rancho Dr

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	30	1	30
	Left-Through		0			0	
	Through	1387	2	510	1942	2	742
	Through-Right		1			1	
	Right	144	0	144	285	0	285
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	27	23	1	23
	Left-Through		0			0	
	Through	2397	2	801	1356	2	456
	Through-Right		1			1	
	Right	5	0	5	13	0	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	17	1	17
	Left-Through		0			0	
	Through	2	0	44	1	0	17
	Through-Right		1			1	
	Right	42	0	0	16	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	75	52	1	52
	Left-Through		0			0	
	Through	0	0	5	1	0	12
	Through-Right		1			1	
	Right	5	0	0	11	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 807 <i>East-West:</i> 119 <i>SUM:</i> 926			<i>North-South:</i> 765 <i>East-West:</i> 69 <i>SUM:</i> 834
VOLUME/CAPACITY (V/C) RATIO:				0.617			0.556
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.456
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
22

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Erwin St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				3			3
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	0
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	186	141	1	141
	Left-Through		0			0	
	Through	1307	2	440	1957	2	675
	Through-Right		1			1	
	Right	14	0	14	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	62	1	62
	Left-Through		0			0	
	Through	2257	2	817	1099	2	420
	Through-Right		1			1	
	Right	195	0	195	161	0	161
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	127	237	1	177
	Left-Through		0			0	
	Through	9	0	127	33	0	177
	Through-Right		0			0	
	Right	222	1	0	261	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	58	1	58	25	1	25
	Left-Through		0			0	
	Through	37	1	37	16	1	16
	Through-Right		0			0	
	Right	82	1	72	33	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 1003			<i>North-South:</i> 737
				<i>East-West:</i> 199			<i>East-West:</i> 202
				<i>SUM:</i> 1202			<i>SUM:</i> 939
VOLUME/CAPACITY (V/C) RATIO:				0.844			0.659
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.559
LEVEL OF SERVICE (LOS):				C			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
23

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Calvert St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	198	1	198	160	1	160
	↵↔ Left-Through		0			0	
	→ Through	1086	2	543	1350	2	675
	↗ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1433	2	717	813	2	407
	↗ Through-Right		0			0	
	→ Right	245	1	202	145	1	60
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
EASTBOUND	↵ Left	79	2	43	155	2	85
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	→ Right	58	1	0	124	1	44
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
WESTBOUND	↵ Left	45	1	45	21	1	21
	↵↔ Left-Through		0			0	
	→ Through	18	0	61	10	0	35
	↗ Through-Right		1			1	
	→ Right	43	0	0	25	0	0
	↗↔ Left-Through-Right		0			0	
	↗↔ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 915 <i>East-West:</i> 104 <i>SUM:</i> 1019			<i>North-South:</i> 675 <i>East-West:</i> 120 <i>SUM:</i> 795
VOLUME/CAPACITY (V/C) RATIO:				0.741			0.578
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.478
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
24

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 0
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	133	1	133
	Left-Through		0			0	
	Through	1338	2	462	1838	2	668
	Through-Right		1			1	
	Right	48	0	48	166	0	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	58	1	58
	Left-Through		0			0	
	Through	2055	2	783	1201	2	452
	Through-Right		1			1	
	Right	295	0	295	154	0	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	94	223	1	223
	Left-Through		0			0	
	Through	222	1	222	465	1	465
	Through-Right		0			0	
	Right	159	1	108	245	1	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	196	27	1	27
	Left-Through		0			0	
	Through	310	1	194	142	1	92
	Through-Right		1			1	
	Right	78	0	78	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 886 <i>East-West:</i> 418 <i>SUM:</i> 1304			<i>North-South:</i> 726 <i>East-West:</i> 492 <i>SUM:</i> 1218
VOLUME/CAPACITY (V/C) RATIO:				0.869			0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.712
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
25

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Oxnard St

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 0		<i>EB--</i> 0	<i>WB--</i> 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	48	1	48	76	1	76
	↵↔ Left-Through		0			0	
	→ Through	1117	1	576	1319	1	678
	↗ Through-Right		1			1	
	↘ Right	35	0	35	37	0	37
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
SOUTHBOUND	↵ Left	27	1	27	30	1	30
	↵↔ Left-Through		0			0	
	→ Through	1309	1	771	856	1	472
	↗ Through-Right		1			1	
	↘ Right	232	0	232	88	0	88
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
EASTBOUND	↵ Left	155	1	155	188	1	188
	↵↔ Left-Through		0			0	
	→ Through	227	1	227	401	1	401
	↗ Through-Right		0			0	
	↘ Right	86	1	62	87	1	49
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↵ Left	32	0	32	11	0	11
	↵↔ Left-Through		0			0	
	→ Through	244	0	288	53	0	75
	↗ Through-Right		0			0	
	↘ Right	12	0	0	11	0	0
	↗↔ Left-Through-Right		1			1	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 819 <i>East-West:</i> 443 <i>SUM:</i> 1262			<i>North-South:</i> 708 <i>East-West:</i> 412 <i>SUM:</i> 1120
VOLUME/CAPACITY (V/C) RATIO:				0.841			0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.741			0.647
LEVEL OF SERVICE (LOS):				C			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
26

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Burbank Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	189	1	189	90	1	90
	↵↔ Left-Through		0			0	
	→ Through	1566	3	522	1649	3	550
	↗ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1733	2	790	1638	2	604
	↗ Through-Right		1			1	
	→ Right	637	0	637	174	0	174
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
EASTBOUND	↵ Left	189	2	104	602	2	331
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	→ Right	95	2	0	560	2	263
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
WESTBOUND	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
	↖ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 979			<i>North-South:</i> 694
				<i>East-West:</i> 104			<i>East-West:</i> 331
				<i>SUM:</i> 1083			<i>SUM:</i> 1025
VOLUME/CAPACITY (V/C) RATIO:				0.722			0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.622			0.583
LEVEL OF SERVICE (LOS):				B			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
27

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3			3
				0			0
		<i>NB--</i> 0		<i>SB--</i> 0	<i>NB--</i> 0		<i>SB--</i> 2
		<i>EB--</i> 0		<i>WB--</i> 0	<i>EB--</i> 0		<i>WB--</i> 0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	216	1	216	215	1	215
	↵↵ Left-Through		0			0	
	→ Through	1275	2	638	1157	2	579
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
SOUTHBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	1140	4	285	1638	4	410
	→↵ Through-Right		0			0	
	→ Right	742	1	742	687	1	687
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
EASTBOUND	↵ Left	0	0	0	0	0	0
	↵↵ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↵ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↵↵↵ Left-Through-Right		0			0	
↵↵↵ Left-Right		0			0		
WESTBOUND	↵ Left	284	1	284	285	1	285
	↵↵ Left-Through		0			0	
	→ Through	4	0	306	3	0	306
	→↵ Through-Right		0			0	
	→ Right	608	1	0	608	1	0
	↵↵↵ Left-Through-Right		1			1	
↵↵↵ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 958 <i>East-West:</i> 306 <i>SUM:</i> 1264			<i>North-South:</i> 902 <i>East-West:</i> 306 <i>SUM:</i> 1208
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.787			0.748
LEVEL OF SERVICE (LOS):				C			C



Level of Service Worksheet (Circular 212 Method)



I/S #:
28

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: US 101 EB Ramps

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	908	3	303	875	3	292
	Through-Right		0		0	0	
	Right	189	1	189	277	1	277
	Left-Through-Right		0		0	0	
SOUTHBOUND	Left	472	2	260	932	2	513
	Left-Through		0		0	0	
	Through	945	2	473	1069	2	535
	Through-Right		0		0	0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0		0	0	
EASTBOUND	Left	580	1	291	607	1	305
	Left-Through		1		1	1	
	Through	1	0	291	2	0	305
	Through-Right		0		0	0	
	Right	235	1	235	266	1	266
	Left-Through-Right		0		0	0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0		0	0	
CRITICAL VOLUMES				<i>North-South:</i> 563			<i>North-South:</i> 805
				<i>East-West:</i> 291			<i>East-West:</i> 305
				<i>SUM:</i> 854			<i>SUM:</i> 1110
VOLUME/CAPACITY (V/C) RATIO:				0.599			0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.499			0.679
LEVEL OF SERVICE (LOS):				A			B



Level of Service Worksheet (Circular 212 Method)



I/S #:
29

PROJECT TITLE: Pierce College Master Plan
North-South Street: De Soto Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Ventura Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3
Override Capacity				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	107	1	107	60	1	60
	↵↔ Left-Through		0			0	
	→ Through	323	1	226	257	1	183
	↗ Through-Right		1			1	
	↘ Right	129	0	129	109	0	109
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
SOUTHBOUND	↵ Left	465	2	256	589	2	324
	↵↔ Left-Through		0			0	
	→ Through	254	1	254	222	1	222
	↗ Through-Right		0			0	
	↘ Right	435	1	195	403	1	6
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
EASTBOUND	↵ Left	240	1	240	397	1	397
	↵↔ Left-Through		0			0	
	→ Through	1170	2	411	1257	2	443
	↗ Through-Right		1			1	
	↘ Right	64	0	64	71	0	71
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
WESTBOUND	↵ Left	63	1	63	62	1	62
	↵↔ Left-Through		0			0	
	→ Through	825	3	275	1004	3	335
	↗ Through-Right		0			0	
	↘ Right	464	1	208	408	1	84
	↗↘ Left-Through-Right		0			0	
↗↘ Left-Right		0			0		
CRITICAL VOLUMES				<i>North-South:</i> 482			<i>North-South:</i> 507
				<i>East-West:</i> 515			<i>East-West:</i> 732
				<i>SUM:</i> 997			<i>SUM:</i> 1239
VOLUME/CAPACITY (V/C) RATIO:				0.725			0.901
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.801
LEVEL OF SERVICE (LOS):				B			D



Level of Service Worksheet (Circular 212 Method)



I/S #:
30

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: US 101 WB Ramps

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	<i>SB--</i>	0	<i>NB--</i>	<i>SB--</i>	2
		<i>EB--</i>	<i>WB--</i>	0	<i>EB--</i>	<i>WB--</i>	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	166	1	166	224	1	224
	Left-Through		0			0	
	Through	779	2	390	857	2	429
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	984	2	492	762	2	381
	Through-Right		0			0	
	Right	496	1	496	244	1	244
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	299	1	253	286	1	286
	Left-Through		0			0	
	Through	1	0	253	3	0	323
	Through-Right		0			0	
	Right	460	1	0	643	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 662			<i>North-South:</i> 605
				<i>East-West:</i> 253			<i>East-West:</i> 323
				<i>SUM:</i> 915			<i>SUM:</i> 928
VOLUME/CAPACITY (V/C) RATIO:				0.642			0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.542			0.551
LEVEL OF SERVICE (LOS):				A			A



Level of Service Worksheet (Circular 212 Method)



I/S #:
31

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: US 101 EB Ramps

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
				3			3
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i> 2	<i>SB--</i> 0	0	<i>NB--</i> 0	<i>SB--</i> 0	0
		<i>EB--</i> 0	<i>WB--</i> 0	0	<i>EB--</i> 0	<i>WB--</i> 0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	624	1	312	698	1	349
	Through-Right		1			1	
	Right	173	1	173	283	1	283
	Left-Through-Right		0			0	
SOUTHBOUND	Left	418	1	418	411	1	411
	Left-Through		0			0	
	Through	893	2	447	795	2	398
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	317	1	317	295	1	295
	Left-Through		0			0	
	Through	1	0	0	2	0	0
	Through-Right		0			0	
	Right	247	1	247	198	1	198
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 730 <i>East-West:</i> 317 <i>SUM:</i> 1047			<i>North-South:</i> 760 <i>East-West:</i> 295 <i>SUM:</i> 1055
VOLUME/CAPACITY (V/C) RATIO:				0.735			0.740
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.640
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
32

PROJECT TITLE: Pierce College Master Plan
North-South Street: Winnetka Ave
Scenario: Cumulative Plus Project
Count Date: 5/15/2013

East-West Street: Ventura Blvd

Analyst: Fehr & Peers **Date:** 7/2/2013

		AM			PM		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3 0 0 3 2 0			3 0 0 3 2 0
		<i>NB--</i> 0	<i>SB--</i> 0		<i>NB--</i> 0	<i>SB--</i> 0	
		<i>EB--</i> 0	<i>WB--</i> 3		<i>EB--</i> 0	<i>WB--</i> 3	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵ Left	105	1	105	87	1	87
	↵↔ Left-Through		0			0	
	→ Through	301	0	340	320	0	390
	↗ Through-Right		1			1	
	→ Right	39	0	0	70	0	0
	↗↔ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
SOUTHBOUND	↵ Left	336	2	185	332	2	183
	↵↔ Left-Through		0			0	
	→ Through	421	1	421	292	1	292
	↗ Through-Right		0			0	
	→ Right	321	1	209	213	1	58
	↗↔ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
EASTBOUND	↵ Left	224	1	224	310	1	310
	↵↔ Left-Through		0			0	
	→ Through	1115	2	393	1542	2	559
	↗ Through-Right		1			1	
	→ Right	64	0	64	136	0	136
	↗↔ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
WESTBOUND	↵ Left	135	1	135	54	1	54
	↵↔ Left-Through		0			0	
	→ Through	853	2	427	885	2	443
	↗ Through-Right		0			0	
	→ Right	275	1	90	365	1	182
	↗↔ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
CRITICAL VOLUMES				<i>North-South:</i> 526 <i>East-West:</i> 651 <i>SUM:</i> 1177			<i>North-South:</i> 573 <i>East-West:</i> 753 <i>SUM:</i> 1326
VOLUME/CAPACITY (V/C) RATIO:				0.826			0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726			0.831
LEVEL OF SERVICE (LOS):				C			D