



### **APPENDIX H**

## Traffic Study



This page intentionally left blank

# TRAFFIC STUDY FOR THE BALLONA WETLANDS ECOLOGICAL RESERVE RESTORATION PROJECT

#### **ENVIRONMENTAL IMPACT REPORT**

#### **SEPTEMBER 2015**



#### Prepared for :

#### **Environmental Science Associates**

Submitted by:



## TRAFFIC STUDY FOR THE BALLONA WETLANDS ECOLOGICAL RESERVE RESTORATION PROJECT DEIR

#### **SEPTEMBER 2015**

Prepared for:

#### **ENVIRONMENTAL SCIENCE ASSOCIATES**

Prepared by:

**RAJU ASSOCIATES, INC.** 

505 E. Colorado Boulevard, Suite 202 Pasadena, California 91101 (626) 792-2700

Ref: RA 457

#### **TABLE OF CONTENTS**

#### **EXECUTIVE SUMMARY**

l.	INTRODUCTION	7
	PROJECT DESCRIPTION	7
	OPERATION AND MAINTENANCE	11
	PROJECT PARKING	11
	ACCESS AND CIRCULATION	12
	STUDY SCOPE	14
	ORGANIZATION OF REPORT	
II.	EXISTING CONDITIONS	17
	STUDY AREA	17
	EXISTING STREET SYSTEM	18
	EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE	20
	EXISTING TRANSIT CONDITIONS	25
III.	PROJECT TRAFFIC PROJECTIONS	
	PROJECT TRAFFIC VOLUMES	28
	EXISTING (2015) PLUS PROJECT TRAFFIC VOLUMES	30
IV.	FUTURE YEAR 2023 TRAFFIC PROJECTIONS	
	CUMULATIVE (2023) BASE TRAFFIC PROJECTIONS	
	CUMULATIVE (2023) PLUS PROJECT TRAFFIC VOLUMES	37
V.	TRAFFIC CONDITIONS & IMPACT ANALYSIS	
	SIGNIFICANT TRAFFIC IMPACT CRITERIA	
	EXISTING (2015) PLUS PROJECT TRAFFIC CONDITIONS	
	CUMULATIVE (2023) BASE TRAFFIC CONDITIONS	
	CUMULATIVE (2023) PLUS PROJECT TRAFFIC CONDITIONS	
	PROJECT IMPACTS	46
VI.	CONSTRUCTION IMPACT ANALYSIS	
	CONSTRUCTION ACTIVITIES	47
	CONSTRUCTION ANALYSIS STUDY SCOPE	54
	CUMULATIVE (2019) BASE (PRE-CONSTRUCTION) TRAFFIC	
	VOLUMES	
	PROJECT CONSTRUCTION TRIPS	56
	CUMULATIVE YEAR 2019 WITH PROJECT CONSTRUCTION	
	ACTIVITY TRAFFIC VOLUMES	62

	CUMULATIVE BASE (YEAR 2019 PRE-CONSTRUCTION)	
	TRAFFIC CONDITIONS	68
	CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY	
	TRAFFIC CONDITIONS	68
	CONSTRUCTION TRAFFIC IMPACTS	70
	CONSTRUCTION PARKING IMPACTS	70
	CONSTRUCTION ACCESS IMPACTS	
	TRANSIT CONDITIONS DURING CONSTRUCTION	70
	CONSTRUCTION TRAFFIC MANAGEMENT PLAN	
VII.	REGIONAL / CMP ANALYSIS	72
	CMP TRAFFIC IMPACT ANALYSIS	72
VIII.	ALTERNATIVE ANALYSIS	73
	ALTERNATIVE 1 - PROPOSED ACTION (PROPOSED PROJECT)	75
	ALTERNATIVE 2 – PARTIAL RESTORATION	
	ALTERNATIVE 3 - LEVEE CULVERTS AND OXBOW	92
	ALTERNATIVE 4 – NO PROJECT	106
IX.	SUMMARY OF CONCLUSIONS	109

**APPENDICES** 

#### **LIST OF FIGURES**

N	ſ	٦	
1.4	•	J	

1	LOCATION OF PROJECT AND ANALYZED INTERSECTIONS	8
2	BALLONA WETLANDS ECOLOGICAL RESERVE OPERATION AND	
	MAINTENANCE PLAN	
3	BALLONA WETLANDS ECOLOGICAL RESERVE - PUBLIC ACCESS PLAN	13
4	EXISTING (2015) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES	21
5	EXISTING TRANSIT LINES	
6A	PROJECT TRIP DISTRIBUTION TO/FROM AREA A – PROPOSED COUNTY	
	PARKING STRUCTURE	31
6B	PROJECT TRIP DISTRIBUTION TO/FROM AREA B – WEST CULVER	
	PARKING LOT	
7	PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES	33
8	EXISTING (2015) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC	
	VOLUMES	34
9	EXISTING WITH AMBIENT GROWTH (2023) CONDITIONS - PEAK HOUR	
	TRAFFIC VOLUMES	
10	LOCATION OF RELATED PROJECTS	
11	RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES	_
12	CUMULATIVE (2023) BASE CONDITIONS-PEAK HOUR TRAFFIC VOLUMES	41
13	CUMULATIVE (2023) PLUS PROJECT CONDITIONS - PEAK HOUR	
	TRAFFIC VOLUMES	42
14	EXISTING WITH AMBIENT GROWTH (2019) CONDITIONS - PEAK HOUR	
	TRAFFIC VOLUMES	
15	CUMULATIVE (2019) BASE CONDITIONS-PEAK HOUR TRAFFIC VOLUMES	58
16A	CONSTRUCTION WORKERS TRIP DISTRIBUTION – TO/FROM AREA A	
	TEMPORARY PARKING LOT	63
16B	CONSTRUCTION WORKERS TRIP DISTRIBUTION – TO/FROM AREA A	
	PROPOSED COUNTY PARKING STRUCTURE	
17	TRUCK HAUL ROUTES	
18	CONSTRUCTION ACTIVITY TRIPS – PEAK HOUR TRAFFIC VOLUMES	66
19	CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY – PEAK	
	HOUR TRAFFIC VOLUMES	67
20	BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 2 – PUBLIC	
	ACCESS PLAN	77
21	BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 3 – PUBLIC	
	ACCESS PLAN	93
22	BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 4 – PUBLIC	
	ACCESS PLAN	107

#### **LIST OF TABLES**

N	0	١.

1	LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS	22
2	EXISTING (2015) WEEKDAY INTERSECTION LEVEL OF SERVICE ANALYSIS	24
3	ESTIMATED PROJECT WEEKDAY TRIP GENERATION	29
4	ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS	39
5	SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS	45
6	CONSTRUCTION SCHEDULE AND SEQUENCES	48
7	PEAK CONSTRUCTION ACTIVITY/SEQUENCES	59
8	ESTIMATED TRIP GENERATION – CONSTRUCTION ACTIVITY	61
9	SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS –	
	CONSTRUCTION ANALYSIS	69
10	SUMMARY OF PROJECT ALTERNATIVES	74
11	ALTERNATIVES ANALYSIS – SUMMARY AND COMPARISON OF TRIP	
	GENERATION ESTIMATES	
12	ESTIMATES ALTERNATIVE 2 WEEKDAY TRIP GENERATION	79
13	SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS –	
	ALTERNATIVE 2 PROJECT	
14	CONSTRUCTION SCHEDULE AND SEQUENCES – ALTERNATIVE 2	83
15	PEAK CONSTRUCTION ACTIVITY/SEQUENCES – ALTERNATIVE 2	87
16	ESTIMATED TRIP GENERATION-CONSTRUCTION ACTIVITY: ALTERNATIVE 2	89
17	SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS –	
	CONSTRUCTION ANALYSIS: ALTERNATIVE 2	
18	ESTIMATES ALTERNATIVE 3 WEEKDAY TRIP GENERATION	95
19	SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS –	
	ALTERNATIVE 3 PROJECT	
20	CONSTRUCTION SCHEDULE AND SEQUENCES – ALTERNATIVE 3	98
21	PEAK CONSTRUCTION ACTIVITY/SEQUENCES – ALTERNATIVE 3	102
22	ESTIMATED TRIP GENERATION-CONSTRUCTION ACTIVITY: ALTERNATIVE 3	103
23	SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS –	
	CONSTRUCTION ANALYSIS: ALTERNATIVE 3	105

#### **APPENDICES**

- A INTERSECTION LANE CONFIGURATIONS
- B EXISTING TRAFFIC COUNTS
- C LEVEL OF SERVICE WORKSHEETS EXISTING (2015) CONDITIONS
- D LEVEL OF SERVICE WORKSHEETS EXISTING (2015) PLUS PROJECT CONDITIONS
- E LEVEL OF SERVICE WORKSHEETS CUMULATIVE (2023) BASE CONDITIONS
- F LEVEL OF SERVICE WORKSHEETS CUMULATIVE (2023) PLUS PROJECT CONDITIONS
- G LEVEL OF SERVICE WORKSHEETS CUMULATIVE (2019) BASE (PRE-CONSTRUCTION) CONDITIONS
- H LEVEL OF SERVICE WORKSHEETS CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY CONDITIONS
- I LEVEL OF SERVICE WORKSHEETS EXISTING (2015) PLUS PROJECT ALTERNATIVE 2 CONDITIONS; CUMULATIVE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS
- J LEVEL OF SERVICE WORKSHEETS CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY ALTERNATIVE 2 CONDITIONS
- K LEVEL OF SERVICE WORKSHEETS EXISTING (2015) PLUS PROJECT ALTERNATIVE 3 CONDITIONS; CUMULATIVE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS
- L LEVEL OF SERVICE WORKSHEETS CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY ALTERNATIVE 3 CONDITIONS

#### **EXECUTIVE SUMMARY**

A detailed traffic study has been performed by Raju Associates, Inc. to assess the traffic impacts of the proposed Ballona Wetlands Ecological Reserve Restoration Project located both in the City of Los Angeles and County of Los Angeles, California.

The Proposed Project (also referred to as Alternative 1 – Proposed Action) consists of restoration of the Ballona Wetlands Ecological Reserve which includes enhancing and creating native coastal wetland and upland habitats in the approximately 581-acre Reserve. The Reserve comprises previously filled coastal wetland and upland habitat that would be restored by increasing tidal flow throughout the project area, removing invasive species, and planting native vegetation. The Proposed Project has been divided into three main areas, called Areas A, B, and C, with Areas B and C further divided for design and analyses purposes. Area A is located on the northern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and west of Lincoln Boulevard. Fiji Way borders the north and west sides of Area A.

Area B is located on the southern side of the Ballona Wetlands Ecological Reserve, south of Ballona Creek and west of Lincoln Boulevard. Both Culver Boulevard and Jefferson Boulevard are located within Area B. Area B is divided into several subareas including North Area B, West Area B, South Area B, Southeast Area B and East Area B.

Area C is located on the eastern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and east of Lincoln Boulevard. Culver Boulevard divides Area C into North Area C and South Area C. The Marina (SR-90) Freeway is located along the northeastern edge of Area C and the freeway and on-ramp embankment is not part of the Reserve. The southeastern half of South Area C is the home of the Culver Marina Little League, including four baseball fields along with associated parking and concessions/maintenance facilities.

The Proposed Project would be completed in two phases:

- Phase 1: Restoration of Area A and North Area B, enhancement of the existing managed wetlands in South/Southeast Area B, construction of new perimeter flood protection levees and an interim levee along West Area B, and realignment of the Ballona Creek channel. Phase 1 would only decommission the gas wells that are required for the Phase 1 restoration. Other wells, including the wells in Area A and West Area B, would be maintained until they are decommissioned in Phase 2. Phase 1 would be completed by the year 2020.
- Phase 2: Full tidal restoration of West Area B and new West Area B perimeter flood protection levee. Remaining gas wells would be decommissioned and the well removal areas restored during Phase 2. Phase 2 would be completed by the year 2023.

As proposed, the existing armored levees along the banks of the Ballona Creek channel within the Ballona Reserve would be removed. Ballona Creek would be realigned to flow in a natural meandering pattern, and the landscape grade in Area A would be lowered to create a connected floodplain. Native wetland and upland habitats would be established, restored, and enhanced throughout the site.

New earthen levees would be built around the northern perimeter of Area A, along the north side of Culver Boulevard in North and West Area B, and immediately east of the dune habitat in West Area B. The new levees would be set back from the existing Ballona Creek channel in order to connect the proposed realigned creek with its restored wetland floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. The levees would be broad and gently sloped away from roadways and buildings, protecting development from the inundation of the restored Ballona Creek wetland floodplain and providing upland and transitional habitat zones within the restored Ballona Reserve. The new levees would be set back from the original Ballona Creek channel in order to connect the creek with its floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. New trails and bike paths constructed on top of the levees would encourage safe use by visitors, and gateway entrances would be added to the Ballona Reserve with educational and art installations.

The existing Southern California Gas wells would be decommissioned within the Ballona Reserve and related pipelines would be abandoned or modified to accommodate the proposed restoration activities.

The Proposed Project would require minimal operation and maintenance (O&M) activities since the Proposed Project intends to restore wetlands and creek habitat, and create a flood risk management system that is sustained by natural processes. Necessary O&M activities would relate to: habitat and vegetation; trash removal; the newly modified channel and levees; water control structures; parking facilities; the ball fields if external funding results in their replacement; and other ongoing and routine maintenance (i.e. inspect and lock gates, fence and gate maintenance, trail, bike path and access road maintenance).

As part of the Project, a new three-level parking structure would be built on the site of the existing Los Angeles County Department of Beaches and Harbors (DBH)-operated parking lot located along Fiji Way (in Area A) and would reduce the existing parking area footprint in that location by approximately 0.68 acre. The parking structure would contain a total of 302 parking spaces included within the three levels of the parking structure, including standard, compact, and ADA-accessible spaces, along with an area for motorcycle parking. This is an increase of 39 parking spaces from the existing parking lot. A total of 20 spaces would be dedicated to DBH vehicles and nine spaces would be provided for California Department of Fish and Wildlife (CDFW) staff. The remaining parking spaces would be publically available paid parking spaces using pay stations. The top deck of the structure would include parking and an observation deck with signage, maps, and telescopes allowing views of the reconstructed wetlands in Area A and beyond. Hours of operation for public use of the parking structure would be from dawn to dusk. The parking structure would be closed and locked after hours. The structure would be accessed from a driveway off Fiji Way.

The Project also proposes upgrades to the existing West Culver Parking Lot located near the intersection of Vista del Mar and Culver Boulevard. It is currently a poorly drained gravel lot that currently can accommodate approximately 50 vehicles. As proposed, it would be paved and striped to accommodate approximately 43 parking spaces for daytime use, the drainage would be improved, and sidewalks would be installed. Two spaces would be dedicated to CDFW vehicles. A separate bus and emergency vehicle access would enter from Culver Boulevard just east of the intersection with Nicholson Street and there would be a dedicated drop-off/pickup area for buses. This entrance to the Ballona Wetlands Ecological Reserve would include interpretive signs, shade structures, seating, picnic tables, and restrooms. New gates and fences would be installed on the perimeter of the West Culver Parking Lot, and public parking would be available from dawn to dusk. Parking would be gated and locked after hours. A driveway located along Culver Boulevard

and another driveway located along Vista del Mar at Culver Place provides access to this parking lot.

The Project would develop and improve public access, recreation, and interpretative opportunities within the Project site and includes construction of three primary entrances, into the Ballona Wetlands Ecological Reserve with adjacent parking, new trails, and new interpretive features and amenities.

The three primary entrances would provide access to pedestrians and bicyclists with a series of several smaller secondary entrances leading to the walking and biking trail network around and within the site. One primary entrance serving pedestrians and bicyclists would be located in Area A along Culver Boulevard, west of Lincoln Boulevard. A second entrance would be located in Area A adjacent to the proposed parking structure in the Ballona Wetlands Ecological Reserve across from Fisherman's Village along Fiji Way. The remaining entrance would be located at the West Culver Parking Lot in the southwestern corner of West Area B in Playa del Rey.

Several secondary entrances would also be created to allow pedestrians and cyclists to access trails in the Ballona Wetlands Ecological Reserve from adjacent neighborhoods. Secondary entrances would consist of a small gate with informational and directional signage to help visitors position themselves on the site.

The Project would provide a new bicycle and pedestrian bridge over Ballona Creek adjacent to the Culver Boulevard vehicular bridge between Area A and North Area B/East Area B. The bridge would be 25 feet wide and would include a 11 feet wide pedestrian path, 10 feet wide bicycle path, and 2 feet wide shoulders. The bridge would connect the existing Ballona Creek Bike Path to the proposed Ballona Wetlands Ecological Reserve pedestrian and bicycle path system. An overlook would be provided, with information provided about the rerouting of Ballona Creek. The Project would also provide a new pedestrian bridge over Lincoln Boulevard connecting Area A with North Area C. The bridges would serve two purposes: 1. During construction, the bridges would allow movement of soil among Areas A, B, and C, reducing the need to use of surface streets such as Culver Boulevard and Lincoln Boulevard.; and 2. after construction is completed, the bridges would allow visitors to cross Ballona Creek and Lincoln Boulevard using paths and trails within Ballona Wetlands Ecological Reserve.

Current and future traffic analyses at 18 intersections within the City of Los Angeles and County of Los Angeles were conducted in this study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project, deficiencies and impacts identified, any necessary improvements and mitigation measures developed, their effectiveness determined and residual traffic impacts ascertained as part of this study. The following executive summary highlighting the key findings of this study is presented below.

- A total of 18 intersections were analyzed within the study area for this project. The study
  area is bounded by Washington Boulevard on the north, Bluff Creek Drive on the south,
  Vista del Mar and Admiralty Way on the west, and the Marina Expressway/Freeway on
  the east.
- Currently, all of the analyzed intersection locations are operating at levels of service (LOS) D or better during both the morning and evening peak hours.
- In the Cumulative (Future Year 2023) Base conditions, i.e., future conditions without the implementation of the Proposed Project, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:
  - Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
  - ➤ Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
  - ➤ Nicholson Street/Culver Boulevard: PM peak hour LOS E
  - ➤ Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
  - > SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E
- The Proposed Project includes restoration of the Ballona Wetlands Ecological Reserve. The Project is estimated to generate a total of 12 trips during the morning peak hour and 52 trips during the evening peak hour.
- In the Existing (2015) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those for the Existing conditions (without the project). All of the study intersections are projected to continue to operate at LOS D or better during both the morning and evening peak hours. Traffic generated by the Project would not change the intersection levels of service from existing conditions.
- The Existing (2015) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- In the Cumulative (Future Year 2023) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. Traffic generated by the Project would not change the intersection levels of service from cumulative base conditions.

- The Cumulative (Future Year 2023) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Construction impacts of the Proposed Project were assessed. The construction activity
  associated with the Proposed Project would not cause significant traffic impacts at any of
  the analysis locations during the weekday morning and evening peak hours.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during the weekday evening peak hour. Per CMP guidelines, no further CMP analysis is required.
- <u>Project Alternatives</u> Four project alternatives including Alternative 1 Proposed Action (also referred to as the Proposed Project and results summarized above), Alternative 2 Partial Restoration, Alternative 3 Levee Culverts and Oxbow and Alternative 4 No Federal Action/No Project were evaluated. Detailed operational and construction activity traffic impact analyses at the study intersections were conducted.
- Alternative 2: Partial Restoration Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B. Alternative 2 would adversely impact traffic to the same degree as that of the Proposed Project and would have similar construction related traffic effects. Similar to the Proposed Project (Alternative 1), Alternative 2 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Alternative 3: Levee Culverts and Oxbow Restore tidal wetlands in Area A, maintain existing Area B managed wetlands, and restore wetlands in South Area C. Alternative 3 would adversely impact traffic to the same degree as that of the Proposed Project. The construction related traffic effects of Alternative 3 would adversely impact traffic to a lesser degree than the Proposed Project. Similar to the Proposed Project (Alternative 1), Alternative 3 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.

Summarizing, the Proposed Project would not cause any significant impacts at any of the analyzed intersections. Therefore, no project-specific mitigation measures would be required.

#### I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed Ballona Wetlands Ecological Reserve Restoration Project located in the City of Los Angeles and County of Los Angeles, California.

#### PROJECT DESCRIPTION

The Proposed Project (also referred to as Alternative 1 – Proposed Action) consists of restoration of the Ballona Wetlands Ecological Reserve which includes enhancing and creating native coastal wetland and upland habitats in the approximately 581-acre Reserve. The Reserve comprises previously filled coastal wetland and upland habitat that would be restored by increasing tidal flow throughout the project area, removing invasive species, and planting native vegetation. The Proposed Project has been divided into three main areas, called Areas A, B, and C, with Areas B and C further divided for design and analyses purposes. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system. The planning areas within the Ballona Wetlands Ecological Reserve and its operations and maintenance plan are shown in Figure 2.

As shown in Figure 2, Area A is located on the northern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and west of Lincoln Boulevard. Fiji Way borders the north and west sides of Area A.

Area B is located on the southern side of the Ballona Wetlands Ecological Reserve, south of Ballona Creek and west of Lincoln Boulevard. Both Culver Boulevard and Jefferson Boulevard are located within Area B. Area B is divided into several subareas including North Area B, West Area B, South Area B, Southeast Area B and East Area B.

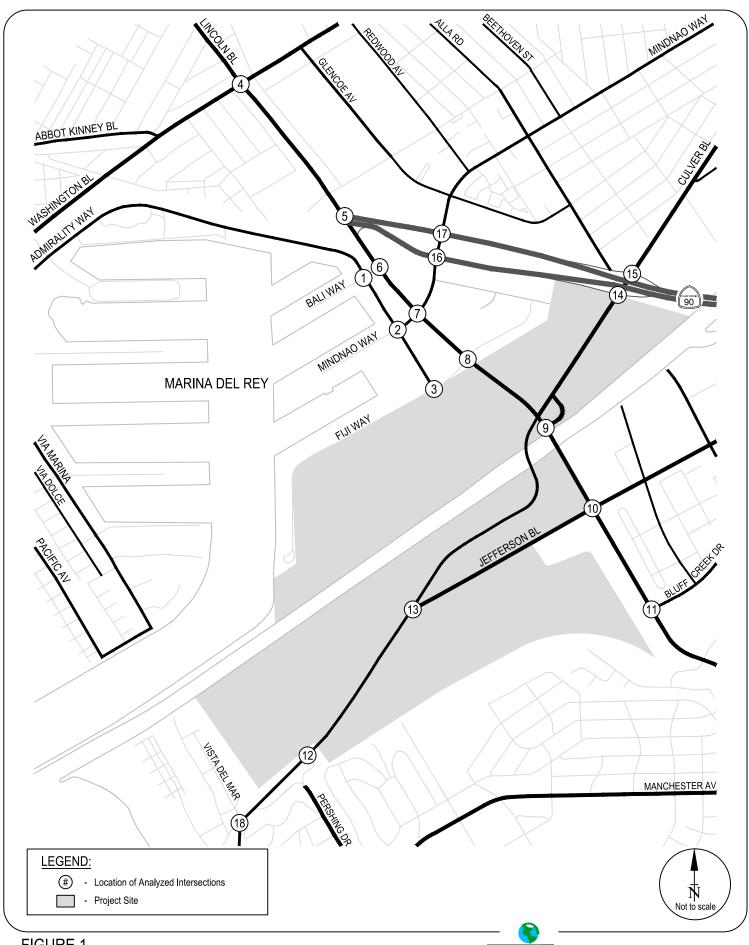


FIGURE 1 LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

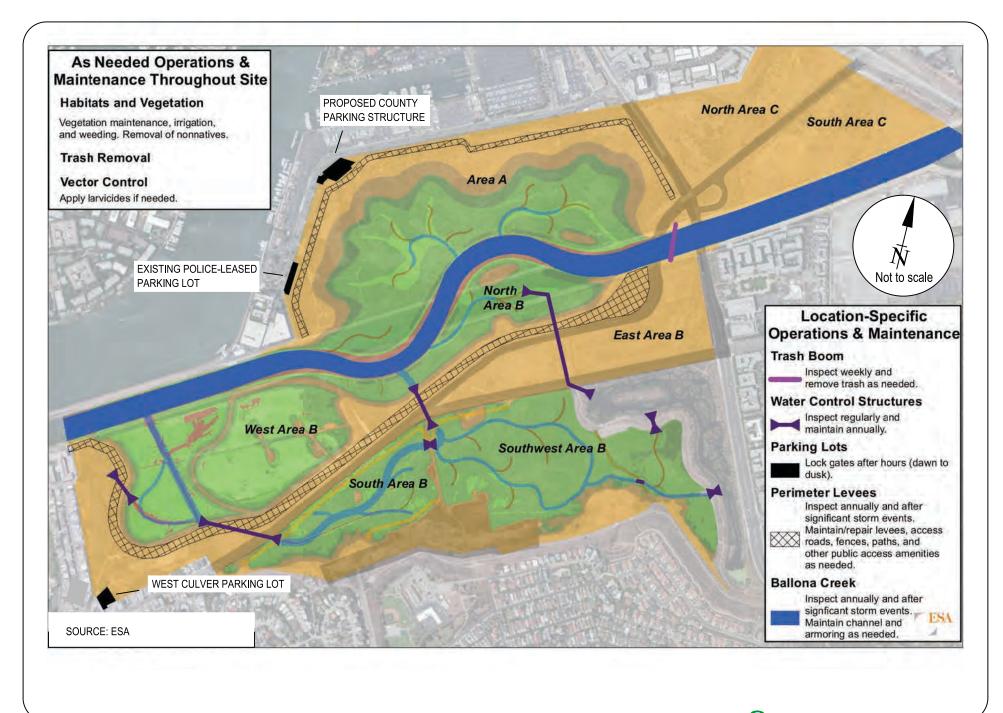


FIGURE 2
BALLONA WETLANDS ECOLOGICAL RESERVE OPERATIONS AND MAINTENANCE PLAN



Area C is located on the eastern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and east of Lincoln Boulevard. Culver Boulevard divides Area C into North Area C and South Area C. The Marina (SR-90) Freeway is located along the northeastern edge of Area C and the freeway and on-ramp embankment is not part of the Reserve. The southeastern half of South Area C is the home of the Culver Marina Little League, including four baseball fields along with associated parking and concessions/maintenance facilities.

The Proposed Project would be completed in two phases:

- Phase 1: Restoration of Area A and North Area B, enhancement of the existing managed wetlands in South/Southeast Area B, construction of new perimeter flood protection levees and an interim levee along West Area B, and realignment of the Ballona Creek channel. Phase 1 would only decommission the gas wells that are required for the Phase 1 restoration. Other wells, including the wells in Area A and West Area B, would be maintained until they are decommissioned in Phase 2. Phase 1 would be completed by the year 2020.
- Phase 2: Full tidal restoration of West Area B and new West Area B perimeter flood protection levee. Remaining gas wells would be decommissioned and the well removal areas restored during Phase 2. Phase 2 would be completed by the year 2023.

As proposed, the existing armored levees along the banks of the Ballona Creek channel within the Ballona Reserve would be removed. Ballona Creek would be realigned to flow in a natural meandering pattern, and the landscape grade in Area A would be lowered to create a connected floodplain. Native wetland and upland habitats would be established, restored, and enhanced throughout the site.

New earthen levees would be built around the northern perimeter of Area A, along the north side of Culver Boulevard in North and West Area B, and immediately east of the dune habitat in West Area B. The new levees would be set back from the existing Ballona Creek channel in order to connect the proposed realigned creek with its restored wetland floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. The levees would be broad and gently sloped away from roadways and buildings, protecting development from the inundation of the restored Ballona Creek wetland floodplain and providing upland and transitional habitat zones within the restored Ballona Reserve. The new levees would be set back from the original Ballona Creek channel in order to connect the creek with its floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. New trails and bike paths constructed on top of the

levees would encourage safe use by visitors, and gateway entrances would be added to the Ballona Reserve with educational and art installations.

The existing Southern California Gas wells would be decommissioned within the Ballona Reserve and related pipelines would be abandoned or modified to accommodate the proposed restoration activities.

#### **OPERATION AND MAINTENANCE**

The Proposed Project would require minimal operation and maintenance (O&M) activities since the Proposed Project intends to restore wetlands and creek habitat, and create a flood risk management system that is sustained by natural processes. Necessary O&M activities would relate to: habitat and vegetation; trash removal; the newly modified channel and levees; water control structures; parking facilities; the ball fields if external funding results in their replacement; and other ongoing and routine maintenance (i.e. inspect and lock gates, fence and gate maintenance, trail, bike path and access road maintenance). As indicated above, the operations and maintenance plan for the Ballona Wetlands Ecological Reserve is shown in Figure 2.

#### **PROJECT PARKING**

As part of the Project, a new three-level parking structure would be built on the site of the existing Los Angeles County Department of Beaches and Harbors (DBH)-operated parking lot located along Fiji Way (in Area A) and would reduce the existing parking area footprint in that location by approximately 0.68 acre. The parking structure would contain a total of 302 parking spaces included within the three levels of the parking structure, including standard, compact, and ADA-accessible spaces, along with an area for motorcycle parking. This is an increase of 39 parking spaces from the existing parking lot. A total of 20 spaces would be dedicated to DBH vehicles and nine spaces would be provided for California Department of Fish and Wildlife (CDFW) staff. The remaining parking spaces would be publically available paid parking spaces using pay stations. The top deck of the structure would include parking and an observation deck with signage, maps, and telescopes allowing views of the reconstructed wetlands in Area A and beyond. Hours of

operation for public use of the parking structure would be from dawn to dusk. The parking structure would be closed and locked after hours. The structure would be accessed from a driveway off Fiji Way.

The Project also proposes upgrades to the existing West Culver Parking Lot located near the intersection of Pershing Drive and Culver Boulevard. It is currently a poorly drained gravel lot that currently can accommodate approximately 50 vehicles. As proposed, it would be paved and striped to accommodate approximately 43 parking spaces for daytime use, the drainage would be improved, and sidewalks would be installed. Two spaces would be dedicated to CDFW vehicles. A separate bus and emergency vehicle access would enter from Culver Boulevard just east of the intersection with Nicholson Street and there would be a dedicated drop-off/pickup area for buses. This entrance to the Ballona Wetlands Ecological Reserve would include interpretive signs, shade structures, seating, picnic tables, and restrooms. New gates and fences would be installed on the perimeter of the West Culver Parking Lot, and public parking would be available from dawn to dusk. Parking would be gated and locked after hours. A driveway located along Culver Boulevard and another driveway located along Vista del Mar at Culver Place provides access to this parking lot.

#### ACCESS AND CIRCULATION

The Project would develop and improve public access, recreation, and interpretative opportunities within the Project site and includes construction of three primary entrances into the Ballona Wetlands Ecological Reserve with adjacent parking, new trails, and new interpretive features and amenities. The public access plan is illustrated in Figure 3.

The three primary entrances would provide access to pedestrians and bicyclists with a series of several smaller secondary entrances leading to the walking and biking trail network around and within the site. One primary entrance serving pedestrians and bicyclists would be located in Area A along Culver Boulevard, west of Lincoln Boulevard. A second entrance would be located in Area A adjacent to the proposed parking structure in the Ballona Wetlands Ecological Reserve across from Fisherman's Village along Fiji Way. The remaining entrance would be located at the West Culver Parking Lot in the southwestern corner of West Area B in Playa del Rey.

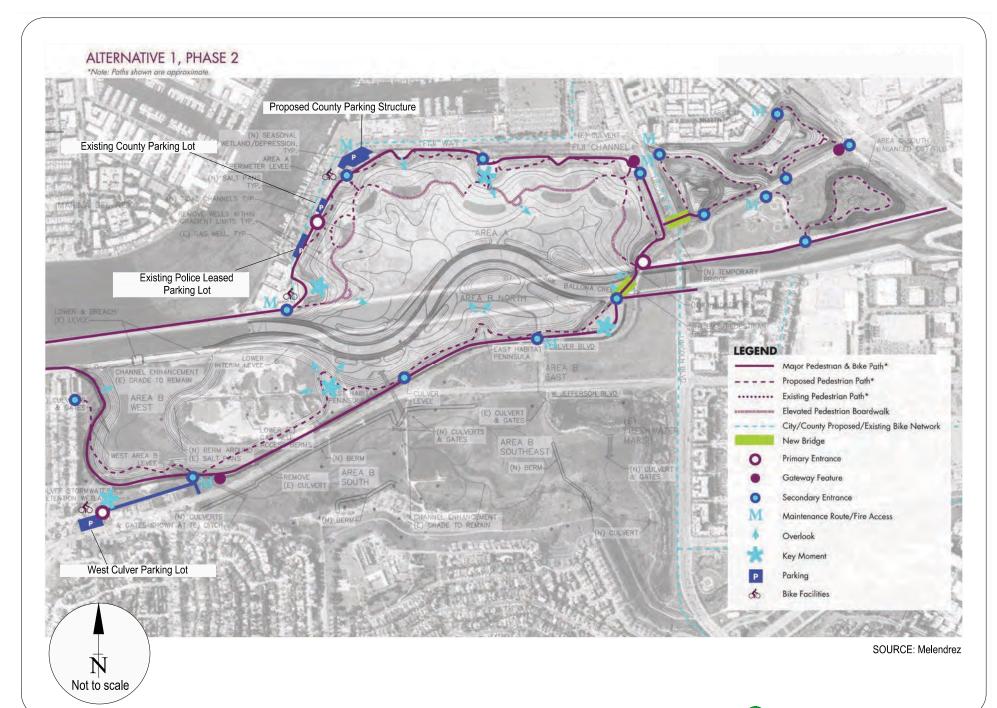


FIGURE 3
BALLONA WETLANDS ECOLOGICAL RESERVE - PUBLIC ACCESS PLAN
H-22



Several secondary entrances would also be created to allow pedestrians and cyclists to access trails in the Ballona Wetlands Ecological Reserve from adjacent neighborhoods. Secondary entrances would consist of a small gate with informational and directional signage to help visitors position themselves on the site.

The Project would provide a new bicycle and pedestrian bridge over Ballona Creek adjacent to the Culver Boulevard vehicular bridge between Area A and North Area B/East Area B. The bridge would be 25 feet wide and would include a 11 feet wide pedestrian path, 10 feet wide bicycle path, and 2 feet wide shoulders. The bridge would connect the existing Ballona Creek Bike Path to the proposed Ballona Wetlands Ecological Reserve pedestrian and bicycle path system. An overlook would be provided, with information provided about the rerouting of Ballona Creek. The Project would also provide a new pedestrian bridge over Lincoln Boulevard connecting Area A with North Area C. The bridges would serve two purposes: 1. During construction, the bridges would allow movement of soil among Areas A, B, and C, reducing the need to use of surface streets such as Culver Boulevard and Lincoln Boulevard.; and 2. after construction is completed, the bridges would allow visitors to cross Ballona Creek and Lincoln Boulevard using paths and trails within Ballona Wetlands Ecological Reserve.

#### STUDY SCOPE

The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential traffic impacts on the street system produced by the Proposed Project and includes an analysis of the following scenarios:

- <u>Existing (2015) Conditions</u> The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- <u>Existing (2015) Plus Project Conditions</u> The net traffic expected to be generated by the Proposed Project is estimated and added to the Existing (2015) traffic volumes. The impacts of the Proposed Project on existing traffic operating conditions are then identified.

- <u>Cumulative (2023) Base Conditions</u> Future traffic conditions in the year 2023 without the Proposed Project has been developed. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2023, the year in which the project will be completed.
- <u>Cumulative (2023) Plus Project Conditions</u> The net traffic expected to be generated by the Proposed Project is estimated and added to the Cumulative (2023) Base traffic forecasts. The impacts of the Proposed Project on future traffic operating conditions are then identified.

For this traffic study, 18 locations were defined as study intersections. All 18 study intersections are controlled by traffic signals (see Figure 1 for their location) and include the following:

- 1. Admiralty Way and Bali Way
- 2. Admiralty Way and Mindanao Way
- 3. Admiralty Way and Fiji Way
- 4. Lincoln Boulevard and Washington Boulevard
- 5. Lincoln Boulevard and Marina (SR-90) Expressway Los Angeles County Congestion Management Program (CMP) monitoring location
- 6. Lincoln Boulevard and Bali Way
- 7. Lincoln Boulevard and Mindanao Way
- 8. Lincoln Boulevard and Fiji Way
- 9. Lincoln Boulevard and Culver Boulevard Ramps
- 10. Lincoln Boulevard and Jefferson Boulevard
- 11. Lincoln Boulevard and Bluff Creek Drive
- 12. Nicholson Street and Culver Boulevard
- 13. Culver Boulevard and Jefferson Boulevard
- 14. Culver Boulevard and Marina (SR-90) Freeway Eastbound Ramps
- 15. Culver Boulevard and Marina (SR-90) Freeway Westbound Ramps
- 16. Mindanao Way and Marina (SR-90) Expressway Eastbound
- 17. Mindanao Way and Marina (SR-90) Expressway Westbound
- 18. Vista del Mar/Vista del Mar Lane & Culver Boulevard

This traffic study has been prepared in accordance with the latest City of Los Angeles traffic study guidelines titled *Traffic Study Policies and Procedures*, August 2014.

#### ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into seven chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. Chapter III describes the development of the Proposed Project's traffic projections. The methodology to develop Future Year 2023 traffic volume forecasts without and with the Proposed Project is described and applied in Chapter IV. Chapter V presents assessment of traffic conditions with and without the project and the potential traffic impacts due to the Proposed Project. Project construction impacts evaluation is presented in Chapter VI. The results of the analysis of the Proposed Project's impacts on the CMP regional transportation system are provided in Chapter VII. Chapter VIII discusses the Project alternatives analyses. A summary of the analysis and study conclusions is included in Chapter IX. Appendices to this report include details of the technical analyses.

#### II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter. The existing transit system serving the study area is also described in this chapter.

#### STUDY AREA

The Proposed Project is divided into three main areas, called Areas A, B, and C, with Areas B and C further divided for design and analyses purposes and is illustrated in Figure 2. Area A is located on the northern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and west of Lincoln Boulevard. Fiji Way borders the north and west sides of Area A.

Area B is located on the southern side of the Ballona Wetlands Ecological Reserve, south of Ballona Creek and west of Lincoln Boulevard. Both Culver Boulevard and Jefferson Boulevard are located within Area B. Area B is divided into several subareas including North Area B, West Area B, South Area B, Southeast Area B and East Area B.

Area C is located on the eastern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and east of Lincoln Boulevard. Culver Boulevard divides Area C into North Area C and South Area C. State Route 90 (the Marina Freeway) is located along the northeastern edge of Area C and the freeway and on-ramp embankment is not part of the Reserve. The southeastern half of South Area C is the home of the Culver Marina Little League, including four baseball fields along with associated parking and concessions/maintenance facilities.

The study area is bounded by Washington Boulevard on the north, the Marina Freeway on the east, Bluff Creek Drive on the south, and Nicholson Street on the west. The street system within study area is under the jurisdiction of the City of Los Angeles, County of Los Angeles, and Caltrans. The Marina (SR-90) Freeway is located adjacent to the eastern frontage of the Project site and the San Diego (I-405) Freeway is located approximately 2 miles east of the Project site.

#### **EXISTING STREET SYSTEM**

The existing street system within the study area consists of a regional highway system including major arterials and a local street system including secondary arterials, collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The San Diego (I-405) Freeway and Marina (SR-90) Freeway provide the primary regional access to the study area. The major and other arterial streets used to access the study area include Washington Boulevard, Lincoln Boulevard, Jefferson Boulevard, Culver Boulevard, Bluff Creek Drive, Admiralty Way and Mindanao Way. Bali Way, Fiji Way and Nicholson Street provide local access and circulation. Brief descriptions of the arterial facilities serving the study area are included in the following section. The existing lane configurations of the analyzed intersections are included in Appendix A.

- <u>Lincoln Boulevard</u> Lincoln Boulevard is a major arterial roadway that runs in a north-south direction across several jurisdictions. The posted speed limit is 40 or 45 miles per hour in the vicinity of the study area. Within the study area, the roadway generally offers six to eight travel lanes, three to four lanes in each direction with left-turn lanes at all intersections. Generally, no parking is allowed along many stretches of this roadway within the study area.
- <u>Washington Boulevard</u> Washington Boulevard is a major arterial roadway that traverses in an east-west direction. This roadway offers four travel lanes, two lanes per direction, with a central left-turn median. Restricted parking is allowed along many stretches of this roadway, generally, except at major intersections where turn lanes are provided. The posted speed limit is 35 miles per hour.
- <u>Jefferson Boulevard</u> Jefferson Boulevard is a major arterial roadway that traverses in an
  east-west direction across several jurisdictions. It generally provides six to seven travel
  lanes, three lanes in the westbound direction and three to four lanes in the eastbound

direction. This roadway provides connection to the I-405 northbound and southbound onoff ramps. Parking is allowed on the north side of the street between Grosvenor Boulevard and Centinela Avenue and restricted parking is available for a short stretch on either side of the street between Inglewood Boulevard and Mesmer Avenue. The posted speed limit is 45 miles per hour.

- <u>Culver Boulevard</u> Culver Boulevard is a major arterial roadway that traverses in a north/east-south/west direction. This roadway offers four travel lanes, two lanes per direction. Restricted parking is allowed along many stretches of this roadway, generally, except at major intersections where turn lanes are provided. Within the study area, the posted speed limit is 40 miles per hour.
- <u>Bluff Creek Drive</u> Bluff Creek Drive is classified as a secondary arterial roadway and transverses in an east-west direction. Currently, it runs from Lincoln Boulevard to Dawn Creek and from Westlawn Avenue to Centinela Avenue. The roadway generally provides four travel lanes, two lanes in each direction. Six travels lanes are provided east of Campus Center Drive to Centinela Avenue. Parking is generally not allowed along this roadway. The roadway section between Dawn Creek and Westlawn Avenue is anticipated to be completed by 2023 and would provide connectivity between Lincoln Boulevard to Centinela Avenue.
- <u>Admiralty Way</u> Admiralty Way is a secondary highway that traverses generally in a north-south direction from Via Marina to Fiji Way. The posted speed limit is 40 miles per hour. This roadway generally offers four travel lanes, two lanes in each direction, with a raised median and left-turn lanes at key intersections. On-street parking is not allowed on either side of the street along this roadway.
- Mindanao Way Mindanao Way is a secondary arterial roadway that traverses in an east-west direction. Mindanao Way provides access to Burton Chase Park, the Marina del Rey Basin G berths, the Marina Freeway and points east. The posted speed limit is 30 miles per hour. The roadway generally offers four travel lanes, two lanes in each direction, with a raised central median between Admiralty Way and Marina Freeway. Within the study area, on-street parking is generally not allowed on either side of the street.
- Bali Way Bali Way is a short local roadway that traverses in an east-west direction. The posted speed limit is 30 miles per hour. Bali Way provides connectivity from Lincoln Boulevard to Admiralty Way and points west and provides access to the Marina del Rey Basin F and Basin G areas. This roadway offers two lanes in each direction between Lincoln Boulevard and Admiralty Way. On-street parking is not allowed on either side of the street within that stretch.
- <u>Fiji Way</u> Fiji Way is a local roadway and traverses in an east-west direction. This
  roadway provides four travel lanes, two lanes in each direction, with a raised central
  median between Lincoln Boulevard and Admiralty Way. Within the study area, on-street
  parking is not allowed on either side of the street. The posted speed limit along this
  facility is 35 miles per hour.

- <u>Nicholson Street</u> Nicholson Street is a local roadway that traverses in a north-south direction. This roadway offers one travel lanes per direction. Within the study area, onstreet parking is not allowed on either side of the street.
- <u>Pershing Drive</u> Pershing Drive is a major arterial that traverses in a north-south direction and provides connectivity from Culver Boulevard to Imperial Highway. Within the study area, Pershing Drive provides three to four travel lanes, two lanes in the southbound direction and one to two in the northbound direction. Parking is allowed along most stretches of this roadway. The posted speed limit is 35 miles per hour.
- <u>Vista Del Mar</u> Vista Del Mar is a major arterial that traverses in a north-south direction and provides connectivity from Culver Boulevard to Imperial Highway. Within the study area, Vista Del Mar provides four travel lanes, two lanes per direction; with left-turn lanes at major intersections. Parking is not allowed along this roadway. The posted speed limit is 40 miles per hour.

#### **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

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

#### **Existing Traffic Volumes**

Weekday morning and evening peak hour traffic counts were compiled from data collected at the analyzed intersections in March and April 2015. These traffic volumes reflect typical weekday operations during current year 2015 conditions. The traffic volumes in Figure 4 represent, for the purposes of this analysis, the Existing 2015 AM and PM peak hour conditions. The raw data showing the raw traffic counts are attached in Appendix B.

#### Level of Service 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. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The Level of service definitions for signalized intersections is provided in Table 1. All of the analyzed intersections are controlled by traffic signals.

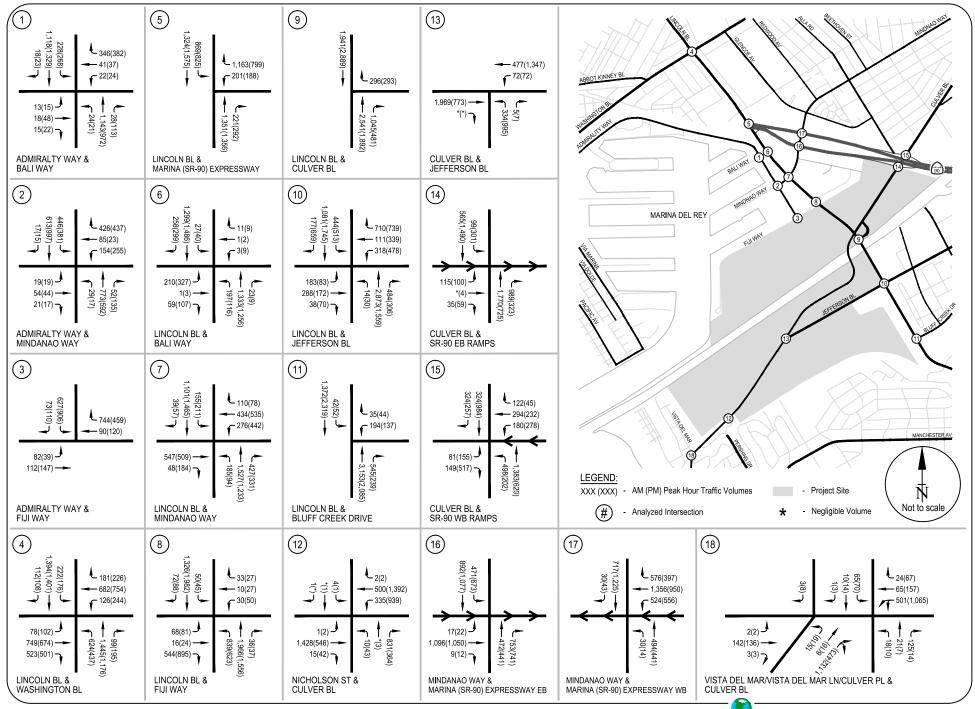


FIGURE 4
EXISTING (2015) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES



TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition		
А	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red		
		light and no approach phase is fully used.		
В	>0.600 - 0.700	VERY GOOD. An occasional approach phase is		
		fully utilized; many drivers begin to feel somewhat		
		restricted within groups of vehicles.		
С	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait		
		through more than one red light; backups may		
		develop behind turning vehicles.		
D >0.800 - 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	>0.900 - 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 Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

The "Critical Movement Analysis-Planning", (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service at the signalized study intersections within both the City of Los Angeles and County of Los Angeles. Level of service spreadsheets developed by LADOT were used to implement the CMA (Circular 212 Method) methodology. Table 1 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.

Fifteen of the 18 study intersections are located in the City of Los Angeles and are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS). In accordance with LADOT procedures, a capacity increase of 10% (0.07 V/C adjustment for ATSAC and 0.03 V/C adjustment for ATCS) was applied to reflect the benefits of ATSAC/ATCS control at these intersections.

The remaining three intersections are located in the County of Los Angeles and include the following intersections: Admiralty Way and Bali Way, Admiralty Way and Mindanao Way and Admiralty Way and Fiji Way. ATSAC/ATCS credit was not taken at these locations.

#### **Existing Levels of Service**

The existing traffic volumes presented in Figure 4 for AM and PM peak hours were used in conjunction with the level of service methodologies described above, and the current intersection characteristics illustrated in Appendix A, to determine the existing operating conditions at the analyzed intersections.

Table 2 summarizes the results of the intersection capacity analysis for existing conditions at each of the study intersections in the study area. The table indicates the existing V/C ratio during the morning and evening peak hours and the corresponding LOS at the study intersections. As illustrated in the table, all 18 of the study intersections are currently operating at LOS D or better during both the morning and evening peak hours.

Capacity calculation worksheets for Existing (2015) conditions are provided in Appendix C of the report.

TABLE 2 EXISTING (2015) WEEKDAY INTERSECTION LEVEL OF SERVICE ANALYSIS

		Existing (2015) Conditions			
		AM Peak Hour		PM Peak	Hour
No.	Intersection	V/C	LOS	V/C	LOS
1.	Admiralty Way & Bali Way	0.616	В	0.627	В
2.	Admiralty Way & Mindanao Way	0.667	В	0.587	Α
3.	Admiralty Way & Fiji Way	0.451	Α	0.338	Α
4.	Lincoln Boulevard & Washington Boulevard	0.837	D	0.783	С
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	0.717	С	0.676	В
6.	Lincoln Boulevard & Bali Way	0.509	Α	0.552	Α
7.	Lincoln Boulevard & Mindanao Way	0.710	С	0.781	С
8.	Lincoln Boulevard & Fiji Way	0.628	В	0.720	С
9.	Lincoln Boulevard & Culver Loop	0.805	D	0.535	Α
10.	Lincoln Boulevard & Jefferson Boulevard	0.840	D	0.639	В
11.	Lincoln Boulevard & Bluff Creek Drive	0.544	Α	0.360	Α
12.	Nicholson Street & Culver Boulevard	0.652	В	0.798	С
13.	Jefferson Boulevard & Culver Boulevard	0.727	С	0.810	D
14.	Culver Boulevard & SR-90 Eastbound Ramps	0.436	Α	0.463	Α
15.	Culver Boulevard & SR-90 Westbound Ramps	0.798	С	0.873	D
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	0.756	С	0.809	D
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	0.572	Α	0.559	Α
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	0.782	С	0.653	В

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

The following section provides description of public transit operated by public agencies and municipalities.

#### **EXISTING TRANSIT CONDITIONS**

Nine bus lines currently serve the study area. Three bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA), three bus lines are operated by the Culver City Bus (CC), two bus lines, including one 'Rapid Bus' line, are operated by Santa Monica Big Blue Bus (SM) and one bus line is operated by the Los Angeles Department of Transportation (CE. These transit lines are described below:

- <u>LACMTA 108</u> Line 108 is a local east/west line that provides service from Marina Del Rey to Pico Rivera and travels primarily along Via Marina, Admiralty Way and Mindanao Way within the study area. This line runs every day, including holidays, at a peak frequency of approximately 20-30 minutes during peak commute hours. The western terminus is at the intersection of Palawan Way/Washington Boulevard in Marina Del Rey. The eastern terminus is at the intersection of Paramount Boulevard/Slauson Avenue in Pico Rivera.
- LACMTA 110 Line 110 is a local east/west line that provides service from Playa Vista to Bell Gardens and travels primarily along Jefferson Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of approximately 8-10 minutes during peak commute hours. The western terminus is at intersection of Playa Vista Drive/Jefferson Boulevard in Playa Vista. The eastern terminus is at the intersection of Granger Avenue/Florence Avenue in Bell Gardens.
- <u>LACMTA 358</u> Line 358 is a local, limited stop, east/west line that provides service from Marina Del Rey to Pico Rivera and travels primarily along Via Marina, Admiralty Way and Mindanao Way within the study area. This line runs Monday through Friday, at a frequency of 15-25 minutes during peak commute hours. The western terminus is at the intersection of Washington Boulevard and Palawan Way in Marina Del Rey. The eastern terminus is at the intersection of Paramount Boulevard/Slauson Avenue in the City of Pico Rivera.
- <u>CC Line 1</u> Line 1 is a local east/west line that provides service from Venice through Culver City to West Los Angeles and travels primarily along Washington Boulevard in the vicinity of the study area. This line runs every day, including holidays, at a peak frequency of approximately 12 minutes during peak commute hours. The western terminus is at the intersection of Main Street/Windward Circle in Venice. The eastern terminus is at the intersection of Fairfax Avenue/Washington Boulevard in West Los Angeles.

- <u>CC Line 2</u> Line 2 is a local east/west line that provides service from Culver City to Venice and travels primarily along Washington Boulevard and Lincoln Boulevard in the vicinity of the study area. This line runs Monday through Friday at a frequency of approximately 60 minutes. Service is not provided on weekends and holidays. The western terminus is at Venice High School in Venice. The eastern terminus is at the Culver City Transit Center near the intersection of Sepulveda Boulevard/Slauson Avenue in Culver City.
- <u>CC Line 7</u> Line 7 is a local east/west line that provides service from Marina Del Rey to Culver City and travels primarily along Admiralty Way, Fiji Way, Bali Way, Lincoln Boulevard and Culver Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 30 minutes. Service on weekends and holidays is not provided. The western terminus is at Fisherman's Village in Marina Del Rey. The eastern terminus is at the Metro Expo Line Robertson Station in Culver City.
- <u>SM 3</u> Santa Monica Big Blue Bus Line 3 is a local north/south line that provides service from Santa Monica to Inglewood and travels primarily along Lincoln Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of 12-15 minutes during peak commute hours. The northern terminus is at the intersection of 5<sup>th</sup> Street/Arizona Avenue in Santa Monica. The southern terminus is at the Metro Green Line Aviation Station in Inglewood.
- <u>SM Rapid 3</u> Santa Monica Bus Blue Bus Line Rapid 3 is a north/south "rapid bus" line that provides service from Santa Monica to Inglewood and travels primarily along Lincoln Boulevard within the study area. This line runs Monday through Friday at a peak frequency of approximately 10 minutes during peak commute hours. Service is not provided on weekends and holidays. The northern terminus is at the intersection of 5<sup>th</sup> Street/Arizona Avenue in Santa Monica. The southern terminus is at the Metro Green Line Aviation Station in Inglewood.
- <u>CE 437</u> Line 437 is a LADOT Commuter Express line that provides service from Downtown Los Angeles to Marina Del Rey and travels primarily along Pacific Avenue, Via Marina, Admiralty Way and Mindanao Way within the study area. This line runs Monday through Friday and provides service only during peak commute hours. During the morning peak hours, it runs in the eastbound direction only, from Marina del Rey to Downtown Los Angeles, with a frequency of approximately 22-24 minutes. During the evening peak hours, it runs in the westbound direction only, from Downtown Los Angeles to Marina del Rey, with a frequency of approximately 30 minutes. Service is not provided during weekday off-peak hours and on weekends and holidays. The western terminus is at the intersection of Pacific Avenue/Washington Boulevard in Marina Del Rey. The eastern terminus is at the intersection of San Pedro Street/Temple Street in Downtown Los Angeles.

These public transit lines within the study area are illustrated in Figure 5. It can be observed from Figure 5 that there is a robust transit network serving the study area. Private tour operators also provide visitor tours in the study area.

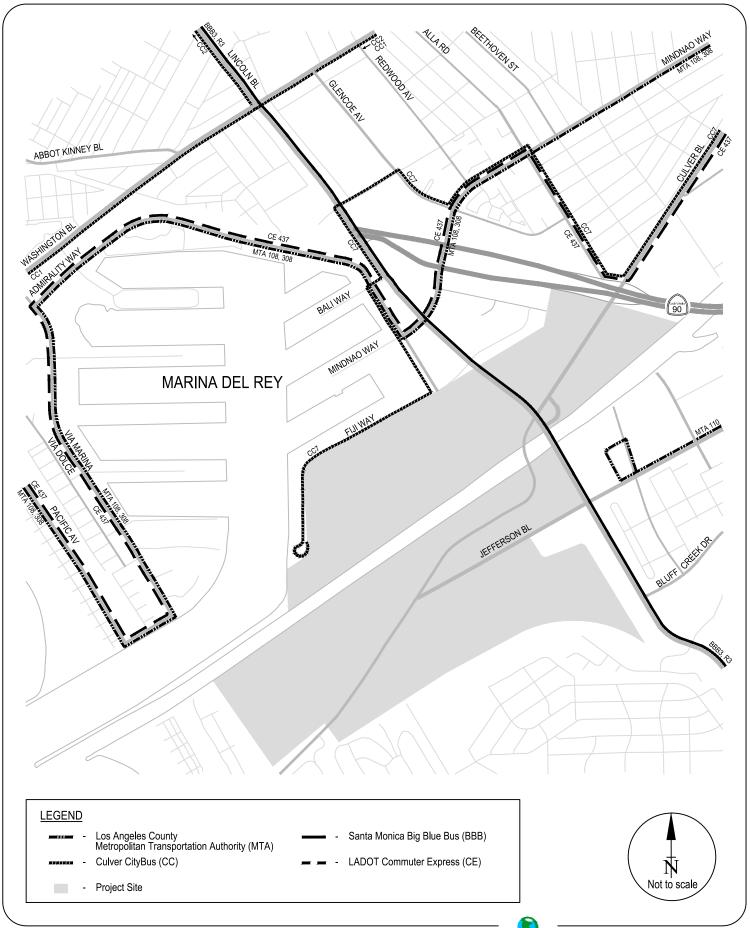


FIGURE 5 EXISTING TRANSIT LINES



# III. PROJECT TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Project traffic volumes were developed. The traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Project traffic and existing traffic volumes represents the Existing (2015) plus Project scenario. Traffic projections for future scenarios are described in the next chapter.

#### PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the Proposed Project involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

# **Project Trip Generation**

Implementation of the Proposed Project consists of restoration of the Ballona Wetlands Ecological Reserve which includes enhancing and creating native coastal wetland and upland habitats in the approximately 581-acre Reserve. The Project would develop and improve public access, recreation, and interpretative opportunities within the Project site with new parking, new trails, and new interpretive features and amenities. The Proposed Project would require minimal operation and maintenance (O&M) activities. The O&M activities include current and ongoing routines that do not occur on a daily basis and would not generate any new trips. Other future O&M activities also would not occur on a daily basis and any trips associated with those activities would be minimal.

Utilizing the ITE's Trip Generation *Manual*, 9<sup>th</sup> Edition trip rates, the Proposed Project's trip generation was determined. For the purpose of this analysis, ITE trip generation rates for Land Use Code 412 - County Park Land Use was used for estimating the project's peak hour trip generation. Table 3 presents details of the Proposed Project's trip generation including type of use, size, applicable rate and trip generation estimates.

TABLE 3
ESTIMATED PROJECT WEEKDAY TRIP GENERATION

			Α	M Peak Ho	ur	Р	M Peak Ho	ur
	Size	Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project Ballona Wetlands Ecological Reserve	581 acres	378	7	5	12	32	20	52
Trip Rates [1] State Park/County Park (ITE Land Use 413/412)	Trips per acre	0.65	61%	39%	0.02	61%	39%	0.09

<sup>[1]</sup> Trip generation of the Ballona Wetlands Ecological Reserve was estimated using county park and state park trip generation rates from ITE Trip Generation Manual, 9th Edition, 2012.

From Table 3, it can be observed that the Proposed Project's trip generation would result in a total of approximately 378 daily trips of which 12 trips would occur during the morning peak hour and 52 trips during the evening peak hour.

# **Project Trip Distribution**

The Project's trip distribution was based on various factors such as project site location, points of access of the project driveways, availability of major and secondary arterials connecting to the regional freeway system as well as professional judgment and knowledge of local travel patterns within the study area. The geographic distribution for Project trips was assumed to be the following:

To and From the North: 25%
To and From the South: 25%
To and From the East: 40%
To and From the West: 10%

Intersection level trip distribution percentages are shown in Figures 6A and 6B. Based on these distribution assumptions, location and points of access of the project driveways (both to the Proposed County Parking Structure in Area A and the West Culver Parking Lot in Area B), and trip generation estimates from the Proposed Project, traffic estimates of project-only trips were developed. These project-only trips are presented in Figure 7.

# **EXISTING (2015) PLUS PROJECT TRAFFIC VOLUMES**

Utilizing the project-only traffic estimates for both AM and PM peak hours, traffic forecasts for the Existing (2015) plus Project conditions were developed. The Existing (2015) traffic volumes were combined with the project-only traffic volumes to obtain the Existing with Project traffic volume forecasts. The Existing (2015) plus Project traffic volumes during both AM and PM peak hours are presented in Figure 8.

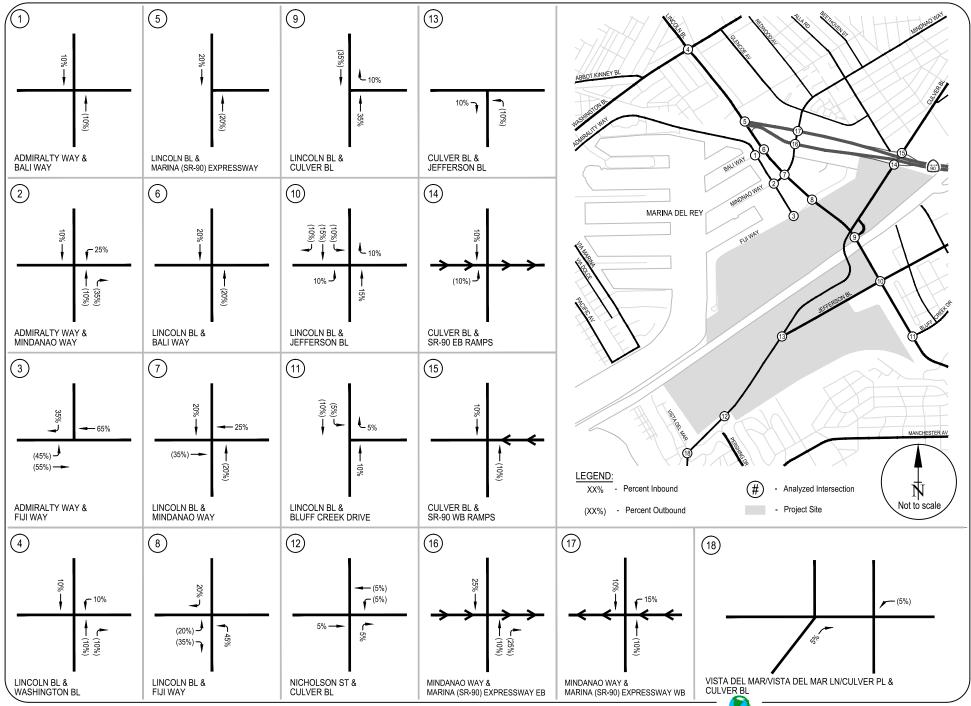


FIGURE 6A
PROJECT TRIP DISTRIBUTION
TO/FROM AREA A - PROPOSED COUNTY PARKING STRUCTURE



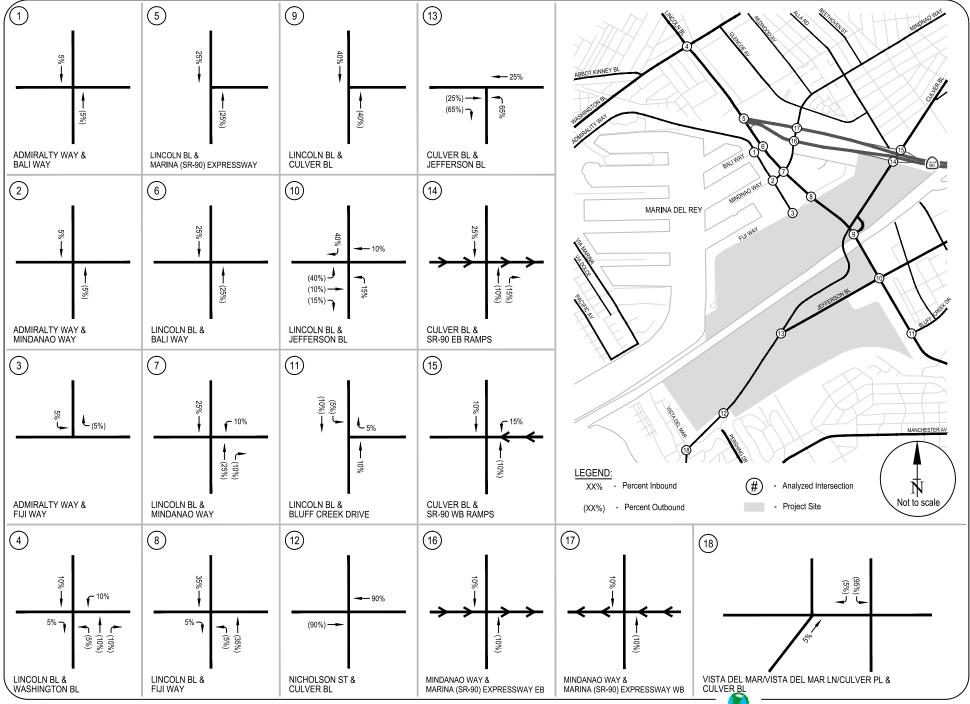


FIGURE 6B PROJECT TRIP DISTRIBUTION TO/FROM AREA B - WEST CULVER PARKING LOT

RAJU Associates, Inc.

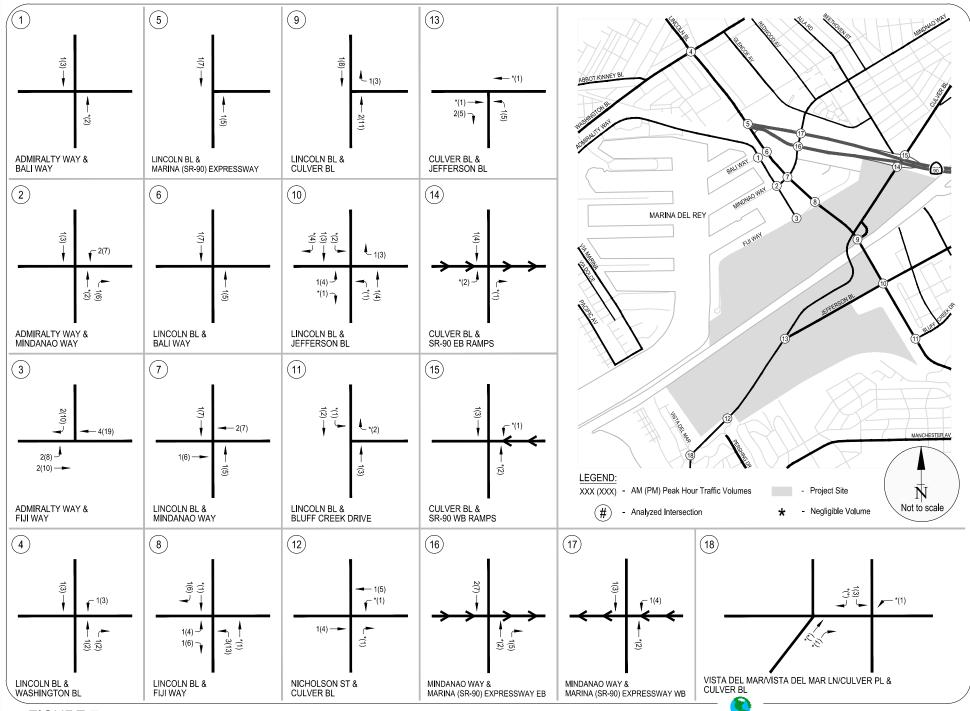


FIGURE 7
PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES



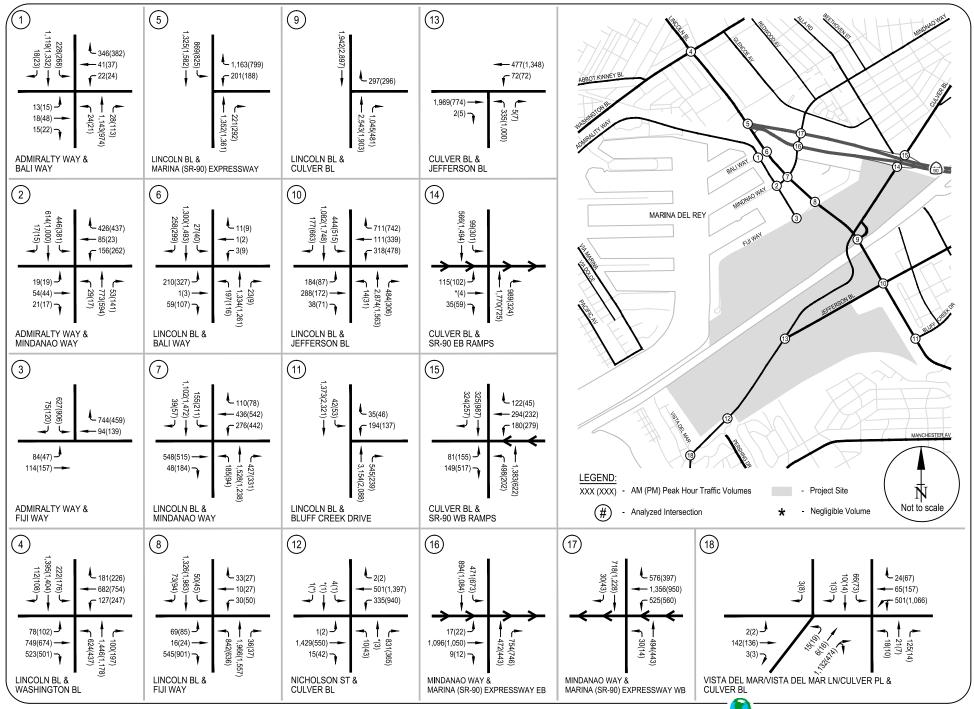


FIGURE 8
EXISTING (2015) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES



# IV. FUTURE YEAR 2023 TRAFFIC PROJECTIONS

The Proposed Project is expected to be completed by Year 2023. In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Future Year 2023 traffic volumes both with and without the Project were developed. The Future Year 2023 without the Project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments (related projects) in the vicinity of the study area. The Future (2023) without Project traffic represents the cumulative base conditions. Next, the traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Project traffic and the cumulative base traffic volumes provides traffic volume estimates for the Future Cumulative (2023) plus Project scenario. Each of these future traffic scenarios is described further in this chapter.

# **CUMULATIVE (2023) BASE TRAFFIC PROJECTIONS**

The Cumulative (2023) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific related (cumulative) projects located within, or in the vicinity of, the study area. Each of these components is described below.

# **Area-wide Ambient Traffic Growth**

Utilizing the traffic growth observed in City of Los Angeles' Travel Demand Forecasting Model, the traffic in the vicinity of the study area was estimated to increase at a rate of about 0.57% per year during the morning peak hour and 0.64% per year during the evening peak hour. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2023, the Existing 2015 traffic volumes were adjusted upward by a factor of 4.56% during the morning peak hour and 5.12% during the evening peak hour to reflect this area-wide regional growth. The resulting Existing plus Ambient Growth (2023) traffic volumes are illustrated in Figure 9.

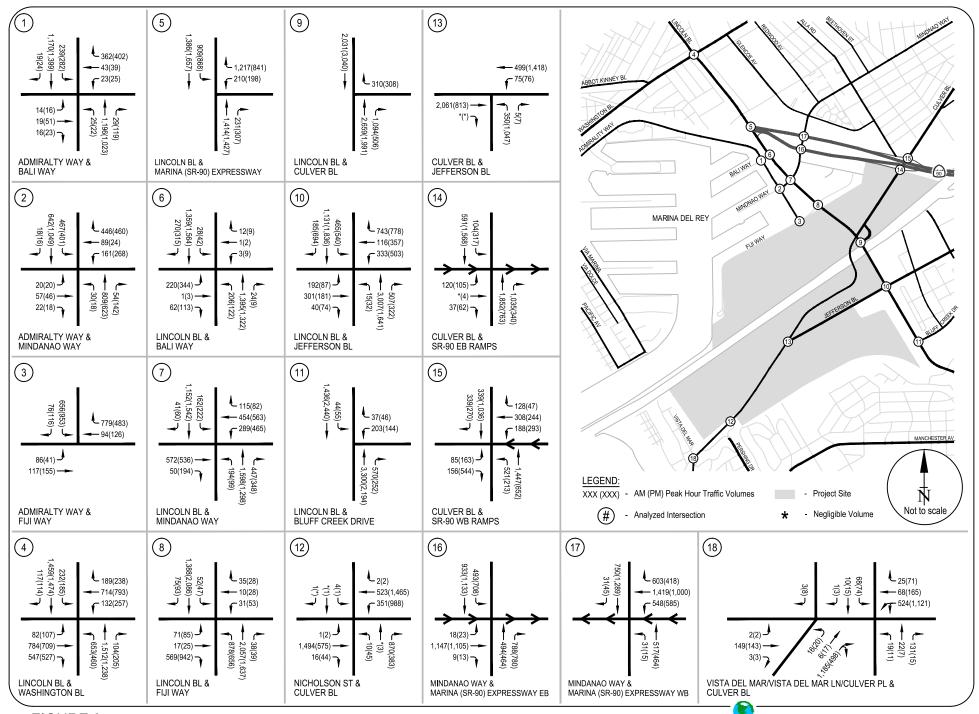


FIGURE 9 EXISTING WITH AMBIENT GROWTH (2023) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU Associates, Inc.



# **Related Projects Traffic Generation and Assignment**

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These related or "cumulative" projects are those developments that are planned and expected to be in place within the same timeframe as the Proposed Project. Data describing related projects in the area was compiled from the City of Los Angeles, County of Los Angeles and Culver City. Thirty-one (31) related projects were identified within the study area and are listed in Table 4. The locations of these projects are shown in Figure 10.

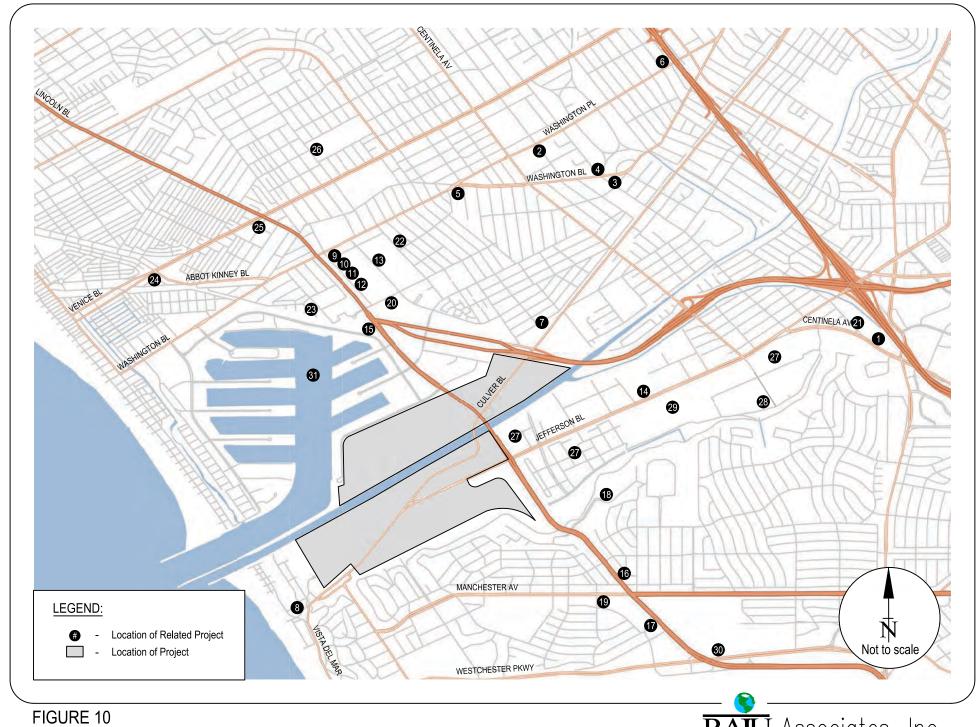
The trip generation estimates for the related projects were based on different sources including trip generation rates contained in ITE's *Trip Generation Manual*, 9<sup>th</sup> Edition and trip generation estimates provided by the recently completed traffic studies for projects in the City of Los Angeles and is included in Table 4. As summarized in Table 4, the related projects are expected to generate approximately 13,772 trips during the morning peak hour and 16,737 trips during the evening peak hour. The geographic distribution and the traffic assignment of the related projects were performed and the results are shown in Figure 11.

# Cumulative (2023) Base Traffic Volumes

The related projects' traffic estimates were added to the Existing plus Ambient Growth traffic to obtain the Cumulative (2023) Base traffic volumes. Figure 12 provides the Cumulative (2023) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future (2023) Cumulative Base (without project) conditions.

#### **CUMULATIVE (2023) PLUS PROJECT TRAFFIC VOLUMES**

Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2023 plus Project conditions were developed. The Cumulative (2023) Base traffic forecasts were combined with the project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2023 Cumulative plus Project traffic volumes during both AM and PM peak hours are presented in Figure 13.



LOCATION OF RELATED PROJECTS

RAJU Associates, Inc.

# TABLE 4 ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

Мар					AM Peak Hour			PI	our	
No.	Project Name	Location	Description	Daily	IN	IN OUT TOTAL				TOTAL
City of	Culver City [1]									
1	Entrada Office Project	6161 W. Centinela Avenue	342,409 s.f. of commercial office use	3,442	442	60	502	79	383	462
2	Residential	4025 Grand View Boulevard	36 Townhome rental units	209 2,514	3	13	16	13	6	19
3	Commercial/Residential	11924-11960 Washington Boulevard	Mixed Use with 13,000 s.f. Commercial, 48 dwelling units in Culver City and 49 dwelling units in L.A. City, tandem parking.		38	58	96	119	105	224
4	Mixed-Use Project	11957 Washington Boulevard	Mixed-Use Project with 30 d.u. and 8,682 s.f. Retail	1,587	25	25	50	68	68	136
5	Residential/Commercial	12712-12718 Washington Boulevard	New 4-story mixed-use building with 5 units (11,516 s.f. Residential), 3,414 s.f. retail, plus subterranean parking		12	10	22	32	33	65
6	Commercial	11281 Washington Place	New Retail with 6,294 s.f. and 25 parking spaces.	1,125	18	11	29	45	49	94
City of	Los Angeles [2]									
7	Marina Island Mixed-Use: Apartment & Office	5000 S. Beethoven Street	Mixed-Use: 156-Unit Apartment and 33,484 s.f. Office.	1,406	62	70	132	102	101	203
8	Mixed-use condominium and retail	138 Culver Boulevard	Mixed-use with 72-unit condominium, 13,000 s.f. retail space & 1,500 s.f. restaurant.	984	26	34	60	60	55	115
9	Mixed-Use: Apartment, Mini-Warehouse & Office	4040 S. Del Rey Avenue	New 195-Unit Apartment; 15,000 sf Office & 80,000 s.f. Mini-Warehouse (Option 1) or 235-Unit Apartment & 15.000 s.f. Office (Option 2 Preferred).	931	16	31	47	36	26	62
10	Apartment	4090 S. Del Rey Avenue	51 d.u. apartments	339	5	21	26	23	13	36
11	Apartment	4100 S. Del Rey Avenue	77 d.u. apartments	512	8	31	39	35	19	54
12	Mixed-Use: Condominium & Office	4210 S. Del Rey Avenue	Proposed 136 Condominium Units & 20,000 s.f. Commercial Office.	627	29	42	71	44	41	85
13	Mixed-Use: Apartment & Office	4140 S. Glencoe Avenue	67 d.u. apartments & 3,211 s.f. of office use	481	11 68	28	39	33	23	56
14	Office	12777 W. Jefferson Boulevard	Commercial Office Expansion (49,950 s.f.).	550		9	77	17	83	100
15	Mixed-Use: Condominium & Retail	4363 S. Lincoln Boulevard	Consultation: proposed 10-Story, 80 Condominium Units & 15,100 s.f. Supermarket.	695	11	28	39	42	26	68
16 17	Coffee Shop without Drive Through	8400 S. Lincoln Boulevard  9045 S. Lincoln Boulevard	Starbucks Coffee Shop (without Drive Through) within Shopping Center (1.522 s.f. In + 150 s.f. Out).	1,354 48	99	95 1	194 5	31	30	61
17	OTIS College of Arts & Design  LMU Master Plan	1 LMU Drive	Relocation & Consolidation of existing OTIS College Campus students, faculty & staff.	2,540	146	30	176	129	128	257
19	Apartment	7280 W Manchester Avenue	Increase enrollment capacity to 7,800 students.  126-unit apartment in-lieu of 24,000 s.f. retail space of	2,540 887	13	52	65	57	31	88
19	Apartment	7200 W Manchester Avenue	the previously approved/entitled Decron mixed-use development.	007	13	52	05	57	31	00
20	Mixed-Use: residential & retail	13488 W. Maxella Avenue	The Villa Marina Mixed-Use: 244 Condominium Units and 9,000 s.f. Retail.	896	11	84	95	73	10	83
21	Mixed-Use: Apartment & Automotive Dealership	5748 S. Mesmer Avenue	New 400-Unit Apartment & 250,000 s.f. Automotive Dealership (West LA Hooman) - 5 Auto Dealers.	8,866	350	243	593	475	581	1056
22	Mixed-Use: Condominium & Office	4091 S. Redwood Avenue	67 d.u. condominium & 7,525 s.f. commercial office building with 141 parking spaces	391	4	21	25	29	22	51
23	LADPW Maintenance Yard	3233 Thatcher Avenue	Improve/expansion of the existing LADPW maintenance yard plus addition of 30 new employees to site.	100	12	2	14	2	12	14
24	Residential & Retail	580 Venice Boulevard	(Preliminary) 5-unit residential plus 5,700 s.f. retail space.	1,084	17	12	29	45	47	92
25	Restaurant	1020 W. Venice Boulevard	Proposed House of Pies Sit-Down Restaurant land use (3,895 s.f.).	396	17	16	33	20	13	33
26	LAUSD Elementary School	2224 S. Walgrove Avenue	New 567-Student Elementary School (K-5) Immersive Mandarin Language program.	n/a	286	224	510	153	187	340
27	Playa Vista Phase I [3]	Jefferson Boulevard b/t Lincoln Boulevard and Centinela Avenue	Includes 3,246 d.u., 1,570,000 s.f. of office use, 25,000 s.f. of retail use and 65,000 s.f. of community serving use.	28,257	2,464	1,328	3,792	1,541	2,462	4,003
28	Playa Vista Plant Site (Spruce Goose) [3]	Campus Center Drive/Bluff Creek Drive	Includes 1,129,900 s.f of production and staging support and 572,050 s.f. of office use.	n/a	1,456	198	1,654	259	1,267	1,526
29	The Village at Playa Vista (Phase II) [4]	s/o Jefferson Boulevard/Westlawn Avenue	include 2,600 d.u., 175,000 s.f. of office use,150,000 s.f. of retail use, and 40,000 s.f. of community serving uses.	24,220	577	1,049	1,626	1,275	1,027	2,302
30	LAX Northside Project [5]	Westchester Parkway b/t Pershing Drive and Sepulveda Boulevard	2.32 million s.f. of development including office, research & development, community/civic uses, recreation and open space.	23,635	1,584	425	2,009	758	1,785	2,543
	of Los Angeles									
31	Marina Del Rey Local Coastal Plan [6]	Marina del Rey	Development contained within Local Coastal Plan	34,098	622	1,085	1,707	1378	1,125	2,503
			RELATED PROJECTS TRIP GENERATION TOTAL	142,959	8,436	5,336	13,772	6,976	9,761	16,737

<sup>[1]</sup> Source: Related projects obtained Culver City Planning Division - Active Projects List April 2014. Trip generation estimates based on Trip Generation Manual, 9th Edition, ITE 2012.

<sup>[2]</sup> Source: Los Angeles Department of Transportation, June 2015. List of related projects and their trip generation totals provided by LADOT, unless noted otherwise. Trip directionality (in%/out%) based on Trip Generation Manual, 9th

<sup>[3]</sup> Trip generation from Playa Vista Traffic Impact Assessment Culver City Agreement-Third Amendment, Kaku Associates, May 2002.
[4] Trip generation from the Village at Playa Vista Transportation Plan, Raju Associates, Inc. and Kaku Associates, July 2005.
[5] Trip generation from Transportation Study for the LAX Northside Plan Update, Gibson Transportation Consulting, Inc., May 2014.
[6] Trip generation from Traffic Study for the Marina del Rey Local Coastal Program Amendment, Raju Associates, Inc., April 2016.

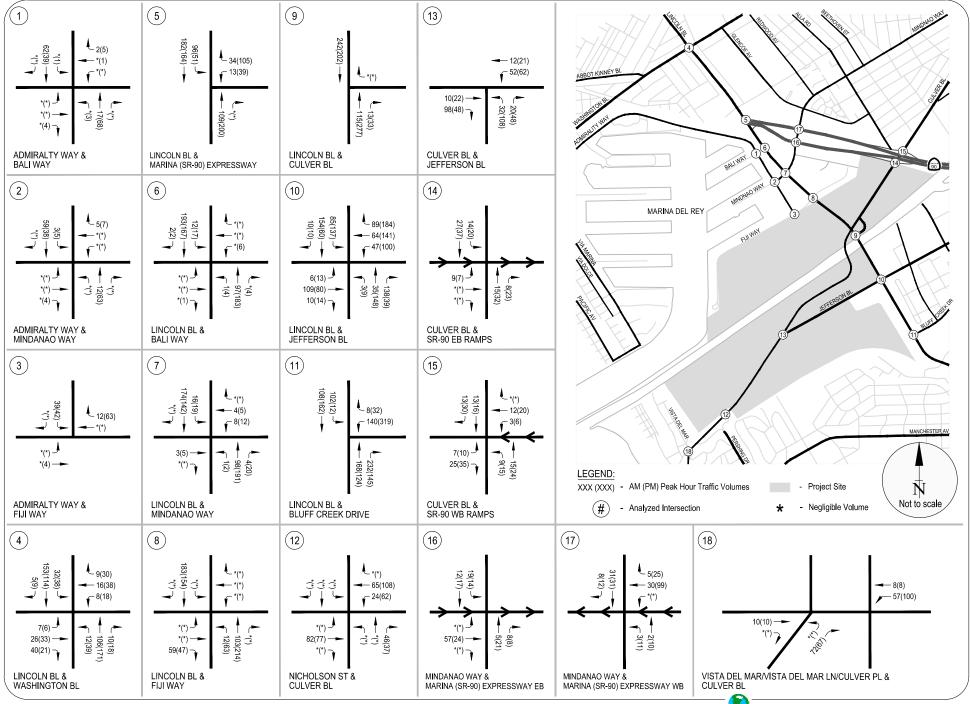


FIGURE 11 RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES



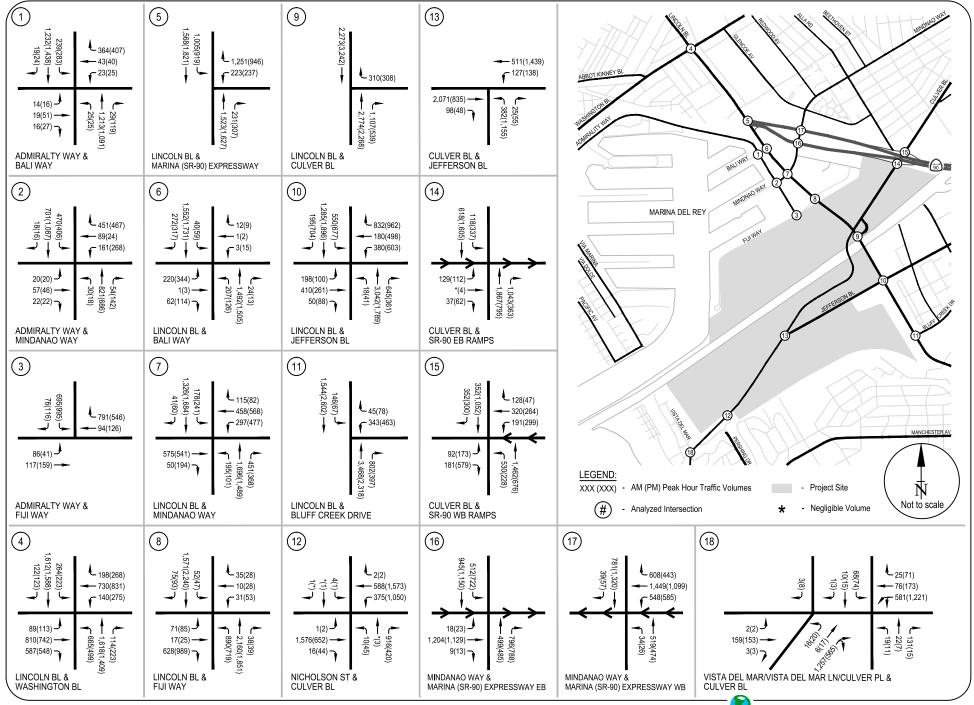


FIGURE 12 CUMULATIVE (2023) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES



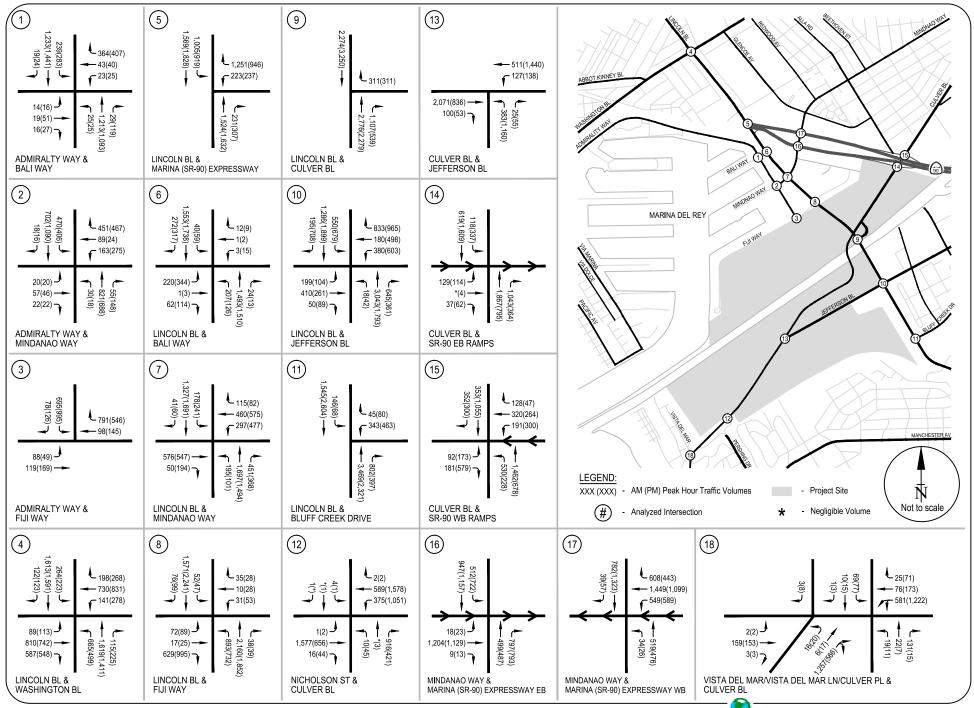


FIGURE 13 CUMULATIVE (2023) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES



# V. TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Existing (2015) and Future Year (2023) Cumulative conditions without and with the Project were analyzed utilizing the methodologies and assumptions per the City of Los Angeles traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the existing and existing plus project; and cumulative base and cumulative plus project conditions to determine the incremental difference in V/C ratios caused by the proposed project. These values provide the information needed to assess the potential impact of the project using significance criteria established by the City of Los Angeles.

#### SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Los Angeles Department of Transportation has established threshold criteria that determine if a project has a significant traffic impact at a specific signalized intersection. According to the criteria provided by the City of Los Angeles, a project impact is considered significant if the following conditions are met:

	ction Condition roject Traffic	Project-Related Increase in V/C Ratio
<u>LOS</u>	V/C Ratio	
C D	0.701 - 0.800 0.801 - 0.900	equal to or greater than 0.040 equal to or greater than 0.020
Ē, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at a signalized intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. However, if the intersection is operating at a LOS E or

F after the addition of project traffic and the incremental change in V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

# **EXISTING (2015) PLUS PROJECT TRAFFIC CONDITIONS**

The Existing (2015) plus Project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 5 presents the results of the Existing (2015) plus Project traffic analysis. As indicated in the table, all 18 of the study intersections are projected to continue to operate at LOS D or better during both the morning and evening peak hours. Traffic generated by the Project would not change the intersection levels of service from existing conditions.

Capacity calculation worksheets for Existing (2015) plus Project conditions are attached in Appendix D of the report.

# **CUMULATIVE (2023) BASE TRAFFIC CONDITIONS**

The Cumulative (2023) Base without proposed project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 5 presents the results of the Year 2023 Cumulative Base (without project) traffic analysis. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Nicholson Street/Culver Boulevard: PM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

Capacity calculation worksheets for Cumulative (2023) Base conditions are attached in Appendix E of the report.

TABLE 5 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

			Existing	(2015)	Existing (2	2015) plus	Project	Significant	Cumulativ	e (2023)	Cumulative	(2023) plus	Project	Significant
I		Peak		litions		onditions	Increase	Project	Base Co		Project C		Increase	Project
No	Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact	V/C	LOS	V/C	LOS	in V/C	Impact
1	. Admiralty Way & Bali Way		0.616 0.627	B B	0.616 0.628	B B	0.000 0.001	No No	0.656 0.692	B B	0.656 0.692	B B	0.000 0.001	No No
2	Admiralty Way & Mindanao Way	AM PM	0.667 0.587	B A	0.667 0.593	B A	0.001 0.006	No No	0.709 0.652	C B	0.709 0.658	C B	0.001 0.006	No No
3	Admiralty Way & Fiji Way	AM PM	0.451 0.338	A A	0.452 0.356	A A	0.001 0.018	No No	0.485 0.376	A A	0.486 0.394	A A	0.001 0.018	No No
4	Lincoln Boulevard & Washington Boulevard	AM PM	0.837 0.783	D C	0.838 0.785	D C	0.001 0.002	No No	0.937 0.893	E D	0.938 0.896	E D	0.001 0.002	No No
5	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM PM	0.717 0.676	C B	0.717 0.678	C B	0.000 0.001	No No	0.793 0.798	C C	0.793 0.799	C C	0.000 0.001	No No
6	Lincoln Boulevard & Bali Way	AM PM	0.509 0.552	A A	0.509 0.553	A A	0.000 0.001	No No	0.585 0.634	A B	0.585 0.635	A B	0.000 0.001	No No
7	Lincoln Boulevard & Mindanao Way	AM PM	0.710 0.781	C C	0.710 0.785	C C	0.000 0.004	No No	0.787 0.894	C D	0.787 0.898	C D	0.001 0.004	No No
8	Lincoln Boulevard & Fiji Way	AM PM	0.628 0.720	B C	0.631 0.729	B C	0.002 0.009	No No	0.711 0.822	C D	0.712 0.832	C D	0.001 0.010	No No
9	Lincoln Boulevard & Culver Loop	AM PM	0.805 0.535	D A	0.806 0.539	D A	0.001 0.004	No No	0.877 0.637	D B	0.877 0.640	D B	0.000 0.003	No No
10	Lincoln Boulevard & Jefferson Boulevard	AM PM	0.840 0.639	D B	0.841 0.640	D B	0.001 0.001	No No	0.937 0.821	E D	0.937 0.824	E D	0.000 0.003	No No
11	Lincoln Boulevard & Bluff Creek Drive	AM PM	0.544 0.360	A A	0.545 0.360	A A	0.001 0.000	No No	0.697 0.536	B A	0.697 0.536	B A	0.000 0.000	No No
12	Nicholson Street & Culver Boulevard	AM PM	0.652 0.798	B C	0.652 0.800	B D	0.000 0.002	No No	0.732 0.915	C E	0.733 0.918	C E	0.001 0.002	No No
13	Jefferson Boulevard & Culver Boulevard	AM PM	0.727 0.810	C D	0.727 0.812	C D	0.000 0.002	No No	0.815 0.987	D E	0.816 0.989	D E	0.000 0.001	No No
14	Culver Boulevard & SR-90 Eastbound Ramps	AM PM	0.436 0.463	A A	0.436 0.466	A A	0.000 0.003	No No	0.479 0.510	A A	0.479 0.513	A A	0.000 0.003	No No
15	Culver Boulevard & SR-90 Westbound Ramps	AM PM	0.798 0.873	C D	0.798 0.875	C D	0.000 0.001	No No	0.866 0.974	D E	0.866 0.975	D E	0.000 0.001	No No
16	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM PM	0.756 0.809	C D	0.757 0.810	C D	0.001 0.001	No No	0.827 0.877	D D	0.827 0.879	D D	0.000 0.002	No No
17	Mindanao Way & Marina (SR-90) Expressway Westbound	AM PM	0.572 0.559	A A	0.572 0.560	A A	0.000 0.001	No No	0.624 0.634	B B	0.625 0.636	B B	0.001 0.002	No No
18	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM PM	0.782 0.653	C B	0.783 0.657	C B	0.001 0.004	No No	0.878 0.765	D C	0.879 0.768	D C	0.001 0.003	No No

[1] Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

# **CUMULATIVE (2023) PLUS PROJECT TRAFFIC CONDITIONS**

The Cumulative (2023) Plus Project peak hour traffic volumes were analyzed to determine the V/C ratio and corresponding level of service at each of the analyzed intersections. The results of this analysis are also summarized on Table 5. Table 5 indicates that traffic generated by the Project would not change the intersection levels of service from cumulative base conditions at the study intersections during both the morning and evening peak hours.

Capacity calculation worksheets for Cumulative (2023) plus Project conditions are attached in Appendix F of the report.

#### PROJECT IMPACTS

Using the specified significant impact criteria, the traffic impacts at the 18 analysis locations were determined. Table 5 identifies the individual impacts during both AM and PM peak hours at each of the analysis locations. It can be observed that the Proposed Project does not cause significant impacts at any of the analyzed intersections under both existing and future conditions. Therefore, no project-specific mitigation measures would be required.

# VI. CONSTRUCTION IMPACT ANALYSIS

This chapter presents the analysis and evaluation of the effects of the construction-related activities associated with the various components of the Proposed Project on the vehicular, parking, and pedestrian access/circulation system in the vicinity of the Project. The construction traffic analysis for this study uses a methodology that is consistent with the City of Los Angeles *Traffic Study Guidelines*. The scope and geographic coverage as well as the key assumptions and parameters for this study are consistent with projects of this nature.

Analysis of construction traffic impacts has been performed as part of this study. This analysis includes identification of changes to operations on-site, period of construction, estimation of construction traffic volumes, assessment of traffic conditions during construction resulting from construction related traffic and identification of adverse potential construction traffic impacts. These construction impacts would be temporary in nature and would not occur after completion of construction.

Construction activity related traffic includes construction trucks and construction worker trips. The magnitude of construction traffic depends upon the various construction elements, their duration, potential overlap and potential intensity of activity. A brief discussion of each of these follows.

#### **CONSTRUCTION ACTIVITIES**

Construction of the Proposed Project would be accomplished over an approximately six-year period, scheduled to commence in 2017 and completed in 2023. During this period, it is anticipated that all construction activity would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks. The Proposed Project (Alternative 1) would be implemented in two phases. The overall construction schedule is shown in Table 6. Within each phase, restoration construction activities would be sequenced as shown in Table 6.

# TABLE 6 CONSTRUCTION SCHEDULE AND SEQUENCES

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers	
		PHASE 1					
1	В	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8	
2	В	Area "B" South Enhancement	2a. Create swale (10,000 CY wet cut)	1/2/2017	40	26	
3	Α	Area "A' Gas Line Removal	Remove existing inactive gas line     Cut and cap gas line at Fiji Way	1/2/2017 1/2/2017	10 1	<u>8</u> 8	
			4a. Construct temporary & portion of final re-routed trail to existing trail	4/17/2017	40	15	
4	A & B	Pedestrian/Bike Bridge	4b. Construct new pedestrian/bike bridge over Ballona Creek	1/2/2017	130	50	
			4c. Reroute Ballona Creek Bike Trail under Culver Blvd Bridge	7/4/2017	5	15	
5	A & C	Lincoln Bridge	5a. Build Lincoln Bridge next to Culver Bridge to connect Area A to Area C North	7/4/2017	65	30	
		Chan Calla and Chan all all a Anna II All	6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	35	
6	Α	Clear, Grub, and Stockpile Area "A"	6b. Remove trash 6c. Stockpile	7/4/2017 7/4/2017	20 20	35 35	
			7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8	
7	Α	Excavate Area "A"	7b. Excavate old fill from Area A (1,134,200 CY wet cut and 54,400 dry cut) 7c. Dig below (over excavate) future levees (25,200 CY dry cut)	7/4/2017 7/4/2017	555 5	80 80	
8	Α	Area "A' Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90	
0	А	Area A Construct North Levee	8b. Protect Del Ray 13, 14, 15, 17, and 19	1/2/2017	n/a	-	
_	В&		9a. Drill new well at SoCal Gas Plant to replace Del Ray 12	1/2/2017	50	70	
9	Property 1	Area "B" North Gas Line Relocation & Well Abandonment	9b. Abandon and plug Del Ray 12	4/3/2017	90	17	
			9c. Remove/relocate existing pipelines  10a. Remove vegetation from Area B North and interim levee (25,000 CY wet	7/4/2017	10	8	
10	В	Area "B" North Clear & Grub	10b. Remove trash	7/4/2017 7/4/2017	10 50	35 35	
			11a. Excavate Area B North (56,700 CY wet cut)	7/4/2017	25	80	
11	В	Area "B" North Over-Excavate and Stockpile	11b. Dig below (over excavate) future levees (11,400k CY wet cut)	7/4/2017	5	80	
43	-	Construct Area IIDII Laure	12a. Construct Area B levees (452,800 CY fill = total import from Area A =				
12	В	Construct Area "B" Levee	566,000 CY)	8/14/2017	165	90	
13	В	Clear, Grub, and Stockpile Area "B" East	13a. Remove vegetation in Area B East (4,600 CY wet cut)	2/5/2018	5	26	
13	D	cical, Grab, and Stockpile Area B EdSt	13b. Stockpile and prepare for fill	2/5/2018	5	35	
14	В	Area "B" East Stockpile Grading	14a. Grade Area B east and import from Area A (80,000 CY import from Area A)	2/12/2018	25	80	
			15a. Protect baseball fields and structures.	1/2/2017	n/a	-	
15	С	Clear & Grub Area "C" North & South	15b. Clear vegetation from Area C North (56,000 CY dry cut) & South (15,000 CY dry cut)	4/2/2018	10	35	
			15c. Re-align and replace Marina ditch (45,000 CY wet cut)	4/23/2018	15	80	
16	400	Assa IIAII Candina and Europa to Assa IICII North & Court	16a. Excavate Area A and export to C South (300,000 CY total)	5/21/2018	75	80	
16	A & C	Area "A" Grading and Export to Area "C" North & South	16b. Excavate Area A and export to C North (720,000 CY ultimate total; 420,000	9/3/2018	110	80	
			CY to C North)  17a. Finish grading Area C South	6/3/2019	15	10	
17	С	Finish Grading for Uplands Area "C" South	17b. Re-establish upland vegetation	6/24/2019	5	16	
			18a. Install culverts under Culver/Jefferson Blvd, Gas Co Rd, and FWM berm;				
18	В	Area "B" New and Reconstructed Culverts	modify existing culvert under west end of Culver Blvd.	1/7/2019	130	26	
10	ь	Area B New and Reconstructed Curverts	18b. Remove existing FWM pipes and outlets	7/8/2019	15	26	
		A	18c. Construct new FWM outlet and spillway	7/29/2019	40	26	
19	A & B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80	
		Levees	20a. Install temporary pipe	4/15/2019	10	8	
20	A & B	Area "A" and Area "B" North Block and Fill Existing Channels	20b. Temporary block then fill existing Ballona Creek (269,100 CY fill from Seq 19)	4/15/2019	60	80	
21	A & B	Area "A" and Area "B" North Remove Existing Levees	21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel meanders - Export to Area C North, quantities included in Sequence 16, ultimate.	7/8/2019	120	80	
	-	Arra IIDII Marat Sira Array David	22a. Construct maintenance and fire road in Area B West	10/14/2019	20	15	
22	В	Area "B" West Fire Access Road	22b. Reconstruct Area B parking lot	10/14/2019	20	15	
			23a. Construct bike and ped trails on levees	10/14/2019	65	15	
23	A & B	Bike Path, Pedestrian Walkway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019	60	24	
24		Evenet	23c. Construct County Parking Structure	10/14/2019	120	40	
24	A	PHASE 2	24a. Export final excess dirt quantity (Assume up to 110,000 CY)	10/14/2019	35	2	
		Area A Gas Well Removal and Restoration					
	Λ 9		25a. Drill new well at SoCal Gas Plant to replace Del Ray 19	1/2/2017	50	70	
25	A & Property 1	Gas Well Abandonment	25b. Abandon and plug Del Ray 13, 14, 15, 17, 18, and 19	3/13/2017	225	17	
			25c. Remove existing gas lines serving removed wells	1/22/2018	10	8	
26	A	Area A around Wells Clear & Grub	26a. Remove vegetation around wells (2,000 CY)	1/22/2018	5	26	
27	Α	Area A around Wells Grading and Export to West Area B	27a. Excavate Area A and Export to West Area B (208,000 CY) 28a. Finish grading around wells	1/22/2018 2/12/2018	5 10	80 26	
28	Α	Finish Grading For Uplands	28b. Re-establish upland vegetation	2/12/2018	5	16	
		Area B wells					
			29a. Drill new well at SoCal Gas Plant to replace Del Rey 9 and Vidor 18	1/2/2017	50	70	
29	В	Area B Abandon Wells	29b. Abandon and plug Vidor 1, 2, 3, 5, 14, 18 and Del Rey 4, 5, 9, 11	3/13/2017	225	17	
20	-	Area Diagram di Walla China C. Co. In	29c. Remove existing pipelines	11/13/2017	10	8	
30	В	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells	11/27/2017 12/4/2017	5 10	26 26	
31	В	Finish Grading For Uplands	31b. Re-establish upland vegetation	12/18/2017	5	16	
		Area B West		, _2, _01,			
32	В	Area "B" West Clear & Grub	32a. Remove vegetation in Area B West (76,000 CY)	4/17/2023	10	35	
			33a. Install temporary flexible storm drain	5/1/2023	10	26	
33	В	Area "B" West Grading and Levee Extention	33b. Dig below (over excavate) levees (10,800k CY wet cut)  33c. Grade Area B West channels, construct salt pan berm, and construct levee with import from stockpile from Area B North and East at 248,000 CY (31,200 +	5/1/2023 5/15/2023	10 75	90	
34	В	Area "B" West Excavate and Breach Existing Levees	216,800 CY (291,800 less 49,000 and 26,000)) 34a. Breach existing levee in Area B West and place in Stability berms (75,000 CY	4/15/2023	130	80	
35	В	Finish Bike Path, Pedestrian Walkway and Amenities	wet = 26,000 + 49,000)  35a. Construct maintenance and fire access road and bike path on new levee.	8/14/2023	20	15	
36	В	Finish Grading For Uplands	36a. Finish grading Area B East	9/4/2023	10	10	
Sources: Pso		· .	36b. Re-establish upland vegetation	9/18/2023	5	16	

Sources: Psomas, June 2015

In Phase 1, Area A site preparation would occur, including utility relocation, construction of bridges across Ballona Creek and Lincoln Boulevard for soil transport, and clearing and grubbing. Then soil would be excavated and used to build the Area A perimeter levee. Site preparation of North Area B would occur, including utility relocation, clearing and grubbing, and over-excavation along the levee alignment. Soil excavated from Area A would be transported to Area B and used to construct the Culver Boulevard levee and the interim levee. North Area C and South Area C would be cleared and grubbed and additional soil excavated from Area A would be transported to these areas and placed and graded to form new upland areas. Soil for levee construction in Phase 2 would be stockpiled within the Culver and interim levees and East Area B.

For the South/Southeast Area B wetland enhancement, water control structures would be installed and modified, and wetland enhancements, including channel excavation, berm construction, and invasive plant removal, would be completed.

Once the new levees are in place, the channel meanders would be constructed. The new channel meanders would be excavated behind the existing levees, the existing levees would be breached to connect the new meanders to the existing Ballona Creek channel, and the existing Ballona Creek channel segments between the meander bends then would be blocked and filled. This sequence would maintain an open Ballona Creek channel throughout the construction process. The existing levee then would be removed.

Finally, the public access features, including new bicycle and pedestrian paths and the West Area B fire access road and storm water drainage improvements would be completed. The proposed parking structure across from Fisherman's Village along Fiji Way and parking improvements in the West Culver Parking Lot are included in Phase 1, although the availability of funding may affect the actual timing of construction.

In Phase 2, clearing and grubbing would occur along the alignment of the new West Area B levee and salt pan berm. The West Area B levee and salt pan berm would be constructed using the fill stockpiled in the Culver and interim levees and East Area B. A water control structure would be installed to connect the existing channel from West Area B to behind the dunes. A new water control structure would be installed in the levee, and Culver Boulevard would be extended to reach under the West Area B levee. Tidal channels would be excavated in West Area B. The

interim and south Ballona Creek levees would be lowered, re-graded into the upland peninsula and salt pan berm, and breached. Re-vegetation would occur on the levees, berm, peninsula, and East Area B.

From a traffic perspective, based on the construction schedule shown in Table 6, it is anticipated that the greatest amount of construction-related peak hour trips would be generated during Phase 1 in Year 2019 and includes the following overlapping construction sequences:

- Excavate Area "A"
  - Excavate old fill from Area A (1,134,200 cubic yards wet cut and 54,400 cubic yards dry cut)
- Area A and Area B North Excavate and Breach Existing Levees
  - Excavate Ballona Creek Channel in Areas A and B North (277,800 cubic yards cut)
- Area A and Area B North Block and Fill Existing Channels
  - Install temporary pipe
  - o Temporary block then fill existing Ballona Creek (269,100 cubic yards fill)
- Area A and Area B North Remove Existing Levees
  - Remove old Ballona Creek levee (424,400 cubic yards) and excavate new channel meanders - Export to Area C North.
- Area B West Fire Access Road
  - o Construct maintenance and fire road in Area B West
  - o Reconstruct Area B parking lot
- Bike Path, Pedestrian Walkway and Amenities
  - Construct bike and ped trails on levees
  - Construct County Parking Structure Foundation
  - o Construct County Parking Structure
- Off-Site Export
  - Export final excess dirt quantity (up to 110,000 cubic yards)

A brief general description of the earthwork and soil transport is included below. The associated construction related peak hour trips and their effects are discussed further in the next section of this study.

# **Earthwork and Soil Transport**

Much of the Project's earthwork would be accomplished by traditional land-based equipment (e.g., scrapers). Wetland restoration construction also would require some special equipment and construction methods, as high groundwater and weak soils can preclude use of traditional land equipment. Specialized equipment and construction methods may be needed.

The Proposed Project would install permanent bridge crossings across Ballona Creek and across Lincoln Boulevard for pedestrian and bicycle trail crossings. These bridges would be used for transporting soil from Area A to Area B and North Area C during construction. Additional methods for transporting soil between Areas A, B, and C could be used to cross Ballona Creek, including a temporary floating crossing or a ford (e.g., temporary fill in the Ballona Creek channels with buried culverts to maintain conveyance). An additional option for transporting soil from Area A to North Area C could include a conveyor system through the existing drainage culvert under Lincoln Boulevard at Fiji Ditch. To transport soil to/from East Area B (i.e., to East Area B in Phase 1 to North Area B in Phase 2), a temporary bridge would be installed over Culver Boulevard between North and East Area B, or trucks/scrapers would travel on existing roads with traffic controls (e.g., directly crossing Culver Boulevard between North and East Area B, or traveling on Lincoln Boulevard from Area A to East Area B, returning on Jefferson Boulevard, Lincoln Boulevard, and Fiji Way).

# Off-Site Soil Export

Up to approximately 110,000 cubic yards of excavated soil could be exported from the site. There are three options for off-site soil export and disposal:

- Export via trucks with disposal at local landfills, the most likely of which could include Scholl Canyon Landfill in the City of Glendale, Calabasas Sanitary Landfill in the City of Agoura, and/or the Lancaster Landfill and Recycling Center in Lancaster;
- 2. Export via barge to the Port of Los Angeles or Port of Long Beach, transfer to trucks for upland disposal at local landfills; or
- 3. Export via barge to an off-shore disposal location, potentially including the Los Angeles ocean disposal site approximately 30 miles (26 nautical miles) away from the Project Site off the coast from San Pedro (LA-2) or the Newport Bay ocean disposal site approximately

55 miles (48 nautical miles) away from the Project Site off the coast from Newport Beach (LA-3), each of which is managed by the U.S. EPA.

Of these three options, Option 1 would generate the most construction related trips on the street system. Therefore, Option 1 was assumed for construction analysis to determine construction related traffic impacts.

As indicated above, it is anticipated that most construction activities would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks.

The construction of the bridge across Lincoln Boulevard which requires off-site construction would occur for approximately three to four weeks in 2017. The gas line relocation and associated construction activities are anticipated to occur in 2017 and early 2018. The storm drain installation would occur for approximately three to four weeks per location in 2019.

# **Lincoln Boulevard Bridge Construction Impacts**

The bridge across Lincoln Boulevard would be constructed during night-time hours (11:00 PM to 5:00 AM) for a period of three to four weeks. This would require intermittent closure of Lincoln Boulevard during night-time hours over a four-week period in 2017. It is anticipated that cranes will be used to place the bridge segments and secured over the existing abutments or new abutments adjacent to and north of the Culver Boulevard bridge structure. The intermittent night-time closures of Lincoln Boulevard would allow the cranes to swing the bridge segments (structural members) over the travel lanes to place them over the existing or new abutments and secure them. Once the members are in place and secured, the roadway would be opened. Emergency access will be maintained at all times. The current number of lanes along Lincoln Boulevard would not be affected during daytime (when there is no construction activity); and after the construction is complete, there would be no change to the number of lanes along Lincoln Boulevard.

Detailed 24-hour traffic counts were conducted along Lincoln Boulevard in the vicinity of the proposed bridge during September 2015. These traffic counts are included in Appendix B. It can be observed from the counts that traffic volumes along Lincoln Boulevard between the hours of 11:00 PM and 5:00 AM ranged from 48 vehicles to 380 vehicles in each direction in any one hour. Detailed construction traffic management plan would be prepared at the time of final design and would include specific details relative to detour routes, signage, temporary traffic control and hours of construction to the satisfaction of Caltrans and LADOT.

The potential detour route during construction (night-times for approximately three to four weeks) would include re-routing northbound Lincoln Boulevard traffic through the Culver Loop ramp to Marina Freeway back to Lincoln Boulevard, as well as through Jefferson Boulevard to Centinela Avenue to Marina Freeway and then back to Lincoln Boulevard. The southbound Lincoln Boulevard traffic could also be re-routed through Marina Freeway to Culver Boulevard or Centinela Avenue and then back to Lincoln Boulevard. With the implementation of the detour routes and other construction traffic management plan elements along with restriction of construction activities to night-times (11:00 PM to 5:00 AM) only, there would be no residual construction traffic impacts due to the Lincoln Boulevard bridge construction.

Both the bridges across Ballona Creek and Lincoln Boulevard would be constructed in 2017. After construction, the movement of soil between Project Areas A, B and C would commence and occur on these bridges, reducing the need to use surface streets such as Lincoln Boulevard, Culver Boulevard and Jefferson Boulevard. After construction activities associated with the Ballona Wetlands Restoration Project are complete, these bridges would become an integral part of the bicycle and pedestrian circulation system allowing visitors to cross Ballona Creek and Lincoln Boulevard as part of the recreational trails within the Ballona Reserve.

#### Construction Traffic Impacts of Gas Line Relocation and Stormwater Drain Installation

Removal and relocation of existing gas lines in Area B as well as storm drain installation in Area B would require partial closure of lanes along Culver Boulevard. Removal and relocation of existing gas lines in Area B would occur in 2017 and would require closure of half of Culver Boulevard over a four week period. The storm drain installation in Area B would occur in 2019 and would require closure of half of Culver Boulevard over a three week period per location.

Detailed 24-hour traffic counts were conducted along Culver Boulevard west of Lincoln Boulevard during June 2015. These counts have been included in Appendix B. Based on these counts, it is recommended that the partial closure of Culver Boulevard for construction activity be between the hours of 11:00 PM to 5:00 AM when traffic along Culver Boulevard is minimal, ranging from approximately 30 vehicles to 206 vehicles in either direction during this time period. A detailed construction traffic management plan including detour routes, signage, traffic control and hours of construction would be prepared at the times of final design to the satisfaction of LADOT.

The potential detour route during construction activities associated with gas line relocation and stormwater drain installation across Culver Boulevard (night-time periods for three weeks per location) would involve re-routing eastbound/northbound Culver Boulevard to Jefferson Boulevard to Lincoln Boulevard back to Culver Boulevard. The westbound/southbound Culver Boulevard would continue to use the partially open (half-roadway) Culver Boulevard during night-times.

With the implementation of the construction traffic management plan including detour routes and night-time hours of construction, there would be no residual significant traffic impacts due to the gas line relocation and stormwater drain installation components of the Project.

It has been estimated that the greatest amount of construction-related trips including off-site trucks and construction worker trips would occur during the Phase 1 construction period in 2019. An evaluation of detailed construction traffic analysis follows:

#### CONSTRUCTION ANALYSIS STUDY SCOPE

The scope of work for this study was developed in accordance with the City of Los Angeles *Traffic Study Guidelines*. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The construction impact evaluation is directed at the analysis of potential traffic impacts produced by the construction of the Proposed Project on the street system and includes an analysis of the following scenarios:

 <u>Cumulative (2019) Base (without Project – Pre-Construction) Conditions</u> – Future traffic conditions without the Proposed Project (pre-construction) has been developed for the year 2019. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth as well as cumulative related projects, if any, in the vicinity of the study area by the year 2019. The effects of other construction projects in the area are included in this baseline scenario.

 Cumulative (2019) with Construction Activity Conditions – The traffic expected to be generated by the construction activity associated with the Proposed Project is estimated and added to the Future Year 2019 without Project traffic forecasts. The traffic impacts of the construction of the Proposed Project on future traffic operating conditions are then identified. Mitigation measures, if required, are then identified.

For this construction traffic evaluation, the same 18 study intersections identified for analysis in the traffic study were also evaluated for construction impacts on the street system and include the following locations:

- 1. Admiralty Way and Bali Way
- 2. Admiralty Way and Mindanao Way
- 3. Admiralty Way and Fiji Way
- 4. Lincoln Boulevard and Washington Boulevard
- 5. Lincoln Boulevard and Marina (SR-90) Expressway
- 6. Lincoln Boulevard and Bali Way
- 7. Lincoln Boulevard and Mindanao Way
- 8. Lincoln Boulevard and Fiji Way
- 9. Lincoln Boulevard and Culver Boulevard Ramps
- 10. Lincoln Boulevard and Jefferson Boulevard
- 11. Lincoln Boulevard and Bluff Creek Drive
- 12. Nicholson Street and Culver Boulevard
- 13. Culver Boulevard and Jefferson Boulevard
- 14. Culver Boulevard and Marina (SR-90) Freeway Eastbound Ramps
- 15. Culver Boulevard and Marina (SR-90) Freeway Westbound Ramps
- 16. Mindanao Way and Marina (SR-90) Expressway Eastbound
- 17. Mindanao Way and Marina (SR-90) Expressway Westbound
- 18. Vista del Mar/Vista del Mar Lane & Culver Boulevard

# **CUMULATIVE (2019) BASE (PRE-CONSTRUCTION) TRAFFIC VOLUMES**

The Future Cumulative Base (Year 2019 without project – pre-construction) traffic projections were developed in a similar manner as described for the Cumulative (2023) Base traffic projections in Chapter III.

Utilizing the traffic growth observed in City of Los Angeles' Travel Demand Forecasting Model, the traffic in the vicinity of the study area was estimated to increase at a rate of about 0.57% per year during the morning peak hour and 0.64% per year during the evening peak hour. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed date of 2019, the Existing 2015 traffic volumes were adjusted upward by a factor of 2.28% during the morning peak hour and 2.56% during the evening peak hour to reflect this area-wide regional growth. The resulting Existing plus Ambient Growth (2019) traffic volumes are illustrated in Figure 14.

These related projects' traffic estimates, developed in Chapter III and shown in Figure 11, were added to the Existing plus Ambient Growth (2019) traffic volumes to obtain the Cumulative Base (Year 2019 pre-construction) traffic volumes during both AM and PM peak hours. The traffic volumes presented in Figure 15 represent the Future Cumulative Base (Year 2019 pre-construction) conditions.

#### PROJECT CONSTRUCTION TRIPS

Construction of the Proposed Project would be accomplished over a six-year period scheduled to commence in 2017 and completed in 2023. Based on the construction schedule shown in Table 6, the heaviest or most intense construction phase for the Proposed Project would occur during Phase 1 in Year 2019. During this period, multiple construction activities would overlap with one another including off-site soil export. Table 7 summarizes the construction sequence/activity and the number of workers of each sequence for this peak construction period. As indicated in the table, a total of approximately 351 workers would be on-site. This does not include the workers for off-site soil export, which would arrive in their dirt-hauler truck from an outside yard to the site on a daily basis.

As part of the grading process, soil would be balanced on-site to the extent possible. Up to 110,000 cubic yards of soil could be removed/exported, which would require approximately 7,334 haul trips over a seven-week period. Conservatively assuming an average of 2 minute headway between trucks leaving the site to account for operations and traffic flow impacts, 240 truck trips would be generated during an eight hour day (Source: *Technical Memo - Ballona Landfill Disposal Site Review*, Psomas, May 4, 2015). This would result in approximately 480 truck trips per day.

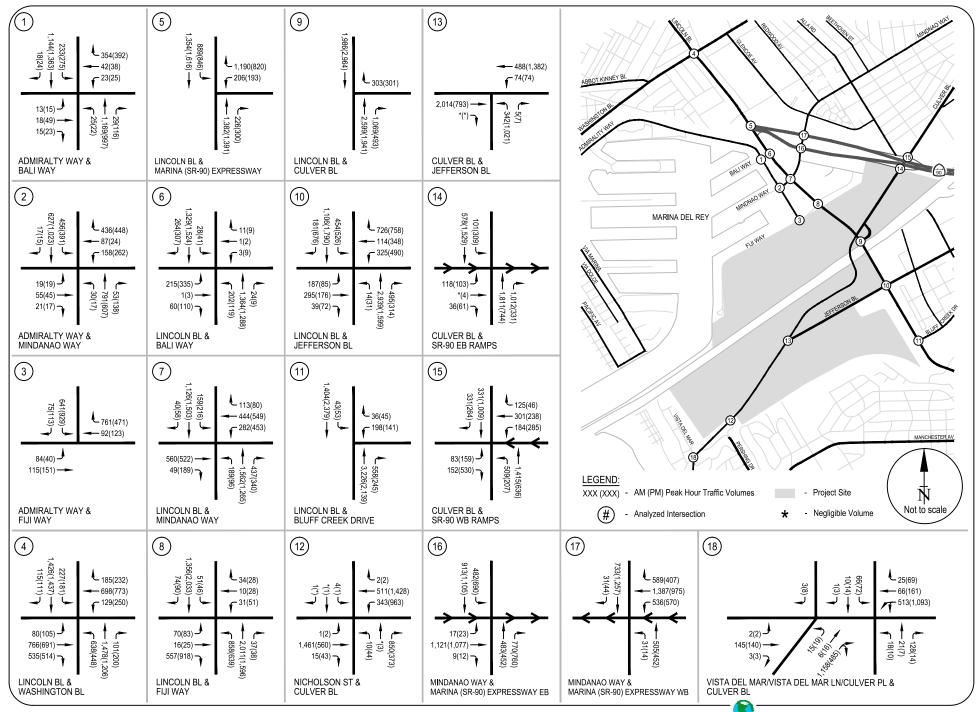


FIGURE 14
EXISTING PLUS AMBIENT GROWTH (2019) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU Associates, Inc.

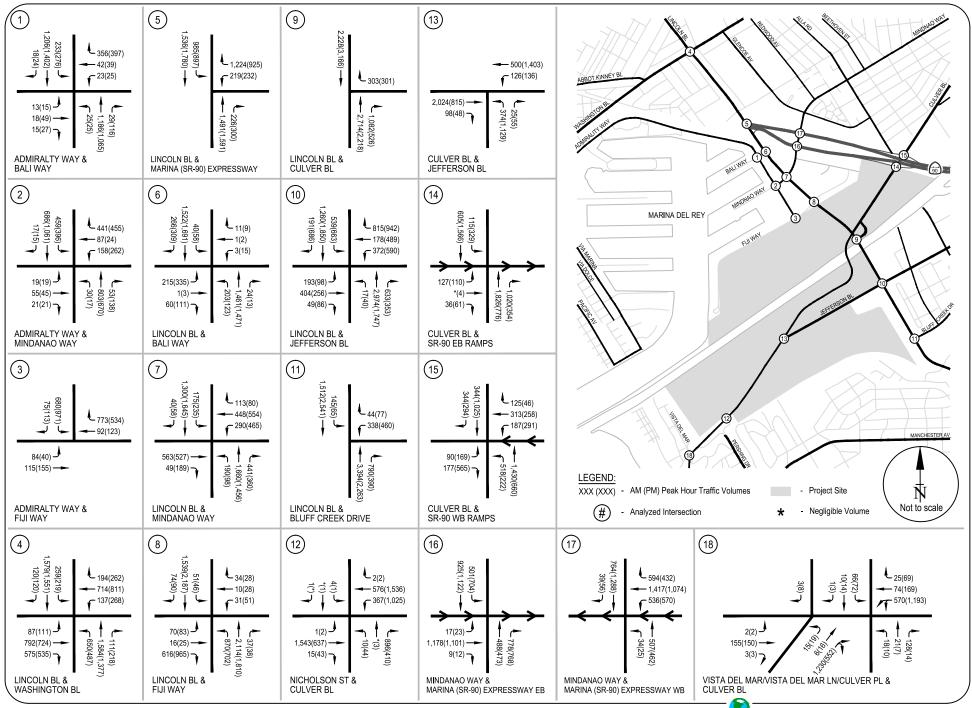


FIGURE 15 CUMULATIVE (2019) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES



TABLE 7
PEAK CONSTRUCTION ACTIVITY/SEQUENCES

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
		PHASE 1				
7	Α	Excavate Area "A"	7b. Excavate old fill from Area A (1,134,200 CY wet cut and 54,400 dry cut)	7/4/2017	555	80
19	A & B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80
21	A & B	Area "A" and Area "B" North Remove Existing Levees	21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel meanders - Export to Area C North, quantities included in Sequence 16, ultimate.	7/8/2019	120	80
22	В	Area "B" West Fire Access Road	22a. Construct maintenance and fire road in Area B West	10/14/2019	20	15
23	A & B	Bike Path, Pedestrian Walkway and Amenities	22b. Reconstruct Area B parking lot 23a. Construct bike and ped trails on levees 23b. Construct County Parking Structure Foundation	10/14/2019 10/14/2019 10/14/2019	20 65 60	15 15 24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	Α	Export	24a. Export final excess dirt quantity (Assume up to 110,000 CY)	10/14/2019	35	2
				TOTAL NUMBER	OF WORKERS	351

Sources: Psomas, June 2015

Note: Construction activities would only occur during weekdays and in particular seasons of the year.

Utilizing the anticipated number of workers in the peak construction period, the construction workers' trip generation was determined. Table 8 summarizes the estimated trip generation of construction activity. From Table 8, it can be observed that the workers' trip generation would result in a total of approximately 809 daily trips of which 35 trips would occur during the morning peak hour and 34 trips during the evening peak hour.

The soil export activity would result in approximately 480 daily trips. As shown in Table 8, this level of truck travel would be equivalent to 1,200 passenger car equivalent daily trips (passenger car equivalent or PCE: assumes 1 truck trip = 2.5 passenger cars). On an average hourly basis, assuming a uniform distribution of trips over an 8-hour work day, these daily trip totals would translate to approximately 150 trips during the morning peak hour. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the evening peak hour.

The construction activity would result in a maximum trip generation of approximately 2,009 daily trips of which 185 trips would occur during the morning peak hour and 34 trips during the evening peak hour.

# **Construction Workers Trip Distribution**

The regional geographic trip distribution for construction worker trips was computed based on a number of factors including existing traffic patterns and general distribution of expected construction worker trips. They were estimated and assumed to be the following:

To and From the North: 25%
To and From the South: 25%
To and From the West: 40%
To and From the East: 10%

The majority of construction workers would park in a temporary lot located in Area A on the west side of Lincoln Boulevard. The workers would be directed to access this lot from southbound Lincoln Boulevard and exit the lot southbound on Lincoln Boulevard (i.e. right-turn in and right-turn out).

TABLE 8
ESTIMATED TRIP GENERATION - CONSTRUCTION ACTIVITY

		AM Peak Hour PM Peak Ho				M Peak Hou	our		
	Daily	IN	OUT	TOTAL	IN	OUT	TOTAL		
Construction Workers [1]	809	31	4	35	6	28	34		
Soil Export [2,3] (Dump Truck Trips)	1,200	75	75	150	0	0	0		
Total Trips	2,009	106	79	185	6	28	34		

<sup>[1]</sup> For the purpose of this analysis, ITE 9th Edition trip generation rates for workers at an office use was utilized. Per project construction description, maximum construction workers anticipated during peak construction period equivalent to 351 with a SCAg-model based AVR of 1.44 was used in this analysis. Additionally, most of this construction worker traffic would occur before the peak hours on weekdays. However, it was conservatively assumed that 30% of the construction worker peak hour traffic would occur during the AM and PM peak hours.

<sup>[2]</sup> Assumes an average of 15 cubic yards (c.y.) of soil per truck haul with an average headway of 2 minutes between trucks leaving the site. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the PM peak hour.

<sup>[3]</sup> Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5.

Workers constructing the County Parking Structure along Fiji Way would park on-site. A minimal amount of workers would park in Area B.

Based on the distribution assumptions, location of the project and construction worker parking locations on-site, the intersection level trip distribution was developed. The resulting Intersection level trip distribution percentages are shown in Figures 16A and 16B.

# **Truck Haul Routes**

The truck haul route is shown in Figure 17. As shown in this figure, a haul route from the site would require traveling from Area A into North Area C via the Lincoln Boulevard temporary construction bridge and merging onto northbound Lincoln Boulevard, to Mindanao Way onto the Marina (SR-90) Freeway. This outgoing route is chosen to eliminate left turns onto Lincoln Boulevard. For the return trips, the empty trucks would enter Area A from Lincoln Boulevard from the south, again to avoid left turns and provide a one-way operation on-site for efficiency.

Based on the worker trip distribution assumptions, truck haul routes, and construction activity trip generation estimates, traffic estimates of construction activity trips were developed. These construction activity trips are presented in Figure 18.

#### **CUMULATIVE YEAR 2019 WITH PROJECT CONSTRUCTION ACTIVITY TRAFFIC VOLUMES**

Utilizing the construction activity traffic estimates developed for both peak hours, traffic forecasts for the Future Cumulative Year 2019 with Project Construction Activity conditions were developed. The Future Cumulative Base (Year 2019 pre-construction) traffic forecasts were combined with the Excavation/Earthwork Phase construction activity traffic volumes to obtain the Future Cumulative (2019) with Project Construction Activity traffic volume forecasts. The Future Cumulative (2019) with Project Construction Activity traffic volumes during both the morning and evening peak hours are presented in Figure 19.

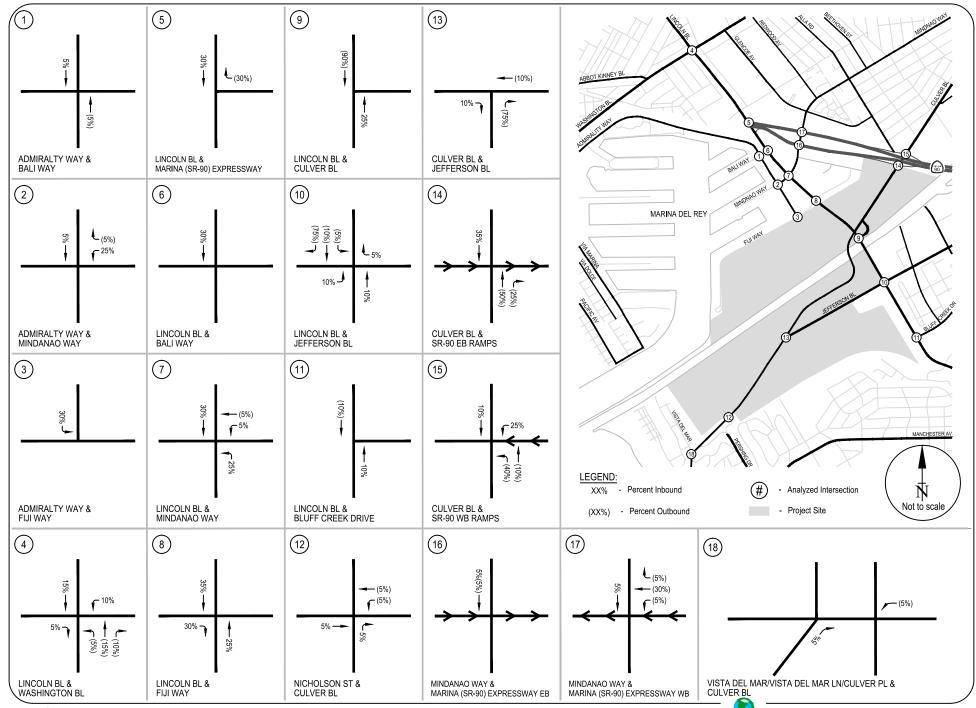


FIGURE 16A CONSTRUCTION WORKERS TRIP DISTRIBUTION TO/FROM AREA A TEMPORARY PARKING LOT

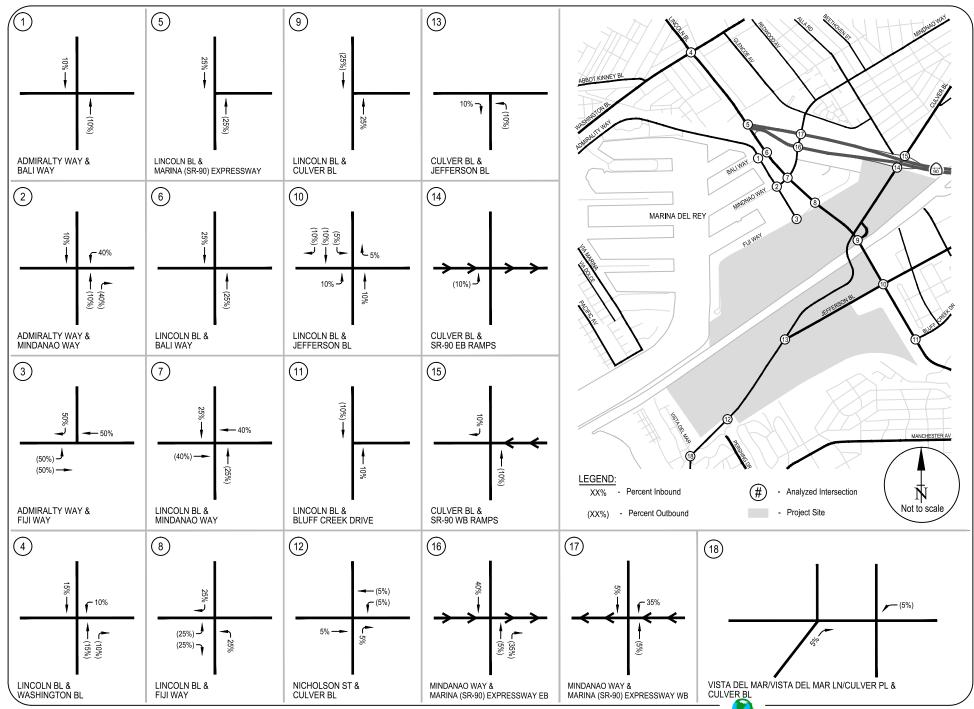
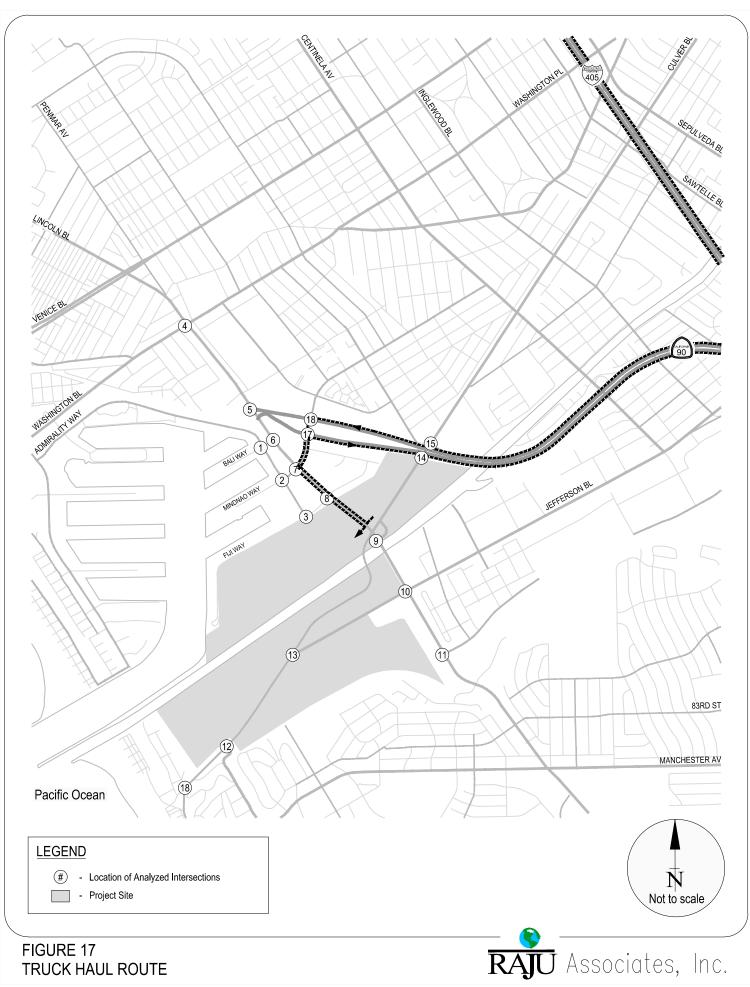


FIGURE 16B CONSTRUCTION WORKERS TRIP DISTRIBUTION TO/FROM AREA A PROPOSED COUNTY PARKING STRUCTURE

RAJU Associates, Inc.



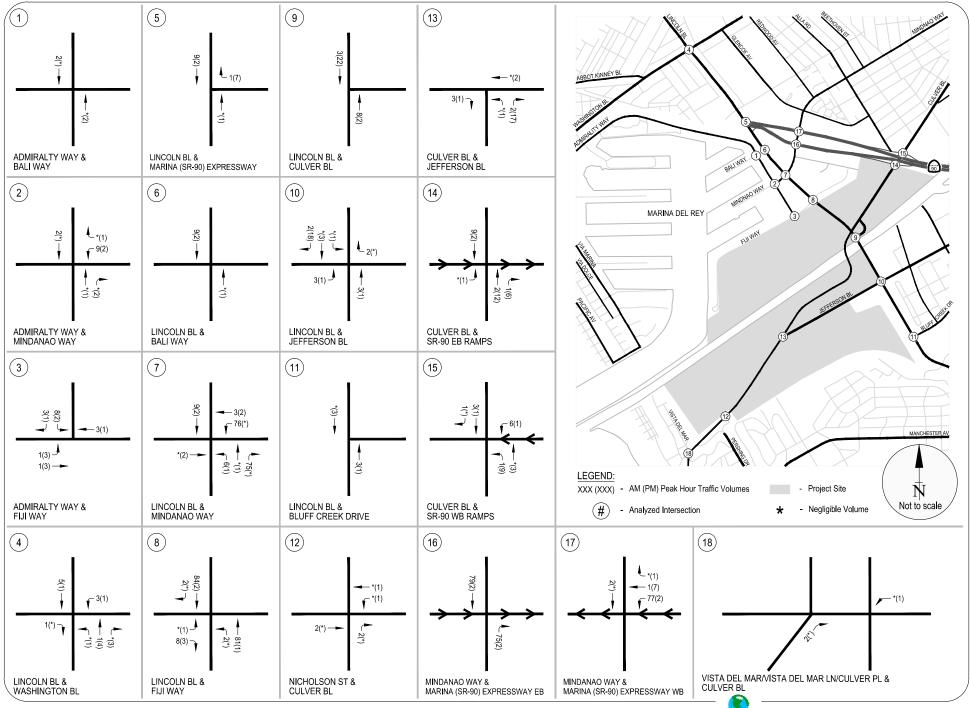


FIGURE 18
CONSTRUCTION ACTIVITY TRIPS - PEAK HOUR TRAFFIC VOLUMES



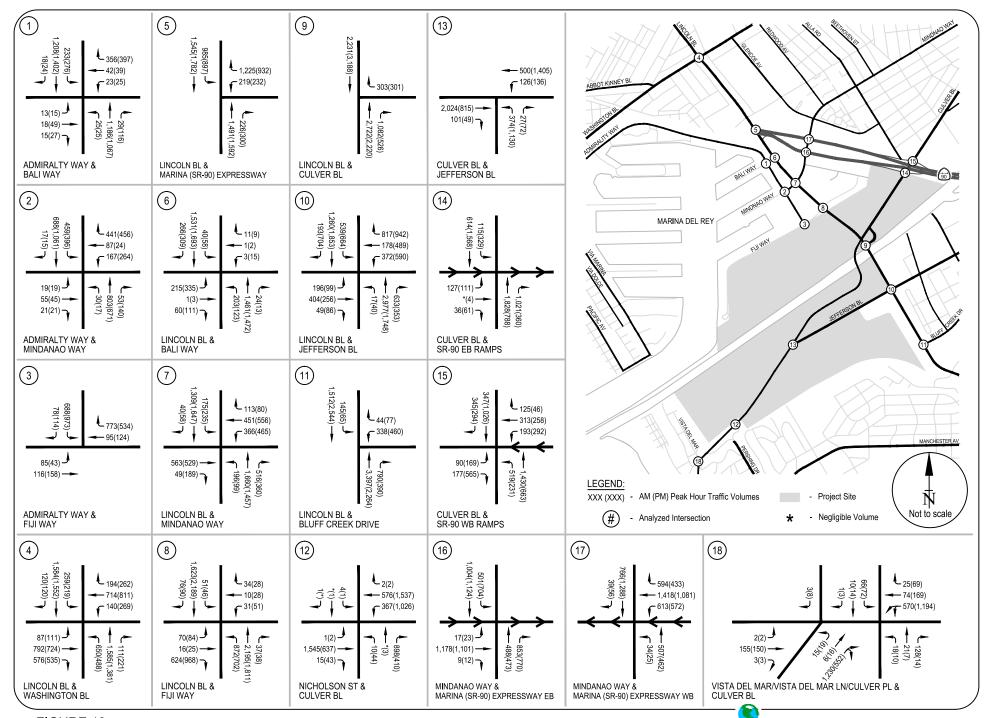


FIGURE 19
CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - PEAK HOUR TRAFFIC VOLUMES



# **CUMULATIVE BASE (YEAR 2019 PRE-CONSTRUCTION) TRAFFIC CONDITIONS**

The Future Cumulative Base (Year 2019 pre-construction) peak hour traffic volumes were analyzed at each of the study intersection and street segment to determine the V/C ratio and corresponding level of service. Table 9 presents the results of the Cumulative Base (Year 2019 without project – pre-construction) traffic analysis. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during both the morning and evening peak hours.

The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

The capacity calculation worksheets for Cumulative (2019) Base conditions are provided in Appendix G.

# **CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY TRAFFIC CONDITIONS**

The Future Cumulative (2019) with Project Construction Activity peak hour traffic volumes were analyzed to determine the V/C ratio and LOS at each of the study locations. The results of this analysis are also summarized on Table 9. Table 9 indicates that construction related traffic would not change the intersection levels of service from cumulative base conditions at the study intersections during both the morning and evening peak hours with the exception of the intersection of Lincoln Boulevard/Fiji Way which would operate at LOS C during the morning peak hour compared to LOS B under cumulative base conditions.

The capacity calculation worksheets for Cumulative (2019) with Project Construction Activity conditions are provided in Appendix H.

TABLE 9
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - CONSTRUCTION ANALYSIS

П		1 1	Cumulative (2019) Cumulative (2019) with				Project	Significant
		Peak	Base Co			on Activity	Increase	Project
No.	Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact
								'
1.	Admiralty Way & Bali Way	AM	0.639	В	0.639	В	0.000	No
		PM	0.672	В	0.673	В	0.001	No
2.	Admiralty Way & Mindanao Way	AM	0.690	В	0.693	В	0.003	No
		PM	0.634	В	0.636	В	0.002	No
	Administration O. Fill Man	0.04	0.474		0.470		0.004	NI-
3.	Admiralty Way & Fiji Way	AM	0.471	A	0.472	A	0.001	No No
		PM	0.365	Α	0.368	Α	0.003	No
4.	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.917	Е	0.003	No
	Elifolit Bodievard & Washington Bodievard	PM	0.870	D	0.871	D	0.003	No
		1 141	0.070		0.071		0.001	110
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.774	С	0.774	С	0.001	No
		PM	0.778	Ċ	0.779	Ċ	0.001	No
		' ''	0.110		0.770	Ü	0.001	110
6.	Lincoln Boulevard & Bali Way	AM	0.571	Α	0.573	Α	0.002	No
	,	PM	0.616	В	0.616	В	0.000	No
7.	Lincoln Boulevard & Mindanao Way	AM	0.768	С	0.798	С	0.030	No
		PM	0.870	D	0.872	D	0.001	No
8.	Lincoln Boulevard & Fiji Way	AM	0.694	В	0.714	С	0.020	No
		PM	0.801	D	0.802	D	0.001	No
9.	Lincoln Boulevard & Culver Loop	AM	0.855	D	0.857	D	0.002	No
		PM	0.621	В	0.621	В	0.000	No
ا ۱		1	0.045	_	0.045	_		
10.	Lincoln Boulevard & Jefferson Boulevard	AM	0.915	E	0.915	E	0.000	No
		PM	0.803	D	0.803	D	0.000	No
11.	Lincoln Boulevard & Bluff Creek Drive	AM	0.682	ь	0.682	В	0.000	No
' ' .	Lincoln Boulevard & Bluit Creek Drive	PM	0.523	B A	0.002	B A	0.000	No No
		FIVI	0.525	_ ^	0.524	A	0.001	NO
12.	Nicholson Street & Culver Boulevard	AM	0.715	С	0.715	С	0.001	No
'	THORISION STOOL & SUIVOI BOUISVAIA	PM	0.892	D	0.892	D	0.001	No
		' ''	0.002		0.002		0.001	110
13.	Jefferson Boulevard & Culver Boulevard	AM	0.796	С	0.796	С	0.000	No
		PM	0.963	Ē	0.965	Ē	0.001	No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM	0.467	Α	0.467	Α	0.000	No
	·	PM	0.495	Α	0.497	Α	0.001	No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM	0.844	D	0.845	D	0.001	No
		PM	0.948	E	0.951	Е	0.004	No
<u> </u>				_		_	0.5/-	
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM	0.807	D	0.824	D	0.018	No
		PM	0.853	D	0.853	D	0.000	No
, ,	Mindongo Way 9 Marina (CD CO) Evansas Waster	A B 4	0.000		0.000	n	0.000	NI.
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM	0.609	В	0.609	В	0.000	No No
		PM	0.616	В	0.619	В	0.002	No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.856	D	0.856	D	0.000	No
10.	VISIA USI IVIAI/ VISIA USI IVIAI LAIIE & CUIVEI DUUIEVAIU	PM	0.656	C	0.656	С	0.000	No No
		FIVI	U.1 <del>111</del>		0.744		0.000	INU
	os Angeles County Congestion Management Program monitorin	<u> </u>		<u> </u>	i		<u> </u>	]

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

#### **CONSTRUCTION TRAFFIC IMPACTS**

Using the specified significant impact criteria, the traffic impacts at the analysis locations were determined. Table 9 identifies the individual impacts during both the morning and evening peak hours at all analyses locations. It can be observed none of the analyzed locations would be significantly impacted by the traffic associated with the construction activity of the Proposed Project. Therefore, no traffic-related mitigation measures would be required for the Proposed Project.

Additionally, during the construction phase of the Proposed Project, there would be no temporary street closures or reduction in travel lanes; therefore, the adjacent streets would not be affected.

#### **CONSTRUCTION PARKING IMPACTS**

All construction activity will occur on-site and will not impact on-street parking on any of the adjacent streets. It is anticipated that construction workers will park on-site.

#### CONSTRUCTION ACCESS IMPACTS

No driveways or sidewalks would need to be removed during construction. Therefore, there would be no loss of vehicular or pedestrian access to any uses in the vicinity of Project site during the phases of construction.

# TRANSIT CONDITIONS DURING CONSTRUCTION

No temporary loss of bus stops would occur or rerouting of bus lines required, during the construction activities associated with the construction or operation of the Proposed Project.

## **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

Although the Proposed Project would not result in temporary construction impacts, it is recommended that a final construction traffic management plan be prepared for each phase of the Project. This Plan would address details related to haul routes, dust control, noise control and City and County regulations. The construction management plan ensures that the construction activities and workers follow the City regulations and provides details of activities planned on-site. This Construction Traffic Management Plan will be prepared at the time of final design, prior to commencement of construction.

The Construction Traffic Management Plan will address various issues and details such as those noted above – access and parking associates with construction trips, haul routes and delivery management and other site-specific changes during construction.

# VII. REGIONAL/CONGESTION MANAGEMENT PLAN ANALYSIS

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

#### **CMP TRAFFIC IMPACT ANALYSIS**

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

- All CMP arterial monitoring intersections where the proposed project will 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 will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersection to the project site is the intersection of Lincoln Boulevard/Marina Expressway. Based on the incremental Project trip generation estimates presented in Chapter III, the Proposed Project will not add 50 or more new trips per hour to this location. Therefore, no further analysis of CMP arterial monitoring locations is required. However, this location was analyzed in the traffic study and the results of the analysis are presented in Chapter V. No significant traffic impacts are projected to occur at this location.

The nearest mainline freeway monitoring location to the project site is the San Diego Freeway (I-405) north of La Tijera Boulevard. Based on the incremental Project trip generation estimates, the Proposed Project will not add 150 or more new trips per hour to this location in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

# VIII. ALTERNATIVES ANALYSIS

This chapter presents the results of the traffic impact analysis of project alternatives for the Ballona Wetlands Ecological Reserve Restoration Project. These alternatives are required per CEQA as part of the Draft Environmental Impact Report (EIR) for the Project. A brief description of the alternatives including their proposed project description and corresponding trip generation estimates, and comparison to the Proposed Project's trip generation is provided in the following sections. Future Cumulative 2023 conditions with and without the alternatives, as well as traffic impacts of the alternatives in relation to those of the Proposed Project are presented in this chapter.

Four project alternatives have been analyzed in this study. They include the following:

- Alternative 1: Proposed Action (also referred to as the Proposed Project) Restore contiguous tidal wetlands north of Culver Boulevard and enhance managed wetlands south of Culver Boulevard (South Area B).
- Alternative 2: Partial Restoration Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B.
- Alternative 3: Levee Culverts and Oxbow Restore tidal wetlands in Area A, maintain existing Area B managed wetlands, and restore wetlands in South Area C.
- Alternative 4: No Federal Action/No Project No actions requiring federal, state, or local discretionary approval would be allowed.

Table 10 provides a summary of the alternatives. Descriptions of each of the alternatives, corresponding trip generation estimates, and comparison to those of the Proposed Project have been provided in the following sections. The same trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions as those used for the Proposed Project have been utilized in the analysis and evaluation of these alternatives. A comparative discussion of traffic impacts of each of the alternatives in relation to those of the Proposed Project is also provided in the subsequent sections of this Chapter.

# TABEL 10 SUMMARY OF PROJECT ALTERNATIVES

Alternative Summary	Ecosystem Restoration	Flood Risk and Stormwater Management	Public Access & Visitor Amenities	Infrastructure & Utility Modifications	Implementation & Construction Process
Alternative 1: Proposed Action					
Restore contiguous tidal wetlands north of Culver Boulevard and enhance managed wetlands south of Culver Boulevard (South Area B)	Phased Restoration: Phase 1 (Interim Restoration): Area A and North Area B tidal wetland restoration and Ballona Creek realignment South Area B managed wetland enhancement East Area B (western portion), North Area C, and South Area C (eastern portion) upland habitat restoration  Phase 2 (Final Restoration): West Area B tidal restoration	Remove existing armored levees along Area A and North and West Area B Install new earthen perimeter levees in Area A, along the North side of Culver Boulevard, and in North and West Area B Install new water control structures in South Area B Construct Culver Boulevard stormwater detention wetland	Construct levee trail and bike paths     Add gateway entrances with art/education installations     Construct new 3-story parking structure, improve existing West Culver Parking Lot     Install two new bridges for public access	Gas well abandonment and replacement with phasing     Gas pipeline relocation (Phase 1)     Removal of abandoned sewer pipe	Large-scale grading:  Up to approximately 2,440,000 cubic yards (cy) of on-site soil excavation, transport, and placement (fill for levees and uplands)  Fill stockpiled in East Area B and the Culver levee (Phase 1)  10,000 cy of off-site soil export  Install two new bridges for soil transport/public access  Remove existing levees and realign Ballona Creek  Revegetation
Alternative 2: Restored Partial Sinuous Cr	eek				
Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B	Restoration:  Area A and North Area B tidal wetland restoration and Ballona Creek realignment  South Area B managed wetland enhancement  East Area B, North Area C, and South Area C upland habitat restoration	Remove existing levees along Area A and North Area B Install new Area A and Culver Boulevard perimeter levees Install new South Area B water control structure Construct Culver Boulevard stormwater detention wetland	Construct levee trail and bike paths     Add gateway entrances with art/education installations     Construct new 3-story parking structure, improve existing West Culver Parking Lot     Install two new bridges for public access	Gas well abandonment and replacement     Gas pipeline relocation     Removal of abandoned sewer pipe	Large-scale grading:  2,130,000 cy of on-site soil excavation, transport, and placement (fill for levees and uplands)  10,000 cy of off-site soil export Install two new bridges for soil transport/public access Remove existing levees, except in West Area B, realign Ballona Creek Revegetation
Alternative 3: Levee Culverts and Oxbow					
Restore tidal wetlands in Area A and maintain existing Area B managed wetlands, restore wetlands in South Area C	Restoration:  • Area A tidal wetland restoration with new Ballona Creek water control structures	Install new Area A perimeter levee     Install new Area A water control structures (i.e., tide gates) along area A     Construct Culver Boulevard stormwater detention wetland	Construct levee trail and bike paths     Add gateway entrances with art/education installations     Construct new 3-story parking structure, improve existing West Culver Parking Lot     Install one new bridge for public access	Gas well abandonment and replacement     Removal of abandoned sewer pipe	Large-scale grading:  1,500,000 cy of on-site soil excavation, transport, and placement (fill for levees and uplands)  1,230,000 cy of off-site soil export Install one new bridge for soil transport/public access  Install new water control structures in existing Area A levee (i.e., north Ballona Creek levee)  Revegetation
Alternative 4: No Federal Action/No Project	:t				
No actions requiring federal, state, or local discretionary approval would be allowed.	<ul> <li>No change.</li> <li>Existing management and community volunteer restoration efforts would continue using exclusively hand-tools (no mechanized equipment currently is, or would be allowed under Alternative 4).</li> <li>Ongoing influence of sea level rise would substantially affect tidal wetlands and related habitats over time</li> </ul>	<ul> <li>No change to existing levees or other infrastructure would occur.</li> <li>No culverts would be created, and no new levee armoring would occur.</li> <li>Ongoing influence of sea level rise would eventually would render existing tide gates useless.</li> </ul>	No change     No new visitor or recreational amenities would be provided     Existing public access restrictions would continue     No parking structure would be built, and no improvements to existing parking areas would be made.	No change.     SoCalGas would continue to manage wells and pipelines within the Ballona Reserve and independently would pursue well and pipeline abandonment and/or relocation based on the utility's priorities.	<ul> <li>No implementation or construction would occur</li> <li>CDFW would continue to remove trash and debris, remove homeless encampments, and monitor and enforce other unauthorized or illegal activities.</li> <li>Management of existing tide gates would continue until their permanent closure is necessitated, e.g., by the effects of sea level rise.</li> </ul>

Source: ESA

Table 11 summarizes the trip generation estimates of the project alternatives including a comparison to the Proposed Project. Given that the size of the Ballona Wetlands Ecological Reserve (581 acres), the amount of parking provided and amenities provided are the same for Alternatives 1-3 (although the restoration footprint of the reserve are different for the three alternatives), the trip generation estimates for all three alternatives are similar.

# ALTERNATIVE 1 – PROPOSED ACTION (PROPOSED PROJECT)

The description and analyses associated with this alterative have been discussed in detail in previous chapters (Chapters 3, 4, 5, 6, and 7).

#### **ALTERNATIVE 2 – PARTIAL RESTORATION**

Alternative 2 is similar to the Proposed Project (Alternative 1), but with a slightly smaller project footprint. The extents of Alternative 2 and its public access plan are shown in Figure 20.

In Alternative 2, existing armored levees on the Ballona Creek channel adjacent to the Ballona Reserve would be removed and Ballona Creek would be realigned to flow in a natural meandering pattern as described for the Proposed Project; however, the southern levee of the Ballona Creek channel adjacent to West Area B would not be breached, and the existing water control structures would remain. As a result, this alternative restores a mix of fully tidal wetlands and managed wetlands in the Ballona Reserve while retaining existing habitats in West Area B. Alternative 2 would include the first restoration phase described for the Proposed Project, but not the second and final restoration phase and without the stockpiled fill along the Culver Boulevard levee and East Area B in the first phase of the Proposed Project.

New earthen levees would be built around the northern perimeter of Area A and along the north side of Culver Boulevard in North Area B. The interim levee identified in the Proposed Project would become the new location for the final North/West Area B levee in Alternative 2. The levees would be broad and gently sloped away from roadways and buildings, protecting development from potential flooding of Ballona Creek, and providing upland and transitional habitat zones. The new levees would be set back from Ballona Creek in order to connect the creek with its floodplain, allowing wetland habitat to form within the floodplain.

TABLE 11
ALTERNATIVE ANALYSIS - SUMMARY AND COMPARISON OF TRIP GENERATION ESTIMATES

	DAILY	AM	PEAK HO	JR	PM	PEAK HO	UR
Scenario	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Operational Analysis							
Alternative 1-Proposed Action	378	7	5	12	32	20	52
Alternative 2: Partial Restoration Difference from Alternative 1	378	7	5	12	32	20	52
	0	0	0	0	0	0	0
Alternative 3: Levee Culverts and Oxbow Difference from Alternative 1	378	7	5	12	32	20	52
	0	0	0	0	0	0	0
Alternative 4: No Federal Action/No Project Difference from Alternative 1	0	0	0	0	0	0	0
	(378)	(7)	(5)	(12)	(32)	(20)	(52)
Construction Analysis							
Alternative 1-Proposed Action	2,009	106	79	185	6	28	34
Alternative 2: Partial Restoration Difference from Alternative 1	2,009	106	79	185	6	28	34
	0	0	0	0	0	0	0
Alternative 3: Levee Culverts and Oxbow Difference from Alternative 1 % Difference	1,571	89	77	166	3	12	15
	(438)	(17)	(2)	(19)	(3)	(16)	(19)
	<i>-</i> 22%	-16%	-3%	-10%	-50%	-57%	<i>-5</i> 6%
Alternative 4: No Federal Action/No Project	0	0	0	0	0	0	0
Difference from Alternative 1	(2,009)	(106)	(79)	(185)	(6)	(28)	(34)

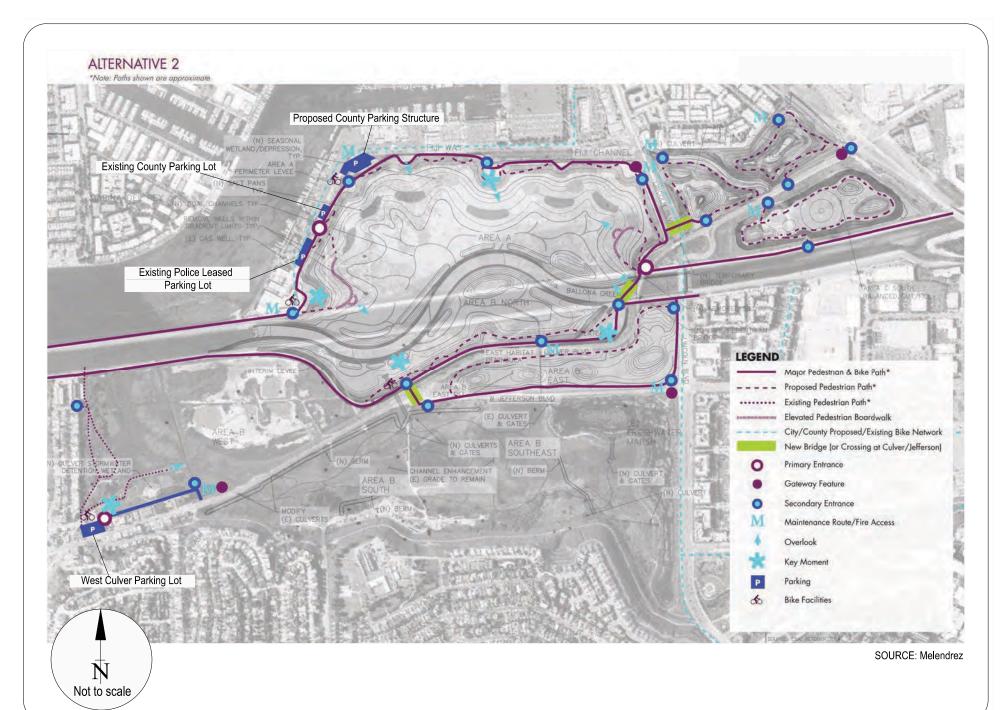


FIGURE 20 BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 2 - PUBLIC ACCESS PLAN H-86



As with the Proposed Project, Alternative 2 would provide new trails and bicycle paths that would encourage safe use by visitors, and gateway entrances with educational and art installations. However, Alternative 2 would differ from the Proposed Project in that the trail would go along the North/West Area B levee (as in Phase 1 of Proposed Project) instead of going around the perimeter of West Area B and the baseball fields in Area C would be replaced (if external funding becomes available for this purpose) at a higher elevation following the placement of fill in that location.

Alternative 2 balances functioning tidal habitat creation with interim impacts to sensitive species habitats. While implementation of Alternative 2 would restore less full tidal wetlands in the Ballona Reserve as compared to the Proposed Project, it would eliminate the need to re-establish Statelisted endangered Belding's Savannah Sparrow Habitat prior to potential losses of such habitat during implementation of the second phase. Alternative 2 would maintain West Area B in its present managed tidal state.

In addition, the existing SoCalGas wells would be decommissioned within the Ballona Reserve and pipelines would be abandoned or modified, as needed, to accommodate the proposed restoration activities.

## **Alternative 2 Trip Generation**

Under Alternative 2, Ballona Wetlands Ecological Reserve would contain approximately 581 acres, same as the Proposed Project. The points of vehicular access, parking locations, amount of parking provided and amenities provided will be the same as the Proposed Project. Utilizing the ITE's Trip Generation Manual, 9th Edition trip rates, the Alternative 2 trip generation was determined and is summarized in Table 12. From Table 12, it can be observed that the Alternative 2 trip generation would result in a total of approximately 378 daily trips of which 12 trips would occur during the morning peak hour and 52 trips during the evening peak hour. From Table 11, it can be observed that this alternative generates the same amount of trips as the Proposed Project.

TABLE 12
ESTIMATED ALTERNATIVE 2 WEEKDAY TRIP GENERATION

			Α	M Peak Ho	ur	PM Peak Hour				
	Size	Daily	IN	OUT	TOTAL	IN	OUT	TOTAL		
Proposed Project Ballona Wetlands Ecological Reserve	581 acres	378	7	5	12	32	20	52		
Trip Rates [1] State Park/County Park (ITE Land Use 413/412)	Trips per acre	0.65	61%	39%	0.02	61%	39%	0.09		

<sup>[1]</sup> Trip generation of the Ballona Wetlands Ecological Reserve was estimated using county park and state park trip generation rates from ITE Trip Generation Manual, 9th Edition, 2012.

# **Alternative 2 Traffic Conditions**

Table 13 summarizes the intersection morning and evening peak hour traffic conditions analysis associated with this alternative. It can be observed from this table that the Cumulative (2023) plus Project – Alternative 2 would result in similar traffic condition as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour.

During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Nicholson Street/Culver Boulevard: PM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

As indicated in Table 13, similar to the Proposed Project, Alternative 2 Project does not cause significant impacts at any of the analyzed intersections under both existing and future conditions. Therefore, no project-specific mitigation measures would be required.

It is important to note that if external funding does not become available for replacement of the baseball fields in Area C, this alternative would result in diversion of the traffic associated with the ball fields during the evening peak hours during the Little League season to Culver City, Del Rey and North Venice locations and consequently would have lesser traffic around the Project site compared to the Proposed Project. Based on the current traffic counts associated with the ball fields, the evening peak hour traffic diversion would be approximately 60 trips (48 inbound, 12 outbound) during the little league baseball season (March to June).

The associated intersection peak hour traffic volumes and capacity calculation worksheets for the Cumulative (2023) plus Project - Alternative 2 conditions are attached in Appendix I.

TABLE 13 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2 PROJECT

			Existing	(2015)		2015) plus	Project	Significant	Cumulativ		Cumulative	(2023) plus	Project	Significant
N.	luta na a stia n	Peak	Cond V/C	litions LOS	Project V/C	- Alt. 2	Increase	Project	Base Co V/C	nditions LOS	Project V/C	t - Alt. 2	Increase	Project
No.	Intersection	Hour	V/C	LUS	V/C	LOS	in V/C	Impact	V/C	LU3	V/C	LOS	in V/C	Impact
1.	Admiralty Way & Bali Way	AM PM	0.616 0.627	B B	0.616 0.628	B B	0.000 0.001	No No	0.656 0.692	B B	0.656 0.692	B B	0.000 0.001	No No
2.	Admiralty Way & Mindanao Way	AM PM	0.667 0.587	B A	0.667 0.593	B A	0.001 0.006	No No	0.709 0.652	C B	0.709 0.658	C B	0.001 0.006	No No
3.	Admiralty Way & Fiji Way	AM PM	0.451 0.338	A A	0.452 0.356	A A	0.001 0.018	No No	0.485 0.376	A A	0.486 0.394	A A	0.001 0.018	No No
4.	Lincoln Boulevard & Washington Boulevard		0.837 0.783	D C	0.838 0.785	D C	0.001 0.002	No No	0.937 0.893	E D	0.938 0.896	E D	0.001 0.002	No No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM PM	0.717 0.676	C B	0.717 0.678	C B	0.000 0.001	No No	0.793 0.798	C C	0.793 0.799	C C	0.000 0.001	No No
6.	Lincoln Boulevard & Bali Way	AM PM	0.509 0.552	A A	0.509 0.553	A A	0.000 0.001	No No	0.585 0.634	A B	0.585 0.635	A B	0.000 0.001	No No
7.	Lincoln Boulevard & Mindanao Way	AM PM	0.710 0.781	C C	0.710 0.785	C C	0.000 0.004	No No	0.787 0.894	C D	0.787 0.898	C D	0.001 0.004	No No
8.	Lincoln Boulevard & Fiji Way	AM PM	0.628 0.720	B C	0.631 0.729	B C	0.002 0.009	No No	0.711 0.822	C D	0.712 0.832	C D	0.001 0.010	No No
9.	Lincoln Boulevard & Culver Loop	AM PM	0.805 0.535	D A	0.806 0.539	D A	0.001 0.004	No No	0.877 0.637	D B	0.877 0.640	D B	0.000 0.003	No No
10.	Lincoln Boulevard & Jefferson Boulevard	AM PM	0.840 0.639	D B	0.841 0.640	D B	0.001 0.001	No No	0.937 0.821	E D	0.937 0.824	E D	0.000 0.003	No No
11.	Lincoln Boulevard & Bluff Creek Drive	AM PM	0.544 0.360	A A	0.545 0.360	A A	0.001 0.000	No No	0.697 0.536	B A	0.697 0.536	B A	0.000 0.000	No No
12.	Nicholson Street & Culver Boulevard	AM PM	0.652 0.798	B C	0.652 0.800	B D	0.000 0.002	No No	0.732 0.915	C E	0.733 0.918	C E	0.001 0.002	No No
13.	Jefferson Boulevard & Culver Boulevard	AM PM	0.727 0.810	C D	0.727 0.812	C D	0.000 0.002	No No	0.815 0.987	D E	0.816 0.989	D E	0.000 0.001	No No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM PM	0.436 0.463	A A	0.436 0.466	A A	0.000 0.003	No No	0.479 0.510	A A	0.479 0.513	A A	0.000 0.003	No No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM PM	0.798 0.873	C D	0.798 0.875	C D	0.000 0.001	No No	0.866 0.974	D E	0.866 0.975	D E	0.000 0.001	No No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM PM	0.756 0.809	C D	0.757 0.810	C D	0.001 0.001	No No	0.827 0.877	D D	0.827 0.879	D D	0.000 0.002	No No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM PM	0.572 0.559	A A	0.572 0.560	A A	0.000 0.001	No No	0.624 0.634	B B	0.625 0.636	B B	0.001 0.002	No No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM PM	0.782 0.653	C B	0.783 0.657	C B	0.001 0.004	No No	0.878 0.765	D C	0.879 0.768	D C	0.001 0.003	No No

[1] Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

# **Alternative 2 Construction Impact Analysis**

Construction phasing would be the same as described for the Phase 1 of the Proposed Project. Construction of the Alternative 2 Project would be accomplished over an approximately three-year period, scheduled to commence in 2017 and completed in 2020 (compared to 2023 for the Proposed Project). During this period, it is anticipated that all construction activity would occur onsite with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks. Alternative 2 would be implemented in one phase. The overall construction schedule for Alternative 2 is shown in Table 14. The restoration construction activities would be sequenced as shown in Table 14.

In Alternative 2, utilities would be relocated within the Ballona Reserve, Area A and North Area B would be graded, and new levees would be constructed. Soil excavated from Area A would be transported to Area B and used to construct the Culver Boulevard levee. Water control structures would be installed/modified, and the wetland enhancements in South Area B, including channel excavation and berm construction, would be completed. Area A site preparation, grading, and re-vegetation also would occur. Site preparation of North and South Area B would occur, including utility relocation, clearing and grubbing, and over-excavation along the levee alignment. Area C and East Area B would be graded to upland habitat. Once the new levees are in place, the channel meanders would be constructed and existing levee segments removed. An open Ballona Creek channel would be maintained throughout the construction process. Finally, the public access features, including new bicycle and pedestrian paths and the West Area B fire access road and storm water drainage improvements, would be completed.

Similar to the Proposed Project, it is anticipated that the greatest amount of construction-related peak hour trips would be generated in Year 2019 and includes the following overlapping construction sequences:

- Excavate Area A
  - Excavate old fill from Area A (1,384,000 cubic yards wet cut)
- Area A and Area B North Excavate and Breach Existing Levees
  - Excavate Ballona Creek Channel in Areas A and B North (277,800 cubic yards cut)

# TABLE 14 CONSTRUCTION SCHEDULE AND SEQUENCES - ALTERNATIVE 2

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
1	В	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8
2	В	Area "B" South Enhancement	2a. Create swale (10,000 CY wet cut)	1/2/2017	40	26
3	Α	Area "A' Gas Line Removal	3a. Remove existing inactive gas line	1/2/2017	10	8
,	A	Area A das Line Kemovai	3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
			25a. Drill new well at SoCal Gas Plant to replace Del Ray 19	1/2/2017	50	70
25	A & Property 1	Gas Well Abandonment	25b. Abandon and plug Del Ray 13, 14, 15, 17, 18, and 19	3/13/2017	225	17
			25c. Remove existing gas lines serving removed wells	1/22/2018	10	8
26	Α	Area A around Wells Clear & Grub	26a. Remove vegetation around wells (2,000 CY)	1/22/2018	5	26
27	Α	Area A around Wells Grading and Export to West Area B	27a. Excavate Area A and Export to West Area B (208,000 CY)	1/22/2018	5	80
28	Α	Finish Crading For Halands	28a. Finish grading around wells	2/12/2018	10	26
20	A	Finish Grading For Uplands	28b. Re-establish upland vegetation	2/26/2018	5	16
			29a. Drill new well at SoCal Gas Plant to replace Del Rey 9 and Vidor 18	1/2/2017	50	70
29	В	Area B Abandon Wells	29b. Abandon and plug Vidor 1, 2, 3, 5, 14, 18 and Del Rey 4, 5, 9, 11	3/13/2017	225	17
			29c. Remove existing pipelines	11/13/2017	10	8
30	В	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
			31a. Finish grading around wells	12/4/2017	10	26
31	В	Finish Grading For Uplands	31b. Re-establish upland vegetation	12/18/2017	5	16
			4a. Construct temporary & portion of final re-routed trail to existing trail	4/17/2017	40	15
4	A & B	Pedestrian/Bike Bridge	4b. Construct new pedestrian/bike bridge over Ballona Creek	1/2/2017	130	50
4	AGB	i edestriari/ bike bridge		7/4/2017		15
-	A 9 C	Lincoln Bridge	4c. Reroute Ballona Creek Bike Trail under Culver Blvd Bridge	7/4/2017	5	30
5	A & C	Lincoln Bridge	5a. Build Lincoln Bridge next to Culver Bridge to connect Area A to Area C North		65	35
-		Slave Calle and Stantally Assault All	6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	
6	Α	Clear, Grub, and Stockpile Area "A"	6b. Remove trash	7/4/2017	20	35
			6c. Stockpile	7/4/2017	20	35
			7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8
7	Α	Excavate Area "A"	7b. Excavate old fill from Area A (1,384,000 CY wet cut, see note)	7/4/2017	555	80
			7c. Dig below (over excavate) future levees (30,000 CY dry cut)	7/4/2017	5	80
8	Α	Area "A' Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90
		Area "B" North Gas Line Relocation & Well	9a. Drill new well at SoCal Gas Plant to replace Del Ray 12	1/2/2017	50	70
9	B & Property 1		9b. Abandon and plug Del Rey 12	4/3/2017	90	17
		Abandonment	9c. Remove/relocate existing pipelines	7/4/2017	10	8
	_		10a. Remove vegetation from Area B North and Area B West (25,000 CY wet cut)	7/4/2017	10	35
10	В	Area "B" North Clear & Grub	10b. Remove trash	7/4/2017	50	35
			11a. Excavate Area B North (56,700 CY wet cut)	7/4/2017	25	80
11	В	Area "B" North Over-Excavate and Stockpile	11b. Dig below (over excavate) future levees (3,000 CY wet cut)	7/4/2017	5	80
12	В	Construct Area "B" Levee	12a. Construct Area B levees (266,200 CY)	8/14/2017	165	90
			13a. Remove vegetation in Area B East stockpile area (4,600 CY wet cut)	2/5/2018	5	26
13	В	Clear, Grub, and Stockpile Area "B" East	13b. Stockpile and prepare for fill	2/5/2018	5	35
14	В	Area "P" Fast Crading	14a. Grade Area B east and import from Area A (324,000 CY import from Area A)	2/12/2018	85	80
14	В	Area "B" East Grading			15	-
45		Class & Crush Assa IICII Nambh & Cauth	15a. Demo baseball fields and structures.	1/2/2017		
15	С	Clear & Grub Area "C" North & South	15b. Clear vegetation from Area C North (56,000 CY dry cut) & South (51,000 CY dry cut)	4/2/2018	25	35
			15c. Re-align and replace Marina ditch (45,000 CY wet cut)	4/23/2018	15	80
		Area "A" Grading and Export to Area "C" North &	16a. Excavate Area A and export to C South (540,000 CY total)	5/21/2018	135	80
16	A & C	South	16b. Excavate Area A and export to C North (500,000 CY ultimate total; 183,000 CY at this sequence until levee is breached)	9/3/2018	50	80
17	С	Finish Grading for Uplands Area "C" South	17a. Reconstruct ballfields and structures and detailed grading in Area C South	6/3/2019	65	15
		Iraang tot opianas rica e south	17b. Re-establish upland vegetation	6/24/2019	5	16
18	В	Area "B" New and Reconstructed Culverts	18a. Install culverts under Culver/Jefferson Blvd, Gas Co Rd., and FWM berm; modify existing culvert under west end of Culver Blvd.	1/7/2019	130	26
10	o O	nied b New and neconstructed curverts	18b. Remove existing FWM pipes and outlets	7/8/2019	15	26
			18c. Construct new FWM outlet and spillway	7/29/2019	40	26
19	A & B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80
22	4.6.5	Area "A" and Area "B" North Block and Fill Existing	20a. Install temporary pipe	4/15/2019	10	8
20	A & B	Levees	20b. Temporary block then fill existing Ballona Creek (269,100 CY fill from Seq 19)	4/15/2019	60	80
		Area "A" and Area "B" North Remove Existing	21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel meanders -			
21	A & B	Levees	Export to Area C North, quantities included in Sequence 16, ultimate.	7/8/2019	120	80
			22a. Construct maintenance and fire road in Area B West	10/14/2019	20	15
22	В	Area "B" West Fire Access Road	22b. Reconstruct Area B parking lot	10/14/2019	20	15
			23a. Construct bike and ped trails on levees	10/14/2019	65	15
22	A 9 D	Bike Path, Pedestrian Walkway and Amenities			60	24
23	A & B	bike Patri, Pedestrian Waikway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019		
			23c. Construct County Parking Structure	10/14/2019	120	40
24	Α	Export	24a. Export final excess dirt quantity (Assume 530,000 CY)	10/14/2019	150	2

Sources: Psomas, June 2015

- Area A and Area B North Block and Fill Existing Channels
  - Install temporary pipe
  - Temporary block then fill existing Ballona Creek (269,100 cubic yards fill)
- Area A and Area B North Remove Existing Levees
  - Remove old Ballona Creek levee (424,400 cubic yards) and excavate new channel meanders - Export to Area C North.
- Area B West Fire Access Road
  - Construct maintenance and fire road in Area B West
  - Reconstruct Area B parking lot
- Bike Path, Pedestrian Walkway and Amenities
  - Construct bike and ped trails on levees
  - Construct County Parking Structure Foundation
  - o Construct County Parking Structure
- Off-Site Export
  - Export final excess dirt quantity (up to 530,000 cubic yards)

As indicated above, it is anticipated that most construction activities would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks.

The construction of the bridge across Lincoln Boulevard which requires off-site construction would occur for approximately three to four weeks in 2017. The gas line relocation and associated construction activities are anticipated to occur in 2017 and early 2018. The storm drain installation would occur for approximately three to four weeks per location in 2019.

Alternative 2: Lincoln Boulevard Bridge Construction Impacts - The bridge across Lincoln Boulevard would be constructed during night-time hours (11:00 PM to 5:00 AM) for a period of three to four weeks. This would require intermittent closure of Lincoln Boulevard during night-time hours over a four-week period in 2017. It is anticipated that cranes will be used to place the bridge segments and secured over the existing abutments or new abutments adjacent to and north of the Culver Boulevard bridge structure. The intermittent night-time closures of Lincoln Boulevard would allow the cranes to swing the bridge segments (structural members) over the travel lanes to place them over the existing or new abutments and secure them. Once the

members are in place and secured, the roadway would be opened. Emergency access will be maintained at all times. The current number of lanes along Lincoln Boulevard would not be affected during daytime (when there is no construction activity); and after the construction is complete, there would be no change to the number of lanes along Lincoln Boulevard.

Detailed 24-hour traffic counts were conducted along Lincoln Boulevard in the vicinity of the proposed bridge during September 2015. These traffic counts are included in Appendix B. It can be observed from the counts that traffic volumes along Lincoln Boulevard between the hours of 11:00 PM and 5:00 AM ranged from 48 vehicles to 380 vehicles in each direction in any one hour. Detailed construction traffic management plan would be prepared at the time of final design and would include specific details relative to detour routes, signage, temporary traffic control and hours of construction to the satisfaction of Caltrans and LADOT.

The potential detour route during construction (night-times for approximately three to four weeks) would include re-routing northbound Lincoln Boulevard traffic through the Culver Loop ramp to Marina Freeway back to Lincoln Boulevard, as well as through Jefferson Boulevard to Centinela Avenue to Marina Freeway and then back to Lincoln Boulevard. The southbound Lincoln Boulevard traffic could also be re-routed through Marina Freeway to Culver Boulevard or Centinela Avenue and then back to Lincoln Boulevard. With the implementation of the detour routes and other construction traffic management plan elements along with restriction of construction activities to night-times (11:00 PM to 5:00 AM) only, there would be no residual construction traffic impacts due to the Lincoln Boulevard bridge construction.

Both the bridges across Ballona Creek and Lincoln Boulevard would be constructed in 2017. After construction, the movement of soil between Project Areas A, B and C would commence and occur on these bridges, reducing the need to use surface streets such as Lincoln Boulevard, Culver Boulevard and Jefferson Boulevard. After construction activities associated with the Ballona Wetlands Restoration Project are complete, these bridges would become an integral part of the bicycle and pedestrian circulation system allowing visitors to cross Ballona Creek and Lincoln Boulevard as part of the recreational trails within the Ballona Reserve.

<u>Alternative 2: Construction Traffic Impacts of Gas Line Relocation and Stormwater Drain</u>
<u>Installation</u> - Removal and relocation of existing gas lines in Area B as well as storm drain

installation in Area B would require partial closure of lanes along Culver Boulevard. Removal and relocation of existing gas lines in Area B would occur in 2017 and would require closure of half of Culver Boulevard over a four week period. The storm drain installation in Area B would occur in 2019 and would require closure of half of Culver Boulevard over a three week period per location.

Detailed 24-hour traffic counts were conducted along Culver Boulevard west of Lincoln Boulevard during June 2015. These counts have been included in Appendix B. Based on these counts, it is recommended that the partial closure of Culver Boulevard for construction activity be between the hours of 11:00 PM to 5:00 AM when traffic along Culver Boulevard is minimal, ranging from approximately 30 vehicles to 206 vehicles in either direction during this time period. A detailed construction traffic management plan including detour routes, signage, traffic control and hours of construction would be prepared at the times of final design to the satisfaction of LADOT.

The potential detour route during construction activities associated with gas line relocation and stormwater drain installation across Culver Boulevard (night-time periods for three weeks per location) would involve re-routing eastbound/northbound Culver Boulevard to Jefferson Boulevard to Lincoln Boulevard back to Culver Boulevard. The westbound/southbound Culver Boulevard would continue to use the partially open (half-roadway) Culver Boulevard during night-times.

With the implementation of the construction traffic management plan including detour routes and night-time hours of construction, there would be no residual significant traffic impacts due to the gas line relocation and stormwater drain installation components of the Alternative 2 Project.

An evaluation of detailed construction traffic analysis for Alternative 2 follows:

Based on the construction schedule shown in Table 14, the heaviest or most intense construction phase for the Alternative 2 Project would occur in the year 2019. During this period, multiple construction activities would overlap with one another including off-site soil export. Table 15 summarizes the construction activity and the number of workers of each sequence for this peak construction period. As indicated in the table, a total of approximately 351 workers would be onsite, similar to the Proposed Project. This does not include the workers for off-site soil export, which would arrive in their dirt-hauler truck from an outside yard to the site on a daily basis.

TABLE 15
PEAK CONSTRUCTION ACTIVITY/SEQUENCES - ALTERNATIVE 2

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
7	Α	Excavate Area "A"	7b. Excavate old fill from Area A (1,384,000 CY wet cut)	7/4/2017	555	80
19	A & B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80
21	A & B	Area "A" and Area "B" North Remove Existing Levees	21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel meanders - Export to Area C North, quantities included in Sequence 16, ultimate.	7/8/2019	120	80
22	В	Area "B" West Fire Access Road	22a. Construct maintenance and fire road in Area B West	10/14/2019	20	15
22	ь	Alea B West life Access Road	22b. Reconstruct Area B parking lot	10/14/2019	20	15
			23a. Construct bike and ped trails on levees	10/14/2019	65	15
23	A & B	Bike Path, Pedestrian Walkway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019	60	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	Α	Export	24a. Export final excess dirt quantity (Assume 530,000 CY)	10/14/2019	150	2
				TOTAL NUMBER	OF WORKERS	351

Sources: Psomas, June 2015

Note: Construction activities would only occur during weekdays and in particular seasons of the year.

As part of the grading process, up to 530,000 cubic yards of soil could be removed/exported in Alternative 2 compared to 110,000 cubic yards of soil for the Proposed Project. This would require approximately 35,334 haul trips over a 30-week period. This results in more truck haul trips overall, over a longer period of time compared to the Proposed Project. However, based on 240 truck trips per day estimated to occur at the site, Alternative 2 would result in approximately 480 truck trips per day, same as the Proposed Project.

Table 16 summarizes the estimated trip generation of construction activity for Alternative 2. From Table 16, it can be observed that the workers' trip generation would result in a total of approximately 809 daily trips of which 35 trips would occur during the morning peak hour and 34 trips during the evening peak hour, same as the Proposed Project.

The construction activity would result in a maximum trip generation of approximately 2,009 daily trips of which 185 trips would occur during the morning peak hour and 34 trips during the evening peak hour. This is the same construction activity trip generation as that of the Proposed Project.

The results of the Cumulative (2019) with Construction Activity – Alternative 2 traffic analysis are summarized on Table 17. It can be observed from this table that the Cumulative (2019) with Construction Activity – Alternative 2 would result in similar traffic condition as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during both the morning and evening peak hours. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

As indicated in Table 17, similar to the Proposed Project, none of the analyzed locations would be significantly impacted by the traffic associated with the construction activity of the Alternative 2 Project. Therefore, no traffic-related mitigation measures would be required for the Proposed Project.

TABLE 16
ESTIMATED TRIP GENERATION - CONSTRUCTION ACTIVITY: ALTERNATIVE 2

		A	M Peak Hou	ır	P	M Peak Hou	ır
	Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers [1]	809	31	4	35	6	28	34
Soil Export [2,3] (Dump Truck Trips)	1,200	75	75	150	0	0	0
Total Trips	2,009	106	79	185	6	28	34

<sup>[1]</sup> For the purpose of this analysis, ITE 9th Edition trip generation rates for workers at an office use was utilized. Per project construction description, maximum construction workers anticipated during peak construction period equivalent to 351 with a SCAg-model based AVR of 1.44 was used in this analysis. Additionally, most of this construction worker traffic would occur before the peak hours on weekdays. However, it was conservatively assumed that 30% of the construction worker peak hour traffic would occur during the AM and PM peak hours.

<sup>[2]</sup> Assumes an average of 15 cubic yards (c.y.) of soil per truck haul with an average headway of 2 minutes between trucks leaving the site. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the PM peak hour.

<sup>[3]</sup> Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5.

TABLE 17
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - CONSTRUCTION ANALYSIS: ALTERNATIVE 2

		Cumulativ	lative (2019) Cumulative (2019) with		Project	Significant	
	Peak						Project
Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact
Admiralty Way & Bali Way	AM	0.639	B	0.639	B	0.000	No
	PM	0.672	B	0.673	B	0.001	No
Admiralty Way & Mindanao Way	AM	0.690	B	0.693	B	0.003	No
	PM	0.634	B	0.636	B	0.002	No
Admiralty Way & Fiji Way	AM	0.471	A	0.472	A	0.001	No
	PM	0.365	A	0.368	A	0.003	No
Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.917	E	0.003	No
	PM	0.870	D	0.871	D	0.001	No
Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.774	C	0.774	C	0.001	No
	PM	0.778	C	0.779	C	0.001	No
Lincoln Boulevard & Bali Way	AM	0.571	A	0.573	A	0.002	No
	PM	0.616	B	0.616	B	0.000	No
Lincoln Boulevard & Mindanao Way	AM	0.768	C	0.798	C	0.030	No
	PM	0.870	D	0.872	D	0.001	No
Lincoln Boulevard & Fiji Way	AM	0.694	B	0.714	C	0.020	No
	PM	0.801	D	0.802	D	0.001	No
Lincoln Boulevard & Culver Loop	AM	0.855	D	0.857	D	0.002	No
	PM	0.621	B	0.621	B	0.000	No
Lincoln Boulevard & Jefferson Boulevard	AM	0.915	E	0.915	E	0.000	No
	PM	0.803	D	0.803	D	0.000	No
Lincoln Boulevard & Bluff Creek Drive	AM	0.682	B	0.682	B	0.000	No
	PM	0.523	A	0.524	A	0.001	No
Nicholson Street & Culver Boulevard	AM	0.715	C	0.715	C	0.001	No
	PM	0.892	D	0.892	D	0.001	No
Jefferson Boulevard & Culver Boulevard	AM	0.796	C	0.796	C	0.000	No
	PM	0.963	E	0.965	E	0.001	No
Culver Boulevard & SR-90 Eastbound Ramps	AM	0.467	A	0.467	A	0.000	No
	PM	0.495	A	0.497	A	0.001	No
Culver Boulevard & SR-90 Westbound Ramps	AM	0.844	D	0.845	D	0.001	No
	PM	0.948	E	0.951	E	0.004	No
Mindanao Way & Marina (SR-90) Expressway Eastbound	AM	0.807	D	0.824	D	0.018	No
	PM	0.853	D	0.853	D	0.000	No
Mindanao Way & Marina (SR-90) Expressway Westbound	AM	0.609	B	0.609	B	0.000	No
	PM	0.616	B	0.619	B	0.002	No
Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.856	D	0.856	D	0.000	No
	PM	0.744	C	0.744	C	0.000	No
	Admiralty Way & Bali Way  Admiralty Way & Mindanao Way  Admiralty Way & Fiji Way  Lincoln Boulevard & Washington Boulevard  Lincoln Boulevard & Marina (SR-90) Expressway [1]  Lincoln Boulevard & Bali Way  Lincoln Boulevard & Mindanao Way  Lincoln Boulevard & Fiji Way  Lincoln Boulevard & Culver Loop  Lincoln Boulevard & Jefferson Boulevard  Lincoln Boulevard & Bluff Creek Drive  Nicholson Street & Culver Boulevard  Jefferson Boulevard & Culver Boulevard  Culver Boulevard & SR-90 Eastbound Ramps  Culver Boulevard & SR-90 Westbound Ramps  Mindanao Way & Marina (SR-90) Expressway Eastbound  Mindanao Way & Marina (SR-90) Expressway Westbound	Admiralty Way & Bali Way  Admiralty Way & Mindanao Way  Admiralty Way & Fiji Way  Admiralty Way & Fiji Way  Lincoln Boulevard & Washington Boulevard  Lincoln Boulevard & Marina (SR-90) Expressway [1]  Lincoln Boulevard & Bali Way  Lincoln Boulevard & Mindanao Way  AM PM  Lincoln Boulevard & Fiji Way  Lincoln Boulevard & Culver Loop  AM PM  Lincoln Boulevard & Jefferson Boulevard  AM PM  Lincoln Boulevard & Jefferson Boulevard  AM PM  Culver Boulevard & Culver Boulevard  AM PM  Culver Boulevard & SR-90 Eastbound Ramps  AM PM  Culver Boulevard & SR-90 Westbound Ramps  AM PM  Mindanao Way & Marina (SR-90) Expressway Eastbound  AM PM  Mindanao Way & Marina (SR-90) Expressway Westbound  AM PM  Vista del Mar/Vista del Mar Lane & Culver Boulevard	Admiralty Way & Bali Way  Admiralty Way & Mindanao Way  Admiralty Way & Fiji Way  Alm 0.471  PM 0.365  Am 0.915  PM 0.870  Lincoln Boulevard & Marina (SR-90) Expressway [1]  Am 0.774  PM 0.571  PM 0.616  Lincoln Boulevard & Mindanao Way  Am 0.768  PM 0.870  Lincoln Boulevard & Fiji Way  Am 0.694  PM 0.801  Lincoln Boulevard & Culver Loop  Am 0.855  PM 0.621  Lincoln Boulevard & Jefferson Boulevard  Am 0.915  PM 0.803  Lincoln Boulevard & Bluff Creek Drive  Am 0.682  PM 0.523  Nicholson Street & Culver Boulevard  Am 0.715  PM 0.892  Jefferson Boulevard & Culver Boulevard  Am 0.796  PM 0.963  Culver Boulevard & SR-90 Eastbound Ramps  Am 0.467  PM 0.495  Culver Boulevard & SR-90 Westbound Ramps  Am 0.807  PM 0.963  Mindanao Way & Marina (SR-90) Expressway Eastbound  Am 0.809  PM 0.863  Mindanao Way & Marina (SR-90) Expressway Westbound  Am 0.609  PM 0.616  Vista del Mar/Vista del Mar Lane & Culver Boulevard  Am 0.609  PM 0.616	Admiralty Way & Bali Way  Admiralty Way & Mindanao Way  Admiralty Way & Mindanao Way  Admiralty Way & Fiji Way  Admiralty Way & Marina (SR-90) Expressway [1]  Admiralty Way & Marina (SR-90) Expressway Eastbound  Admiralty Way & Marina (SR-90) Expressway Westbound  Admiralty Way & Admira (SR-90) Expressway Westbound  Admiralty Way & Marina (SR-90) Expressway Westbound  Admiralty Way & Marin	Peak   Base Conditions   Construction   Hour   V/C	Peak   Base Conditions   Construction   Cols   Co	Peak   Base Conditions

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

The associated intersection peak hour traffic volumes and capacity calculation worksheets for Cumulative (2019) with Project Construction Activity - Alternative 2 conditions are attached in Appendix J.

Replacement of Area C Baseball Fields – As part of Alternative 2, the baseball fields in Area C, home of the Culver Marina Little League, would be replaced (if external funding becomes available for this purpose) at a higher elevation following the placement of fill in that location. This would occur over a 1-year period, from April 2018 to April 2019. During this period, the Culver Marina Little League would have their games at interim nearby locations including: Culver City Little League at 9800 Jefferson Boulevard in Culver City, Del Rey Little League at two locations -6705 West 77th Street, Los Angeles and 100 Convoy Street, Los Angeles, and North Venice Little League at 3321 Grand View Boulevard, Los Angeles. It is anticipated that games/ball fields will be shared with the other leagues (source: ESA). Given that games are currently being played at the proposed interim locations by other Little Leagues, the relocation of the Culver Marina Little League would not result in more games being played during the peak hours of traffic and any additional games would be played during the off-peak hours of traffic. Also, traffic studies are generally not required for baseball little leagues, since their traffic effects are typically captured in the traffic associated with those parks and ball fields. Therefore, no additional traffic analysis would be required for the temporary relocation of the little league. If external funding does not become available to reestablish the ball fields, the Culver Marina Little League would either be absorbed into the nearby Little Leagues or construct ball fields at another undetermined location.

# **Summary**

On an overall basis, this alternative would adversely impact traffic to the same degree as that of the Proposed Project and would have similar construction related traffic effects. However, the effects of Alternative 2 construction related traffic (i.e. export of soil to off-site facilities) would last for a longer period of time than the Proposed Project, 30 weeks compared to 7 weeks. No significant differences in travel patterns outside the project area are anticipated between this alternative and the Proposed Project.

#### ALTERNATIVE 3 – LEVEE CULVERTS AND OXBOW

Alternative 3 would have a substantially smaller project footprint than the Proposed Project (Alternative 1) and Alternative 2. The extents of Alternative 3 and its public access plan are shown in Figure 21.

Restoration under Alternative 3 would be focused in Area A and Area C only. Area B would not be actively restored and habitats would remain in their current condition (e.g., muted tidal in West and South/Southeast Area B, non-tidal in the remainder of Area B). In Alternative 3, existing armored levees on the Ballona Creek channel adjacent to the Ballona Reserve would remain intact. No levee breaching would occur. Instead, two new culvert water control structures would be installed within the northern Ballona Creek channel levee to support full tidal restoration in Area A similar to the Proposed Project, with an oxbow channel. The southern Ballona Creek channel levee would remain unchanged from its current condition. Alternative 3 would include restoration of Area A and a new perimeter flood risk management levee.

A new earthen levee would be built around the northern perimeter of Area A as described in the Proposed Project. The levee would be broad and gently sloped toward the restored wetlands, protecting development from potential flooding of Ballona Creek and providing upland and transitional habitat zones within the restored Ballona Reserve. Between the new perimeter levee and the existing Ballona Creek channel levee a variety of coastal wetland habitats would be restored within the created marsh plain similar to those proposed in the Proposed Project.

As in the Proposed Project, Alternative 3 would provide new trails and bicycle paths in Area A, which would encourage safe use by visitors, and gateway entrances with educational and art installations. There would be no new trails in Area B or in Area C. A new parking structure along Fiji Way for use by DBH, CDFW staff, and the public would reduce the existing parking area footprint within this portion of the Ballona Reserve by approximately 0.68 acre. Alternative 3 would include improvements to the existing West Culver Parking Lot in West Area B to make access safer and more appealing to visitors.

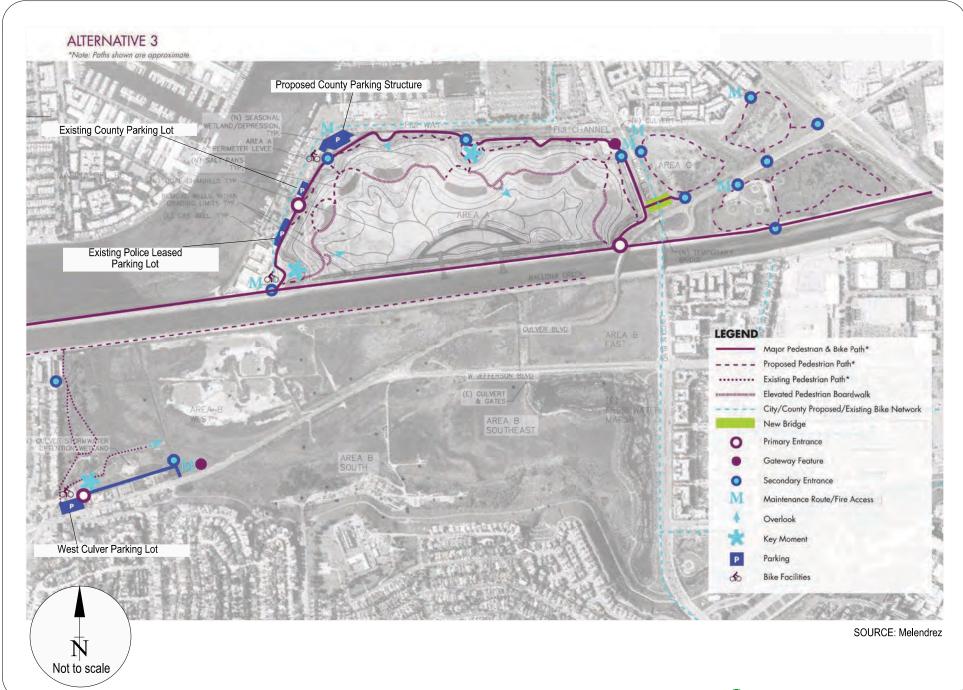


FIGURE 21
BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 3 - PUBLIC ACCESS PLAN
H-102



Alternative 3 is intended to reduce temporary and permanent impacts to Federal and state jurisdictional wetlands, and eliminate the potential need to reestablish state-listed endangered Belding's Savannah Sparrow nesting habitat prior to implementation of a project phase that could impact the habitat, as under the Proposed Project. However, Alternative 3 would result in restoring less tidal wetland and other habitats in the Ballona Reserve than proposed under the Project.

# **Alternative 3 Trip Generation**

Under Alternative 3, Ballona Wetlands Ecological Reserve would contain approximately 581 acres, same as the Proposed Project. The points of vehicular access, parking locations, amount of parking provided and amenities provided will be the same as the Proposed Project. Utilizing the ITE's Trip Generation Manual, 9th Edition trip rates, the Alternative 3 trip generation was determined and is summarized in Table 18. From Table 18, it can be observed that the Alternative 3 trip generation would result in a total of approximately 378 daily trips of which 12 trips would occur during the morning peak hour and 52 trips during the evening peak hour. From Table 11, it can be observed that this alternative generates the same amount of trips as the Proposed Project.

# **Alternative 3 Traffic Conditions**

Table 19 summarizes the intersection morning and evening peak hour traffic conditions analysis associated with this alternative. It can be observed from this table that the Cumulative (2023) plus Project — Alternative 3 would result in similar traffic condition as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Nicholson Street/Culver Boulevard: PM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

TABLE 18
ESTIMATED ALTERNATIVE 3 WEEKDAY TRIP GENERATION

			Α	M Peak Ho	ur	PM Peak Hour				
	Size	Daily	IN	OUT	TOTAL	IN	OUT	TOTAL		
Proposed Project Ballona Wetlands Ecological Reserve	581 acres	378	7	5	12	32	20	52		
Trip Rates [1] State Park/County Park (ITE Land Use 413/412)	Trips per acre	0.65	61%	39%	0.02	61%	39%	0.09		

<sup>[1]</sup> Trip generation of the Ballona Wetlands Ecological Reserve was estimated using county park and state park trip generation rates from ITE Trip Generation Manual, 9th Edition, 2012.

TABLE 19
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3

			Existing	(2015)		2015) plus	Project	Significant	Cumulativ			(2023) plus	Project	Significant
N.	luka wa a akia w	Peak	Cond V/C	litions LOS	Project V/C	- Alt. 3	Increase	Project	Base Co V/C	nditions LOS	Project V/C	t - Alt. 3	Increase	Project
No.	Intersection	Hour	V/C	LUS	V/C	LOS	in V/C	Impact	V/C	LU3	V/C	LOS	in V/C	Impact
1.	Admiralty Way & Bali Way	AM PM	0.616 0.627	B B	0.616 0.628	B B	0.000 0.001	No No	0.656 0.692	B B	0.656 0.692	B B	0.000 0.001	No No
2.	Admiralty Way & Mindanao Way	AM PM	0.667 0.587	B A	0.667 0.593	B A	0.001 0.006	No No	0.709 0.652	C B	0.709 0.658	C B	0.001 0.006	No No
3.	Admiralty Way & Fiji Way	AM PM	0.451 0.338	A A	0.452 0.356	A A	0.001 0.018	No No	0.485 0.376	A A	0.486 0.394	A A	0.001 0.018	No No
4.	Lincoln Boulevard & Washington Boulevard		0.837 0.783	D C	0.838 0.785	D C	0.001 0.002	No No	0.937 0.893	E D	0.938 0.896	E D	0.001 0.002	No No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM PM	0.717 0.676	C B	0.717 0.678	C B	0.000 0.001	No No	0.793 0.798	C C	0.793 0.799	C C	0.000 0.001	No No
6.	Lincoln Boulevard & Bali Way	AM PM	0.509 0.552	A A	0.509 0.553	A A	0.000 0.001	No No	0.585 0.634	A B	0.585 0.635	A B	0.000 0.001	No No
7.	Lincoln Boulevard & Mindanao Way	AM PM	0.710 0.781	C C	0.710 0.785	C C	0.000 0.004	No No	0.787 0.894	C D	0.787 0.898	C D	0.001 0.004	No No
8.	Lincoln Boulevard & Fiji Way	AM PM	0.628 0.720	B C	0.631 0.729	B C	0.002 0.009	No No	0.711 0.822	C D	0.712 0.832	C D	0.001 0.010	No No
9.	Lincoln Boulevard & Culver Loop	AM PM	0.805 0.535	D A	0.806 0.539	D A	0.001 0.004	No No	0.877 0.637	D B	0.877 0.640	D B	0.000 0.003	No No
10.	Lincoln Boulevard & Jefferson Boulevard	AM PM	0.840 0.639	D B	0.841 0.640	D B	0.001 0.001	No No	0.937 0.821	E D	0.937 0.824	E D	0.000 0.003	No No
11.	Lincoln Boulevard & Bluff Creek Drive	AM PM	0.544 0.360	A A	0.545 0.360	A A	0.001 0.000	No No	0.697 0.536	B A	0.697 0.536	B A	0.000 0.000	No No
12.	Nicholson Street & Culver Boulevard	AM PM	0.652 0.798	B C	0.652 0.800	B D	0.000 0.002	No No	0.732 0.915	C E	0.733 0.918	C E	0.001 0.002	No No
13.	Jefferson Boulevard & Culver Boulevard	AM PM	0.727 0.810	C D	0.727 0.812	C D	0.000 0.002	No No	0.815 0.987	D E	0.816 0.989	D E	0.000 0.001	No No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM PM	0.436 0.463	A A	0.436 0.466	A A	0.000 0.003	No No	0.479 0.510	A A	0.479 0.513	A A	0.000 0.003	No No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM PM	0.798 0.873	C D	0.798 0.875	C D	0.000 0.001	No No	0.866 0.974	D E	0.866 0.975	D E	0.000 0.001	No No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM PM	0.756 0.809	C D	0.757 0.810	C D	0.001 0.001	No No	0.827 0.877	D D	0.827 0.879	D D	0.000 0.002	No No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM PM	0.572 0.559	A A	0.572 0.560	A A	0.000 0.001	No No	0.624 0.634	B B	0.625 0.636	B B	0.001 0.002	No No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM PM	0.782 0.653	C B	0.783 0.657	C B	0.001 0.004	No No	0.878 0.765	D C	0.879 0.768	D C	0.001 0.003	No No

[1] Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

As indicated in Table 19, similar to the Proposed Project, Alternative 3 Project does not cause significant impacts at any of the analyzed intersections under both existing and future conditions. Therefore, no project-specific mitigation measures would be required.

The associated intersection peak hour traffic volumes and capacity calculation worksheets for Cumulative (2023) plus Project - Alternative 3 conditions are attached in Appendix K.

# **Alternative 3 Construction Impact Analysis**

Construction of the Alternative 3 Project would be accomplished over an approximately four-year period, scheduled to commence in 2017 and completed in 2021. During this period, it is anticipated that all construction activity would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks. Alternative 3 would be implemented in one phase. The overall construction schedule for Alternative 3 is shown in Table 20. The restoration construction activities of Alternative 3 would be sequenced as shown in Table 20.

In Alternative 3, utilities would be relocated within the Ballona Reserve, Area A would be graded, and new levees would be constructed. Soil excavated from Area A would be transported off-site. Tide gates would be installed in the northern Ballona Creek channel levee and Area A would be re-vegetated.

Similar to the Proposed Project, it is anticipated that the greatest amount of construction-related peak hour trips would be generated in Year 2019 and includes the following overlapping construction sequences:

- Area A Grading and Export to Area C North & South Off-Site
  - Excavate Area A and export to C South (300,000 cubic yards total)
- Bike Path, Pedestrian Walkway and Amenities
  - Construct bike and ped trails on levees
  - Construct County Parking Structure Foundation
  - Construct County Parking Structure
- Off-Site Export
  - Export final excess dirt quantity (up to 1,230,000 cubic yards)

TABLE 20 CONSTRUCTION SCHEDULE AND SEQUENCES - ALTERNATIVE 3

Se	quence	Area	Title	Actions	Start Date	Working Days	Number of Workers
	1	В	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8
	2	В	Area "B" South Enhancement	2a. Create stormwater detention/treatment swale/wetland (10,000 CY wet cut)	1/2/2017	40	26
	3	۸	Area "A' Gas Line Removal	3a. Remove existing inactive gas line	1/2/2017	10	8
	5	Α	Alea A Gas Lille Kellloval	3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
				32a. Drill new well at SoCal Gas Plant to replace Del Rey 17 and 19	1/2/2017	50	70
	25	A & Property 1	Gas Well Abandonment	32b. Abandon and plug Del Rey 13, 14, 15, 17, 18 and 19	3/13/2017	225	17
				32c. Remove existing gas lines serving removed wells	1/22/2018	10	8
				31a. Finish grading around wells	12/4/2017	10	26
	9	D O Dranarty 1	Area "B" North Gas Line Relocation & Well	31b. Re-establish upland vegetation	12/18/2017	5	16
	9	B & Property 1	Abandonment	9c. Remove existing pipelines	7/4/2017	10	8
	29	В	Area D Abandan Walls	29b. Abandon and plug Vidor 1, 2, 3, 5, 14, 18 and Del Rey 4, 5, 9, 11	3/13/2017	225	17
	29	В	Area B Abandon Wells	29b. Remove existing pipelines	11/13/2017	10	8
	30	В	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
	31	Р	Finish Crading and Habitat Fatablishment	31a. Finish grading around wells	12/4/2017	10	26
	31	В	Finish Grading and Habitat Establishment	31b. Establish vegetation	12/18/2017	5	16
	5	A & C	Lincoln Bridge	5a. Build Lincoln Bridge next to Culver Bridge to connect Area A to Area C North	7/4/2017	65	30
				6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	35
	6	Α	Clear, Grub, and Stockpile Area "A"	6b. Remove trash	7/4/2017	20	35
0				6c. Stockpile	7/4/2017	20	35
				7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8
	7	Α	Excavate Area "A"	7b. Excavate old fill from Area A (999,700CY wet cut, see note)	7/4/2017	400	80
				7c. Dig below (over excavate) future levees (30,000 CY dry cut)	7/4/2017	5	80
	8	Α	Area "A' Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90
	19	Α	Area "A" Excavate New Channel	19a. Excavate Ballona Creek Channel in Area A (190,900 CY cut)	4/15/2019	55	80
	19	А	A Excavate New Channel	Install culverts in existing north Ballona Creek levee	4/15/2019	20	26
	1.0	4.0.6	Anna HAH Coad' a said Euraph Off C'ha	16a. Excavate Area A and export Off-Site (1,230,000 CY Total; Split into Seq 's 16	E /24 /2040	240	00
	16	A & C	Area "A" Grading and Export Off-Site	(859k), 19/20 (195k), 21 (166k), and 24 (10k))	5/21/2018	340	80
	17		Remove invasives for Uplands Area "C" North	17a. Remove invasives Area C North & South	6/3/2019	45	16
	1/	С	& South	17b. Re-establish upland vegetation	6/24/2019	5	16
				23a. Construct bike and ped trails on levees	10/14/2019	65	15
	23	A & B	Bike Path, Pedestrian Walkway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019	60	24
1				23c. Construct County Parking Structure	10/14/2019	120	40
	24	Α	Export	24a. Export final excess dirt quantity (Assume 1,230,000 CY, per line 16a.)	10/14/2019	340	2

Sources: Psomas, June 2015

As indicated above, it is anticipated that most construction activities would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks.

The construction of the bridge across Lincoln Boulevard which requires off-site construction would occur for approximately three to four weeks in 2017. The gas line relocation and associated construction activities are anticipated to occur in 2017 and early 2018.

Alternative 3: Lincoln Boulevard Bridge Construction Impacts - The bridge across Lincoln Boulevard would be constructed during night-time hours (11:00 PM to 5:00 AM) for a period of three to four weeks. This would require intermittent closure of Lincoln Boulevard during night-time hours over a four-week period in 2017. It is anticipated that cranes will be used to place the bridge segments and secured over the existing abutments or new abutments adjacent to and north of the Culver Boulevard bridge structure. The intermittent night-time closures of Lincoln Boulevard would allow the cranes to swing the bridge segments (structural members) over the travel lanes to place them over the existing or new abutments and secure them. Once the members are in place and secured, the roadway would be opened. Emergency access will be maintained at all times. The current number of lanes along Lincoln Boulevard would not be affected during daytime (when there is no construction activity); and after the construction is complete, there would be no change to the number of lanes along Lincoln Boulevard.

Detailed 24-hour traffic counts were conducted along Lincoln Boulevard in the vicinity of the proposed bridge during September 2015. These traffic counts are included in Appendix B. It can be observed from the counts that traffic volumes along Lincoln Boulevard between the hours of 11:00 PM and 5:00 AM ranged from 48 vehicles to 380 vehicles in each direction in any one hour. Detailed construction traffic management plan would be prepared at the time of final design and would include specific details relative to detour routes, signage, temporary traffic control and hours of construction to the satisfaction of Caltrans and LADOT.

The potential detour route during construction (night-times for approximately three to four weeks) would include re-routing northbound Lincoln Boulevard traffic through the Culver Loop ramp to Marina Freeway back to Lincoln Boulevard, as well as through Jefferson Boulevard to Centinela

Avenue to Marina Freeway and then back to Lincoln Boulevard. The southbound Lincoln Boulevard traffic could also be re-routed through Marina Freeway to Culver Boulevard or Centinela Avenue and then back to Lincoln Boulevard. With the implementation of the detour routes and other construction traffic management plan elements along with restriction of construction activities to night-times (11:00 PM to 5:00 AM) only, there would be no residual construction traffic impacts due to the Lincoln Boulevard bridge construction.

The bridge across Lincoln Boulevard would be constructed in 2017. After construction, the movement of soil between Project Areas A and C would commence and occur on this bridge, reducing the need to use surface streets such as Lincoln Boulevard and Culver Boulevard. After construction activities associated with the Ballona Wetlands Restoration Project are complete, this bridge would become an integral part of the bicycle and pedestrian circulation system allowing visitors to cross Lincoln Boulevard as part of the recreational trails within the Ballona Reserve.

Alternative 3: Construction Traffic Impacts of Gas Line Relocation - Removal and relocation of existing gas lines in Area B would require partial closure of lanes along Culver Boulevard. Removal and relocation of existing gas lines in Area B would occur in 2017 and would require closure of half of Culver Boulevard over a four week period.

Detailed 24-hour traffic counts were conducted along Culver Boulevard west of Lincoln Boulevard during June 2015. These counts have been included in Appendix B. Based on these counts, it is recommended that the partial closure of Culver Boulevard for construction activity be between the hours of 11:00 PM to 5:00 AM when traffic along Culver Boulevard is minimal, ranging from approximately 30 vehicles to 206 vehicles in either direction during this time period. A detailed construction traffic management plan including detour routes, signage, traffic control and hours of construction would be prepared at the times of final design to the satisfaction of LADOT.

The potential detour route during construction activities associated with gas line relocation across Culver Boulevard (night-time periods for three weeks per location) would involve re-routing eastbound/northbound Culver Boulevard to Jefferson Boulevard to Lincoln Boulevard back to Culver Boulevard. The westbound/southbound Culver Boulevard would continue to use the partially open (half-roadway) Culver Boulevard during night-times.

With the implementation of the construction traffic management plan including detour routes and night-time hours of construction, there would be no residual significant traffic impacts due to the gas line relocation component of the Alternative 3 Project.

An evaluation of detailed construction traffic analysis for Alternative 3 follows:

Based on the construction schedule shown in Table 20, the heaviest or most intense construction phase for the Alternative 3 Project would occur in the year 2019. During this period, multiple construction activities would overlap with one another including off-site soil export. Table 21 summarizes the construction sequence/activity and the number of workers of each sequence for this peak construction period. As indicated in the table, a total of approximately 161 workers would be on-site, less than the Proposed Project. This does not include the workers for off-site soil export, which would arrive in their dirt-hauler truck from an outside yard to the site on a daily basis.

As part of the grading process, up to 1,230,000 cubic yards of soil could be removed/exported in Alternative 3 compared to 110,000 cubic yards of soil for the Proposed Project. This would require approximately 82,000 haul trips over a 70-week period. This results in more truck haul trips overall, over a longer period of time compared to the Proposed Project. However, based on 240 truck trips per day, Alternative 3 would result in approximately 480 truck trips per day, same as the Proposed Project during a typical peak construction day.

Table 22 summarizes the estimated trip generation of construction activity for Alternative 3. From Table 19, it can be observed that the workers' trip generation would result in a total of approximately 371 daily trips of which 16 trips would occur during the morning peak hour and 15 trips during the evening peak hour.

The construction activity would result in a maximum trip generation of approximately 1,571 daily trips of which 77 trips would occur during the morning peak hour and 15 trips during the evening peak hour. As indicated in Table 11, this alternative generates 10% less construction activity trips in the morning peak hour and 56% less construction activity trips in the evening peak hour than the Proposed Project.

10:

TABLE 21
PEAK CONSTRUCTION ACTIVITY/SEQUENCES - ALTERNATIVE 3

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
16	A & C	IArea "A" Grading and Export Off-Site	16a. Excavate Area A and export Off-Site (1,230,000 CY Total; Split into Seq 's 16 (859k), 19/20 (195k), 21 (166k), and 24 (10k))	5/21/2018	340	80
			23a. Construct bike and ped trails on levees	10/14/2019	65	15
23	A & B	Bike Path, Pedestrian Walkway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019	60	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	А	Export	24a. Export final excess dirt quantity (Assume 1,230,000 CY, per line 16a.)	10/14/2019	340	2
				OTAL NUMBER O	F WORKERS	161

Sources: Psomas, June 2015

Note: Construction activities would only occur during weekdays and in particular seasons of the year.

TABLE 22
ESTIMATED TRIP GENERATION - CONSTRUCTION ACTIVITY: ALTERNATIVE 3

		Δ	M Peak Hou	ır	F	PM Peak Hou	ır
	Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers [1]	371	14	2	16	3	12	15
Soil Export [2,3] (Dump Truck Trips)	1,200	75	75	150	0	0	0
Total Trips	1,571	89	77	166	3	12	15

<sup>[1]</sup> For the purpose of this analysis, ITE 9th Edition trip generation rates for workers at an office use was utilized. Per project construction description, maximum construction workers anticipated during peak construction period equivalent to 161 with a SCAg-model based AVR of 1.44 was used in this analysis. Additionally, most of this construction worker traffic would occur before the peak hours on weekdays. However, it was conservatively assumed that 30% of the construction worker peak hour traffic would occur during the AM and PM peak hours.

<sup>[2]</sup> Assumes an average of 15 cubic yards (c.y.) of soil per truck haul with an average headway of 2 minutes between trucks leaving the site. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the PM peak hour.

<sup>[3]</sup> Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5.

The results of the Cumulative (2019) with Construction Activity – Alternative 3 traffic analysis are summarized on Table 23. It can be observed from this table that the Cumulative (2019) with Construction Activity – Alternative 3 would result in similar traffic conditions as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during both the morning and evening peak hours. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

As indicated in Table 23, similar to the Proposed Project, none of the analyzed locations would be significantly impacted by the traffic associated with the construction activity of the Alternative 3 Project. Therefore, no traffic-related mitigation measures would be required for the Proposed Project.

The associated intersection peak hour traffic volumes and capacity calculation worksheets for Cumulative (2019) with Project Construction Activity - Alternative 3 conditions are attached in Appendix L.

#### Summary

On an overall basis, this alternative would adversely impact traffic to the same degree as that of the Proposed Project. The construction related traffic effects of Alternative 3 would adversely impact traffic to a lesser degree than the Proposed Project. However, the effects of Alternative 3 construction related traffic (i.e. export of soil to off-site facilities) would last for a longer period of time than the Proposed Project, 70 weeks compared to 7 weeks. No significant differences in travel patterns outside the project area would be expected between this alternative and the Proposed Project.

TABLE 23
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - CONSTRUCTION ANALYSIS: ALTERNATIVE 3

			Cumulativ		Cumulative		Project	Significant
NI-	Intercention	Peak	Base Co		Constructi		Increase	Project
No.	Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact
1.	Admiralty Way & Bali Way	AM PM	0.639 0.672	B B	0.639 0.672	B B	0.000 0.000	No No
2.	Admiralty Way & Mindanao Way	AM PM	0.690 0.634	B B	0.691 0.636	B B	0.001 0.002	No No
3.	Admiralty Way & Fiji Way	AM PM	0.471 0.365	A A	0.472 0.368	A A	0.001 0.003	No No
4.	Lincoln Boulevard & Washington Boulevard	AM PM	0.915 0.870	E D	0.916 0.870	E D	0.001 0.000	No No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM PM	0.774 0.778	C C	0.774 0.779	C	0.000 0.001	No No
6.	Lincoln Boulevard & Bali Way	AM PM	0.571 0.616	A B	0.571 0.616	A B	0.001 0.000	No No
7.	Lincoln Boulevard & Mindanao Way	AM PM	0.768 0.870	C D	0.798 0.872	C D	0.030 0.001	No No
8.	Lincoln Boulevard & Fiji Way	AM PM	0.694 0.801	B D	0.713 0.802	C D	0.019 0.001	No No
9.	Lincoln Boulevard & Culver Loop	AM PM	0.855 0.621	D B	0.856 0.621	D B	0.001 0.000	No No
10.	Lincoln Boulevard & Jefferson Boulevard	AM PM	0.915 0.803	E D	0.915 0.803	E D	0.000 0.000	No No
11.	Lincoln Boulevard & Bluff Creek Drive	AM PM	0.682 0.523	B A	0.682 0.524	B A	0.000 0.001	No No
12.	Nicholson Street & Culver Boulevard	AM PM	0.715 0.892	C D	0.715 0.892	C D	0.001 0.001	No No
13.	Jefferson Boulevard & Culver Boulevard	AM PM	0.796 0.963	C E	0.796 0.964	C E	0.000 0.001	No No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM PM	0.467 0.495	A A	0.467 0.497	A A	0.000 0.001	No No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM PM	0.844 0.948	D E	0.845 0.949	D E	0.001 0.001	No No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM PM	0.807 0.853	D D	0.824 0.853	D D	0.018 0.000	No No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM PM	0.609 0.616	B B	0.609 0.617	B B	0.000 0.001	No No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM PM	0.856 0.744	D C	0.856 0.744	D C	0.000 0.000	No No

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

#### **ALTERNATIVE 4 – NO PROJECT**

Under Alternative 4, the No Federal Action/No Project Alternative, the proposed federal action would be denied, and state and local permits and other authorizations necessary for the Project also would be denied. The extents of Alternative 4 and its public access plan are shown in Figure 22.

No substantial changes would be made to the physical or human environment within the Ballona Reserve and no new wetlands restoration would take place, although the continuation of previously-permitted restoration activities would be allowed, such as the small-scale control of invasive plant species by hand-tools only and the planting and seeding of native species. SoCalGas Company activities on the portion of its property within the Project site would continue in accordance with existing permits and approvals.

CDFW would continue to remove trash and debris, remove homeless encampments, and monitor and enforce other unauthorized or illegal activities. Management of the existing tide gates to provide some acclimation to sea level rise would be possible temporarily, but the tide gates eventually would have to be closed permanently and the tidal wetland habitats cut off from the estuary due to sea level rise. No changes would be made to existing elevations within the Ballona Reserve, existing armored levees channelizing Ballona Creek would remain in place, and Ballona Creek would not reconnect with the wetland floodplain. Additionally, no new culverts would be created.

Existing restricted access to the Ballona Reserve would continue, remaining closed to the public except for managed access where authorized by CDFW for such uses as educational tours and wildlife viewing trips, scientific research and monitoring, bicycling (only on the existing Area A levee bicycle path), fishing and boating (only in the Ballona Creek channel), habitat restoration, and baseball (in South Area C). No new visitor or recreational improvements or amenities would be provided, no parking structure would be constructed or operated, and no improvements to existing parking areas would be made.

SoCalGas would continue to manage wells and pipelines within the Ballona Reserve and would independently pursue well and pipeline abandonment and/or relocation based on facilities priorities.

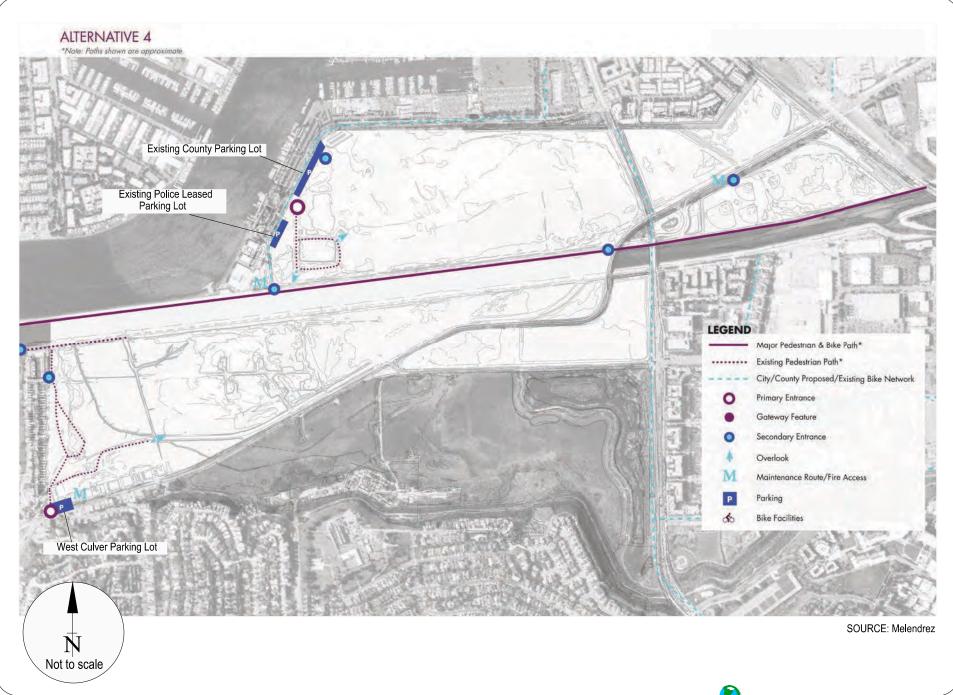


FIGURE 22 BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 4 - PUBLIC ACCESS PLAN H-116



The no project alternative assumes there would be no change to the existing conditions and use of the Project site. The volumes and traffic conditions for this alternative are equivalent to the Future Cumulative 2023 Base (without Project) conditions scenario. Roadway network assumptions would also be similar to those in Future Cumulative (2023) Base conditions. Therefore, this alternative will result in traffic conditions similar to Cumulative (2023) Base conditions as detailed in Chapter IV. This alternative will result in no significant traffic impacts and would have lesser adverse impacts than those of the Proposed Project.

#### IX. SUMMARY OF CONCLUSIONS

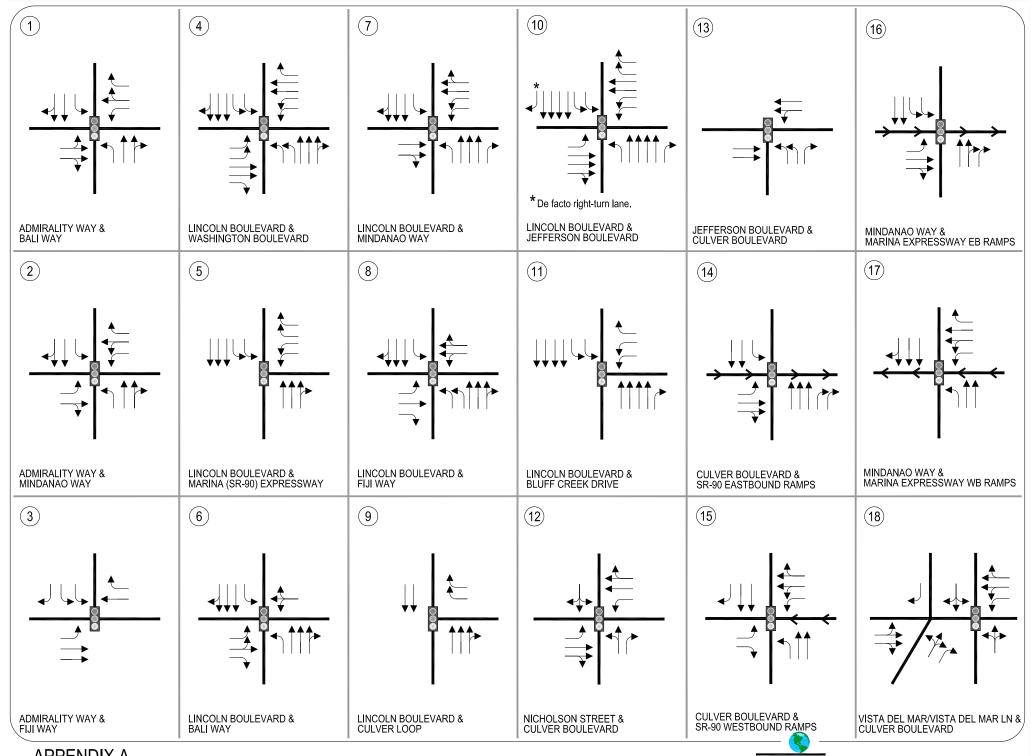
This study was undertaken to assess existing traffic conditions with and without the Proposed Project, estimate future conditions with and without the Proposed Project, analyze potential traffic impacts of the Proposed Project, assess required improvements and identify/recommend project mitigation to alleviate the significant traffic impacts on the transportation system, if needed. Raju Associates, Inc. performed this detailed study and the following summarizes the results of the analysis:

- A total of 18 intersections were analyzed within the study area for this project. The study
  area is bounded by Washington Boulevard on the north, Bluff Creek Drive on the south,
  Vista del Mar and Admiralty Way on the west, and the Marina Expressway/Freeway on
  the east.
- Currently, all of the analyzed intersection locations are operating at levels of service (LOS) D or better during both the morning and evening peak hours.
- In the Cumulative (Future Year 2023) Base conditions, i.e., future conditions without the implementation of the Proposed Project, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:
  - Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
  - ➤ Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
  - ➤ Nicholson Street/Culver Boulevard: PM peak hour LOS E
  - > Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
  - SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E
- The Proposed Project includes restoration of the Ballona Wetlands Ecological Reserve. The Project is estimated to generate a total of 12 trips during the morning peak hour and 52 trips during the evening peak hour.
- In the Existing (2015) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those for the Existing conditions (without the project). All of the study intersections are projected to continue to operate at LOS D or better during both the morning and evening peak hours. Traffic generated by the Project would not change the intersection levels of service from existing conditions.

- The Existing (2015) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- In the Cumulative (Future Year 2023) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. Traffic generated by the Project would not change the intersection levels of service from cumulative base conditions.
- The Cumulative (Future Year 2023) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Construction impacts of the Proposed Project were assessed. The construction activity
  associated with the Proposed Project would not cause significant traffic impacts at any of
  the analysis locations during the weekday morning and evening peak hours.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during the weekday evening peak hour. Per CMP guidelines, no further CMP analysis is required.
- <u>Project Alternatives</u> Four project alternatives including Alternative 1 Proposed Action (also referred to as the Proposed Project and results summarized above), Alternative 2 Partial Restoration, Alternative 3 Levee Culverts and Oxbow and Alternative 4 No Federal Action/No Project were evaluated. Detailed operational and construction activity traffic impact analyses at the study intersections were conducted.
- Alternative 2: Partial Restoration Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B. Alternative 2 would adversely impact traffic to the same degree as that of the Proposed Project and would have similar construction related traffic effects. Similar to the Proposed Project (Alternative 1), Alternative 2 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Alternative 3: Levee Culverts and Oxbow Restore tidal wetlands in Area A, maintain existing Area B managed wetlands, and restore wetlands in South Area C. Alternative 3 would adversely impact traffic to the same degree as that of the Proposed Project. The construction related traffic effects of Alternative 3 would adversely impact traffic to a lesser degree than the Proposed Project. Similar to the Proposed Project (Alternative 1), Alternative 3 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.

### **APPENDIX A**

**Intersection Lane Configurations** 



APPENDIX A INTERSECTION LANE CONFIGURATIONS - EXISTING CONDITIONS

**RAJU** Associates, Inc.

#### **APPENDIX B**

**Existing Traffic Counts** 

#### **National Data & Surveying Services**

**Project ID:** 15-5241-012 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles ΑМ

_						А	M						
NS/EW Streets:	Ac	dmiralty W	y	Ac	dmiralty Wy	/		Bali Wy			Bali Wy		
	N	ORTHBOU	ND	SC	DUTHBOUN	ID	E	ASTBOUN	D	W	'ESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	0	0.5	1	0.5	1	0.5	1.5	
7:00 AM	2	219	7	35	159	3	2	3	3	1	7	30	471
7:15 AM	2	251	2	36	161	2	0	3	1	9	5	56	528
7:30 AM	4	285	7	44	207	1	3	2	1	3	4	73	634
7:45 AM	5	286	9	43	277	0	4	5	3	5	10	76	723
8:00 AM	5	298	2	52	263	5	5	2	3	6	12	91	744
8:15 AM	7	230	7	54	252	2	2	6	6	8	10	83	667
8:30 AM	6	284	12	64	263	6	1	6	5	3	9	76	735
8:45 AM	6	331	7	58	340	5	5	4	1	5	10	96	868
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	37	2184	53	386	1922	24	22	31	23	40	67	581	5370
APPROACH %'s:	1.63%	96.04%	2.33%	16.55%	82.42%	1.03%	28.95%	40.79%	30.26%	5.81%	9.74%	84.45%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	24	1143	28	228	1118	18	13	18	15	22	41	346	3014
PEAK HR FACTOR:		0.868			0.846			0.821			0.921		0.868

#### **National Data & Surveying Services**

**Project ID:** 15-5241-012 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles РМ

_	Pil													
NS/EW Streets:	Ac	dmiralty W	y	Ac	lmiralty W	У		Bali Wy			Bali Wy			
	NO	ORTHBOUN	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	W	'ESTBOUN	ID		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
LANES:	1	2	0	2	2	0	0.5	1	0.5	1	0.5	1.5		
4:00 PM	7	221	21	76	326	4	7	11	7	12	10	82	784	
4:15 PM	10	233	15	79	303	8	6	11	4	5	11	103	788	
4:30 PM	7	227	30	73	323	7	8	6	6	3	10	95	795	
4:45 PM	9	240	11	65	302	10	2	4	7	11	10	95	766	
5:00 PM	6	230	43	68	305	5	2	18	7	7	9	91	791	
5:15 PM	8	226	20	75	350	5	2	7	7	4	11	94	809	
5:30 PM	3	238	31	62	338	6	4	11	3	9	9	103	817	
5:45 PM	4	278	19	63	336	7	7	12	5	4	8	94	837	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
TOTAL VOLUMES:	54	1893	190	561	2583	52	38	80	46	55	78	757	6387	
APPROACH %'s:	2.53%	88.58%	8.89%	17.55%	80.82%	1.63%	23.17%	48.78%	28.05%	6.18%	8.76%	85.06%	l	
PEAK HR START TIME :	500	PM											TOTAL	
PEAK HR VOL :	21	972	113	268	1329	23	15	48	22	24	37	382	3254	
PEAK HR FACTOR :		0.919			0.942			0.787			0.915		0.972	

#### **National Data & Surveying Services**

**Project ID:** 15-5241-013 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles ΑМ

_						A	М						
NS/EW Streets:	Ac	lmiralty W	y	Ac	lmiralty Wy	/	Mi	ndanao W	у	Mi	ndanao W	у	
	NO	ORTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	V	/ESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	0	1	0.5	0.5	1.5	0.5	1	
7:00 AM	4	136	9	65	87	2	2	4	3	29	5	80	426
7:15 AM	2	170	7	69	94	0	1	2	0	20	16	100	481
7:30 AM	7	212	8	109	110	3	4	2	3	19	8	92	577
7:45 AM	11	205	7	115	154	6	16	10	1	28	18	120	691
8:00 AM	5	194	8	123	127	1	3	8	4	39	15	119	646
8:15 AM	12	141	24	73	144	4	5	35	2	51	41	87	619
8:30 AM	6	209	8	119	133	8	6	5	6	34	13	102	649
8:45 AM	6	229	12	131	209	4	5	6	9	30	16	118	775
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	53	1496	83	804	1058	28	42	72	28	250	132	818	4864
APPROACH %'s:	3.25%	91.67%	5.09%	42.54%	55.98%	1.48%	29.58%	50.70%	19.72%	20.83%	11.00%	68.17%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	29	773	52	446	613	17	19	54	21	154	85	426	2689
PEAK HR FACTOR :		0.864			0.782			0.560			0.929		0.867

#### **National Data & Surveying Services**

**Project ID:** 15-5241-013 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles РМ

_	FPI													
NS/EW Streets:	Ac	dmiralty W	у	Ac	lmiralty W	y	Mi	ndanao W	'y	Mi	ndanao W	'y		
•	NO	ORTHBOUI	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	W	/ESTBOUN	ID		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
LANES:	1	2	0	2	2	0	1	0.5	0.5	1.5	0.5	1		
4:00 PM	7	137	24	114	228	5	12	10	8	62	7	94	708	
4:15 PM	4	138	30	93	223	7	9	12	8	62	15	104	705	
4:30 PM	6	156	27	109	225	5	8	15	5	54	12	99	721	
4:45 PM	7	116	35	79	237	6	9	9	6	66	13	128	711	
5:00 PM	6	140	31	95	209	2	5	18	4	67	9	112	698	
5:15 PM	6	148	34	104	276	5	4	10	8	64	6	98	763	
5:30 PM	3	155	40	81	270	5	3	9	1	67	4	95	733	
5:45 PM	2	149	30	101	242	3	7	7	4	57	4	132	738	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
TOTAL VOLUMES:	41	1139	251	776	1910	38	57	90	44	499	70	862	5777	
APPROACH %'s:	2.87%	79.59%	17.54%	28.49%	70.12%	1.40%	29.84%	47.12%	23.04%	34.87%	4.89%	60.24%		
PEAK HR START TIME :	500	PM											TOTAL	
PEAK HR VOL :	17	592	135	381	997	15	19	44	17	255	23	437	2932	
PEAK HR FACTOR :		0.939			0.905			0.741			0.926		0.961	

#### **National Data & Surveying Services**

**Project ID:** 15-5241-014 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles AM

•	Alvi													
NS/EW Streets:	A	dmiralty W	/y	Ad	miralty W	у		Fiji Wy			Fiji Wy			
	N	ORTHBOU	ND	SO	UTHBOU	ND	E	ASTBOUNI	D	V	VESTBOUN	ID		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
LANES:	0	0	0	2	0	1	1	2	0	0	1	1		
7:00 AM	0	0	0	79	0	18	10	18	0	0	33	131	289	
7:15 AM	0	0	0	77	0	13	16	7	0	0	36	159	308	
7:30 AM	0	0	0	99	0	13	10	17	0	0	18	202	359	
7:45 AM	0	0	0	135	0	16	21	21	0	0	27	185	405	
8:00 AM	0	0	0	136	0	10	15	24	0	0	23	181	389	
8:15 AM	0	0	0	165	0	20	20	33	0	1	15	159	413	
8:30 AM	0	0	0	130	0	21	17	26	0	0	31	188	413	
8:45 AM	0	0	0	196	0	22	30	29	0	0	20	216	513	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
TOTAL VOLUMES :	0	0	0	1017	0	133	139	175	0	1	203	1421	3089	
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	88.43%	0.00%	11.57%	44.27%	55.73%	0.00%	0.06%	12.49%	87.45%	I	
PEAK HR START TIME :	800	AM											TOTAL	
PEAK HR VOL :	0	0	0	627	0	73	82	112	0	1	89	744	1728	
PEAK HR FACTOR:		0.000			0.803			0.822			0.883		0.842	

#### **National Data & Surveying Services**

**Project ID:** 15-5241-014 Day: Wednesday

City: Los Angeles **Date:** 4/22/2015 РМ

-						P	Ψ.						
NS/EW Streets:	A	dmiralty W	/y	Ad	miralty W	у		Fiji Wy			Fiji Wy		
	N	ORTHBOU	IND	SC	UTHBOU	ND	E	ASTBOUNI	D	V	VESTBOUN	ID	
LANGO	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	1	1	
4:00 PM	0	0	0	201	0	26	14	58	0	0	27	105	431
4:15 PM	0	0	0	188	0	39	20	41	0	0	25	100	413
4:30 PM	0	0	0	198	0	14	11	33	0	2	32	107	397
4:45 PM	0	0	0	212	0	18	4	39	0	0	28	98	399
5:00 PM	0	0	0	194	0	27	12	46	0	0	23	112	414
5:15 PM	0	0	0	242	0	33	10	36	0	2	37	103	463
5:30 PM	0	0	0	239	0	24	8	24	0	3	23	109	430
5:45 PM	0	0	0	231	0	26	9	41	0	1	31	135	474
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	0	0	1705	0	207	88	318	0	8	226	869	3421
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	89.17%	0.00%	10.83%	21.67%	78.33%	0.00%	0.73%	20.49%	78.79%	I
PEAK HR START TIME :	<b>ME:</b> 500 PM												TOTAL
												450	4704
PEAK HR VOL :	0	0	0	906	0	110	39	147	0	6	114	459	1781
PEAK HR FACTOR :		0.000			0.924			0.802			0.867		0.939

STREET: North/South	Lincoln Blve	d										
East/West	Washington	Blvd										
Day:	Tuesday	Date:	A	pril 21,	2015	Weather:	<u>:</u>	SUNNY				
Hours: 7-10	& 3-6			(	Chekrs:	NDS						
School Day:	YES	District:	_			I/S CO	DE _					
DUAL-	N/B	-	S/B			E/B		_	W/B			
WHEELED BIKES	183 63		137 84			92 107			73 108			
BUSES	66		60			41			43			
	N/B	TIME	S/B	TIME		E/B	TIME	_	W/B	TIME		
AM PK 15 MIN	591	7.45	459	8.15		355	8.45		282	8.00		
PM PK 15 MIN	479	17.45	438	16.45		327	16.00		318	15.15		
AM PK HOUR	2266	9.00	1736	8.15		1372	8.00		989	7.45		
PM PK HOUR	1808	17.00	1707	16.45		1277	17.00		1224	17.00		
NORTHBOUND A	Approach		S	OUTH	BOUND App	oroach			,	ГОТАL	XING S/L	XING N/L
Hours L: 7-8	t Th	Rt Total 98 2182		Hours 7-8	Lt 15'	Th 7 1016	Rt 75	Total 1248	Γ	N-S 3430	Ped Sch	Ped Sch
	528 1408 572 1406	104 2140 188 2266	8	3-9 9-10	200	9 1397	106 107	1712 1586	-	3852 3852	64 1 42 2	35 2 50 0
15-16	1085	206 1701	1	5-16	23-	4 1310	79	1623	-	3324	79 7	59 0
	458     1158       437     1176	174 1790 195 1808		6-17 7-18	17		98 108	1679 1685		3469 3493	73 5	0 0
TOTAL 3	175 7747	965 11887	Т	TOTAL	125	2 7708	573	9533		21420	396 25	270 3
EASTBOUND App	proach		V	VESTB(	OUND Appr	oach			7	TOTAL	XING W/L	XING E/L
15-16 16-17	Th 666 621 90 763 103 6655 92 649 109 641 102 674	Rt         Total           445         1132           519         1372           500         1268           497         1238           492         1242           501         1277	7 8 9 1 1	Hours 7-8 3-9 9-10 15-16 16-17	Lt      8     13     13:     26     26:     24:	7 659 8 566 6 607 8 659	Rt 139 181 200 311 243 226	789 977 904 1184 1170 1224	- - - -	E-W 1921 2349 2172 2422 2412 2501	Ped Sch  39 1  41 0  38 1  61 2  40 2  0 0	Ped Sch
TOTAL :	562 4013	2954 7529	Т	TOTAL	114	3808	1300	6248		13777	314 14	365 8

#### **National Data & Surveying Services**

**Project ID:** 15-5237-011 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

	АМ												
NS/EW Streets:	Li	incoln Blvd		Li	incoln Blvd		Was	shington B	lvd	Was	shington B	lvd	
	NO	ORTHBOUN	ID	SC	OUTHBOUN	ND .	E	ASTBOUN	D	V	/ESTBOUN	D	
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL
7:00 AM	110	356	33	18	165	16	15	120	97	19	96	25	1070
7:15 AM	135	410	21	26	242	23	19	151	100	25	122	36	1310
7:30 AM	138	365	23	54	289	10	20	161	116	21	163	37	1397
7:45 AM	187	383	21	59	320	26	12	189	132	22	182	41	1574
8:00 AM	160	355	23	60	339	22	17	195	128	43	184	55	1581
8:15 AM	137	358	30	55	370	34	20	185	139	23	164	42	1557
8:30 AM	140	349	25	48	365	30	29	180	124	38	152	43	1523
8:45 AM	191	346	26	46	323	20	24	203	128	33	159	41	1540
9:00 AM	149	357	37	69	350	26	20	164	115	34	155	50	1526
9:15 AM	181	367	29	57	284	24	20	180	141	40	145	53	1521
9:30 AM	172	348	53	68	280	28	32	175	124	31	130	56	1497
9:45 AM	170	334	69	65	306	29	31	146	120	33	136	41	1480
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	1870	4328	390	625	3633	288	259	2049	1464	362	1788	520	17576
APPROACH %'s:	28.38%	65.70%	5.92%	13.75%	79.92%	6.34%	6.87%	54.32%	38.81%	13.56%	66.97%	19.48%	ı
PEAK HR START TIME :	745	AM											TOTAL
PEAK HR VOL :	624	1445	99	222	1394	112	78	749	523	126	682	181	6235
PEAK HR FACTOR :		0.917			0.941			0.981			0.877		0.986

#### **National Data & Surveying Services**

**Project ID:** 15-5237-011 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

-						PN	1						
NS/EW Streets:	Li	incoln Blvd	I	Li	ncoln Blvd		Was	shington B	lvd	Was	shington B	lvd	
	NO	ORTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	V	VESTBOUN	ID	
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL
3:00 PM	101	284	62	55	339	23	27	168	129	66	133	78	1465
3:15 PM	101	272	37	58	304	23 16	27		118			78 83	
3:15 PM 3:30 PM	106	268	57 52	58 71		22	27 15	153 161	130	72 75	163 150	83 66	1409 1439
3:30 PM 3:45 PM	96	268 261	52 55	50	322 345	22 18	23	167	130	75 53	161	84	1439
										55 49			
4:00 PM 4:15 PM	117 109	284 273	50 42	61 58	325 330	26 23	27 32	168	132 126	49 72	162 168	69	1470 1448
4:15 PM 4:30 PM	116	273 299	42 34		350	23 19		166 146	126		166	49 62	
				49			25			73			1456
4:45 PM	116	302	48	49	359	30	25	161	117	74	163	63	1507
5:00 PM	98	259	54	52	353	25	33	171	118	61	182	52	1458
5:15 PM	113	296	52	34	350	24	24	166	130	81	181	55	1506
5:30 PM	108	306	43	46	353	32	25	169	121	48	196	54	1501
5:45 PM	118	315	46	44	345	27	20	168	132	54	195	65	1529
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1305	3419	575	627	4075	285	303	1964	1490	778	2020	780	17621
APPROACH %'s:	24.63%	64.52%	10.85%	12.57%	81.71%	5.71%	8.06%	52.28%	39.66%	21.74%	56.46%	21.80%	ļ
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	437	1176	195	176	1401	108	102	674	501	244	754	226	5994
PEAK HR FACTOR :		0.944			0.977			0.991			0.965		0.980

TOTAL

0 0 0

TOTAL

STREET: North/South	Lincoln Blvo	i										
East/West	SR-90 Ramp	os										
Day:	Tuesday	Date:	A	pril 21,	2015	Weather:		SUNNY				
Hours: 7-10 &	2 3-6			(	Chekrs: 1	NDS						
School Day:	YES	District:	-			I/S CO	DE					
DUAL-	N/B	-	S/B		_	E/B		_	W/B			
WHEELED BIKES BUSES	107 40 69		168 30 84			0 0 0			113 0 9			
	N/B	TIME	S/B	TIME	_	E/B	TIME		W/B	TIME		
AM PK 15 MIN	458	7.00	602	8.15		0	0.00		378	9.00		
PM PK 15 MIN	456	17.30	625	17.30		0	0.00		264	17.45		
AM PK HOUR	1665	7.00	2278	8.00		0	0.00		1372	8.45		
PM PK HOUR	1648	17.00	2431	16.45		0	0.00		987	17.00		
NORTHBOUND A <sub>I</sub>	pproach		:	SOUTH	BOUND Appro	oach			ŗ	ГОТАL	XING S/L	XING N/L
8-9 9-10 15-16	Th 0 1517 0 1309 0 1334 1 1155 2 1316 1 1355	Rt         Total           148         1665           209         1518           201         1535           166         1322           246         1564           292         1648	; • •	Hours 7-8 8-9 9-10 15-16 16-17	Lt 737 922 827 799 783 825	Th 972 1356 1188 1417 1551 1575	Rt 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2278 2015 2216 2334		N-S 3374 3796 3550 3538 3898 4048	Ped Sch  0 0  2 0  0 0  1 0  0 0  0 0  0 0	Ped Sch
TOTAL	4 7986	1262 9252	,	ΓΟΤΑL	4893	8059	0	12952		22204	3 0	4 0
EASTBOUND Appr	roach		,	WESTB	OUND Approa	ıch			-	ГОТАL	XING W/L	XING E/L
8-9 9-10 15-16 16-17	Th  O O O  O O  O O  O O  O O  O O  O O	Rt         Total           0         0           0         0           0         0           0         0           0         0           0         0	; • •	Hours 7-8 8-9 9-10 15-16 16-17	Lt 135 210 180 207 222 188	Th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rt 969 999 1186 703 749 799	Total 1104 1209 1366 910 971 987		E-W 1104 1209 1366 910 971 987	Ped Sch  0 0  0 0  0 0  0 0  0 0  0 0  0 0  0	Ped Sch  4 0  10 0  5 0  12 0  5 0  13 0

1142

0 5405 6547

6547

#### **National Data & Surveying Services**

**Project ID:** 15-5237-003 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

_	AM												
NS/EW Streets:	Li	ncoln Blvd	I	Li	incoln Blvd		SI	R-90 Ramp	os	SR	-90 Ramp	S	
	NO	ORTHBOU	ND	SC	DUTHBOUN	ID		EASTBOUN	ID	W	'ESTBOUN	ID	
LANES:	NL 0	NT 3	NR	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 2	TOTAL
LAINES:	U	3	1	2	3	U	U	U	U	2	U	2	
7:00 AM	0	415	43	152	165	0	0	0	0	27	0	215	1017
7:15 AM	0	404	24	148	239	0	0	0	0	25	0	244	1084
7:30 AM	0	299	37	209	252	0	0	0	0	37	0	263	1097
7:45 AM	0	399	44	228	316	0	0	0	0	46	0	247	1280
8:00 AM	0	296	45	241	315	0	0	0	0	48	0	245	1190
8:15 AM	0	327	39	250	352	0	0	0	0	59	0	213	1240
8:30 AM	0	352	57	223	347	0	0	0	0	57	0	249	1285
8:45 AM	0	334	68	208	342	0	0	0	0	46	0	292	1290
9:00 AM	0	327	45	227	310	0	0	0	0	53	0	325	1287
9:15 AM	0	338	51	211	325	0	0	0	0	45	0	297	1267
9:30 AM	0	328	58	208	286	0	0	0	0	37	0	277	1194
9:45 AM	0	341	47	181	267	0	0	0	0	45	0	287	1168
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	4160	558	2486	3516	0	0	0	0	525	0	3154	14399
APPROACH %'s:	0.00%	88.17%	11.83%	41.42%	58.58%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	14.27%	0.00%	85.73%	Ī
PEAK HR START TIME :	830	AM											TOTAL
PEAK HR VOL:	0	1351	221	869	1324	0	0	0	0	201	0	1163	5129
PEAK HR FACTOR :		0.961			0.962			0.000			0.902		0.994

#### **National Data & Surveying Services**

**Project ID:** 15-5237-003 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

_						P	IYI						Ī
NS/EW Streets:	Li	incoln Blvd	i	Li	ncoln Blvd		SI	R-90 Ramp	os	SR	-90 Ramp	S	
	NO	ORTHBOU	ND	SC	OUTHBOUN	ID		EASTBOUN	ID	W	ESTBOUN	ID	
LANES:	NL O	NT 3	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 2	TOTAL
3:00 PM 3:15 PM	0	286 260	36 39	200 198	349 344	0	0	0	0	47 49	0	183 190	1101 1080
3:30 PM	1	295	44	212	350	0	0	0	0	54	0	149	1105
3:45 PM 4:00 PM	0 0	314 352	47 57	189 177	374 398	0 0	0 0	0 0	0 0	57 41	0 0	181 191	1162 1216
4:15 PM 4:30 PM	0 1	307 324	62 58	193 196	364 391	0	0	0	0	63 63	0	173 189	1162 1222
4:45 PM	1	333	69	217	398	0	0	0	0	55	0	196	1269
5:00 PM 5:15 PM	0 1	287 327	80 74	201 225	386 379	0 0	0 0	0 0	0 0	37 51	0	180 211	1171 1268
5:30 PM 5:45 PM	0 0	379 362	77 61	201 198	424 386	0 0	0 0	0 0	0 0	40 60	0 0	204 204	1325 1271
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES : APPROACH %'s :	4 0.09%	3826 84.38%	704 15.53%	2407 34.63%	4543 65.37%	0 0.00%	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	617 21.51%	0 0.00%	2251 78.49%	14352
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	1	1355	292	825	1575	0	0	0	0	188	0	799	5035
PEAK HR FACTOR :		0.904			0.960			0.000			0.935		0.950

TOTAL

1458

11

404 1873

TOTAL

STREET: North/South	Lincoln Blve	i										
East/West	Bali Wy											
Day:	Tuesday	Date:	A	pril 21,	2015	Weather:		SUNNY				
Hours: 7-10 &	t 3-6			(	Chekrs:	NDS						
School Day:	YES	District:	=			I/S CC	DDE					
DUAL-	N/B	-	S/B			E/B		_	W/B			
WHEELED BIKES BUSES	98 37 69		98 38 74			20 11 1			4 2 0			
	N/B	TIME	S/B	TIME		E/B	TIME	. <u>-</u>	W/B	TIME		
AM PK 15 MIN	466	7.00	418	8.30		78	9.30		7	9.45		
PM PK 15 MIN	389	17.45	476	17.45		119	17.30		13	16.00		
AM PK HOUR	1702	7.00	1593	8.00		285	8.45		22	9.00		
PM PK HOUR	1381	17.00	1825	17.00		451	16.45		39	15.15		
NORTHBOUND A	oproach		S	SOUTHE	OUND App	oroach			-	ГОТАL	XING S/L	XING N/L
Hours Lt 7-8 14 8-9 15 9-10 15 15-16 10 16-17 5 17-18 11	03     1294       56     1294       01     1025       00     1212	Rt         Total           28         1702           27         1514           21         1471           20         1146           14         1316           9         1381	2 8 9 1	Hours 7-8 3-9 9-10 15-16 16-17	Lt 11 3.4 2.4 4.1 3.3 4.4	1306 1138 2 1309 8 1466	Rt 164 253 232 294 319 299	Total 1096 1593 1394 1645 1823 1825	- - - -	N-S 2798 3107 2865 2791 3139 3206	Ped Sch  4 0 5 0 17 1 5 1 9 0 10 0	Ped Sch  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TOTAL 79	7614	119 8530	7	ΓΟΤΑL	190	7619	1561	9376		17906	50 2	0 0
EASTBOUND App	roach		•	WESTBO	OUND Appr	oach			7	ГОТАL	XING W/L	XING E/L
Hours Lt 7-8 11 8-9 20 9-10 20 15-16 29 16-17 30 17-18 32	04 2 03 4 09 1 06 1	Rt         Total           39         158           55         261           51         258           72         372           80         387           107         437	2 9 1 1	Hours 7-8 3-9 9-10 15-16 16-17	4	Th  1 2 3 4 1 1 9 1 1 5 2 9 2	Rt 6 10 17 24 25 9	15 22 34 32	- - - -	E-W 165 276 280 406 419 457	Ped Sch  4 0  6 0  11 1  11 0  9 0  17 0	Ped Sch 5 0 3 0 9 0 11 0 7 0 7 0

29 10

91

130

2003

#### **National Data & Surveying Services**

**Project ID:** 15-5237-004 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

•	AM												i
NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Bali Wy				Bali Wy		
	NO	ORTHBOU	ND	SC	OUTHBOU	VD	E	ASTBOUN	D	W	/ESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1.5	0.5	1	0	1	0	
7:00 AM	18	441	7	2	149	30	38	0	9	0	0	1	695
7:15 AM	34	410	8	5	240	29	33	0	12	0	0	1	772
7:30 AM	42	339	4	3	228	49	20	0	10	0	0	1	696
7:45 AM	47	343	9	8	297	56	28	0	8	0	1	3	800
8:00 AM	43	293	7	11	307	55	55	2	11	1	2	1	788
8:15 AM	46	336	10	2	326	80	48	0	12	1	1	2	864
8:30 AM	47	322	0	10	349	59	45	0	16	0	0	3	851
8:45 AM	57	343	10	11	324	59	56	0	16	0	0	4	880
9:00 AM	47	332	3	4	300	60	61	1	15	2	0	2	827
9:15 AM	51	329	7	6	314	60	45	1	12	2	0	3	830
9:30 AM	31	296	5	6	274	46	60	2	16	0	0	6	742
9:45 AM	27	337	6	8	250	66	37	0	8	0	1	6	746
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTA
<b>TOTAL VOLUMES:</b>	490	4121	76	76	3358	649	526	6	145	6	5	33	9491
APPROACH %'s:	10.45%	87.92%	1.62%	1.86%	82.24%	15.90%	77.70%	0.89%	21.42%	13.64%	11.36%	75.00%	
PEAK HR START TIME :	815	AM											TOTA
PEAK HR VOL:	197	1333	23	27	1299	258	210	1	59	3	1	11	3422
PEAK HR FACTOR :		0.947			0.947			0.877			0.938		0.972

#### **National Data & Surveying Services**

**Project ID:** 15-5237-004 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

_						P	M						
NS/EW Streets:	Li	ncoln Blvd		Li	incoln Blvc	i		Bali Wy			Bali Wy		
	NO	ORTHBOUN	ID	SC	DUTHBOU	ND	E	ASTBOUN	D	W	ESTBOUN	ID	
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
2.00 DM	20	247	0	10	227	01	70	0	17	2	1	_	791
3:00 PM	20	247	9	12	327	81	70	0	17	2	I	5	
3:15 PM	19	231	3	8	314	75	82	0	17	4	0	5	758
3:30 PM	34	277	4	11	340	63	77	1	19	0	0	6	832
3:45 PM	28	270	4	11	328	75	70	0	19	3	0	8	816
4:00 PM	20	319	3	16	390	68	64	0	24	1	0	12	917
4:15 PM	18	297	3	10	336	90	73	1	17	2	2	4	853
4:30 PM	30	305	2	9	366	79	81	0	20	1	0	3	896
4:45 PM	22	291	6	3	374	82	88	0	19	1	0	6	892
5:00 PM	28	265	1	7	373	76	89	1	26	3	0	0	869
5:15 PM	34	296	2	11	369	58	76	0	33	3	0	7	889
5:30 PM	25	339	2	17	360	78	96	1	22	1	1	0	942
5:45 PM	29	356	4	5	384	87	66	1	26	2	1	2	963
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	307	3493	43	120	4261	912	932	5	259	23	5	58	10418
APPROACH %'s:	7.99%	90.89%	1.12%	2.27%	80.50%	17.23%	77.93%	0.42%	21.66%	26.74%	5.81%	67.44%	l
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	116	1256	9	40	1486	299	327	3	107	9	2	9	3663
PEAK HR FACTOR :		0.888			0.959			0.918			0.500		0.951

STREET: North/South

Lincoln Blvd

East/West

Mindanao Wy

Day:

Tuesday Date: April 21, 2015

SUNNY

W/B

46

21

15

Hours:

7-10 & 3-6

Chekrs: NDS

Weather:

I/S CODE

School Day:

DUAL-WHEELED

BIKES

BUSES

Hours

7-8

8-9

9-10

15-16

16-17

17-18

TOTAL

YES	Distric

N/B	S/B	<u>E/B</u>	_
115	76	19	
32	32	25	
69	59	16	

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	555	7.00	337	8.45	172	8.45	223	8.45
PM PK 15 MIN	465	17.30	450	17.45	196	15.15	305	17.15
AM PK HOUR	2139	8.15	1299	8.00	605	8.00	829	8.00
PM PK HOUR	1658	17.00	1733	17.00	699	15.00	1074	16.30

Hours

7-8

8-9

9-10

15-16

16-17

17-18

TOTAL

Lt	Th	Rt	Total
139	1591	365	2095
194	1477	416	2087
152	1401	388	1941
88	1023	310	1421
93	1152	310	1555
94	1233	331	1658

7877

2120 10757

#### SOUTHBOUND Approach

75 791 34 900 151 1107 41 1299 107 1012 44 1163 145 1206 77 1428 131 1412 57 1600 211 1465 57 1733 820 6993 310 8123	Lt	Th	Rt	Total
107     1012     44     1163       145     1206     77     1428       131     1412     57     1600       211     1465     57     1733	75	791	34	900
145     1206     77     1428       131     1412     57     1600       211     1465     57     1733	151	1107	41	1299
131 1412 57 1600 211 1465 57 1733	107	1012	44	1163
211 1465 57 1733	145	1206	77	1428
	131	1412	57	1600
820 6993 310 8123	211	1465	57	1733
820 6993 310 8123	•			
	820	6993	310	8123

#### TOTAL

N-S	Ped	Sch	Ped
2995	26	0	18
3386	43	0	26
3104	43	0	22
2849	46	1	24
3155	83	1	30
3391	55	0	19

296

XING S/L

#### EASTBOUND Approach

760

Hours	Lt	Th	Rt	Total
7-8	0	419	29	448
8-9	0	558	47	605
9-10	0	472	66	538
15-16	0	535	164	699
16-17	0	506	153	659
17-18	0	509	184	693
TOTAL	0	2999	643	3642

#### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	250	378	75	70
8-9	270	460	99	82
9-10	292	389	104	78:
15-16	380	469	99	94
16-17	401	503	84	98
17-18	442	535	78	105
TOTAL	2035	2734	539	530

#### TOTAL XING W/L

18880

E-W	Ped	Sch	Pe
1151	10	0	3
1434	16	0	3
1323	11	0	2
1647	27	0	3
1647	49	0	4
1748	25	0	3
<u>.</u>			
8950	138	0	20

_	Ped	Sch
Γ	35	0
Γ	32	0
Γ	26	0
Γ	37	0
Γ	44	0
Γ	30	0

XING N/L

139

XING E/L

Sch

#### **National Data & Surveying Services**

**Project ID:** 15-5237-005 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

<del>-</del>	AM												
NS/EW Streets:	Li	ncoln Blvd	i	Li	incoln Blvd		Mindanao Wy			Mindanao Wy			
	NO	ORTHBOU	VD	SC	OUTHBOUN	ID	E	ASTBOUNI	)	V			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL
LANES.	'	J	'		J	U	U	2	U	2	2	U	
7:00 AM	14	460	81	18	131	2	0	79	5	53	94	21	958
7:15 AM	28	425	83	15	195	11	0	91	5	43	88	16	1000
7:30 AM	39	364	88	21	217	5	0	130	9	60	91	21	1045
7:45 AM	58	342	113	21	248	16	0	119	10	94	105	17	1143
8:00 AM	61	335	107	31	263	12	0	120	11	76	117	17	1150
8:15 AM	43	398	98	39	273	10	0	122	18	59	120	22	1202
8:30 AM	42	339	117	41	283	10	0	155	7	69	103	23	1189
8:45 AM	48	405	94	40	288	9	0	161	11	66	120	37	1279
9:00 AM	52	385	118	35	257	10	0	109	12	82	91	28	1179
9:15 AM	31	375	106	29	274	15	0	128	18	69	101	24	1170
9:30 AM	31	290	78	21	244	9	0	121	17	62	102	24	999
9:45 AM	38	351	86	22	237	10	0	114	19	79	95	28	1079
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	485	4469	1169	333	2910	119	0	1449	142	812	1227	278	13393
APPROACH %'s:	7.92%	72.99%	19.09%	9.90%	86.56%	3.54%	0.00%	91.07%	8.93%	35.05%	52.96%	12.00%	
PEAK HR START TIME :	815	AM											TOTAL
PEAK HR VOL :	185	1527	427	155	1101	39	0	547	48	276	434	110	4849
PEAK HR FACTOR :		0.964			0.961			0.865			0.919		0.948

#### **National Data & Surveying Services**

**Project ID:** 15-5237-005 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

_						PI	<u> </u>						
NS/EW Streets:	Li	incoln Blvd	i	Li	ncoln Blvd		Mindanao Wy			Mi			
	NO	ORTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	V			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL O	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	16 24 23 25 26 14 28 25 24 18 25 27	240 225 281 277 285 286 292 289 277 275 339 342	78 92 63 77 91 72 80 67 77 60 101 93	44 24 40 37 24 48 28 31 50 46 54 61	302 269 321 314 358 332 360 362 368 345 376 376	14 20 18 25 17 18 13 9 13 17 14	0 0 0 0 0 0 0 0	126 143 140 126 125 125 132 124 116 137 126 130	31 53 41 39 27 39 39 48 48 46 36 54	98 80 112 90 106 79 113 103 105 132 100 105	111 99 133 126 137 104 136 126 118 157 132 128	20 31 24 24 28 14 27 15 26 16 19	1080 1060 1196 1160 1224 1131 1248 1199 1222 1249 1322 1346
TOTAL VOLUMES : APPROACH %'s : PEAK HR START TIME : PEAK HR VOL :	NL 275 5.93% 500	NT 3408 73.54% PM	NR 951 20.52%	SL 487 10.23%	ST 4083 85.76%	SR 191 4.01%	EL 0 0.00%	ET 1550 75.57%	ER 501 24.43%	WL 1223 40.89%	WT 1507 50.38%	WR 261 8.73%	TOTAL 14437 TOTAL 5139
PEAK HR FACTOR :		0.891			0.963			0.942			0.865		0.954

TOTAL

470

102

3825

4397

STREET: North/South Lincoln Blvd East/West Fiji Wy April 21, 2015 Weather: Day: Tuesday Date: SUNNY 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 129 87 33 8 BIKES 22 62 36 40 BUSES 69 57 18 0 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 731 8.15 374 8.30 185 8.45 22 9.45 PM PK 15 MIN 631 17.45 537 17.15 273 16.30 38 16.30 AM PK HOUR 2841 8.15 1457 9.00 8.00 634 8.00 75 PM PK HOUR 2216 17.00 2115 17.00 1018 16.30 118 16.30 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Total Th Rt Total Th Rt N-S Ped Sch Sch Ped 7-8 1989 28 2828 7-8 23 3896 23 811 982 63 1068 0 0 8-9 837 1935 41 2813 8-9 45 1336 1457 4270 0 0 18 1756 0 9-10 731 38 2525 9-10 43 1269 65 1377 3902 0 18 0 1268 27 0 15-16 446 1741 15-16 61 1611 73 1745 3486 0 21 0 16-17 494 1394 35 1923 16-17 46 1839 80 1965 0 0 23 2216 45 2115 4331 623 1556 17-18 17-18 1982 TOTAL 3942 9898 206 14046 TOTAL 263 9019 445 9727 23773 0 122 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Hours Th Rt Hours Th Rt Total E-W Ped Sch Ped Sch 7-8 14 362 7-8 19 487 8-9 64 22 548 634 8-9 26 9 28 63 697 2 0 3 0 76 0 9-10 11 442 529 9-10 22 16 37 75 604 1 5 0 15-16 95 693 15-16 16 804 21 20 37 78 0 0 0 16-17 101 15 885 1001 16-17 32 19 1085 3 17-18 81 24 895 1000 17-18 50 27 104 1104 0 0 0

170

106

186

462

4859

25

TOTAL

#### **National Data & Surveying Services**

**Project ID:** 15-5237-006 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

	AM												
NS/EW Streets:	Lincoln Blvd			L	incoln Blvd		Fiji Wy EASTBOUND			Fiji Wy WESTBOUND			
	NO	ORTHBOUN	ND	SOUTHBOUND									
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	0	1	1	1	0	2	0	
7:00 AM	155	519	7	1	186	12	9	1	69	4	1	6	970
7:15 AM	201	512	8	2	225	15	19	3	77	0	7	7	1076
7:30 AM	220	483	8	6	274	14	19	4	85	3	4	6	1126
7:45 AM	235	475	5	14	297	22	6	6	131	12	3	5	1211
8:00 AM	205	465	12	8	334	18	16	7	122	3	2	6	1198
8:15 AM	224	493	14	11	319	27	18	3	136	9	2	8	1264
8:30 AM	199	471	8	14	341	19	16	5	126	6	3	8	1216
8:45 AM	209	506	7	12	342	12	14	7	164	8	2	6	1289
9:00 AM	207	496	7	13	324	14	20	1	118	7	3	11	1221
9:15 AM	180	460	9	7	339	14	20	4	108	5	4	7	1157
9:30 AM	147	360	15	15	305	17	18	3	116	5	4	7	1012
9:45 AM	197	440	7	8	301	20	18	3	100	5	5	12	1116
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTA
TOTAL VOLUMES:	2379	5680	107	111	3587	204	193	47	1352	67	40	89	13856
APPROACH %'s:	29.13%	69.56%	1.31%	2.84%	91.93%	5.23%	12.12%	2.95%	84.92%	34.18%	20.41%	45.41%	
AK HR START TIME :	815	AM											TOTA
PEAK HR VOL :	839	1966	36	50	1326	72	68	16	544	30	10	33	4990
PEAK HR FACTOR :		0.972			0.968			0.849			0.869		0.968

#### **National Data & Surveying Services**

**Project ID:** 15-5237-006 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

						Pr	1						
NS/EW Streets:	Li	incoln Blvd		Li	ncoln Blvd			Fiji Wy			Fiji Wy		
	NO	ORTHBOUN	ID .	SC	OUTHBOUN	ID	E,	ASTBOUN	D	W			
LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 1	WL 0	WT 2	WR 0	TOTAL
27.11201	_	· ·		•	, and the second			•	•		_	ŭ	
3:00 PM	110	307	10	9	411	13	26	5	144	2	8	6	1051
3:15 PM	119	333	5	16	364	19	25	4	170	3	5	8	1071
3:30 PM	109	333	4	16	441	20	20	4	175	9	3	14	1148
3:45 PM	108	295	8	20	395	21	24	3	204	7	4	9	1098
4:00 PM	108	357	6	7	482	21	32	3	213	6	5	3	1243
4:15 PM	133	339	10	15	419	13	29	6	195	5	4	8	1176
4:30 PM	129	367	10	12	457	24	25	3	245	13	7	18	1310
4:45 PM	124	331	9	12	481	22	15	3	232	8	3	4	1244
5:00 PM	145	346	8	10	481	21	24	3	217	17	9	7	1288
5:15 PM	165	352	5	15	499	23	18	11	222	21	5	6	1342
5:30 PM	126	427	11	12	497	20	23	5	213	7	2	5	1348
5:45 PM	187	431	13	8	505	24	16	5	243	5	11	9	1457
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	1563	4218	99	152	5432	241	277	55	2473	103	66	97	14776
APPROACH %'s:	26.58%	71.73%	1.68%	2.61%	93.25%	4.14%	9.88%	1.96%	88.16%	38.72%	24.81%	36.47%	I
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	623	1556	37	45	1982	88	81	24	895	50	27	27	5435
PEAK HR FACTOR :		0.878			0.985			0.947			0.788		0.933

#### **National Data & Surveying Services**

**Project ID:** 15-5241-015 Day: Wednesday

City: Los Angeles **Date:** 4/22/2015 AM

_						A	M							
NS/EW Streets:	Li	ncoln Blvd	ı	L	incoln Blvd		(	Culver Blvd			Culver Blvd			
	NO	ORTHBOUI	VD.	S	OUTHBOUN	ID		EASTBOUN	ID	W	'ESTBOUN	ND		
LANES:	NL 0	NT 3	NR 1	SL 0	ST 2	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 2	TOTAL	
LINES.	O	3		· ·	2	O	O	U	O	O	O	2		
7:00 AM	0	611	138	0	243	0	0	0	0	0	0	44	1036	
7:15 AM	0	677	235	0	312	0	0	0	0	0	0	53	1277	
7:30 AM	0	680	321	0	353	0	0	0	0	0	0	50	1404	
7:45 AM	0	627	291	0	456	0	0	0	0	0	0	60	1434	
8:00 AM	0	627	270	0	454	0	0	0	0	0	0	79	1430	
8:15 AM	0	608	248	0	486	0	0	0	0	0	0	65	1407	
8:30 AM	0	662	276	0	467	0	0	0	0	0	0	75	1480	
8:45 AM	0	644	251	0	534	0	0	0	0	0	0	77	1506	
9:00 AM	0	597	245	0	469	0	0	0	0	0	0	80	1391	
9:15 AM	0	579	198	0	467	0	0	0	0	0	0	95	1339	
9:30 AM	0	508	185	0	448	0	0	0	0	0	0	98	1239	
9:45 AM	0	511	141	0	425	0	0	0	0	0	0	79	1156	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
TOTAL VOLUMES:	0	7331	2799	0	5114	0	0	0	0	0	0	855	16099	
APPROACH %'s:	0.00%	72.37%	27.63%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	I	
PEAK HR START TIME :	800	AM											TOTAL	
PEAK HR VOL :	0	2541	1045	0	1941	0	0	0	0	0	0	296	5823	
PEAK HR FACTOR :		0.956			0.909			0.000			0.937		0.967	

#### **National Data & Surveying Services**

**Project ID:** 15-5241-015 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles РМ

_						P	141						
NS/EW Streets:	Li	ncoln Blvd	d	L	incoln Blvd		(	Culver Blvd	I	C	ulver Blvd	t	
	NC	ORTHBOU	ND	S	OUTHBOUN	ID		ASTBOUN	ID	W	'ESTBOUI	ND	
LANES:	NL 0	NT 3	NR 1	SL 0	ST 2	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 2	TOTAL
2.00 PM	•	250	110	•	F20		-	•	-		0	F.0	1050
3:00 PM	0	359	110	0	538	0	0	0	0	0	0	52	1059
3:15 PM	0	426	105	0	552	0	0	0	0	0	0	66	1149
3:30 PM	0	404	85	0	619	0	0	0	0	0	0	70	1178
3:45 PM	0	361	95	0	628	0	0	0	0	0	0	77	1161
4:00 PM	0	392	78	0	680	0	0	0	0	0	0	72	1222
4:15 PM	0	413	106	0	599	0	0	0	0	0	0	56	1174
4:30 PM	0	461	86	0	686	0	0	0	0	0	0	46	1279
4:45 PM	0	418	99	0	688	0	0	0	0	0	0	64	1269
5:00 PM	0	427	113	0	673	0	0	0	0	0	0	77	1290
5:15 PM	0	445	133	0	741	0	0	0	0	0	0	75	1394
5:30 PM	0	476	131	0	745	0	0	0	0	0	0	70	1422
5:45 PM	0	544	104	0	730	0	0	0	0	0	0	71	1449
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	5126	1245	0	7879	0	0	0	0	0	0	796	15046
APPROACH %'s:	0.00%	80.46%	19.54%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	0	1892	481	0	2889	0	0	0	0	0	0	293	5555
PEAK HR FACTOR:		0.916			0.969			0.000			0.951		0.958

STREET: North/South	Lincoln Blve	d						_			
East/West	Jefferson Bl	vd									
Day:	Tuesday	Date:	A	pril 21,	2015	Weather:	SUNN	JY			
Hours: 7-10 &	<b>2</b> 3-6			C	hekrs:	NDS					
School Day:	YES	District:	_			I/S CO	DE				
DUAL-	N/B	-	S/B			E/B		W/B			
WHEELED BIKES	146 36		99 44			15 22		65 12			
BUSES	70		63			2		3			
	N/B	TIME	S/B	TIME		E/B	TIME	W/B	TIME		
AM PK 15 MIN	941	7.30	510	8.45		173	9.15	359	8.45		
PM PK 15 MIN	528	17.30	785	17.15		100	17.15	430	17.45		
AM PK HOUR	3371	7.30	1938	8.15		643	8.45	1233	8.00		
PM PK HOUR	1895	17.00	2917	17.00		335	15.45	1556	17.00		
NORTHBOUND A	pproach		S	SOUTHB	OUND Apj	proach			TOTAL	XING S/L	XING N/L
9-10 2 15-16 3 16-17 3	Th  8 2761 13 2568 21 2007 84 1285 86 1398 80 1559	Rt         Total           462         3231           394         2975           416         2444           325         1644           286         1720           306         1895	7 8 9 1 1	Hours 7-8 3-9 9-10 15-16 16-17	Lt 29 58 66 48 44 51	9 1061 8 914 4 1405 0 1784	Rt         Total           134         132           212         186           178         176           403         229           545         276           659         293	52 50 92 59	N-S 4558 4837 4204 3936 4489 4812	Ped Sch  15 0  19 0  4 0  28 0  29 0  0 0	Ped Sch
TOTAL 14	11578	2189 13909	7	TOTAL	298	9 7807	2131 1292	27	26836	114 0	36 0
EASTBOUND App	roach		•	WESTBO	UND Appi	roach			TOTAL	XING W/L	XING E/L
15-16 7 16-17 7	01 327 50 359 71 180 77 156 33 172	Rt         Total           31         460           43         571           61         570           64         315           89         322           70         325           358         2563	7 8 9 1 1 1	Hours 7-8 3-9 0-10 15-16 16-17 17-18	Lt 25 29 26 39 38 47	5 130 9 89 6 179 1 211 8 339	Rt         Total           612         95           808         123           710         100           580         115           578         111           739         155	555 70 56	E-W 1416 1804 1638 1470 1492 1881	Ped Sch  5 0  3 0  9 0  9 0  3 0  0 0  33 0	Ped Sch  11 0 17 0 4 0 32 0 23 0 0 0

#### **National Data & Surveying Services**

**Project ID:** 15-5237-007 Day: Tuesday **TOTALS** 

City: Los Angeles **Date:** 4/21/2015 AM

_						A	Υ.						i
NS/EW Streets:	Li	incoln Blvd	ı	Li	incoln Blvd	ı	Je	fferson Blv	d	Jef	ferson Blv	'd	
•	NO	ORTHBOU	ND	SC	DUTHBOU	ND	E	ASTBOUN	)	W	'ESTBOUN	ID	
LANES:	NL 1	NT 4	NR 1	SL 2	ST 4	SR 0	EL 1	ET 3	ER 0	WL 2	WT 2	WR 2	TOTAL
7:00 AM	0	552	90	48	178	25	47	48	4	47	26	121	1186
7:15 AM	4	699	108	61	191	31	44	65	5	46	16	157	1427
7:30 AM 7:45 AM	4 0	805 705	132 132	87 99	249 280	31 47	33 53	47 92	5 17	72 94	19 24	160 174	1644 1717
8:00 AM	8	638	103	116	255	41	50	89	10	74 78	36	193	1617
8:15 AM	2	725	117	142	297	58	47	60	6	74	32	183	1743
8:30 AM	0	664	79	137	251	55	48	76	13	65	31	182	1601
8:45 AM	3	541	95	194	258	58	56	102	14	78	31	250	1680
9:00 AM	3	611	108	181	263	44	42	99	11	78	20	204	1664
9:15 AM	9	515	122	140	217	46	51	102	20	75	26	185	1508
9:30 AM	3	386	98	194	202	45	45	88	13	61	22	164	1321
9:45 AM	6	495	88	153	232	43	12	70	17	55	21	157	1349
TOTAL VOLUMES : APPROACH %'s :	NL 42 0.49%	NT 7336 84.81%	NR 1272 14.71%	SL 1552 31.36%	ST 2873 58.05%	SR 524 10.59%	EL 528 32.98%	ET 938 58.59%	ER 135 8.43%	WL 823 25.27%	WT 304 9.33%	WR 2130 65.40%	TOTAL 18457
PEAK HR START TIME :	730	AM											TOTAL
PEAK HR VOL:	14	2873	484	444	1081	177	183	288	38	318	111	710	6721
PEAK HR FACTOR:		0.896			0.856			0.785			0.928		0.964

#### **National Data & Surveying Services**

**Project ID:** 15-5237-007 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

_						P	М						
NS/EW Streets:	Li	ncoln Blvd	I	Li	ncoln Blvc	l	Jet	fferson Blv	d	Jet	fferson Blv	'd	
	NC	ORTHBOU	ND	SC	OUTHBOU	ND	E	ASTBOUN	D	W	/ESTBOUN	ID	
LANEC	NL	NT	NR 1	SL	ST	SR 0	EL 1	ET 3	ER 0	WL	WT	WR	TOTAL
LANES:	1	4	1	2	4	U	ı	3	U	2	2	2	
3:00 PM	11	314	80	144	332	86	11	44	10	95	27	155	1309
3:15 PM	7	363	94	105	357	97	20	49	14	106	47	128	1387
3:30 PM	11	299	70	118	358	113	17	42	20	100	51	151	1350
3:45 PM	5	309	81	117	358	107	23	45	20	95	54	146	1360
4:00 PM	9	337	68	108	499	102	10	40	22	91	50	146	1482
4:15 PM	8	353	84	107	414	122	30	29	26	95	54	157	1479
4:30 PM	13	361	74	103	447	165	21	49	20	101	50	154	1558
4:45 PM	6	347	60	122	424	156	16	38	21	94	57	121	1462
5:00 PM	9	359	79	122	429	144	15	32	20	109	82	161	1561
5:15 PM	4	356	74	152	461	172	29	59	12	118	83	191	1711
5:30 PM	9	436	83	101	428	169	19	38	20	116	82	184	1685
5:45 PM	8	408	70	138	427	174	20	43	18	135	92	203	1736
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	100	4242	917	1437	4934	1607	231	508	223	1255	729	1897	18080
APPROACH %'s:	1.90%	80.66%	17.44%	18.01%	61.85%	20.14%	24.01%	52.81%	23.18%	32.34%	18.78%	48.88%	I
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	30	1559	306	513	1745	659	83	172	70	478	339	739	6693
PEAK HR FACTOR :		0.897			0.929			0.813			0.905		0.964

STREET: North/South	Lincoln Blve	i										
East/West	Bluff Creek	Dr										
Day:	Wednesday	Date:	M	arch 25, 2	2015	Weather:	SU	NNY				
Hours: 7-10 &	& 3-6			Cł	nekrs:	NDS						
School Day:	YES	District:	_			I/S CO	DE					
DUAL-	N/B	-	S/B			E/B			W/B			
WHEELED	187		126			0 2			14 8			
BIKES BUSES	47 82		32 70			0			1			
	N/B	TIME	S/B	TIME		E/B	TIME		W/B	TIME		
AM PK 15 MIN	992	8.00	402	7.45		0	0.00		70	8.15		
PM PK 15 MIN	631	17.30	634	17.45		0	0.00		53	16.00		
AM PK HOUR	3762	7.15	1448	7.45		0	0.00		229	7.30		
PM PK HOUR	2324	17.00	2371	17.00		0	0.00		181	16.45		
NORTHBOUND A	pproach		S	SOUTHBO	OUND Apj	proach			1	OTAL	XING S/L	XING N/L
Hours Lt 7-8 8-9 9-10 15-16 16-17 17-18	Th 0 3213 3 2844 0 2272 1 1693 0 1875 0 2085	Rt         Total           291         3504           768         3615           360         2632           160         1854           195         2070           239         2324	7 8 9 1 1	Hours 7-8 3-9 0-10 15-16 16-17	Lt 2 3 3 2 4 4 5 5	9 1210 3 1985 1 2234	0 2 0 2	al 1141 1386 1239 2028 2275 2371		N-S 4645 5001 3871 3882 4345 4695	Ped Sch  0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Sch  0 0  4 0  8 0  10 0  5 0  3 0
TOTAL	4 13982	2013 15999	Т	TOTAL	22	6 10214	0 10	0440		26439	0 0	30 0
EASTBOUND App	roach		•	WESTBO	UND Appı	roach			1	OTAL	XING W/L	XING E/L
Hours Lt 7-8 8-9 9-10 15-16 16-17 17-18  TOTAL	Th  O O O  O O O  O O O  O O O  O O O	Rt         Total           0         0           0         0           0         0           0         0           0         0           0         0	7 8 9 1 1	Hours 7-8 3-9 9-10 15-16 16-17 17-18	Lt 13 17 8 11 13 13 78	6 0 9 0 3 0 8 0 7 0	Rt Tot 24 41 37 37 36 44 219	al 160 217 126 150 174 181		E-W  160 217 126 150 174 181	Ped Sch  0 0 4 0 2 0 2 0 4 0 3 0	Ped Sch  4 0 5 0 6 0 4 0 6 0 10 0
1017112	υ <sub>1</sub> υ <sub>1</sub>	υ <sub>1</sub> υ		JIM	76	J 0	21)	1000	L	1000	15 0	33 0

#### **National Data & Surveying Services**

**Project ID:** 15-5172-001 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 3/25/2015 ΑМ

_						A	М						
NS/EW Streets:	Li	ncoln Blvd	t	Li	incoln Blvd		ВІ	uff Creek I	Dr	Blu	iff Creek D	)r	
·	NO	ORTHBOUI	ND	SC	OUTHBOUN	ID		EASTBOUN	ID	W	'ESTBOUN	ID	
LANES:	NL 0	NT 4	NR 1	SL 2	ST 4	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 1	TOTAL
7:00 AM	0	710	24	1	202	0	0	0	0	21	0	9	967
7:15 AM	0	868	46	5	238	0	0	0	0	29	0	6	1192
7:30 AM	0	854	77	11	282	0	0	0	0	39	0	5	1268
7:45 AM	0	781	144	7	395	0	0	0	0	47	0	4	1378
8:00 AM	1	828	163	14	356	0	0	0	0	52	0	12	1426
8:15 AM	1	688	161	10	339	0	0	0	0	56	0	14	1269
8:30 AM	0	671	207	3	324	0	0	0	0	36	0	6	1247
8:45 AM	1	657	237	10	330	0	0	0	0	32	0	9	1276
9:00 AM	0	625	207	13	316	0	0	0	0	22	0	9	1192
9:15 AM	0	517	79	7	278	0	0	0	0	20	0	10	911
9:30 AM	0	589	48	2	328	0	0	0	0	23	0	7	997
9:45 AM	0	541	26	7	288	0	0	0	0	24	0	11	897
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	3	8329	1419	90	3676	0	0	0	0	401	0	102	14020
APPROACH %'s:	0.03%	85.42%	14.55%	2.39%	97.61%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	79.72%	0.00%	20.28%	
PEAK HR START TIME :	730	AM											TOTAL
PEAK HR VOL:	2	3151	545	42	1372	0	0	0	0	194	0	35	5341
PEAK HR FACTOR :		0.932			0.879			0.000			0.818		0.936

### **National Data & Surveying Services**

**Project ID:** 15-5172-001 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 3/25/2015 ВΜ

_						P	M						ì
NS/EW Streets:	Li	ncoln Blvd		Li	ncoln Blvd		ВІ	uff Creek	Dr	Blu	ff Creek D	)r	
	NC	ORTHBOUN	ND	SC	OUTHBOUN	ID		EASTBOUN	ID	W	'ESTBOUN	ID	
LANES:	NL 0	NT 4	NR 1	SL 2	ST 4	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 1	TOTAL
27.1142.5.	J		•	-	•	Ü	J	•	Ü	-		•	
3:00 PM	0	436	31	10	445	0	0	0	0	29	0	13	964
3:15 PM	1	434	44	11	446	0	0	0	0	23	0	5	964
3:30 PM	0	425	33	9	502	0	0	0	0	33	0	9	1011
3:45 PM	0	398	52	13	592	0	0	0	0	28	0	10	1093
4:00 PM	0	473	33	10	548	0	0	0	0	41	0	12	1117
4:15 PM	0	463	64	12	531	0	0	0	0	31	0	10	1111
4:30 PM	0	481	43	12	591	0	0	0	0	26	0	10	1163
4:45 PM	0	458	55	7	564	0	0	0	0	40	0	4	1128
5:00 PM	0	469	52	11	573	0	0	0	0	27	0	11	1143
5:15 PM	0	509	52	20	573	0	0	0	0	33	0	13	1200
5:30 PM	0	561	70	7	553	0	0	0	0	41	0	12	1244
5:45 PM	0	546	65	14	620	0	0	0	0	36	0	8	1289
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	1	5653	594	136	6538	0	0	0	0	388	0	117	13427
APPROACH %'s:	0.02%	90.48%	9.51%	2.04%	97.96%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	76.83%	0.00%	23.17%	l
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL:	0	2085	239	52	2319	0	0	0	0	137	0	44	4876
PEAK HR FACTOR :		0.921			0.935			0.000			0.854		0.946

5375

129

5509

STREET: North/South Nicholson St East/West Culver Blvd Tuesday April 21, 2015 Weather: SUNNY Day: Date: 7-10 & 3-6 Hours: Chekrs: NDS YES I/S CODE School Day: District: N/B S/B E/B W/B DUAL-WHEELED 30 0 26 49 BIKES 9 10 13 0 BUSES 0 0 2 TIME N/B TIME S/B E/B TIME W/B TIME AM PK 15 MIN 332 7.00 3 9.30 377 7.15 269 8.00 PM PK 15 MIN 121 15.15 3 15.30 162 17.15 599 17.30 AM PK HOUR 987 9.00 8.00 5 7.45 1467 7.15 852 PM PK HOUR 436 15.00 15.00 590 17.00 2333 17.00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Total Rt Total Rt N-S Sch Ped Sch Ped 7-8 835 7-8 846 849 0 0 8-9 12 845 857 8-9 4 861 0 0 0 21 0 9-10 964 987 9-10 2 1 992 4 0 0 43 392 0 15-16 436 15-16 442 3 0 0 16-17 46 352 398 16-17 402 0 0 43 410 364 412 17-18 17-18 TOTAL 173 9 3752 3934 TOTAL 12 8 4 24 3958 16 0 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Total Hours Th Rt Hours Th Rt E-W Ped Sch Ped Sch 7-8 1404 1412 7-8 257 305 1975 8-9 1389 12 1402 8-9 325 525 852 2254 0 0 0 19 0 9-10 0 1054 1073 9-10 232 383 617 1690 3 0 0 15-16 15-16 810 1491 471 493 678 1984 0 0 0 16-17 511 539 16-17 843 1139 1985 2524 1 590 17-18 546 42 17-18 939 1392 2333 2923 0 0 0

3274

4554

13

7841

13350

17

0

TOTAL

#### **National Data & Surveying Services**

**Project ID:** 15-5237-001 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles AM

NS/EW Streets:	Ni	cholson S	t	N	icholson S	1		Culver Blvd			Culver Blvd		
,		RTHBOU			OUTHBOU			ASTBOUNI			VESTBOUN	<u> </u>	
	NC	КІПВООІ	ND	30	ло і пвооі	ND		.ASTBOUNI	J	V	VE3 I BOUIN	U	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	1	0	1	2	0	1	2	0	
7:00 AM	2	1	329	0	0	0	0	297	0	57	52	0	738
7:15 AM	2	2	174	0	1	0	1	374	2	53	79	1	689
7:30 AM	2	0	138	0	0	0	0	369	1	69	77	0	656
7:45 AM	2	0	194	1	0	1	0	364	4	78	97	0	741
8:00 AM	2	0	228	1	0	0	1	346	5	103	166	0	852
8:15 AM	4	0	206	1	0	0	0	360	6	79	106	0	762
8:30 AM	2	0	203	1	0	0	0	358	0	75	131	2	772
8:45 AM	4	0	208	1	0	0	0	325	1	68	122	0	729
9:00 AM	1	0	258	1	0	0	0	310	5	56	88	0	719
9:15 AM	3	0	225	0	0	0	0	256	8	70	102	2	666
9:30 AM	6	1	256	1	1	1	0	251	3	48	104	0	672
9:45 AM	11	1	225	0	1	0	0	237	3	58	89	0	625
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	41	5	2644	7	3	2	2	3847	38	814	1213	5	8621
APPROACH %'s:	1.52%	0.19%	98.29%	58.33%	25.00%	16.67%	0.05%	98.97%	0.98%	40.06%	59.69%	0.25%	l
PEAK HR START TIME :	745 <i>F</i>	AM.											TOTAL
PEAK HR VOL :	10	0	831	4	0	1	1	1428	15	335	500	2	3127
PEAK HR FACTOR:		0.914			0.625			0.981			0.778		0.918

#### **National Data & Surveying Services**

**Project ID:** 15-5237-001 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

						Pr	1		-				i
NS/EW Streets:	Ni	cholson S	t	N	icholson S	t	C	Culver Blvd		C	Culver Blvd		
	NC	RTHBOU	ND	SC	DUTHBOU	ND	E	ASTBOUN	)	V	VESTBOUN	D	
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
LANES.	U			U	'	U		2	U	'	2	U	
3:00 PM	11	1	106	0	1	1	0	116	6	169	172	1	584
3:15 PM	10	0	111	0	1	0	0	127	2	152	197	0	600
3:30 PM	9	0	88	1	2	0	0	122	9	180	216	1	628
3:45 PM	13	0	87	0	0	0	0	106	5	177	225	1	614
4:00 PM	13	0	73	1	0	1	1	122	5	184	237	1	638
4:15 PM	10	0	89	1	0	0	0	136	7	201	258	1	703
4:30 PM	14	0	93	0	0	0	0	134	6	217	322	0	786
4:45 PM	9	0	97	1	0	0	0	119	9	241	322	1	799
5:00 PM	9	0	89	0	0	0	0	132	3	251	342	0	826
5:15 PM	12	1	93	0	0	0	1	148	13	222	339	0	829
5:30 PM	11	1	89	0	1	0	0	120	13	245	353	1	834
5:45 PM	11	1	93	1	0	0	1	146	13	221	358	1	846
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	132	4	1108	5	5	2	3	1528	91	2460	3341	8	8687
APPROACH %'s:	10.61%	0.32%	89.07%	41.67%	41.67%	16.67%	0.18%	94.20%	5.61%	42.35%	57.51%	0.14%	l
PEAK HR START TIME :	500 F	PM											TOTAL
PEAK HR VOL :	43	3	364	1	1	0	2	546	42	939	1392	2	3335
PEAK HR FACTOR :		0.967			0.500			0.910			0.974		0.986

7924

2 7926

TOTAL

STREET: North/South	Jefferson Blv	vd										
East/West	Culver Blvd											
Day:	Tuesday	Date:	A	pril 21, 20	015	Weather:	<u>.</u>	SUNNY				
Hours: 7-10 &	3-6			Ch	ekrs:	NDS						
School Day:	YES	District:	_			I/S CO	DE _					
	N/B	_	S/B			E/B			W/B			
DUAL- WHEELED	26		0			38			26			
BIKES BUSES	9		0			4 0			4 1			
	N/B	TIME	S/B	TIME		E/B	TIME	_	W/B	TIME		
AM PK 15 MIN	101	8.45	0	0.00		498	7.45		190	8.00		
PM PK 15 MIN	267	17.45	0	0.00		200	17.15		375	16.30		
AM PK HOUR	374	8.00	0	0.00		1969	7.45		549	7.45		
PM PK HOUR	1002	17.00	0	0.00		774	16.45		1438	16.30		
NODENDOUND			6	OUTIDO	NUND A				,	DOTA I	VINC CII	WING NA
NORTHBOUND App		D		OUTHBO			ъ.		1	TOTAL	XING S/L	XING N/L
Hours Lt 7-8 216		Rt Total 8 224	7	Hours '-8		Th 0 0	0	Total 0		N-S 224	Ped Sch	Ped Sch
8-9 370 9-10 294	0	4 374 5 299	9	9-9 9-10		0 0	0	0		374 299	0 0 0 0 0	0 0 0 0 0 0
15-16     586       16-17     784       17-18     995	0	6 592 9 793 7 1002	1	5-16 6-17 7-18		0 0 0 0 0 0	0 0	0 0	-	592 793 1002	0 0 0 0 1 0	0 0 0 0 0 0
TOTAL 3245	1	39 3284		OTAL		0 0	0	0	_	3284	1 0	0 0
									_			
EASTBOUND Appro	oach		V	VESTBOU	J <b>ND App</b> r	oach			7	TOTAL	XING W/L	XING E/L
Hours Lt 7-8 ( 8-9 ( 9-10 ( 15-16 ( 16-17 ( 17-18 ( 0	1949 1791 733 732	Rt         Total           1         1947           0         1949           1         1792           0         733           0         732           0         773	7 8 9 1 1	Hours 7-8 8-9 9-10 5-16 6-17 7-18	Lt 59 69 79 7	4 456 5 316 0 918 8 1210	Rt 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 405 520 381 988 1308 1419		E-W 2352 2469 2173 1721 2040 2192	Ped Sch  0 0  0 0  0 0  0 0  0 0  0 0  0 0	Ped Sch  0 0 0 0 0 0 0 0 0 0 0 0 0 0
17-10	, 113	0 773	1	, 10		134/	9	1717	L	2172		

419 4602

0 5021

#### **National Data & Surveying Services**

**Project ID:** 15-5237-002 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

						Ar	1						
NS/EW Streets:	Jef	ferson Blv	d	Je	fferson Bl	vd	C	Culver Blvd		C	Culver Blvd		
	NC	RTHBOUN	ND	S	OUTHBOU	ND	Е	ASTBOUNI	D	V	VESTBOUN	D	
LANES:	NL 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
7.00.414	40	-	4	-	-			400			( )	•	(02
7:00 AM	40	0	<u> </u>	0	0	0	0	492	0	5	64	0	602
7:15 AM	52	0	3	0	0	0	0	473	0	8	84	0	620
7:30 AM	59	0	3	0	0	0	0	483	1	11	98	0	655
7:45 AM	65	0	1	0	0	0	0	498	0	26	109	0	699
8:00 AM	88	0	1	0	0	0	0	496	0	17	173	0	775
8:15 AM	87	0	2	0	0	0	0	482	0	10	94	0	675
8:30 AM	94	0	1	0	0	0	0	493	0	19	101	0	708
8:45 AM	101	0	0	0	0	0	0	478	0	18	88	0	685
9:00 AM	56	0	2	0	0	0	0	469	0	25	87	0	639
9:15 AM	96	0	0	0	0	0	0	480	0	12	79	0	667
9:30 AM	67	0	3	0	0	0	0	450	1	13	78	0	612
9:45 AM	75	0	0	0	0	0	0	392	0	15	72	0	554
-	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	880	0	17	0	0	0	0	5686	2	179	1127	0	7891
APPROACH %'s:	98.10%	0.00%	1.90%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	99.96%	0.04%	13.71%	86.29%	0.00%	
PEAK HR START TIME :	745 <i>F</i>	AM											TOTAL
PEAK HR VOL :	334	0	5	0	0	0	0	1969	0	72	477	0	2857
PEAK HR FACTOR :		0.892			0.000			0.988			0.722		0.922

#### **National Data & Surveying Services**

**Project ID:** 15-5237-002 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

						PN	1						
NS/EW Streets:	Jef	ferson Blv	d	Je	fferson Bl	vd		Culver Blvd		C	Culver Blvd		
	NO	ORTHBOUN	1D	S	OUTHBOU	ND		EASTBOUNI	)	V	VESTBOUN	D	
LANES:	NL 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
								100					
3:00 PM	108	0	2	0	0	0	0	183	0	11	237	0	541
3:15 PM	138	0	1	0	0	0	0	190	0	20	220	0	569
3:30 PM	172	0	2	0	0	0	0	198	0	21	226	0	619
3:45 PM	168	0	1	0	0	0	0	162	0	18	235	0	584
4:00 PM	155	0	5	0	0	0	0	173	0	23	277	0	633
4:15 PM	188	0	1	0	0	0	0	177	0	23	259	0	648
4:30 PM	213	0	2	0	0	0	0	186	0	31	344	0	776
4:45 PM	228	0	1	0	0	0	0	196	0	21	330	0	776
5:00 PM	230	0	2	0	0	0	0	190	0	20	344	0	786
5:15 PM	242	0	1	0	0	0	0	200	0	14	334	0	791
5:30 PM	259	0	1	0	0	0	0	188	0	24	335	0	807
5:45 PM	264	0	3	0	0	0	0	195	0	14	334	0	810
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2365	0	22	0	0	0	0	2238	0	240	3475	0	8340
APPROACH %'s:	99.08%	0.00%	0.92%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	6.46%	93.54%	0.00%	
PEAK HR START TIME :	500 1	PM											TOTAL
PEAK HR VOL :	995	0	7	0	0	0	0	773	0	72	1347	0	3194
PEAK HR FACTOR :		0.938			0.000			0.966			0.975		0.986

0

6812

3506 10318

STREET: North/South SR-90 EB Ramps East/West Culver Blvd Wednesday April 22, 2015 Weather: SUNNY Day: Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 0 15 76 43 BIKES 0 2 0 5 BUSES 0 2 3 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 0 0.00 59 7.45 737 7.45 194 8.00 PM PK 15 MIN 0.00 0 46 17.30 281 17.15 496 17.00 AM PK HOUR 0.00 2765 7.45 0 150 7.45 7.15 664 PM PK HOUR 0 0.00 163 17.00 1051 16.45 1791 17.00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Total Hours Total Th Rt Th Rt N-S Ped Sch Ped Sch 7-8 7-8 87 16 103 103 0 0 0 8-9 0 8-9 84 34 119 119 0 0 0 73 0 9-10 0 0 0 0 9-10 32 106 106 0 0 0 0 15-16 0 0 15-16 66 134 134 2 63 2 16-17 16-17 70 70 144 144 0 100 163 17-18 17-18 163 TOTAL 0 0 0 TOTAL 480 15 274 769 769 2 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Total Hours Th Rt Hours Th Rt E-W Ped Sch Ped Sch 7-8 1717 921 263 7-8 83 411 3132 0 8-9 1751 943 2694 8-9 96 542 638 3332 0 0 0 0 97 0 0 9-10 0 1483 663 2146 9-10 379 0 476 2622 0 0 15-16 15-16 221 980 558 328 1201 0 0 0 0 16-17 578 328 906 16-17 259 1334 0 1593 0 17-18 725 323 1048 17-18 301 1490 1791 2839 0 0 0

1057

5136

0

6193

16511

0

0

TOTAL

#### **National Data & Surveying Services**

**Project ID:** 15-5241-017 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles AM

						AI	<b>'</b> 1						1
NS/EW Streets:	SR-	90 EB Rar	nps	SR-9	00 EB Ran	nps	C	Culver Blvd		C	Culver Blvd		
	N	ORTHBOU	ND	SO	UTHBOU	ND	E	ASTBOUN	D	V	/ESTBOUN	D	
LANES:	NL 0	NT 0	NR 0	SL 1	ST 1.5	SR 0.5	EL 0	ET 3	ER 2	WL 1	WT 2	WR 0	TOTAL
7:00 AM	0	0	0	15	0	0	0	367	188	15	79	0	664
7:15 AM 7:30 AM	0	0	0	7 13	0	8	0	408 467	227 244	16 22	73 110	0	739 857
7:30 AM 7:45 AM	0	0 0	0	52	0	7	0	467 475	244	30	149	0	975
8:00 AM	0	0	0	19	0	6	0	404	278	20	174	0	901
8:15 AM	0	0	0	29	0	9	0	406	222	22	115	0	803
8:30 AM	0	0	0	15	0	13	0	485	227	27	127	0	894
8:45 AM	0	0	0	21	1	6	0	456	216	27	126	0	853
9:00 AM	0	0	0	12	0	9	0	446	194	21	112	0	794
9:15 AM	0	0	0	24	1	8	0	362	175	26	87	0	683
9:30 AM	0	0	0	19	0	7	0	380	151	19	88	0	664
9:45 AM	0	0	0	18	0	8	0	295	143	31	92	0	587
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	244 74.39%	2 0.61%	82 25.00%	0 0.00%	4951 66.21%	2527 33.79%	276 17.16%	1332 82.84%	0 0.00%	9414
PEAK HR START TIME :	745	AM											TOTAL
PEAK HR VOL :	0	0	0	115	0	35	0	1770	989	99	565	0	3573
PEAK HR FACTOR :		0.000			0.636			0.936			0.856		0.916

#### **National Data & Surveying Services**

**Project ID:** 15-5241-017 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 4/22/2015 РМ

-						Pr	1						
NS/EW Streets:	SR-	90 EB Rar	mps	SR-9	0 EB Ram	nps	C	Culver Blvd		C	Culver Blvd		
	N	ORTHBOU	ND	SO	UTHBOU	ND	E	ASTBOUN	D	V	VESTBOUNI	D	
LANES:	NL 0	NT O	NR 0	SL 1	ST 1.5	SR 0.5	EL 0	ET 3	ER 2	WL 1	WT 2	WR 0	TOTAL
L/WLS.	O	O	· ·		1.5	0.5	O	3	2	•	_	O	
3:00 PM	0	0	0	17	0	19	0	125	98	53	202	0	514
3:15 PM	0	0	0	21	1	17	0	158	78	56	236	0	567
3:30 PM	0	0	0	16	1	16	0	144	83	57	275	0	592
3:45 PM	0	0	0	12	3	11	0	131	69	55	267	0	548
4:00 PM	0	0	0	19	1	20	0	135	84	79	321	0	659
4:15 PM	0	0	0	16	2	16	0	148	101	51	308	0	642
4:30 PM	0	0	0	19	1	18	0	132	62	66	343	0	641
4:45 PM	0	0	0	16	0	16	0	163	81	63	362	0	701
5:00 PM	0	0	0	26	0	12	0	171	75	97	399	0	780
5:15 PM	0	0	0	23	0	15	0	189	92	65	358	0	742
5:30 PM	0	0	0	26	0	20	0	212	68	61	352	0	739
5:45 PM	0	0	0	25	4	12	0	153	88	78	381	0	741
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	236	13	192	0	1861	979	781	3804	0	7866
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	53.51%	2.95%	43.54%	0.00%	65.53%	34.47%	17.03%	82.97%	0.00%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	0	0	0	100	4	59	0	725	323	301	1490	0	3002
PEAK HR FACTOR :		0.000			0.886			0.932			0.903		0.962

2088

5184

0

7272

TOTAL

STREET: North/South SR-90 WB Ramps East/West Culver Blvd Wednesday April 22, 2015 Weather: Day: Date: SUNNY 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 33 30 50 40 BIKES 3 6 5 6 BUSES 0 17 0 19 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 193 7.45 70 7.45 518 7.45 209 8.00 PM PK 15 MIN 147 17.30 184 17.00 229 17.30 328 17.00 AM PK HOUR 627 7.30 236 7.30 1881 7.45 648 7.45 PM PK HOUR 555 17.00 672 17.00 822 17.00 1260 16.30 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Total Ped Th Rt Total Th Rt N-S Ped Sch Sch 7-8 285 7-8 99 169 75 81 180 709 0 0 0 8-9 172 260 95 527 8-9 72 153 225 752 0 0 0 141 99 0 9-10 235 475 9-10 83 0 109 192 667 1 0 0 243 37 441 97 15-16 161 15-16 313 410 851 2 0 0 2 16-17 266 204 43 16-17 95 385 480 0 278 555 155 517 1227 232 672 17-18 17-18 TOTAL 1269 1377 394 3040 TOTAL 583 0 1576 2159 5199 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Total Hours Th Rt Hours Th Rt E-W Ped Sch Ped Sch 7-8 431 1356 7-8 227 450 2237 1787 0 8-9 551 1291 1842 8-9 0 310 312 622 2464 0 0 1 0 1009 0 0 0 9-10 539 0 1548 9-10 224 229 453 2001 0 1 15-16 178 446 15-16 624 0 644 245 1513 0 0 0 0 16-17 187 462 16-17 942 260 1202 1851 0 17-18 202 620 822 984 257 1241 2063 0 0 0 17-18

0

3327

1530

4857

12129

0

#### **National Data & Surveying Services**

**Project ID:** 15-5241-018 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 4/22/2015 ΑМ

-						AI	ч						
NS/EW Streets:	SR-9	00 WB Ran	nps	SR-9	0 WB Ran	nps	C	Culver Blvd		C	ulver Blvd		
	NO	ORTHBOU	ND	SO	UTHBOU	ND	E	ASTBOUN	)	W	/ESTBOUN	ID	
LANES:	NL 1.5	NT 1	NR 1.5	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
7:00 AM	40	34	7	9	0	9	88	299	0	0	41	37	564
7:15 AM	32	54	11	16	0	24	98	319	0	0	29	48	631
7:30 AM	48	91	19	19	0	33	129	336	0	0	61	58	794
7:45 AM	49	106	38	37	0	33	116	402	0	0	92	84	957
8:00 AM	45	67	25	13	0	40	110	331	0	0	102	107	840
8:15 AM	41	66	32	19	0	42	108	320	0	0	63	68	759
8:30 AM	45	55	27	12	0	34	164	330	0	0	67	65	799
8:45 AM	41	72	11	28	0	37	169	310	0	0	78	72	818
9:00 AM	44	66	18	28	0	22	150	299	0	0	66	73	766
9:15 AM	28	57	28	20	0	34	139	256	0	0	48	63	673
9:30 AM	32	59	26	15	0	21	136	250	0	0	57	44	640
9:45 AM	37	53	27	20	0	32	114	204	0	0	53	49	589
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	482	780	269	236	0	361	1521	3656	0	0	757	768	8830
APPROACH %'s:	31.48%	50.95%	17.57%	39.53%	0.00%	60.47%	29.38%	70.62%	0.00%	0.00%	49.64%	50.36%	I
PEAK HR START TIME :	745	AM											TOTAL
PEAK HR VOL :	180	294	122	81	0	149	498	1383	0	0	324	324	3355
PEAK HR FACTOR:		0.772			0.821			0.908			0.775		0.876

#### **National Data & Surveying Services**

**Project ID:** 15-5241-018 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 4/22/2015 РМ

<u>-</u>						PI	М						
NS/EW Streets:	SR-9	00 WB Ram	nps	SR-9	0 WB Ran	nps	C	ulver Blvd		C	Culver Blvd		
	NO	ORTHBOUN	1D	SO	UTHBOU	ND	E	ASTBOUN	)	V	VESTBOUN	ID	
LANES:	NL 1.5	NT 1	NR 1.5	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	54 65 57 67 69 66 68 63 84 57 73 64	39 35 39 48 45 49 56 54 51 54 60 67	15 9 6 7 14 12 9 8 11 9 14	20 24 25 28 22 13 31 29 47 29 44 35	0 0 0 0 0 0 0 0	74 74 84 81 99 74 99 113 137 132 118	39 55 42 42 35 48 49 55 44 46 64 48	97 130 117 102 123 112 105 122 157 162 165 136	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	134 146 197 167 234 217 248 243 263 242 226 253	55 67 59 64 63 66 60 71 65 68 59 65	527 605 626 606 704 657 725 758 859 799 823 809
TOTAL VOLUMES : APPROACH %'s : PEAK HR START TIME : PEAK HR VOL :	NL 787 52.15% 500	232	NR 125 8.28%	SL 347 22.22%	ST 0 0.00%	SR 1215 77.78%	EL 567 27.06%	ET 1528 72.94%	ER 0 0.00%	WL 0 0.00%	WT 2570 77.13%	WR 762 22.87%	TOTAL 8498 TOTAL 3290
PEAK HR FACTOR :		0.944			0.913			0.897			0.946		0.958

126

5888

60 6074

TOTAL

STREET: North/South	Mindanao W	ýy				_			
East/West	SR-90 EB R	amps				_			
Day:	Wednesday	Date:	April 22, 201	Weather:	SUN	NY			
Hours: 7-10 &	: 3-6		Chel	krs: NDS					
School Day:	YES	District:		I/S CC	DE				
DUAL-	N/B	_	S/B	E/B		W/B			
WHEELED BIKES	53 22		101 31	111		0			
BUSES	24		18	14		0			
	N/B	TIME	S/B TIME	E/B	TIME	W/B	TIME		
AM PK 15 MIN	326	8.15	363 8.15	295	8.30	0	0.00		
PM PK 15 MIN	314	17.00	450 17.45	297	17.30	0	0.00		
AM PK HOUR	1225	8.00	1363 8.00	1125	8.15	0	0.00		
PM PK HOUR	1182	17.00	1750 17.00	1084	17.00	0	0.00		
NORTHBOUND A	proach		SOUTHBOU	JND Approach		Т	TOTAL	XING S/L	XING N/L
Hours Lt 7-8	Th 0 379	Rt         Total           532         911	Hours 7-8	Lt Th 365 697	Rt Total 0 10	62	N-S 1973	Ped Sch	Ped Sch
	0 472 0 470	753 1225 644 1114	8-9 9-10	471 892 423 802	0 13	25	2588 2339	0 0	0 0
	0 396 0 451	653 1049 693 1144	15-16 16-17	583 997 635 1038	0 15		2629 2817	0 0	0 0
17-18	0 441	741 1182	17-18	673 1077	0 17	50	2932	0 0	0 0
TOTAL	0 2609	4016 6625	TOTAL	3150 5503	0 86.	53	15278	0 0	0 0
EASTBOUND Appr	oach		WESTBOUN	ND Approach		1	OTAL	XING W/L	XING E/L
8-9	Th 1 908 7 1096 5 913 2 964	Rt         Total           7         926           9         1122           6         954           10         996	Hours 7-8 8-9 9-10 15-16	Lt Th  0 0 0 0 0 0 0 0 0 0 0	Rt Total 0 0 0 0 0	0 0 0	926 1122 954 996	Ped Sch  7 0  21 0  18 0  22 0	Ped Sch  9 0  3 0  8 0  13 0
16-17 1 17-18 2	9 957 2 1050	16 992 12 1084	16-17 17-18	0 0	0	0	992 1084	19 0 22 0	12 0 13 0

0 0 0

6074

#### **National Data & Surveying Services**

**Project ID:** 15-5241-019 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles ΑМ

_						Ar	1			_			
NS/EW Streets:	Mi	ndanao W	у	Mi	ndanao W	y	SR-	90 EB Ram	ps	SR-	90 EB Rar	mps	
	NO	ORTHBOU	ND	SC	OUTHBOUN	ND .	E	ASTBOUN	)	V	VESTBOUI	ND	
LANES:	NL 0	NT 1.5	NR 1.5	SL 2	ST 2	SR 0	EL 0	ET 3	ER 0	WL 0	WT 0	WR 0	TOTAL
LANES.	U	1.5	1.5	2	2	U	U	3	U	U	U	U	
7:00 AM	0	78	107	78	160	0	3	186	0	0	0	0	612
7:15 AM	0	102	122	77	170	0	0	199	1	0	0	0	671
7:30 AM	0	99	137	103	167	0	3	251	2	0	0	0	762
7:45 AM	0	100	166	107	200	0	5	272	4	0	0	0	854
8:00 AM	0	110	179	118	219	0	1	259	2	0	0	0	888
8:15 AM	0	127	199	129	234	0	7	275	2	0	0	0	973
8:30 AM	0	104	184	109	212	0	2	290	3	0	0	0	904
8:45 AM	0	131	191	115	227	0	7	272	2	0	0	0	945
9:00 AM	0	118	155	106	200	0	9	256	0	0	0	0	844
9:15 AM	0	127	192	123	192	0	8	223	2	0	0	0	867
9:30 AM	0	112	148	93	192	0	8	229	4	0	0	0	786
9:45 AM	0	113	149	101	218	0	10	205	0	0	0	0	796
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	1321	1929	1259	2391	0	63	2917	22	0	0	0	9902
APPROACH %'s:	0.00%	40.65%	59.35%	34.49%	65.51%	0.00%	2.10%	97.17%	0.73%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 /	AM											TOTAL
PEAK HR VOL :	0	472	753	471	892	0	17	1096	9	0	0	0	3710
PEAK HR FACTOR :		0.939			0.939			0.951			0.000		0.953

#### **National Data & Surveying Services**

**Project ID:** 15-5241-019 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 4/22/2015 РМ

_						Pr	1						
NS/EW Streets:	Mi	ndanao W	'y	Mi	ndanao W	y	SR-	90 EB Ram	ps	SR-	90 EB Rar	nps	
	NO	ORTHBOU	ND	SC	DUTHBOUN	ID	E	ASTBOUN	)	/	VESTBOU	ND	
LANES:	NL 0	NT 1.5	NR 1.5	SL 2	ST 2	SR 0	EL 0	ET 3	ER 0	WL 0	WT 0	WR 0	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0	110 95 91 100 105 110 119 117 106 109 111	181 177 155 140 185 185 174 149 208 190 173 170	151 160 164 108 174 160 159 142 174 168 168	235 253 252 257 244 238 264 292 259 254 277 287	0 0 0 0 0 0 0 0	8 5 3 6 4 3 7 5 2 5 10 5	248 241 254 221 233 239 242 243 249 265 286 250	3 0 3 4 4 2 5 5 4 3 1 4	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	936 931 922 836 949 937 970 953 1002 994 1026 994
TOTAL VOLUMES : APPROACH %'s : PEAK HR START TIME : PEAK HR VOL :	NL 0 0.00% 500	NT 1288 38.16% PM	NR 2087 61.84%	SL 1891 37.80%	ST 3112 62.20%	SR 0 0.00%	EL 63 2.05%	ET 2971 96.71%	ER 38 1.24%	WL 0 #DIV/0!	WT 0 #DIV/0!	WR 0 #DIV/0!	TOTAL 11450 TOTAL 4016
PEAK HR FACTOR :		0.941			0.972			0.912			0.000		0.979

0

0

0

STREET: North/South Mindanao Wy East/West SR-90 WB Ramps April 22, 2015 Weather: SUNNY Day: Wednesday Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 28 78 0 174 BIKES 22 31 0 5 BUSES 15 16 0 15 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 135 9.00 206 8.15 0 0.00 634 8.45 PM PK 15 MIN 125 16.30 335 17.00 0 0.00 522 17.45 AM PK HOUR 8.45 785 0.00 2456 8.45 524 8.00 0 PM PK HOUR 469 16.30 1268 17.00 0 0.00 1903 17.00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Total Hours Total Th Rt Th Rt N-S Ped Sch Ped Sch 7-8 394 399 7-8 598 1002 0 603 0 0 6 8-9 19 467 486 8-9 0 769 16 785 1271 0 0 10 25 0 9-10 486 0 511 9-10 0 694 30 724 1235 0 9 0 17 395 1037 0 23 15-16 412 15-16 0 37 1074 1486 0 16-17 20 447 467 16-17 0 1156 42 1198 1665 0 0 10 14 455 1225 441 1723 17-18 17-18 1268 TOTAL 100 2630 0 2730 TOTAL 0 5479 173 5652 8382 0 66 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Th Rt Total Hours Th Rt Total E-W Ped Sch Ped Sch 7-8 7-8 474 1091 609 2174 2174 12 14 8-9 0 0 8-9 594 1239 538 2371 2371 31 0 10 0 0 9-10 0 0 0 9-10 528 1312 579 2419 2419 21 9 0 15-16 15-16 0 521 883 358 1762 1762 28 0 18 0 16-17 0 16-17 518 932 387 1837 1837 2.1 13 17-18 0 0 17-18 556 950 397 1903 1903 27 0 16

3191

6407

2868

12466

12466

142

0

78

TOTAL

#### **National Data & Surveying Services**

**Project ID:** 15-5241-020 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles AM

NS/EW Streets:	Mi	ndanao Wy	/	Mi	ndanao Wy	y	SR-	90 WB Rar	mps	SR-9	00 WB Ran	nps	
	NO	ORTHBOUN	ID	SC	OUTHBOUN	ID		EASTBOUN	ID	W	/ESTBOUN	D	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	3	0	0	0	0	1.5	1.5	1	
7:00 AM	1	83	0	0	124	0	0	0	0	107	223	98	636
7:15 AM	0	98	0	0	141	2	0	0	0	115	283	151	790
7:30 AM	2	104	0	0	151	2	0	0	0	118	289	178	844
7:45 AM	2	109	0	0	182	1	0	0	0	134	296	182	906
8:00 AM	1	113	0	0	188	3	0	0	0	142	265	150	862
8:15 AM	5	125	0	0	203	3	0	0	0	168	294	132	930
8:30 AM	1	108	0	0	180	4	0	0	0	138	319	129	879
8:45 AM	12	121	0	0	198	6	0	0	0	146	361	127	971
9:00 AM	10	125	0	0	174	7	0	0	0	130	330	159	935
9:15 AM	7	124	0	0	192	10	0	0	0	124	306	153	916
9:30 AM	1	124	0	0	153	7	0	0	0	124	359	137	905
9:45 AM	7	113	0	0	175	6	0	0	0	150	317	130	898
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	49	1347	0	0	2061	51	0	0	0	1596	3642	1726	10472
APPROACH %'s:	3.51%	96.49%	0.00%	0.00%	97.59%	2.41%	#DIV/0!	#DIV/0!	#DIV/0!	22.92%	52.30%	24.78%	I
PEAK HR START TIME :	845	AM											TOTAL
PEAK HR VOL:	30	494	0	0	717	30	0	0	0	524	1356	576	3727
PEAK HR FACTOR :		0.970			0.915			0.000			0.968		0.960

#### **National Data & Surveying Services**

**Project ID:** 15-5241-020 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles РМ

_						<u> </u>	I <sup>M</sup>						
NS/EW Streets:	Mi	ndanao Wy	y	Mi	ndanao Wy	y	SR-	90 WB Rar	mps	SR-9	00 WB Ran	nps	
•	NO	ORTHBOUN	ND .	SC	OUTHBOUN	ID		EASTBOUN	ID	V	/ESTBOUN	ID	
LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1.5	WT 1.5	WR 1	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	4 5 4 7 4 3 6 7 2 4	107 96 90 102 96 111 122 118 97 114 117	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	265 266 289 217 307 271 283 295 317 288 318 302	11 8 6 12 11 11 12 8 18 10 3	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	110 138 129 144 116 120 148 134 125 139 142 150	210 236 192 245 197 242 230 263 205 246 232 267	90 88 87 93 81 102 104 100 96 95 101 105	797 837 797 817 815 861 902 924 865 894 917
TOTAL VOLUMES : APPROACH %'s : PEAK HR START TIME : PEAK HR VOL :	NL 51 3.82% 500	NT 1283 96.18% PM	NR 0 0.00%	SL 0 0.00%	ST 3418 96.55%	SR 122 3.45%	EL 0 #DIV/0!	ET 0 #DIV/0!	ER 0 #DIV/0!	WL 1595 28.99%	WT 2765 50.25%	WR 1142 20.76%	TOTAL 10376 TOTAL 3626
PEAK HR FACTOR :		0.940			0.946			0.000			0.911		0.954

833

25

865

STREET: North/South Vista Del Mar East/West Culver Blvd March 25, 2015 Wednesday Weather: Day: Date: SUNNY 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 20 9 4 31 BIKES 9 60 57 1 BUSES 4 0 8 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 317 7.15 27 8.45 53 9.00 170 8.30 PM PK 15 MIN 139 17.00 27 17.30 47 15.30 340 16.15 AM PK HOUR 1227 8.30 7.15 88 8.45 172 8.15 585 PM PK HOUR 508 16.45 90 15.15 162 15.00 1274 16.45 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Total Rt Total Th Rt N-S Ped Sch Sch Ped 7-8 1202 7-8 53 1271 11 1212 0 0 8-9 15 1132 1153 8-9 65 1227 0 0 20 71 0 9-10 4 6 969 979 9-10 13 85 1064 0 28 0 15 433 460 0 15-16 12 15-16 72 14 88 548 1 15 16-17 12 411 440 16-17 78 10 88 0 22 508 64 76 584 38 15 471 17-18 17-18 TOTAL 76 58 4618 4752 TOTAL 403 470 5222 6 134 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Total Hours Th Rt Hours Th Rt E-W Ped Sch Ped Sch 7-8 117 120 7-8 307 41 476 15 8-9 140 145 8-9 489 65 24 578 723 14 0 10 0 100 0 9-10 153 159 9-10 324 38 462 621 15 18 0 15-16 15-16 140 1041 152 162 698 41 879 21 0 11 2.7 16-17 135 136 16-17 971 188 1225 1361 1 19 17-18 136 143 17-18 1041 157 1267 1410 42 1 16

3830

691

246

4767

5632

134

79

TOTAL

#### **National Data & Surveying Services**

**Project ID:** 15-5172-014 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles ΑМ

_						AI	7						
NS/EW Streets:	Vis	sta Del Ma	r	Vis	sta Del Mai	r	C	Culver Blvd		C	ulver Blvd		
	NC	RTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUN	)	W	/ESTBOUNI	D	
LANES:	NL 0.3	NT 0.3	NR 1.3	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL
7:00 AM	2	0	295	10	1	0	0	38	2	47	10	1	406
7:15 AM	3	1	313	13	1	0	0	26	0	66	11	1	435
7:30 AM	2	1	312	11	4	0	0	19	0	89	8	4	450
7:45 AM	1	0	282	19	0	0	0	34	1	105	12	2	456
8:00 AM	3	0	309	15	1	0	0	26	0	103	19	5	481
8:15 AM	6	2	306	15	1	0	0	39	2	98	13	9	491
8:30 AM	2	3	268	13	2	0	1	29	1	154	11	5	489
8:45 AM	4	1	249	22	4	1	1	46	0	134	22	5	489
9:00 AM	0	1	257	12	2	0	1	50	2	101	23	5	454
9:15 AM	2	4	273	19	4	1	0	37	1	88	25	12	466
9:30 AM	1	1	212	22	1	0	1	29	0	70	22	10	369
9:45 AM	1	0	227	18	6	0	0	37	1	65	30	11	396
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	27	14	3303	189	27	2	4	410	10	1120	206	70	5382
APPROACH %'s:	0.81%	0.42%	98.77%	86.70%	12.39%	0.92%	0.94%	96.70%	2.36%	80.23%	14.76%	5.01%	
PEAK HR START TIME :	800 A	AM.											TOTAL
PEAK HR VOL :	15	6	1132	65	8	1	2	140	3	489	65	24	1950
PEAK HR FACTOR :		0.918			0.685			0.771			0.850		0.993

#### **National Data & Surveying Services**

**Project ID:** 15-5172-014 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles РМ

_						Pr	1						
NS/EW Streets:	Vis	sta Del Ma	ır	Vi	sta Del Mai	•	C	Culver Blvd		C	ulver Blvd		
	NC	RTHBOU	ND	SC	DUTHBOUN	ID	E	ASTBOUN	)	W	/ESTBOUNI	D	
LANES:	NL 0.3	NT 0.3	NR 1.3	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL
3:00 PM	7	2	110	18	2	1	0	42	0	139	37	8	366
3:15 PM	2	3	120	16	4	0	1	44	1	157	35	8	391
3:30 PM	3	2	87	21	3	1	0	44	3	199	35	4	402
3:45 PM	3	5	116	17	5	0	1	22	4	203	33	21	430
4:00 PM	4	3	95	23	0	0	0	35	0	208	43	15	426
4:15 PM	2	3	92	14	2	0	0	35	1	263	62	15	489
4:30 PM	4	7	104	17	6	0	0	33	0	256	37	20	484
4:45 PM	2	4	120	24	2	0	0	32	0	244	46	16	490
5:00 PM	6	2	131	8	3	1	0	36	1	254	34	16	492
5:15 PM	5	5	114	15	3	1	0	27	1	288	26	19	504
5:30 PM	6	5	108	23	3	1	1	35	1	264	51	16	514
5:45 PM	5	3	118	18	0	0	0	38	3	235	46	18	484
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	49	44	1315	214	33	5	3	423	15	2710	485	176	5472
APPROACH %'s:	3.48%	3.13%	93.39%	84.92%	13.10%	1.98%	0.68%	95.92%	3.40%	80.39%	14.39%	5.22%	
PEAK HR START TIME :	445 F	PM											TOTAL
PEAK HR VOL :	19	16	473	70	11	3	1	130	3	1050	157	67	2000
PEAK HR FACTOR :		0.914			0.778			0.905			0.956		0.973

STREET: North/South	Culver Pl											
East/West	Culver Blvd											
Day:	Wednesday	Date:	M	arch 25, 2	2015	Weather:		SUNNY				
Hours: 7-10 &	& 3-6			Ch	nekrs:	NDS						
School Day:	YES	District:	-			I/S CO	DE					
DUAL- WHEELED BIKES	N/B 0 7	_	S/B 0 24			E/B 0 39		_	W/B 0 1			
BUSES	0		0			0			0			
	N/B	TIME	S/B	TIME		E/B	TIME	_	W/B	TIME		
AM PK 15 MIN	0	0.00	3	9.15		1	9.00		0	0.00		
PM PK 15 MIN	0	0.00	3	16.30		0	0.00		0	0.00		
AM PK HOUR	0	0.00	7	8.30		1	9.00		0	0.00		
PM PK HOUR	0	0.00	11	16.30		0	0.00		0	0.00		
NORTHBOUND A	pproach		S	SOUTHBO	OUND App	oroach			,	ГОТАL	XING S/L	XING N/L
Hours Lt 7-8 8-9 9-10 15-16 16-17 17-18	Th  0 0 0  0 0 0  0 0 0  0 0 0  0 0 0  0 0 0	Rt         Total           0         0           0         0           0         0           0         0           0         0           0         0	2 9 1 1	Hours 7-8 3-9 9-10 15-16 16-17	(	Th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rt 2 3 6 7 6 7	Total 2 3 6 7 6 7	- - - -	N-S  2  3  6  7  6  7	Ped Sch  5 0  9 0  14 0  9 0  9 0  11 0	Ped Sch  16 0  13 0  10 0  23 0  12 0  23 0
TOTAL	0 0	0 0	7	ГОТАL		0	31	31		31	57 0	97 0
EASTBOUND App	roach		•	WESTBO	UND Appr	oach			5	ГОТАL	XING W/L	XING E/L
Hours Lt 9-10	Th 0	Rt Total 0 1		Hours 9-10	Lt	Th 0	Rt 0	Total 0		E-W	Ped Sch 2 0	Ped Sch
TOTAL	1 0	0 1	7	ΓΟΤΑL		0	0	0		1	10 0	0 0

#### **National Data & Surveying Services**

**Project ID:** 15-5172-114 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles ΑМ

				AM										
NS/EW Streets:		Culver PI		(	Culver PI		С	ulver Blvd		(	Culver Blvo	t		
	N	ORTHBOU	IND	SC	UTHBOU	IND	Е	ASTBOUNI	)	V	VESTBOU	ND		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
LANES:	0	0	0	0	0	1	0	2	0	1.5	1.5	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	
9:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	
9:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	3	
9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTA	
<b>TOTAL VOLUMES:</b>	0	0	0	0	0	11	1	0	0	0	0	0	12	
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!		
EAK HR START TIME :	845	AM											TOTA	
PEAK HR VOL :	0	0	0	0	0	7	1	0	0	0	0	0	8	
PEAK HR FACTOR:		0.000			0 583			0.250			0.000		0.66	

**CONTROL:** Signalized

#### **National Data & Surveying Services**

**Project ID:** 15-5172-114 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles РМ

			РМ										
NS/EW Streets:		Culver PI		(	Culver PI		(	Culver Blvc	i	(	Culver Blvd	t	
	N	ORTHBOU	ND	SC	UTHBOL	JND	[	EASTBOUN	ID	١	WESTBOUI	ND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTA
LANES:	0	0	0	0	0	1	0	2	0	1.5	1.5	0	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOT
<b>TOTAL VOLUMES:</b>	0	0	0	0	0	20	0	0	0	0	0	0	20
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
EAK HR START TIME :	430	PM											TOT
PEAK HR VOL:	0	0	0	0	0	11	0	0	0	0	0	0	11
PEAK HR FACTOR:		0.000			0 917			0.000			0.000		0 91

**CONTROL**: Signalized

0

0 16 16

TOTAL

STREET: North/South	Vista Del M	ar Ln							
East/West	Culver Blvd								
Day:	Wednesday	Date:	March 25, 201	Weather:	SUNNY				
Hours: 7-10 &	£ 3-6		Chek	rs: NDS					
School Day:	YES	District:		I/S COD	DE				
DUAL-	N/B	_	S/B	<u>E/B</u>	_	W/B			
WHEELED BIKES BUSES	3 6 0		1 1 0	0 9 0		3 1 0			
	N/B	TIME	S/B TIME	E/B′	TIME	W/B T	<u>ГІМЕ</u>		
AM PK 15 MIN	47	8.15	4 9.00	2	8.15	6	8.00		
PM PK 15 MIN	13	16.15	4 15.00	2	16.30	7 1	17.30		
AM PK HOUR	164	8.00	6 9.00	4	9.15	12	7.30		
PM PK HOUR	36	16.00	8 15.00	8	16.30	16	17.00		
NORTHBOUND A <sub>I</sub>	pproach		SOUTHBOU	ND Approach		то	OTAL	XING S/L	XING N/L
9-10 1 15-16 16-17 1	Th 7 9 18 21 13 15 9 5 11 10 8 7	Rt         Total           38         54           125         164           37         65           11         25           15         36           12         27	Hours 7-8 8-9 9-10 15-16 16-17 17-18	Lt Th  0 1 0 2 0 6 0 8 0 2 0 3	Rt Total  0 1  0 2  0 6  0 8  0 2  0 3	N	N-S 55 166 71 33 38 30	Ped Sch 5 0 6 0 13 0 8 0 20 4 24 0	Ped Sch  15 0  14 0  15 0  25 0  29 1  46 2
TOTAL	66 67	238 371	TOTAL	0 22	0 22		393	76 4	144 3
EASTBOUND Appr	roach		WESTBOUN	ID Approach		TO	OTAL	XING W/L	XING E/L
9-10	Th  0 0 0  0 0 0  0 0 0  0 0 0  0 0 0  0 0 0	Rt         Total           0         0           2         2           4         4           1         1           5         5           4         4	Hours 7-8 8-9 9-10 15-16 16-17 17-18	Lt Th  5 0  12 0  5 0  12 0  11 0  11 0  16 0	Rt Total  0 5 0 12 0 5 0 12 0 5 0 12 0 12 0 12	E	5 14 9 13 16 20	Ped Sch	Ped Sch  11 0  20 0  28 0  15 0  21 0  38 1

61 0 0 61

#### **National Data & Surveying Services**

**Project ID:** 15-5172-214 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 3/25/2015 ΑМ

-						Al	Ч						Ī
NS/EW Streets:	Vist	a Del Mar	Ln	Vis	ta Del Mar	Ln	С	ulver Blv	d	С	ulver Blvd		
	NO	ORTHBOUI	VD	S	OUTHBOUN	ID	E.	ASTBOU	VD	W	D		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	1.5	1.5	0	
7:00 AM	1	1	3	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	1	10	0	0	0	0	0	0	2	0	0	13
7:30 AM	3	2	11	0	1	0	0	0	0	1	0	0	18
7:45 AM	3	5	14	0	0	0	0	0	0	2	0	0	24
8:00 AM	4	3	21	0	1	0	0	0	0	6	0	0	35
8:15 AM	5	6	36	0	1	0	0	0	2	3	0	0	53
8:30 AM	5	7	35	0	0	0	0	0	0	1	0	0	48
8:45 AM	4	5	33	0	0	0	0	0	0	2	0	0	44
9:00 AM	4	6	15	0	4	0	0	0	0	1	0	0	30
9:15 AM	5	5	10	0	0	0	0	0	2	0	0	0	22
9:30 AM	2	3	6	0	2	0	0	0	1	2	0	0	16
9:45 AM	2	1	6	0	0	0	0	0	1	2	0	0	12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	38	45	200	0	9	0	0	0	6	22	0	0	320
APPROACH %'s:	13.43%	15.90%	70.67%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	800	AM											TOTAL
PEAK HR VOL:	18	21	125	0	2	0	0	0	2	12	0	0	180
PEAK HR FACTOR :		0.872			0.500			0.250			0.500		0.849

#### **National Data & Surveying Services**

**Project ID:** 15-5172-214 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles PM

_						PI	1						i
NS/EW Streets:	Vist	a Del Mar	Ln	Vis	ta Del Mar	Ln	С	ulver Blvo	I	С	ulver Blvd		
	NC	DRTHBOU	ND	S	OUTHBOUN	ID .	E	ASTBOUN	ID	W	'ESTBOUNI	D	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL
3:00 PM	1	1	2	0	4	0	0	0	0	2	0	0	10
3:15 PM 3:30 PM	2 2	0 2	5 2	0 0	0 2	0 0	0 0	0 0	0 0	5 2	0 0	0 0	12 10
3:45 PM 4:00 PM	4 0	2	2 4	0	2 1	0	0	0	1 0	3 0	0	0	14 7
4:15 PM 4:30 PM	7 1	3 2	3	0	1	0	0	0	1	2	0	0	17 14
4:45 PM	3	3	5	0	0	0	0	0	2	6 3	0	0 0	16
5:00 PM 5:15 PM	2	0 3	2	0 0	3 0	0 0	0 0	0 0	2	3 2	0 0	0 0	12 12
5:30 PM 5:45 PM	3 1	1 3	4	0	0	0	0	0 0	0	7 4	0	0	15 11
3.1011	, ,												
TOTAL VOLUMES : APPROACH %'s :	NL 28 31.82%	NT 22 25.00%	NR 38 43.18%	SL 0 0.00%	ST 13 100.00%	SR 0 0.00%	EL 0 0.00%	ET 0 0.00%	ER 10 100.00%	WL 39 100.00%	WT 0 0.00%	WR 0 0.00%	TOTAL 150
PEAK HR START TIME :	415												TOTAL
PEAK HR VOL :  PEAK HR FACTOR :	13	8 0.654	13	0	0.333	0	0	0	7	14	0 0.583	0	59 0.868
TEAR THE FACTOR !		3.034			0.000			5.075			0.000		5.000

Tuesday	, Sept	ember (	11, 2015		Loca		City of Los						SC0712	
ADT Linco	In Bo	ouleva	rd south	of Fiji W	ay.							Prepared b	y AimTD te	el. 714 753 788
M Period	NB		SB	EB	WB		PM Period	NB		SB		EB	WB	
00:00	69		65				12:00	499		424				
00:15	57		58				12:15	475		403				
00:30	43	200	45			405	12:30	473	1040	437	1/70			2/20
00:45	40	209	28 196	)		405	12:45	501	1948		1672			3620
01:00 01:15	40 22		28 31				13:00 13:15	449 441		428 431				
01:30	24		18				13:30	423		480				
01:45	19	105	17 94			199	13:45		1720		1751			3471
02:00	11		15				14:00	397		494				
02:15	10		12				14:15	415		443				
02:30	15		17				14:30	456		481				
02:45	12	48	12 56			104	14:45	442	1710	470	1888			3598
03:00	12		8				15:00	400		530				
03:15	13		9				15:15	466		570				
03:30 03:45	10 16	51	13 18 48			99	15:30 15:45	455	1764	576 613	2289			4053
04:00	18	JI	16			77	16:00	402	1704	628	2207			4033
04:00	22		36				16:15	505		640				
04:30	23		55				16:30	474		573				
04:45	64	127	55 162			289	16:45	466	1847	667	2508			4355
05:00	48		59				17:00	432		650				
05:15	100		79				17:15	488		669				
	112		108				17:30	549		710				
	145	405	107 353	}		758	17:45		1981		2722			4703
06:00	187		116				18:00	523		664				
06:15	288 374		173 186				18:15	543 483		641 663				
06:30 06:45	578	1427	219 694	ı		2121	18:30 18:45		2004		2572			4576
	638		250				19:00	449	2001	583	2072			1070
	663		293				19:15	422		532				
07:30	629		356				19:30	408		532				
07:45	685	2615	411 131	0		3925	19:45	402	1681	475	2122			3803
08:00	633		454				20:00	302		441				
08:15	598		440				20:15	307		342				
08:30	696	0.04	465				20:30	270		352	4.00			2522
08:45	674	2601	443 180	2		4403	20:45		1145		1438			2583
	632		442				21:00	240		325				
	595 631		501 430				21:15 21:30	261 220		285 257				
	573	2431	<b>364</b> 173	7		4168	21:45		949		1073			2022
	555		354				22:00	203		188				
	469		312				22:15	190		194				
10:30	452		374				22:30	169		166				
10:45	469	1945	399 143	9		3384	22:45	123	685	135	683			1368
11:00	444		342				23:00	105		123				
11:15	506		386				23:15	94		98				
11:30	451	4754	214	-		0444	23:30	77	0.47	89	200			707
11:45	353	1754	415 135	/		3111	23:45	/1	347	70	380			727
otal Vol.		13718	924	8		22966			17781		21098			38879
									ND		65	Daily To		
									NB		SB	EB	WB	
				A	м				31499		30346	PM	ı	61845
Split %		59.7%	40.3		-1	37.1%			45.7%		54.3%			62.9%
eak Hour		07:00	08:3	30		08:30			17:30		17:15			17:30
Volume		2615	185			4448			2127		2736			4835

pacific@aimtd.com

Tell. 714 753 7888

1	Culver Boulev	ard w/o L	incoln Boul	evard								Prepo	ired by	AimTD	tel. 951 249 3
1	AM Period NB	S	B EB		WB			PM Period	NB	SB	E	В	W	3	
Part	00:30		26		35			12:00			22	9			
140	00:15		26		22			12:15			19	8	143	3	
1	00:30		20		24			12:30			17	3	171		
10110	00:45		15	87	20	101	188	12:45			20	1 80	1 162	629	1430
14	01:00		11		18			13:00			20	6	154	ļ	
1	01:15		13		5			13:15			19	2	155	5	
	01:30		14		8			13:30			20	1	146	·	
Part	01:45		9	47	11	42	89	13:45			18	7 78	6 158	613	1399
Part	02:00		15		12			14:00			18	5	142	<u>)</u>	
Part	02:15		8		9			14:15			18	0	165	5	
1500					6						21	0			
	02:45		2	30	3	30	60				17	9 75	4 21	704	1458
1			8		7						16			3	
14															
1															
Delicit   Deli				32		35	67								1730
Principal															
14-15															
05:00				50		02	1./1								2002
05-15				30		03	141								2003
1															
178   178   178   179   175   178															
186.00				005		101	407								0470
06:15				225		181	406								2179
06:30															
06.45         348         933         52         238         1171         18.45         155         695         355         1357         2052           07.00         413         61         19.00         144         3.65         124         254           07.15         405         72         19.15         19.15         127         32         124         254           07.45         434         1678         121         353         2031         19.45         122         517         259         1220         1737           08:00         410         133         22         20:00         108         192         179         122         179         122         179         183         184         122         1173         183         184         122         183         184         126         484         111         1845         183         184         126         484         1126         183         184         126         1126         183         184         126         1126         183         184         126         1126         183         184         126         1126         183         184         184         127         184															
19:00															
07:15	06:45		348	933	52	238	11/1	18:45					5 355	1357	2052
07:30	07:00		413		61			19:00							
07:45			405					19:15			12	7			
08:00	07:30		426		99			19:30							
08:15	07:45		434	1678	121	353	2031	19:45			12	2 51	7 259	1220	1737
08:30	08:00		410		139			20:00			10	8	192	2	
08.45         447         1767         132         517         2284         20.45         133         484         126         642         1126           09:00         438         101         21:00         88         122         2         128         128         128         128         128         128         135         128         135         128         135         135         135         135         135         136         136         136         182         135         135         136         186         338         99         478         816         100         100         138         135         136         816         130         99         478         816         100         100         336         103         2200         90         94         478         816         100         100         336         103         96         2216         2160         2216         75         106         100         100         289         98         98         2218         2219         2218         2310         31         43         43         43         43         43         43         43         43         43         43         43	08:15		454		111			20:15			12	2	179	)	
09:00	08:30		456		135			20:30			12	1	145	5	
09:15	08:45		447	1767	132	517	2284	20:45			13	3 48	4 126	642	1126
09:30	09:00		438		101			21:00			8	3	122	2	
09:45	09:15		433		109			21:15			10	0	122	2	
10:00	09:30		418		128			21:30			8:	2			
10:15	09:45		385	1674	104	442	2116	21:45			6	3 33	8 99	478	816
10:15	10:00		336		103			22:00			9	)	94		
10:30															
10:45															
11:00				1228		392	1620								645
11:15							-								
11:30															
11:45															
Total Vol. 8753 2819 11572 7012 10003 17015  NB SB EB WB Combine 15765 12822 28587  AM  Split % 75.6% 24.4% 40.5% 41.2% 58.8% 59.5%  Peak Hour 00:30 00:30 08:15 11:45 08:00  Volume 1795 580 2284 801 1455 2179				994		405	1390								360
NB SB EB WB Combine 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 28587 15765 12822 12824 15765 12822 1282			241		. 10			20.40							
NB   SB   EB   WB   Combine   15765   12822   28587	Total Vol.			8753		2819	11572					701	12	10003	17015
15765     12822     28587       AM     PM       Split %     75.6%     24.4%     40.5%     41.2%     58.8%     59.5%       Peak Hour     00:30     00:30     08:15     11:45     08:00     12:00     17:00     17:00       Volume     1795     580     2284     801     1455     2179															
AM         PM           Split %         75.6%         24.4%         40.5%         41.2%         58.8%         59.5%           Peak Hour         00:30         00:30         08:15         11:45         08:00         12:00         17:00         17:00           Volume         1795         580         2284         801         1455         2179									N	IB	SB	E	В	WB	Combine
Split %         75.6%         24.4%         40.5%         41.2%         58.8%         59.5%           Peak Hour         00:30         08:15         11:45         08:00         12:00         17:00         17:00           Volume         1795         580         2284         801         1455         2179												157	65	12822	28587
Split %         75.6%         24.4%         40.5%         41.2%         58.8%         59.5%           Peak Hour         00:30         08:15         11:45         08:00         12:00         17:00         17:00           Volume         1795         580         2284         801         1455         2179				AM								F	M		
<b>Volume</b> 1795 580 <b>2284</b> 801 1455 <b>2179</b>	Split %				)	24.4%	40.5%							58.8%	59.5%
<b>Volume</b> 1795 580 <b>2284</b> 801 1455 <b>2179</b>	Peak Hour	00:30	00:30	08:15		11:45	08:00					12:	00	17:00	17:00

pacific@aimtd.com

Tell. 951 249 3226

### **APPENDIX C**

Level of Service Worksheets Existing (2015) Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

-		АМ	PEAK HOUR		PN	I PEAK HOU	R
i	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	PM PEAK HOU  NB 0	3 0 0 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	22222	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↑ Left-Through-Right  ↑ Left-Right	24 1143 28	1 0 1 1 0 0	24 <b>586</b> 28	972	0 1 1 0 0	21 <b>543</b> 113
SOUTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	228 1118 18	1 0 1 1 0 0	<b>228</b> 568 18	1329	0 1 1 0 0	268 676 23
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>→ Right</li> <li>← Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	13 18 15	0 1 0 1 0 0	13 30 30	15 48 22	0 1 0 1 0 0	15 50 50
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	22 41 346	1 0 0 1 1 0	22 <b>194</b> 0	24 37 382	1 0 0 1 1 0	24 <b>210</b> 0
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	814 207 1021	N	orth-South: East-West: SUM:	811 225 1036
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.716 <b>0.616</b> <b>B</b>			0.727 <b>0.627</b> <b>B</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	- value i	AN	I PEAK HOU	2	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	) Left	29	1	29	17	1	17
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	773	1	413	592	1	364
모	<b>↑ Through-Right</b>		1			1	
F.	→ Right	52	0	52	135	0	135
Q	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
_	└ Left	446	1	446	381	1	381
ž			0			0	
SOUTHBOUND	↓ Through	613	1	315	997	1	506
<b>P</b>	← Through-Right		1			1	
Ę	<ul><li>✓ Right</li></ul>	17	0	17	15	0	15
2	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	J Left	19	1	19	19	1	19
₽			0			0	
EASTBOUND	→ Through	54	0	75	44	0	61
BC	→ Through-Right		1			1	
ST	Right	21	0	0	17	0	0
A	→ Left-Through-Right		0			0	
	- ↓ Left-Right		0			0	
	✓ Left	154	1	120	255	1	139
9		101	1	123	200	1	100
WESTBOUND	← Through	85	0	120	23	Ô	139
BC	← Through-Right		0	120		0	100
ST	Right	426	1	0	437	1	56
Ä	Left-Through-Right		0			0	
>			0			0	
1	CRITICAL VOLUMES		orth-South: East-West:	859 195	N	orth-South: East-West:	745 200
	VOLUME/CARACITY (VIOL DATIO)		SUM:	1054		SUM:	945
14	VOLUME/CAPACITY (V/C) RATIO:			0.767			0.687
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.587
	LEVEL OF SERVICE (LOS):			В			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Existing (2015) Conditions'

Count Date: Analyst: RA Date: 6/17/2015

		AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>← Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	627 0 73	2 0 0 0 1 0	345 0 32	906 0 110	2 0 0 0 1 0	<b>498</b> 0 91
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	82 112 0	1 0 2 0 0 0	<b>82</b> 56 0	39 147 0	1 0 2 0 0 0	<b>39</b> 74 0
WESTBOUND	✓ Left ✓ Left-Through ← Through	0 90 744	0 0 1 0 1 0	90 <b>399</b>	0 120 459	0 0 1 0 1 0	0 <b>120</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	345 481 826	N	orth-South: East-West: SUM:	498 159 657
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.551 0.451 A			0.438 0.338 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ye silanak	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through-Right</li> <li>Right</li> <li>♣ Left-Through-Right</li> </ul>	624 1445 99	2 0 2 1 0	343 515 99	437 1176 195	2 0 2 1 0	<b>240</b> 457 195
z	Left-Right		0		A Townson	0	
QND	↓ Left ↓ Left-Through	222	2 0	122	176	2 0	97
SOUTHBOUND		1394 112	2 1 0	<b>502</b> 112	1401 108	2 1 0	<b>503</b> 108
SC	← Left-Through-Right		0			0	
QN	<ul><li>J Left</li><li>→ Left-Through</li></ul>	78	2	43	102	2 0	56
EASTBOUND	<ul><li>→ Through</li><li>→ Through-Right</li><li>→ Right</li></ul>	749 523	2 0 1	<b>375</b> 180	674 501	2 0 1	<b>337</b> 261
EAS	Left-Through-Right Left-Right	020	0	100	001	0	201
Q		126	2 0	69	244	2 0	134
STBOUND	← Through ← Through-Right	682	2	341	754	2	377
WES	Right  Left-Through-Right  Left-Right	181	1 0 0	59	226	1 0 0	129
	CRITICAL VOLUMES		orth-South: East-West: SUM:	845 444 1289	N	orth-South: East-West: SUM:	743 471 1214
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:	Ì		0.937 <b>0.837</b>			0.883 <b>0.783</b>
	LEVEL OF SERVICE (LOS):			D.657			C C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PN	I PEAK HOU	₹
i	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  Through-Right  Right  Left-Through-Right  Left-Right	0 1351 221	0 0 2 1 0 0	0 <b>524</b> 221	0 1356 292	0 0 2 1 0 0	549 292
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	869 1324 0	2 0 3 0 0 0	<b>478</b> 441 0	825 1575 0	2 0 3 0 0 0	<b>454</b> 525 0
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0	0 0 0 0 0 0	<b>o</b> 0 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
WESTBOUND	← Left  ← Left-Through  ← Through  ← Through-Right  ← Right  ← Left-Through-Right  ← Left-Right	201 0 1163	2 0 0 0 2 0	111 0 <b>162</b>	188 0 799	2 0 0 0 2 0	103 0
	CRITICAL VOLUMES	۸	lorth-South: East-West: SUM:	1002 162 1164	N	orth-South: East-West: SUM:	1003 103 1106
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	į.		0.817 0.717 C			0.776 <b>0.676</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↑ Left-Through-Right  ↑ Left-Right	197 1333 23	1 0 2 1 0 0	197 452 23	116 1256 9	1 0 2 1 0 0	116 422 9
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	27 1299 258	1 0 2 1 0 0	27 <b>519</b> 258	40 1486 299	1 0 2 1 0 0	40 <b>595</b> 299
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	210 1 59	1 1 0 0 1 0	<b>106</b> 106 0	327 3 107	1 1 0 0 1 0	165 165 49
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	3 1 11	0 0 0 0 0 0	3 <b>15</b> 0	9 2 9	0 0 0 0 0 1	9 <b>20</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	716 121 837	N	orth-South: East-West: SUM:	711 185 896
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.609 0.509 A			0.652 0.552 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Solution 1	AN	PEAK HOU	R	PN	PEAK HOU	R
ı	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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	Left	185	1	185	94	1	94
NORTHBOUND	← Left-Through	7-5-	0		1000	0	
30	↑ Through	1527	3	509	1233	3	411
풀	Through-Right		0	عطون		0	
R	Right	427	1	275	331	1	88
9	← Left-Through-Right		0			0	
-	← Left-Right	l i	0			0	
0	└ Left	155	1	155	211	1	211
Ξ			0			0	
SOUTHBOUND	↓ Through	1101	2	380	1465	2	507
무	← Through-Right		1			1	
Ę	<ul><li>→ Right</li></ul>	39	0	39	57	0	57
5	← Left-Through-Right		0			0	
Ø	→ Left-Right		0		ļ	0	
	→ Left	0	0 :	0	0	0	0
9	→ Left-Through		0	·		0	
5	→ Through	547	1	298	509	1	347
BO	<b>→</b> Through-Right		1	1 = 11 = 1		1	7.11
EASTBOUND	Right	48	0	48	184	0	184
Š	→ Left-Through-Right	100	0			0	
	- deft-Right		0			0	
	√ Left	276	2	152	442	2	243
9	₹ Left-Through	210	0	102	772	0	243
STBOUND	← Through	434	1	272	535	1	307
BO	← Through-Right	40-1	1	212	000	1	001
ST	Right	110	0	110	78	Ó	78
WE	Left-Through-Right	110	0	110	10	0	, ,
>	├ Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	664 450 1114	N	orth-South: East-West: SUM:	622 590 1212
	VOLUME/CAPACITY (V/C) RATIO:		50m.	0.810		JOIN.	0.881
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.781
	LEVEL OF SERVICE (LOS):			С			C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No after 1	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0. EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ← Right  ↓ Left-Through-Right	839 1966 36	2 0 2 1 0	<b>461</b> 667 36	623 1556 37	2 0 2 1 0	<b>343</b> 531 37
z	Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	50 1326 72	1 0 2 1 0 0	50 <b>466</b> 72	45 1982 88	1 0 2 1 0 0	45 <b>690</b> 88
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	68 16 544	1 0 1 0 1 0	<b>68</b> 16 0	81 24 895	1 0 1 0 1 0 0	81 24 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	30 10 33	0 1 0 1 0 0	30 <b>43</b> 0	50 27 27	0 1 0 1 0 0	50 <b>54</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	927 111 1038	N	orth-South: East-West: SUM:	1033 135 1168
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.728 0.628 B			0.820 0.720 C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No. of the last	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 2541 1045	0 0 2 1 0 0	0 <b>1195</b> 1045	0 1892 481	0 0 2 1 0 0	0 <b>791</b> 481
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 1941 0	0 0 2 0 0 0	<b>0</b> 971 0	0 2889 0	0 0 2 0 0 0	<b>0</b> 0
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0 0	0 0 0 0 0 0	<b>0</b> 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	0 0 296	0 0 0 0 2 0	0 0 <b>163</b>	0 0 293	0 0 0 0 2 0	0 0 <b>161</b>
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1195 163 1358	N	orth-South: East-West: SUM:	791 161 952
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.905 0.805 D			0.635 0.535 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	va diam.	AM	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right	14 2873 484	1 0 4 0 1	14 718 309	30 1559 306	1 0 4 0 1	30 390 43
SOUTHBOUND	Left-Right  Left  Left  Left-Through  Through-Right  Right  Left-Through-Right  Left-Right  Left-Right	444 1081 177	0 2 0 4 0 1 0	<b>244</b> 270 0	513 1745 659	0 2 0 4 0 1	<b>282</b> 436 576
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>→ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	183 288 38	1 0 2 1 0 0	183 109 38	83 172 70	1 0 2 1 0 0	83 <b>81</b> 70
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	318 111 710	2 0 2 0 2 0 2	175 56 <b>147</b>	478 339 739	2 0 2 0 2 0 2	263 170 124
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		orth-South: East-West: SUM:	962 330 1292 0.940 <b>0.840</b>	N	orth-South: East-West: SUM:	672 344 1016 0.739 <b>0.639</b> <b>B</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No office at	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	3 0 0 3 2 0	NB 3 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
٥	Left	0	0	0	0	0	0
5	✓ Left-Through	20.00	0		7.00	0	23.
00	↑ Through	3153	4	788	2085	4	521
풀	Through-Right	200	0			0	
8	├─ Right	545	1	438	239	1	164
NORTHBOUND	← Left-Through-Right		0			0	
	Left-Right		0		Į i	0	
_	└- Left	42	2	23	52	2	29
ΖI			0			0	
SOUTHBOUND	Through	1372	4	343	2319	4	580
옆	← Through-Right		0			0	
5	୍∕ା Right	0	0	0	0	0	0
Į į	← Left-Through-Right		0			0	
٠,	↓ Left-Right		0			0	
	→ Left	0	0	0	0	0	0
₽	→ Left-Through		0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
ĕ	→ Through-Right		0			0	
S	Right	0	0	0	0	0	0
M	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	194	2	107	137	2	75
9			0	•		0	
ᅙ	← Through	0	0	0	0	0	0
STBOUND	← Through-Right		0			0	
ST	Right	35	1	12	44	1	15
WE	Left-Through-Right		0			0	
	├─ Left-Right		0		3	0	
	CRITICAL VOLUMES		orth-South: East-West:	811 107	N	orth-South: East-West:	580 75
	VOLUME/CARACITY (VOLUME)		SUM:	918		SUM:	655
	VOLUME/CAPACITY (V/C) RATIO:			0.644			0.460
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.544			0.360
	LEVEL OF SERVICE (LOS):			Α		1	Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San di San di	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>→ Through-Right</li> <li>→ Right</li> </ul>	10 0 831	0 1 0 0	10 10 0	43 3 364	0 1 0 0 1	43 <b>46</b> 0
N	← Left-Through-Right  ← Left-Right  ← L		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 1	4 <b>5</b> 0	1 1 0	0 0 0 0 0 1	1 2 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1 1428 15	1 0 1 1 0 0	1 <b>722</b> 15	2 546 42	1 0 1 1 0 0	2 294 42
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	335 500 2	1 0 1 1 0 0	335 251 2	939 1392 2	1 0 1 1 0 0	939 697 2
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1057 1072	N	orth-South: East-West: SUM:	47 1233 1280
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.752 0.652 B			0.898 0.798 C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	So all control	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	ord Ø'ing: N/S-1, E/W-2 or Both-3? orns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Right ☐ Left-Through-Right ☐ Left-Right	334 0 5	2 0 0 0 1 0	184 0 5	995 0 7	2 0 0 0 1 0	<b>547</b> 0 7
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 1969 0	0 0 2 0 0 0	9 <b>85</b>	0 773 0	0 0 2 0 0 0	<b>0</b> 387 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	72 477 0	0 1 1 0 0 0	<b>72</b> 455	72 1347 0	0 1 1 0 0 0	72 <b>818</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	184 1057 1241	N	orth-South: East-West: SUM:	547 818 1365
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.827 0.727 C			0.910 0.810 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Name to the same	AN	PEAK HOU	R	PN	I PEAK HOU	R
ı	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	115 0 35	1 0 1 1 0 0	115 0 35	100 4 59	1 0 1 1 0 0	<b>100</b> 4 59
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1770 989	0 0 3 0 2 0	0 <b>590</b> 544	0 725 323	0 0 3 0 2 0	0 242 178
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ✓ Left-Through-Right ← Left-Right	99 565 0	1 0 2 0 0 0	99 283 0	301 1490 0	1 0 2 0 0 0	301 <b>745</b> 0
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:		orth-South: East-West: SUM:	115 689 804 0.536 <b>0.436</b>	N	orth-South: East-West: SUM:	100 745 845 0.563 <b>0.463</b>
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	5 a d 1	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right  ↑ Left-Right	180 294 122	1 1 0 1 0 0 0	99 <b>416</b> 122	278 232 45	1 0 1 0 0 0	153 <b>277</b> 45
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	81 0 149	1 0 0 0 1 0	81 0 0	155 0 517	1 0 0 0 1 0	155 0 416
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>▼ Through-Right</li> <li>→ Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	498 1383 0	1 0 2 0 0 0	<b>498</b> 692	202 620 0	1 0 2 0 0 0	<b>202</b> 310 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	0 324 324	0 0 2 0 1 0	0 162 <b>284</b>	984 257	0 0 2 0 1 0	0 <b>492</b> 180
	CRITICAL VOLUMES		orth-South: East-West: SUM:	497 782 1279	N	orth-South: East-West: SUM:	693 694 1387
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.898 0.798 C			0.973 0.873 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

	the state of the s	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 2	SB WB	3 0 0 0 2	NB 0 EB 2	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	0	0	0	0	0	0
- 무	↑ Through-Right		0			0	
R	→ Right	0	0	0	0	0	0
Q	← Left-Through-Right		0			0	
	→ Left-Right	L	0			0	
	└ Left	17	1	17	22	1	22
ž			0			0	
8	↓ Through	1096	1	553	1050	1	531
<b>P</b>	← Through-Right		1			1	
SOUTHBOUND	<i>J</i> Right	9	0	9	12	0	12
5	← Left-Through-Right		0			0	
ဟ	→ Left-Right		0			0	
	→ Left	0	0	0	0	0	0
9	→ Left-Through		0	ŭ		0	
5	→ Through	472	1	408	441	1	394
BG	<b>→</b> Through-Right		1			1	
EASTBOUND	Right	753	1	0	741	1	0
š	→ Left-Through-Right	1.77	0			0	
	- ↓ Left-Right		0			0	
	√ Left	471	2	259	673	2	370
9	₹ Left-Through	77.1	0	200	010	0	0,0
5	← Through	892	2	446	1077	2	539
BC	← Through-Right	002	0	110	1011	0	000
WESTBOUND	Right	0	0	0	0	0	0
Ä	Left-Through-Right		0	,		0	J
>	├ Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	553 667 1220	N	orth-South: East-West: SUM:	531 764 1295
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI.	0.856		SOIVI.	0.909
V/	C LESS ATSAC/ATCS ADJUSTMENT:						
V				0.756			0.809
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

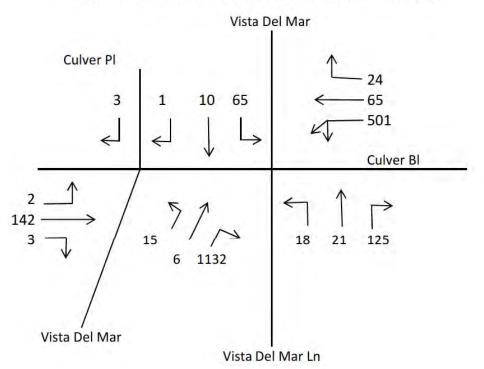
Count Date: Analyst: RA Date: 6/17/2015

	56 d C1	AN	PEAK HOU	R	PN	I PEAK HOU	2
F	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	NB 0 EB 0	SB WB	3 0 0 0 2 0	NB 0 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	524 1356 576	1 1 1 0 1 0	524 <b>678</b> 576	556 950 397	1 1 1 0 1 0	<b>502</b> 502 397
SOUTHBOUND	Left  Left-Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>→ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	30 494 0	1 0 2 0 0 0	30 247 0	14 441 0	1 0 2 0 0 0	14 221 0
WESTBOUND	✓ Left ✓ Left-Through ← Through  Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 717 30	0 0 2 1 0 0	0 <b>249</b> 30	0 1225 43	0 0 2 1 0 0	0 <b>423</b> 43
	CRITICAL VOLUMES		orth-South: East-West: SUM:	678 279 957	N	orth-South: East-West: SUM:	502 437 939
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.672 <b>0.572</b> <b>A</b>			0.659 <b>0.559</b> <b>A</b>

REMARKS:

#### CMA METHODOLOGY EXISTING (2015) CONDITIONS AM PEAK HOUR

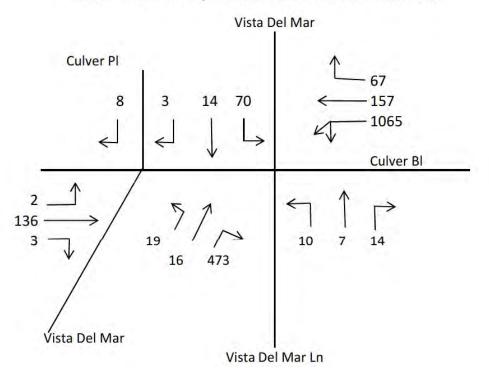
#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 501 x 0.55 or (65 + 24)
- 2. (15 + 6 + 1132) x 0.55
- 3. <u>(2 + 142 + 3)</u> 2
- 4. 65 + (18 + 21 + 125) or 18 + (65 + 10 + 1)

#### CMA METHODOLOGY EXISTING (2015) CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1065 x 0.55 or (157 + 67)
- 2. (19 + 16 + 473) x 0.55
- 3. (1+136+3)
- 4. 70 + (10 + 7 + 14) or 10 + (70 + 14 + 3)

Critical Volumes = 586 + 279 + 70 + 101 = 1036

### **APPENDIX D**

Level of Service Worksheets
Existing (2015) plus Project Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

W-		АМ	PEAK HOUR		PN	PEAK HOU	R
i	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  Through-Right  Right  Left-Through-Right  Left-Right	24 1143 28	1 0 1 1 0 0	24 <b>586</b> 28	21 974 113	1 0 1 1 0 0	21 <b>544</b> 113
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	228 1119 18	1 0 1 1 0 0	<b>228</b> 569 18	268 1332 23	1 0 1 1 0 0	268 678 23
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>→ Right</li> <li>← Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	13 18 15	0 1 0 1 0 0	13 30 30	15 48 22	0 1 0 1 0 0	15 50 50
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>✓ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	22 41 346	1 0 0 1 1 0	22 <b>194</b> 0	24 37 382	1 0 0 1 1 0	24 <b>210</b> 0
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	814 207 1021	N	orth-South: East-West: SUM:	812 225 1037
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.716 <b>0.616</b> <b>B</b>			0.728 <b>0.628</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San all control	AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>♣ Through-Right</li> <li>← Right</li> </ul>	29 773 53	1 0 1 1	29 <b>413</b> 53	17 594 141	1 0 1 1	17 <b>368</b> 141
NO	← Left-Through-Right ← Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	446 614 17	1 0 1 1 0 0	<b>446</b> 316 17	381 1000 15	1 0 1 1 0 0	<b>381</b> 508 15
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	19 54 21	1 0 0 1 0 0	19 <b>75</b> 0	19 44 17	1 0 0 1 0 0	19 <b>61</b> 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	156 85 426	1 1 0 0 1 0	<b>121</b> 121 0	262 23 437	1 1 0 0 1 0	143 143 56
	CRITICAL VOLUMES		orth-South: East-West: SUM:	859 196 1055	N	orth-South: East-West: SUM:	749 204 953
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.767 <b>0.667</b> <b>B</b>			0.693 0.593 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

1		AN	PEAK HOU	R	PN	I PEAK HOU	R
F	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? ght Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		SB WB	2 0 0 3 2 0	NB 0 SB EB 0 WB		2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 0 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	627 0 75	2 0 0 0 1 0	345 0 33	906 0 120	2 0 0 0 1 0	<b>498</b> 0 97
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	84 114 0	1 0 2 0 0 0	<b>84</b> 57 0	47 157 0	1 0 2 0 0 0	<b>47</b> 79 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 94 744	0 0 1 0 1 0	94 <b>399</b>	0 139 459	0 0 1 0 1 0	0 139 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	345 483 828	N	orth-South: East-West: SUM:	498 186 684
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.552 0.452 A			0.456 <b>0.356</b> <b>A</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	ng: N/S-1, E/W-2 or Both-3?  REE-1, NRTOR-2 or OLA-3?  RSAC-1 or ATSAC+ATCS-2?		4 0 0 3 2	NB 0 SB EB 3 WB		4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul><li></li></ul>	624 1446	2 0 2 1	<b>343</b> 515	437 1178	2 0 2 1	<b>240</b> 458
NORTH	Right  Left-Through-Right  Left-Right	100	0 0 0	100	197	0 0 0	197
QND	↓ Left ↓ Left-Through	222	2 0	122	176	2	97
SOUTHBOUND	<ul> <li>↓ Through</li> <li>↓ Through-Right</li> <li>↓ Right</li> <li>↓ Left-Through-Right</li> </ul>	1395 112	2 1 0 0	<b>502</b> 112	1404 108	2 1 0 0	<b>504</b> 108
Ø	↓ Left-Right		0			0	
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> </ul>	78 749	2 0 2 0	43 <b>375</b>	102 674	2 0 2 0	337
EAST	Right Left-Through-Right Left-Right	523	1 0 0	180	501	1 0 0	261
Q.		127	2 0	70	247	2	136
STBOUND	← Through ← Through-Right ← Right	682 181	2 0 1	341 59	754 226	2 0 1	377 129
WES	Left-Through-Right  Left-Right	101	0	59	220	0	129
	CRITICAL VOLUMES		orth-South: East-West: SUM:	845 445 1290	N	orth-South: East-West: SUM:	744 473 1217
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.938 <b>0.838</b>			0.885 <b>0.785</b>
	LEVEL OF SERVICE (LOS):			D			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMF	PEAK HOUR		PN	I PEAK HOU	₹
1	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 1352 221	0 0 2 1 0 0	5 <b>24</b> 221	0 1361 292	0 0 2 1 0 0	5 <b>51</b> 292
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	869 1325 0	2 0 3 0 0 0	<b>478</b> 442 0	825 1582 0	2 0 3 0 0 0	<b>454</b> 527 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>✓ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	<b>o</b> 0 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
WESTBOUND	← Left  ← Left-Through  ← Through  ← Through-Right  ← Right  ← Left-Through-Right  ← Left-Right	201 0 1163	2 0 0 0 2 0	111 0 <b>162</b>	188 0 799	2 0 0 0 2 0	103 0 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:	Ň	orth-South: East-West: SUM:	1002 162 1164 0.817	N	orth-South: East-West: SUM:	1005 103 1108 0.778
V/	/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	_		0.717 C	_		0.678 B

REMARKS:





I/S#:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	197 1334 23	1 0 2 1 0 0	197 452 23	116 1261 9	1 0 2 1 0 0	116 423 9
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	27 1300 258	1 0 2 1 0 0	27 <b>519</b> 258	40 1493 299	1 0 2 1 0 0	40 <b>597</b> 299
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	210 1 59	1 1 0 0 1 0	106 106 0	327 3 107	1 1 0 0 1 0	165 165 49
WESTBOUND	✓ Left ✓ Left-Through ← Through  Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	3 1 11	0 0 0 0 0 1	3 <b>15</b> 0	9 2 9	0 0 0 0 0 1	9 <b>20</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	716 121 837	N	orth-South: East-West: SUM:	713 185 898
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.609 0.509 A			0.653 0.553 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No after 1	AN	PEAK HOU	R	PN	PEAK HOU	R
ı	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	/S-1, E/W-2 or Both-3? 1, NRTOR-2 or OLA-3? -1 or ATSAC+ATCS-2? NB 3 SB BB 0 WB		4 0 0 0 2 0	NB 3 SB EB 0 WB		4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
UND	← Left-Through	185	1 0	185	94	1 0	94
NORTHBOUND	↑ Through ↑ Through-Right ↑ Right	1528 427	3 0 1	<b>509</b> 275	1238 331	3 0 1	<b>413</b>
NOR	Left-Right  Left-Right	427	0	210	331	0	00
JND	→ Left  → Left-Through	155	1 0	155	211	1	211
SOUTHBOUND		1102 39	2 1 0	380	1472 57	2 1 0	510 57
son	Left-Right  Left-Right	33	0	59	37	0 0	51
Q.		0	0	0	0	0	0
EASTBOUND	→ Through  → Through-Right	548	1	298	515	1	350
EAS	Right Left-Through-Right Left-Right	48	0 0 0	48	184	0 0 0	184
QNI	<ul><li>✓ Left</li><li>✓ Left-Through</li></ul>	276	2 0	152	442	2 0	243
STBOUND	← Through ← Through-Right ← Right	436 110	1 1 0	273 110	542 78	1 1 0	310 78
WES	Left-Through-Right  Left-Right	110	0	110	10	0	70
	CRITICAL VOLUMES		orth-South: East-West: SUM:	664 450 1114	N	orth-South: East-West: SUM:	624 593 1217
V	VOLUME/CAPACITY (V/C) RATIO:	Ì		0.810			0.885
V/	LEVEL OF SERVICE (LOS):			0.710 C			0.785 C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No of Second	AN	I PEAK HOU	R	PM PEAK HOUR			
F	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	Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?  NB 0 EB 1 WB		3 0 0 0 2	NB 0 SB EB 1 WB		3 0 0 0 2	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
D	) Left	842	2	463	636	2	350	
NORTHBOUND	<		0			0		
ರ್ಷ	↑ Through	1966	2	667	1557	2	531	
里	↑ Through-Right		1			1		
R	Right	36	0	36	37	0	37	
9	← Left-Through-Right		0			0		
_	→ Left-Right	L	0			0		
_	└ Left	50	1	50	45	1	45	
ž			0			0		
8	↓ Through	1326	2	466	1983	2	692	
<b>P</b>	← Through-Right		1			1		
SOUTHBOUND	<ul><li> √ Right</li></ul>	73	0	73	94	0	94	
5	← Left-Through-Right		0			0		
ဟ	→ Left-Right		0			0		
	→ Left	69	1	69	85	1	85	
9	→ Left-Through		0			0		
5	→ Through	16	1	16	24	1	24	
8	<b>→</b> Through-Right		0			0		
EASTBOUND	Right	545	1	0	901	1	0	
Š	→ Left-Through-Right		0			0		
	- deft-Right		0			0		
	√ Left	30	0 :	30	50	0	50	
9	₹ Left-Through	- 00	1	00	50	1	00	
WESTBOUND	← Through	10	0	43	27	0	54	
BC	← Through-Right	10	1			1		
ST	Right	33	Ö	0	27	0	0	
Ä	Left-Through-Right	-	0	,		0	· ·	
>	├ Left-Right		0			0		
	CRITICAL VOLUMES		orth-South: East-West:	929 112	N	orth-South: East-West:	1042 139	
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1041		SUM:	1181	
1//	. 이 경기를 받는 것이 없는 것이 없는 것이 없는 것이 없었다.			0.731			0.829	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.729	
	LEVEL OF SERVICE (LOS):			В			C	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No after 1	AN	AM PEAK HOUR			PM PEAK HOUR			
F	Ignt Turns: FREE-1, NR TUR-2 or ULA-37		SB WB	2 0 0 0 2 0	NB 0 SB - EB 0 WB -		2 0 0 0 2 0		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through-Right</li> <li>Right</li> <li>♣ Left-Through-Right</li> </ul>	0 2543 1045	0 0 2 1 0	0 1196 1045	0 1903 481	0 0 2 1 0	7 <b>95</b>		
ž	Left-Right		0			0			
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 1942 0	0 0 2 0 0 0	<b>0</b> 971 0	0 2897 0	0 0 2 0 0 0	<b>0</b> 0		
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>¬ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	<b>0</b> 0		
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 0 297	0 0 0 0 2 0	0 0 163	0 0 296	0 0 0 0 2 0	0 0 163		
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1196 163 1359	N	orth-South: East-West: SUM:	795 163 958		
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.906 0.806 D			0.639 0.539 A		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Va 9. 200.	AN	I PEAK HOU	R	PM PEAK HOUR			
F	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	osed Ø'ing: N/S-1, E/W-2 or Both-3?  Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?		4 0 3 3 2 0	NB 3 SB EB 0 WB		4 0 3 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
0	) Left	14	1	14	31	1	31	
NORTHBOUND	← Left-Through		0			0		
ğ	↑ Through	2874	4	719	1563	4	391	
里	Through-Right		0			0		
7	→ Right	484	1	309	306	1	43	
9	← Left-Through-Right		0			0		
_	Left-Right		0			0		
_	└ Left	444	2	244	515	2	283	
ΞI			0			0		
SOUTHBOUND	↓ Through	1082	4	271	1748	4	437	
뿌	← Through-Right		0			0		
ĘΙ	→ Right	177	1	0	663	1	576	
ğ	← Left-Through-Right		0			0		
o	→ Left-Right		0			0		
	J Left	184	1	184	87	1	87	
₽	→ Left-Through		0			0	•	
EASTBOUND	→ Through	288	2	109	172	2	81	
BG	→ Through-Right		1			1		
ST	Right	38	0	38	71	0	71	
S I	→ Left-Through-Right		0			0		
	- ↓ Left-Right		0			0		
	√ Left	318	2	175	478	2	263	
9	₹ Left-Through	010	0	175	470	0	200	
ا چ	← Through	111	2	56	339	2	170	
WESTBOUND	← Through-Right	77.3	0	- 00	555	0	1, 5	
ST	Right	711	2	147	742	2	125	
Ä	Left-Through-Right	1	0			0		
>	├ Left-Right		0			0		
				963	N	orth-South:	674	
	CRITICAL VOLUMES					East-West:	344	
			SUM:	1294		SUM:	1018	
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.941			0.740	
V/	C LESS ATSAC/ATCS ADJUSTMENT:	1/		0.841			0.640	
	LEVEL OF SERVICE (LOS):			D			В	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	South Control	AM PEAK HOUR			PM PEAK HOUR			
Right Turns: FREE-1, NR TUR-2 of ULA-37		oosed Ø'ing: N/S-1, E/W-2 or Both-3?  Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?		3 0 0 3 2 0	NB 3 SB EB 0 WB		3 0 0 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 3154 545	0 0 4 0 1 0	7 <b>89</b> 438	2088 239	0 0 4 0 1 0	<b>0</b> 522 164	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	42 1373 0	2 0 4 0 0 0	23 343 0	53 2321 0	2 0 4 0 0 0	29 <b>580</b> 0	
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0	
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	194 0 35	2 0 0 0 1	107 0 12	137 0 46	2 0 0 0 1	<b>75</b> 0 17	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	812 107 919	N	orth-South: East-West: SUM:	580 75 655	
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.645 <b>0.545</b> <b>A</b>			0.460 0.360 A	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San all sections	AN	AM PEAK HOUR			PM PEAK HOUR			
Right Turns: FREE-1, NR TUR-2 of ULA-37		Osed Ø'ing: N/S-1, E/W-2 or Both-3? Furns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?  NB 1 EB 0 WB		3 0 0 0 2 0	NB 1 SB EB 0 WB		3 0 0 0 2 0		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	10 0 831	0 1 0 0 1 0	10 10 0	43 3 365	0 1 0 0 1 0	43 46 0		
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 0	4 <b>5</b> 0	1 1 0	0 0 0 0 0 0	1 2 0		
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	1 1429 15	1 0 1 1 0 0	1 <b>722</b> 15	550 42	1 0 1 1 0 0	2 296 42		
WESTBOUND	✓ Left ✓ Left-Through ← Through	335 501 2	1 0 1 1 0 0	335 252 2	940 1397 2	1 0 1 1 0 0	940 700 2		
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	15 1057 1072 0.752	N	orth-South: East-West: SUM:	47 1236 1283 0.900		
V/C	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.652 B			0.800 D		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Sole Sole Sole Sole Sole Sole Sole Sole	AN	AM PEAK HOUR			PM PEAK HOUR			
F	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		SB WB	2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>← Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	335 0 5	2 0 0 0 1 0	184 0 5	1000 0 7	2 0 0 0 1 0	550 0 7		
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0		
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1969 0	0 0 2 0 0 0	9 <b>85</b>	0 774 0	0 0 2 0 0 0	<b>0</b> 387 0		
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	72 477 0	0 1 1 0 0 0	<b>72</b> 455	72 1348 0	0 1 1 0 0 0	72 <b>818</b> 0		
	CRITICAL VOLUMES		orth-South: East-West: SUM:	184 1057 1241	N	orth-South: East-West: SUM:	550 818 1368		
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.827 0.727 C			0.912 0.812 D		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

	NAME OF THE PARTY	AN	AM PEAK HOUR			PM PEAK HOUR			
F	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	: N/S-1, E/W-2 or Both-3? :E-1, NRTOR-2 or OLA-3? AC-1 or ATSAC+ATCS-2?		2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0		
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	115 0 35	1 0 1 1 0 0	115 0 35	102 4 59	1 0 1 1 0 0	<b>102</b> 4 59		
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1770 989	0 0 3 0 2 0	0 <b>590</b> 544	0 725 324	0 0 3 0 2 0	0 242 178		
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	99 566 0	1 0 2 0 0 0	99 283 0	301 1494 0	1 0 2 0 0 0	301 <b>747</b> 0		
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:		orth-South: East-West: SUM:	115 689 804 0.536 <b>0.436</b>	N	orth-South: East-West: SUM:	102 747 849 0.566 <b>0.466</b>		
V/									

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

	200	AN	I PEAK HOU	R	PN	I PEAK HOU	R
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? -3? EB 0		3 1 0 0 2 0	NB 0 SB EB 0 WB		3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	180 294 122	1 1 0 1 0 0 0	99 <b>416</b> 122	279 232 45	1 0 1 0 0 0	153 <b>277</b> 45
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	81 0 149	1 0 0 0 1 0	81 0 0	155 0 517	1 0 0 0 1 0	155 0 416
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	498 1383 0	1 0 2 0 0 0	<b>498</b> 692 0	202 622 0	1 0 2 0 0 0	<b>202</b> 311 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	0 325 324	0 0 2 0 1 0	0 163 <b>284</b>	987 257	0 0 2 0 1 0	0 <b>494</b> 180
CRITICAL VOLUMES		North-South: East-West: SUM:		497 782 1279	East-West:		693 696 1389
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.898 0.798 C			0.975 0.875 D

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 2	SB WB	3 0 0 0 2 0	NB 0 EB 2	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	0 0 0	0 0 0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0
			U			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	17 1096 9	1 0 1 1 0 0	17 <b>553</b> 9	22 1050 12	1 0 1 1 0 0	22 <b>531</b> 12
	→ Left	0	0	0	0	0	0
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	472 754	0 1 1 1 0 0	<b>409</b> 0	443 746	0 1 1 1 0 0	<b>396</b>
	✓ Left	471	2	259	673	2	370
STBOUND	<ul><li></li></ul>	894	0 2 0	447	1084	0 2 0	542
WEST	Right Left-Through-Right Left-Right	0	0 0 0	0	0	0 0 0	0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	553 668 1221	N	orth-South: East-West: SUM:	531 766 1297
	VOLUME/CAPACITY (V/C) RATIO:			0.857			0.910
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.757 C			0.810 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

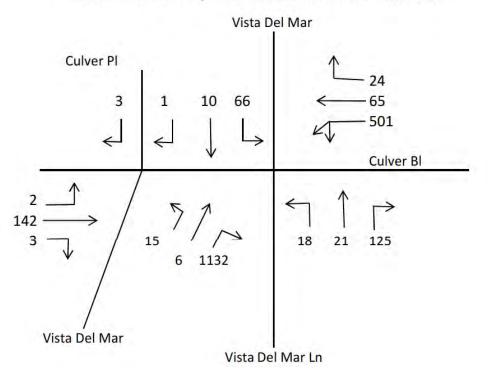
Count Date: Analyst: RA Date: 6/17/205

	and the same	AN	PEAK HOU	R	PN	PEAK HOU	2
F	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	NB 0 EB 0	SB WB	3 0 0 0 2 0	NB 0 EB 0	WB 0 WB Volume Lanes 560 1 1 950 1 0 0 0	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	24.00	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> </ul>	525 1356 576	1 1 1 0 1	525 <b>678</b> 576	950	1 1 0 1	<b>503</b> 503 397
_	→ Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
	∫ Left	30	1	30	14	1	14
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	494 0	0 2 0 0 0	247	443 0	0 2 0 0 0	222
	√ Left	0	0	0	0	0	0
STBOUND	<ul><li></li></ul>	718	0 2 1	249	1228	0 2 1	424
WEST	Right Left-Through-Right Left-Right	30	0 0 0	30	43	0 0 0	43
	CRITICAL VOLUMES		orth-South: East-West: SUM:	678 279 957	N	orth-South: East-West: SUM:	503 438 941
	VOLUME/CAPACITY (V/C) RATIO:			0.672			0.660
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.572 A			0.560 A

REMARKS:

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT CONDITIONS AM PEAK HOUR

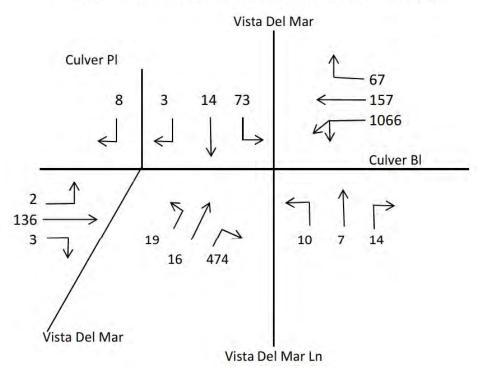
#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1.  $501 \times 0.55$  or (65 + 24)
- 2. (15 + 6 + 1132) x 0.55
- 3. (2 + 142 + 3)
- 4. 66 + (18 + 21 + 125) or 18 + (66 + 10 + 1)

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1066 x 0.55 or (157 + 67)
- 2. (19 + 16 + 474) x 0.55
- 3. <u>(2 + 136 + 3)</u> 2
- 4. 73 + (10 + 7 + 14) or 10 + (73 + 14 + 3)

Critical Volumes = 586 + 280 + 71 + 104 = 1041

#### **APPENDIX E**

Level of Service Worksheets

Cumulative (2023) Base Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		АМ	PEAK HOUR		PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	25 1213 29	1 0 1 1 0 0	25 <b>621</b> 29	25 1091 119	1 0 1 1 0 0	25 <b>605</b> 119
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	239 1232 19	1 0 1 1 0 0	239 626 19	283 1438 24	1 0 1 1 0 0	<b>283</b> 731 24
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	14 19 16	0 1 0 1 0 0	14 32 32	16 51 27	0 1 0 1 0 0	16 55 55
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	23 43 364	1 0 0 1 1 0	23 <b>204</b> 0	25 40 407	1 0 0 1 1 0	25 <b>224</b> 0
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	860 218 1078	N	orth-South: East-West: SUM:	888 240 1128
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.756 <b>0.656</b> <b>B</b>			0.792 <b>0.692</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

	76 d C1	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
OUND	<ul><li> Left</li><li> Left-Through</li><li> Through</li></ul>	30 821	1 0 1	30 <b>438</b>	18 686	1 0 1	18 <b>414</b>
NORTHBOUND	↑ Through-Right ↑ Right ↑ Left-Through-Right ↑ Left-Right	54	1 0 0 0	54	142	1 0 0 0	142
SOUTHBOUND	Left  Left-Through  Through   Through-Right	470 701	1 0 1	<b>470</b> 360	406 1087	1 0 1	<b>406</b> 552
SOUTH	→ Right → Left-Through-Right → Left-Right	18	0 0 0	18	16	0 0 0	16
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>¬ Left-Through-Right</li> </ul>	20 57 22	1 0 0 1 0	20 <b>79</b> 0	20 46 22	1 0 0 1 0	20 <b>68</b> 0
ONC	✓ Left-Right  ✓ Left  ✓ Left-Through	161	1 1	125	268	1 1	146
WESTBOUND	← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	89 451	0 0 1 0	125	24 467	0 0 1 0	146 61
1,	CRITICAL VOLUMES		orth-South: East-West: SUM:	908 204 1112	N	orth-South: East-West: SUM:	820 214 1034
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.809 0.709 C			0.752 0.652 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

1		AN	PEAK HOU	R	PN	I PEAK HOU	2
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Through-Right  Left-Right	695 20 76	2 0 0 0 1 0	382 0 33	995 0	2 0 0 0 1 0	<b>547</b> 0 96
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	86 117 0	1 0 2 0 0 0	<b>86</b> 59	41 159 0	1 0 2 0 0 0	<b>41</b> 80 0
WESTBOUND	✓ Left ✓ Left-Through ← Through  Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 94 791	0 0 1 0 1 0	94 <b>409</b>	0 126 546	0 0 1 0 1 0	0 <b>126</b> 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	382 495 877 0.585	N	orth-South: East-West: SUM:	547 167 714 0.476
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.485 A			0.376 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

	-57-985,211	AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right	665 1618 114	2 0 2 1 0	<b>366</b> 577 114	499 1409 223	2 0 2 1 0	<b>274</b> 544 223
ž	Left-Right		0			0	
QNr		264	2 0	145	223	2	123
SOUTHBOUND		1612	2	578	1588	2 1	570
Sour	<ul><li>✓ Right</li><li>→ Left-Through-Right</li><li>→ Left-Right</li></ul>	122	0 0 0	122	123	0 0 0	123
Q	J Left	89	2	49	113	2	62
EASTBOUND	→ Through  → Through-Right	810	0	405	742	0	371
EAS	Right Left-Through-Right Left-Right	587	1 0 0	221	548	1 0 0	274
QN		140	2 0	77	275	2	151
STBOUND	← Through ← Through-Right	730	2 0	365	831	2	416
WES	Right Left-Through-Right Left-Right	198	1 0 0	53	268	1 0 0	145
	CRITICAL VOLUMES		orth-South: East-West: SUM:	944 482 1426	N	orth-South: East-West: SUM:	844 522 1366
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			1.037			0.993
V	LEVEL OF SERVICE (LOS):			0.937 E			0.893 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM	PEAK HOUR		PN	I PEAK HOU	2
1	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right	0 1523 231	0 0 2 1 0	585 231	0 1627 307	0 0 2 1 0	0 <b>645</b> 307
	← Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through-Right  Right  Left-Through-Right  Left-Right	1005 1568 0	2 0 3 0 0 0	<b>553</b> 523 0	919 1821 0	2 0 3 0 0 0	<b>505</b> 607 0
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
WESTBOUND	← Left  ← Left-Through  ← Through  ← Through-Right  Right  ← Right  Left-Through-Right  Left-Right	223 0 1251	2 0 0 0 2 0	123 0 135	237 0 946	2 0 0 0 2 0	130 0 15
	CRITICAL VOLUMES	۸	lorth-South: East-West: SUM:	1138 135 1273	N	orth-South: East-West: SUM:	1150 130 1280
V/	VOLUME/CAPACITY (V/C) RATIO: /C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	<u>.</u>	Com	0.893 0.793 C		33.11	0.898 0.798 C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

	San all control	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↑ Left-Through-Right  ↑ Left-Right	207 1492 24	1 0 2 1 0 0	<b>207</b> 505 24	126 1505 13	1 0 2 1 0 0	126 506 13
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	40 1552 272	1 0 2 1 0 0	40 <b>608</b> 272	59 1731 317	1 0 2 1 0 0	59 <b>683</b> 317
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	220 1 62	1 1 0 0 1 0	<b>111</b> 111 0	344 3 114	1 1 0 0 1 0	<b>174</b> 174 51
WESTBOUND	✓ Left ✓ Left-Through ← Through	3 1 12	0 0 0 0 0 1	3 16 0	15 2 9	0 0 0 0 0 1	15 <b>26</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	815 127 942	N	orth-South: East-West: SUM:	809 200 1009
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.685 0.585 A			0.734 0.634 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	ya aliga ali	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	195	1	195	101	1	101
Ξ	← Left-Through		0			0	
NORTHBOUND	↑ Through	1696	3	565	1489	3	496
里	Through-Right		0			0	
R	→ Right	451	1	288	368	1	106
0	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
0	Left	178	1	178	241	1	241
Ξ			0			0	
SOUTHBOUND	↓ Through	1326	2	456	1684	2	581
뛰	← Through-Right		1			1	
5	→ Right	41	0	41	60	0	60
ō	← Left-Through-Right		0			0	
0,	↓ Left-Right		0			0	
	ے Left	0	0	0	0	0	0
물	→ Left-Through		0			0	
EASTBOUND	→ Through	575	1	313	541	1	368
B	→ Through-Right		1			1	
S	Right	50	0	50	194	0	194
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
		297	2	163	477	2	262
WESTBOUND			0			0	
2	← Through	458	1	287	568	1	325
ğ	Through-Right		1			1	
S	Right	115	0	115	82	0	82
NE NE	Left-Through-Right		0			0	
			0		3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	743 476 1219	N	orth-South: East-West: SUM:	737 630 1367
	VOLUME/CAPACITY (V/C) RATIO:		301111	0.887		30	0.994
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.894
1	LEVEL OF SERVICE (LOS):		į				
	LLVLL OF SERVICE (LOS).			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

	on Slates	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	890	2	490	719	2	395
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	2160	2	733	1851	2	630
里	Through-Right		1			1	
F	→ Right	38	0	38	39	0	39
9	← Left-Through-Right		0			0	
_	Left-Right		0			0	
_	└ Left	52	1	52	47	1	47
SOUTHBOUND			0			0	
9	↓ Through	1571	2	549	2240	2	778
뿌	← Through-Right		1			1	
ĘΙ	→ Right	75	0	75	93	0	93
ğ	← Left-Through-Right		0			0	
0)	→ Left-Right		0			0	
	→ Left	71	1	71	85	1	85
EASTBOUND	→ Left-Through		0			0	
짓	→ Through	17	1	17	25	1	25
B	→ Through-Right		0			0	
ST	Right	628	1	0	989	1	0
A I	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	31	0 :	31	53	0	53
9			ĭ	~ .		1	
WESTBOUND	← Through	10	0	45	28	0	56
BC	← Through-Right		1			1	721
ST	Right	35	0	0	28	0	0
¥	Left-Through-Right	25.57	0			0	
	├ Left-Right		0			0	
		Ne	orth-South:	1039	N	orth-South:	1173
	CRITICAL VOLUMES	P=-	East-West:	116	1	East-West:	141
			SUM:	1155		SUM:	1314
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.811			0.922
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.822
	LEVEL OF SERVICE (LOS):		į	С		l l	D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	ye aligned	AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
7	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	0	0	0	0	0	0
NORTHBOUND	<	W. 1984	0			0	
ᅙ	↑ Through	2774	2	1294	2268	2	936
뿔	→ Through-Right		1			1	
R	<mark>∕∼ Right</mark>	1107	0	1107	539	0	539
9	← Left-Through-Right		0			0	
	<b>←</b> Left-Right		0			0	
ا م	└- Left	0	0	0	0	0	0
SOUTHBOUND			0			0	
ಠ	<b>↓</b> Through	2273	2	1137	3242	2	0
里	← Through-Right		0			0	
5	→ Right	0	0	0	0	0	0
ğ	← Left-Through-Right		0			0	
0,	→ Left-Right	ļ i	0			0	
	ے Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
B	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	0	0	0	0	0	0
9			0			0	
2	← Through	0	0	0	0	0	0
BC	← Through-Right		0			0	
ST	Right	310	2	171	308	2	169
WESTBOUND	Left-Through-Right		0	7713		0	7.77
_	<b>├</b> Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1294 171 1465	100	orth-South: East-West: SUM:	936 169 1105
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI.	0.977		SUIVI.	0.737
V/	C LESS ATSAC/ATCS ADJUSTMENT:						
•/				0.877			0.637
	LEVEL OF SERVICE (LOS):	<u> </u>		D			В

REMARKS:





I/S #: 10 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

	And the second	AN	I PEAK HOU	R	PN	PEAK HOU	R
,	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left     Left-Through     Through     Through-Right     Right     Left-Through-Right     Left-Right	18 3042 645	1 0 4 0 1 0	18 <b>761</b> 436	41 1789 361	1 0 4 0 1 0	41 <b>447</b> 29
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	550 1285 195	2 0 4 0 1 0	<b>303</b> 321 0	677 1896 704	2 0 4 0 1 0	<b>372</b> 474 604
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>¬ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	198 410 50	1 0 2 1 0 0	198 <b>153</b> 50	100 261 88	1 0 2 1 0 0	100 <b>116</b> 88
WESTBOUND	✓ Left  ✓ Left-Through  ← Through  ← Through-Right  ← Right  ✓ Left-Through-Right  ← Left-Right	380 180 832	2 0 2 0 2 0 2	<b>209</b> 90 155	603 498 962	2 0 2 0 2 0 2	332 249 157
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:  C LESS ATSAC/ATCS ADJUSTMENT:		orth-South: East-West: SUM:	1064 362 1426 1.037 <b>0.937</b>	N	orth-South: East-West: SUM:	819 448 1267 0.921 <b>0.821</b>
	LEVEL OF SERVICE (LOS):			E	4		D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	3 0 0 3 2 0	NB 3 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↑ Left-Through-Right  ↑ Left-Right	0 3468 802	0 0 4 0 1 0	613	0 2318 397	0 0 4 0 1 0	580 142
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	146 1544 0	2 0 4 0 0 0	<b>80</b> 386 0	67 2602 0	2 0 4 0 0 0	37 <b>651</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	343 0 45	2 0 0 0 1 0	189 0 0	463 0 78	2 0 0 0 1 0	255 0 41
	CRITICAL VOLUMES		orth-South: East-West: SUM:	947 189 1136	N	orth-South: East-West: SUM:	651 255 906
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		2 2	0.797 <b>0.697</b> <b>B</b>			0.636 0.536 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

1		AN	I PEAK HOU	₹	PN	1 PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	10	0	10	45	0	45
Z	← Left-Through		1			1	
ğ	↑ Through	0	0	10	3	0	48
- 무	→ Through-Right		0			0	
NORTHBOUND	→ Right	916	1	0	420	1	0
Q	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
_	└ Left	4	0	4	1	0	1
SOUTHBOUND			0			0	
2	Through	0	0	5	1	0	2
ě	← Through-Right		0	7		0	_
Ė	Right	1	0	0	0	0	0
2	Left-Through-Right		1			1	-
Ŋ	↓ Left-Right		0			0	
	ح Left	1	1	1	2	1	2
Ω	→ Left-Through	1	0	,		0	2
EASTBOUND	→ Through	1576	1	796	652	1	348
8	→ Through-Right	1010	1	100	002	1	040
E	Right	16	0	16	44	0	44
Š	→ Left-Through-Right	10	0	10		0	
ш	∠ Left-Right		0		-	0	
	√ Left	275	4 1	275	1050	4	1050
	₹ Left-Through	375	1 0	375	1050	0	1050
5	← Through	588	1	205	1573	1	788
WESTBOUND	← Through-Right	300	1	295	10/0	1	100
ST	Right	2	0	2	2	0	2
Œ	Left-Through-Right	2	0	2		0	2
5	Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West:	15 1171	N	orth-South: East-West:	49 1398
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1186		SUM:	1447
100				0.832			1.015
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.732			0.915
	LEVEL OF SERVICE (LOS):			C		1	E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

	- yanturi	AN	PEAK HOU	R	PN	1 PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	382 0 25	2 0 0 0 1 0	<b>210</b> 0 0	1155 0 55	2 0 0 0 1 0	<b>635</b> 0 55
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 2071 0	0 0 2 0 0 0	0 <b>1036</b> 0	0 835 0	0 0 2 0 0 0	<b>0</b> 418 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	127 511 0	0 1 1 0 0 0	<b>127</b> 511	138 1439 0	0 1 1 0 0 0	138 <b>996</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	210 1163 1373	N	orth-South: East-West: SUM:	635 996 1631
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.915 0.815 D			1.087 0.987 E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↑ Left-Through-Right  ↑ Left-Right	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	129 0 37	1 0 1 1 0 0	129 0 37	112 4 62	1 0 1 1 0 0	<b>112</b> 4 62
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1867 1043	0 0 3 0 2 0	0 <b>622</b> 574	0 795 363	0 0 3 0 2 0	<b>0</b> 265 200
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	118 618 0	1 0 2 0 0 0	118 309 0	337 1605 0	1 0 2 0 0 0	337 <b>803</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	129 740 869	N	orth-South: East-West: SUM:	112 803 915
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.579 0.479 A			0.610 0.510 A

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

	ya afaasi	AN	PEAK HOU	3	PM	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Right ☐ Left-Through-Right ☐ Left-Right	191 320 128	1 1 0 1 0 0	105 448 128	299 264 47	1 0 1 0 0 0	164 <b>311</b> 47
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	92 0 181	1 0 0 0 1 0	<b>92</b> 0	173 0 579	1 0 0 0 1 0	173 0 465
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	530 1462 0	1 0 2 0 0 0	<b>530</b> 731 0	228 676 0	1 0 2 0 0 0	228 338 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 352 352	0 0 2 0 1 0	0 176 <b>306</b>	0 1052 300	0 0 2 0 1 0	0 <b>526</b> 214
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	540 836 1376	N	orth-South: East-West: SUM:	776 754 1530
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.966 0.866 D			1.074 <b>0.974</b> <b>E</b>

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 2	SB WB	3 0 0 0 2 0	NB 0 EB 2	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 0	0 0 0 0 0 0	0 0	0 0	0 0 0 0 0 0	0 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	18 1204 9	1 0 1 1 0 0	18 <b>607</b> 9	23 1129 13	1 0 1 1 0 0	23 <b>571</b> 13
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 499 796	0 0 1 1 1 0	0 <b>432</b> 0	0 485 788	0 0 1 1 1 0	0 <b>424</b> 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	512 945 0	2 0 2 0 0 0	<b>282</b> 473	722 1150 0	2 0 2 0 0 0	<b>397</b> 575 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	607 714 1321 0.927	N	orth-South: East-West: SUM:	571 821 1392 0.977
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.927 0.827 D			0.877 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

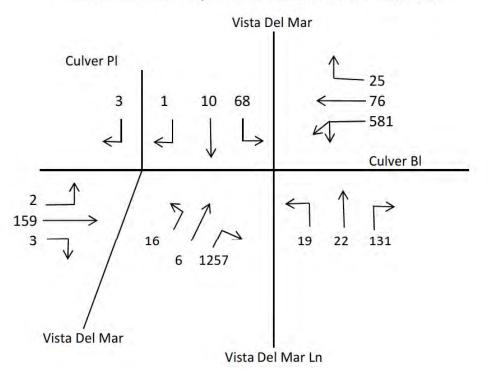
Count Date: Analyst: RA Date: 6/17/205

	yan tarah	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 0 0 0 2 0	NB 0 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  ↓ Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right  ↑ Left-Right	548 1449 608	1 1 1 0 1 0	548 <b>725</b> 608	585 1099 443	1 1 1 0 1 0	561 561 443
SOUTHBOUND	Left  Left-Through  Inrough  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>→ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	34 519 0	1 0 2 0 0 0	<b>34</b> 260 0	26 474 0	1 0 2 0 0 0	26 237 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 781 39	0 0 2 1 0 0	0 <b>273</b> 39	0 1320 57	0 0 2 1 0 0	0 <b>459</b> 57
	CRITICAL VOLUMES		orth-South: East-West: SUM:	725 307 1032	N	orth-South: East-West: SUM:	561 485 1046
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.724 <b>0.624</b> <b>B</b>			0.734 <b>0.634</b> <b>B</b>

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2023) BASE CONDITIONS AM PEAK HOUR

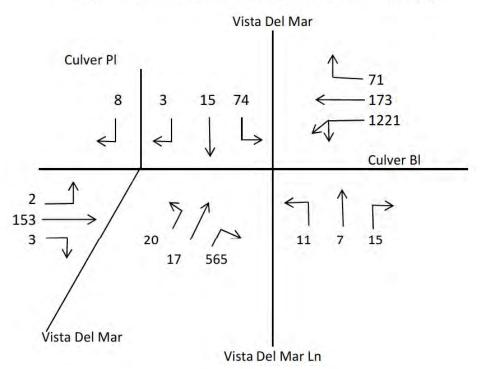
#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1.  $581 \times 0.55$  or (76 + 25)
- 2. (16 + 6 + 1257) x 0.55
- 3. (2 + 159 + 3)
- 4. 68 + (19 + 22 + 131) or 19 + (68 + 10 + 1)

# CMA METHODOLOGY CUMULATIVE (2023) BASE CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1221 x 0.55 or (173 + 71)
- 2. (20 + 17 + 565) x 0.55
- 3. (2+153+3)
- 4. 74 + (11 + 7 + 15) or 11 + (74 + 15 + 3)

#### **APPENDIX F**

Level of Service Worksheets

Cumulative (2023) plus Project Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

W		АМ	PEAK HOUR		PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right  ↑ Left-Right	25 1213 29	1 0 1 1 0 0	25 <b>621</b> 29	25 1093 119	1 0 1 1 0 0	25 <b>606</b> 119
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	239 1233 19	1 0 1 1 0 0	<b>239</b> 626 19	283 1441 24	1 0 1 1 0 0	283 733 24
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	14 19 16	0 1 0 1 0 0	14 32 32	16 51 27	0 1 0 1 0 0	16 55 55
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	23 43 364	1 0 0 1 1 0	23 <b>204</b> 0	25 40 407	1 0 0 1 1 0	25 <b>224</b> 0
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	860 218 1078	N	orth-South: East-West: SUM:	889 240 1129
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.756 <b>0.656</b> <b>B</b>			0.792 <b>0.692</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San district	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
JND	<ul><li>↑ Left</li><li>← Left-Through</li></ul>	30	1 0	30	18	1 0	18
NORTHBOUND	↑ Through  ↑ Through-Right	821	1	438	688	1	418
NOR	<ul><li></li></ul>	55	0 0 0	55	148	0 0 0	148
QNC	→ Left  Left-Through	470	1 0	470	406	1 0	406
SOUTHBOUND		702	1 1	360	1090	1	553
Sour	<ul><li>✓ Right</li><li>→ Left-Through-Right</li><li>→ Left-Right</li></ul>	18	0 0 0	18	16	0 0 0	16
_	J Left	20	1	20	20	1	20
EASTBOUND	<ul> <li>✓ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> </ul>	57	0 0 1	79	46	0 0 1	68
EAST	Right  Left-Through-Right  Left-Right	22	0 0 0	0	22	0 0 0	0
Q	✓ Left ✓ Left-Through	163	1	126	275	1	150
STBOUND	← Through ← Through-Right	89	0	126	24	0	150
WES	Right  Left-Through-Right  Left-Right	451	1 0 0	0	467	1 0 0	61
	CRITICAL VOLUMES		orth-South: East-West: SUM:	908 205 1113	N	orth-South: East-West: SUM:	824 218 1042
1//	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:	1		0.809			0.758
V/	LEVEL OF SERVICE (LOS):			0.709 C			0.658 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

	76 a 2 1	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>← Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	695 20 78	2 0 0 0 1 0	382 0 34	995 0 126	2 0 0 0 1 0	<b>547</b> 0 102
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	88 119 0	1 0 2 0 0 0	<b>88</b> 60 0	49 169 0	1 0 2 0 0 0	<b>49</b> 85 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	0 98 791	0 0 1 0 1 0	98 <b>409</b>	0 145 546	0 0 1 0 1 0	0 <b>145</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	382 497 879	N	orth-South: East-West: SUM:	547 194 741
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.586 <b>0.486</b> <b>A</b>			0.494 0.394 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	*A. 1987 - 1 - 1	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	665 1619 115	2 0 2 1 0 0	366 578 115	499 1411 225	2 0 2 1 0 0	274 545 225
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	264 1613 122	2 0 2 1 0 0	145 <b>578</b> 122	223 1591 123	2 0 2 1 0 0	123 <b>571</b> 123
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	89 810 587	2 0 2 0 1 0	49 <b>405</b> 221	113 742 548	2 0 2 0 1 0	62 <b>371</b> 274
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	141 730 198	2 0 2 0 1 0	78 365 53	278 831 268	2 0 2 0 1 0	<b>153</b> 416 145
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	944 483 1427 1.038	N	orth-South: East-West: SUM:	845 524 1369 0.996
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.938 E			0.896 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	AMI	PEAK HOUR		PN	I PEAK HOU	2
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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	\$B WB	3 0 0 3 2 0
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Left  Left-Through  ↑ Through  Through-Right  Right  Left-Through-Right  Left-Through-Right  Left-Right	0 1524 231	0 0 2 1 0 0	0 <b>585</b> 231	0 1632 307	0 0 2 1 0 0	0 <b>646</b> 307
Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Through-Right  Left-Right	1005 1569 0	2 0 3 0 0 0	<b>553</b> 523 0	919 1828 0	2 0 3 0 0 0	<b>505</b> 609 0
☐ Left ☐ Left-Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
Left  CANO  CANO	223 0 1251	2 0 0 0 2 0	123 0 135	237 0 946	2 0 0 0 2 0	130 0 15
CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:  V/C LESS ATSAC/ATCS ADJUSTMENT:	N	orth-South: East-West: SUM:	1138 135 1273 0.893	N	orth-South: East-West: SUM:	1151 130 1281 0.899
LEVEL OF SERVICE (LOS):	4		0.793 C			0.799 C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	PM PEAK HOUR			
Right Turns: FREE-1, NR TUR-2 of ULA-37		NB 0 SB EB 0 WB		4 2 0 0 2 0	NB 0 SB EB 0 WB		4 2 0 0 2 0		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left  ↓ Left-Through  ↑ Through-Right  ← Right  ↓ Left-Through-Right  ↓ Left-Right	207 1493 24	1 0 2 1 0 0	<b>207</b> 506 24	126 1510 13	1 0 2 1 0 0	126 508 13		
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	40 1553 272	1 0 2 1 0 0	40 <b>608</b> 272	59 1738 317	1 0 2 1 0 0	59 <b>685</b> 317		
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	220 1 62	1 1 0 0 1 0	<b>111</b> 111 0	344 3 114	1 1 0 0 1 0	<b>174</b> 174 51		
WESTBOUND	✓ Left ✓ Left-Through ← Through	3 1 12	0 0 0 0 0 1	3 16 0	15 2 9	0 0 0 0 0 1	15 <b>26</b> 0		
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	815 127 942	N	orth-South: East-West: SUM:	811 200 1011		
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.685 <b>0.585</b> <b>A</b>			0.735 0.635 B		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya afamil	AN	I PEAK HOU	R	PM PEAK HOUR			
RIGHT TURNS: FREE-1, NR TUR-2 of ULA-37		NB 3 SB EB 0 WB		4 0 0 0 2 0	NB 3 SB EB 0 WB		4 0 0 0 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
OUND	<ul><li> Left</li><li></li></ul>	195 1697	1 0 3	195 <b>566</b>	101 1494	1 0 3	101 <b>498</b>	
NORTHBOUND	<ul><li></li></ul>	451	0 1 0 0	288	368	0 1 0 0	106	
QN	└ Left ├ Left-Through	178	1 0	178	241	1 0	241	
SOUTHBOUND		1327 41	2 1 0	456	1691 60	2 1 0	584 60	
nos	Left-Through-Right  Left-Right	41	0	41	00	0	00	
۵	→ Left → Left-Through	0	0	0	0	0	0	
EASTBOUND	→ Through  → Through-Right	576	1	313	547	1	371	
EAST	Right Left-Through-Right Left-Right	50	0 0 0	50	194	0 0 0	194	
QN	✓ Left ✓ Left-Through	297	2 0	163	477	2 0	262	
STBOUND	← Through ← Through-Right ← Right	460	1 1 0	288	575	1 1 0	329	
WES	Left-Through-Right  Left-Right	115	0	115	82	0	82	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	744 476 1220	N	orth-South: East-West: SUM:	739 633 1372	
V	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:	]		0.887			0.998	
V	LEVEL OF SERVICE (LOS):			0.787 C			0.898 D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya afirmil	AN	I PEAK HOU	R	PM PEAK HOUR			
Right Turns: FREE-T, NR TUR-2 or ULA-37		NB 0 SB EB 1 WB		3 0 0 0 2 0	NB 0 SB EB 1 WB		3 0 0 0 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  Right	893 2160 38	2 0 2 1 0	<b>491</b> 733 38	732 1852 39	2 0 2 1	<b>403</b> 630 39	
Ň	← Left-Through-Right     ← Left-Right		0			0		
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	52 1571 76	1 0 2 1 0 0	52 <b>549</b> 76	47 2241 99	1 0 2 1 0 0	47 <b>780</b> 99	
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	72 17 629	1 0 1 0 1 0	<b>72</b> 17 0	89 25 995	1 0 1 0 1 0	89 25 0	
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	31 10 35	0 1 0 1 0 0	31 <b>45</b> 0	53 28 28	0 1 0 1 0 0	53 <b>56</b> 0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1040 117 1157	N	orth-South: East-West: SUM:	1183 145 1328	
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		35	0.812 0.712 C		25	0.932 0.832 D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya aliga ali	AM PEAK HOUR			PM PEAK HOUR			
RIGHT TURNS: FREE-1, NR TUR-2 OF ULA-37		NB 0 SB EB 0 WB		2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
D	) Left	0	0	0	0	0	0	
NORTHBOUND	← Left-Through	with the	0			0		
ğ	↑ Through	2776	2	1294	2279	2	939	
뿐	Through-Right		1			1		
R	Right	1107	0	1107	539	0	539	
9	← Left-Through-Right		0			0		
	<b>←</b> Left-Right		0		ļ i	0		
0	└ Left	0	0	0	0	0	0	
SOUTHBOUND			0			0		
9	↓ Through	2274	2	1137	3250	2	0	
甲	← Through-Right		0			0		
E	→ Right	0	0	0	0	0	0	
ğ	← Left-Through-Right		0			0		
0)	→ Left-Right		0			0		
	J Left	0	0	0	0	0	0	
9			0	7		0	1	
EASTBOUND	→ Through	0	0	0	0	0	0	
BC	<b>☆</b> Through-Right		0			0		
ST	Right	0	0	0	0	0	0	
A	★ Left-Through-Right		0			0		
	- ≺ Left-Right		0			0		
	√ Left	0	0	0	0	0	0	
9			0	, and		0		
2	← Through	0	0	0	0	0	0	
WESTBOUND	← Through-Right		0			0		
ST	Right	311	2	171	311	2	171	
Ž.	Left-Through-Right	15.50	0	777		0		
_	├─ Left-Right		0			0		
CRITICAL VOLUMES			orth-South: East-West:	1294 171	N	orth-South: East-West:	939 171	
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1465		SUM:	1110	
W	C LESS ATSAC/ATCS ADJUSTMENT:			0.977			0.740	
•/				0.877			0.640	
	LEVEL OF SERVICE (LOS):		i	D		1	В	

REMARKS:





I/S #: 10 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San all control	AN	I PEAK HOU	R	PN	PM PEAK HOUR			
Right Turns: FREE-1, NR TUR-2 or ULA-37		NB 3 SB EB 0 WB		4 0 3 3 2 0	NB 3 SB EB 0 WB		4 0 3 3 2 0		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	18 3043 645	1 0 4 0 1 0	18 <b>761</b> 436	42 1793 361	1 0 4 0 1 0	42 <b>448</b> 29		
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	550 1286 195	2 0 4 0 1 0	<b>303</b> 322 0	679 1899 708	2 0 4 0 1 0	<b>373</b> 475 604		
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>¬ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	199 410 50	1 0 2 1 0 0	199 <b>153</b> 50	104 261 89	1 0 2 1 0 0	104 117 89		
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>✓ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	380 180 833	2 0 2 0 2 0 2	<b>209</b> 90 155	603 498 965	2 0 2 0 2 0 2	332 249 158		
14	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	1064 362 1426 1.037	N	orth-South: East-West: SUM:	821 449 1270 0.924		
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.937 E			0.824 D		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Santa La	AM PEAK HOUR			PM PEAK HOUR			
RIGHT TURNS: FREE-1, NR TUR-2 of ULA-37		NB 3 SB EB 0 WB		3 0 0 3 2 0	NB 3 SB EB 0 WB		3 0 0 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 3469 802	0 0 4 0 1 0	613	0 2321 397	0 0 4 0 1 0	580 142	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	146 1545 0	2 0 4 0 0 0	<b>80</b> 386 0	68 2604 0	2 0 4 0 0 0	37 <b>651</b> 0	
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0	
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	343 0 45	2 0 0 0 1 0	189 0 0	463 0 80	2 0 0 0 1 0	255 0 43	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	947 189 1136	N	orth-South: East-West: SUM:	651 255 906	
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.797 <b>0.697</b> <b>B</b>			0.636 0.536 A	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	and the second second	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	oposed Ø'ing: N/S-1, E/W-2 or Both-3?  Int Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?  Override Capacity		3 0 0 0 2 0	NB 1 SB EB 0 WB		3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> </ul>	10 0 916	0 1 0 0 1	10 10 0	45 3 421	0 1 0 0 1	45 <b>48</b> 0
_	← Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 1	4 <b>5</b> 0	1 1 0	0 0 0 0 0 1	1 2 0
	ح Left	1	1	1	2	1	2
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1577 16	0 1 1 0 0	<b>797</b>	656 44	0 1 1 0 0	<b>350</b>
	✓ Left	375	1	375	1051	1	1051
STBOUND	<ul><li></li></ul>	589	0 1 1	296	1578	0 1 1	790
WES	Right Left-Through-Right Left-Right	2	0 0 0	2	2	0 0 0	2
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1172 1187	N	orth-South: East-West: SUM:	49 1401 1450
	VOLUME/CAPACITY (V/C) RATIO:			0.833			1.018
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.733 C			0.918 E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

	yant sail	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	oposed Ø'ing: N/S-1, E/W-2 or Both-3?  at Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?		2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	383 0 25	2 0 0 0 1 0 0	<b>211</b> 0	1160 0 55	2 0 0 0 1 0 0	<b>638</b> 0 55
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 2071 0	0 0 2 0 0 0	0 <b>1036</b> 0	0 836 0	0 0 2 0 0 0	<b>0</b> 418 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	127 511 0	0 1 1 0 0 0	<b>127</b> 511 0	138 1440 0	0 1 1 0 0 0	138 <b>996</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	211 1163 1374	N	orth-South: East-West: SUM:	638 996 1634
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.916 0.816 D			1.089 0.989 E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

	San district	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through-Right</li> <li>← Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	129 0 37	1 0 1 1 0 0	129 0 37	114 4 62	1 0 1 1 0 0	114 4 62
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 1867 1043	0 0 3 0 2 0	6 <b>22</b> 574	0 795 364	0 0 3 0 2 0	<b>0</b> 265 200
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	118 619 0	1 0 2 0 0 0	118 310 0	337 1609 0	1 0 2 0 0 0	337 <b>805</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	129 740 869	N	orth-South: East-West: SUM:	114 805 919
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.579 0.479 A			0.613 <b>0.513</b> <b>A</b>

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

	ya a baasi	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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		SB WB	3 1 0 0 2 0	NB 0 SB EB 0 WB		3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	191 320 128	1 1 0 1 0 0 0	105 <b>448</b> 128	300 264 47	1 1 0 1 0 0 0	165 <b>311</b> 47
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	92 0 181	1 0 0 0 1 0	<b>92</b> 0 0	173 0 579	1 0 0 0 1 0	173 0 465
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	530 1462 0	1 0 2 0 0 0	<b>530</b> 731 0	228 678 0	1 0 2 0 0 0	228 339 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	0 353 352	0 0 2 0 1 0	0 177 <b>306</b>	0 1055 300	0 0 2 0 1 0	0 <b>528</b> 214
	CRITICAL VOLUMES		orth-South: East-West: SUM:	540 836 1376	N	orth-South: East-West: SUM:	776 756 1532
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.966 0.866 D			1.075 0.975 E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

	AN	PEAK HOU	R	PN	I PEAK HOU	R
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	osed Ø'ing: N/S-1, E/W-2 or Both-3?  Furns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?  NB 0 EB 2 WB		3 0 0 0 2 0	NB 0 SB EB 2 WB		3 0 0 0 2 0
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Left Left-Through Through Through-Right Right Left-Through-Right Left-Through-Right Left-Through-Right Left-Right	0 0 0	0 0 0 0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0
UNDOWN Left  Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	18 1204 9	1 0 1 1 0 0	18 <b>607</b> 9	23 1129 13	1 0 1 1 0 0	23 <b>571</b> 13
DONO  Left  Left-Through  Through-Right  Right  Left-Through-Right  Left-Through-Right  Left-Right	0 499 797	0 0 1 1 1 0	0 <b>432</b> 0	0 487 793	0 0 1 1 1 0	0 <b>427</b> 0
UNDOBLES  Left  Left  Left-Through  Through-Right  Right  Left-Through-Right  Left-Through-Right  Left-Right	512 947 0	2 0 2 0 0 0	<b>282</b> 474 0	722 1157 0	2 0 2 0 0 0	<b>397</b> 579 0
CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:  V/C LESS ATSAC/ATCS ADJUSTMENT:		orth-South: East-West: SUM:	607 714 1321 0.927	N	orth-South: East-West: SUM:	571 824 1395 0.979
LEVEL OF SERVICE (LOS):			0.827 D			0.879 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

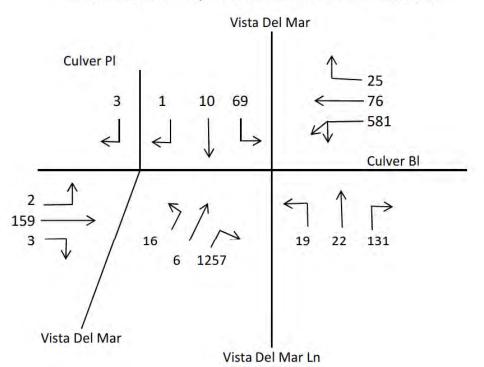
Count Date: Analyst: RA Date: 6/17/205

	ya afirmil	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	INT TURNS: FREE-1, NR TUR-2 OF ULA-37		SB WB	3 0 0 0 2 0	NB 0 SB EB 0 WB		3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>← Right</li> </ul>	549 1 <mark>4</mark> 49 608	1 1 1 0 1	549 <b>725</b> 608	589 1099 443	1 1 1 0 1	563 563 443
N <sub>O</sub>	← Left-Through-Right     ← Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>¬ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	34 519 0	1 0 2 0 0 0	<b>34</b> 260 0	26 476 0	1 0 2 0 0 0	26 238 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 782 39	0 0 2 1 0 0	0 <b>274</b> 39	0 1323 57	0 0 2 1 0 0	0 <b>460</b> 57
	CRITICAL VOLUMES		orth-South: East-West: SUM:	725 308 1033	N	orth-South: East-West: SUM:	563 486 1049
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.725 0.625 B			0.736 0.636 B

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

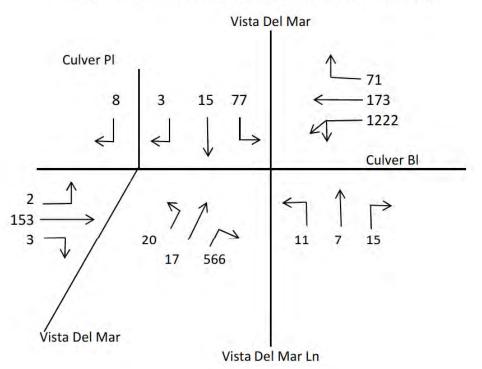


- 1.  $581 \times 0.55$  or (76 + 25)
- 2. (16 + 6 + 1257) x 0.55
- 3. (2 + 159 + 3)
- 4. 69 + (19 + 22 + 131) or 19 + (69 + 10 + 1)

Critical Volumes = 320 + 703 + 82 + 241 = 1346

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1222 x 0.55 or (173 + 71)
- 2. (20 + 17 + 566) x 0.55
- 3. <u>(2 + 153 + 3)</u> 2
- 4. 77 + (11 + 7 + 15) or 11 + (77 + 15 + 3)

#### **APPENDIX G**

Level of Service Worksheets

Cumulative (2019) Pre-Construction Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

W		АМ	PEAK HOUR		PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 0 0 3 2	NB 0 EB 0	SB WB	3 0 0 3 2
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right	25 1186 29	1 0 1 1 0 0	25 <b>608</b> 29	25 1065 116	1 0 1 1 0 0	25 <b>591</b> 116
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	233 1206 18	1 0 1 1 0 0	233 612 18	276 1402 24	1 0 1 1 0 0	<b>276</b> 713 24
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	13 18 15	0 1 0 1 0 0	13 30 30	15 49 27	0 1 0 1 0 0	15 53 53
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	23 42 356	1 0 0 1 1 0	23 199 0	25 39 397	1 0 0 1 1 0	25 <b>218</b> 0
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	841 212 1053	N	orth-South: East-West: SUM:	867 233 1100
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.739 0.639 B			0.772 <b>0.672</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	and the same	AN	PEAK HOU	R	PN	I PEAK HOU	R
ı	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? ight Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2? Override Capacity		SB WB	4 2 0 3 2 0	NB 0 SB EB 0 WB		4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
UND	<ul><li>☐ Left</li><li>☐ Left-Through</li></ul>	30	1 0	30	17	1 0	17
NORTHBOUND	↑ Through ↑ Through-Right	803	1	428	670	1	404
NOR	<ul><li></li></ul>	53	0 0 0	53	138	0 0 0	138
JND	↓ Left Left-Through	459	1 0	459	396	1	396
SOUTHBOUND		686 17	1 1 0	352 17	1061 15	1 1 0	538 15
nos	Left-Right  Left-Right	17	0	17	15	0 0	10
O	→ Left → Left-Through	19	1 0	19	19	1 0	19
EASTBOUND	→ Through  → Through	55	0	76	45	0	66
EAST	Right Left-Through-Right Left-Right	21	0 0 0	0	21	0 0 0	0
Q	✓ Left ✓ Left-Through	158	1	123	262	1	143
STBOUND	← Through ← Through-Right	87	0	123	24	0	143
WEST	Right Left-Through-Right Left-Right	441	1 0 0	0	455	1 0 0	59
	CRITICAL VOLUMES		orth-South: East-West: SUM:	887 199 1086	N	orth-South: East-West: SUM:	800 209 1009
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:	1		0.790			0.734
•//	LEVEL OF SERVICE (LOS):			0.690 B			0.634 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	PEAK HOU	3	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> </ul>	0 0 0	0 0 0 0 0	<b>0 0</b> 0	0 0	0 0 0 0 0	0 0 0
_	Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	680 20 75	2 0 0 0 1 0	374 0 33	971 0 113	2 0 0 0 1 0	534 0 93
	ے Left	84	1	84	40	1	40
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	115 0	0 2 0 0 0	58 0	155 0	0 2 0 0 0	78 0
	√ Left	0	0	0	0	0	0
STBOUND	<ul><li></li></ul>	92	0 1 0	92	123	0 1 0	123
WES.	Right Left-Through-Right Left-Right	773	1 0 0	399	534	1 0 0	0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	374 483 857	N	orth-South: East-West: SUM:	534 163 697
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.571			0.465
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.471 A			0.365 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya afara 1	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	pposed Ø'ing: N/S-1, E/W-2 or Both-3?  ht Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?    NB 0		4 0 0 3 2 0	NB 0 SB EB 3 WB		4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  Right  Left-Through-Right	650 1584 111	2 0 2 1 0	358 565 111	487 1377 218	2 0 2 1 0	268 532 218
	→ Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	259 1579 120	2 0 2 1 0 0	142 <b>566</b> 120	219 1551 120	2 0 2 1 0 0	120 <b>557</b> 120
	→ Left	87	2	48	111	2	61
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	792 575	0 2 0 1 0	<b>396</b> 217	724 535	0 2 0 1 0	<b>362</b> 267
	✓ Left	137	2	75	268	2	147
STBOUND	<ul> <li>              Left-Through             ← Through</li></ul>	714	0 2 0	357	811	0 2 0	406
WEST	Right Left-Through-Right Left-Right	194	1 0 0	52	262	1 0 0	142
	CRITICAL VOLUMES		orth-South: East-West: SUM:	924 471 1395	N	orth-South: East-West: SUM:	825 509 1334
	VOLUME/CAPACITY (V/C) RATIO:			1.015			0.970
V/O	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.915 E			0.870 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	AMI	PEAK HOUR		PN	I PEAK HOU	2
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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Q \ \ Left	0	0	0	0	0	0
Left-Through Through Through-Right Right Left-Through-Right		0			0	3
☐ ↑ Through	1491	2	572	1591	2	630
置	4.54	1	2.2.2	14	1	
Right	226	0	226	300	0	300
O Left-Through-Right		0			0	
Left-Right		0			0	
C Left	985	2	542	897	2	493
≥ Left-Through		0			0	
UNDOR Left-Through  ↓ Left-Through  ↓ Through-Right  ↓ Right  ↓ Left-Through-Right	1536	3	512	1780	3	593
∰		0			0	
E → Right	0	0	0	0	0	0
∑ ← Left-Through-Right		0			0	
Left-Right		0			0	
J Left	0	0	0	0	0	0
☐ Left-Through		0			0	
ONDOME  Deft-Through  → Through  → Through-Right  → Right  → Left-Through-Right	0	0	0	0	0	0
m	1911	0			0	
້ທູ່ } Right	0	0	0	0	0	0
		0			0	
│		0			0	
√ Left	219	2	120	232	2	128
	700	0	150		0	1-7
Through ←	0	0	0	0	0	0
m ← Through-Right		0			0	
CN	1224	2	131	925	2	16
Left-Through-Right		0			0	
├ Left-Right		0			0	
CRITICAL VOLUMES	۸	lorth-South: East-West: SUM:	1114 131 1245	N	orth-South: East-West: SUM:	1123 128 1251
VOLUME/CAPACITY (V/C) RATIO:			0.874			0.878
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.778
LEVEL OF SERVICE (LOS):			С	_		С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

	- yantuari	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	oposed Ø'ing: N/S-1, E/W-2 or Both-3?  Int Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?  Override Capacity		4 2 0 0 2 0	NB 0 SB EB 0 WB		4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
МD	↑ Left ≺ Left-Through	203	1 0	203	123	1 0	123
Boul	↑ Through  ↑ Through-Right	1461	2	495	1471	2	495
NORTHBOUND	← Right  ← Left-Through-Right  ← Left-Right	24	0 0	24	13	0 0 0	13
_	Left	40	1	40	58	1	58
OUNE	Left-Through Through	1522	0 2	596	1691	0 2	667
SOUTHBOUND	<ul><li>✓ Through-Right</li><li>✓ Right</li><li>✓ Left-Through-Right</li></ul>	266	1 0 0	266	309	1 0 0	309
S	Left-Right		0			0	
O	J Left	215	1	108	335	1	169
EASTBOUND	→ Through  → Through-Right	1	0	108	3	0	169
EAST	Right  Left-Through-Right  Left-Right	60	1 0 0	0	111	1 0 0	50
	✓ Left	3	0	3	15	0	15
STBOUND	<ul><li></li></ul>	1	0 0 0	15	2	0 0 0	26
WESTE	Right Left-Through-Right Left-Right	11	0 1 0	0	9	0 1 0	0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	799 123 922	N	orth-South: East-West: SUM:	790 195 985
	VOLUME/CAPACITY (V/C) RATIO:	1		0.671			0.716
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.571 A			0.616 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Sant Carl	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>← Right</li> </ul>	190 1660 441	1 0 3 0	190 <b>553</b> 281	98 1456 360	1 0 3 0	98 <b>485</b> 104
ž	← Left-Through-Right  ← Left-Right  ← L		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	175 1300 40	1 0 2 1 0 0	<b>175</b> 447 40	235 1645 58	1 0 2 1 0 0	235 568 58
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 563 49	0 0 1 1 0 0	0 <b>306</b> 49	0 527 189	0 0 1 1 0 0	0 <b>358</b> 189
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	290 448 113	2 0 1 1 0 0	160 281 113	465 554 80	2 0 1 1 0 0	<b>256</b> 317 80
	CRITICAL VOLUMES		orth-South: East-West: SUM:	728 466 1194	N	orth-South: East-West: SUM:	720 614 1334
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.868 0.768 C			0.970 0.870 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	y a diament	AN	PEAK HOU	₹	PN	PEAK HOU	R
F	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	NB 0 EB 1	SB WB	3 0 0 0 2	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	870	2	479	702	2	386
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	2114	2	717	1810	2	616
모	Through-Right		1			1	
F	Right	37	0	37	38	0	38
9	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
~ I	└ Left	51	1	51	46	1	46
ΞI			0			0	
SOUTHBOUND	↓ Through	1539	2	538	2187	2	759
<b>P</b>	← Through-Right		1			1	
ξl	→ Right	74	0	74	90	0	90
ğ	← Left-Through-Right		0			0	
0	→ Left-Right		0			0	
	ے Left	70	1	70	83	1	83
9	→ Left-Through		0			0	
EASTBOUND	→ Through	16	1	16	25	1	25
BC	<b>→</b> Through-Right		0			0	
ST	Right	616	1	0	965	1	0
A	→ Left-Through-Right		0			0	
	- ↓ Left-Right		0			0	
		31	0 :	31	51	0	51
9		0.	1	0,	0,	1	01
WESTBOUND	← Through	10	0	44	28	0	56
BG	← Through-Right	10	1		20	1	
ST	Right	34	0	0	28	0	0
Ä	Left-Through-Right		0			0	
>	<b>├</b> Left-Right		0			0	
	CRITICAL VOLUMES		orth-South:	1017	N	orth-South:	1145
	CRITICAL VOLUMES		East-West: SUM:	114 1131		East-West: SUM:	139 1284
	VOLUME/CAPACITY (V/C) RATIO:		30	0.794			0.901
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.694			0.801
	LEVEL OF SERVICE (LOS):			В			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	ye aligned	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	0	0	0	0	0	0
3	<	200	0			0	
NORTHBOUND	↑ Through	2714	2	1265	2218	2	915
풀	Through-Right		1	2400		1	Se mark
2	├─ Right	1082	0	1082	526	0	526
2	← Left-Through-Right		0			0	
	Left-Right		0		l i	0	
ا م	<b>↓</b> Left	0	0	0	0	0	0
<u> </u>	→ Left-Through		0			0	
SOUTHBOUND	Through	2228	2	1114	3166	2	0
뿔	← Through-Right		0			0	
5	→ Right	0	0	0	0	0	0
So	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
_	ے Left	0	0	0	0	0	0
EASTBOUND	→ Left-Through		0			0	
2	→ Through	0	0	0	0	0	0
Ĭ,	→ Through-Right		0			0	
S	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	-		0			0	
		0	0	0	0	0	0
Z			0			0	
9	← Through	0	0	0	0	0	0
TB	Through-Right	1 3 5 4 4	0			0	
WESTBOUND	Right	303	2	167	301	2	166
₹	Left-Through-Right		0			0	
			0	1005		0	
	CRITICAL VOLUMES		orth-South: East-West:	1265 167	N	orth-South: East-West:	915 166
			SUM:	1432		SUM:	1081
	VOLUME/CAPACITY (V/C) RATIO:	1		0.955			0.721
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.855			0.621
	LEVEL OF SERVICE (LOS):		į	D		į	В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ye aligned	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	↑ Left	17	1	17	40	1	40
Z	← Left-Through		0			0	
NORTHBOUND	↑ Through	2974	4	744	1747	4	437
모	Through-Right	200	0			0	
R	Right	633	1	428	353	1	28
9	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
_	Left	539	2	296	663	2	365
ž			0			0	
2	↓ Through	1260	4	315	1850	4	463
Ψ.	← Through-Right		0			0	
SOUTHBOUND	ال Right	191	1	0	686	1	588
5	← Left-Through-Right		0		1	0	
S	, Left-Right		0			0	
	J Left	193	1	193	98	1	98
9	→ Left-Through	100	0	100	00	0	00
5	→ Through	404	2	151	256	2	114
BG	<b>→</b> Through-Right		1			1	
EASTBOUND	Right	49	0	49	86	0	86
š	→ Left-Through-Right		0			0	
	→ Left-Right		0			0	
	✓ Left	372	2	205	590	2	325
9	₹ Left-Through	012	0	203	000	0	020
5	← Through	178	2	89	489	2	245
BG	← Through-Right	170	0	0.3	400	0	240
WESTBOUND	Right	815	2	152	942	2	153
Ě	Left-Through-Right	010	0	102	072	0	100
>	Left-Right		0		3	0	
		No	orth-South:	1040	N	orth-South:	802
	CRITICAL VOLUMES		East-West:	356		East-West:	439
			SUM:	1396		SUM:	1241
	VOLUME/CAPACITY (V/C) RATIO:			1.015			0.903
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.915			0.803
	LEVEL OF SERVICE (LOS):			E			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya aligani	AN	I PEAK HOU	R	PN	PEAK HOU	R
ı	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	NB 3 EB 0	SB WB	3 0 0 3 2 0	NB 3 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
O	) Left	0	0	0	0	0	0
S	← Left-Through		0			0	
ğ	↑ Through	3394	4	849	2263	4	566
포	Through-Right		0			0	
R	Right	790	1	604	390	1	137
NORTHBOUND	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
0	└- Left	145	2	80	65	2	36
Z	→ Left-Through		0			0	
SOUTHBOUND	↓ Through	1512	4	378	2541	4	635
里	← Through-Right		0			0	
5	→ Right	0	0	0	0	0	0
Ö	← Left-Through-Right		0			0	
0,	→ Left-Right		0			0	
	J Left	0	0	0	0	0	0
	→ Left-Through		0			0	
EASTBOUND	ightarrow Through	0	0	0	0	0	0
B	→ Through-Right		0			0	
S	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
		338	2	186	460	2	253
2		1030	0			0	
WESTBOUND	← Through	0	0	0	0	0	0
B	← Through-Right		0			0	
S	Right	44	1	0	77	1	41
NE.			0			0	
	├─ Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	929 186 1115	N	orth-South: East-West: SUM:	635 253 888
	VOLUME/CAPACITY (V/C) RATIO:		50111.	0.782		30111.	0.623
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.523
•						į	
	LEVEL OF SERVICE (LOS):			В			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

	- Control	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↑ Left-Through-Right  ↑ Left-Right	10 0 896	0 1 0 0 1 0	10 10 0	44 3 410	0 1 0 0 1 0	44 <b>47</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 1	4 <b>5</b> 0	1 1 0	0 0 0 0 0 1	1 2 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	1 1543 15	1 0 1 1 0 0	1 779 15	637 43	1 0 1 1 0 0	2 <b>340</b> 43
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	367 576 2	1 0 1 1 0 0	367 289 2	1025 1536 2	1 0 1 1 0 0	<b>1025</b> 769 2
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1146 1161	N	orth-South: East-West: SUM:	48 1365 1413
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.815 0.715 C			0.992 0.892 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	ye allowed	AN	I PEAK HOU	R	PN	1 PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	374	2	206	1129	2	621
NORTHBOUND	← Left-Through		0			0	
ರ	↑ Through	0	0	0	0	0	0
<b>聖</b>	Through-Right		0			0	
7	Right	25	1	0	55	1	55
₫	← Left-Through-Right		0			0	
Z			0			0	
_	└ Left	0	0	0	0	0	0
SOUTHBOUND	→ Left-Through		0			0	Ĭ.
2	↓ Through	0	0	0	0	0	0
ě	← Through-Right		0			0	
Ė	Right	0	0	0	0	0	0
2	← Left-Through-Right		0	7		0	-
Ö	↓ Left-Right		0			0	
	J Left	0	0	0	0	0	0
Ω	→ Left-Through	U	0	U	0	0	u
EASTBOUND	→ Through	2024	2	1012	815	2	408
8	→ Through-Right	2024	0	1012	010	0	400
Ë	Right	0	0	0	0	0	0
AS	Left-Through-Right	U	0	U	0	0	U
ш			0			0	
	, Left	100	0	126	136	0	136
	₹ Left-Through	126	1	120	130	1	130
WESTBOUND		500	1	500	1403	1	974
8	← Through-Right	500	0	500	1403	0	5/4
STE	Right	0	0	0	0	0	0
Ē	Left-Through-Right	U	0	U	U	0	0
5	Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	206 1138 1344	N	orth-South: East-West: SUM:	621 974 1595
	VOLUME/CAPACITY (V/C) RATIO:		30m.	0.896		JOIN.	1.063
V/	C LESS ATSAC/ATCS ADJUSTMENT:						
V/				0.796			0.963
	LEVEL OF SERVICE (LOS):			С			E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	127 0 36	1 0 1 1 0 0	127 0 36	110 4 61	1 0 1 1 0 0	<b>110</b> 4 61
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1826 1020	0 0 3 0 2 0	0 <b>609</b> 561	0 776 354	0 0 3 0 2 0	0 259 195
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	115 605 0	1 0 2 0 0 0	115 303 0	329 1566 0	1 0 2 0 0 0	329 <b>783</b> 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	127 724 851 0.567	N	orth-South: East-West: SUM:	110 783 893 0.595
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.467 A			0.495 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

	yan di santi	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	187 313 125	1 1 0 1 0 0 0	103 <b>438</b> 125	291 258 46	1 1 0 1 0 0 0	160 <b>304</b> 46
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	90 0 177	1 0 0 0 1 0	90 0 0	169 0 565	1 0 0 0 1 0	169 0 <b>454</b>
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	518 1430 0	1 0 2 0 0 0	<b>518</b> 715	660 0	1 0 2 0 0 0	<b>222</b> 330 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 344 344	0 0 2 0 1 0	0 172 <b>299</b>	0 1025 294	0 0 2 0 1 0	0 <b>513</b> 210
	CRITICAL VOLUMES		orth-South: East-West: SUM:	528 817 1345	N	orth-South: East-West: SUM:	758 735 1493
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.944 <b>0.844</b> <b>D</b>			1.048 <b>0.948</b> <b>E</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

	And the second	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 2	SB WB	3 0 0 0 2 0	NB 0 EB 2	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 0 0	0 0 0 0 0 0	0 0	0 0	0 0 0 0 0 0	0 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	17 1178 9	1 0 1 1 0 0	17 <b>594</b> 9	23 1101 12	1 0 1 1 0 0	23 <b>557</b> 12
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 488 778	0 0 1 1 1 0	0 <b>422</b> 0	0 473 768	0 0 1 1 1 0	0 <b>414</b> 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	501 925 0	2 0 2 0 0 0	<b>276</b> 463 0	704 1122 0	2 0 2 0 0 0	<b>387</b> 561 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	594 698 1292	N	orth-South: East-West: SUM:	557 801 1358
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.907 <b>0.807</b> <b>D</b>			0.953 0.853 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

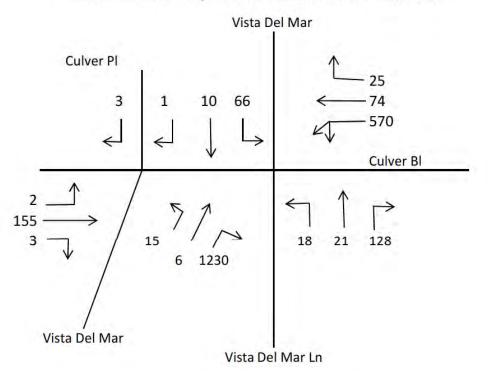
Count Date: Analyst: RA Date: 6/17/205

	yan di santi	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 0 0 0 2 0	NB 0 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	536 1417 594	1 1 1 0 1 0	536 <b>709</b> 594	570 1074 432	1 1 1 0 1 0	<b>548</b> 548 432
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	34 507 0	1 0 2 0 0 0	<b>34</b> 254 0	25 462 0	1 0 2 0 0 0	25 231 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 764 39	0 0 2 1 0 0	0 <b>268</b> 39	0 1288 56	0 0 2 1 0 0	0 <b>448</b> 56
	CRITICAL VOLUMES		orth-South: East-West: SUM:	709 302 1011	N	orth-South: East-West: SUM:	548 473 1021
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.709 <b>0.609</b> <b>B</b>			0.716 0.616 B

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) PRE-CONSTRUCTION CONDITIONS AM PEAK HOUR

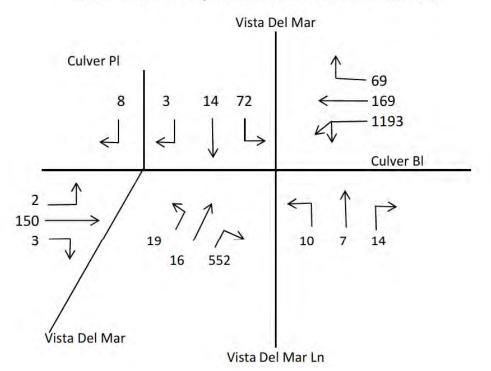
#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1.  $570 \times 0.55$  or (74 + 25)
- 2. (15 + 6 + 1230) x 0.55
- 3. (2 + 155 + 3)
- 4. 66 + (18 + 21 + 128) or 18 + (66 + 10 + 1)

# CMA METHODOLOGY CUMULATIVE (2019) PRE-CONSTRUCTION CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1193 x 0.55 or (169 + 69)
- 2. (19 + 16 + 552) x 0.55
- 3. (2 + 150 + 3)
- 4. 72 + (10 + 7 + 14) or 10 + (72 + 14 + 3)

#### **APPENDIX H**

Level of Service Worksheets

Cumulative (2019) with Project Construction Activity Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUR		PN	PEAK HOU	R
	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right	25 1186 29	1 0 1 1 0 0	25 <b>608</b> 29	25 1067 116	1 0 1 1 0 0	25 <b>592</b> 116
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	233 1208 18	1 0 1 1 0 0	233 613 18	276 1402 24	1 0 1 1 0 0	<b>276</b> 713 24
EASTBOUND	☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right	13 18 15	0 1 0 1 0 0	13 30 30	15 49 27	0 1 0 1 0 0 0	15 53 53
WESTBOUND	← Left  ← Left-Through  ← Through  ← Through-Right  ← Right  ← Left-Through-Right  ← Left-Right	23 42 356	1 0 0 1 1 0 0	23 199 0	25 39 397	1 0 0 1 1 0 0	25 <b>218</b> 0
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		orth-South: East-West: SUM:	841 212 1053 0.739 <b>0.639</b>	N	orth-South: East-West: SUM:	868 233 1101 0.773 <b>0.673</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	y- 4	AN	I PEAK HOU	R	PM PEAK HOUR			
Right Turns: FREE-1, NR TUR-2 of ULA-37		NB 0 EB 0	SB WB	4 2 0 3 2	NB 0 EB 0	SB WB	4 2 0 3 2	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
D	) Left	30	1	30	17	1	17	
3	<	200	0			0		
NORTHBOUND	↑ Through	803	1	428	671	1	406	
풀ㅣ	Through-Right	-	1		J	1		
R	Right	53	0	53	140	0	140	
9	← Left-Through-Right		0			0		
	→ Left-Right		0			0		
ا م	└- Left	459	1	459	396	1	396	
ΞI			0			0		
SOUTHBOUND	↓ Through	688	1	353	1061	1	538	
里 I	← Through-Right		1			1		
5	<i>Ų</i> Right	17	0	17	15	0	15	
<u>ŏ</u> l	← Left-Through-Right		0			0		
"	→ Left-Right		0			0		
	ے Left	19	1	19	19	1	19	
9	→ Left-Through		0			0		
EASTBOUND	→ Through	55	0	76	45	0	66	
M	→ Through-Right		1			1		
S	Right	21	0	0	21	0	0	
M	→ Left-Through-Right		0			0		
	- ≺ Left-Right	l i	0			0		
	√ Left	167	1	127	264	1	144	
WESTBOUND			1			1		
ΣI	← Through	87	0	127	24	0	144	
ĕ	Through-Right		0			0		
S	Right	441	1	0	456	1	60	
\$	Left-Through-Right		0			0		
			0			0		
	CRITICAL VOLUMES	North-South: East-West:		887 203			802 210	
			SUM:	1090		SUM:	1012	
	VOLUME/CAPACITY (V/C) RATIO:			0.793			0.736	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.693			0.636	
	LEVEL OF SERVICE (LOS):			В			В	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

	San district	AN	PEAK HOU	R	PM PEAK HOUR			
Right Turns: FREE-1, NR TUR-2 or ULA-37		NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 SB EB 0 WB		2 0 0 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	0 0 0	0 0 0 0 0	0 <b>0</b> 0	0 0 0	0 0 0 0 0	0 <b>0</b> 0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	688 20 78	2 0 0 0 1 0	378 0 36	973 0 114	2 0 0 0 1 0	<b>535</b> 0 93	
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	85 116 0	1 0 2 0 0 0	<b>85</b> 58	43 158 0	1 0 2 0 0 0	<b>43</b> 79 0	
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 95 773	0 0 1 0 1 0	95 <b>395</b>	0 124 534	0 0 1 0 1 0	0 <b>124</b> 0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	378 480 858	N	orth-South: East-West: SUM:	535 167 702	
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.572 0.472 A			0.468 <b>0.368</b> <b>A</b>	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	ya aliga ali	AN	I PEAK HOU	R	PM PEAK HOUR			
Right Turns: FREE-1, NR IOR-2 or OLA-37		NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
0	) Left	650	2	358	488	2	268	
NORTHBOUND	← Left-Through	100	0			0		
ᅙ	↑ Through	1585	2	565	1381	2	534	
모	Through-Right		1			1		
7	→ Right	111	0	111	221	0	221	
ō	← Left-Through-Right		0			0		
	→ Left-Right		0			0		
_	└ Left	259	2	142	219	2	120	
닐	→ Left-Through	200	0			0		
징	↓ Through	1584	2	568	1552	2	557	
Ď	← Through-Right		1		1.5.5	1		
SOUTHBOUND	Ų Right	120	0	120	120	0	120	
2	← Left-Through-Right		0			0		
S	↓ Left-Right		0			0		
	J Left	07	2	40	1 444 :	2	04	
Ω	→ Left-Through	87	2	48	111	2 0	61	
3	→ Through	792	2	396	724	2	262	
ğ l	→ Through → Through-Right	192	0	390	124	0	362	
EASTBOUND	Right	576	1	218	535	1	267	
AS	Left-Through-Right	370	0	210	555	0	201	
ш	→ Left-Through-Right  → Left-Right		0			0		
ا ۵	← Left	140	2	77	269	2	148	
Z			0			0	1002	
ğ	← Through	714	2	357	811	2	406	
P	Through-Right		0	24		0		
WESTBOUND	Right	194	1	52	262	1	142	
3	Left-Through-Right Left-Right		0			0		
	↓ Lett-Right	1	orth-South:	000		orth-South:	825	
	CRITICAL VOLUMES		East-West:	926 473	, N	East-West:	510	
			SUM:	1399		SUM:	1335	
	VOLUME/CAPACITY (V/C) RATIO:	i —		1.017			0.971	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.917			0.871	
	LEVEL OF SERVICE (LOS):		į	E			D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AMF	PEAK HOUR		PM PEAK HOUR			
Right Turns: FRFF-1 NR 10R-2 or OLA-37 1		NB 0 SB EB 0 WB		3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 1491 226	0 0 2 1 0 0	0 <b>572</b> 226	0 1592 300	0 0 2 1 0 0	631 300	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	985 1545 0	2 0 3 0 0 0	<b>542</b> 515 0	897 1782 0	2 0 3 0 0 0	<b>493</b> 594 0	
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	<b>o</b> 0 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0	
WESTBOUND	← Left  ← Left-Through  ← Through  ← Through-Right  ← Right  ← Left-Through-Right  ← Left-Right	219 0 1225	2 0 0 0 2 0	120 0 132	232 0 932	2 0 0 0 2 0	128 0 20	
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	1114 132 1246	N	orth-South: East-West: SUM:	1124 128 1252	
V/	VOLUME/CAPACITY (V/C) RATIO: /C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.874 0.774 C			0.879 0.779 C	

REMARKS:





I/S#:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

1	- yantuari	AN	I PEAK HOU	R	PM PEAK HOUR			
RIGHT TURNS: FREE-1, NR TUR-2 of ULA-37		NB 0 SB EB 0 WB		4 2 0 0 2 0	NB 0 SB EB 0 WB		4 2 0 0 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
D	↑ Left	203	1	203	123	1	123	
NORTHBOUND	← Left-Through	4404	0	105	4.470	0	105	
8	↑ Through	1461	2	495	1472	2	495	
ΞI	Through-Right	0.4	1	0.4	40	1	40	
K	Right	24	0	24	13	0	13	
ž	← Left-Through-Right		0			0		
	Left-Right		0			0		
	└- Left	40	1	40	58	1	58	
3	├─ Left-Through		0			0		
SOUTHBOUND	Through	1531	2	599	1693	2	667	
뿔	← Through-Right		1			1		
5	→ Right	266	0	266	309	0	309	
S	Left-Through-Right		0			0		
	↓ Left-Right		0			0		
_	J Left	215	1	108	335	1	169	
	→ Left-Through		1			1		
EASTBOUND	→ Through	1	0	108	3	0	169	
ĕ	<b>◯</b> Through-Right		0			0		
S	Right	60	1	0	111	1	50	
D)	Left-Through-Right		0			0		
_	-		0			0		
	√ Left	3	0	3	15	0	15	
STBOUND			0			0		
2	← Through	1	0	15	2	0	26	
ě	← Through-Right		0			0		
S	Right	11	0	0	9	0	0	
WE	Left-Through-Right		1			1		
	├─ Left-Right		0		3	0		
CRITICAL VOLUMES		North-South: East-West: SUM:		802 123 925	N	orth-South: East-West: SUM:	790 195 985	
	VOLUME/CAPACITY (V/C) RATIO:			0.673			0.716	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.616	
	LEVEL OF SERVICE (LOS):			Α			В	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

Ve 4 a 1	AN	I PEAK HOU	R	PM PEAK HOUR			
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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0	
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
Q \ \ Left	196	1	196	99	1	99	
Left-Through Through Through-Right Right Left-Through-Right		0			0		
ਰੂ   ↑ Through	1660	3	553	1457	3	486	
⊞ ↑ Through-Right		0			0		
Right	516	1	315	360	1	104	
Q ← Left-Through-Right		0			0		
∠ Left-Right		0			0		
Left	175	1	175	235	1	235	
∠ Left-Through		0			0	7	
O	1309	2	450	1647	2	568	
Through-Right		1			1		
Left-Through Through Through-Right Right Left-Through-Right	40	0	40	58	0	58	
O Left-Through-Right	1177	0			0		
ν Left-Right		0			0		
J Left	0	0	0	0	0	0	
1. C.	U	0	U	0	0	U	
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	563	1	306	529	1	359	
Om	303	1	300	523	1	555	
S Right	49	0	49	189	0	189	
Left-Through-Right	43	0	43	103	0	103	
☐ ☐ Left-Right		0			0		
C 10f4	200	0	004	10E	0	050	
☐ C Left ☐ C Left-Through	366	2	201	465	2	256	
Left-Through Through-Right Right Left-Through-Right	AEA	1	202	EEG	1	240	
Through-Right	451	1	282	556	1	318	
S Right	113	0	113	80	0	80	
Left-Through-Right	113	0	113	80	0	80	
Left-Right		0			0		
	N	orth-South:	728	N	orth-South:	721	
CRITICAL VOLUMES		East-West:	507		East-West:	615	
		SUM:	1235		SUM:	1336	
VOLUME/CAPACITY (V/C) RATIO:			0.898			0.972	
V/C LESS ATSAC/ATCS ADJUSTMENT:	3		0.798			0.872	
LEVEL OF SERVICE (LOS).	4	į			1		
LEVEL OF SERVICE (LOS):	1		С			D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	ya ni bara i	AN	I PEAK HOU	2	PN	PEAK HOU	R
I	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	NB 0 EB 1	SB WB	3 0 0 0 2	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	872 2195 37	2 0 2 1 0 0	<b>480</b> 744 37	702 1811 38	2 0 2 1 0 0	386 616 38
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	51 1623 76	1 0 2 1 0 0	51 <b>566</b> 76	46 2189 90	1 0 2 1 0 0	46 <b>760</b> 90
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	70 16 624	1 0 1 0 1 0	<b>70</b> 16 0	84 25 968	1 0 1 0 1 0	84 25 0
WESTBOUND	✓ Left ✓ Left-Through ← Through  ↑ Through-Right  ↑ Right   ↑ Left-Through-Right   ↑ Left-Right	31 10 34	0 1 0 1 0 0	31 44 0	51 28 28	0 1 0 1 0 0	51 <b>56</b> 0
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		orth-South: East-West: SUM:	1046 114 1160 0.814 0.714 C	N	orth-South: East-West: SUM:	1146 140 1286 0.902 0.802 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	y - 4 <sup>2</sup>	AN	PEAK HOU	R	PN	PEAK HOU	R
ı	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	0 2722 1082	0 0 2 1 0 0	0 <b>1268</b> 1082	0 2220 526	0 0 2 1 0 0	915 526
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 2231 0	0 0 2 0 0 0	<b>0</b> 1116 0	0 3188 0	0 0 2 0 0 0	<b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	<b>0</b> 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 0 303	0 0 0 0 2 0	0 0 167	0 0 301	0 0 0 0 2 0	0 0 166
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		orth-South: East-West: SUM:	1268 167 1435 0.957 <b>0.857</b>		orth-South: East-West: SUM:	915 166 1081 0.721 <b>0.621</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	ye wileye k	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	17	1	17	40	1	40
Z	<		0			0	
ğ	↑ Through	2977	4	744	1748	4	437
뽀	Through-Right	200	0			0	
F.	→ Right	633	1	428	353	1	28
NORTHBOUND	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
	└ Left	539	2	296	664	2	365
SOUTHBOUND			0			0	
2	↓ Through	1260	4	315	1853	4	463
Ψ̈́	← Through-Right	30322	0			0	
Ė	با Right	193	1	0	704	1	605
5	← Left-Through-Right		0			0	
S	, Left-Right ∟		0			0	
	J Left	100	1	100	00	1	00
Ω	→ Left-Through	196	0	196	99	0	99
EASTBOUND	→ Through	404	2	151	256	2	114
00	→ Through-Right	404	1	151	200	1	114
Ë	Right	49	0	49	86	0	86
AS	Left-Through-Right	43	0	49	00	0	00
ш			0			0	
۵	✓ Left	372	2	205	590	2	325
STBOUND	₹ Left-Through	470	0		400	0	6.1-
ğ	← Through	178	2	89	489	2	245
2	Through-Right	0.47	0	100		0	
ES	Right	817	2	153	942	2	153
WE	Left-Through-Right Left-Right		0			0	
	,	N	orth-South:	1040	N	orth-South:	802
	CRITICAL VOLUMES		East-West:	356		East-West:	439
			SUM:	1396		SUM:	1241
	VOLUME/CAPACITY (V/C) RATIO:			1.015			0.903
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.915			0.803
	LEVEL OF SERVICE (LOS):			E			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	- yang baran	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 3 EB 0	SB WB	3 0 0 3 2 0	NB 3 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	↑ Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	3397	4	849	2264	4	566
里	↑ Through-Right		0			0	
R	Right	790	1	604	390	1	137
Q	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
0	Left	145	2	80	65	2	36
SOUTHBOUND			0			0	
9	↓ Through	1512	4	378	2544	4	636
Ŷ.	← Through-Right		0			0	
Ė	<ul><li> √ Right</li></ul>	0	0	0	0	0	0
2	← Left-Through-Right		0			0	
S			0			0	
	J Left	0	0	0	0	0	0
₽			0	Ĭ		0	Ĭ
EASTBOUND	→ Through	0	0	0	0	0	0
8	→ Through-Right		0			0	*
ST	Right	0	0	0	0	0	0
š	→ Left-Through-Right		0			0	
ш	- ↓ Left-Right		0			0	
	✓ Left	338	2	186	460	2	253
9		000	0	100	100	0	200
5	← Through	0	0	0	0	0	0
BC	← Through-Right	· ·	0	J		0	Ü
WESTBOUND	Right	44	1	0	77	1	41
ij	Left-Through-Right	77	0	0	1.1	0	71
>	├ Left-Right		0			Ö	
			orth-South:	929	N	orth-South:	636
	CRITICAL VOLUMES		East-West: SUM:	186 1115		East-West: SUM:	253 889
	VOLUME/CAPACITY (V/C) RATIO:			0.782			0.624
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.524
	LEVEL OF SERVICE (LOS):		į			i	
	LEVEL OF SERVICE (LOS).			В		- :	Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	the state of the s	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	10 0 898	0 1 0 0 1 0	10 10 0	44 3 410	0 1 0 0 1 0	44 <b>47</b> 0
QNC	↓ Left Left-Through	4	0 0	4	1	0 0	1
SOUTHBOUND	<ul> <li>↓ Through</li> <li>↓ Through-Right</li> <li>↓ Right</li> <li>↓ Left-Through-Right</li> <li>↓ Left-Right</li> </ul>	1	0 0 0 1	0	0	0 0 0 1	0
	ر ال	1	1	1	2	1	2
EASTBOUND	<ul> <li>         ∴ Left-Through</li></ul>	1545 15	0 1 1 0	<b>780</b>	637 43	0 1 1 0	<b>340</b> 43
EAS	Left-Right	13	0	10	45	0	43
DUND	<ul><li>✓ Left</li><li>✓ Left-Through</li><li>✓ Through</li></ul>	367 576	1 0 1	<b>367</b> 289	1026 1537	1 0 1	<b>1026</b> 770
WESTBOUND	Through-Right Right Left-Through-Right Left-Right	2	1 0 0 0	2	2	1 0 0 0	2
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1147 1162	N	orth-South: East-West: SUM:	48 1366 1414
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.815 <b>0.715</b>			0.992 <b>0.892</b>
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right  ↑ Left-Right	374 0 27	2 0 0 0 1 0	<b>206</b> 0	1130 0 72	2 0 0 0 1 0	<b>622</b> 0 72
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	0 2024 0	0 0 2 0 0 0	0 <b>1012</b> 0	0 815 0	0 0 2 0 0 0	<b>0</b> 408 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	126 500 0	0 1 1 0 0 0	<b>126</b> 500 0	136 1405 0	0 1 1 0 0 0	136 <b>975</b> 0
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		orth-South: East-West: SUM:	206 1138 1344 0.896 <b>0.796</b>		orth-South: East-West: SUM:	622 975 1597 1.065 <b>0.965</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

	3 - 9 - 1	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 0 0	0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Through-Right  Left-Right	127 0 36	1 0 1 1 0 0	<b>127</b> 0 36	111 4 61	1 0 1 1 0 0	<b>111</b> 4 61
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1828 1021	0 0 3 0 2 0	0 <b>609</b> 562	788 360	0 0 3 0 2 0	0 263 198
WESTBOUND	✓ Left ✓ Left-Through ← Through  Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	115 614 0	1 0 2 0 0 0	115 307 0	329 1568 0	1 0 2 0 0 0	329 <b>784</b> 0
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		orth-South: East-West: SUM:	127 724 851 0.567 <b>0.467</b>	N	orth-South: East-West: SUM:	111 784 895 0.597 <b>0.497</b>

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

	ya a baasi	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	193 313 125	1 1 0 1 0 0 0	106 <b>438</b> 125	292 258 46	1 1 0 1 0 0 0	161 <b>304</b> 46
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	90 0 177	1 0 0 0 1 0	90 0 0	169 0 565	1 0 0 0 1 0	169 0 <b>450</b>
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	519 1430 0	1 0 2 0 0 0	<b>519</b> 715 0	231 663 0	1 0 2 0 0 0	231 332 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ✓ Left-Through-Right ← Left-Right	0 347 345	0 0 2 0 1 0	0 174 <b>300</b>	0 1026 294	0 0 2 0 1 0	0 <b>513</b> 210
	CRITICAL VOLUMES		orth-South: East-West: SUM:	528 819 1347	N	orth-South: East-West: SUM:	754 744 1498
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.945 0.845 D			1.051 0.951 E

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

	San district	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 2	SB WB	3 0 0 0 2 0	NB 0 EB 2	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	17 1178 9	1 0 1 1 0 0	17 <b>594</b> 9	23 1101 12	1 0 1 1 0 0	23 <b>557</b> 12
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>→ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 488 853	0 0 1 1 1 0	0 <b>447</b> 0	0 473 770	0 0 1 1 1 0	0 <b>414</b> 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	501 1004 0	2 0 2 0 0 0	<b>276</b> 502	704 1124 0	2 0 2 0 0 0	<b>387</b> 562
	CRITICAL VOLUMES		orth-South: East-West: SUM:	594 723 1317	N	orth-South: East-West: SUM:	557 801 1358
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.924 0.824 D			0.953 0.853 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

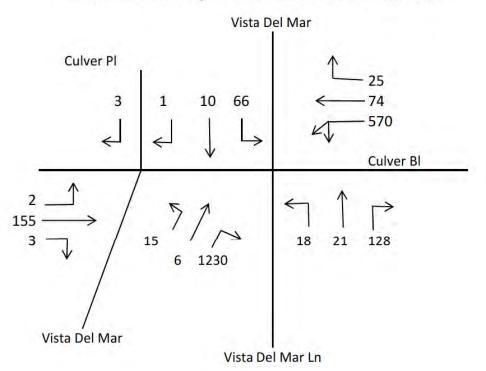
Count Date: Analyst: RA Date: 6/17/205

	yan tarah	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 0 0 0 2 0	NB 0 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↑ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	613 1418 594	1 1 1 0 1 0	613 <b>709</b> 594	572 1081 433	1 1 1 0 1 0 0	<b>551</b> 551 433
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	34 507 0	1 0 2 0 0 0	<b>34</b> 254 0	25 462 0	1 0 2 0 0 0	25 231 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 766 39	0 0 2 1 0 0	0 <b>268</b> 39	0 1288 56	0 0 2 1 0 0	0 <b>448</b> 56
	CRITICAL VOLUMES		orth-South: East-West: SUM:	709 302 1011	N	orth-South: East-West: SUM:	551 473 1024
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.709 <b>0.609</b> <b>B</b>			0.719 <b>0.619</b> <b>B</b>

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALT1 - PROPOSED PROJECT) AM PEAK HOUR

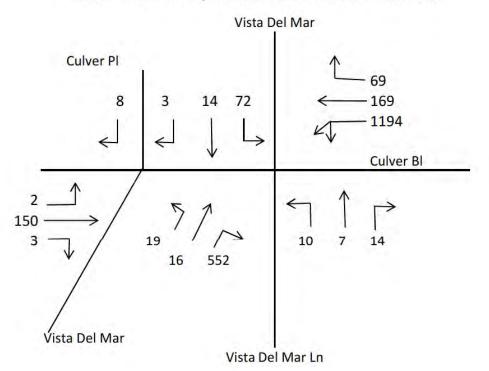
#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1.  $570 \times 0.55$  or (74 + 25)
- 2. (15 + 6 + 1230) x 0.55
- 3. (2 + 155 + 3)
- 4. 66 + (18 + 21 + 128) or 18 + (66 + 10 + 1)

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALT1 - PROPOSED PROJECT) PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



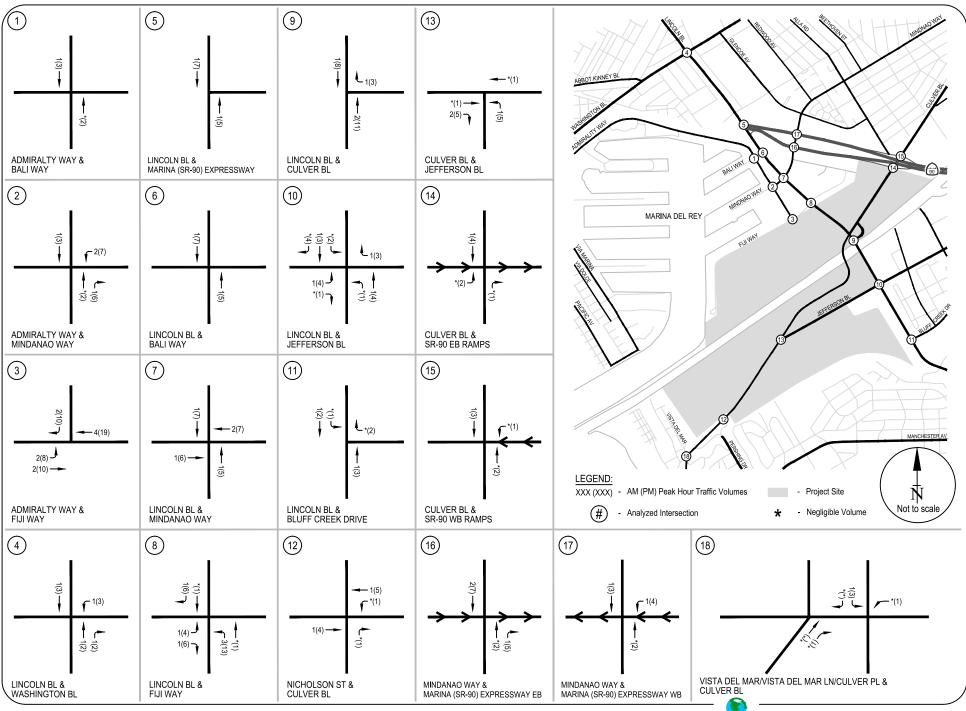
- 1. 1194 x 0.55 or (169 + 69)
- 2. (19 + 16 + 552) x 0.55
- 3. (2 + 150 + 3)
- 4. 72 + (10 + 7 + 14) or 10 + (72 + 14 + 3)

#### **APPENDIX I**

Level of Service Worksheets

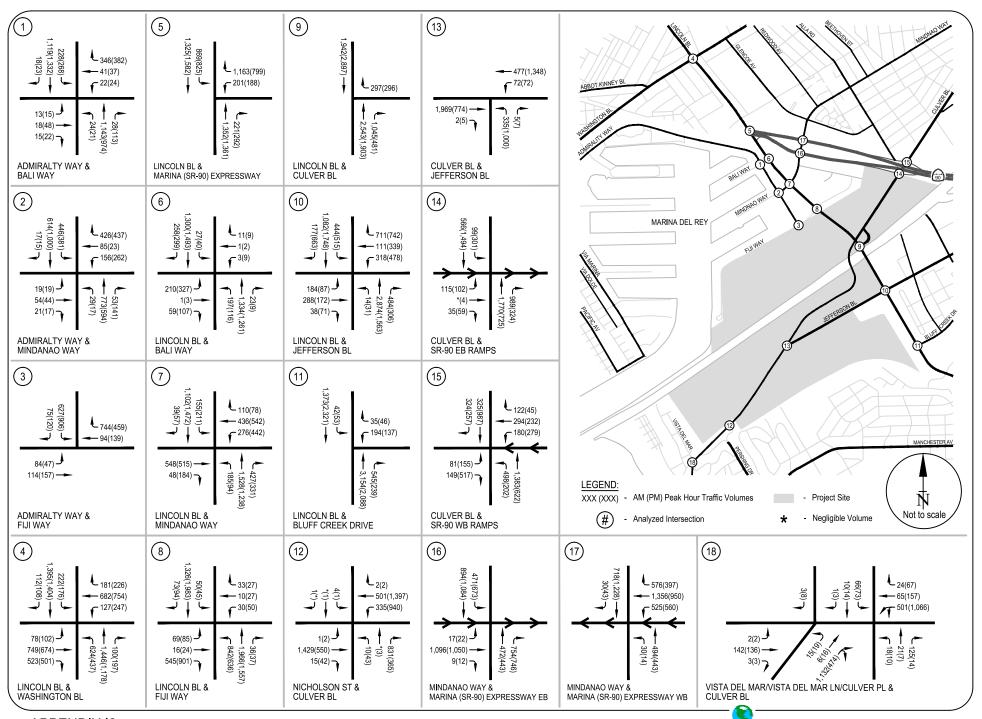
Existing (2015) plus Project – Alternative 2 Conditions

Cumulative (2023) plus Project – Alternative 2 Conditions

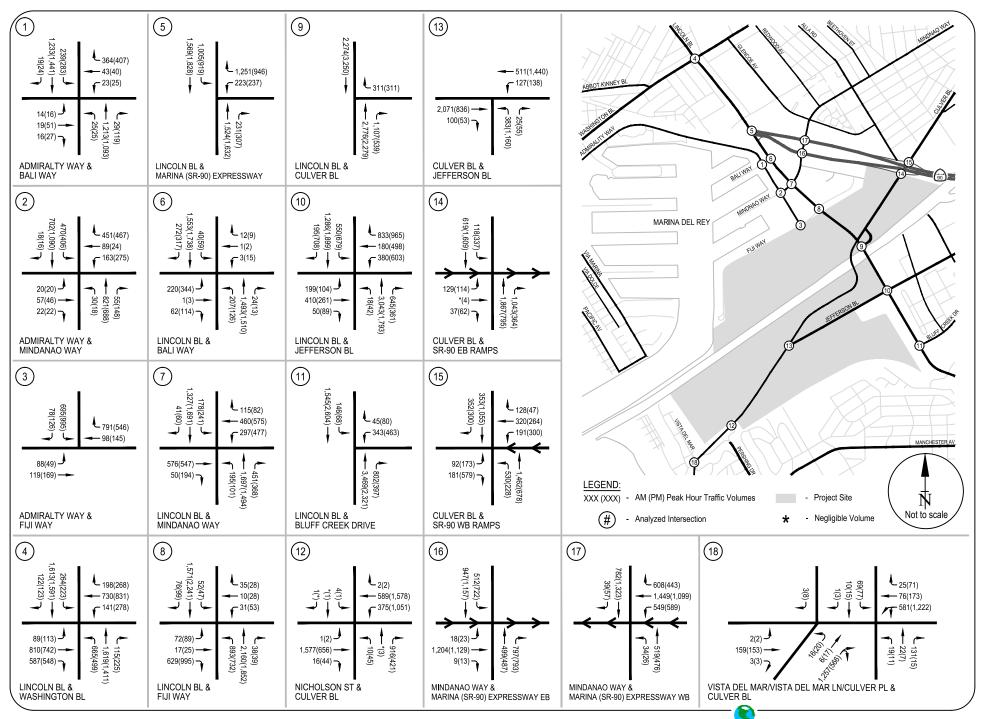


APPENDIX I1
ALTERNATIVE 2 PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES
H-302

RAJU Associates, Inc.



APPENDIX 12
EXISTING (2015) PLUS PROJECT - ALTERNATIVE 2 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU ASSOCIATES, Inc.



APPENDIX 13
CUMULATIVE (2023) PLUS PROJECT - ALTERNATIVE 2 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU ASSOCIATES, Inc.
H-304





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		АМ	PEAK HOUR		PN	PEAK HOU	R
ŗ	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	NB 0 EB 0	SB WB	3 0 0 3 2	NB 0 EB 0	SB WB	3 0 0 3 2
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through-Right  Right  Left-Through-Right  Left-Right	24 1143 28	1 0 1 1 0 0	24 <b>586</b> 28	21 974 113	1 0 1 1 0 0	21 <b>544</b> 113
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	228 1119 18	1 0 1 1 0 0	<b>228</b> 569 18	268 1332 23	1 0 1 1 0 0	268 678 23
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	13 18 15	0 1 0 1 0 0	13 30 30	15 48 22	0 1 0 1 0 0	15 50 50
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	22 41 346	1 0 0 1 1 0	22 <b>194</b> 0	24 37 382	1 0 0 1 1 0	24 210 0
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	814 207 1021	N	orth-South: East-West: SUM:	812 225 1037
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.716 <b>0.616</b> <b>B</b>			0.728 <b>0.628</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San all control	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>♣ Through-Right</li> <li>← Right</li> </ul>	29 773 53	1 0 1 1	29 <b>413</b> 53	17 594 141	1 0 1 1	17 <b>368</b> 141
NOR	← Left-Through-Right ← Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	446 614 17	1 0 1 1 0 0	<b>446</b> 316 17	381 1000 15	1 0 1 1 0 0	<b>381</b> 508 15
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	19 54 21	1 0 0 1 0 0	19 <b>75</b> 0	19 44 17	1 0 0 1 0 0	19 <b>61</b> 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	156 85 426	1 1 0 0 1 0	<b>121</b> 121 0	262 23 437	1 1 0 0 1 0	143 143 56
	CRITICAL VOLUMES		orth-South: East-West: SUM:	859 196 1055	N	orth-South: East-West: SUM:	749 204 953
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.767 <b>0.667</b> <b>B</b>			0.693 <b>0.593</b> A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

1		AN	I PEAK HOU	R	PN	I PEAK HOU	2
F	No. of Phases   Opposed Ø'ing: N/S-1, E/W-2 or Both-3?   NB 0   SB   EB 0   WB   3   EB 0   WB   3   EB 0   WB   2   O   WB   3   EB 0   WB 0   EB	SB WB	2 0 0 3 2 0				
	MOVEMENT	Volume	design of the		Volume	24 30 30 30 5	Lane Volume
NORTHBOUND	Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right	0	0 0 0 0	0	0	0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	<ul> <li>Left-Through</li> <li>Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>	0	0 0 0 1 0	0	0	0 0 0 1 0	<b>498</b> 0 97
	ح Left	84	1	84	47	1	47
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	114 0	0 2 0 0 0	57 0	157 0	0 2 0 0 0	79 0
_		0	0	0	0	0	0
STBOUND	<ul><li></li></ul>	94	0 1 0	94	139	0 1 0	139
WES.	Right Left-Through-Right Left-Right	744	1 0 0	399	459	1 0 0	0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	345 483 828	N	orth-South: East-West: SUM:	498 186 684
	VOLUME/CAPACITY (V/C) RATIO:			0.552			0.456
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.452 A			0.356 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San	AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↑ Left	624 1446	2 0 2 1	<b>343</b> 515	437 1178	2 0 2 1	<b>240</b> 458
NOR	<ul><li></li></ul>	100	0 0 0	100	197	0 0 0	197
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right	222 1395 112	2 0 2 1 0	122 <b>502</b> 112	176 1404 108	2 0 2 1 0	97 <b>504</b> 108
	→ Left-Right   → Left	78	2	43	102	2	56
EASTBOUND		74 <mark>9</mark> 523	0 2 0 1	<b>375</b> 180	674 501	0 2 0 1 0	<b>337</b> 261
	-		0			0	
STBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>♣ Through-Right</li> </ul>	127 682	2 0 2 0	<b>70</b> 341	247 754	2 0 2 0	<b>136</b> 377
WEST	Right Left-Through-Right Left-Right	181	1 0 0	59	226	1 0 0	129
	CRITICAL VOLUMES		orth-South: East-West: SUM:	845 445 1290	N	orth-South: East-West: SUM:	744 473 1217
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.938 <b>0.838</b>			0.885 <b>0.785</b>
	LEVEL OF SERVICE (LOS):			D		- 1	С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PN	I PEAK HOU	₹
1	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	WB  Volume  No. of Lanes  0 0 0 1361 2 11 292 0 0 0 0 825 2 0 0 1582 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	12 (10 - 10 10 10 10 10 10 10 10 10 10 10 10 10	Lane Volume
D	Left	0	0	0	0		0
NORTHBOUND	← Left-Through	1050	0		1001	1	
30	↑ Through	1352	2	524	1361		551
E	Through-Right	201	1				
R	→ Right	221	0	221	292		292
N	Left-Through-Right		0				
	← Left-Right		0			0	
_	Left	869	2	478	825	2	454
SOUTHBOUND			0			0	
0	Through	1325	3	442	1582	3	527
띺	← Through-Right		0			0	
5	ب Right	0	0	0	0		0
00	← Left-Through-Right		0				
.,	∠ Left-Right		0			0	
	J Left	0	0	0	0	0	0
9			0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
BC	→ Through-Right	1911	0			0	
ST	Right	0	0	0	0	0	0
EA			0			0	
	-		0			0	
	√ Left	201	2	111	188	2	103
9	₩ Left-Through	201	0	111	100	0	100
WESTBOUND	← Through	0	0	0	0	0	0
BC	← Through-Right		Ö			0	
ST	Right	1163	2	162	799	2	0
NE NE	Left-Through-Right	2.33	0	100		0	
	├ Left-Right		0			0	
	CRITICAL VOLUMES	N	lorth-South: East-West: SUM:	1002 162 1164	N	orth-South: East-West: SUM:	1005 103 1108
	VOLUME/CAPACITY (V/C) RATIO:		SOIVI.	0.817		SOIVI.	0.778
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.817			0.778
100	LEVEL OF SERVICE (LOS):	1.0		C.717			В
	DEMARKS:			U			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way
Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

	Solution 1	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	Left	197	1	197	116	1	116
NORTHBOUND	← Left-Through		0			0	100
S S	↑ Through	1334	2	452	1261	2	423
풀	Through-Right		1	20.00		1	
R	Right	23	0	23	9	0	9
9	← Left-Through-Right		0			0	
_	Left-Right	ļ.	0			0	
0	└- Left	27	1	27	40	1	40
Z	▶ Left-Through		0			0	
ğ	Through	1300	2	519	1493	2	597
里	← Through-Right		1			1	
SOUTHBOUND	→ Right	258	0	258	299	0	299
Ö	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
	ے Left	210	1	106	327	1	165
EASTBOUND	→ Left-Through		1			1	
S	→ Through	1	0	106	3	0	165
ĕ	→ Through-Right		0			0	
S	Right	59	1	0	107	1	49
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right	l i	0			0	
		3	0	3	9	0	9
STBOUND			0			0	
DC	← Through	1	0	15	2	0	20
B	← Through-Right		0			0	
S	Right	11	0	0	9	0	0
WE	Left-Through-Right		1			1	
	├─ Left-Right		0		3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	716 121 837	N	orth-South: East-West: SUM:	713 185 898
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ .		0.609		20	0.653
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.553
	LEVEL OF SERVICE (LOS):			A		į	A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	and the property of the same		•	- W. N. C. C.			
		AN	I PEAK HOU	R	PN	PEAK HOU	R
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3?	<b>NB</b> 3	SB	4 0 0	NB 3	SB	4 0 0
	ATSAC-1 or ATSAC+ATCS-2?  Override Capacity	EB 0	WB	0 2 0	EB 0	WB	0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Q	↑ Left	185	1	185	94	1	94
NORTHBOUND	→ Left-Through		0			0	
S S	↑ Through	1528	3	509	1238	3	413
置	Through-Right	407	0	075	004	0	
R	→ Right	427	1	275	331	1	88
N	Left-Through-Right		0			0	
	Left-Right		0			0	
0	└ Left	155	1	155	211	1	211
Ĭ	→ Left-Through		0			0	
SOUTHBOUND	Through	1102	2	380	1472	2	510
里	→ Through-Right		1			1	
7	→ Right	39	0	39	57	0	57
So	← Left-Through-Right  ↓ Left-Right		0			0	
	Leit-Right		U			U	
	J Left	0	0	0	0	0	0
S			0			0	
EASTBOUND	→ Through	548	1	298	515	1	350
Ιğ	<b>◯</b> Through-Right		1			1	
St	Right	48	0	48	184	0	184
D	Left-Through-Right		0			0	
	-		0			0	
7.0	√ Left	276	2	152	442	2	243
Q.		2.0	0			0	
WESTBOUND	← Through	436	1	273	542	1	310
TB	← Through-Right		1			1	
S	Right	110	0	110	78	0	78
3	Left-Through-Right		0			0	
	├ Left-Right	N/	orth-South:	664		orth-South:	624
1	CRITICAL VOLUMES		East-West:	450	, N	East-West:	593
_			SUM:	1114		SUM:	1217
	VOLUME/CAPACITY (V/C) RATIO:			0.810			0.885
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.785
•	LEVEL OF SERVICE (LOS):						
,	LEVEL OF SERVICE (LOS):			С		- 1	С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PN	PEAK HOU	R
ı	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	NB 0 EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Q	↑ Left	842	2 0	463	636	2	350
NORTHBOUND	↑ Through	1966	2	667	1557	2	531
里	Through-Right	20	1	200	27	1	0.7
OR	├─ Right ↓ Left-Through-Right	36	0	36	37	0	37
Ž	Left-Right		0			0	
	└ Left	50	1	50	45	1	45
N.	→ Left-Through		0			0	
BOI	↓ Through	1326	2 1	466	1983	2	692
E	← Through-Right     ✓ Right	73	0	73	94	0	94
SOUTHBOUND	← Left-Through-Right		0			0	
	↓ Left-Right		0			0	
0	→ Left	69	1	69	85	1	85
N N	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	16	0 1	16	24	0	24
BO	→ Through-Right	10	0	10	24	0	24
EASTBOUND	Right	545	1	0	901	1	0
E	→ Left-Through-Right → Left-Right		0			0	
9	<ul><li>✓ Left</li><li>✓ Left-Through</li></ul>	30	0	30	50	0	50
ESTBOUND	← Through	10	0	43	27	0	54
TB	Through-Right	20	1		07	1	
WES	Right Left-Through-Right	33	0	0	27	0	0
>	├─ Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West:	929 112	N	orth-South: East-West:	1042 139
	VOLUME CARACTER AND TAXABLE		SUM:	1041		SUM:	1181
100	VOLUME/CAPACITY (V/C) RATIO:			0.731			0.829
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.729
	LEVEL OF SERVICE (LOS):			В			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PN	PEAK HOU	R
i	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	NB 0 EB 0	SB WB	2 0 0 0 2	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	2543	2	1196	1903	2	795
풀	Through-Right	130000	1			1	
R	Right	1045	0	1045	481	0	481
9	← Left-Through-Right		0			0	
	<b>←</b> Left-Right		0			0	
0	└- Left	0	0	0	0	0	0
Ξ			0			0	
SOUTHBOUND	↓ Through	1942	2	971	2897	2	0
里	← Through-Right		0			0	
5	<i>Ų</i> Right	0	0	0	0	0	0
Ö	← Left-Through-Right		0			0	
0,	↓ Left-Right		0			0	
	ح Left	0	0	0	0	0	0
EASTBOUND			0			0	
$\overline{\mathbf{z}}$	→ Through	0	0	0	0	0	0
BO	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	-		0			0	
	√ Left	0	0	0	0	0	0
9			0			0	
WESTBOUND	← Through	0	0	0	0	0	0
BC	← Through-Right		0			0	
ST	Right	297	2	163	296	2	163
NE.	Left-Through-Right		0			0	
			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1196 163 1359	N	orth-South: East-West: SUM:	795 163 958
	VOLUME/CAPACITY (V/C) RATIO:		20	0.906		20	0.639
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.539
						į	
	LEVEL OF SERVICE (LOS):			D			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	See the second	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Δ	↑ Left ↓ Left-Through	14	1 0	14	31	1 0	31
Bou	↑ Through  ↑ Through-Right	2874	4	719	1563	4	391
NORTHBOUND	→ Right → Left-Through-Right → Left-Right	484	1 0 0	309	306	1 0 0	43
9	↓ Left ↓ Left-Through	444	2 0	244	515	2 0	283
IBOUI	↓ Through	1082	4	271	1748	4 0	437
SOUTHBOUND	→ Right → Left-Through-Right → Left-Right	177	1 0 0	0	663	1 0 0	576
	Ĵ Left	184	1	184	87	1	87
OUND	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	288	0 2	109	172	0 2	81
EASTBOUND	→ Through-Right → Right → Left-Through-Right → Left-Right	38	1 0 0 0	38	71	1 0 0 0	71
		0.10					
QND	<ul><li>✓ Left</li><li>✓ Left-Through</li><li>← Through</li></ul>	318 111	2 0 2	175 56	478 339	2 0 2	<b>263</b> 170
WESTBOUND	Through-Right Right Left-Through-Right	711	0 2 0	147	742	0 2 0	125
	├─ Left-Right  CRITICAL VOLUMES		0 orth-South: East-West: SUM:	963 331 1294	N	0 orth-South: East-West: SUM:	674 344 1018
	VOLUME/CAPACITY (V/C) RATIO:		SOW.	0.941		30W.	0.740
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.841 D			0.640 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	PEAK HOU	₹	PN	PEAK HOU	R
F	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	NB 3 EB 0	SB WB	3 0 0 3 2	NB 3 EB 0	SB WB	3 0 0 3 2 0
7	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through	2.5.	0			0	
ğ	↑ Through	3154	4	789	2088	4	522
<u></u> 문	Through-Right		0			0	
7	Right	545	1	438	239	1	164
ō	← Left-Through-Right		0			0	
2			0			0	
_	└ Left	42	2	23	53	2	29
불			0			0	-
2	↓ Through	1373	4	343	2321	4	580
Ÿ	← Through-Right	3000	0			0	
SOUTHBOUND	<ul><li> √ Right</li></ul>	0	0	0	0	0	0
2	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	J Left	0	0	0	0	0	0
	Left-Through	U	0	·		0	Ü
EASTBOUND	→ Through	0	0	0	0	0	0
8	→ Through-Right	U	0		0	0	•
Ë	Right	0	0	0	0	0	0
A	Left-Through-Right	U	0	· ·		0	U
ш			0			0	
	,	404	2	407	107	2	75
	γ Left	194	2	107	137	2	75
WESTBOUND	← Through	0	0	0	0	0	0
8	← Through-Right	U	0	U	U	0	Ü
3TE	Right	35	1	12	46	1	17
Ĕ	Left-Through-Right	33	0	12	40	0	1.7
5	Left-Right		0			0	
	,g	N/	orth-South:	812	N	orth-South:	580
	CRITICAL VOLUMES		East-West:	107	/*	East-West:	75
			SUM:	919		SUM:	655
1 7 21	VOLUME/CAPACITY (V/C) RATIO:			0.645			0.460
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.360
	LEVEL OF SERVICE (LOS):			A			A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	So a second	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	10 0 831	0 1 0 0 1 0	10 10 0	43 3 365	0 1 0 0 1 0	43 46 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 1	4 <b>5</b> 0	1 1 0	0 0 0 0 0 1	1 2 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>→ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	1 1429 15	1 0 1 1 0 0	1 <b>722</b> 15	550 42	1 0 1 1 0 0	2 296 42
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	335 501 2	1 0 1 1 0 0	335 252 2	940 1397 2	1 0 1 1 0 0	940 700 2
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	15 1057 1072 0.752	N	orth-South: East-West: SUM:	47 1236 1283 0.900
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.752 0.652 B			0.800 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	- San Marian	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	335	2	184	1000	2	550
NORTHBOUND	← Left-Through		0			0	
ا <sub>ت</sub>	↑ Through	0	0	0	0	0	0
- 무	Through-Right		0			0	
7	Right	5	1	5	7	1	7
<u>o</u>	← Left-Through-Right		0			0	
	→ Left-Right	L	0			0	
ا م	└ Left	0	0	0	0	0	0
SOUTHBOUND			0			0	
3 I	↓ Through	0	0	0	0	0	0
<b>P</b>	← Through-Right		0			0	
ĘΙ	<ul><li>✓ Right</li></ul>	0	0	0	0	0	0
٥ ا	← Left-Through-Right		0			0	
ဟ	→ Left-Right		0			0	
	J Left	0	0	0	0	0	0
9			0			0	
EASTBOUND	→ Through	1969	2	985	774	2	387
BC	<b>☆</b> Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A I	★ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	72	0 :	72	72	0	72
9		12	1		12	1	
<u> </u>	← Through	477	1	455	1348	1	818
WESTBOUND	Through-Right		0			0	
ST	Right	0	0	0	0	0	0
Ä	Left-Through-Right		0			0	
>			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	184 1057 1241	N	orth-South: East-West: SUM:	550 818 1368
	VOLUME/CAPACITY (V/C) RATIO:		30,,,,	0.827		30111.	0.912
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.812
•/							
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	115 0 35	1 0 1 1 0 0	115 0 35	102 4 59	1 0 1 1 0 0	<b>102</b> 4 59
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>→ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1770 989	0 0 3 0 2 0	0 <b>590</b> 544	0 725 324	0 0 3 0 2 0	0 242 178
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	99 566 0	1 0 2 0 0 0	99 283 0	301 1494 0	1 0 2 0 0 0	301 <b>747</b> 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	115 689 804 0.536	N	orth-South: East-West: SUM:	102 747 849 0.566
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.436 A			0.466 A

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

	and the second second	AN	I PEAK HOU	HOUR PM PEAK HOU			R	
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		NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
0	↑ Left	180	1	99	279	1	153	
NORTHBOUND	← Left-Through		1			1		
ğ	↑ Through	294	0	416	232	0	277	
里	↑ Through-Right		1			1		
R	→ Right	122	0	122	45	0	45	
9	← Left-Through-Right		0			0		
_	→ Left-Right		0			0		
0	└ Left	81	1	81	155	1	155	
SOUTHBOUND			0			0		
ಠ	↓ Through	0	0	0	0	0	0	
뛰	← Through-Right		0			0		
5	→ Right	149	1	0	517	1	416	
ō	← Left-Through-Right		0			0		
0,	↓ Left-Right		0			0		
	ے Left	498	1	498	202	1	202	
물	→ Left-Through		0			0		
EASTBOUND	$\rightarrow$ Through	1383	2	692	622	2	311	
ĕ	→ Through-Right		0			0		
S	Right	0	0	0	0	0	0	
A	Left-Through-Right		0			0		
_	- ✓ Left-Right		0			0		
	✓ Left	0	0	0	0	0	0	
			0			0		
WESTBOUND	← Through	325	2	163	987	2	494	
ğ	Through-Right		0			0		
S	Right	324	1	284	257	1	180	
NE NE	Left-Through-Right		0			0		
		3	0		3	0		
CRITICAL VOLUMES		North-South: East-West: SUM:		497 782 1279	North-South: East-West: SUM:		693 696 1389	
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.975	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.875	
7.	LEVEL OF SERVICE (LOS):		į					
	LEVEL OF SERVICE (LOS):			С			D	

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PM PEAK HOUR		
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		NB 0 EB 2	SB WB	3 0 0 0 2 0	NB 0 EB 2	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	0 0 0	0 0 0 0 0	0 0	0 0 0	0 0 0 0 0	0 0
	Y Leit-Right		U			U	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	17 1096 9	1 0 1 1 0 0	17 <b>553</b> 9	22 1050 12	1 0 1 1 0 0	22 <b>531</b> 12
	ح Left	0	0	0	0	0	0
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	472 754	0 1 1 1 0	<b>409</b> 0	443 746	0 1 1 1 0 0	<b>396</b>
	√ Left	471	2	259	673	2	370
STBOUND	<ul><li></li></ul>	894	0 2 0	447	1084	0 2 0	542
WES	Right Left-Through-Right Left-Right	0	0 0 0	0	0	0 0 0	0
CRITICAL VOLUMES		North-South: East-West: SUM:		553 668 1221	North-South: East-West: SUM:		531 766 1297
	VOLUME/CAPACITY (V/C) RATIO:			0.857			0.910
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.757 C			0.810 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

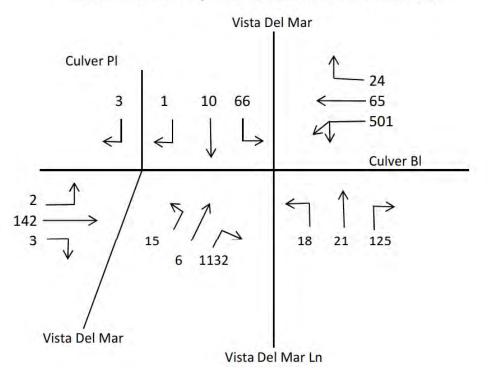
Count Date: Analyst: RA Date: 6/17/205

	20.0	AN	PEAK HOU	DUR PM PEAK HOUR			R
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		NB 0 EB 0	SB WB	3 0 0 0 2 0	NB 0 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	525 1356 576	1 1 1 0 1 0	525 <b>678</b> 576	560 950 397	1 1 1 0 1 0	<b>503</b> 503 397
	Left						0
SOUTHBOUND	Left  Left-Through  ✓ Through  ✓ Through-Right  ✓ Right  ✓ Left-Through-Right  ✓ Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
	ے Left	30	1	30	14	1	14
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	494 0	0 2 0 0 0	247 0	443 0	0 2 0 0 0	222
_		0	0	0	0	0	0
STBOUND		718	0 2 1	249	1228	0 2 1	424
WES.	Right  Left-Through-Right  Left-Right	30	0 0 0	30	43	0 0 0	43
CRITICAL VOLUMES		North-South: East-West: SUM:		678 279 957	North-South: East-West: SUM:		503 438 941
	VOLUME/CAPACITY (V/C) RATIO:	1		0.672			0.660
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.572 A			0.560 A

REMARKS:

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 2 CONDITIONS AM PEAK HOUR

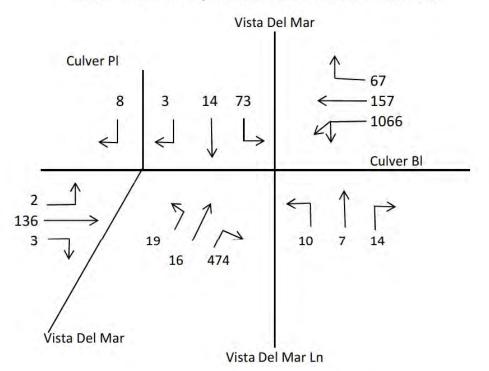
#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1.  $501 \times 0.55$  or (65 + 24)
- 2. (15 + 6 + 1132) x 0.55
- 3. (2 + 142 + 3)
- 4. 66 + (18 + 21 + 125) or 18 + (66 + 10 + 1)

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 2 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1066 x 0.55 or (157 + 67)
- 2. (19 + 16 + 474) x 0.55
- 3. <u>(2 + 136 + 3)</u> 2
- 4. 73 + (10 + 7 + 14) or 10 + (73 + 14 + 3)





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUR	2	R		
RIGHT TURNS: FREE-1, NR TUR-2 or ULA-3?		NB 0	SB	3 0 0	NB 0	SB	3 0 0
		<b>EB</b> 0	WB	3 2 0	<b>EB</b> 0	WB	3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	C Left	25	1	25	25	1	25
NORTHBOUND	← Left-Through	45.00	0			0	
SO.	↑ Through	1213	1	621	1093	1	606
Ξ	Through-Right		1			1	4.15
R	Right	29	0	29	119	0	119
S	← Left-Through-Right		0			0	
T. T.	→ Left-Right		0			0	
0	└ Left	239	1	239	283	1	283
Z			0			0	
SOUTHBOUND	Through	1233	1	626	1441	1	733
표	→ Through-Right		1			1	
7	Right	19	0	19	24	0	24
So	← Left-Through-Right		0			0	
37	↓ Left-Right		0			0	
	ے Left	14	0	14	16	0	16
EASTBOUND	→ Left-Through		1			1	
C	→ Through	19	0	32	51	0	55
B	<b>◯</b> Through-Right		1			1	
18	Right	16	0	32	27	0	55
E/	Left-Through-Right		0			0	
	-		0			0	
-	← Left	23	1	23	25	1	25
WESTBOUND			0			0	
D	← Through	43	0	204	40	0	224
В	← Through-Right		1			1	
S	Right	364	1	0	407	1	0
<u>×</u>	Left-Through-Right	- 1	0			0	
	├─ Left-Right		0			0	
CRITICAL VOLUMES		North-South:		860	North-South:		889
			East-West:	218		East-West:	240
	VOLUME/CARACITY (1/O) RATIO		SUM:	1078		SUM:	1129
	VOLUME/CAPACITY (V/C) RATIO:			0.756			0.792
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	9-9-2	AN	I PEAK HOU	R	PN	1 PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	30	1	30	18	1	18
3	← Left-Through	620	0			0	
NORTHBOUND	↑ Through	821	1	438	688	1	418
罡	Through-Right		1			1	
R	Right	55	0	55	148	0	148
2	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
ا م	└- Left	470	1	470	406	1	406
Ξ			0			0	
SOUTHBOUND	↓ Through	702	1	360	1090	1	553
里	← Through-Right		1			1	
5	→ Right	18	0	18	16	0	16
Ö	← Left-Through-Right		0			0	
0,	↓ Left-Right		0			0	
	ے Left	20	1	20	20	1	20
9	→ Left-Through		0			0	
EASTBOUND	→ Through	57	0	79	46	0	68
B	→ Through-Right		1			1	
S	Right	22	0	0	22	0	0
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right	ļ i	0			0	
42.1	✓ Left	163	1	126	275	1	150
9			1			1	
WESTBOUND	← Through	89	0	126	24	0	150
ğ	Through-Right		0			0	
S	Right	451	1	0	467	1	61
NE I			0			0	
	├─ Left-Right		0		3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	908 205 1113	N	orth-South: East-West: SUM:	824 218 1042
	VOLUME/CAPACITY (V/C) RATIO:		SOW.	0.809		GOW.	0.758
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.709			
•//							0.658
	LEVEL OF SERVICE (LOS):			С		i	В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

	76 a 2 - 1	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	695 20 78	2 0 0 0 1 0	382 0 34	995 0 126	2 0 0 0 1 0	<b>547</b> 0 102
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	88 119 0	1 0 2 0 0 0	<b>88</b> 60 0	49 169 0	1 0 2 0 0 0	<b>49</b> 85 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 98 791	0 0 1 0 1 0	98 <b>409</b>	0 145 546	0 0 1 0 1 0	0 <b>145</b> 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	382 497 879	N	orth-South: East-West: SUM:	547 194 741
V/O	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.586 <b>0.486</b> <b>A</b>			0.494 0.394 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	-5/-9852	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right	665 1619 115	2 0 2 1 0	366 578 115	499 1411 225	2 0 2 1 0	274 545 225
SOUTHBOUND	Left-Right  Left  Left  Left-Through  Through-Right  Right  Left-Through-Right  Left-Right  Left-Right	264 1613 122	0 2 0 2 1 0 0	145 <b>578</b> 122	223 1591 123	0 2 0 2 1 0 0	123 <b>571</b> 123
EASTBOUND		89 810	2 0 2 0	49 <b>405</b>	113 742	2 0 2 0	62 <b>371</b>
EAS	Right Left-Through-Right Left-Right	587	1 0 0	221	548	1 0 0	274
STBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>♣ Through-Right</li> </ul>	141 730	2 0 2 0	<b>78</b> 365	278 831	2 0 2 0	<b>153</b> 416
WESTE	Right Left-Through-Right Left-Right	198	1 0 0	53	268	1 0 0	145
	CRITICAL VOLUMES		orth-South: East-West: SUM:	944 483 1427	N	orth-South: East-West: SUM:	845 524 1369
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			1.038 <b>0.938</b> E			0.996 <b>0.896</b> <b>D</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PN	I PEAK HOU	2
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? ght Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right	1524	0 0 2 1	585	1632	0 0 2 1	646
NOR	Right Left-Through-Right Left-Right	231	0 0 0	231	307	0 0 0	307
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right	1005 1569	2 0 3 0	<b>553</b> 523	919 1828	2 0 3 0	<b>505</b> 609
SOU	Left-Through-Right Left-Right	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					
EASTBOUND		0	0 0 0 0	0	0	0 0 0	0 <b>0</b>
EAST	Right Left-Through-Right Left-Right	0	0 0 0	0	0	0 0 0	0
SOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>♣ Through-Pight</li> </ul>	223 0	2 0 0	123 0	237	2 0 0	<b>130</b>
WESTBOUND	Through-Right Right Left-Through-Right Left-Right	1251	0 2 0 0	135	946	0 2 0 0	15
	CRITICAL VOLUMES	۸	lorth-South: East-West: SUM:	1138 135 1273	N	orth-South: East-West: SUM:	1151 130 1281
V/C	VOLUME/CAPACITY (V/C) RATIO: LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.893 0.793 C			0.899 0.799 C

REMARKS:





I/S#:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way
Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

	Santa La	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  Right  Left-Through-Right	207 1493 24	1 0 2 1 0	<ul><li>207</li><li>506</li><li>24</li></ul>	126 1510 13	1 0 2 1 0	<b>126</b> 508 13
	→ Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	40 1553 272	1 0 2 1 0 0	40 <b>608</b> 272	59 1738 317	1 0 2 1 0 0	59 <b>685</b> 317
	→ Left	220	1	111	344	1	174
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1 62	1 0 0 1 0	111	3 114	1 0 0 1 0	174 51
	√ Left	3	0	3	15	0	15
WESTBOUND	← Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right	1 12	0 0 0 0 1	<b>16</b>	2 9	0 0 0 0 1	<b>26</b> 0
	├─ Left-Right  CRITICAL VOLUMES		orth-South: East-West: SUM:	815 127 942	N	orth-South: East-West: SUM:	811 200 1011
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.735
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.585 A			0.635 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya aliga ali	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	Left	195	1	195	101	1	101
NORTHBOUND	← Left-Through		0	266		0	
8	↑ Through	1697	3	566	1494	3	498
풀	Through-Right		0	222		0	
조	Right	451	1	288	368	1	106
2	Left-Through-Right		0			0	
	→ Left-Right		0			0	
0	└ Left	178	1	178	241	1	241
Ξ			0			0	
SOUTHBOUND	↓ Through	1327	2	456	1691	2	584
里	← Through-Right		1			1	
5	ب Right	41	0	41	60	0	60
00	← Left-Through-Right		0			0	
٠,	↓ Left-Right		0			0	
0.00	ے Left	0	0	0	0	0	0
2	→ Left-Through		0			0	
EASTBOUND	→ Through	576	1	313	547	1	371
ĕ	→ Through-Right		1			1	
S	Right	50	0	50	194	0	194
Ы	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	✓ Left	297	2	163	477	2	262
S			0			0	7.5
2	← Through	460	1	288	575	1	329
B	← Through-Right		1			1	
WESTBOUND	Right	115	0	115	82	0	82
NE NE	Left-Through-Right		0			0	
			0		3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	744 476 1220	N	orth-South: East-West: SUM:	739 633 1372
	VOLUME/CAPACITY (V/C) RATIO:		301111	0.887		50	0.998
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.898
<del>-</del>	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way
Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No Right Control	AN	I PEAK HOU	R	PN	PEAK HOU	R
ı	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	NB 0 EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↑ Left-Through-Right  ↑ Left-Right	893 2160 38	2 0 2 1 0 0	733 38	732 1852 39	2 0 2 1 0 0	<b>403</b> 630 39
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	52 1571 76	1 0 2 1 0 0	52 <b>549</b> 76	47 2241 99	1 0 2 1 0 0	47 <b>780</b> 99
EASTBOUND	<ul> <li>J Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	72 17 629	1 0 1 0 1 0	<b>72</b> 17 0	89 25 995	1 0 1 0 1 0 0	89 25 0
WESTBOUND	✓ Left ✓ Left-Through ← Through  ↑ Through-Right  ↑ Right	31 10 35	0 1 0 1 0 0	31 <b>45</b> 0	53 28 28	0 1 0 1 0 0	53 <b>56</b> 0
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:  C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):		orth-South: East-West: SUM:	1040 117 1157 0.812 0.712 C	N	orth-South: East-West: SUM:	1183 145 1328 0.932 <b>0.832</b> <b>D</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya afirmil	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	0 2776 1107	0 0 2 1 0 0	0 <b>1294</b> 1107	0 2279 539	0 0 2 1 0 0	9 <b>39</b> 539
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 2274 0	0 0 2 0 0 0	<b>0</b> 1137 0	0 3250 0	0 0 2 0 0 0	<b>0</b> 0 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ✓ Left-Through-Right ← Left-Right	0 0 311	0 0 0 0 2 0	0 0 171	0 0 311	0 0 0 0 2 0	0 0 171
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1294 171 1465	N	orth-South: East-West: SUM:	939 171 1110
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.977 <b>0.877</b> <b>D</b>			0.740 <b>0.640</b> <b>B</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ye a grant	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	18	1	18	42	1	42
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	3043	4	761	1793	4	448
里	Through-Right		0			0	
7	Right	645	1	436	361	1	29
9	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
ا م	└ Left	550	2	303	679	2	373
۲			0			0	
SOUTHBOUND	↓ Through	1286	4	322	1899	4	475
<b>P</b>	← Through-Right		0			0	
ΕI	ال Right	195	1	0	708	1	604
5	← Left-Through-Right		0			0	
ဟ	→ Left-Right		0			0	
	J Left	199	1	199	104	1	104
₽	Left-Through	100	0	100	104	0	104
5	→ Through	410	2	153	261	2	117
စ္က	→ Through-Right	110	1		201	1	
EASTBOUND	Right	50	0	50	89	0	89
š	→ Left-Through-Right		0	00	00	0	00
ш	∠ Left-Right		0			Ö	
	√ Left	380	2	209	603	2	332
₽	₹ Left-Through	300	0	209	003	0	332
WESTBOUND	← Through	180	2	90	498	2	249
8	← Through-Right	100	0	90	490	0	243
E	Right	833	2	155	965	2	158
ŭ	Left-Through-Right	000	0	100	300	0	100
5	Left-Right		0			0	
	v ====================================	N	orth-South:	1064	N	orth-South:	821
	CRITICAL VOLUMES		East-West:	362		East-West:	449
_			SUM:	1426		SUM:	1270
	VOLUME/CAPACITY (V/C) RATIO:			1.037			0.924
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.824
	LEVEL OF SERVICE (LOS):		i	E			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Santa La	AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 3 EB 0	SB WB	3 0 0 3 2 0	NB 3 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through-Right</li> <li>← Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 3469 802	0 0 4 0 1 0	613	0 2321 397	0 0 4 0 1 0	580 142
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	146 1545 0	2 0 4 0 0 0	<b>80</b> 386 0	68 2604 0	2 0 4 0 0 0	37 <b>651</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
WESTBOUND	✓ Left ✓ Left-Through ← Through	343 0 45	2 0 0 0 1 0	189 0 0	463 0 80	2 0 0 0 1 0	255 0 43
	CRITICAL VOLUMES		orth-South: East-West: SUM:	947 189 1136	N	orth-South: East-West: SUM:	651 255 906
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		25	0.797 <b>0.697</b> <b>B</b>			0.636 0.536 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	See all the second	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Left-Through-Right	10 0 916	0 1 0 0 1	10 10 0	45 3 421	0 1 0 0 1	45 <b>48</b> 0
ž	Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 1	4 <b>5</b> 0	1 1 0	0 0 0 0 0 1	1 2 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1 1577 16	1 0 1 1 0 0	1 <b>797</b> 16	656 44	1 0 1 1 0 0	350 44
WESTBOUND	✓ Left ✓ Left-Through ← Through	375 589 2	1 0 1 1 0 0	375 296 2	1051 1578 2	1 0 1 1 0 0	<b>1051</b> 790 2
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1172 1187	N	orth-South: East-West: SUM:	49 1401 1450
V/O	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.833 0.733 C			1.018 0.918 E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya afaasi	AN	I PEAK HOU	R	PM	PEAK HOU	2
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	383 0 25	2 0 0 0 1 0	<b>211</b> 0 0	1160 0 55	2 0 0 0 1 0 0	<b>638</b> 0 55
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 2071 0	0 0 2 0 0 0	0 <b>1036</b> 0	0 836 0	0 0 2 0 0 0	<b>0</b> 418 0
WESTBOUND	✓ Left ✓ Left-Through ← Through	127 511 0	0 1 1 0 0 0	<b>127</b> 511	138 1440 0	0 1 1 0 0 0	138 <b>996</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	211 1163 1374	N	orth-South: East-West: SUM:	638 996 1634
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.916 0.816 D			1.089 0.989 E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

	San district	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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   Override Capacity	WB	2 0 0 0 2 0				
	MOVEMENT	Volume	design of the		Volume	The same of the sa	Lane Volume
NORTHBOUND	Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right	0	0 0 0 0	0	0	0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	<ul> <li>Left-Through</li> <li>Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>	0	0 1 1 0	0	4	0 1 1 0 0	114 4 62
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 1867 1043	0 0 3 0 2 0	0 <b>622</b> 574	0 795 364	0 0 3 0 2 0	<b>0</b> 265 200
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	118 619 0	1 0 2 0 0 0	118 310 0	337 1609 0	1 0 2 0 0 0	337 <b>805</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	129 740 869	N	orth-South: East-West: SUM:	114 805 919
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.579 0.479 A			0.613 0.513 A

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

	ya afirmil	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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  MOVEMENT  Left  Left-Through  ↑ Through  ↑ Through-Right  Right  ↓ Left-Through-Right  ↓ Left-Through-Right  ↓ Left-Through-Right  ↓ Left-Right	NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right	191 320 128	1 1 0 1 0 0 0	105 448 128	300 264 47	1 0 1 0 0 0	165 <b>311</b> 47
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	92 0 181	1 0 0 0 1 0	<b>92</b> 0	173 0 579	1 0 0 0 1 0	173 0 <b>465</b>
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	530 1462 0	1 0 2 0 0 0	<b>530</b> 731 0	228 678 0	1 0 2 0 0 0	228 339 0
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 353 352	0 0 2 0 1 0	0 177 <b>306</b>	0 1055 300	0 0 2 0 1 0	0 <b>528</b> 214
	CRITICAL VOLUMES		orth-South: East-West: SUM:	540 836 1376	N	orth-South: East-West: SUM:	776 756 1532
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.966 <b>0.866</b> <b>D</b>			1.075 <b>0.975</b> <b>E</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

			•	Wilde	9-2034677	3241200000000000000000000000000000000000	
		AN	I PEAK HOU		PN	I PEAK HOU	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	3 0 0	NB 0	SB	3 0 0
	ATSAC-1 or ATSAC+ATCS-2?  Override Capacity	EB 2	WB	0 2 0	<b>EB</b> 2	WB	0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	↑ Left	0	0	0	0	0	0
NORTHBOUND	✓ Left-Through		0			0	
ğ	↑ Through	0	0	0	0	0	0
罡	Through-Right		0			0	
2	Right	0	0	0	0	0	0
2	← Left-Through-Right		0			0	
	Left-Right		0			0	
_	└ Left	18	1	18	23	1	23
SOUTHBOUND			0			0	
5	↓ Through	1204	1	607	1129	1	571
里	→ Through-Right		1			1	
5	→ Right	9	0	9	13	0	13
ō	← Left-Through-Right		0			0	
0,	↓ Left-Right		0		]	0	
	J Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
EASTBOUND	→ Through	499	1	432	487	1	427
BC	→ Through-Right		1			1	
ST	Right	797	1	0	793	1	0
A	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	512	2	282	722	2	397
0	✓ Left-Through	312	0	202	122	0	391
5	← Through	947	2	474	1157	2	579
STBOUND	← Through-Right	341	0	7/4	1107	0	513
ST	Right	0	0	0	0	0	0
WE	Left-Through-Right		0			0	, and the same of
_	├ Left-Right		0			0	
	A PARTICIPATION OF THE PROPERTY OF THE PROPERT	N	orth-South:	607	N	orth-South:	571
	CRITICAL VOLUMES	p=	East-West:	714		East-West:	824
			SUM:	1321		SUM:	1395
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.927			0.979
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.879
	LEVEL OF SERVICE (LOS):			D			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

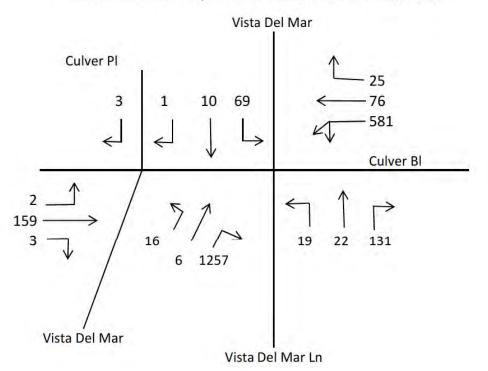
Count Date: Analyst: RA Date: 6/17/205

		T		W18043	T		
		AN	I PEAK HOU	R	PN	PEAK HOU	
1	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?	NB 0 EB 0	SB WB	3 0 0 0 2	NB 0 EB 0	SB WB	3 0 0 0 2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	↑ Left	549	1	549	589	1	563
Ž	← Left-Through		1			1	
NORTHBOUND	∱ Through	1449	1	725	1099	1	563
9	<b>↑</b> Through-Right		0			0	
R	→ Right	608	1	608	443	1	443
9	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
_	└ Left	0	0	0	0	0	0
SOUTHBOUND	├─ Left-Through		0			0	Ī
8	↓ Through	0	0	0	0	0	0
Ÿ.	→ Through-Right		0			0	
E	→ Right	0	0	0	0	0	0
ರ	← Left-Through-Right		0			0	
Ŋ	↓ Left-Right		0			0	
	J Left	34	1	34	26	1	26
9	→ Left-Through	.01	0		20	0	
EASTBOUND	→ Through	519	2	260	476	2	238
BO	→ Through-Right	3.55	0			0	
ST	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	- day the state of the state o		0			0	
	✓ Left	0	0	0	0	0	0
9	₹ Left-Through	U	0	J	U	0	Ü
STBOUND	← Through	782	2	274	1323	2	460
BC	← Through-Right	102	1		1020	1	
ST	Right	39	0	39	57	0	57
WE	Left-Through-Right		0			0	
	Ç Left-Right		0			0	
	A PARTIE OF THE PROPERTY OF THE PARTIES.	N	orth-South:	725	N	orth-South:	563
	CRITICAL VOLUMES	p=	East-West:	308		East-West:	486
			SUM:	1033		SUM:	1049
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.725			0.736
V	C LESS ATSAC/ATCS ADJUSTMENT:	1		0.625			0.636
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 2 CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

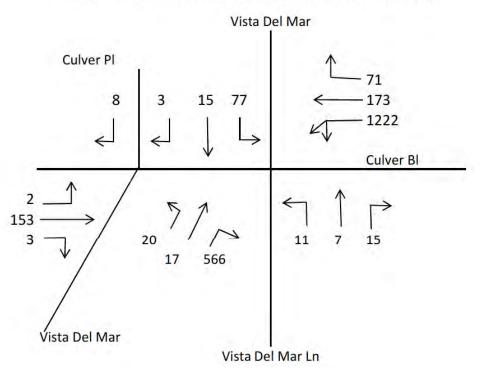


- 1.  $581 \times 0.55$  or (76 + 25)
- 2. (16 + 6 + 1257) x 0.55
- 3. (2 + 159 + 3)
- 4. 69 + (19 + 22 + 131) or 19 + (69 + 10 + 1)

Critical Volumes = 320 + 703 + 82 + 241 = 1346

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 2 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

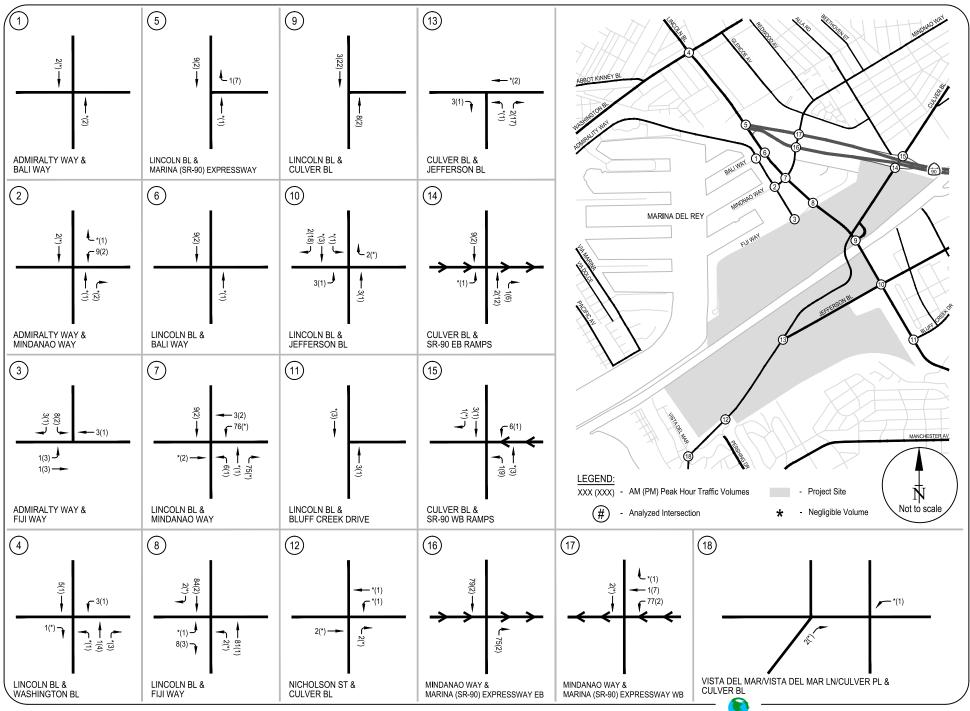


- 1. 1222 x 0.55 or (173 + 71)
- 2. (20 + 17 + 566) x 0.55
- 3. <u>(2 + 153 + 3)</u> 2
- 4. 77 + (11 + 7 + 15) or 11 + (77 + 15 + 3)

#### APPENDIX J

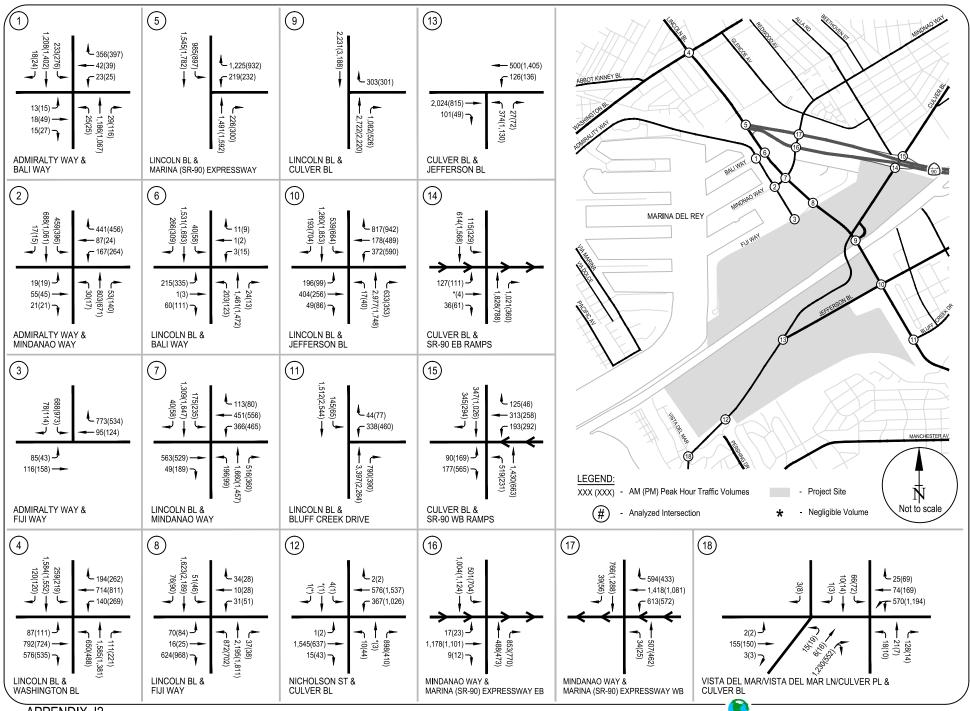
**Level of Service Worksheets** 

Cumulative (2019) with Project Construction Activity – Alternative 2 Conditions



APPENDIX J1
ALTERNATIVE 2 CONSTRUCTION ACTIVITY TRIPS - PEAK HOUR TRAFFIC VOLUMES
H-344





APPENDIX J2
CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - ALTERNATIVE 2
PEAK HOUR TRAFFIC VOLUMES
H-345







I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

N -		AM	PEAK HOUR	R	PN	PEAK HOU	R
1	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	Left	25	1	25	25	1	25
BOUN	← Left-Through     ↑ Through     ↑ Through-Right	1186	0 1 1	608	1067	0 1 1	592
NORTHBOUND	Right  → Left-Through-Right  → Left-Right	29	0 0 0	29	116	0 0	116
	Left	233	1	233	276	1	276
ONI	↓ Left-Through	200	0	200	210	0	
нвоп	↓ Through	1208	1 1	613	1402	1	713
SOUTHBOUND	<ul><li>✓ Right</li><li>→ Left-Through-Right</li><li>→ Left-Right</li></ul>	18	0 0 0	18	24	0 0 0	24
QI	→ Left  → Left-Through	13	0	13	15	0	15
EASTBOUND	→ Through  → Through-Right	18	0	30	49	0	53
EAST	Right  Left-Through-Right  Left-Right	15	0 0 0	30	27	0 0 0	53
	√ Left	23	1	23	25	1	25
UND	<ul><li></li></ul>	42	0	199	39	0	218
WESTBOUND	← Through-Right ← Right	356	1	0	397	1	0
WE	Left-Through-Right Left-Right		0			0	
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	841 212 1053	N	orth-South: East-West: SUM:	868 233 1101
177	VOLUME/CAPACITY (V/C) RATIO:			0.739			0.773
V/C	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.639 B			0.673 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

1	9-9-2	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	30	1	30	17	1	17
3	← Left-Through	200	0			0	
NORTHBOUND	↑ Through	803	1	428	671	1	406
- 岩	Through-Right	-	1		J. San	1	
R	Right	53	0	53	140	0	140
9	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
ا م	└- Left	459	1	459	396	1	396
Ξ			0			0	
SOUTHBOUND	↓ Through	688	1	353	1061	1	538
里	← Through-Right		1			1	
5	→ Right	17	0	17	15	0	15
Ö	← Left-Through-Right		0			0	
0,	→ Left-Right		0			0	
	ے Left	19	1	19	19	1	19
9	→ Left-Through		0			0	
EASTBOUND	→ Through	55	0	76	45	0	66
B	→ Through-Right		1			1	
ST	Right	21	0	0	21	0	0
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right	l i	0			0	
	√ Left	167	1	127	264	1	144
9			1	17.		1	
WESTBOUND	← Through	87	0	127	24	0	144
B	← Through-Right		0			0	
S	Right	441	1	0	456	1	60
1	Left-Through-Right		0			0	
	<b>├</b> Left-Right	4	0		3	0	
	CRITICAL VOLUMES		orth-South: East-West:	887 203	N	orth-South: East-West:	802 210
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1090		SUM:	1012
W	C LESS ATSAC/ATCS ADJUSTMENT:			0.793			0.736
V/				0.693			0.636
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

		AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	688 20 78	2 0 0 0 1 0	<b>378</b> 0 36	973 0 114	2 0 0 0 1 0	<b>535</b> 0 93
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	85 116 0	1 0 2 0 0 0	<b>85</b> 58	43 158 0	1 0 2 0 0 0	<b>43</b> 79 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 95 773	0 0 1 0 1 0	95 <b>395</b>	0 124 534	0 0 1 0 1 0	0 <b>124</b> 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	378 480 858 0.572	N	orth-South: East-West: SUM:	535 167 702 0.468
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.472 A			0.468 0.368 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

	- Andrews	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right  ↑ Left-Right	650 1585 111	2 0 2 1 0 0	358 565 111	488 1381 221	2 0 2 1 0 0	268 534 221
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	259 1584 120	2 0 2 1 0 0	142 <b>568</b> 120	219 1552 120	2 0 2 1 0 0	120 <b>557</b> 120
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>¬ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	87 792 576	2 0 2 0 1 0	48 <b>396</b> 218	111 724 535	2 0 2 0 1 0	61 <b>362</b> 267
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	140 714 194	2 0 2 0 1 0	77 357 52	269 811 262	2 0 2 0 1 0	148 406 142
	CRITICAL VOLUMES		orth-South: East-West: SUM:	926 473 1399	N	orth-South: East-West: SUM:	825 510 1335
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			1.017 <b>0.917</b> E			0.971 <b>0.871</b> <b>D</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PN	I PEAK HOU	₹
1	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	<u> </u>	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
SOI	↑ Through	1491	2	572	1592	2	631
Ξ.	Through-Right	-1-1	1	2.2.2	14	1	
I.N	→ Right	226	0	226	300	0	300
NO	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
0	└ Left	985	2	542	897	2	493
Ä			0			0	
SOUTHBOUND	Through	1545	3	515	1782	3	594
HB	→ Through-Right		0			0	
5	ب Right	0	0	0	0	0	0
õ	← Left-Through-Right		0			0	
0,	→ Left-Right		0			0	
	J Left	0	0	0	0	0 :	0
9			0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
BC	→ Through-Right	131	0			0	
ST	Right	0	0	0	0	0	0
EA	→ Left-Through-Right		0			0	
Ξ.,	-		0			0	
		219	2	120	232	2	128
9	↓ Left-Through	210	0	120	202	0	120
WESTBOUND	← Through	0	0	0	0	0	0
BO	← Through-Right	J	0	J		0	· ·
ST	Right	1225	2	132	932	2	20
NE.	Left-Through-Right		0	100		0	=
>	├ Left-Right		0			0	
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	1114 132 1246	N	orth-South: East-West: SUM:	1124 128 1252
	VOLUME/CAPACITY (V/C) RATIO:			0.874			0.879
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.779
-							
	LEVEL OF SERVICE (LOS):	-	j	С			С

REMARKS:





I/S#:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right  ↑ Left-Right	203 1461 24	1 0 2 1 0 0	203 495 24	123 1472 13	1 0 2 1 0 0	123 495 13
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	40 1531 266	1 0 2 1 0 0	40 <b>599</b> 266	58 1693 309	1 0 2 1 0 0	58 <b>667</b> 309
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	215 1 60	1 1 0 0 1 0	108 108 0	335 3 111	1 1 0 0 1 0	169 169 50
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	3 1 11	0 0 0 0 0 1	3 <b>15</b> 0	15 2 9	0 0 0 0 0 1	15 <b>26</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	802 123 925	N	orth-South: East-West: SUM:	790 195 985
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.673 <b>0.573</b> <b>A</b>			0.716 <b>0.616</b> <b>B</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

	ya silata k	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	) Left	196	1	196	99	1	99
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	1660	3	553	1457	3	486
里	↑ Through-Right		0			0	
7	→ Right	516	1	315	360	1	104
<u>o</u>	← Left-Through-Right		0			0	
	<b>☆</b> Left-Right		0			0	
	↓ Left	175	1	175	235	1	235
۲			0			0	
8 I	↓ Through	1309	2	450	1647	2	568
Ψ̈́	← Through-Right		1			1	
SOUTHBOUND	Right	40	0	40	58	0	58
9	Left-Through-Right	1 1 1 1 1 1 1	0			0	
S	↓ Left-Right		0			0	
	ح Left	0:	0	0	0	0	0
	→ Left-Through	U	0	U	0	0	U
5	→ Through	563	1	306	529	1	359
00	→ Through-Right	303	1	500	523	1	000
EASTBOUND	Right	49	0	49	189	0	189
A	Left-Through-Right	43	0	43	103	0	103
ш	∠ Left-Right		0			0	
	C 1-4	000	0	004	1 405 :	0	050
	✓ Left ✓ Left Through	366	2	201	465	2	256
5		AEA.		000	550	1	040
WESTBOUND	← Through	451	1	282	556	1	318
E	Through-Right	440	0	440	00	0	00
ES	Right	113		113	80		80
3	Left-Through-Right Left-Right		0			0	
		N	orth-South:	728	N	orth-South:	721
	CRITICAL VOLUMES		East-West:	507		East-West:	615
			SUM:	1235		SUM:	1336
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.972
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.872
	LEVEL OF SERVICE (LOS):		į			1	
	LEVEL OF SERVICE (LOS):		i	С	4		D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

	on Slates	AN	I PEAK HOU	₹	PN	PEAK HOU	R
F	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	NB 0 EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	872	2	480	702	2	386
NORTHBOUND	<		0			0	
ğ	↑ Through	2195	2	744	1811	2	616
뽀	↑ Through-Right		1			1	
F.	→ Right	37	0	37	38	0	38
9	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
	└ Left	51	1	51	46	1	46
ž			0			0	
8	↓ Through	1623	2	566	2189	2	760
Ÿ.	← Through-Right		1			1	
SOUTHBOUND	<i>J</i> Right	76	0	76	90	0	90
5	← Left-Through-Right		0			0	
ဟ	→ Left-Right		0			0	
	→ Left	70	1	70	84	1	84
Ω	→ Left-Through	10	0	,,	04	0	
EASTBOUND	→ Through	16	1	16	25	1	25
8	<b>→</b> Through-Right		0			0	7
E	Right	624	1	0	968	1	0
Š	→ Left-Through-Right		0	7		0	-
	- ↓ Left-Right		0			0	
	√ Left	31	0	31	51	0	51
9	₹ Left-Through	31	1	31	31	1	51
WESTBOUND	← Through	10	0	44	28	0	56
80	← Through-Right	10	ĭ		20	1	30
ST	Right	34	0	0	28	Ó	0
Ű	Left-Through-Right	0.7	0	, and	20	0	J
>	} Left-Right		0		1	0	
			orth-South:	1046	N	orth-South:	1146
	CRITICAL VOLUMES		East-West: SUM:	114 1160		East-West: SUM:	140
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:	0.814		SUIVI:	1286 0.902
V/	C LESS ATSAC/ATCS ADJUSTMENT:						
•/				0.714			0.802
	LEVEL OF SERVICE (LOS):			С		- 1	D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

1	New Miller - 1	AN	I PEAK HOU	D. 75-7-10-5-10-6-10-6-10-6-10-6-10-6-10-6-10-6			R
i	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		SB WB	2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	↑ Left	0	0	0	0	0	0
S	← Left-Through	250.00	0			0	
NORTHBOUND	↑ Through	2722	2	1268	2220	2	915
풀	Through-Right		1	2400		1	Se mark
R	<mark>∕∼ Right</mark>	1082	0	1082	526	0	526
9	← Left-Through-Right		0			0	
	→ Left-Right	ļ	0		l i	0	
٥	└- Left	0	0	0	0	0	0
Z			0			0	
SOUTHBOUND	Through	2231	2	1116	3188	2	0
뿔	← Through-Right		0			0	
7	→ Right	0	0	0	0	0	0
SO	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
_	ح Left	0	0	0	0	0	0
EASTBOUND	→ Left-Through		0			0	
0	→ Through	0	0	0	0	0	0
ΙB	<b>☆</b> Through-Right		0			0	
15	Right	0	0	0	0	0	0
D)	Left-Through-Right		0			0	
	-		0			0	
_		0	0	0	0	0	0
WESTBOUND			0			0	
0	← Through	0	0	0	0	0	0
TB	← Through-Right		0			0	
S	Right	303	2	167	301	2	166
⋝	Left-Through-Right		0			0	
	├─ Left-Right		0	1000		0	
	CRITICAL VOLUMES		orth-South:	1268	N	orth-South:	915
	CRITICAL VOLUMES		East-West: SUM:	167		East-West:	166
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:	1435		SUM:	0.721
1//	C LESS ATSAC/ATCS ADJUSTMENT:			0.957			0.721
V/				0.857			0.621
	LEVEL OF SERVICE (LOS):			D			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

1	ya aliga ali	AN	AM PEAK HOUR			PM PEAK HOUR			
RIGHT TURNS: FREE-1, NR TUR-2 OF ULA-37		NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 SB EB 0 WB		4 0 3 3 2 0		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
0	↑ Left	17	1	17	40	1	40		
NORTHBOUND	← Left-Through		0			0			
ğ	↑ Through	2977	4	744	1748	4	437		
里	Through-Right	200	0			0			
R	→ Right	633	1	428	353	1	28		
9	← Left-Through-Right		0			0			
_	Left-Right	l	0			0			
	└ Left	539	2	296	664	2	365		
ž			0			0			
SOUTHBOUND	↓ Through	1260	4	315	1853	4	463		
甲	← Through-Right		0			0			
Ę	→ Right	193	1	0	704	1	605		
ğ	← Left-Through-Right		0			0			
0)	→ Left-Right		0			0			
	J Left	196	1	196	99	1	99		
9			0			0	7.7		
EASTBOUND	→ Through	404	2	151	256	2	114		
B	→ Through-Right		1			1			
ST	Right	49	0	49	86	0	86		
A	→ Left-Through-Right		0			0			
	- ↓ Left-Right		0			0			
	√ Left	372	2	205	590	2	325		
9		012	0		000	0	020		
Ž	← Through	178	2	89	489	2	245		
BC	← Through-Right	110	0		100	0	2.0		
WESTBOUND	Right	817	2	153	942	2	153		
Ä	Left-Through-Right		0			0			
>			0			0			
		N	orth-South:	1040	N	orth-South:	802		
	CRITICAL VOLUMES	j=	East-West:	356		East-West:	439		
			SUM:	1396		SUM:	1241		
	VOLUME/CAPACITY (V/C) RATIO:			1.015			0.903		
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.915			0.803		
	LEVEL OF SERVICE (LOS):		į	E		į	D		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

	Santa La	AN	PEAK HOU	R	PN	I PEAK HOU	R	
Right Turns: FREE-T, NR TUR-2 or ULA-37		NB 3 EB 0	SB WB	3 0 0 3 2 0	NB 3 SB EB 0 WB		3 0 0 3 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> </ul>	0 3397 790	0 0 4 0 1	0 <b>849</b> 604	0 2264 390	0 0 4 0 1	566 137	
_	→ Left-Right		0			0		
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	145 1512 0	2 0 4 0 0 0	<b>80</b> 378 0	65 2544 0	2 0 4 0 0 0	36 <b>636</b> 0	
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>¬ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0	
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	338 0 44	2 0 0 0 1 0	186 0 0	460 0 77	2 0 0 0 1 0	<b>253</b> 0 41	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	929 186 1115	N	orth-South: East-West: SUM:	636 253 889	
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.782 0.682 B			0.624 <b>0.524</b> <b>A</b>	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

	See all the second	AN	PEAK HOU	R	PN	PM PEAK HOUR		
Right Turns: FREE-1, NR TUR-2 or ULA-37		NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 SB EB 0 WB		3 0 0 0 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	<ul> <li>☐ Left</li> <li>☐ Left-Through</li> <li>☐ Through</li> <li>☐ Through-Right</li> <li>☐ Right</li> <li>☐ Left-Through-Right</li> <li>☐ Left-Right</li> </ul>	10 0 898	0 1 0 0 1 0	10 10 0	44 3 410	0 1 0 0 1 0	44 <b>47</b> 0	
	Left	4	0	4	1	0	1	
SOUTHBOUND	<ul> <li>↓ Left-Through</li> <li>↓ Through</li> <li>↓ Through-Right</li> <li>↓ Right</li> <li>↓ Left-Through-Right</li> <li>↓ Left-Right</li> </ul>	0	0 0 0 0 1	<b>5</b>	1	0 0 0 0 1	2	
	ح. Left	1	1	1	2	1	2	
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1545 15	0 1 1 0 0	<b>780</b>	637 43	0 1 1 0 0	<b>340</b> 43	
	√ Left	367	1	367	1026	1	1026	
STBOUND	<ul><li></li></ul>	576	0 1 1	289	1537	0 1 1	770	
WEST	Right Left-Through-Right Left-Right	2	0 0 0	2	2	0 0 0	2	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1147 1162	N	orth-South: East-West: SUM:	48 1366 1414	
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.815			0.992	
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.715 C			0.892 D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

	Ve all greek	AN	I PEAK HOU	R	PN	PM PEAK HOUR		
F	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		SB WB	2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
0	↑ Left	374	2	206	1130	2	622	
Ξ	<		0			0		
o l	↑ Through	0	0	0	0	0	0	
<b>聖</b>	Through-Right		0			0		
E	Right	27	1	0	72	1	72	
NORTHBOUND	← Left-Through-Right		0			0		
Z	<b>├</b> Left-Right		0			0		
_	└ Left	0	0	0	0	0	0	
SOUTHBOUND			0			0		
2	↓ Through	0	0	0	0	0	0	
Ÿ.	← Through-Right		0			0		
Ė	<i> →</i> Right	0	0	0	0	0	0	
7	← Left-Through-Right		0			0		
S			0			0		
	J Left	0	0	0	0	0	0	
<u>Q</u>	Left-Through		0			0	•	
5	→ Through	2024	2	1012	815	2	408	
8	<b>→</b> Through-Right		0			0		
EASTBOUND	Right	0	0	0	0	0	0	
Š	→ Left-Through-Right		0			0		
	→ Left-Right		0			0		
	√ Left	126	0	126	136	0	136	
9		120	1	120	100	1	100	
5	← Through	500	1	500	1405	1	975	
BG	← Through-Right	000	0	000	1100	0	• • • • • • • • • • • • • • • • • • • •	
WESTBOUND	Right	0	0	0	0	0	0	
Ä	Left-Through-Right		0	ĭ		0	Ü	
>	├ Left-Right		0			0		
	CRITICAL VOLUMES		orth-South: East-West: SUM:	206 1138 1344	N	orth-South: East-West: SUM:	622 975 1597	
	VOLUME/CAPACITY (V/C) RATIO:		301111	0.896		501111	1.065	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.796		İ	0.965	
•								
	LEVEL OF SERVICE (LOS):		i	С		1	E	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

	1	1			20		
	N. CDI	AN	PEAK HOU		PN	I PEAK HOU	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
		NB 0	SB	0	NB 0	SB	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2		112	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane	-7	No. of	Lane
	110000000000000000000000000000000000000	Volume	Lanes	Volume	Volume	Lanes	Volume
0	↑ Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
ರ	↑ Through	0	0	0	0	0	0
里	Through-Right		0			0	
T.	Right	0	0	0	0	0	0
9	← Left-Through-Right		0			0	
_	← Left-Right		0			0	
	Left	127	1	127	111	1	111
₽	Left-Through	121	0	127	111	0	111
SOUTHBOUND	↓ Through	0	1	0	4	1	4
B	→ Through-Right	O.	1	U	4	1	7
F	Right	36	0	36	61	0	61
2	← Left-Through-Right	.00	0	00	01	0	01
S	↓ Left-Right		0			0	
	→ Left	0	0	0	0	0	0
EASTBOUND			0			0	
2	→ Through	1828	3	609	788	3	263
ĕ	<b>◯</b> Through-Right		0			0	
S	Right	1021	2	562	360	2	198
Ы	→ Left-Through-Right		0			0	
_	- ≺ Left-Right		0			0	
	√ Left	115	1	115	329	1	329
9	₹ Left-Through	110	0	113	323	0	329
STBOUND	← Through	614	2	307	1568	2	784
BO	← Through-Right	014	0	007	1000	0	704
ST	Right	0	0	0	0	0	0
WE	Left-Through-Right	_	0	ŭ		0	
>			0			0	
		North-South:		127	North-South:		111
	CRITICAL VOLUMES	J	East-West:	724		East-West:	784
			SUM:	851		SUM:	895
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.567			0.597
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.467			0.497
100	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):		- 1	Α		- 1	Α

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

and the second s			AM DEAK HOUR				
	47.0	AN	I PEAK HOU		PN	I PEAK HOU	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3
		NB 0	SB	1 0	NB 0	SB	1 0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane	12-3-2-11	No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Ω	Left	193	1	106	292	1	161
NORTHBOUND	← Left-Through	9.50	1			1	2.20
Ö	↑ Through	313	0	438	258	0	304
芒	Through-Right	6.25	1	124		1	
2	Right	125	0	125	46	0	46
9	← Left-Through-Right		0			0	
	→ Left-Right	L	0		ļi	0	
_	└ Left	90	1	90	169	1	169
SOUTHBOUND	├→ Left-Through		0			0	,00
3	↓ Through	0	0	0	0	0	0
ě	→ Through-Right		0			0	
Ė	با Right	177	1	0	565	1	450
5	→ Left-Through-Right	100	0			0	
S	↓ Left-Right		0			0	
	1 1	F.10					
Ω	J Left	519	1	519	231	1	231
EASTBOUND	→ Left-Through	4400	0	745	000	0	000
ō	→ Through → Through-Right	1430	2	715	663	2	332
1	→ Through-Right → Right	0	0	0	0	0	0
AS	Left-Through-Right	0	0	0	0	0	0
Ш	Left-Right		0			0	
			U			U	
_		0	0	0	0	0	0
STBOUND			0			0	
2	← Through	347	2	174	1026	2	513
100	← Through-Right		0			0	
S	Right	345	1	300	294	1	210
WE	Left-Through-Right		0			0	
100	├─ Left-Right		0		3	0	
	ODITION VOLUMES		orth-South:	528			754
	CRITICAL VOLUMES		East-West:	819		East-West:	744
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1347		SUM:	1498
				0.945			1.051
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.845			0.951
	LEVEL OF SERVICE (LOS):			D		j	E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

	Sant-Sant-	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 2	SB WB	3 0 0 0 2 0	NB 0 EB 2	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 0	0 0	0 0 0 0 0 0	<b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	17 1178 9	1 0 1 1 0 0	17 <b>594</b> 9	23 1101 12	1 0 1 1 0 0	23 <b>557</b> 12
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 488 853	0 0 1 1 1 0	0 <b>447</b> 0	0 473 770	0 0 1 1 1 0	0 <b>414</b> 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>✓ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	501 1004 0	2 0 2 0 0 0	<b>276</b> 502	704 1124 0	2 0 2 0 0 0	<b>387</b> 562
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	594 723 1317	N	orth-South: East-West: SUM:	557 801 1358
V/	C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			0.924 0.824 D			0.953 0.853 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

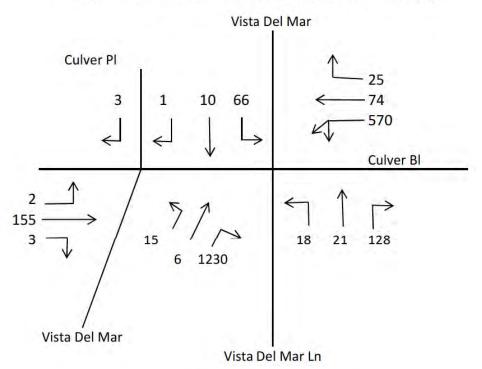
Count Date: Analyst: RA Date: 6/17/205

	ya afara i	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 0 0 0 2 0	NB 0 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	613 1418 594	1 1 1 0 1 0	613 <b>709</b> 594	572 1081 433	1 1 1 0 1 0	<b>551</b> 551 433
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	34 507 0	1 0 2 0 0 0	<b>34</b> 254 0	25 462 0	1 0 2 0 0 0	25 231 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 766 39	0 0 2 1 0 0	0 <b>268</b> 39	0 1288 56	0 0 2 1 0 0	0 <b>448</b> 56
	CRITICAL VOLUMES		orth-South: East-West: SUM:	709 302 1011	N	orth-South: East-West: SUM:	551 473 1024
V/d	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.709 0.609 B			0.719 0.619 B

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY - ALTERNATIVE 2 AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

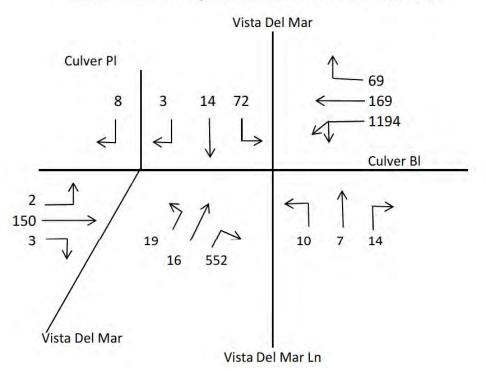


- 1.  $570 \times 0.55$  or (74 + 25)
- 2. (15 + 6 + 1230) x 0.55
- 3. (2 + 155 + 3)
- 4. 66 + (18 + 21 + 128) or 18 + (66 + 10 + 1)

Critical Volumes = 314 + 688 + 80 + 233 = 1315

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY - ALTERNATIVE 2 PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



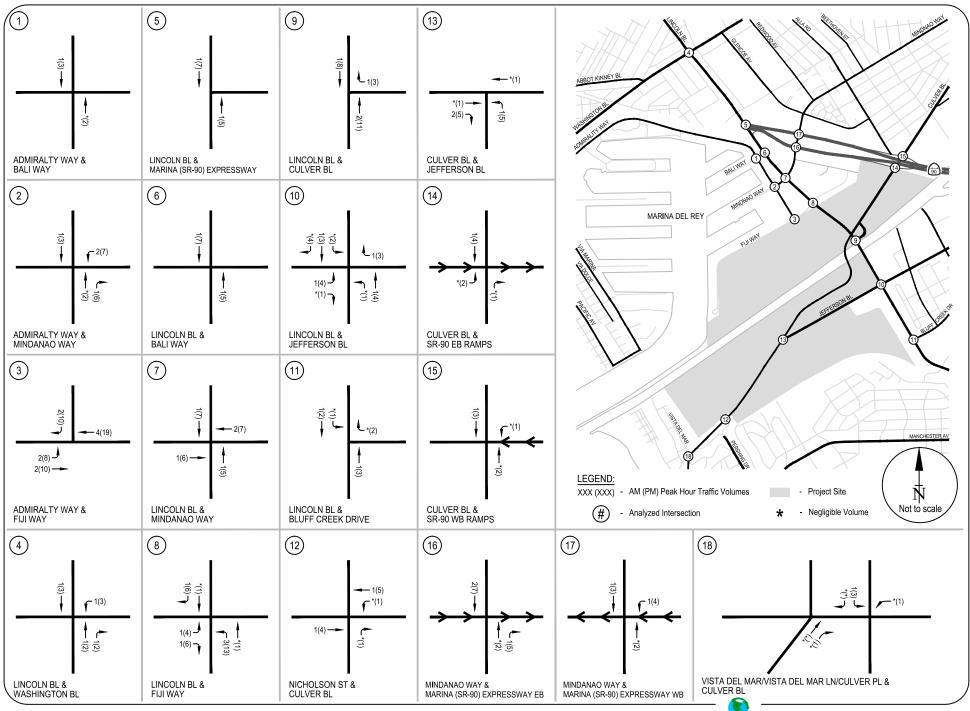
- 1. 1194 x 0.55 or (169 + 69)
- 2. (19 + 16 + 552) x 0.55
- 3. (2 + 150 + 3)
- 4. 72 + (10 + 7 + 14) or 10 + (72 + 14 + 3)

#### **APPENDIX K**

Level of Service Worksheets

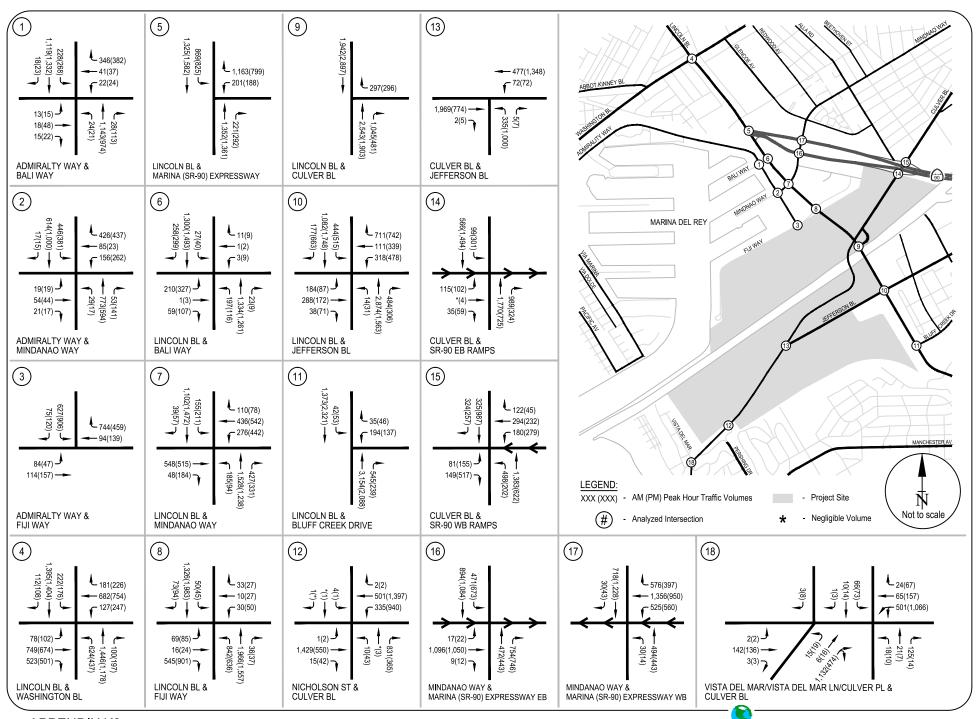
Existing (2015) plus Project – Alternative 3 Conditions

Cumulative (2023) plus Project – Alternative 3 Conditions

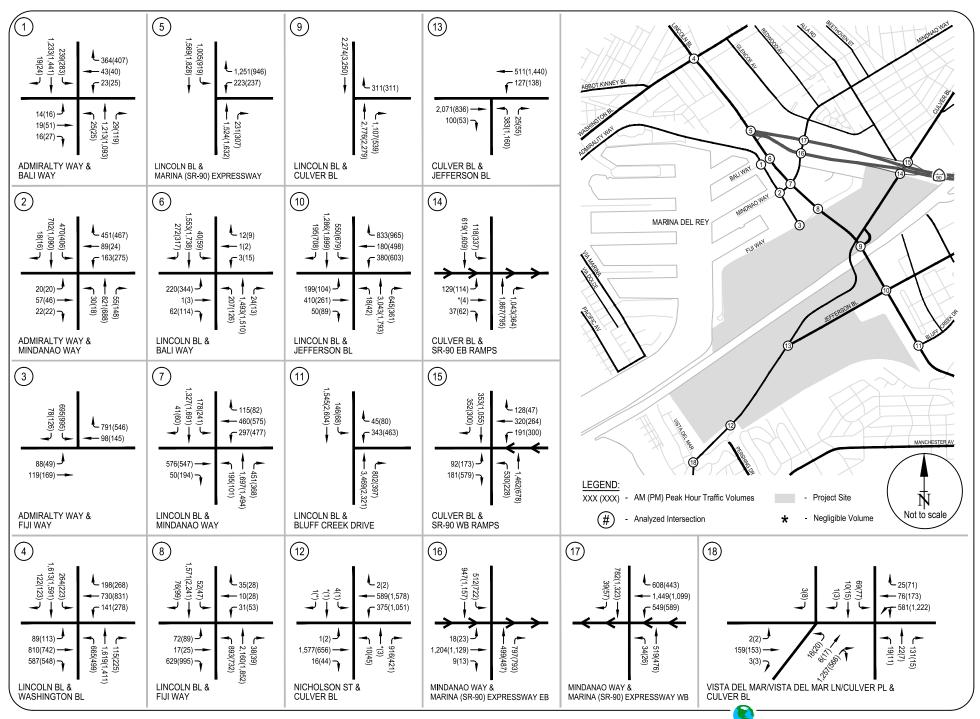


APPENDIX K1
ALTERNATIVE 3 PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES
H-366

RAJU Associates, Inc.



APPENDIX K2
EXISTING (2015) PLUS PROJECT - ALTERNATIVE 3 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU ASSOCIATES, INC.
H-367



APPENDIX K3
CUMULATIVE (2023) PLUS PROJECT - ALTERNATIVE 3 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU ASSOCIATES, INC.
H-368





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

	AM	PEAK HOUR		PN	I PEAK HOU	R
No. of Phase 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 Capacit	?	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Left Left-Through Through Through-Right Right Left-Through-Right	24 1143 28	1 0 1 1 0	24 <b>586</b> 28	21 974 113	1 0 1 1 0	21 <b>544</b> 113
Left-Right		0			0	
□ Left  Left-Through	228	1 0	228	268	1 0	268
UNDO	1119 18	1 1 0	569	1332	1 1 0	678
Left-Right  Left-Right	10	0	10	23	0 0	20
☐ Left ☐ Left-Through	13	0 1	13	15	0 1	15
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	18 15	0 1 0	30	48	0 1 0	50
∠ Left-Through-Right ∠ Left-Right	13	0	30	22	0 0	30
∠ Left  ✓ Left-Through	22	1	22	24	1 0	24
CN	41 346	0 1	<b>194</b>	37 382	0 1 1	<b>210</b>
Left-Through-Right  Left-Right	340	0	J	302	0	U
CRITICAL VOLUME		orth-South: East-West: SUM:	814 207 1021	N	orth-South: East-West: SUM:	812 225 1037
VOLUME/CAPACITY (V/C) RATIO			0.716			0.728
V/C LESS ATSAC/ATCS ADJUSTMENT LEVEL OF SERVICE (LOS			0.616 B			0.628 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San all controls	AN	PEAK HOU	R	PN	PEAK HOU	R
ı	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul><li> Left</li><li> Left-Through</li><li> Through</li><li> Through-Right</li></ul>	29 773	1 0 1 1	29 <b>413</b>	17 594	1 0 1	17 <b>368</b>
NORTH	← Right  ← Left-Through-Right  ← Left-Right	53	0 0 0	53	141	0 0 0	141
QNC	→ Left	446	1 0	446	381	1 0	381
SOUTHBOUND	<ul><li>↓ Through</li><li>↓ Through-Right</li><li>↓ Right</li></ul>	614 17	1 1 0	316 17	1000 15	1 1 0	508 15
SO	← Left-Through-Right		0			0	
OND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> </ul>	19 54	1 0 0	19 <b>75</b>	19 44	1 0 0	19 <b>61</b>
EASTBOUND	→ Through-Right → Right → Left-Through-Right	21	1 0 0	0	17	1 0 0	0
	-		0			0	
STBOUND	<ul><li>✓ Left</li><li>✓ Left-Through</li><li>✓ Through</li></ul>	156 85	1 1 0	<b>121</b> 121	262 23	1 1 0	<b>143</b>
WESTB	← Through-Right ← Right ← Left-Through-Right ← Left-Right	426	0 1 0 0	0	437	0 1 0 0	56
	CRITICAL VOLUMES		orth-South: East-West: SUM:	859 196 1055	N	orth-South: East-West: SUM:	749 204 953
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.767 <b>0.667</b>			0.693 <b>0.593</b>
	LEVEL OF SERVICE (LOS):			B			0.593 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

1		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  Right  Left-Through-Right	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0 0 0 0	0 <b>0</b> 0
	← Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	627 0 75	2 0 0 0 1 0	345 0 33	906 0 120	2 0 0 0 1 0	<b>498</b> 0 97
	ح Left	84	1	84	47	1	47
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	114 0	0 2 0 0 0	57 0	157 0	0 2 0 0 0	79 0
_		0	0	0	0	0	0
STBOUND	<ul> <li></li></ul>	94	0 1 0	94	139	0 1 0	139
WES	Right  Left-Through-Right  Left-Right	744	1 0 0	399	459	1 0 0	0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	345 483 828	N	orth-South: East-West: SUM:	498 186 684
	VOLUME/CAPACITY (V/C) RATIO:			0.552			0.456
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.452 A			0.356 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	ye allow a	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	624	2	343	437	2	240
Z	← Left-Through		0			0	
NORTHBOUND	↑ Through	1446	2	515	1178	2	458
모	Through-Right		1			1	
R	→ Right	100	0	100	197	0	197
ō	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
_	└ Left	222	2	122	176	2	97
ž			0			0	
SOUTHBOUND	↓ Through	1395	2	502	1404	2	504
4	← Through-Right		1			1	
Ę	<ul><li>✓ Right</li></ul>	112	0	112	108	0	108
5	← Left-Through-Right		0			0	
ဟ	→ Left-Right		0			0	
	J Left	78	2	43	102	2	56
9			0			0	
2	→ Through	749	2	375	674	2	337
B	→ Through-Right		0			0	
EASTBOUND	Right	523	1	180	501	1	261
A	→ Left-Through-Right		0			0	
	- ↓ Left-Right		0			0	
	√ Left	127	2	70	247	2	136
9		121	0		2-71	0	100
Ž	← Through	682	2	341	754	2	377
WESTBOUND	← Through-Right		0	J.1		ō	Ψ.,
ST	Right	181	1	59	226	1	129
Ä	Left-Through-Right		0			0	,,
>	├ Left-Right		0			0	
			orth-South:	845	N	orth-South:	744
	CRITICAL VOLUMES		East-West: SUM:	445 1290		East-West: SUM:	473 1217
	VOLUME/CAPACITY (V/C) RATIO:		SOIVI.	0.938		SUIVI.	0.885
V	C LESS ATSAC/ATCS ADJUSTMENT:						
V/				0.838			0.785
	LEVEL OF SERVICE (LOS):			D			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMF	PEAK HOUR		PN	I PEAK HOU	₹
	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 1352 221	0 0 2 1 0 0	0 <b>524</b> 221	0 1361 292	0 0 2 1 0 0	551 292
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	869 1325 0	2 0 3 0 0 0	<b>478</b> 442 0	825 1582 0	2 0 3 0 0 0	<b>454</b> 527 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>✓ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	<b>o</b> 0 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
WESTBOUND	← Left  ← Left-Through  ← Through  ← Through-Right  ← Right  ← Left-Through-Right  ← Left-Right	201 0 1163	2 0 0 0 2 0	111 0 <b>162</b>	188 0 799	2 0 0 0 2 0	103 0 0
	CRITICAL VOLUMES	N	orth-South: East-West: SUM:	1002 162 1164	N	orth-South: East-West: SUM:	1005 103 1108
V/	VOLUME/CAPACITY (V/C) RATIO: /C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.817 0.717 C			0.778 0.678 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

	Va Silvani	AN	I PEAK HOU	R	PN	I PEAK HOU	2
i	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	197	1	197	116	1	116
Z	← Left-Through		0			0	
ğ	↑ Through	1334	2	452	1261	2	423
모	Through-Right		1			1	
R	├── Right	23	0	23	9	0	9
NORTHBOUND	← Left-Through-Right		0			0	
-	→ Left-Right	ļ	0			0	
0	└ Left	27	1	27	40	1	40
Ξ			0			0	
SOUTHBOUND	↓ Through	1300	2	519	1493	2	597
무	← Through-Right		1			1	
5	→ Right	258	0	258	299	0	299
ō	← Left-Through-Right		0			0	
0,	→ Left-Right		0			0	
	ے Left	210	1	106	327	1	165
EASTBOUND	→ Left-Through		1			1	
2	→ Through	1	0	106	3	0	165
ĕ	→ Through-Right		0			0	
S	Right	59	1	0	107	1	49
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
		3	0	3	9	0	9
WESTBOUND			0			0	
2	← Through	1	0	15	2	0	20
B	← Through-Right		0			0	
S	Right	11	0	0	9	0	0
NE NE	Left-Through-Right		1			1	
			0		3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	716 121 837	N	orth-South: East-West: SUM:	713 185 898
	VOLUME/CAPACITY (V/C) RATIO:		50m.	0.609		JOIII.	0.653
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.553
•/							
	LEVEL OF SERVICE (LOS):		į	Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No alternati	AN	PEAK HOU	R	PN	PEAK HOU	R
ı	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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
UND	<ul><li>↑ Left</li><li>✓ Left-Through</li><li>↑ Through</li></ul>	185 1528	1 0 3	185 <b>509</b>	94 1238	1 0 3	94 <b>413</b>
NORTHBOUND	Through-Right Right	427	0	275	331	0	88
N	Left-Through-Right Left-Right		0			0 0	
JND	└ Left ├ Left-Through	155	1 0	155	211	1	211
SOUTHBOUND		1102 39	2 1 0	380	1472 57	2 1 0	510 57
son	→ Left-Through-Right → Left-Right	55	0		01	0 0	01
9	→ Left → Left-Through	0	0	0	0	0	0
EASTBOUND	→ Through → Through-Right	548	1	298	515	1	350
EAS	Right Left-Through-Right Left-Right	48	0 0 0	48	184	0 0 0	184
QN	<ul><li>✓ Left</li><li>✓ Left-Through</li></ul>	276	2 0	152	442	2 0	243
STBOUND	← Through ← Through-Right ← Right	436 110	1 1 0	273 110	542 78	1 1 0	310 78
WES	Left-Through-Right Left-Right	1	0	110		0 0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	664 450 1114	N	orth-South: East-West: SUM:	624 593 1217
V	VOLUME/CAPACITY (V/C) RATIO: (C LESS ATSAC/ATCS ADJUSTMENT:	1		0.810 <b>0.710</b>			0.885 <b>0.785</b>
•/	LEVEL OF SERVICE (LOS):			0.710 C			0.785 C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	- vadana	AN	PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	842	2	463	636	2	350
3	<		0			0	
፬	↑ Through	1966	2	667	1557	2	531
里	↑ Through-Right		1			1	
FA	→ Right	36	0	36	37	0	37
NORTHBOUND	← Left-Through-Right		0			0	
-	← Left-Right	L	0			0	
ا م		50	1	50	45	1	45
ΞI			0			0	
SOUTHBOUND	↓ Through	1326	2	466	1983	2	692
뿌	← Through-Right		1			1	
ĘΙ	→ Right	73	0	73	94	0	94
o l	← Left-Through-Right		0			0	
σ	→ Left-Right		0			0	
	→ Left	69	1 :	69	85	1	85
9		-	0			0	
ᅙᅵ	→ Through	16	1	16	24	1	24
BC	<b>☆</b> Through-Right		0			0	
EASTBOUND	Right	545	1	0	901	1	0
A	→ Left-Through-Right		0			0	
	- deft-Right Left-Right		0			0	
	✓ Left	30	0	30	50	0	50
우 l		00	1	00	00	1	
ا ک	← Through	10	0	43	27	0	54
BG	← Through-Right	1.9	1			1	
WESTBOUND	Right	33	0	0	27	0	0
밀	Left-Through-Right		0			0	
>	├ Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West:	929 112	N	orth-South: East-West:	1042 139
			SUM:	1041		SUM:	1181
- F	VOLUME/CAPACITY (V/C) RATIO:			0.731			0.829
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.729
	LEVEL OF SERVICE (LOS):			В		:	С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PN	PEAK HOU	R
i	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	NB 0 EB 0	SB WB	2 0 0 0 2	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	0	0	0	0	0	0
NORTHBOUND	<		0			0	200
30	↑ Through	2543	2	1196	1903	2	795
풀	Through-Right	134574	1			1	A section
R	<b>├</b> Right	1045	0	1045	481	0	481
9	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
٥	↓ Left	0	0	0	0	0	0
Z			0			0	
SOUTHBOUND	Through	1942	2	971	2897	2	0
뽀	← Through-Right		0			0	
7	ب Right	0	0	0	0	0	0
SO	Left-Through-Right		0			0	
-	→ Left-Right		0			0	
	J Left	0	0	0	0	0	0
EASTBOUND	→ Left-Through		0			0	
2	→ Through	0	0	0	0	0	0
B	<b>◯</b> Through-Right		0			0	
S	Right	0	0	0	0	0	0
Ы	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0		1	0	
		0	0	0	0	0	0
WESTBOUND			0			0	
S	← Through	0	0	0	0	0	0
B	← Through-Right		0			0	
S	₹ Right	297	2	163	296	2	163
\$			0			0	
			0		. 3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1196 163 1359		orth-South: East-West: SUM:	795 163 958
	VOLUME/CAPACITY (V/C) RATIO:		301111	0.906		30,,,,	0.639
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.539
•/							
	LEVEL OF SERVICE (LOS):		i	D			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	Sold Sold Sold Sold Sold Sold Sold Sold	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>← Right</li> </ul>	14 2874 484	1 0 4 0 1	719 309	31 1563 306	1 0 4 0 1	31 <b>391</b> 43
9	← Left-Through-Right     ← Left-Right		0			0 0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	444 1082 177	2 0 4 0 1 0	<b>244</b> 271 0	515 1748 663	2 0 4 0 1 0	<b>283</b> 437 576
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	184 288 38	1 0 2 1 0 0	184 109 38	87 172 71	1 0 2 1 0 0	87 <b>81</b> 71
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	318 111 711	2 0 2 0 2 0 2	175 56 <b>147</b>	478 339 742	2 0 2 0 2 0 2	263 170 125
	CRITICAL VOLUMES		orth-South: East-West: SUM:	963 331 1294	N	orth-South: East-West: SUM:	674 344 1018
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		30.00	0.941 0.841 D		33	0.740 0.640 B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	- Valley all and a	AN	I PEAK HOU	R	PN	PEAK HOU	R
i	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	Osed Ø'ing: N/S-1, E/W-2 or Both-3?  Furns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?    NB 3		3 0 0 3 2	NB 3 SB EB 0 WB		3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	0	0	0	0	0	0
Z	✓ Left-Through		0			0	
ŏ	↑ Through	3154	4	789	2088	4	522
무	↑ Through-Right		0			0	
R	Right	545	1	438	239	1	164
NORTHBOUND	← Left-Through-Right		0			0	
_	Left-Right		0			0	
0	Left	42	2	23	53	2	29
SOUTHBOUND			0			0	
5	↓ Through	1373	4	343	2321	4	580
9	← Through-Right		0			0	
E	اب Right	0	0	0	0	0	0
D	← Left-Through-Right		0			0	
()	→ Left-Right		0			0	
	J Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
Ž	→ Through	0	0	0	0	0	0
BC	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
_	- deft-Right		0		l	0	
	√ Left	194	2	107	137	2	75
9		101	0		101	0	
Ž	← Through	0	0	0	0	0	0
BC	← Through-Right		0			0	· ·
WESTBOUND	Right	35	1	12	46	1	17
Ž	Left-Through-Right		0	· ·		0	
>	├ Left-Right		0			0	
	and the state of the state of the state of		orth-South:	812		orth-South:	580
	CRITICAL VOLUMES	P=	East-West:	107		East-West:	75
			SUM:	919		SUM:	655
	VOLUME/CAPACITY (V/C) RATIO:			0.645			0.460
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.360
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	San al section	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	10 0 831	0 1 0 0 1 0	10 10 0	43 3 365	0 1 0 0 1 0	43 46 0
QND	↓ Left ↓ Left-Through	4	0 0	4	1	0	1
SOUTHBOUND	<ul> <li>↓ Through</li> <li>↓ Through-Right</li> <li>↓ Right</li> <li>↓ Left-Through-Right</li> <li>↓ Left-Right</li> </ul>	1	0 0 0 1 0	0	0	0 0 0 1	0
	ر Left		4			4	2
EASTBOUND	→ Left-Through → Through  → Through-Right → Right → Left-Through-Right → Left-Right	1 1429 15	1 0 1 1 0 0	1 722 15	550 42	1 0 1 1 0 0	2 296 42
STBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>♣ Through-Right</li> </ul>	335 501	1 0 1	<b>335</b> 252	940 1397	1 0 1	<b>940</b> 700
WESTI	Right  Left-Through-Right  Left-Right	2	0 0 0	2	2	0 0 0	2
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1057 1072	N	orth-South: East-West: SUM:	47 1236 1283
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.752 <b>0.652</b>			0.900 <b>0.800</b>
	LEVEL OF SERVICE (LOS):			В			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	No allegad	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	S-1, E/W-2 or Both-3? , NRTOR-2 or OLA-3? 1 or ATSAC+ATCS-2?		2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>← Right</li> </ul>	335 0 5	2 0 0 0 1	1 <b>84</b> 0 5	1000 0 7	2 0 0 0 1	<b>550</b> 0 7
NO	← Left-Through-Right     ← Left-Right		0			0 0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right	0 0	0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0	0 <b>0</b> 0
0)	→ Left-Right  ✓ Left	0	0	0	0	0	0
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1969 0	0 2 0 0 0	<b>985</b>	774 0	0 2 0 0 0	387
WESTBOUND	✓ Left ✓ Left-Through ← Through → Through-Right ← Right ← Left-Through-Right ← Left-Right	72 477 0	0 1 1 0 0 0	<b>72</b> 455	72 1348 0	0 1 1 0 0 0	72 <b>818</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	184 1057 1241	N	orth-South: East-West: SUM:	550 818 1368
V/d	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.827 0.727 C			0.912 0.812 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	sed Ø'ing: N/S-1, E/W-2 or Both-3?  urns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?		2 0 0 0 2 0	NB 0 SB EB 0 WB		2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>Through</li> <li>Through-Right</li> <li>Right</li> <li>Left-Through-Right</li> <li>Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	115 0 35	1 0 1 1 0 0	115 0 35	102 4 59	1 0 1 1 0 0	<b>102</b> 4 59
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1770 989	0 0 3 0 2 0	0 <b>590</b> 544	0 725 324	0 0 3 0 2 0	0 242 178
WESTBOUND	✓ Left ✓ Left-Through ← Through  ↑ Through-Right  ↑ Right   ↑ Left-Through-Right   ↑ Left-Right	99 566 0	1 0 2 0 0 0	99 283 0	301 1494 0	1 0 2 0 0 0	301 <b>747</b> 0
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	115 689 804 0.536	N	orth-South: East-West: SUM:	102 747 849 0.566
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.436 A			0.466 A

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

	2882	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	180	1	99	279	1	153
NORTHBOUND	← Left-Through		1			1	
ğ	↑ Through	294	0	416	232	0	277
里	Through-Right		1			1	
T.	→ Right	122	0	122	45	0	45
9	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
0	Left	81	1	81	155	1	155
SOUTHBOUND			0			0	
2	↓ Through	0	0	0	0	0	0
里	→ Through-Right		0			0	
5	→ Right	149	1	0	517	1	416
ŏ	← Left-Through-Right		0			0	
0,	→ Left-Right		0			0	
	ے Left	498	1	498	202	1	202
EASTBOUND	→ Left-Through		0			0	
2	→ Through	1383	2	692	622	2	311
B	→ Through-Right		0			0	
S	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
		0	0	0	0	0	0
WESTBOUND			0			0	
2	← Through	325	2	163	987	2	494
ğ	Through-Right		0			0	
S	Right	324	1	284	257	1	180
NE NE	Left-Through-Right		0			0	
	├─ Left-Right	3	0		3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	497 782 1279	N	orth-South: East-West: SUM:	693 696 1389
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.975
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.875
7.	LEVEL OF SERVICE (LOS):		į				
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 2	SB WB	3 0 0 0 2 0	NB 0 SB EB 2 WB		3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0	0 0 0 0 0 0	0 0	0 0	0 0 0 0 0 0	<b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	17 1096 9	1 0 1 1 0 0	17 <b>553</b> 9	1050 12	1 0 1 1 0 0	22 <b>531</b> 12
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 472 754	0 0 1 1 1 0	0 <b>409</b> 0	0 443 746	0 0 1 1 1 0	0 <b>396</b> 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ✓ Left-Through-Right ← Left-Right	471 894 0	2 0 2 0 0 0	<b>259</b> 447	673 1084 0	2 0 2 0 0 0	<b>370</b> 542
V/	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):  REMARKS:	N	orth-South: East-West: SUM:	553 668 1221 0.857 0.757 C		orth-South: East-West: SUM:	531 766 1297 0.910 <b>0.810</b>





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

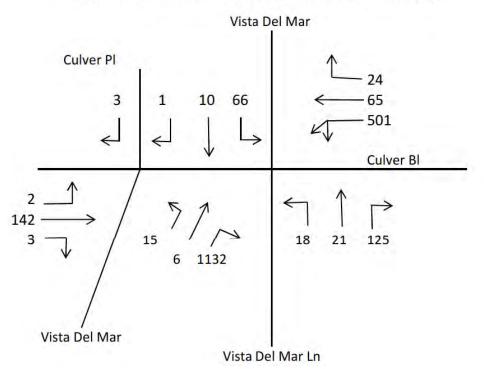
Count Date: Analyst: RA Date: 6/17/205

	200	AN	PEAK HOU	R	PN	I PEAK HOU	2
F	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	osed Ø'ing: N/S-1, E/W-2 or Both-3? Furns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2?  Override Capacity		3 0 0 0 2 0	NB 0 SB EB 0 WB		3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	525 1356 576	1 1 1 0 1 0	525 <b>678</b> 576	560 950 397	1 1 1 0 1 0	<b>503</b> 503 397
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0 0	0 0 0 0 0 0	0 <b>0</b> 0
	ے Left	30	1	30	14	1	14
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	494 0	0 2 0 0 0	247 0	443 0	0 2 0 0 0	222
_	√ Left	0	0	0	0	0	0
STBOUND	<ul><li></li></ul>	718	0 2 1	249	1228	0 2 1	424
WES	Right Left-Through-Right Left-Right	30	0 0 0	30	43	0 0 0	43
	CRITICAL VOLUMES		orth-South: East-West: SUM:	678 279 957	N	orth-South: East-West: SUM:	503 438 941
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ		0.672			0.660
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.572 A			0.560 A

REMARKS:

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 3 CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

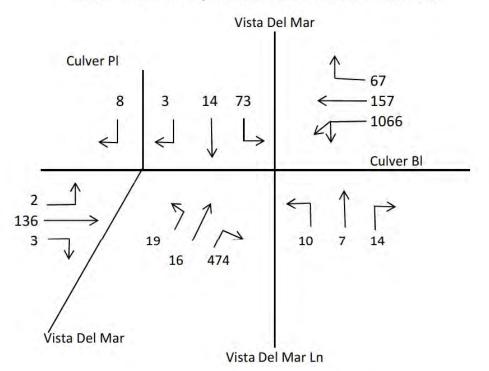


- 1. 501 x 0.55 or (65 + 24)
- 2. (15 + 6 + 1132) x 0.55
- 3. (2 + 142 + 3)
- 4. 66 + (18 + 21 + 125) or 18 + (66 + 10 + 1)

Critical Volumes = 276 + 634 + 74 + 230 = 1214

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 3 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1066 x 0.55 or (157 + 67)
- 2. (19 + 16 + 474) x 0.55
- 3. <u>(2 + 136 + 3)</u> 2
- 4. 73 + (10 + 7 + 14) or 10 + (73 + 14 + 3)

Critical Volumes = 586 + 280 + 71 + 104 = 1041





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

V -		AM	PEAK HOUR	1	PN	PEAK HOU	R
	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Ω	Left	25	1	25	25	1	25
BOUN	← Left-Through     ↑ Through     ∴ Through-Right	1213	0 1 1	621	1093	0 1 1	606
NORTHBOUND	Right  ⇔ Left-Through-Right  → Left-Right	29	0 0 0	29	119	0 0 0	119
_	Left	239	1	239	283	1	283
SOUNE		1233	0 1	626	1441	0	733
SOUTHBOUND	<ul><li>✓ Through-Right</li><li>✓ Right</li><li>✓ Left-Through-Right</li></ul>	19	1 0 0	19	24	1 0 0	24
0)	→ Left-Right	l i	0			0	
Q	ノ Left ユ Left-Through	14	0	14	16	0	16
EASTBOUND	→ Through  → Through-Right	19	0	32	51	0	55
EAS	Right  Left-Through-Right  Left-Right	16	0 0 0	32	27	0 0 0	55
	↓ C Left	23	1	23	25	1	25
ONNC		43	0	204	40	0	224
WESTBOUND	Through-Right Right Left-Through-Right	364	1 1 0	0	407	1 0	0
	├─ Left-Right  CRITICAL VOLUMES	N	0 orth-South: East-West: SUM:	860 218 1078		0 orth-South: East-West: SUM:	889 240 1129
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.756 <b>0.656</b>			0.792 <b>0.692</b>
	LEVEL OF SERVICE (LOS):	1 =		В			B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

1	9-9-2	AN	I PEAK HOU	R	PN	1 PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	30	1	30	18	1	18
3	← Left-Through	620	0			0	
NORTHBOUND	↑ Through	821	1	438	688	1	418
岩	Through-Right		1			1	
R	Right	55	0	55	148	0	148
9	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
0	└ Left	470	1	470	406	1	406
Ĭ			0			0	
SOUTHBOUND	↓ Through	702	1	360	1090	1	553
9	← Through-Right		1			1	
Ę	→ Right	18	0	18	16	0	16
ō	← Left-Through-Right		0			0	
0)	→ Left-Right		0			0	
	J Left	20	1	20	20	1	20
9			0			0	
EASTBOUND	→ Through	57	0	79	46	0	68
BC	<b>☆</b> Through-Right		1			1	
ST	Right	22	0	0	22	0	0
A	→ Left-Through-Right		0			0	
	-		0			0	
	√ Left	163	1	126	275	1	150
9		, 55	1			1	
WESTBOUND	← Through	89	0	126	24	0	150
B	← Through-Right		0	170		0	10.0
S	Right	451	1	0	467	1	61
Š	Left-Through-Right		0			0	
			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	908 205 1113	N	orth-South: East-West: SUM:	824 218 1042
	VOLUME/CAPACITY (V/C) RATIO:		30M.	0.809		JOIN.	0.758
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.709			
•/							0.658
	LEVEL OF SERVICE (LOS):			С		i	В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

	76 a 2 1	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 3 2 0	NB 0 EB 0	SB WB	2 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 0 0	0 0 0 0 0 0	0 0 0	0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	695 20 78	2 0 0 0 1 0	382 0 34	995 0 126	2 0 0 0 1 0	<b>547</b> 0 102
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	88 119 0	1 0 2 0 0 0	<b>88</b> 60 0	49 169 0	1 0 2 0 0 0	<b>49</b> 85 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 98 791	0 0 1 0 1 0	98 <b>409</b>	0 145 546	0 0 1 0 1 0	0 <b>145</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	382 497 879	N	orth-South: East-West: SUM:	547 194 741
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.586 0.486 A			0.494 0.394 A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	5/1495.21-12	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	665	2	366	499	2	274
ΞI	← Left-Through		0			0	
NORTHBOUND	↑ Through	1619	2	578	1411	2	545
里	↑ Through-Right		1			1	
7	→ Right	115	0	115	225	0	225
Ō	← Left-Through-Right		0			0	
	<b>☆</b> Left-Right		0			0	
_	↓ Left	264	2	145	223	2	123
닐		7.5	0	117		0	17.
S 1	↓ Through	1613	2	578	1591	2	571
Ψ̈́	← Through-Right		1		1000	1	
SOUTHBOUND	Right	122	0	122	123	0	123
9	Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ح Left	89	2	49	113	2	62
Ω	→ Left-Through	09	0	49	113	0	02
3	→ Through	810	2	405	742	2	371
8	→ Through-Right	010	0	403	142	0	3/ 1
EASTBOUND	Right	587	1	221	548	1	274
Š.	Left-Through-Right	301	0	221	340	0	214
ш	∠ Left-Right		0			0	
	C 1-4	1 444 !	0	70	070 :	0	450
۵	✓ Left	141	2	78	278	2 0	153
5		700		205	004		440
WESTBOUND	← Through	730	2	365	831	2	416
E	Through-Right	400		FO	000		115
ES	Right	198	1	53	268	1	145
3	Left-Through-Right Left-Right		0			0	
	· Ecreragii	N/	orth-South:	944	N.	orth-South:	845
	CRITICAL VOLUMES		East-West:	483		East-West:	524
			SUM:	1427		SUM:	1369
	VOLUME/CAPACITY (V/C) RATIO:		20	1.038			0.996
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.938			0.896
	LEVEL OF SERVICE (LOS):			E			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PN	PEAK HOUR	2
1	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
õ	↑ Through	1524	2	585	1632	2	646
里	→ Through-Right		1			1	
R	Right	231	0	231	307	0	307
9	← Left-Through-Right		0			0	
-	Left-Right		0			0	
	↓ Left	1005	2	553	919	2	505
Ð	Left-Through	1000	0	333	313	0	303
SOUTHBOUND	↓ Through	1569	3	523	1828	3	609
BC	→ Through-Right	1505	0	020	1020	0	003
Ŧ	Right	0	0	0	0	0	0
20	← Left-Through-Right	ŭ	0	Ü		0	·
Ŋ	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
EASTBOUND	→ Left-Through		0			0	
0	→ Through	0	0	0	0	0	0
TB	→ Through-Right		0			0	
St	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
-	-		0			0	
	√ Left	223	2	123	237	2	130
9			0			0	
בַּ	← Through	0	0	0	0	0	0
BC	← Through-Right		0			0	
WESTBOUND	Right	1251	2	135	946	2	15
NE NE	Left-Through-Right		0			0	
			0			0	
	CRITICAL VOLUMES	۸	lorth-South: East-West: SUM:	1138 135 1273	N	orth-South: East-West: SUM:	1151 130 1281
	VOLUME/CAPACITY (V/C) RATIO:			0.893			0.899
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.793			0.799
-	LEVEL OF SERVICE (LOS):						
	DEMARKS:		j	С			С

REMARKS:





I/S#:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

1		AN	PEAK HOU	R	PM PEAK HOUR			
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		NB 0 EB 0	SB WB	4 2 0 0 2	NB 0 EB 0	SB WB	4 2 0 0 2	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ↑ Right  ↓ Left-Through-Right  ↑ Left-Right	207 1493 24	1 0 2 1 0 0	<ul><li>207</li><li>506</li><li>24</li></ul>	126 1510 13	1 0 2 1 0 0	126 508 13	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	40 1553 272	1 0 2 1 0 0	40 <b>608</b> 272	59 1738 317	1 0 2 1 0 0	59 <b>685</b> 317	
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	220 1 62	1 1 0 0 1 0	<b>111</b> 111 0	344 3 114	1 1 0 0 1 0	174 174 51	
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	3 1 12	0 0 0 0 0 1	3 <b>16</b> 0	15 2 9	0 0 0 0 0 1	15 <b>26</b> 0	
CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:  V/C LESS ATSAC/ATCS ADJUSTMENT:  LEVEL OF SERVICE (LOS):			orth-South: East-West: SUM:	815 127 942 0.685 <b>0.585</b>	N	orth-South: East-West: SUM:	811 200 1011 0.735 <b>0.635</b> <b>B</b>	





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	yant sail	AN	I PEAK HOU	R PM PEAK HOUR			
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		NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul><li> Left</li><li> Left-Through</li><li> Through</li></ul>	195 1697	1 0 3	195 <b>566</b>	101 1494	1 0 3	101 <b>498</b>
	↑ Through-Right ↑ Right ↑ Left-Through-Right ↑ Left-Right	451	0 1 0 0	288	368	0 1 0 0	106
QND		178	1 0	178	241	1 0	241
SOUTHBOUND	<ul> <li>↓ Through</li> <li>↓ Through-Right</li> <li>↓ Right</li> <li>↓ Left-Through-Right</li> </ul>	1327 41	2 1 0 0	456	1691 60	2 1 0 0	584 60
	→ Left-Right  ✓ Left	0	0	0	0	0	0
EASTBOUND	<ul> <li>         ∠ Left-Through</li></ul>	576 50	0 1 1 0	<b>313</b> 50	547 194	0 1 1 0	<b>371</b> 194
á	Left-Through-Right Left-Right		0			0	
DNU		297	2	163	477	2	262
WESTBOUND	← Through ← Through-Right ← Right ← Left-Through-Right	460 115	1 1 0 0	288 115	575 82	1 1 0 0	329 82
Left-Right  CRITICAL VOLUMES		0 North-South: East-West:		744 476	North-South: East-West:		739 633
W	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:		SUM:	0.887		SUM:	0.998
V/	LEVEL OF SERVICE (LOS):			0.787 C			0.898 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way
Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya a territ	AN	I PEAK HOU	PM PEAK HOUR			
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		NB 0 EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ← Right  ↓ Left-Through-Right	893 2160 38	2 0 2 1 0	<b>491</b> 733 38	732 1852 39	2 0 2 1 0	<b>403</b> 630 39
z	→ Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	52 1571 76	1 0 2 1 0 0	52 <b>549</b> 76	47 2241 99	1 0 2 1 0 0	47 <b>780</b> 99
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	72 17 629	1 0 1 0 1 0 0	<b>72</b> 17 0	89 25 995	1 0 1 0 1 0 0	89 25 0
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	31 10 35	0 1 0 1 0 0	31 <b>45</b> 0	53 28 28	0 1 0 1 0 0	53 <b>56</b> 0
CRITICAL VOLUMES		North-South: East-West: SUM:		1040 117 1157	North-South: East-West: SUM:		1183 145 1328
V/O	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.812 0.712 C			0.932 0.832 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya afirmil	AN	I PEAK HOU	District Control of the Control of t			R
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		NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	0 2776 1107	0 0 2 1 0 0	0 <b>1294</b> 1107	0 2279 539	0 0 2 1 0 0	9 <b>39</b> 539
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 2274 0	0 0 2 0 0 0	<b>0</b> 1137 0	0 3250 0	0 0 2 0 0 0	<b>0</b> 0 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	0 0	0 0 0 0 0 0	<b>0</b> 0 0	0 0	0 0 0 0 0 0	0 0
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 0 311	0 0 0 0 2 0	0 0 171	0 0 311	0 0 0 0 2 0	0 0 171
CRITICAL VOLUMES		North-South: East-West: SUM:		1294 171 1465	North-South: East-West: SUM:		939 171 1110
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.977 <b>0.877</b> <b>D</b>			0.740 <b>0.640</b> <b>B</b>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ye wileye k	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	18	1	18	42	1	42
Z	<		0			0	
ğ	↑ Through	3043	4	761	1793	4	448
모	Through-Right		0			0	
NORTHBOUND	→ Right	645	1	436	361	1	29
9	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
	└ Left	550	2	303	679	2	373
Z	→ Left-Through	000	0			0	
SOUTHBOUND	↓ Through	1286	4	322	1899	4	475
Ψ̈́	← Through-Right		0			0	****
Ė	بٰ Right	195	1	0	708	1	604
9	← Left-Through-Right	1.55	0			0	
S	, Left-Right ∟		0			0	
	J Left	100	4 !	400	T 404 :		404
Ω		199	1	199	104	1	104
EASTBOUND	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	440	0	450	004	0 2	447
ŏ		410	2	153	261	1	117
門	→ Through-Right → Right	50	0	EO	90	0	89
AS	Left-Through-Right	50	0	50	89	0	69
ш	→ Left-Through-Right  ✓ Left-Right		0			0	
0	✓ Left	380	2	209	603	2	332
STBOUND			0			0	
7	← Through	180	2	90	498	2	249
TB	Through-Right		0			0	
S	Right	833	2	155	965	2	158
×	Left-Through-Right Left-Right		0			0	
	√ Leit-Right	A/	orth-South:	1064	A	orth-South:	004
	CRITICAL VOLUMES		East-West:	362	N	East-West:	821 449
	OKI NOAL VOLUMES		SUM:	1426		SUM:	1270
	VOLUME/CAPACITY (V/C) RATIO:	Ĭ.		1.037			0.924
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.824
	LEVEL OF SERVICE (LOS):			E			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	New Market	AN	I PEAK HOU	R	PN	PEAK HOU	R
i	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	NB 3 EB 0	SB WB	3 0 0 3 2 0	NB 3 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	0	0	0	0	0	0
Z	← Left-Through		0			0	
NORTHBOUND	↑ Through	3469	4	867	2321	4	580
里	↑ Through-Right		0			0	
R	Right	802	1	613	397	1	142
Q	← Left-Through-Right		0			0	
_	Left-Right		0			0	
_	└ Left	146	2	80	68	2	37
Ĭ			0			0	
SOUTHBOUND	↓ Through	1545	4	386	2604	4	651
<del>P</del>	← Through-Right		0			0	
Ē	ال Right	0	0	0	0	0	0
5	← Left-Through-Right		0			0	
S	, Left-Right		0			0	
	→ Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
BC	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	- ↓ Left-Right		0		-	0	
	√ Left	343	2	189	463	2	255
9		0-10	0	100	400	0	200
Ž	← Through	0	0	0	0	0	0
WESTBOUND	← Through-Right		0			0	ŭ
ST	Right	45	1	0	80	1	43
Ä	Left-Through-Right		0			0	
			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	947 189 1136	N	orth-South: East-West: SUM:	651 255 906
	VOLUME/CAPACITY (V/C) RATIO:			0.797			0.636
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.536
	LEVEL OF SERVICE (LOS):		į			į	
	LEVEL OF SERVICE (LOS).			В		- :	Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	and the second second	AN	I PEAK HOU	2	PN	I PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  Left-Through  ↑ Through  ↑ Through-Right  ← Right  ♣ Left-Through-Right	10 0 916	0 1 0 0 1	10 10 0	45 3 421	0 1 0 0 1	45 <b>48</b> 0
z	Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 1	4 <b>5</b> 0	1 1 0	0 0 0 0 0 1	1 2 0
	ب Left	1	1	1	2	1	2
EASTBOUND	<ul> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1577 16	0 1 1 0 0	<b>797</b> 16	656 44	0 1 1 0 0	<b>350</b>
QND	✓ Left ✓ Left-Through	375	1 0	375	1051	1 0	1051
WESTBOUND	<ul> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	589 2	1 1 0 0	296	1578 2	1 0 0	790
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1172 1187	N	orth-South: East-West: SUM:	49 1401 1450
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.833 <b>0.733</b>			1.018 <b>0.918</b>
	LEVEL OF SERVICE (LOS):			С		į	E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

	ya aliga ali	AN	I PEAK HOU	R	PN	1 PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	383	2	211	1160	2	638
Ξ	← Left-Through		0			0	
ğ	↑ Through	0	0	0	0	0	0
<b>聖</b>	Through-Right		0			0	
7	Right	25	1	0	55	1	55
NORTHBOUND	← Left-Through-Right		0			0	
Z	<b>☆</b> Left-Right		0			0	
_	└ Left	0	0	0	0	0	0
SOUTHBOUND			0			0	
2	↓ Through	0	0	0	0	0	0
Ÿ.	← Through-Right		0		140	0	
Ė	با Right	0	0	0	0	0	0
7	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	J Left	0	0	0	0	0	0
<u>Q</u>	→ Left-Through	· ·	0			0	•
5	→ Through	2071	2	1036	836	2	418
8	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Š	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	√ Left	127	0	127	138	0	138
9		121	1	121	100	1	100
5	← Through	511	1	511	1440	1	996
BG	← Through-Right	0.11	0	011	1110	0	
ST	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right		0	ĭ		0	, and the second
>	∑ Left-Right		0		3	0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	211 1163 1374	N	orth-South: East-West: SUM:	638 996 1634
	VOLUME/CAPACITY (V/C) RATIO:		30,,,,	0.916		301111	1.089
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.816			0.989
•							
	LEVEL OF SERVICE (LOS):			D		1	E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 0	0 0 0 0 0 0	0 <b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	129 0 37	1 0 1 1 0 0	129 0 37	114 4 62	1 0 1 1 0 0	114 4 62
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> <li>✓ Right</li> <li>✓ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	0 1867 1043	0 0 3 0 2 0	0 <b>622</b> 574	0 795 364	0 0 3 0 2 0	<b>0</b> 265 200
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ✓ Left-Through-Right ← Left-Right	118 619 0	1 0 2 0 0 0	118 310 0	337 1609 0	1 0 2 0 0 0	337 <b>805</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	129 740 869	N	orth-South: East-West: SUM:	114 805 919
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.579 0.479 A			0.613 0.513 A

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

	ya afara i	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	3 1 0 0 2 0	NB 0 EB 0	SB WB	3 1 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>↓ Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	191 320 128	1 1 0 1 0 0	105 448 128	300 264 47	1 0 1 0 0 0	165 <b>311</b> 47
SOUTHBOUND	Left  Left- Left- Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	92 0 181	1 0 0 0 1 0	<b>92</b> 0	173 0 579	1 0 0 0 1 0	173 0 465
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	530 1462 0	1 0 2 0 0 0	<b>530</b> 731 0	228 678 0	1 0 2 0 0 0	228 339 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	0 353 352	0 0 2 0 1 0	0 177 <b>306</b>	0 1055 300	0 0 2 0 1 0	0 <b>528</b> 214
	CRITICAL VOLUMES  VOLUME/CAPACITY (V/C) RATIO:		orth-South: East-West: SUM:	540 836 1376	N	orth-South: East-West: SUM:	776 756 1532
V/	C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.966 0.866 D			1.075 0.975 E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

			•	- WANGE	9433900		
		AN	I PEAK HOU	R	PN	PEAK HOU	R
1	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 2	SB WB	3 0 0	NB 0 EB 2	SB WB	3 0 0
	ATSAC-1 or ATSAC+ATCS-2?  Override Capacity	EB Z	WB	2	EB 2	WB	2
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
Q	↑ Left	0	0	0	0	0	0
NORTHBOUND	✓ Left-Through		0			0	
ğ	↑ Through	0	0	0	0	0	0
罡	Through-Right		0			0	
2	Right	0	0	0	0	0	0
2	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
_	. Left	18	1	18	23	1	23
SOUTHBOUND			0			0	
5	↓ Through	1204	1	607	1129	1	571
兕	→ Through-Right		1			1	
Ę	ب Right	9	0	9	13	0	13
ŏ	← Left-Through-Right		0			0	
0)	↓ Left-Right		0			0	
	∫ Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
EASTBOUND	→ Through	499	1	432	487	1	427
BO	→ Through-Right	- 1	1			1	
ST	Right	797	1	0	793	1	0
A	→ Left-Through-Right		0			0	
	- day		0			0	
	│	540	2	200	700	2	207
	₹ Left-Through	512	2	282	722	2	397
3	Through     Through	947	2	474	1157	2	579
STBOUND	↑ Through-Right	941	0	4/4	1107	0	5/9
ST	Right	0	0	0	0	0	0
WES	Left-Through-Right	U	0	· ·	U	0	U
>	├ Left-Right		0		3	0	
		N	orth-South:	607	N	orth-South:	571
	CRITICAL VOLUMES	p=-	East-West:	714		East-West:	824
			SUM:	1321		SUM:	1395
	VOLUME/CAPACITY (V/C) RATIO:			0.927			0.979
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.879
	LEVEL OF SERVICE (LOS):			D			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

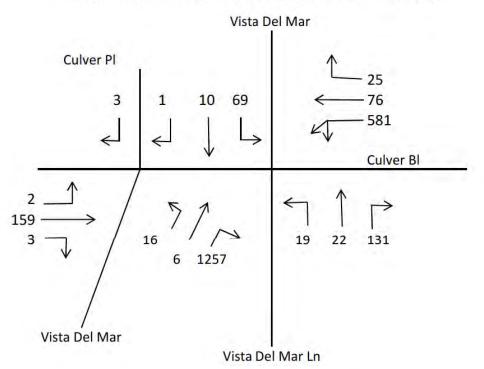
Count Date: Analyst: RA Date: 6/17/205

	Carried and Act Made and Carried and		•	7,532	9433900		
		AN	I PEAK HOU	R	PN	PEAK HOU	R
	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?	NB 0 EB 0	SB WB	3 0 0 0 2	NB 0 EB 0	SB WB	3 0 0 0 2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
۵	) Left	549	1	549	589	1	563
S	→ Left-Through		1			1	222
NORTHBOUND	↑ Through	1449	1	725	1099	1	563
Ξ	Through-Right	000	0	000	440	0	440
R	→ Right  ↑ Left Through Binds	608	1	608	443	1	443
ž	Left-Through-Right		0			0	
	Left-Right	1	0		i	0	
_	Left	0	0	0	0	0	0
SOUTHBOUND	├─ Left-Through		0			0	
5	↓ Through	0	0	0	0	0	0
里	→ Through-Right		0			0	
5	ب Right	0	0	0	0	0	0
Ö	← Left-Through-Right		0			0	
٠,	→ Left-Right	l	0			0	
	J Left	34	1	34	26	1	26
9	→ Left-Through	01	0		20	0	
EASTBOUND	→ Through	519	2	260	476	2	238
BC	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	- deft-Right - deft-Right		0			0	
	C 1-4		0	0	1 0:	0	0
	✓ Left ✓ Left-Through	0	0	0	0	0	0
STBOUND	← Through	782	2	274	1323	2	460
80	↑ Through-Right	102	1	214	1323	1	400
ST	Right	39	0	39	57	Ó	57
WE	Left-Through-Right	-	0	- 00		0	0,
-	Ç Left-Right		0			0	
	and the man the state of the Anna		orth-South:	725	N	orth-South:	563
	CRITICAL VOLUMES	P=	East-West:	308		East-West:	486
			SUM:	1033		SUM:	1049
	VOLUME/CAPACITY (V/C) RATIO:			0.725			0.736
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.625			0.636
	LEVEL OF SERVICE (LOS):		į	В			В

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 3 CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

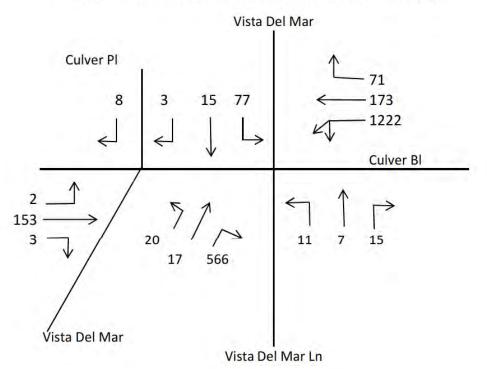


- 1.  $581 \times 0.55$  or (76 + 25)
- 2. (16 + 6 + 1257) x 0.55
- 3. (2 + 159 + 3)
- 4. 69 + (19 + 22 + 131) or 19 + (69 + 10 + 1)

Critical Volumes = 320 + 703 + 82 + 241 = 1346

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 3 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

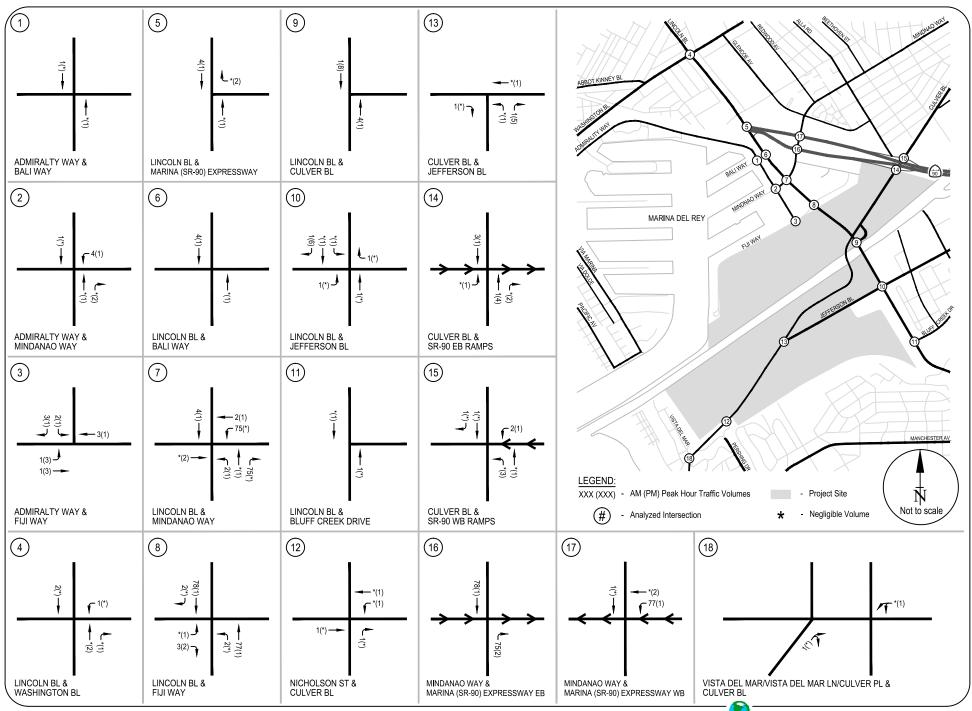


- 1. 1222 x 0.55 or (173 + 71)
- 2. (20 + 17 + 566) x 0.55
- 3. <u>(2 + 153 + 3)</u> 2
- 4. 77 + (11 + 7 + 15) or 11 + (77 + 15 + 3)

#### APPENDIX L

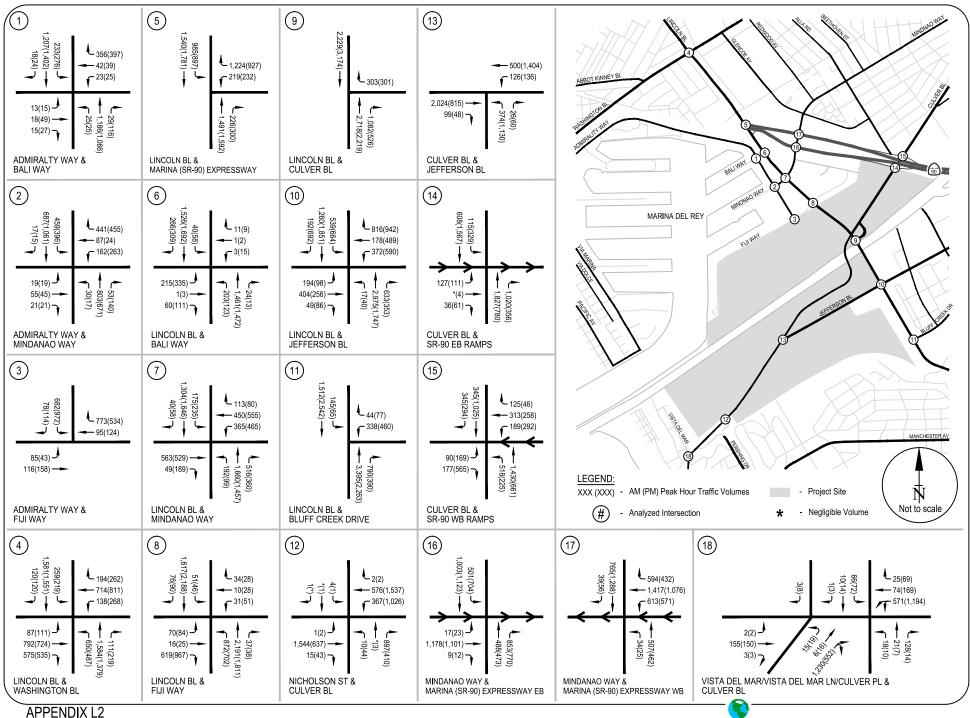
**Level of Service Worksheets** 

Cumulative (2019) with Project Construction Activity – Alternative 3 Conditions



APPENDIX L1
ALTERNATIVE 3 CONSTRUCTION ACTIVITY TRIPS - PEAK HOUR TRAFFIC VOLUMES





CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - ALTERNATIVE 3
PEAK HOUR TRAFFIC VOLUMES
H-409

RAJU Associates, Inc.





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUR		PN	PEAK HOU	R
i	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left  ↓ Left-Through  ↑ Through-Right  ← Right  ↓ Left-Through-Right  ↑ Left-Right	25 1186 29	1 0 1 1 0 0	25 <b>608</b> 29	25 1066 116	1 0 1 1 0 0	25 <b>591</b> 116
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	233 1207 18	1 0 1 1 0 0	233 613 18	276 1402 24	1 0 1 1 0 0	<b>276</b> 713 24
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	13 18 15	0 1 0 1 0 0	13 30 30	15 49 27	0 1 0 1 0 0	15 53 53
WESTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>← Through</li> <li>← Through-Right</li> <li>← Right</li> <li>← Left-Through-Right</li> <li>← Left-Right</li> </ul>	23 42 356	1 0 0 1 1 0	23 199 0	25 39 397	1 0 0 1 1 0	25 <b>218</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	841 212 1053	N	orth-South: East-West: SUM:	867 233 1100
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.739 <b>0.639</b> B			0.772 <b>0.672</b> B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

	and the same	AN	PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 3 2 0	NB 0 EB 0	SB WB	4 2 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
UND	Left Left-Through	30	1 0	30	17	1	17
NORTHBOUND	↑ Through ↑ Through-Right ↑ Right	803 53	1 1 0	<b>428</b> 53	671 140	1 1 0	<b>406</b> 140
NOR	Left-Through-Right  Left-Right	55	0	55	140	0	170
QNC	→ Left → Left-Through	459	1 0	459	396	1 0	396
SOUTHBOUND		687 17	1 1 0	352 17	1061 15	1 1 0	538
son	→ Left-Through-Right → Left-Right		0		10	0 0	10
Q	→ Left  → Left-Through	19	1 0	19	19	1 0	19
EASTBOUND	→ Through  → Through-Right	55	0	76	45	0	66
EAS	Right  Left-Through-Right  Left-Right	21	0 0 0	0	21	0 0 0	0
QN		162	1	125	263	1	144
STBOUND	← Through ← Through-Right ← Right	87	0 0 1	125	24	0 0 1	144
WES	Left-Through-Right Left-Right	441	0	0	455	0	59
	CRITICAL VOLUMES		orth-South: East-West: SUM:	887 201 1088	N	orth-South: East-West: SUM:	802 210 1012
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.791 <b>0.691</b>			0.736 <b>0.636</b>
	LEVEL OF SERVICE (LOS):			В	1		B

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

		1			T		
	Alexander Control	AN	PEAK HOU		PN	I PEAK HOU	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	MD 0	0.0	0	AID 0	0.0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	775-	2	<b>LB</b> == 0	112	2
	Override Capacity			0			0
7	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	0	0	0	0	0	0
NORTHBOUND	→ Left-Through		0			0	
200	↑ Through	0	0	0	0	0	0
Ξ	Through-Right	0	0			0	
R	→ Right	0	0	0	0	0	0
Z	Left-Through-Right		0			0	
	Left-Right		0			0	
_	Left	682	2	375	972	2	535
SOUTHBOUND			0			0	
5	↓ Through	20	0	0	0	0	0
聖	→ Through-Right		0			0	
5	ب Right	78	1	36	114	1	93
Ö	← Left-Through-Right		0			0	
•	↓ Left-Right		0			0	
	J Left	85	1	85	43	1	43
9	→ Left-Through	00	0		40	0	
EASTBOUND	→ Through	116	2	58	158	2	79
BC	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	│		0			0	
	✓ Left	0	0	0	0 :	0	0
9	✓ Left-Through	0	0	U	0	0	0
STBOUND	← Through	95	1	95	124	1	124
BC	← Through-Right	00	0	00	12.1	0	100
ST	Right	773	1	398	534	1	0
WE	Left-Through-Right	2.35	0			0	
	├─ Left-Right	3	0			0	
			orth-South:	375	N	orth-South:	535
	CRITICAL VOLUMES	P	East-West:	483		East-West:	167
			SUM:	858		SUM:	702
	VOLUME/CAPACITY (V/C) RATIO:			0.572			0.468
V	/C LESS ATSAC/ATCS ADJUSTMENT:			0.472			0.368
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

	Sym (B) grant l	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 0 EB 3	SB WB	4 0 0 3 2 0	NB 0 EB 3	SB WB	4 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	650	2	358	487	2	268
Z	← Left-Through		0			0	
NORTHBOUND	↑ Through	1584	2	565	1379	2	533
모	Through-Right		1			1	
R	Right	111	0	111	219	0	219
ō	← Left-Through-Right		0			0	
	Left-Right		0			0	
_	└ Left	259	2	142	219	2	120
ž			0			0	
SOUTHBOUND	↓ Through	1581	2	567	1551	2	557
4	← Through-Right		1			1	
Ė	ال Right	120	0	120	120	0	120
5	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	J Left	87	2	48	111	2	61
9	→ Left-Through		0	10		0	01
EASTBOUND	→ Through	792	2	396	724	2	362
BO	<b>→</b> Through-Right		0			0	-
ST	Right	575	1	217	535	1	267
A	→ Left-Through-Right	100	0			0	
	→ Left-Right		0			0	
	√ Left	138	2	76	268	2	147
9	₹ Left-Through	100	0	,,,	200	0	177
WESTBOUND	← Through	714	2	357	811	2	406
BC	← Through-Right	1.1-1	0	507	011	0	100
ST	Right	194	1	52	262	1	142
Ě	Left-Through-Right	10.1	0			0	
>			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	925 472 1397	N	orth-South: East-West: SUM:	825 509 1334
	VOLUME/CAPACITY (V/C) RATIO:		50m.	1.016		JOIN.	0.970
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.916			0.870
	LEVEL OF SERVICE (LOS):			E.			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PN	I PEAK HOU	₹
1	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	NB 0 EB 0	SB WB	3 0 0 3 2 0	NB 0 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	<u> </u>	0	0	0	0	0	0
NORTHBOUND	← Left-Through	10000	0			0	22.0
30	↑ Through	1491	2	572	1592	2	631
Ë	Through-Right	000	1			1	
LN.	→ Right	226	0	226	300	0	300
N	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
0	└ Left	985	2	542	897	2	493
Ĭ		4,673	0			0	
SOUTHBOUND	↓ Through	1540	3	513	1781	3	594
모	← Through-Right		0			0	
7	ب Right	0	0	0	0	0	0
30	← Left-Through-Right		0			0	
	∠ Left-Right		0		1	0	
	Ĵ Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
$\overline{\Sigma}$	→ Through	0	0	0	0	0	0
BC	→ Through-Right	191	0			0	
EASTBOUND	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	-		0			0	
		219	2	120	232	2	128
P		200	0	1-2		0	1-7
2	← Through	0	0	0	0	0	0
BC	♣ Through-Right		0			0	
WESTBOUND	Right	1224	2	131	927	2	17
₩.	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	CRITICAL VOLUMES	N	lorth-South: East-West: SUM:	1114 131 1245	N	lorth-South: East-West: SUM:	1124 128 1252
	VOLUME/CAPACITY (V/C) RATIO:			0.874			0.879
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.779
	LEVEL OF SERVICE (LOS):	15		C		:	C
	DEMARKS:	1					U

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

	ya aliga di	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 0 EB 0	SB WB	4 2 0 0 2 0	NB 0 EB 0	SB WB	4 2 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	↑ Left	203	1	203	123	1	123
S	← Left-Through	7055	0	102		0	
NORTHBOUND	↑ Through	1461	2	495	1472	2	495
Ë	Through-Right		1	44		1	
R	Right	24	0	24	13	0	13
2	← Left-Through-Right		0			0	
	Left-Right	ļ.	0			0	
0	└- Left	40	1	40	58	1	58
Ξ	→ Left-Through		0			0	
SOUTHBOUND	↓ Through	1526	2	597	1692	2	667
里	← Through-Right		1			1	
5	<i>Ų</i> Right	266	0	266	309	0	309
ō	← Left-Through-Right		0			0	
0,	→ Left-Right		0			0	
	J Left	215	1	108	335	1	169
9	→ Left-Through		1			1	
EASTBOUND	→ Through	1	0	108	3	0	169
BC	→ Through-Right		0			0	
ST	Right	60	1	0	111	1	50
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
		3	0	3	15	0	15
P		7	0			0	
STBOUND	← Through	1	0	15	2	0	26
BC	← Through-Right		0			0	
S	Right	11	0	0	9	0	0
WE	Left-Through-Right		1			1	
	├─ Left-Right		0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	800 123 923	N	orth-South: East-West: SUM:	790 195 985
	VOLUME/CAPACITY (V/C) RATIO:	ř –		0.671			0.716
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.571			0.616
	LEVEL OF SERVICE (LOS):			Α			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

1	ye allowed	AN	I PEAK HOU	R	PN	I PEAK HOU	R
F	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	NB 3 EB 0	SB WB	4 0 0 0 2 0	NB 3 EB 0	SB WB	4 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	↑ Left	192	1	192	99	1	99
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	1660	3	553	1457	3	486
- 무	Through-Right		0			0	
R	Right	516	1	315	360	1	104
Q	← Left-Through-Right		0			0	
	<b>├</b> Left-Right	l i	0			0	
	└ Left	175	1	175	235	1	235
Ħ			0			0	
8	↓ Through	1304	2	448	1646	2	568
Ψ̈́	← Through-Right		1			1	
SOUTHBOUND	Right	40	0	40	58	0	58
9	← Left-Through-Right	1 1 2 2	0			0	
S	↓ Left-Right		0			0	
	J Left	0:	0	0	0	0	0
Ω	→ Left-Through	U	0	U	0	0	U
5	→ Through	563	1	306	529	1	359
8	→ Through-Right	303	1	000	020	1	000
EASTBOUND	Right	49	0	49	189	0	189
K	Left-Through-Right	45	0	70	100	0	100
ш	∠ Left-Right		0			0	
	✓ Left	205	2	204	10E	2	056
Ω	γ Left	365	2	201	465	2	256
WESTBOUND	↓ Leπ-Inrougn ← Through	450	1	202	555	1	318
00	← Through-Right	450	1	282	555	1	310
Ĭ,	Right	113	0	113	80	0	80
Ē	Left-Through-Right	113	0	113	80	0	80
3	Left-Right		0			0	
		N	orth-South:	728	N	orth-South:	721
	CRITICAL VOLUMES	7-	East-West:	507		East-West:	615
			SUM:	1235		SUM:	1336
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.972
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.872
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

	ya afirmil	AN	I PEAK HOU	3	PN	I PEAK HOU	R
F	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	NB 0 EB 1	SB WB	3 0 0 0 2 0	NB 0 EB 1	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Left-Through-Right	872 2191 37	2 0 2 1 0	<b>480</b> 743 37	702 1811 38	2 0 2 1 0	386 616 38
Ž	Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	51 1617 76	1 0 2 1 0 0	51 <b>564</b> 76	46 2188 90	1 0 2 1 0 0	46 <b>759</b> 90
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	70 16 619	1 0 1 0 1 0	<b>70</b> 16 0	84 25 967	1 0 1 0 1 0	<b>84</b> 25 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	31 10 34	0 1 0 1 0 0	31 44 0	51 28 28	0 1 0 1 0 0	51 <b>56</b> 0
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1044 114 1158	N	orth-South: East-West: SUM:	1145 140 1285
V/O	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.813 0.713 C			0.902 0.802 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

1	New Market	AN	I PEAK HOU	R	PN	PEAK HOU	R
i	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	↑ Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through	2.0	0			0	
ğ	↑ Through	2718	2	1267	2219	2	915
뿐	Through-Right		1			1	
R	Right	1082	0	1082	526	0	526
9	← Left-Through-Right		0			0	
	→ Left-Right		0			0	
0	└- Left	0	0	0	0	0	0
SOUTHBOUND			0			0	
5	↓ Through	2229	2	1115	3174	2	0
무	← Through-Right		0		-	0	
5	→ Right	0	0	0	0	0	0
ō	← Left-Through-Right		0			0	
0,	→ Left-Right	ļ i	0			0	
	J Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
BC	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
E	★ Left-Through-Right		0			0	
	-		0			0	
	√ Left	0	0	0	0 :	0	0
9		· ·	0	,		0	Ů
WESTBOUND	← Through	0	0	0	0	0	0
BC	← Through-Right		0			0	
ST	Right	303	2	167	301	2	166
¥.	Left-Through-Right	75.55	0			0	
			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1267 167 1434	N	orth-South: East-West: SUM:	915 166 1081
	VOLUME/CAPACITY (V/C) RATIO:		50111.	0.956		JOIII.	0.721
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.856			0.621
•/							
	LEVEL OF SERVICE (LOS):			D		1	В

REMARKS:





I/S #: 10 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

	See all continues in	AN	I PEAK HOU	R	PN	I PEAK HOU	R
1	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	NB 3 EB 0	SB WB	4 0 3 3 2 0	NB 3 EB 0	SB WB	4 0 3 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right	17 2975 633	1 0 4 0 1	17 <b>744</b> 428	40 1747 353	1 0 4 0 1	40 <b>437</b> 28
Z	← Left-Right		0			0	
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	539 1260 192	2 0 4 0 1 0	296 315 0	664 1851 692	2 0 4 0 1 0	<b>365</b> 463 594
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>✓ Through-Right</li> </ul>	194 404	1 0 2 1	194 <b>151</b>	98 256	1 0 2	98 114
EASTE	Right  Left-Through-Right  Left-Right	49	0 0 0	49	86	0 0 0	86
STBOUND	✓ Left ✓ Left-Through ← Through	372 178	2 0 2	<b>205</b> 89	590 489	2 0 2	<b>325</b> 245
WESTB	Through-Right Right Left-Through-Right Left-Right	816	0 2 0 0	153	942	0 2 0 0	153
	CRITICAL VOLUMES		orth-South: East-West: SUM:	1040 356 1396	N	orth-South: East-West: SUM:	802 439 1241
V/	VOLUME/CAPACITY (V/C) RATIO: /C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			1.015 <b>0.915</b> E			0.903 0.803 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

	ya at see	AN	I PEAK HOU	2	PN	PEAK HOU	R
F	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	NB 3 EB 0	SB WB	3 0 0 3 2	NB 3 EB 0	SB WB	3 0 0 3 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
D	) Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
ğ	↑ Through	3395	4	849	2263	4	566
里	Through-Right		0			0	
F.	→ Right	790	1	604	390	1	137
Q	← Left-Through-Right		0			0	
_	Left-Right		0			0	
_	Left	145	2	80	65	2	36
ž			0			0	
SOUTHBOUND	↓ Through	1512	4	378	2542	4	636
뿌	← Through-Right		0			0	
ξl	→ Right	0	0	0	0	0	0
ğ	← Left-Through-Right		0			0	
o)	→ Left-Right		0			0	
	J Left	0	0	0	0	0	0
9			0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
BC	<b>→</b> Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A	★ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	338	2	186	460	2	253
9			0			0	
WESTBOUND	← Through	0	0	0	0	0	0
BC	Through-Right		0			0	
ST	Right	44	1	0	77	1	41
¥	Left-Through-Right		0			0	
>			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	929 186 1115	N	orth-South: East-West: SUM:	636 253 889
	VOLUME/CAPACITY (V/C) RATIO:		SOW.	0.782		JOIN.	0.624
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.524
•/							
	LEVEL OF SERVICE (LOS):			В			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

	and the second	AN	I PEAK HOU	R	PN	PEAK HOU	R
F	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	NB 1 EB 0	SB WB	3 0 0 0 2 0	NB 1 EB 0	SB WB	3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	10 0 897	0 1 0 0 1 0	10 10 0	44 3 410	0 1 0 0 1 0	44 <b>47</b> 0
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	4 0 1	0 0 0 0 0 1	4 <b>5</b> 0	1 1 0	0 0 0 0 0 1	1 2 0
EASTBOUND	<ul> <li>✓ Left</li> <li>→ Left-Through</li> <li>→ Through</li> <li>→ Through-Right</li> <li>→ Right</li> <li>→ Left-Through-Right</li> <li>→ Left-Right</li> </ul>	1 1544 15	1 0 1 1 0 0	1 <b>780</b> 15	637 43	1 0 1 1 0 0	2 <b>340</b> 43
WESTBOUND	✓ Left ✓ Left-Through ← Through	367 576 2	1 0 1 1 0 0	367 289 2	1026 1537 2	1 0 1 1 0 0	<b>1026</b> 770 2
	CRITICAL VOLUMES		orth-South: East-West: SUM:	15 1147 1162	N	orth-South: East-West: SUM:	48 1366 1414
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.815 0.715 C			0.992 0.892 D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

1	Ve all greek	AN	I PEAK HOU	R	PN	1 PEAK HOU	R
F	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	NB 0 EB 0	SB WB	2 0 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	↑ Left	374	2	206	1130	2	622
Ξ	<		0			0	
ಠ	↑ Through	0	0	0	0	0	0
<b>聖</b>	Through-Right		0			0	
ZT.	Right	26	1	0	60	1	60
NORTHBOUND	← Left-Through-Right		0			0	
2	<b>├</b> Left-Right		0			0	
_	└ Left	0	0	0	0	0	0
SOUTHBOUND			0			0	
2	↓ Through	0	0	0	0	0	0
Ÿ.	← Through-Right		0			0	
Ė	<i> →</i> Right	0	0	0	0	0	0
7	← Left-Through-Right		0			0	
တ			0			0	
	J Left	0	0	0	0	0	0
₽	→ Left-Through		0			0	
2	→ Through	2024	2	1012	815	2	408
BC	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	→ Left-Right		0			0	
	√ Left	126	0 :	126	136	0	136
9		120	1		100	1	100
WESTBOUND	← Through	500	1	500	1404	1	974
BC	← Through-Right	000	0		,	0	
ST	Right	0	0	0	0	0	0
¥	Left-Through-Right		0			0	
>			0			0	
	CRITICAL VOLUMES		orth-South: East-West: SUM:	206 1138 1344	N	orth-South: East-West: SUM:	622 974 1596
	VOLUME/CAPACITY (V/C) RATIO:		30,,,,	0.896		30m.	1.064
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.796			
•/							0.964
	LEVEL OF SERVICE (LOS):			С			E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				T ===		2
	N. Co.	AN	PEAK HOU		PN	PEAK HOU	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
		NB 0	SB	0	NB 0	SB	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2	LB	,,,,	2
	Override Capacity	0 -		0			0
	MOVEMENT		No. of	Lane	625-65	No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Ω	) Left	0	0	0	0	0	0
NORTHBOUND	✓ Left-Through		0			0	
ರ್ಷ	↑ Through	0	0	0	0	0	0
里	Through-Right		0			0	
R	├─ Right	0	0	0	0	0	0
9	← Left-Through-Right		0			0	
_	→ Left-Right		0			0	
	Left	127	1	127	111	1	111
SOUTHBOUND	Left-Through	121	0	121	111	0	3.111
$\Xi$	Through	0	1	0	4	1	4
B	→ Through-Right	U	1	U	7	1	7
Ŧ	Right	36	0	36	61	0	61
2	← Left-Through-Right		0	00	0,	0	01
Š	↓ Left-Right		0			0	
_	ے Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
2	→ Through	1827	3	609	780	3	260
EASTBOUND	<b>◯</b> Through-Right		0			0	
S	Right	1020	2	561	356	2	196
T)	Left-Through-Right		0			0	
	Left-Right	Į į	0			0	
	√ Left	115	1	115	329	1	329
9		110	0	1,0	020	0	020
STBOUND	← Through	608	2	304	1567	2	784
BC	← Through-Right		0	331	1001	0	
ST	Right	0	0	0	0	0	0
WE	Left-Through-Right		0			0	
	├ Left-Right		0			0	
		N	orth-South:	127	N	orth-South:	111
	CRITICAL VOLUMES	p=	East-West:	724		East-West:	784
			SUM:	851		SUM:	895
	VOLUME/CAPACITY (V/C) RATIO:	i .		0.567			0.597
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.467			0.497
	LEVEL OF SERVICE (LOS):			A			A

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

-					T	A 10 - COR C R 2 - CO 2	
	20.0	AN	I PEAK HOU		PN	I PEAK HOU	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3
		NB 0	SB	1 0	NB 0	SB	1 0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	112	2	LD 0	112	2
	Override Capacity			0			ō
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	↑ Left	189	1	104	292	1	161
NORTHBOUND	← Left-Through		1			1	
5	↑ Through	313	0	438	258	0	304
9	★ Through-Right		1			1	
E	→ Right	125	0	125	46	0	46
Ö	← Left-Through-Right		0			0	
Z	✓ Left-Right		0			0	
0	└ Left	90	1	90	169	1	169
3	▶ Left-Through		0			0	
SOUTHBOUND	Through	0	0	0	0	0	0
里	← Through-Right		0			0	
5	୍ୟ Right	177	1	0	565	1	453
Ō	← Left-Through-Right		0			0	
0,	∠ Left-Right		0			0	
	∫ Left	E40	4	F40	205	1	005
Ω	→ Left-Through	518	1	518	225	1	225
S	→ Through	1420		745	664		224
EASTBOUND		1430	2	715	661	2	331
1		0	0	0	0	0	0
AS	Right Left-Through-Right	0	0	0	0	0	0
Ш			0			0	
	│		U			U	
	√ Left	0 :	0	0	0	0	0
9		· ·	0	J		0	J
STBOUND	← Through	345	2	173	1025	2	513
BC	↑ Through-Right	0-10	0	170	1020	0	0.0
ST	Right	345	1	300	294	1	210
WE	Left-Through-Right	0.10	0		20.1	Ö	2.10
>	├ Left-Right		0			0	
		N	orth-South:	528	N	orth-South:	757
	CRITICAL VOLUMES	j	East-West:	818		East-West:	738
		2.	SUM:	1346		SUM:	1495
	VOLUME/CAPACITY (V/C) RATIO:			0.945			1.049
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.845			0.949
	LEVEL OF SERVICE (LOS):					į	
	LEVEL OF SERVICE (LOS):			D		- 3	E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

					T		
	42.	AN	I PEAK HOU		PN	I PEAK HOU	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3
		NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 2	WB	0	EB 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Malana	No. of Lanes	Lane Volume	Volume	No. of	Lane Volume
	↑ Left	Volume 0	0	Volume	volume	Lanes 0	Volume
9	Left-Through	U	0	U	0	0	٠
Ž	↑ Through	0	0	0	0	0	0
NORTHBOUND	↑ Through-Right	U	0	U	0	0	O
Ŧ	→ Right	0	0	0	0	0	0
S	Left-Through-Right	U	0	Ü		0	V
ž	Left-Right		0			0	
	Leit-Right		-		·	0	
_	└ Left	17	1	17	23	1	23
SOUTHBOUND			0	.,		0	7.7
8	↓ Through	1178	1	594	1101	1	557
4	← Through-Right		1			1	
Ę	→ Right	9	0	9	12	0	12
ŏ	← Left-Through-Right		0			0	
0)	→ Left-Right		0			0	
	1 1			22			
0	Left	0	0	0	0	0	0
3	→ Left-Through	400	0	447	470	0	44.4
EASTBOUND	→ Through → Through-Right	488	1	447	473	1	414
H	Right	853	1	0	770	1	0
AS	Left-Through-Right	000	0	U	770	0	U
ш	→ Left-Right		0			0	
	✓ Left	501	2	276	704	2	387
9			0			0	
STBOUND	← Through	1003	2	502	1123	2	562
ĕ	← Through-Right		0			0	
S	Right	0	0	0	0	0	0
WE	Left-Through-Right		0			0	
	├ Left-Right		0			0	
			orth-South:	594	N	orth-South:	557
	CRITICAL VOLUMES		East-West:	723		East-West:	801
			SUM:	1317		SUM:	1358
	VOLUME/CAPACITY (V/C) RATIO:			0.924			0.953
V	/C LESS ATSAC/ATCS ADJUSTMENT:			0.824			0.853
	LEVEL OF SERVICE (LOS):			D			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

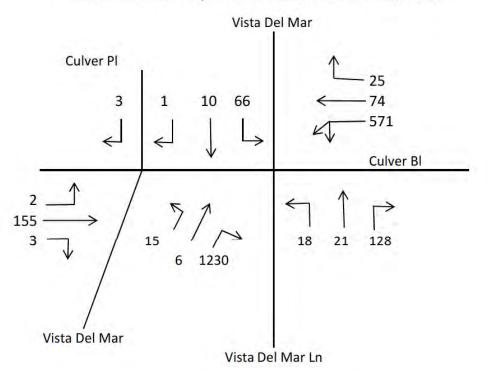
Count Date: Analyst: RA Date: 6/17/205

	yan tarah	AM PEAK HOUR			PM PEAK HOUR		
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		NB 0 EB 0	SB WB	3 0 0 0 0 2	NB 0 SB EB 0 WB		3 0 0 0 2 0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	<ul> <li>Left</li> <li>Left-Through</li> <li>↑ Through-Right</li> <li>↑ Right</li> <li>↓ Left-Through-Right</li> <li>↑ Left-Right</li> </ul>	613 1417 594	1 1 1 0 1 0	613 <b>709</b> 594	571 1076 432	1 1 1 0 1 0	549 549 432
SOUTHBOUND	Left  Left-Through  Through  Through-Right  Right  Left-Through-Right  Left-Right	0 0 0	0 0 0 0 0 0	<b>0</b> 0	0 0	0 0 0 0 0 0	0 <b>0</b> 0
EASTBOUND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>→ Through</li> <li>¬ Through-Right</li> <li>¬ Right</li> <li>→ Left-Through-Right</li> <li>✓ Left-Right</li> </ul>	34 507 0	1 0 2 0 0 0	<b>34</b> 254 0	25 462 0	1 0 2 0 0 0	25 231 0
WESTBOUND	✓ Left ✓ Left-Through ← Through ← Through-Right ✓ Right ✓ Left-Through-Right ✓ Left-Right	0 765 39	0 0 2 1 0 0	0 <b>268</b> 39	0 1288 56	0 0 2 1 0 0	0 <b>448</b> 56
CRITICAL VOLUMES		North-South: East-West: SUM:		709 302 1011	North-South: East-West: SUM:		549 473 1022
V/	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.709 <b>0.609</b> <b>B</b>			0.717 <b>0.617</b> <b>B</b>

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALTERNATIVE 3) AM PEAK HOUR

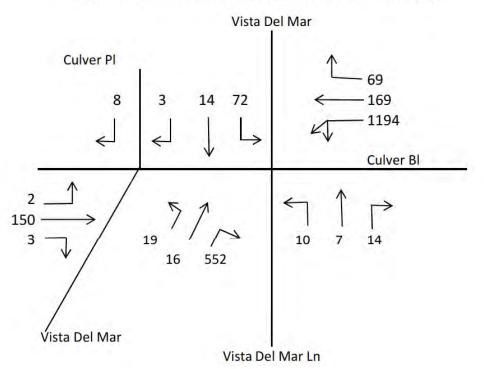
#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1.  $571 \times 0.55$  or (74 + 25)
- 2. (15 + 6 + 1230) x 0.55
- 3. (2+155+3)
- 4. 66 + (18 + 21 + 128) or 18 + (66 + 10 + 1)

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALTERNATIVE 3) PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1. 1194 x 0.55 or (169 + 69)
- 2. (19 + 16 + 552) x 0.55
- 3. (2 + 150 + 3)
- 4. 72 + (10 + 7 + 14) or 10 + (72 + 14 + 3)