CARLSBAD
FRESNO
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SAN LUIS OBISPO

MEMORANDUM

DATE: June 13, 2019

TO: Andy Loos, SRM Development

FROM: Ambarish Mukherjee, PE, AICP

SUBJECT: 11141 Washington Boulevard Focused Traffic Analysis (LSA Project No. SRD1801)

LSA has prepared this focused traffic analysis for the proposed 134-unit, 154-bed assisted living facility located at 11141 Washington Boulevard in the City of Culver City (City). Apart from its residential component, the project will also have a 420 square feet (sf) salon along its frontage on Washington Boulevard. Figure 1 (all figures and tables attached) illustrates the regional and project location.

TRIP GENERATION

The *Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City* (dated July 2012) states that a traffic study is only required if a project is estimated to add 500 or more daily trips or 50 or more trips during the a.m. or p.m. peak hour. The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) for Land Use 254 – "Assisted Living" and Land Use 918 – "Hair Salon." Since all existing uses on site are going to be demolished with the development of the project, no trip credits have been taken for the existing uses. As illustrated in Table A, the project is anticipated to generate 30 trips during the a.m. peak hour, 41 trips during the p.m. peak hour, and 406 daily trips. Therefore, a full traffic study is not required for the project. However, the City requested a focused traffic analysis to address specific circulation issues associated with the project.

TRIP DISTRIBUTION

Two different project access alternatives are being proposed based on the ingress/egress locations for the building's subterranean parking lot. The two access alternatives are as follows:

- Alternative 1 (North Drive Option) – Under this alternative, the entrance/exit is being proposed along Washington Boulevard providing direct access to the project's subterranean parking lot.

- Alternative 2 (Alley Drive Option) – Under this alternative, the entrance/exit is being proposed via the alley located along the northern edge of the project providing direct access to the project's subterranean parking lot.

The conceptual site plans for Alternatives 1 and 2 are illustrated in Figures 2A and 2B respectively.

1500 Iowa Avenue, Suite 200, Riverside, California 92507 951.781.9310 www.lsa.net

For each of these alternatives, a project trip distribution has been developed based on existing traffic patterns along Washington Boulevard and the location of residential, employment, and commercial centers in relation to the proposed project. The study intersections include the project driveways, access from the alley to the adjacent streets (Sepulveda Boulevard, Washington Place, and Washington Boulevard) and the intersections of Sepulveda Boulevard/Washington Place, Sepulveda Boulevard/Washington Boulevard, and Washington Place – Tilden Avenue/Washington Boulevard. Figures 3A and 3B illustrate the trip distributions at the study intersections under Alternatives 1 and 2 respectively.

The project trip generation was applied to the trip distribution patterns to develop the project trip assignment at the study intersections. Figures 4A and 4B illustrate the trip assignments under Alternatives 1 and 2 respectively.

As shown in Table A, the project does not generate 50 or more peak hour trips. The City requires a traffic study if a project is estimated to add 500 or more new daily trips or 50 or more trips during the a.m. or p.m. peak periods.

ACCESS ALTERNATIVES EVALUATION

Following is a detailed discussion of the two proposed access alternatives. The purpose of this discussion is to demonstrate the strengths and weaknesses of direct project access from Washington Boulevard compared to access from the alley.

Alternative 1: Under this alternative, the entrance/exit for the parking lot will be located on Washington Boulevard. However, a van parking area and drop-off zone will be located in the alley that runs along the northern boundary of the project.

Weekday survey counts were conducted along Washington Boulevard between Harter Avenue and Commonwealth Avenue. Count sheets are provided in Appendix A. Based on the survey counts, 1,672 vehicles travel along the project frontage during the a.m. peak hour (8.00 a.m. – 9.00 a.m.), while 1,694 vehicles travel during the p.m. peak hour (5.00 p.m. – 6.00 p.m.). The project would add 30 peak hour trips during the a.m. peak hour and 41 peak hour trips during the p.m. peak hour. A total of 16 out of the 30 trips in the a.m. peak hour and 19 out of the 41 trips in the p.m. peak hour will be left-turning vehicles in and out of the project driveway. Because of the high through traffic volume, these vehicles will be experiencing direct conflict against the through traffic thereby creating delays that do not exist. The intersection of Washington Boulevard and the project driveway would be stop-controlled only at the driveway approach. The access from Washington Boulevard would be uncontrolled and the vehicles turning left in or out of the project driveway would need to make left turns across two through lanes on Washington Boulevard. This may result in potential delays and queuing issues for the project traffic because of the conflicting through movements.

The proposed project driveway will have an offset distance of approximately 145 feet (ft) from Center Street. The close spacing between this intersection and the proposed driveway may also be a potential conflict, as the vehicles moving west along Washington Boulevard and turning left onto

Center Street will need to enter the two-way-left-turn lane (TWLTL) and negotiate the space with the vehicles moving east along Washington Boulevard and turning left into the project driveway.

In summary, this alternative would generate conflicting movements at a one-way-stop-controlled intersection and geometric constraints that might create potential delays and queuing issues for the project traffic.

Alternative 2: Under this alternative, the entrance/exit for the parking lot will be located on the alley that runs along the northern edge of the project. Additionally, similar to the Alternative 1, there will be a van parking area and a drop-off zone in the alley. The alley can be accessed from Washington Boulevard, Washington Place, and Sepulveda Boulevard. Under this alternative, the new conflicts that would be generated at the stop-controlled intersection of Washington Boulevard and the project driveway under Alternative 1 would occur at the signalized intersections of Washington Boulevard/Washington Place and Washington Boulevard/Sepulveda Boulevard. The marginal increase in these traffic movements would not affect the signalized intersections' performance.

The width of the alley is 20 ft. It is accessible to the public and two-way movements are permitted based on the available width. Additionally, traffic surveys were conducted along the alley (both east and west of the proposed project driveway) to determine existing traffic volumes. Survey counts were conducted on a typical weekday. Count sheets are provided in Appendix A. From the survey counts, it can be seen that to the east of the proposed driveway there are 7 vehicles in the alley during the a.m. peak hour (7.15 a.m. – 8.15 a.m.) and 10 vehicles during the p.m. peak hour (4.15 p.m. – 5.15 p.m.). However, to the west of the driveway, there are 21 vehicles in the alley during the a.m. peak hour (8.00 a.m. – 9.00 a.m.) and 18 vehicles during the p.m. peak hour (4.15 p.m. – 5.15 p.m.). The project would add 30 peak hour trips during the a.m. peak hour and 41 peak hour trips during the p.m. peak hour. Due to existing low traffic volumes and nominal addition of traffic from the project, the project traffic will not encounter any substantial delay.

One consideration for this alternative is available room along the alley for vehicles traveling in both directions. Public parking is not permitted along the alley and all uses accessing the alley are expected to utilize their own parking lots so that alley remains open to vehicles traveling in both directions. LSA conducted a survey of the alley and collected photographs during the peak hours which are included in Appendix B. The survey shows that there were a few vehicles parked in the alley in violation of the California Vehicle Code.

This alternative would address conflicting turn movements as well as maintain a greater supply of on-street parking. Therefore, this alternative will provide better and easier access to the project compared to Alternative 1. Also, since Washington Boulevard is a pedestrian-friendly street, it is preferable to have the project access from the alley instead of Washington Boulevard.

CONCEPTUAL STRIPING PLAN OF WASHINGTON BOULEVARD

Figure 5A illustrates a conceptual striping plan along the project frontage on Washington Boulevard where the project will be implementing various improvements. The improvements under the two alternatives have been illustrated in Figures 5B and 5C respectively. As illustrated in the two figures,

the only difference between the two alternatives is the number of proposed on-street parking spaces along the project frontage on Washington Boulevard. As illustrated in Figure 5A, there are currently 7 parking spaces along the project frontage on Washington Boulevard. As shown in Figure 5B, there will be 5 additional parking spaces under Alternative 1. As illustrated in Figure 5C, there will 7 additional parking spaces under Alternative 2.

Based on information obtained from City staff, the City is currently updating its *Bicycle and Pedestrian Master Plan* and Class II bicycle lanes are being considered on Washington Avenue along the project frontage. Hence, under both alternatives, the project would be adding 5 ft wide bicycle lanes on both sides of the road along Washington Boulevard. The width of the parking stalls on both sides of Washington Boulevard will also be narrowed from 9 ft to 8 ft. Short-term curb-side bicycle parking has also been proposed along Washington Boulevard under both alternatives.

PARKING ANALYSIS

Parking for the proposed project will be provided only in the subterranean parking lot. Figures 6A and 6B illustrate the conceptual subterranean floor plans for the project under Alternatives 1 and 2 respectively. As illustrated in Figures 6A and 6B, the proposed project will provide 79 parking spaces for the residential uses and 6 for the commercial uses, i.e. a total of 85 parking spaces. A parking generation forecast for the proposed uses was prepared using rates from *The Municipal Code of the City of Culver City* (Parking Code) Chapter 17.320 – 'Off-Street Parking and Loading', for land uses "Residential care facilities", "Business and consumer services" and "Retail and personal services." As per the Parking Code, "Residential care facilities" require 1 space per each 3 patient beds, while both "Business and consumer services" and "Retail and personal services" require 1 space per 350 sf. As shown in Table B, 51 parking spaces are required for the residential uses, 2 for the commercial uses with a total parking requirement of 53 spaces. Therefore, the project will have a surplus of 32 parking spaces.

CONCLUSION

The 11141 Washington Boulevard project is expected to generate 30 trips during the a.m. peak hour, 41 trips during the p.m. peak hour, and 406 daily trips. The project has been designed with two access options - access either from Washington Boulevard (Alternative 1) or from the alley located along the northern boundary of the project (Alternative 2). Under Access Alternative 1, left-turn ingress/egress project trips are anticipated to face delays due to the through traffic along Washington Boulevard. This will also result in potential delays and queuing issues for the project traffic because of the conflicting through movements. Alternative 2 would address the issues related to turning movement conflicts, and would also allow a greater supply of on-street parking. It is recommended that parking restrictions be strictly enforced along the alley. The project will provide additional on-street parking along its frontage on Washington Boulevard. Under Alternative 1, there will be 5 additional parking spaces, whereas under Alternative 2, there will be 7 additional parking spaces. The project will be responsible to pay for the restriping of Washington Boulevard with bicycle lanes between Sepulveda Boulevard and Harter Avenue to the satisfaction of the City Engineer. The project will also be responsible to pay for the installation of parking meters on Washington Boulevard adjacent to the project. The project will be providing adequate parking in its subterranean parking lot, with a surplus of 32 spaces based on the City's Parking Code.

FIGURES

LSA

LEGEND

Project Location

FIGURE 1

N

0 250 500

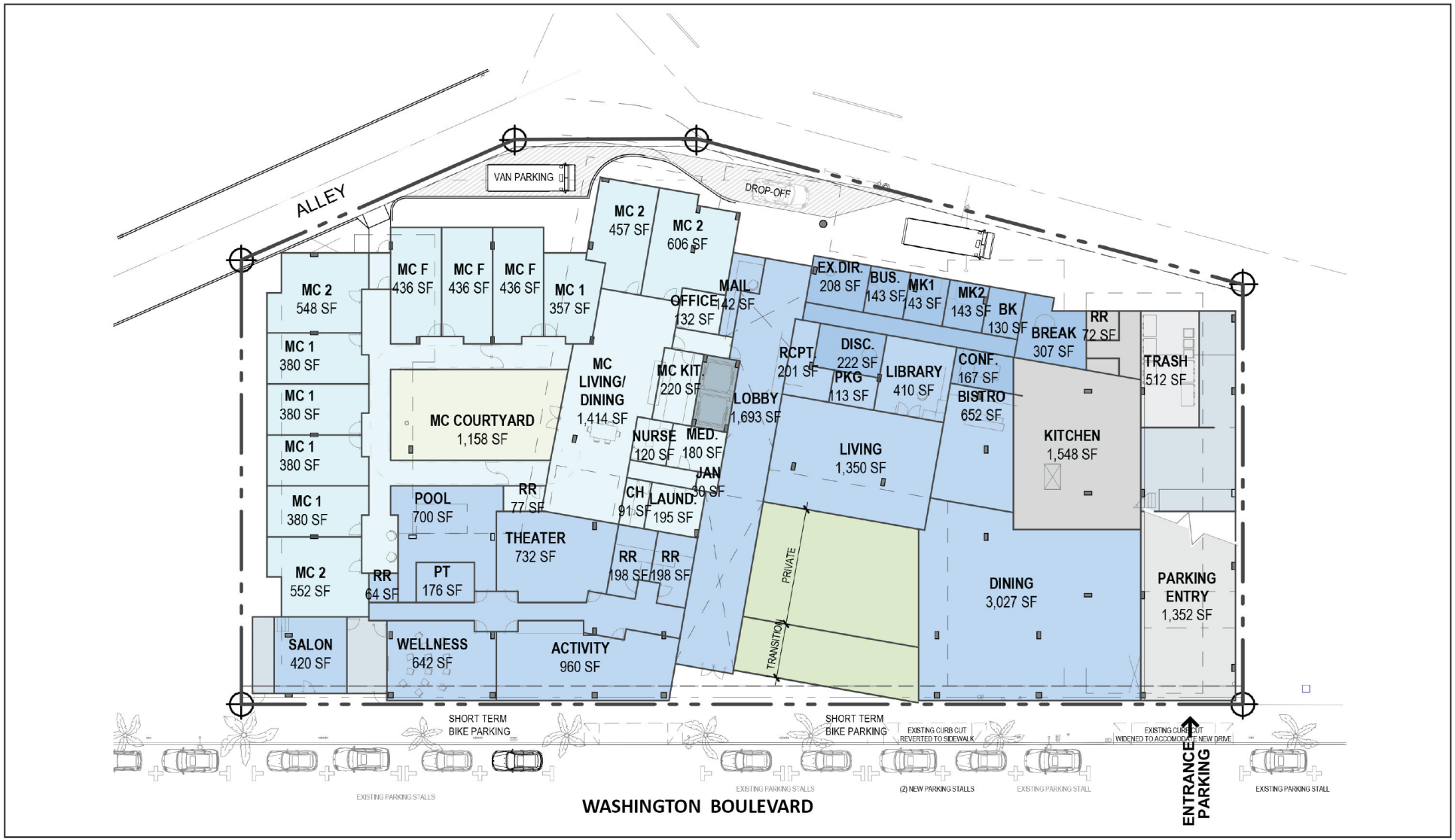
FEET

SOURCE: Bing Aerial, 2015

11141 Washington Boulevard
Focused Traffic Analysis

Regional and Project Location

I:\SRD1801\Reports\Traffic\fig1_RegLoc.mxd (4/24/2019)



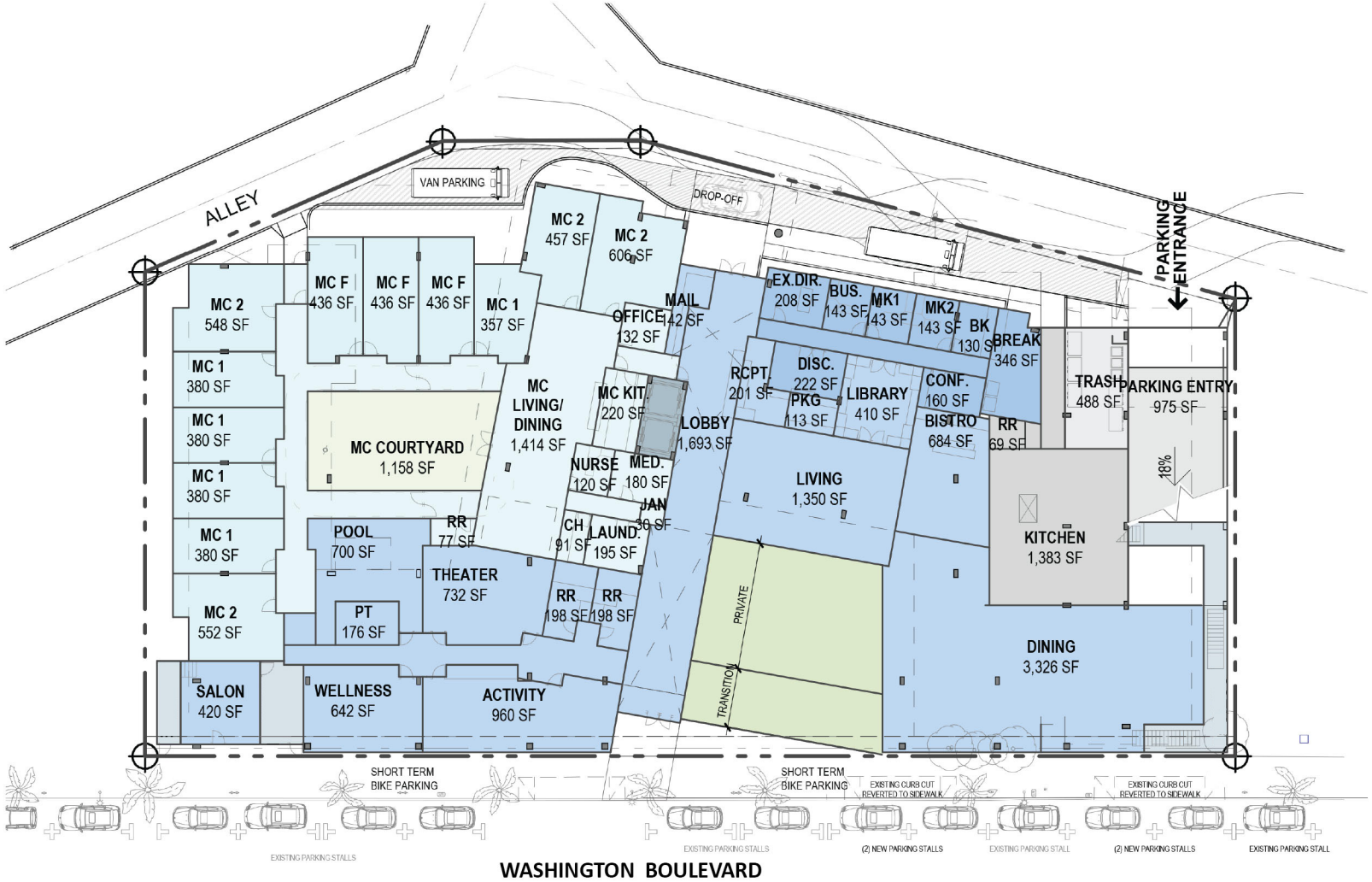
LSA

FIGURE 2A

11141 Washington Boulevard
Focused Traffic Analysis

Site Plan - Alternative 1

SOURCE: Runberg Architecture Group (May 2019)
I:\SRD1801\Reports\Traffic\fig2A_Site Plan_Alt I.ai (05/23/2019)



LSA

FIGURE 2B

11141 Washington Boulevard
Focused Traffic Analysis

Site Plan - Alternative 2

SOURCE: Runberg Architecture Group (May 2019)
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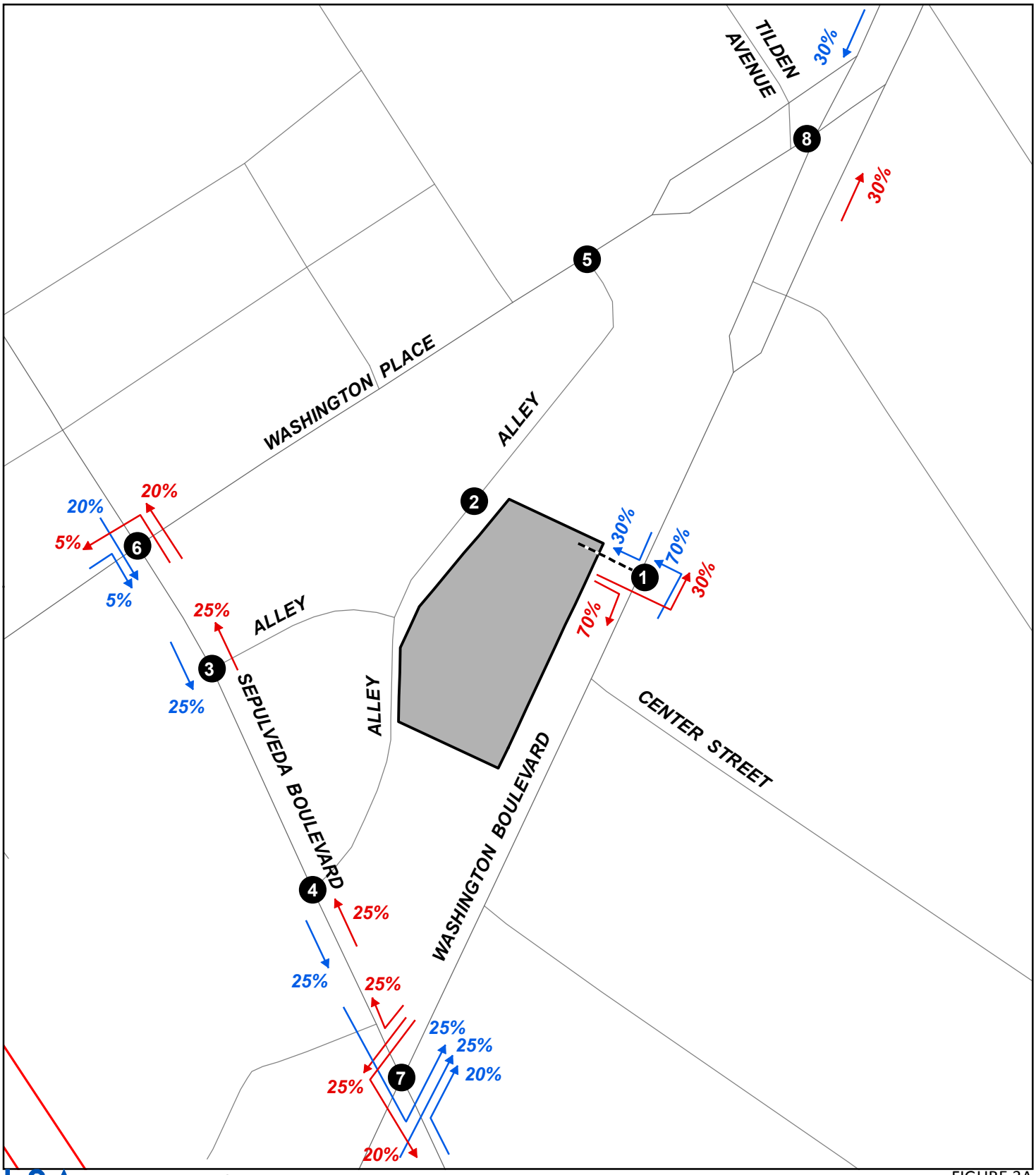


LSA

FIGURE 3A

LEGEND

- Project Site
- Project Driveway
- Inbound Project Trips
- Outbound Project Trips

N

0 75 150

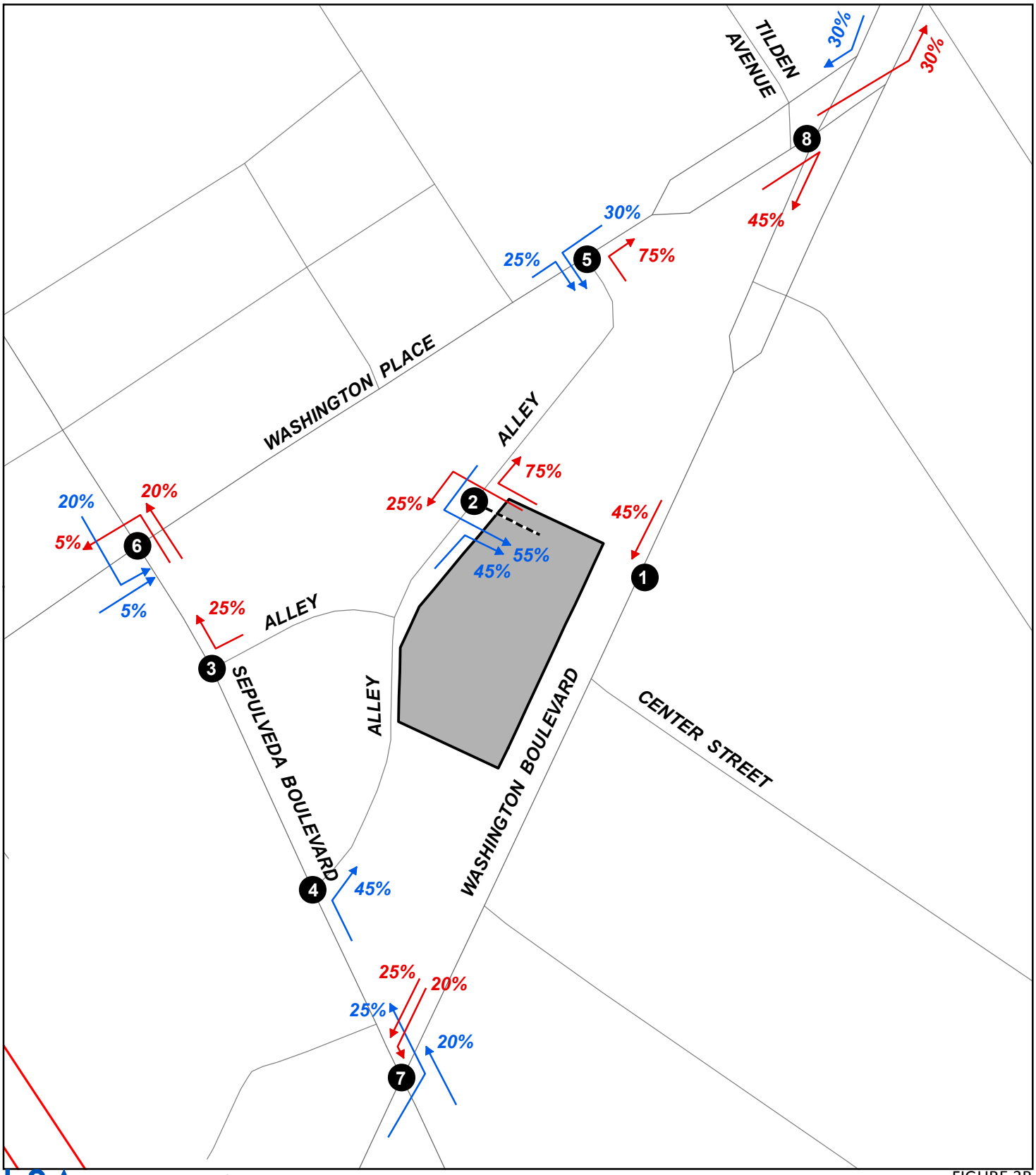
FEET

SOURCE: ESRI Streetmap, 2013

I:\SRD1801\Reports\Traffic\fig3A_Dist_Alt I.mxd (6/4/2019)

11141 Washington Boulevard
Focused Traffic Analysis

Project Trip Distribution - Alternative 1



LSA

LEGEND

- Project Site
- Project Driveway
- Inbound Project Trips
- Outbound Project Trips

0 75 150
FEET

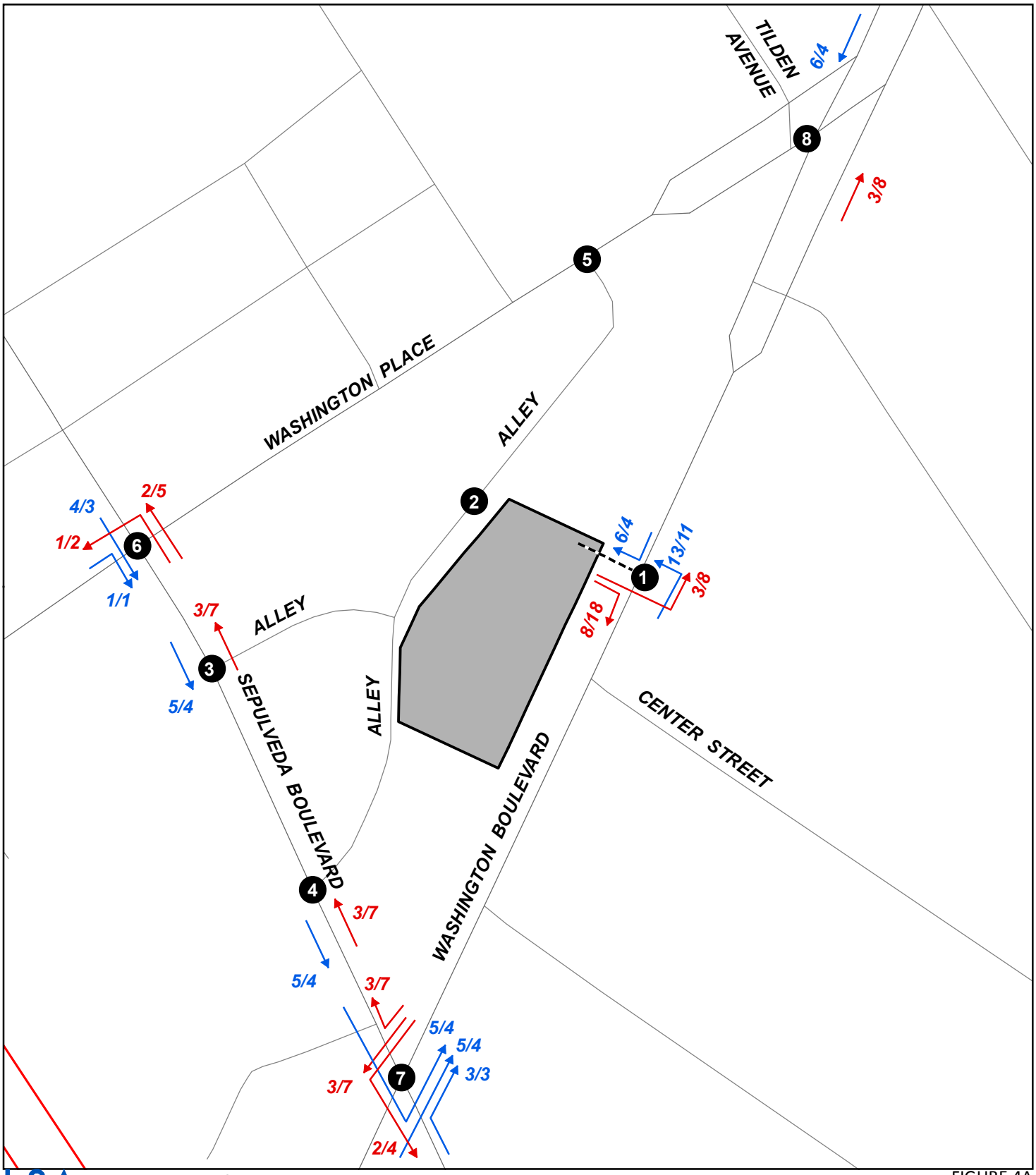
SOURCE: ESRI Streetmap, 2013

I:\SRD1801\Reports\Traffic\fig3B_Dist_Alt II.mxd (6/11/2019)

FIGURE 3B

11141 Washington Boulevard
Focused Traffic Analysis

Project Trip Distribution - Alternative 2



LSA

LEGEND

- Project Site
- Project Driveway
- Inbound Project Trips
- Outbound Project Trips

0 75 150
FEET

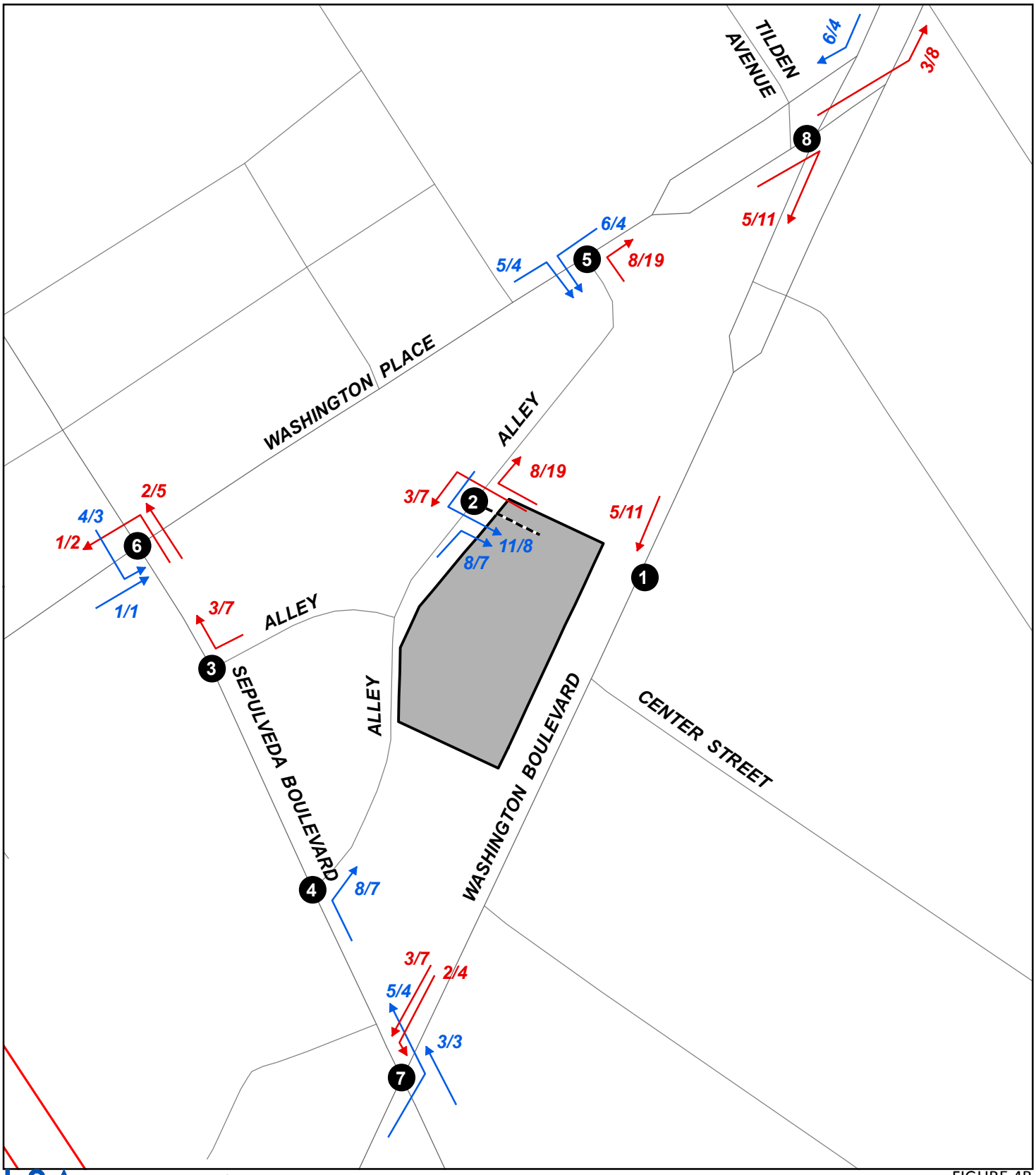
SOURCE: ESRI Streetmap, 2013

I:\SRD1801\Reports\Traffic\fig4A_Assign_Alt I .mxd (6/4/2019)

FIGURE 4A

11141 Washington Boulevard
Focused Traffic Analysis

Project Trip Assignment - Alternative 1



LSA

LEGEND

- Project Site
- Project Driveway
- Inbound Project Trips
- Outbound Project Trips

0 75 150
FEET

SOURCE: ESRI Streetmap, 2013

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FIGURE 4B

11141 Washington Boulevard
Focused Traffic Analysis

Project Trip Assignment - Alternative 2

LSA

FIGURE 5A

Total number of parking spaces along project frontage
under existing conditions: 7

0 20 40
FEET

11141 Washington Boulevard
Focused Traffic Analysis

Conceptual Striping Plan along Washington Boulevard - Existing Conditions

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LSA

LEGEND

- Existing
- Proposed Improvement
- Red Curb

0 20 40
FEET

Total number of parking spaces along project frontage under existing conditions: 7

Total number of parking spaces along project frontage under Alternative 1: 12

Total increase in parking spaces under Alternative 1: 5

FIGURE 5B

11141 Washington Boulevard
Focused Traffic Analysis

Conceptual Striping Plan along Washington Boulevard - Alternative 1

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LSA

LEGEND

- Existing
- Proposed Improvement
- Red Curb

0 20 40
FEET

Total number of parking spaces along project frontage under existing conditions: 7

Total number of parking spaces along project frontage under Alternative 2: 14

Total increase in parking spaces under Alternative 2: 7

FIGURE 5C

11141 Washington Boulevard
Focused Traffic Analysis

Conceptual Striping Plan along Washington Boulevard - Alternative 2

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LSA

FIGURE 6A

11141 Washington Boulevard
Focused Traffic Analysis

Parking Layout - Alternative 1

SOURCE: Runberg Architecture Group (May 2019)

I:\SRD1801\Reports\Traffic\fig6A_ParkingPlan_Alt I.ai (05/30/2019)

LSA

FIGURE 6B

11141 Washington Boulevard
Focused Traffic Analysis

Parking Layout - Alternative 2

SOURCE: Runberg Architecture Group (May 2019)

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TABLES

LSA

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Assisted Living	154 Beds							
Trips/Unit[1]		0.12	0.07	0.19	0.10	0.16	0.26	2.60
Trip Generation		18	11	29	15	25	40	400
Salon	0.42 TSF							
Trips/Unit[2]		1.00	0.21	1.21	0.25	1.20	1.45	14.50
Trip Generation		1	0	1	0	1	1	6
	Total Trip Generation	19	11	30	15	26	41	406

Notes:

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition), Land Use 254 - "Assisted Living", Setting/Location - "General Urban/Suburban."

[1] Rates from the ITE *Trip Generation Manual* (10th Edition), Land Use 918 - "Hair Salon", Setting/Location - "General Urban/Suburban." Daily trip generation rates are not available for this land use in the ITE Manual. The daily trip generation rate was calculated as 10 times the p.m. peak hour rate. Also, in-out splits are not available for the a.m. peak hour. The in-out splits for the p.m. peak hour was used for the a.m. peak hour.

LSA

Table B - Proposed Project Parking Analysis

Land Use	Size	City Rates	Parking Required as per Code	Parking Provided	Parking Surplus
Assisted Living	154 Beds	1 spaces per 3 beds[1]	51	79	28
Salon	0.42 TSF	1 spaces per 350 sf[2]	2	6	4
Total	-	-	53	85	32

Notes:

TSF = Thousand Square Feet

[1] Rate obtained from Chapter 17.320 of The Municipal Code of the City of Culver City for Land Use “Residential care

[2]Rate obtained from Chapter 17.320 of The Municipal Code of the City of Culver City for Land Use “Business and consumer services" or "Retail and personal services." Both land uses have the same parking requirement.

APPENDIX A

TRAFFIC COUNTS

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Culver City
Washington Boulevard
B/ Harter Avenue - Commonwealth Avenue
24 Hour Directional Volume Count

CVC001
Site Code: 003-19183

Start Time	14-Mar-19 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	
12:00		15	167			23	148					
12:15		15	146			11	138					
12:30		17	127			13	163					
12:45		9	140	56	580	6	158	53	607	109	1187	
01:00		10	164			8	170					
01:15		12	160			1	164					
01:30		9	179			1	173					
01:45		6	194	37	697	9	163	19	670	56	1367	
02:00		4	143			8	175					
02:15		3	162			3	172					
02:30		3	158			3	191					
02:45		6	171	16	634	2	187	16	725	32	1359	
03:00		1	199			4	192					
03:15		1	137			3	221					
03:30		2	176			3	213					
03:45		2	178	6	690	4	189	14	815	20	1505	
04:00		2	195			2	236					
04:15		3	176			3	242					
04:30		5	167			7	182					
04:45		14	176	24	714	6	186	18	846	42	1560	
05:00		15	**190**			10	201					Total P.M. Peak Hour Volume - 1694
05:15		22	**170**	Eastbound Total - 801		12	216	Westbound Total - 893				
05:30		20	**208**			25	233					
05:45		27	**233**	84	801	25	243	72	893	156	1694	
06:00		29	173			33	**253**					
06:15		41	175			39	**250**					
06:30		68	161			66	**235**					
06:45		93	178	231	687	71	**246**	209	984	440	1671	
07:00		98	160			102	197					
07:15		144	178			107	185					
07:30		166	160			129	167					
07:45		205	127	613	625	150	131	488	680	1101	1305	
08:00		216	124			**163**	120					Total A.M. Peak Hour Volume - 1672
08:15	Eastbound Total - 986	**265**	101			**174**	107	Westbound Total - 686				
08:30		**278**	105			**154**	85					
08:45		**227**	112	986	442	**195**	88	686	400	1672	842	
09:00		**258**	89			154	90					
09:15		172	86			136	71					
09:30		152	72			112	71					
09:45		152	84	734	331	116	54	518	286	1252	617	
10:00		142	37			132	55					
10:15		138	55			111	43					
10:30		124	48			111	43					
10:45		111	40	515	180	133	39	487	180	1002	360	
11:00		125	27			137	41					
11:15		123	31			126	27					
11:30		139	17			140	19					
11:45		134	21	521	96	154	20	557	107	1078	203	
Total		3823	6477	3823	6477	3137	7193	3137	7193	6960	13670	
Combined Total		10300		10300		10330		10330		20630		
AM Peak	-	08:15	-	-	-	08:00	-	-	-	-	-	
Vol.	-	1028	-	-	-	686	-	-	-	-	-	
P.H.F.		0.924				0.879						
PM Peak	-	-	05:00	-	-	-	06:00	-	-	-	-	
Vol.	-	-	801	-	-	-	984	-	-	-	-	
P.H.F.			0.859				0.972					
Percentage		37.1%	62.9%			30.4%	69.6%					
ADT/AADT		ADT 20,630		AADT 20,630								

A.M. Peak Hour P.M. Peak Hour

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email: counts@countsunlimited.com

City of Culver City
Alley
E/ Project Driveway
24 Hour Directional Volume Count

CVC001
Site Code: 003-19360

Start Time	15-May-19 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	
12:00		0	0			0	**1**					
12:15		0	1			0	**3**					
12:30		0	1			0	**2**					
12:45		0	1	0	3	0	**2**	0	8	0	11	
01:00		0	0			0	0					
01:15		0	0			0	0					
01:30		0	1			0	2					
01:45		0	1	0	2	0	0	0	2	0	4	
02:00		0	1			0	1					
02:15		0	1			0	3					
02:30		0	1			0	2					
02:45		0	1	0	4	0	1	0	7	0	11	
03:00		0	1			0	0					
03:15		0	1			0	0					
03:30		0	1			0	2					
03:45		0	1	0	4	1	4	1	6	1	10	
04:00		0	1			0	0					
04:15		0	**0**	Eastbound Total - 5		0	1	Westbound Total - 5				
04:30		0	**1**			0	0					
04:45		0	**0**	0	2	0	3	0	4	0	6	
05:00		0	**4**			0	1					
05:15		0	0			0	0					
05:30		0	0			1	0					
05:45		0	0	0	4	0	0	1	1	1	5	
06:00		0	0			0	0					
06:15		0	0			0	0					
06:30		0	2			0	1					
06:45		0	1	0	3	0	1	0	2	0	5	
07:00		0	1			0	0					
07:15		0	0			1	1					
07:30		0	0			1	0					
07:45		1	0	1	1	2	1	4	2	5	3	
08:00		1	2			1	0					
08:15		0	0			0	0					
08:30		2	0			0	0					
08:45		0	0	3	2	0	0	1	0	4	2	
09:00		0	0			2	0					
09:15		0	0			0	1					
09:30		0	1			1	0					
09:45		1	0	1	1	1	0	4	1	5	2	
10:00		0	0			0	0					
10:15		1	0			3	0					
10:30		1	0			**3**	0					
10:45		0	1	2	1	**0**	0	6	0	8	1	
11:00		**1**	0			**4**	0					
11:15		**2**	0			**4**	0					
11:30		**0**	0			1	0					
11:45		**3**	0	6	0	1	0	10	0	16	0	
Total		13	27	13	27	27	33	27	33	40	60	
Combined Total		40		40		60		60		100		
AM Peak	-	11:00	-	-	-	10:30	-	-	-	-	-	
Vol.	-	6	-	-	-	11	-	-	-	-	-	
P.H.F.		0.500				0.688						
PM Peak	-	-	04:15	-	-	-	12:00	-	-	-	-	
Vol.	-	-	5	-	-	-	8	-	-	-	-	
P.H.F.			0.313				0.667					
Percentage		32.5%	67.5%			45.0%	55.0%					
ADT/AADT		ADT 100		AADT 100								

Eastbound Total - 2

Westbound Total - 5

Total P.M. Peak Hour Volume - 10

Total A.M. Peak Hour Volume - 7

A.M. Peak Hour

P.M. Peak Hour

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Culver City
Alley
W/ Project Driveway
24 Hour Directional Volume Count

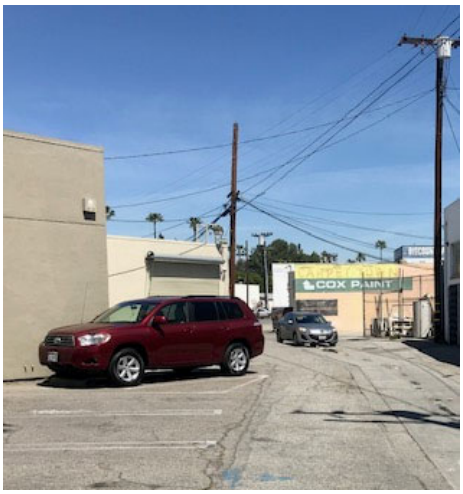
CVCALSAL
Site Code: 003-19226

Start Time	04-Apr-19 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	
12:00		0	3			0	1					
12:15		0	1			0	1					
12:30		0	**7**			0	1					
12:45		0	**2**	0	13	0	3	0	6	0	19	
01:00		0	**1**			0	1					
01:15		0	**4**			0	1					
01:30		0	2			0	3					
01:45		0	5	0	12	0	2	0	7	0	19	
02:00		0	2			0	1					
02:15		0	3			0	3					
02:30		0	1			0	3					
02:45		0	1	0	7	0	2	0	9	0	16	
03:00		0	1			0	2					
03:15		0	2			0	3					
03:30		0	1			1	1					
03:45		0	5	0	9	0	0	1	6	1	15	
04:00		0	0			0	**3**					
04:15		0	3	Eastbound Total - 7		0	**2**	Westbound Total - 11				Total P.M. Peak Hour Volume - 18
04:30		0	0			0	**2**					
04:45		0	2	0	5	0	**5**	0	12	0	17	
05:00		0	2			0	2					
05:15		0	0			0	0					
05:30		0	1			0	0					
05:45		0	1	0	4	0	1	0	3	0	7	
06:00		1	2			0	2					
06:15		1	0			0	2					
06:30		4	1			2	3					
06:45		1	3	7	6	1	2	3	9	10	15	
07:00		5	0			2	1					
07:15		1	0			3	0					
07:30		1	1			2	0					
07:45		0	2	7	3	0	1	7	2	14	5	
08:00		4	0			5	1					Total A.M. Peak Hour Volume - 21
08:15	Eastbound Total - 10	3	0			Westbound Total - 11	0					
08:30		0	0			1	0					
08:45		3	0	10	0	5	1	11	2	21	2	
09:00		3	1			3	0					
09:15		1	1			2	1					
09:30		1	0			1	2					
09:45		1	0	6	2	3	0	9	3	15	5	
10:00		1	0			1	1					
10:15		3	0			**5**	1					
10:30		3	0			**3**	0					
10:45		1	0	8	0	**3**	1	12	3	20	3	
11:00		**5**	0			**3**	0					
11:15		**6**	0			4	0					
11:30		**7**	0			4	0					
11:45		**3**	0	21	0	1	0	12	0	33	0	
Total		59	61	59	61	55	62	55	62	114	123	
Combined Total		120		120		117		117		237		
AM Peak	-	11:00	-	-	-	10:15	-	-	-	-	-	
Vol.	-	21	-	-	-	14	-	-	-	-	-	
P.H.F.		0.750				0.700						
PM Peak	-	-	00:30	-	-	-	04:00	-	-	-	-	
Vol.	-	-	14	-	-	-	12	-	-	-	-	
P.H.F.			0.500				0.600					
Percentage		49.2%	50.8%			47.0%	53.0%					
ADT/AADT		ADT 237		AADT 237								

A.M. Peak Hour P.M. Peak Hour

APPENDIX B

ALLEY PHOTOGRAPHS



JACK'S AUTOMOTIVE
310-313-1293

ampm