From:	Christine Rowe
To:	MSFC-SSFL-EIS
Cc:	Elliott, Allen (MSFC-AS01); ZORBA, PETER D. (HQ-LP040); Fellows, Merrilee (HQ-LD000)
Subject:	Fwd: New Community Jewish High School Traffic Report 2011
Date:	Monday, September 09, 2013 3:54:42 AM
Attachments:	TRAFFIC RPT 22622 Vanowen St RevMay 2011.pdf

Dear Mr. Elliott,

I am sending you the Traffic Study for the New Community Jewish High School. This school has been in West Hills with ever expanding enrollment for about a decade. Until just last week, the high school was located on the campus of Shomrei Torah Synogogue on Valley Circle in West Hills.

This new high school would most likely fall within your Region of Influence Roadways.

I read this Traffic Study, and I also made many comments on it which I took to the LADOT. I disagree with routes that were proposed by the traffic consultant based upon discussions that the West Hills Neighborhood Council and local stakeholders had with the high school's representatives.

I was recused on this project due to the State laws regarding living within 500 feet of a project as an elected official. Therefore, I did not have the influence on my Neighborhood Council that I would like to have had since my neighbors and I studied the traffic study in depth

Please consider that these will be af.fluent high school students driving to and from school - there will be very few school buses. The reason that I state that these students are affluent is that their parents will be paying about $30,000 per year per student. Therefore, it is highly unlikely that they will walk to school - many come from Calabasas, and other places in Ventura County; a number of them come from the West Los Angeles area and will be taking the Topanga or Shoup exits and entrances to go and from school if their parents don't drive them.

Please consider this as a new unforeseen impact if your traffic study was prepared in 2011.

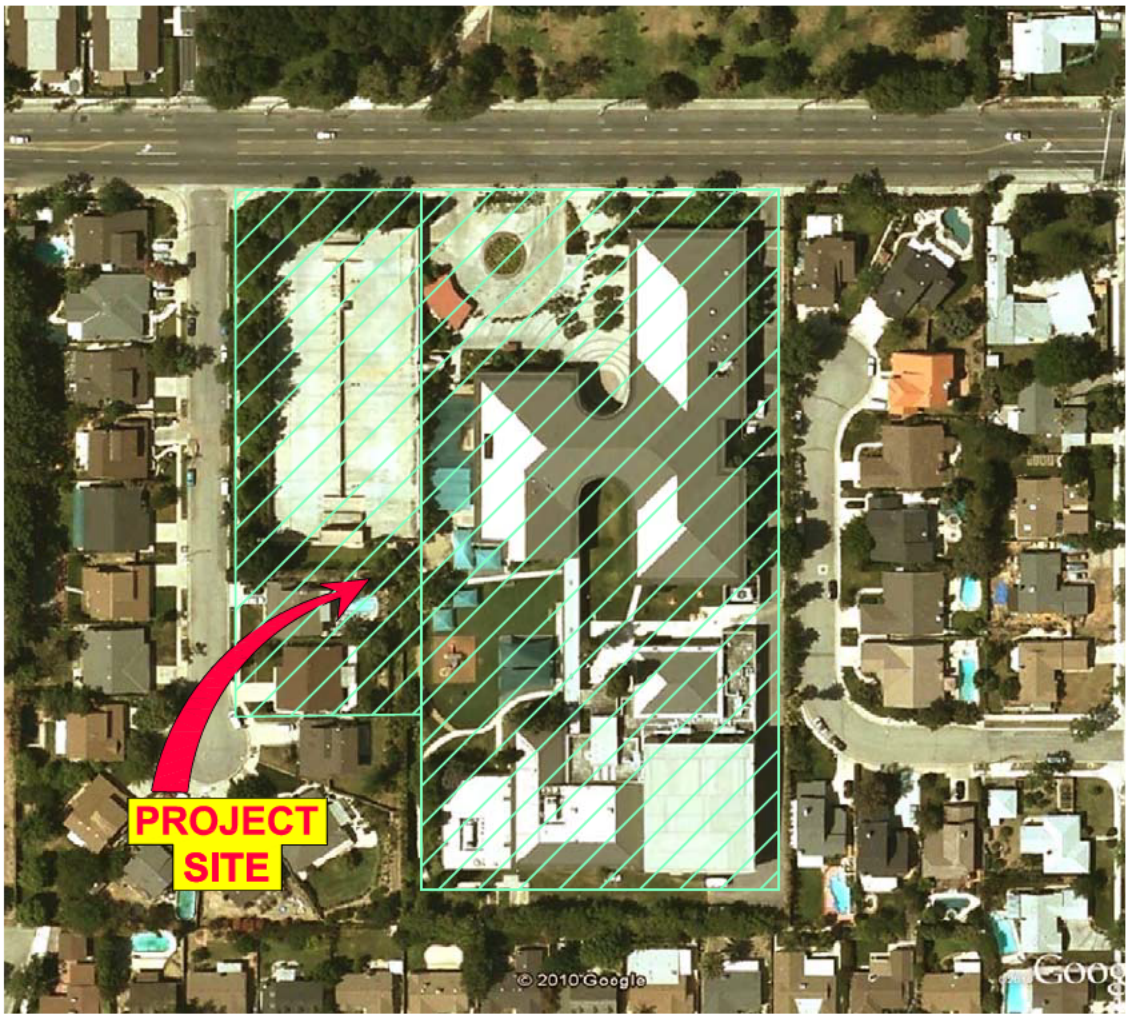
Respectfully submitted.

Christine L. Rowe

Overland Traffic Consultants, Inc.

TRAFFIC IMPACT ANALYSIS FOR NEW COMMUNITY JEWISH HIGH SCHOOL

Located at 22622 Vanowen Street in the West San Fernando Valley Area in the City of Los Angeles



Prepared by:
Overland Traffic Consultants, Inc.
27201 Tourney Rd. #206
Santa Clarita, California 91355
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APRIL 2011

TRAFFIC IMPACT ANALYSIS FOR A 450 STUDENT PRIVATE HIGH SCHOOL

22622 Vanowen Street
In the City of Los Angeles

Prepared for:
New Community Jewish High School

Prepared by:

Overland Traffic Consultants, Inc.
27201 Tourney Road #206
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April 2011

EXECUTIVE SUMMARY

The project being analyzed in this traffic study is a new 450 student high school. New Community Jewish High School is a private coed 9th - 12th grade college preparatory school proposed at 22622 Vanowen Street in the City of Los Angeles, as shown in the following aerial photograph. The school will be relocating from its current location on Valley Circle Boulevard with the same number of students. The new school will displace 50,300 square feet of recreational community center and office at the existing building. A portion of both will remain along with a 100 student day care center along with the new high school.

It is estimated that the 450 student enrollment could generate a net of approximately 164 daily trips with approximately 167 inbound and 118 outbound morning peak hour trips and 11 inbound and 7 fewer outbound evening peak hour trips. Due to the low number of evening trips the traffic study focuses on the morning peak hour.

The focus of this traffic study is to evaluate the potential traffic impact created by the new student enrollment at the project site. The traffic volume generated and routing assignment to the study area was determined using assumptions approved by the City of Los Angeles Department of Transportation (LADOT). Intersections and roadways with low volumes of project traffic were not included in this analysis.

Using the criteria established by LADOT, it has been determined that the added traffic volume generated by the proposed high school will significantly impact one of the study intersections in the Existing + Project evaluation and Future with Project evaluation. Project mitigation is proposed to reduce these impacts to a level of insignificance as indicated below.

Existing + Project

<u>Shoup Avenue & Victory Boulevard</u>

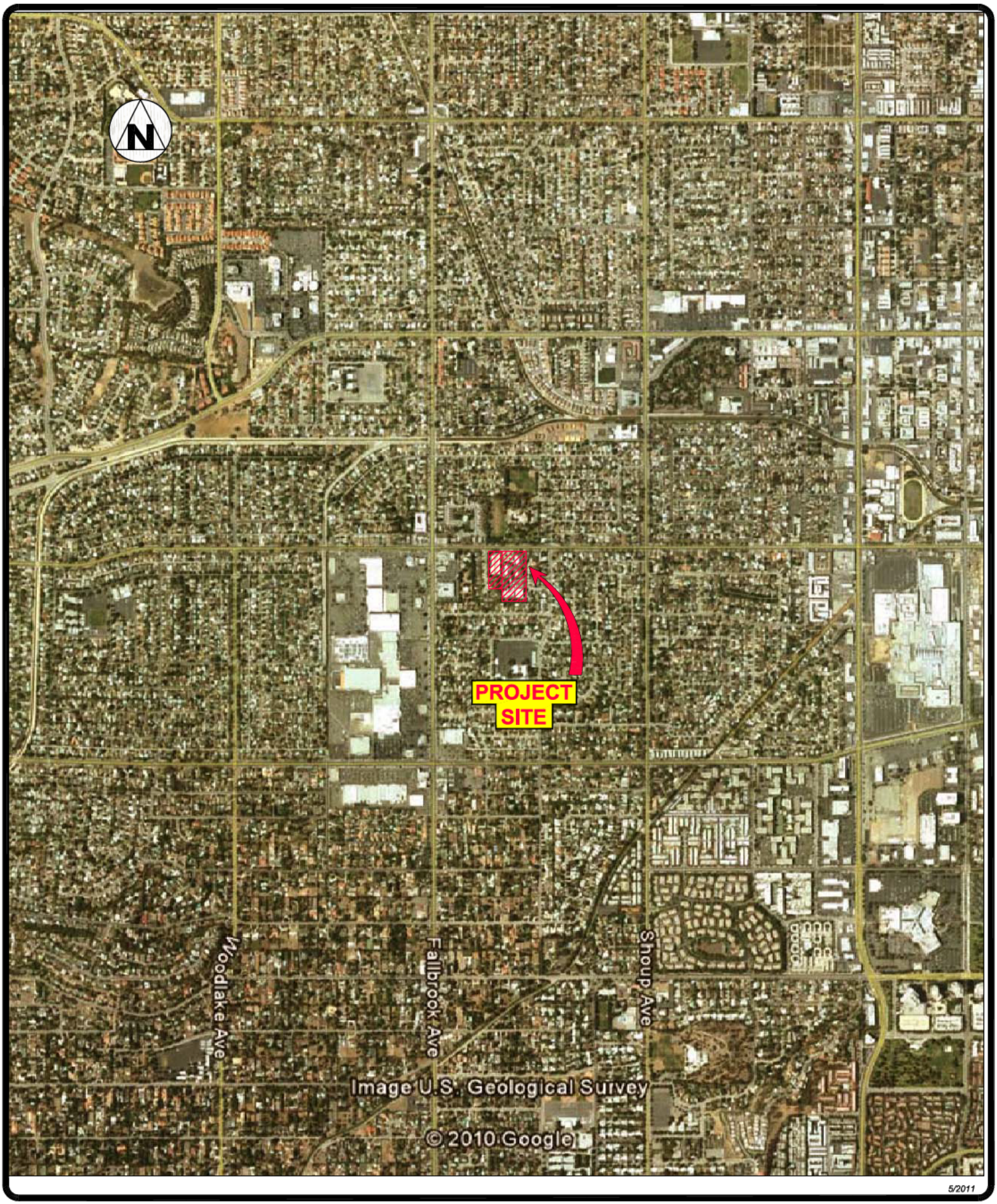
Implement a project specific Transportation Demand Management (TDM) Plan to encourage students, teachers and administrators to use mass transit, rideshare, walk

and cycle to and from the school site. The goal of the TDM plan would be a 30% reduction in vehicle trips to and from the site.

Future With Project

Shoup Avenue & Victory Boulevard

Implement a project specific Transportation Demand Management (TDM) Plan to encourage students, teachers and administrators to use mass transit, rideshare, walk and cycle to and from the school site. The goal of the TDM plan would reduce the number of vehicle trips to and from the site by one half. In addition, a traffic signal improvement is proposed. This improvement would include the design and installation of a safety improvement for an east and westbound left turn phase on Victory Boulevard, and upgrade to loop detectors, pedestrian indicators, and traffic controller as needed.



5/2011

PROJECT SETTING

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CHAPTER 1 INTRODUCTION

As part of the project's environmental review, an evaluation of the potential traffic impact of the proposed development on the surrounding area is required. Therefore, the traffic impact analyses in this traffic study has been conducted using the procedures adopted by the City of Los Angeles Department of Transportation (LADOT) to analyze the potential traffic impact of new development projects. The intersections were evaluated using the LADOT Critical Movement Analysis (CMA) method. The CMA method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e. traffic impact) using this analysis method.

Potential traffic impacts caused by a development project that exceed limits established by the City of Los Angeles as specified in Department of Transportations Traffic Impact Study. Any significantly impacted intersections are then evaluated for possible traffic mitigation measures.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Traffic counts 2011 existing;

(b) Traffic in (a) plus the proposed project traffic (existing + project);

(c) Base year 2011 plus ambient growth to 2012 (added additional 2% per year);

(d) Traffic in (c) plus related projects (future "without project" scenario);

(e) Traffic in (d) plus the proposed project traffic (future "with project" scenario);

(f) Traffic in (e) plus recommended traffic mitigation, if necessary.

A CMA analysis of the existing and future traffic conditions analysis has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and afternoon peak hour conditions have been evaluated at 12 key intersections approved by LADOT. The intersections most likely to be affected by the development of

the project were selected for analysis. It should be noted that future traffic conditions include the potential construction of the development of 15 other land development projects in the general vicinity of the project site.

These intersections are:

1. Vanowen Street and Woodlake Avenue;
2. Fallbrook Avenue and Vanowen Street;
3. Sale Avenue and Vanowen Street;
4. Shoup Avenue and Vanowen Street;
5. Topanga Canyon Boulevard and Vanowen Street;
6. Criswell Street and Fallbrook Avenue;
7. Fallbrook Avenue and Victory Boulevard;
8. Shoup Avenue and Victory Boulevard;
9. Fallbrook Avenue and Oxnard Street,
10. Oxnard Street and Shoup Avenue,
11. Fallbrook Avenue and Ventura Boulevard; and
12. Eastbound Ventura Freeway Onramp and Ventura Boulevard.

CHAPTER 2 PROJECT DESCRIPTION

New Community Jewish High School (NCJHS) is a private coed 9th-12th grade college preparatory Jewish high school with an enrollment of 450 students proposed at 22622 Vanowen Street. The location of the new school is displayed in Figure 1. The school currently operates at 7353 Valley Circle Boulevard. Upon completion of this project, the school will leave their existing site.

The NCJHS relocation will displace approximately 50,300 square feet of the Jewish recreational community center (Jewish Community Center – (JCC)) and office on their new site. Currently the Vanowen site is used for community center, recreational activities, office and a 100 student preschool. A portion of the existing community center and office uses will remain on the site. It is estimated that one third of the space to be removed is currently used for office and two thirds for community center. The 100 student preschool will remain. Interior renovations will be made to accommodate the new high school. A crescent portion of the back of the building will be enclosed.

Vehicular access to the parking lot will be from Vanowen Street between Fallbrook Avenue and Sale Avenue. Two driveways currently exist at the project site. One driveway will be used for entry only and one driveway for both entry and exit. Left turns will be prohibited both in and out of the property. The driveways will be enhanced to accommodate the new use. There is a circular drive upon entry which is open but monitored by a guard to screen visitors and direct parking. Two lanes are provided on the circular drive. The drop-of and pick-up activities will be conducted within the circular drive with queuing directed to the parking garage.

The entry drive and parking structure provide a total of 269 parking spaces. These parking spaces will be used by the new NCJHS and the existing uses which will remain. A limited number of students are permitted to drive and parking on site. NCJHS offers

bus transportation for a fee to/from a wide variety of areas. Transportation details are published at the beginning of each school semester

Families are encouraged to drive in carpools. During the summer, zip code lists are sent to all families to assist in forming carpools. Students with drivers' licenses are permitted to drive to school and must park on school grounds. Students may not leave and return to campus during the school day.

Figure 2 illustrates the existing site and access.

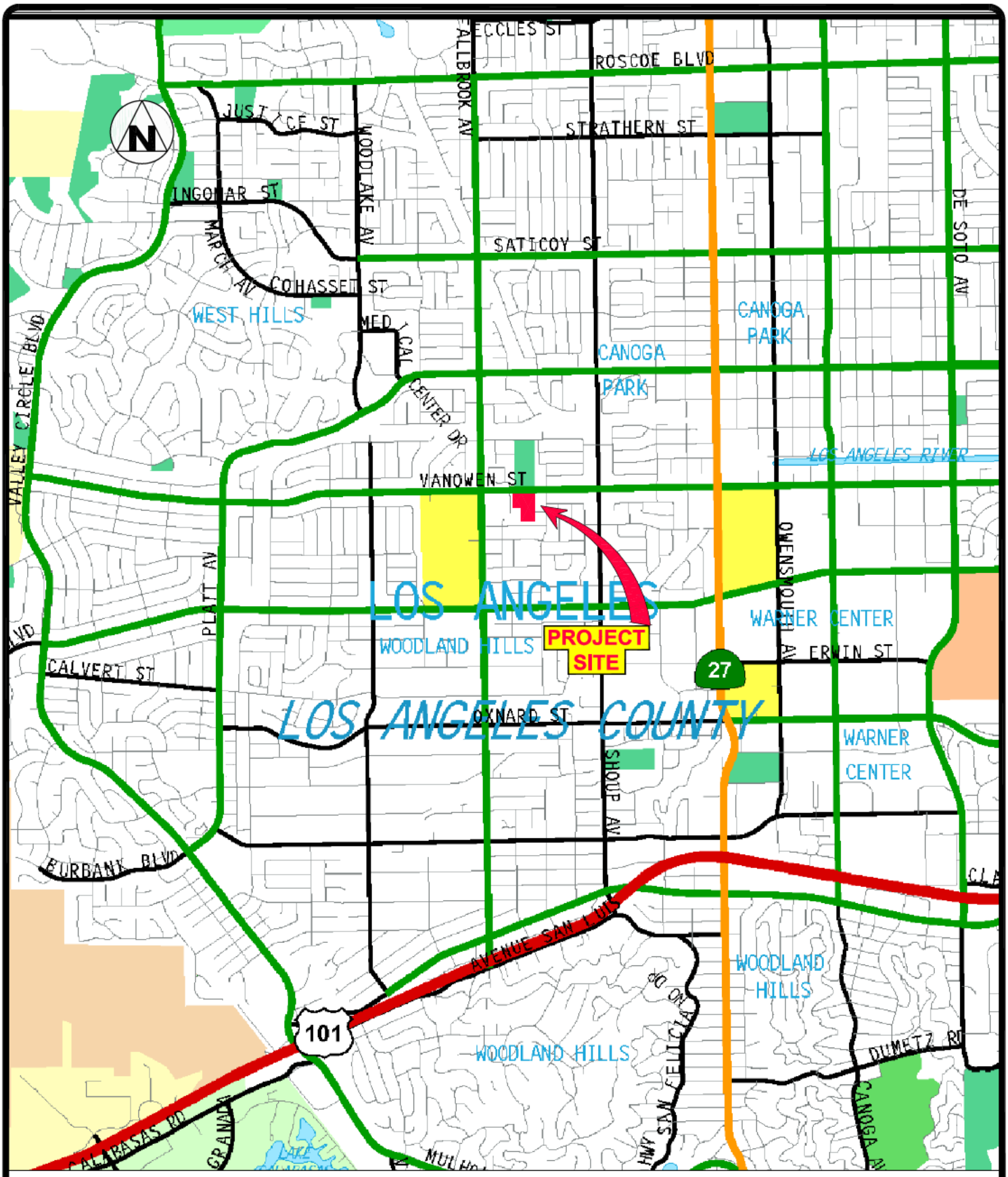

FIGURE 1

1/2011

PROJECT LOCATION

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FIGURE 2

3/2011

PROJECT SITE

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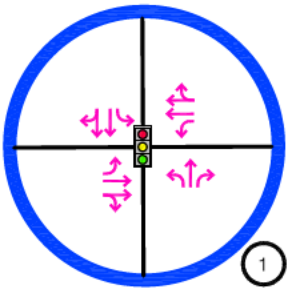
Land Use

The project is located in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area generally bounded by Roscoe Boulevard to the north, Corbin Avenue to the east and the city limits to the west and south. The Community plan area contains 17,894 square acres with 59.7% zoned residential, 5.4% zoned commercial, 3.8% zoned industrial, 11.8% zoned open space/public and 19.3% allocated for streets. Appendix A contains the Community Plan land use information.

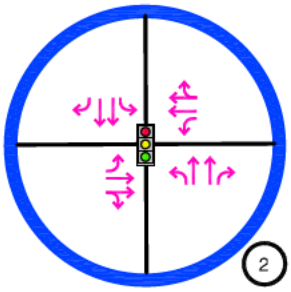
In addition to collecting traffic volume data, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations. A brief description of the adjacent roadway facilities is provided below. Street plans of the roadways, city street standards and the general circulation map are provided in Appendix B.

Freeway and Roadway Characteristics

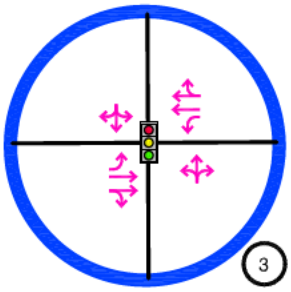
The Ventura Freeway (U.S. Highway 101) is located approximately 2 miles south of the project site. This east-west freeway provides four mixed flow lanes in each direction in the vicinity of Woodlake Avenue. The closest full access location to the 101 Freeway is via Topanga Canyon Boulevard. Partial freeway access is provided from Woodlake Avenue and Ventura Boulevard. The Ventura Freeway traverses Ventura County, the San Fernando Valley and downtown Los Angeles with an average daily traffic (ADT) volume of 208,000 vehicles per day near Woodlake Avenue. Current non-directional peak hour traffic volume is approximately 15,400 vehicles per hour (VPH).



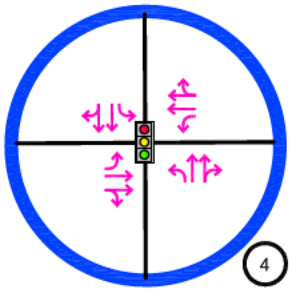
VANOWEN STREET & WOODLAKE AVENUE



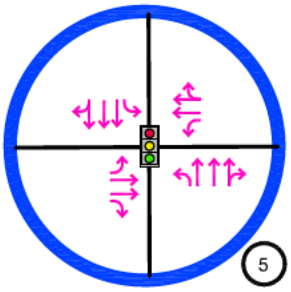
FALLBROOK AVENUE & VANOWEN STREET



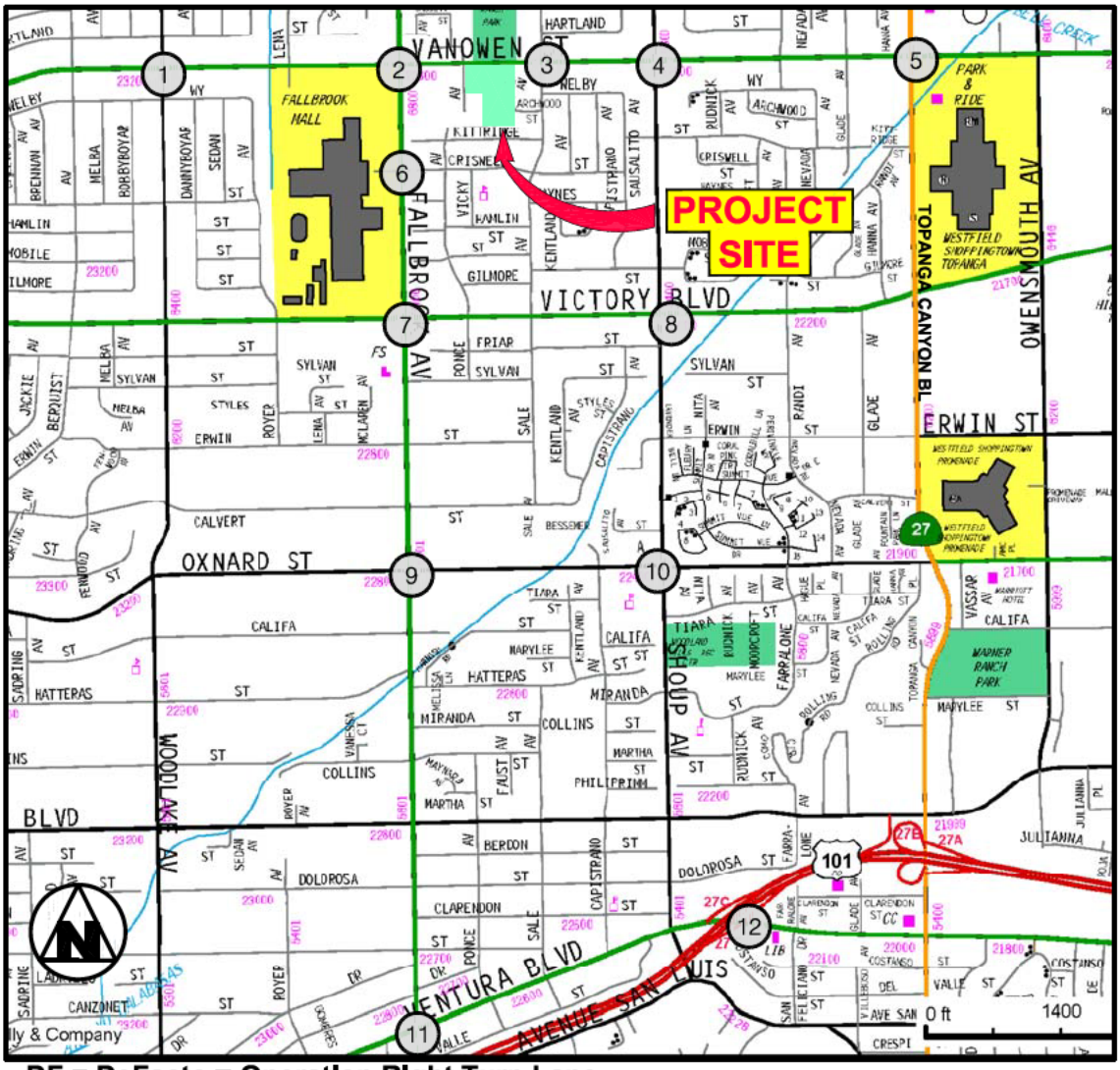
SALE AVENUE & VANOWEN STREET

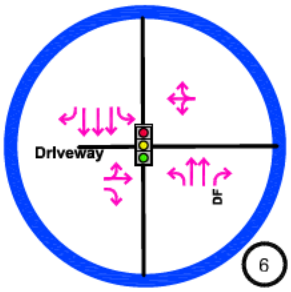


SHOUP AVENUE & VANOWEN STREET

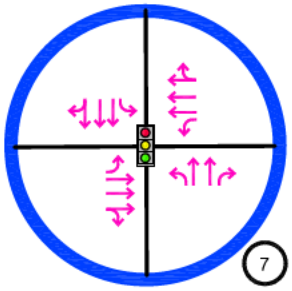


TOPANGA CANYON BOULEVARD & VANOWEN STREET

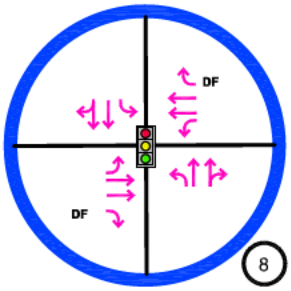




CRISWELL STREET & FALLBROOK AVENUE

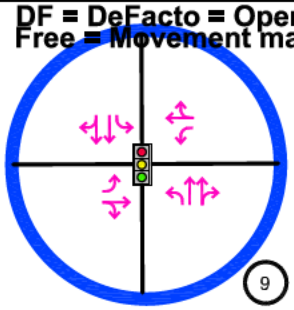


FALLBROOK AVENUE & VICTORY BOULEVARD

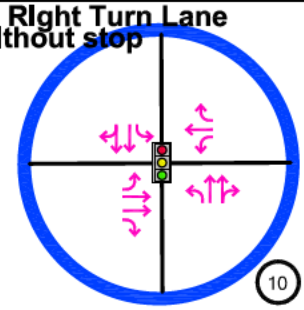


SHOUP AVENUE & VICTORY BOULEVARD

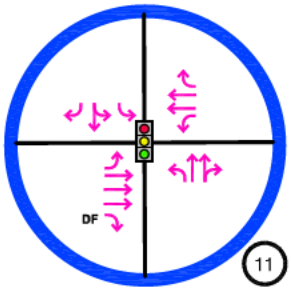
DF = DeFacto = Operation Right Turn Lane
Free = Movement made without stop



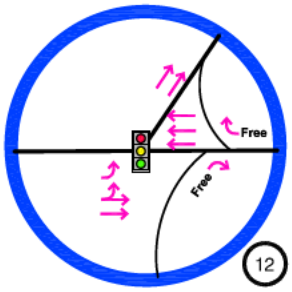
FALLBROOK AVENUE & OXNARD STREET



OXNARD STREET & SHOUP AVENUE



FALLBROOK AVENUE & VENTURA BOULEVARD



EB-101 (SB) VENTURA FWY ONRAMP VENTURA BOULEVARD

FIGURE 3

2/2011

INTERSECTION CHARACTERISTICS

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Woodlake Avenue is a north-south secondary highway in the streets and Highways element of the City's General Plan. Woodlake Avenue provides 1-2 lanes in each direction with median channelization and street parking on both sides. Woodlake Avenue terminates approximately 0.25 miles north of Vanowen Street. The roadway provides direct access to the westbound ramps for Highway 101.

Platt Avenue is a north-south class II major highway with two lanes in each direction, median channelization, class II bike lanes, and on-street parking for both sides of the street in the project vicinity.

Fallbrook Avenue is a north-south designated class II major highway. Fallbrook Avenue geometrics accommodate 2 lanes in each direction with median channelization, a class II bike lane and on-street parking. Between Vanowen Street and Victory Boulevard, a third southbound lane is installed and parking is restricted on the westside of the street, adjacent to the Fallbrook Mall. Traffic signals control the intersections of Fallbrook Avenue with Sherman Way, Vanowen Street, Criswell Street and Victory Boulevard.

Shoup Avenue is a north-south secondary highway with two lanes in each direction, median channelization and unrestricted parking on both sides of the street.

Topanga Canyon Boulevard is a designated north-south State Highway route (SR 126). The roadway provides 2-3 lanes in each direction and median channelization in the study area. SR 126 has predominantly commercial development and is under jurisdiction of the State of California (Caltrans). Topanga Canyon Boulevard provides direct access to the Ventura Freeway.

Vanowen Street is a designated east-west secondary highway that provides two lanes in each direction and on-street parking. Median channelization is provided at all major intersections and where there is sufficient roadway width.

Victory Boulevard is an east-west class II major highway with two lanes in each direction, median channelization and class II bike lanes in the study area. The roadway width varies but is generally 80 feet in width.

Ventura Boulevard is an east-west class II major highway with two to three lanes in each direction, median channelization and regional access along the Ventura Freeway and through limited stop bus routes.

Criswell Street is an east-west collector street with one lane in each direction. Criswell Street forms a T type intersection with Fallbrook Avenue and is opposite a Fallbrook Mall driveway.

Sale Avenue is a north-south collector street with single family residential frontage. Its intersections with Vanowen Street and Victory Boulevards are traffic signal controlled.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro). Metro provides route 165 on Vanowen Street. Metro Route 165 connects to north-south transit lines and ultimately to other east-west lines through the Metro route system. The transit line is illustrated in Appendix C.

CHAPTER 4 PROJECT TRAFFIC

This chapter describes the procedures for estimating the potential traffic volume generated by the project and its directional orientation.

Traffic Generation

Traffic-generating characteristics of private high schools as proposed and the recreational community center and office to be displaced have been surveyed by the Institute of Transportation Engineers (ITE). The results of these traffic generation studies have been published in a handbook titled Trip Generation, 8th Edition. This publication of traffic generation data is the industry standard for estimating traffic generation for different land uses and is used when analyzing traffic impacts.

The ITE studies indicate that private schools exhibit trip-making characteristics as shown by the average traffic generation rates per student. The trip generation for an community center and office are based on trips per 1,000 square feet. The ITE trip generation rates used in this study and approved by LADOT are shown in Table 1. Table 2 shows estimates of the project traffic volume using the trip rates as displayed in Table 1. The existing uses to remain are not displayed.

Table 1
Project Trip Generation Rates

	ITE	Daily	AM Peak Hour			PM Peak Hour		
Description	**Code**	**Traffic**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Recreational Community Center	495	22.88	1.62	61%	39%	1.45	37%	63%
Private School	536	2.48	0.81	61%	39%	0.17	43%	57%
Office	710	11.01	1.55	88%	12%	1.49	17%	83%

Rates are per student for school and per square foot (sf) for community center and office

Table 2
Estimated Project Traffic Generation

Description	Size	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Project								
Private High School	450 students	1,116	365	223	142	77	33	44
Existing to be Removed								
Recreational Community Center	33,533 sf	767	54	33	21	49	18	31
Office	16,767 sf	185	26	23	3	25	4	21
Total	50,300 sf	952	80	56	24	74	22	51
Net Total (Proposed-Existing)		**164**	**285**	**167**	**118**	**3**	**11**	**-7**

Existing 100 student Day Care, Balance of Office and Community Center to remain
JCC considered 2/3 community center and 1/3 office

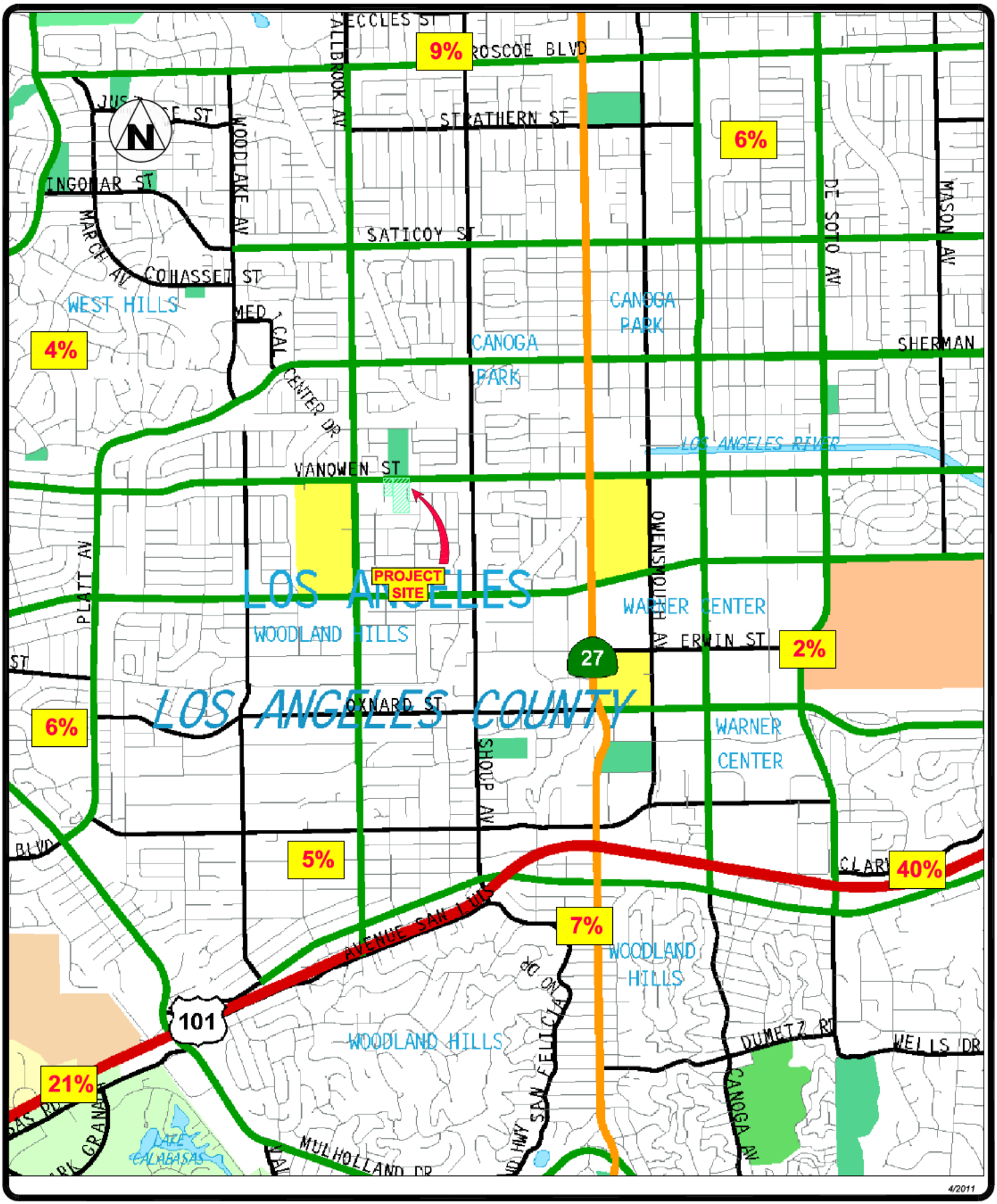
The project will generate a net of 164 daily trips with 285 during the AM Peak Hour and 3 during the PM Peak Hour. Due to the low volumes during the PM Peak Hour no significant traffic impacts are anticipated during the evening. Only the AM Peak Hour is evaluated in further detail.

Distribution of Trip Origins and Destinations

The primary factor affecting the distribution of the school traffic flow is the location of the student population which would generate trip origins and destinations. The estimated directional trip distribution for the new school was developed based on the location of the zip code location for the existing student enrollment as provided in the original traffic study approved by LADOT. The detail on the zip code analysis which determined the project distribution is provided in Appendix D. The closer in overall distribution percentages are provided in Figure 4 which illustrates the estimated project traffic distribution percentages derived from the school database.

Assignment of project traffic volume to surrounding streets

Traffic to and from the school has been assigned to the most direct and reasonable routes considering the school location and surrounding street system. Percentages of the project traffic flows are illustrated in Figure 5. The hourly traffic volume at each study intersections was calculated by multiplying the assigned intersection percentages as shown in Figure 5 to the traffic generation estimates in Table 2. The resulting peak hour traffic volumes are shown in Figure 6 for the morning peak hours.



PROJECT DISTRIBUTION

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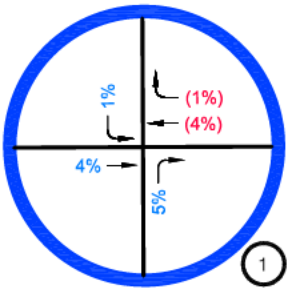
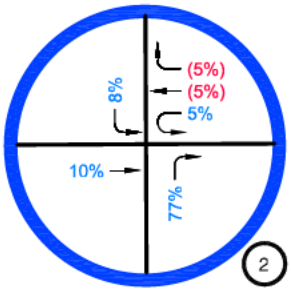
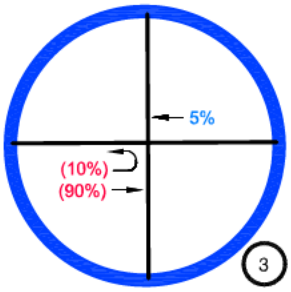


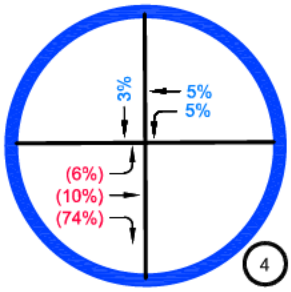
VANOWEN STREET & WOODLAKE AVENUE



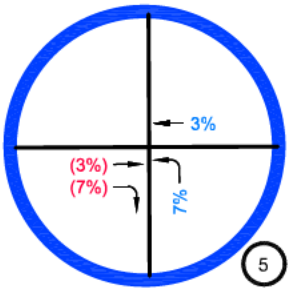
FALLBROOK AVENUE & VANOWEN STREET



SALE AVENUE & VANOWEN STREET



SHOUP AVENUE & VANOWEN STREET



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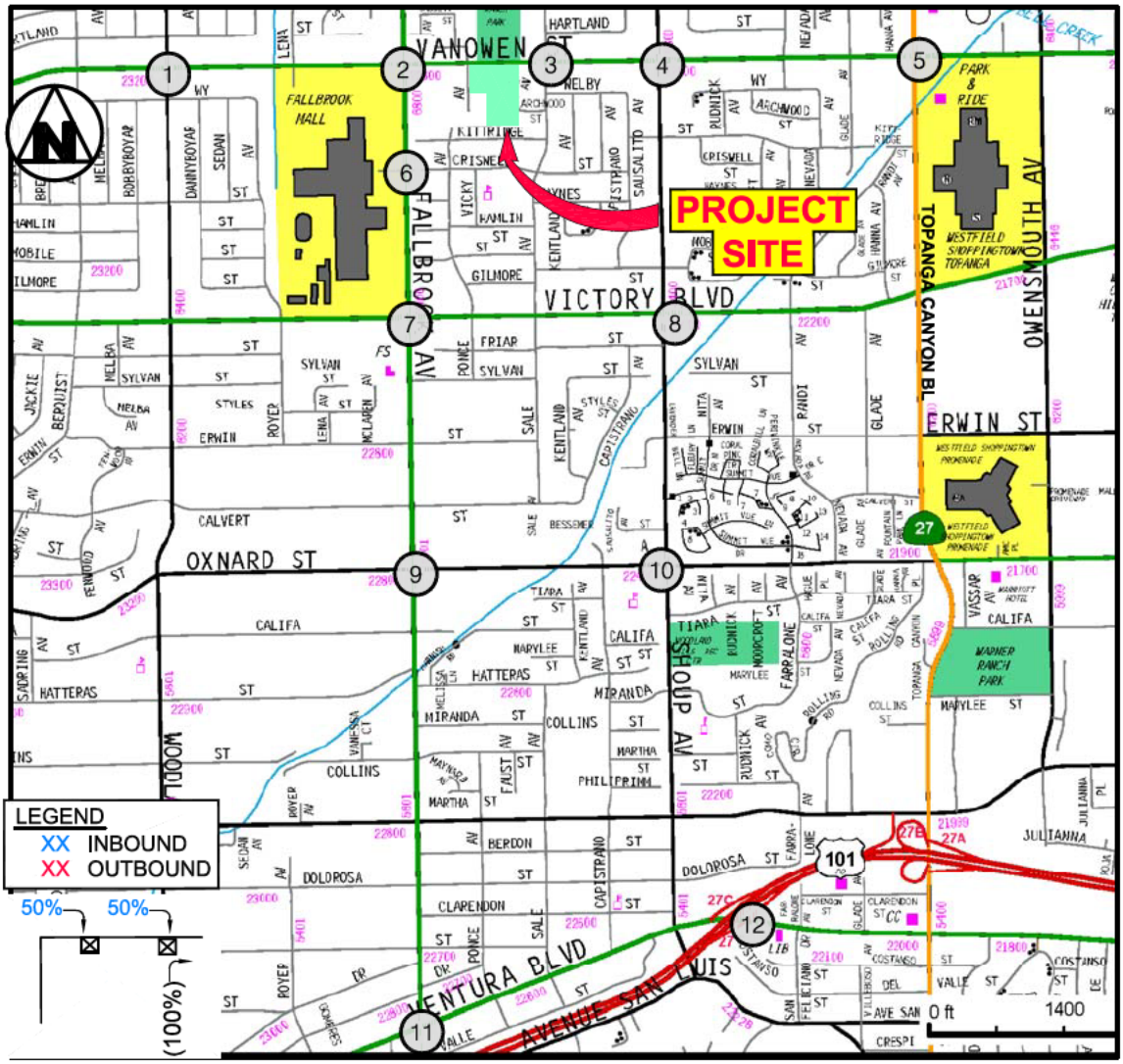
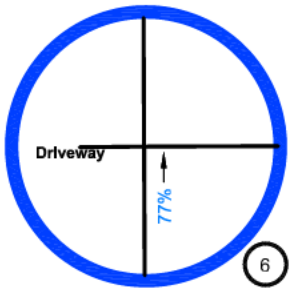
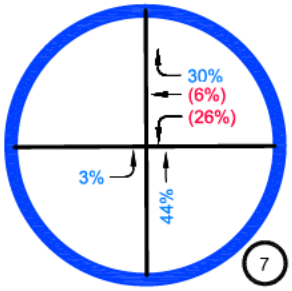
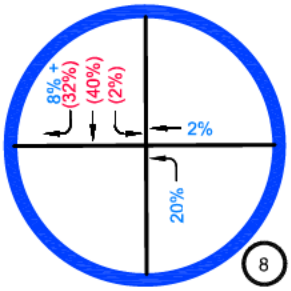




CRISWELL STREET & FALLBROOK AVENUE



FALLBROOK AVENUE & VICTORY BOULEVARD



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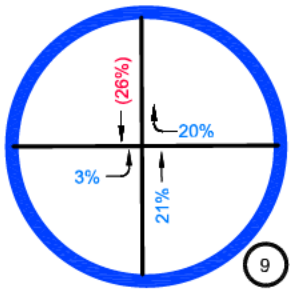
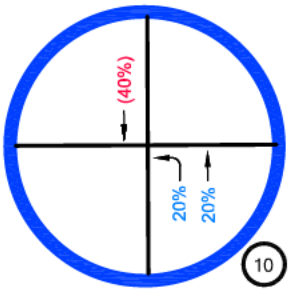
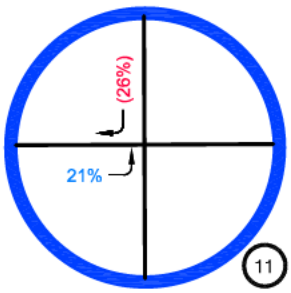


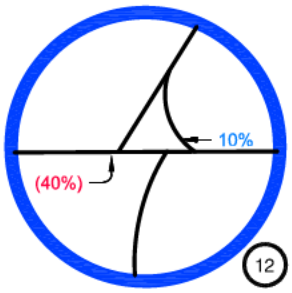
FALLBROOK AVENUE & OXNARD STREET



OXNARD STREET & SHOUP AVENUE



FALLBROOK AVENUE & VENTURA BOULEVARD



EB-101 (SB) VENTURA FWY ONRAMP VENTURA BOULEVARD

FIGURE 5

4/2011

PROJECT TRIP DISTRIBUTION AT INTERSECTIONS

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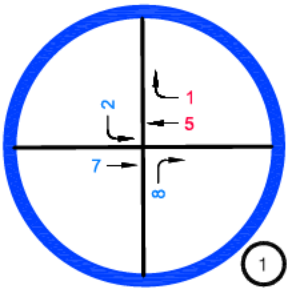
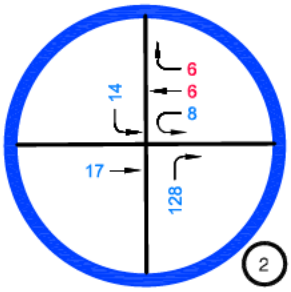


VANOWEN STREET & WOODLAKE AVENUE



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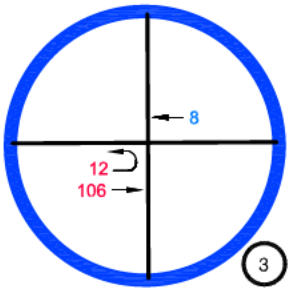

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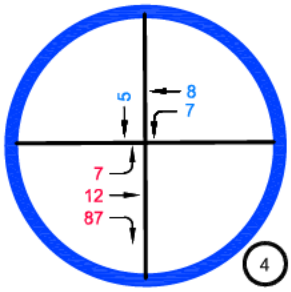

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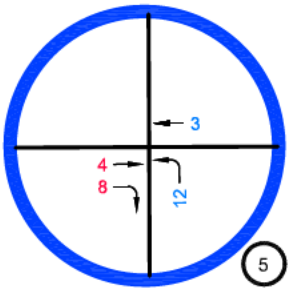
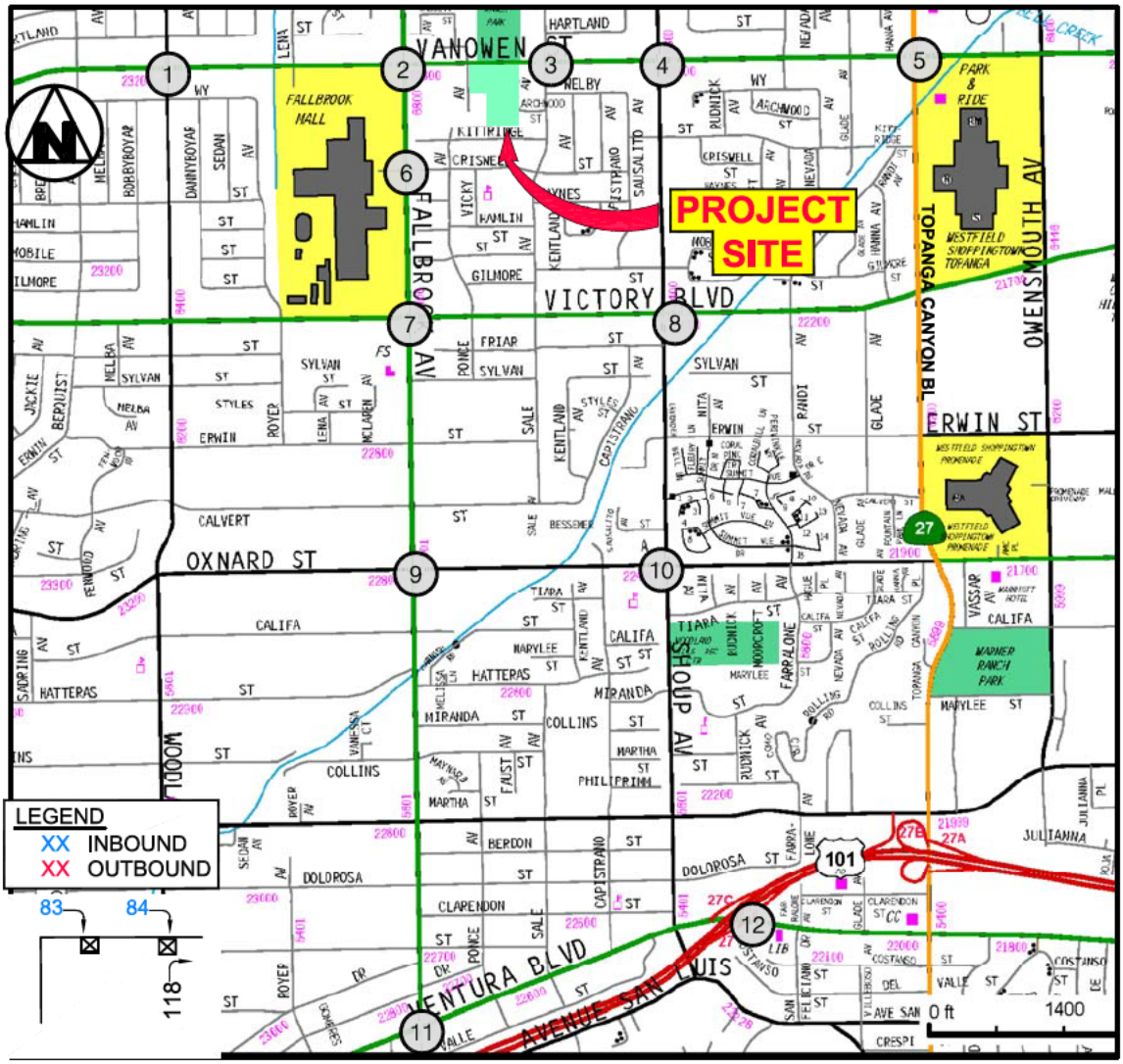
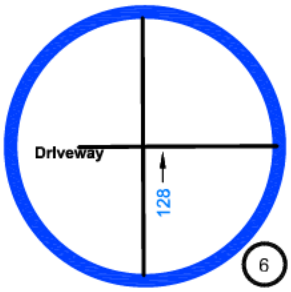
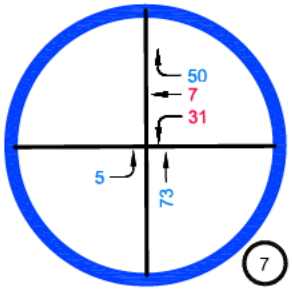


TOPANGA CANYON BOULEVARD & VANOWEN STREET

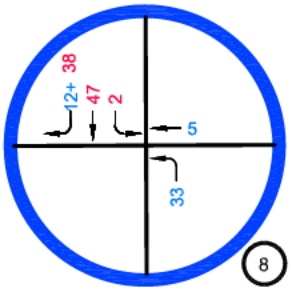




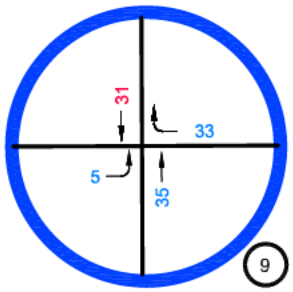
CRISWELL STREET & FALLBROOK AVENUE



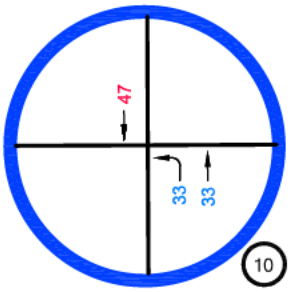
FALLBROOK AVENUE & VICTORY BOULEVARD



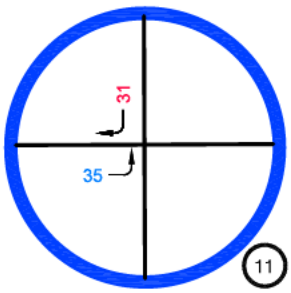
SHOUP AVENUE & VICTORY BOULEVARD



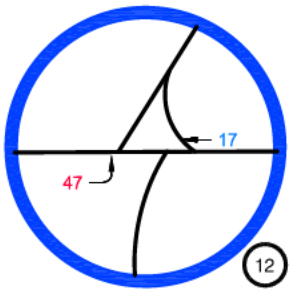
FALLBROOK AVENUE & OXNARD STREET



OXNARD STREET & SHOUP AVENUE



FALLBROOK AVENUE & VENTURA BOULEVARD



EB-101 (SB) VENTURA FWY ONRAMP VENTURA BOULEVARD

FIGURE 6

4/2011

PROJECT ONLY TRIPS

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Pedestrian Access Evaluation

Figure 7 displays the one mile radius around the project. The major intersections include:

Sherman Way at Woodlake Avenue, Fallbrook Avenue, Shoup Avenue, Topanga Canyon Boulevard

Vanowen Street at Woodlake Avenue, Fallbrook Avenue, Shoup Avenue, Topanga Canyon Boulevard

Victory Boulevard at Woodlake Avenue, Fallbrook Avenue, Shoup Avenue, Topanga Canyon Boulevard

Oxnard Street at Fallbrook Avenue

All 13 of these intersections are signalized with crosswalks for pedestrians. Pedestrian indicators are available for crossing all directions with adequate timing for crossing. Some, but not all, have count down pedestrian indicators. The intersection of Vanowen Street and Victory Boulevard has yellow crosswalks indicating further caution for the adjacent school. In addition to the major intersections, several of the smaller intersections within the mile radius are also signalized including:

Sherman Way at Medical Center Drive, Sherman Way at Farralone,

Vanowen Street at Marlin Avenue, Vanowen Street at Sale Avenue,

Victory Boulevard at Royer Avenue, Victory Boulevard at Sale Avenue, Victory Boulevard at Randi Avenue and

Shoup Avenue at Erwin Street.

These additional signalized locations will assist in pedestrian access to the site. The signal at Vanowen Street and Sale Avenue and Vanowen Street and Fallbrook Avenue are the closest to the project site and will assist with immediate area pedestrian activities.

Fallbrook Avenue has a dedicated bicycle lane on the street which will assist with bicycle access to and from the site in the north and south direction. Sherman Way also has a dedicated bicycle lane on the street which will assist with bicycle access to and from the site in the east-west direction.

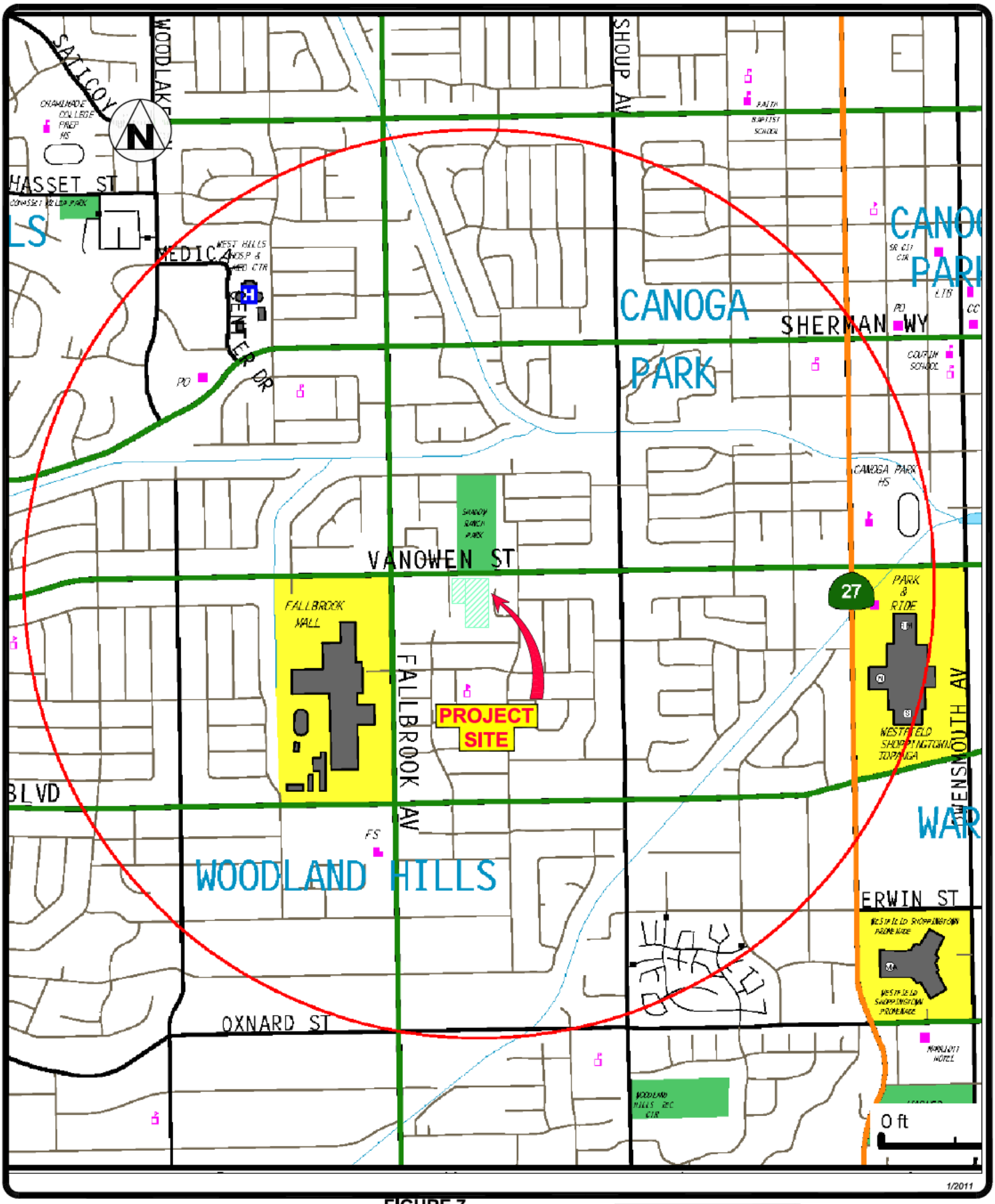

FIGURE 7

ONE MILE RADIUS FROM PROJECT

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Parking, Site Access, and Circulation

Vehicular site access will be from a one-way entry and two way driveway off of Vanowen Street. Parking is prohibited by red curb on the approach and departure of both driveways and between the two driveways which improves visibility. A two-way left turn lane is provided on Vanowen Street in front of the project site allowing for left and right turns in and out of the site. However, to improve traffic flow on the street and within the site, the driveways will be restricted to right turn only in and out of the property. The entry driveway provides access to the circular drive and to the right for the five levels of garage (two below surface, one at surface, and two above ground levels).

The City of Los Angeles has a policy which requires that school have on-site drop-off/and pick-up areas. Vanowen Street provides a wide curb lane with parking north and south of the project driveways. Student drop off and pick up will be conducted on the circular drive with queuing routed to the parking structure. A queue analysis has been conducted to ensure that vehicles will queue onto the public right-of-way. This analysis indicates a potential demand for up to 27 vehicles queuing. The project will provide space for more than 32 vehicles to queue depending on spacing of the drivers. The drop-off and pick-up activities will be monitored by school personnel to ensure that it is running efficiently. Modifications to the drop-off and pick-up plans will be conducted as necessary. Appendix E provides a detail analysis of the school queues.

The existing school has programs in place for allocating parking permits for students who are old enough to drive, busing and ridesharing. This practice will be continued, expanded and catered to the new project site.

Currently parking around the site is minimally used throughout the weekday. No single land use is creating an on street parking demand. There are no parking restrictions on the north and south side of Vanowen Street. A wide curb lane provides for on street parking on Vanowen Street. Although not observed, there is a park on the north side of Vanowen Street across from the school which is likely to create periodic demand on

weekdays peaking in the afternoon. Safety for students must be highlighted to discourage any jaywalking across Vanowen Street. A traffic signal is provided at both Fallbrook Avenue and Sale Avenue east and west of the school. Parking on Vicky Avenue and Sale Avenue should be discouraged due to the residential nature of these two streets.

The project site has an inventory of 269 parking spaces on-site. A meeting with Building and Safety indicated that Los Angeles City code required parking would be based on auditorium square footage of 1 per 35 square feet, plus 1 space per 500 square feet of office space for administrators (not teachers), plus 1 space per nursery school classroom (assuming max of 20 students per room). The gym is strictly for gym (not assembly) usage and events in the gym and auditorium would not coincide. Table 3 displays the Code required parking.

Table 3
Parking Requirements

Proposed Use	Size	Code Requirement	Required Spaces	Provided	Surplus
Com Ctr Office	3,900 sf	1 per 500 sf	7.8		
High School Administration	6,850 sf	1 per 500 sf	13.7		
Auditorium	3,712 sf	1 per 35 sf	106.1		
PreSchool	100 students	1 per classroom (max 20 students per class)	5.0		
TOTAL			**133**	**269**	**136**

sf = square feet

The project will be providing 136 parking spaces in excess of that which is required by code.

ITE Parking Demand 4, 2009 provides national parking standards which indicate a parking demand for a high school as 0.23 to 0.31 spaces per student with an average of 0.26 spaces per student average. This indicates a need for between 104 to 140 parking spaces for the high school alone (including staff). The code required parking above requires 120 parking spaces for the school needs. This is within the range of the national standard. Since this is a private school, parking can be managed by school

personnel. A selected number of junior and senior parking permits will be provided to assure that adequate parking is provided on-site for the school, remaining office and preschool. The school has indicated a desire to monitor off-site parking so that the school does not spill over into the surrounding residential neighborhoods. When events are planned, the school will lease off-site parking and provide shuttles to and from the project site. No parking impacts are anticipated with the project.

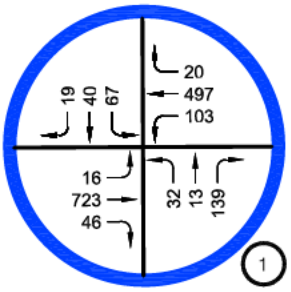
Existing Peak Hour Traffic Volumes

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by The Traffic Solution, an independent traffic data collection company. The AM peak period counts were conducted manually from 7:00 AM to 9:00 AM in February 2011. Traffic counts were conducted by counting the number of vehicles at each of the twelve study intersections making each movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements.

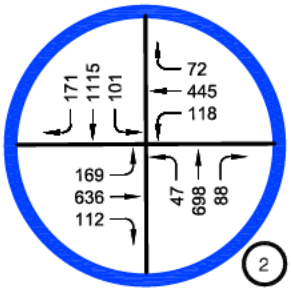
Existing peak hour traffic volume at each study intersection is illustrated in Figure 8 for the morning rush hour. Data collection worksheets for the peak hour counts are contained in Appendix F.

Analysis of Existing Traffic Conditions

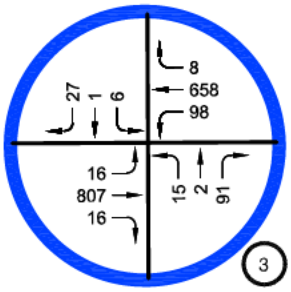
The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. All study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation for signalized intersections. The peak hour traffic counts were used along with current intersection geometrics and traffic controls to determine the intersection's operating condition. The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.



VANOWEN STREET & WOODLAKE AVENUE



FALLBROOK AVENUE & VANOWEN STREET



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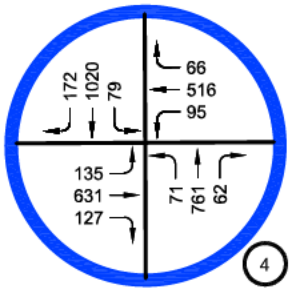
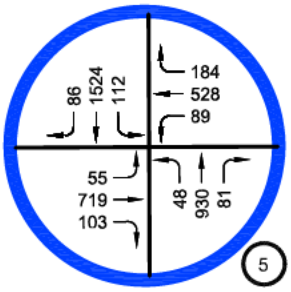
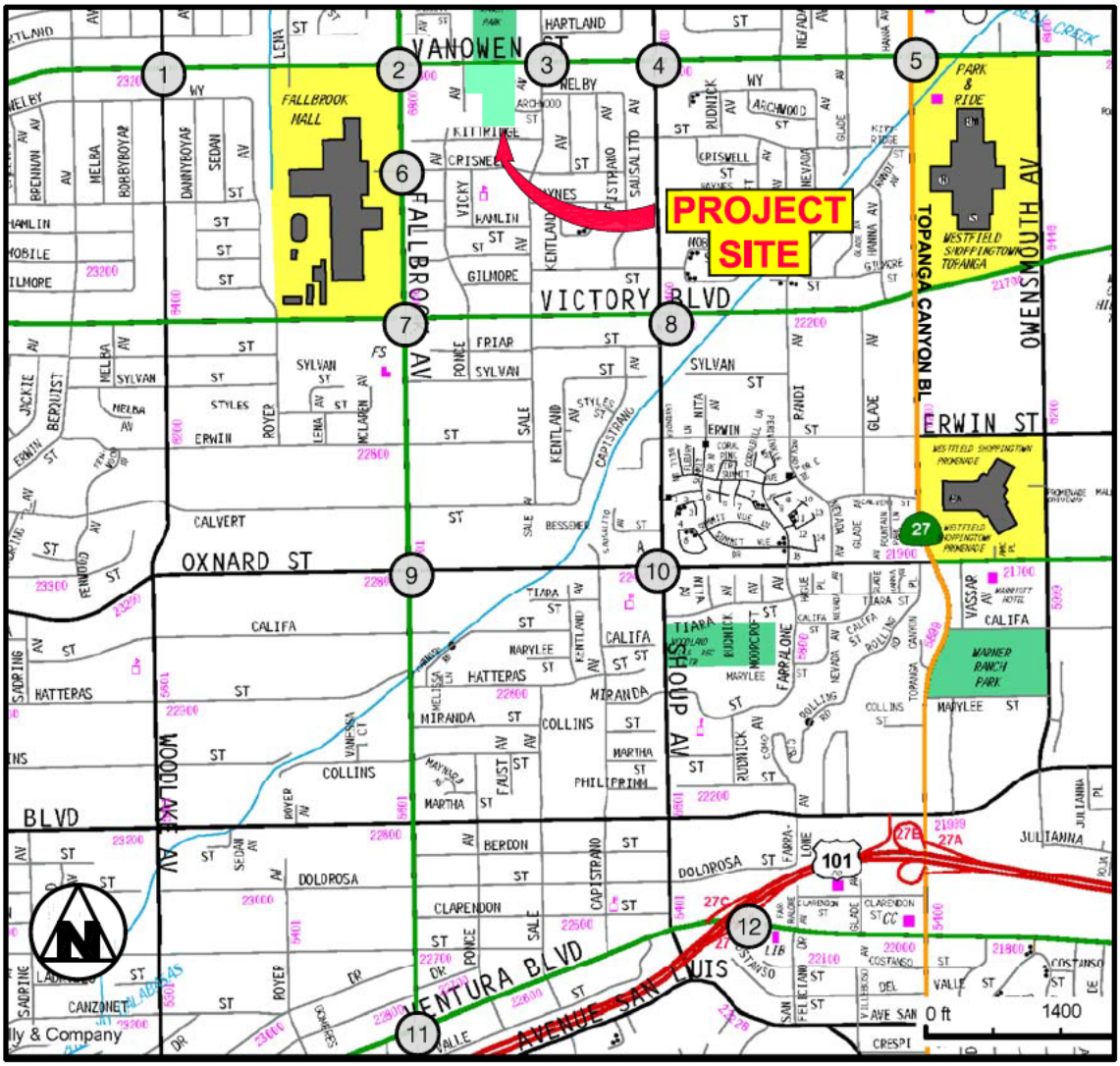
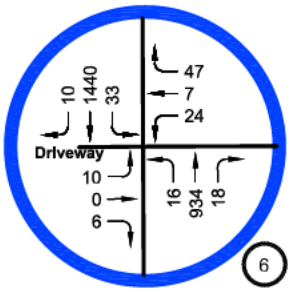


SHOUP AVENUE & VANOWEN STREET

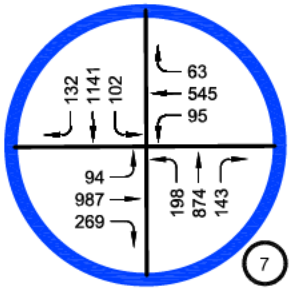


TOPANGA CANYON BOULEVARD & VANOWEN STREET

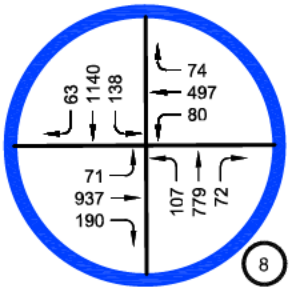




CRISWELL STREET & FALLBROOK AVENUE



FALLBROOK AVENUE & VICTORY BOULEVARD



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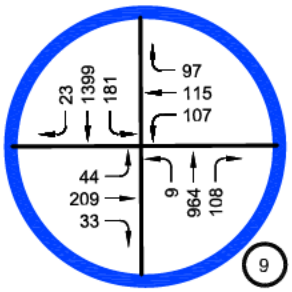
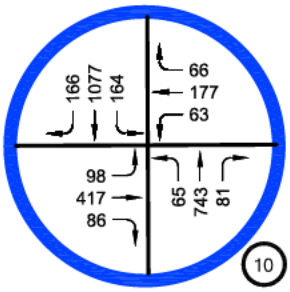
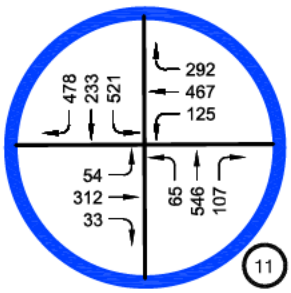


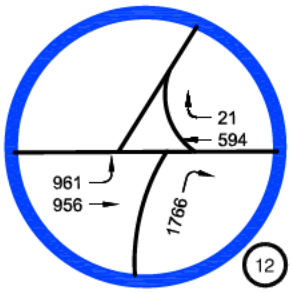
FALLBROOK AVENUE & OXNARD STREET



OXNARD STREET & SHOUP AVENUE



FALLBROOK AVENUE & VENTURA BOULEVARD



EB-101 (SB) VENTURA FWY ONRAMP VENTURA BOULEVARD

FIGURE 8

3/2011

EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity. V/C ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 4.

Reductions for traffic signal improvements in the area are included in the analysis. The area currently has Automated Traffic Surveillance and Control (ATSAC) systems improvements which increase capacity at the intersection through computer aided signal progression. The City of Los Angeles has determined that this type of improvement increases capacity by approximately 7%. In the future, the City will supplement all signal systems with an upgrade to the ATSAC system which includes advance loop detection at the intersections and system wide progression computer programming with system wide interaction between the traffic signals. This system is known as the Adaptive Traffic Control System (ATCS) system. An additional 3% capacity increase is estimated with this signal system. The existing and future conditions include ATSAC and ATCS.

Table 4
Level of Service Definitions

LOS	V/C) Ratio	Operating Conditions
A	0.000 – 0.600	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.600 – 0.700	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.700 – 0.800	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.800 – 0.900	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.900 – 1.000	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

By applying these procedures to the intersection data, the CMA values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined for each intersection. The LOS values are summarized in Table 5. Supporting capacity worksheets are contained in Appendix H of this report.

Table 5
Level of Service for Existing Conditions

No.	Intersection	Peak Hour	Existing CMA	Existing LOS
1	Vanowen Street & Woodlake Avenue	AM	0.328	A
2	Fallbrook Avenue & Vanowen Street	AM	0.631	B
3	Sale Avenue & Vanowen Street	AM	0.316	A
4	Shoup Avenue & Vanowen Street	AM	0.661	B
5	Topanga Cyn Blvd. & Vanowen Street	AM	0.828	D
6	Criswell Street & Fallbrook Avenue	AM	0.292	A
7	Fallbrook Avenue & Victory Boulevard	AM	0.726	C
8	Shoup Avenue & Victory Boulevard	AM	0.738	C
9	Fallbrook Avenue & Oxnard Street	AM	0.613	B
10	Oxnard Street & Shoup Avenue	AM	0.541	A
11	Fallbrook Avenue & Ventura Boulevard	AM	0.687	B
12	EB (SB) 101 Fwy On & Ventura Boulevard	AM	0.678	B

Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential project impacts to the existing conditions. This has been done by adding the project traffic to the existing traffic. A description of the significant impact definition is provided further in the study under the future conditions Table 8. As noted below in Table 6, one significant traffic impacts occurs. This same significant impact occurs in the future with project conditions. Mitigation is proposed in a further chapter of this report to mitigate to a level of insignificance.

Table 6
Traffic Conditions for Existing + Project

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Existing + Project CMA	Existing + Project LOS		Impact	Significant Impact?
1	Vanowen Street & Woodlake Avenue	AM	0.328	A	0.337	A	+	0.009	No
2	Fallbrook Avenue & Vanowen Street	AM	0.631	B	0.642	B	+	0.011	No
3	Sale Avenue & Vanowen Street	AM	0.316	A	0.351	A	+	0.035	No
4	Shoup Avenue & Vanowen Street	AM	0.661	B	0.700	C	+	0.039	No
5	Topanga Cyn Blvd. & Vanowen Street	AM	0.828	D	0.829	D	+	0.001	No
6	Criswell Street & Fallbrook Avenue	AM	0.292	A	0.335	A	+	0.043	No
7	Fallbrook Avenue & Victory Boulevard	AM	0.726	C	0.749	C	+	0.023	No
8	Shoup Avenue & Victory Boulevard	AM	0.738	C	0.792	C	+	0.054	**YES**
9	Fallbrook Avenue & Oxnard Street	AM	0.613	B	0.623	B	+	0.010	No
10	Oxnard Street & Shoup Avenue	AM	0.541	A	0.579	A	+	0.038	No
11	Fallbrook Avenue & Ventura Boulevard	AM	0.687	B	0.712	C	+	0.025	No
12	EB (SB) 101 Fwy On & Ventura Boulevard	AM	0.678	B	0.697	B	+	0.019	No

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing traffic plus ambient growth (2 percent total) to 2012 study year;

(b) Traffic in (a) plus related projects (without project scenario);

(c) Traffic in (b) with the proposed project traffic (with project scenario);

(d) Traffic in (c) plus traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development information was obtained from the City of Los Angles Department of Transportation and Department of Planning. Development lists were reviewed and checked in the field to identify those projects that could produce additional traffic at the study intersections by the future study year 2012. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects. The locations of the related projects are shown in Figure 9, with their descriptions provided in Table 7.

To evaluate future traffic conditions with the related projects, estimates of the peak hour trips generated by the other developments were developed or provided by LADOT. The potential net increase in traffic from the related projects is provided in Appendix G. The related project only traffic volumes are provided in Figure 10.

The traffic impact of traffic volume increases has been calculated by adding the existing traffic volume, the ambient growth factor and traffic from other development projects for study year 2012. Future cumulative “without project” peak hour traffic volume estimates are shown in Figure 11 for the morning.

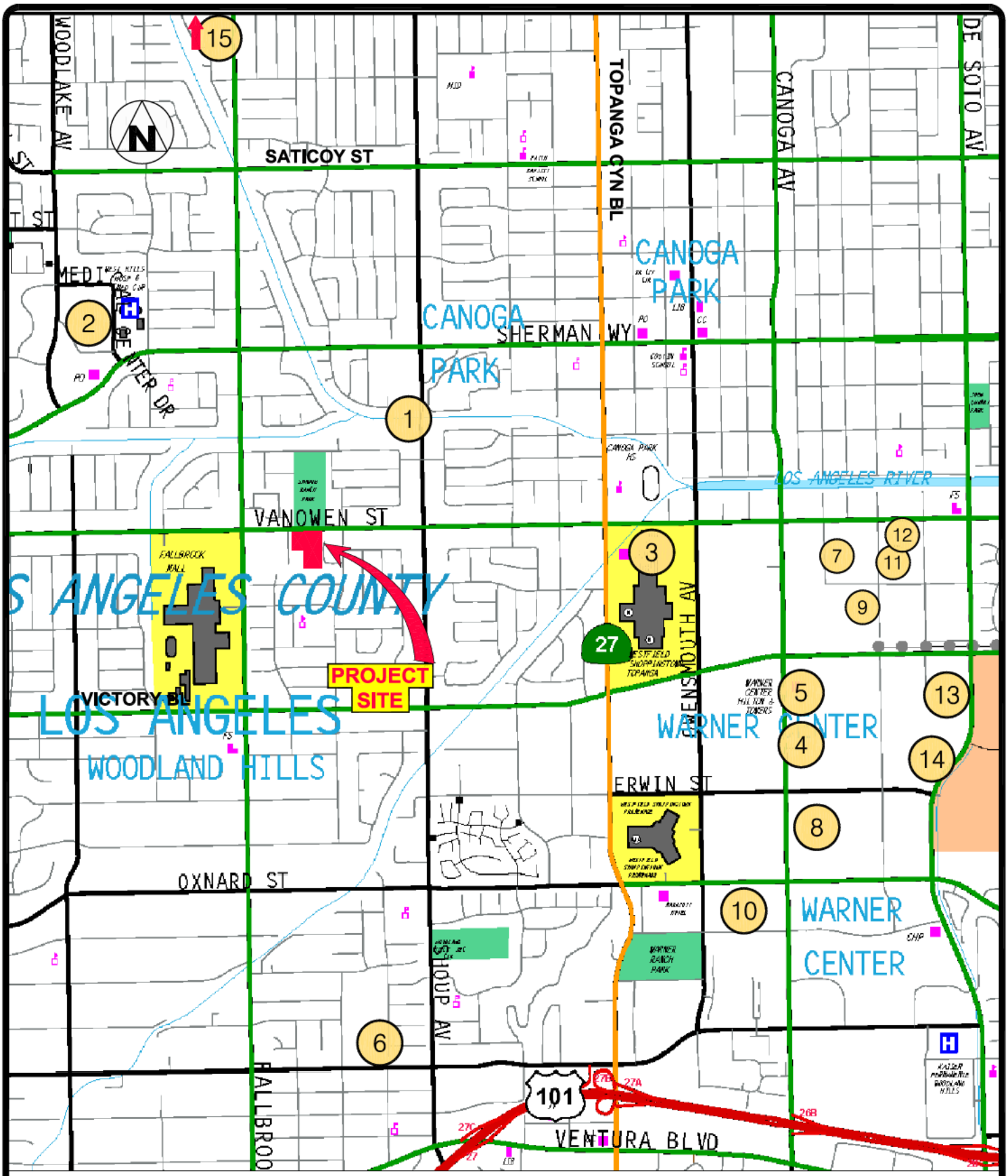


FIGURE 9

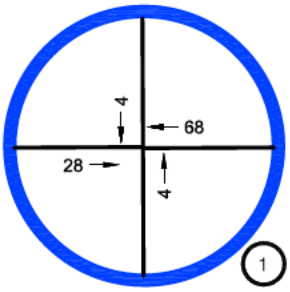
3/2011

RELATED PROECT LOCATIONS

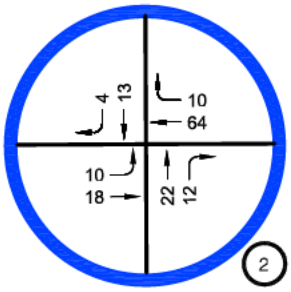
Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTCINC@attbi.com

Table 7
Related Projects Descriptions

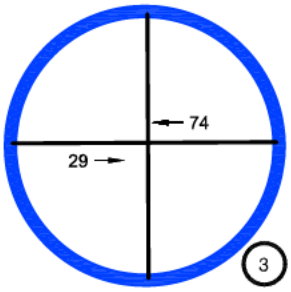
No	Location	Planning or DOT Case #			Description
1	7011 Shoup Avenue	SFV 2003-091	20	unit	Single Family Homes
			135	students	Pre-School
			360	students	K-8 Private School
2	23135 Sherman Place	SFV 2006-300	160	unit	Apartments
3	6600 N Topanga Cyn Bl	SFV 2002-003	1,650,000	sf	Westfield Plaza Expansion
					appx. 60% Complete
4	6410 Canoga Avenue	WC-2009-040	(47,000)	sf	Remove Electronics SS
			47,000	sf	Health Club
5	6464 Canoga Avenue	WC-2005-0417	154,565	sf	Office
			16,117	sf	Restaurant
			(65,903)	sf	Remove Office
6	5607 Capistrano Ave	SFV 2004-001	1,600	students	Hughes Magnet School
7	6700 Eton Avenue	WC-2005-007	441	unit	Apartments
8	6250 Canoga Avenue	WC-2003-008	10,000	sf	Retail
			601	unit	Apartments
9	6625 Variel Avenue	WC-2002-006	522	unit	Convert Apt to Condo
10	21530 Oxnard St	WC-2006-026	30,000	sf	Aquatic Health Club
11	6710 Variel Avenue	WC-2006-033	242	unit	Apartments
12	21050 Vanowen Street	WC-2004-023	210	unit	Apartments
13	6355 DeSoto Avenue	WC-2004-043	421	unit	Apartments
14	6219 DeSoto Avenue	WC-2003-022	(76,242)	sf	Remove Industrial
			(76,242)	sf	Remove Office
			394	unit	Senior Apartments
			574	unit	Apartments
15	8401 Fallbrook Avenue	SFV 2007-021	210,000	sf	Mixed Use



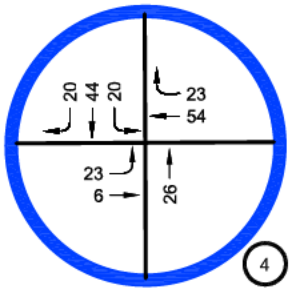
VANOWEN STREET &
WOODLAKE AVENUE



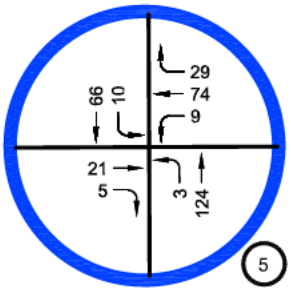
FALLBROOK AVENUE &
VANOWEN STREET



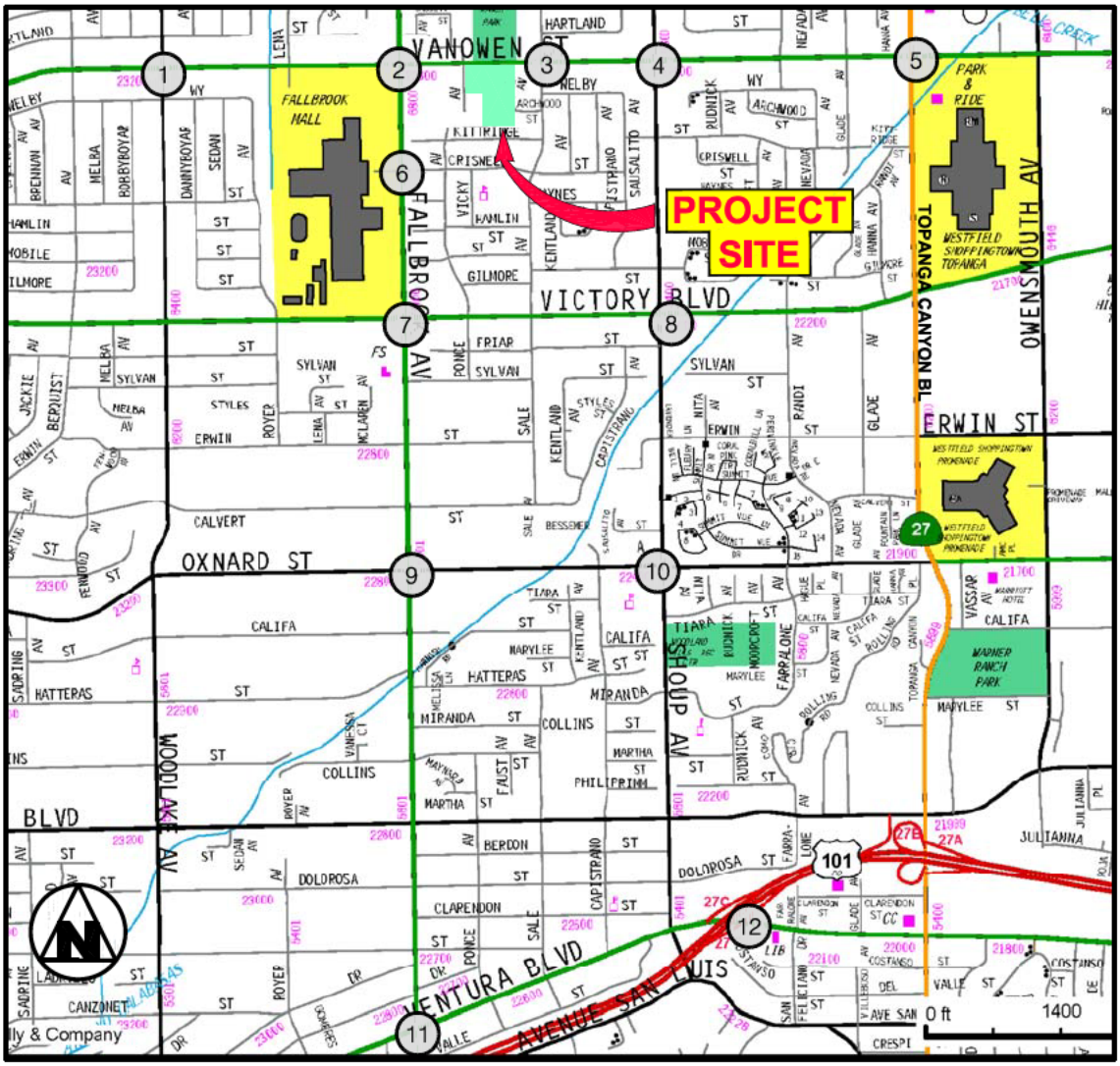
SALE AVENUE &
VANOWEN STREET

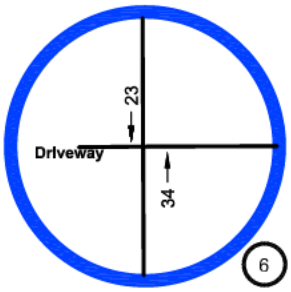


SHOUP AVENUE &
VANOWEN STREET

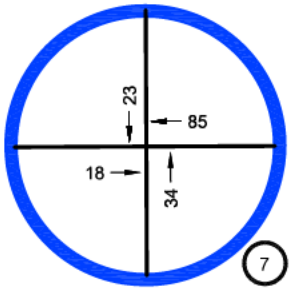


TOPANGA CANYON BOULEVARD &
VANOWEN STREET

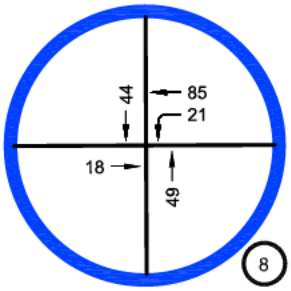




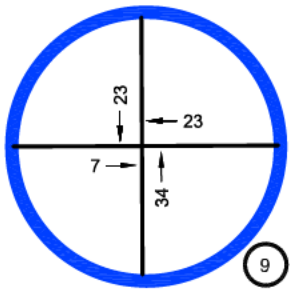
CRISWELL STREET &
FALLBROOK AVENUE



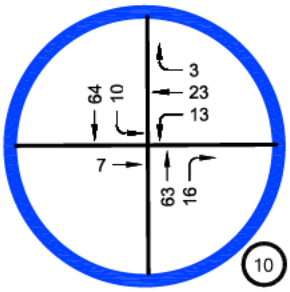
FALLBROOK AVENUE &
VICTORY BOULEVARD



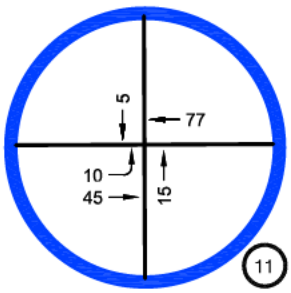
SHOUP AVENUE &
VICTORY BOULEVARD



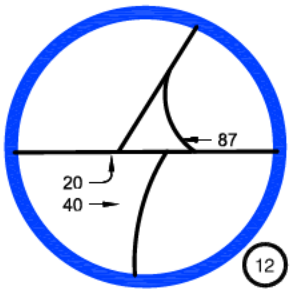
FALLBROOK AVENUE &
OXNARD STREET



OXNARD STREET &
SHOUP AVENUE



FALLBROOK AVENUE &
VENTURA BOULEVARD



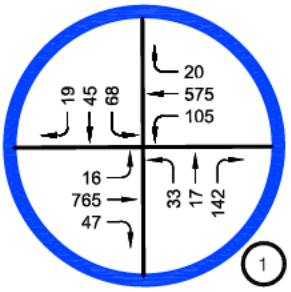
EB-101 (SB) VENTURA FWY ONRAMP
VENTURA BOULEVARD

FIGURE 10

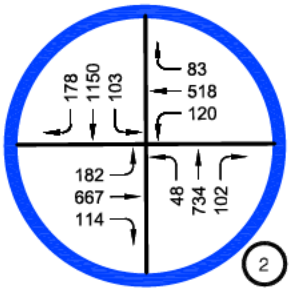
3/2011

RELATED PROJECT ONLY VOLUMES

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



VANOWEN STREET & WOODLAKE AVENUE



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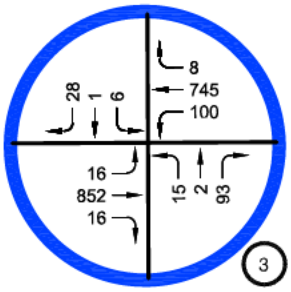
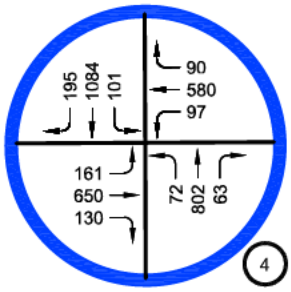
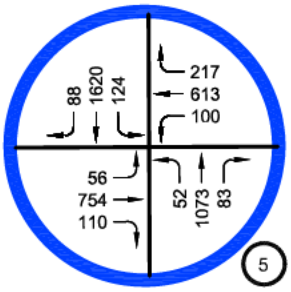


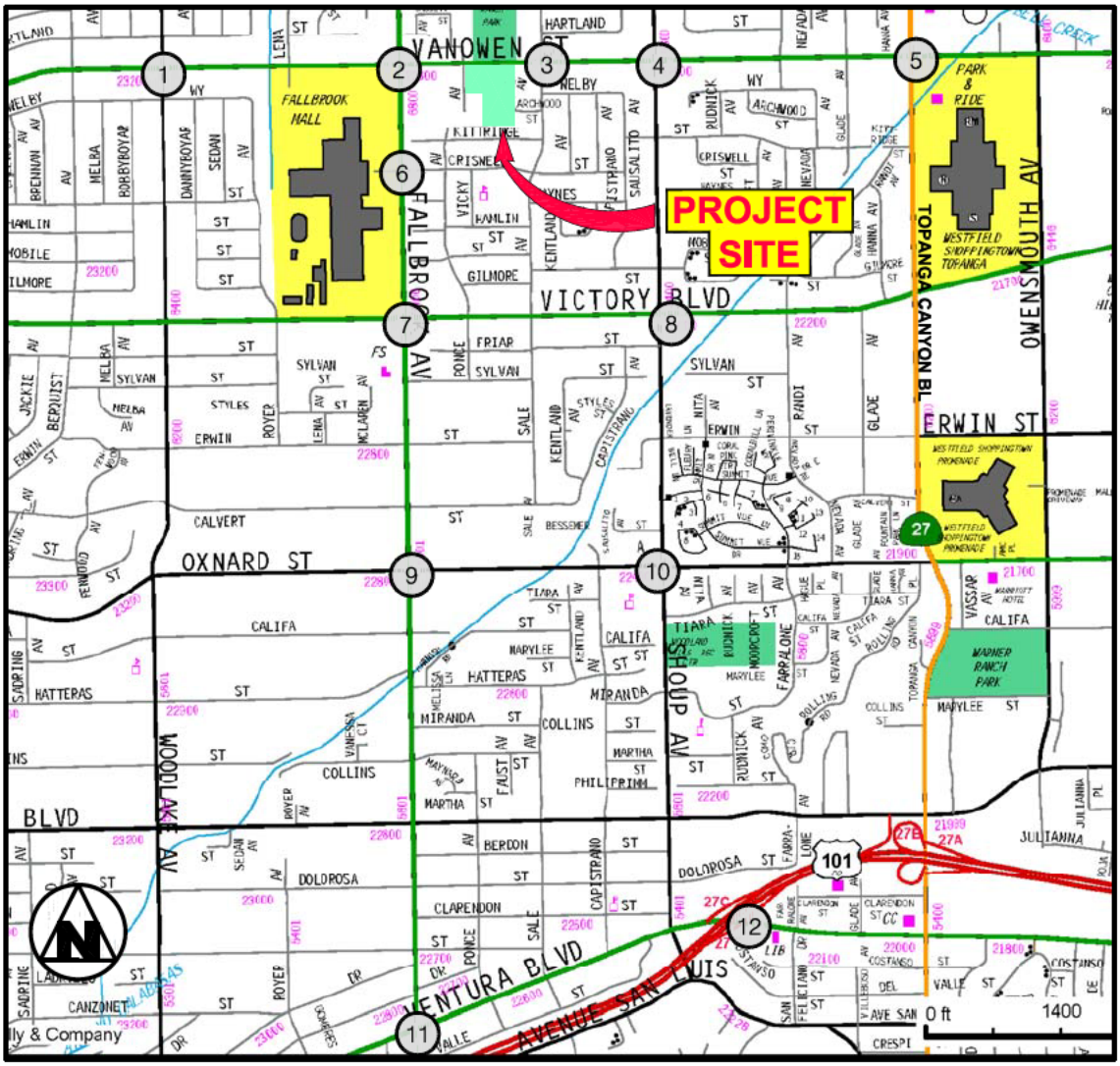
SALE AVENUE & VANOWEN STREET

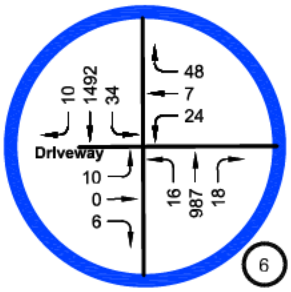


SHOUP AVENUE & VANOWEN STREET

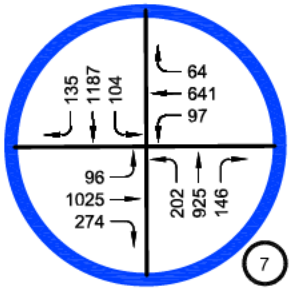


TOPANGA CANYON BOULEVARD & VANOWEN STREET

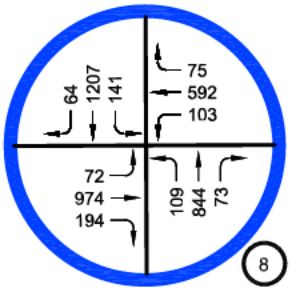




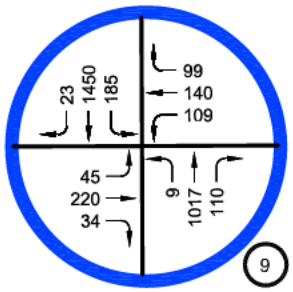
CRISWELL STREET & FALLBROOK AVENUE



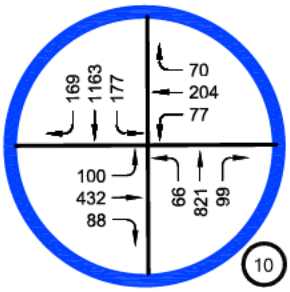
FALLBROOK AVENUE & VICTORY BOULEVARD



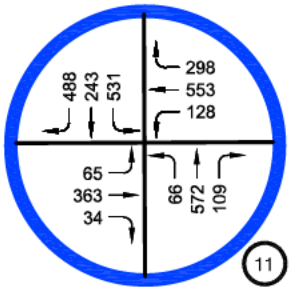
SHOUP AVENUE & VICTORY BOULEVARD



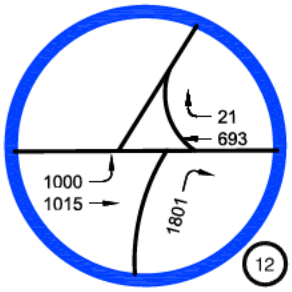
FALLBROOK AVENUE & OXNARD STREET



OXNARD STREET & SHOUP AVENUE



FALLBROOK AVENUE & VENTURA BOULEVARD



EB-101 (SB) VENTURA FWY ONRAMP VENTURA BOULEVARD

FIGURE 11

3/2011

FUTURE 2012 TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

The impact of a development project is determined by comparing the changes in the traffic conditions between the different growth scenarios at each study intersection. According to the standards adopted by the City of Los Angeles, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in Table 8 below and are marked in the following tables as significant, if applicable. Table 9 shows the impact of the ambient traffic growth and traffic from the related projects at the study intersections.

Table 8
Significant Impact Criteria
City of Los Angeles

LOS	Final V/C Value	Increase in V/C Value
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E, F	> 0.900	+ 0.010 or more

Table 9
Future Traffic Conditions Without Project

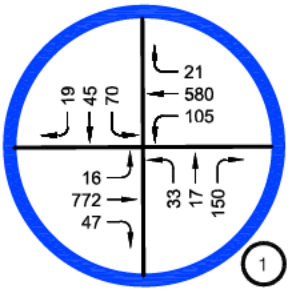
No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Future (2012) Without Project CMA	Future (2012) Without Project LOS		Growth
1	Vanowen Street & Woodlake Avenue	AM	0.328	A	0.346	A	+	0.018
2	Fallbrook Avenue & Vanowen Street	AM	0.631	B	0.656	B	+	0.025
3	Sale Avenue & Vanowen Street	AM	0.316	A	0.334	A	+	0.018
4	Shoup Avenue & Vanowen Street	AM	0.661	B	0.706	C	+	0.045
5	Topanga Cyn Blvd. & Vanowen Street	AM	0.828	D	0.905	E	+	0.077
6	Criswell Street & Fallbrook Avenue	AM	0.292	A	0.311	A	+	0.019
7	Fallbrook Avenue & Victory Boulevard	AM	0.726	C	0.753	C	+	0.027
8	Shoup Avenue & Victory Boulevard	AM	0.738	C	0.789	C	+	0.051
9	Fallbrook Avenue & Oxnard Street	AM	0.613	B	0.641	B	+	0.028
10	Oxnard Street & Shoup Avenue	AM	0.541	A	0.590	A	+	0.049
11	Fallbrook Avenue & Ventura Boulevard	AM	0.687	B	0.747	C	+	0.060
12	EB (SB) 101 Fwy On & Ventura Boulevard	AM	0.678	B	0.734	C	+	0.056

The traffic impact of project's traffic volume has been calculated by adding the project volume to the non-project traffic growth. Table 10 contains the project impact values at the study intersections. As shown, one of the study intersections is expected to be significantly impacted by project traffic volume using the significant impact criteria established by the City of Los Angeles Department of Transportation. This impact can be reduced to a level of insignificance through project mitigation as detailed in Chapter 6. It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements). Future cumulative "with project" peak hour traffic volumes are shown in Figure 11.

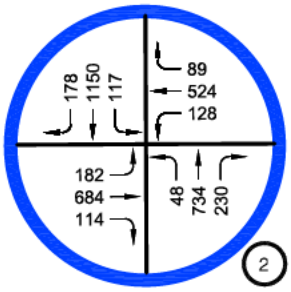
Table 10

Future Traffic Conditions Without and With Project

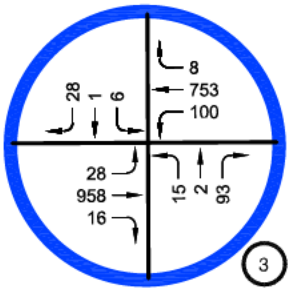
No.	Intersection	Peak Hour	Future (2012) Without Project CMA	Future (2012) Without Project LOS	Future (2012) With Project CMA	Future (2012) With Project LOS		IMPACT	Significant Impact
1	Vanowen Street & Woodlake Avenue	AM	0.346	A	0.355	A	+	0.009	No
2	Fallbrook Avenue & Vanowen Street	AM	0.656	B	0.667	B	+	0.011	No
3	Sale Avenue & Vanowen Street	AM	0.334	A	0.369	A	+	0.035	No
4	Shoup Avenue & Vanowen Street	AM	0.706	C	0.739	C	+	0.033	No
5	Topanga Cyn Blvd. & Vanowen Street	AM	0.905	E	0.906	E	+	0.001	No
6	Criswell Street & Fallbrook Avenue	AM	0.311	A	0.354	A	+	0.043	No
7	Fallbrook Avenue & Victory Boulevard	AM	0.753	C	0.775	C	+	0.022	No
8	Shoup Avenue & Victory Boulevard	AM	0.789	C	0.844	D	+	0.055	**YES**
9	Fallbrook Avenue & Oxnard Street	AM	0.641	B	0.653	B	+	0.012	No
10	Oxnard Street & Shoup Avenue	AM	0.590	A	0.628	B	+	0.038	No
11	Fallbrook Avenue & Ventura Boulevard	AM	0.747	C	0.772	C	+	0.025	No
12	EB (SB) 101 Fwy On & Ventura Boulevard	AM	0.734	C	0.753	C	+	0.019	No



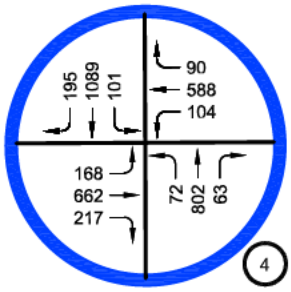
VANOWEN STREET & WOODLAKE AVENUE



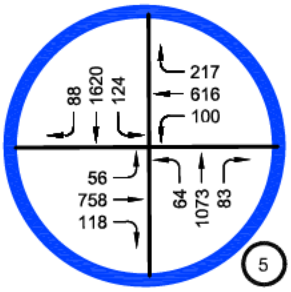
FALLBROOK AVENUE & VANOWEN STREET



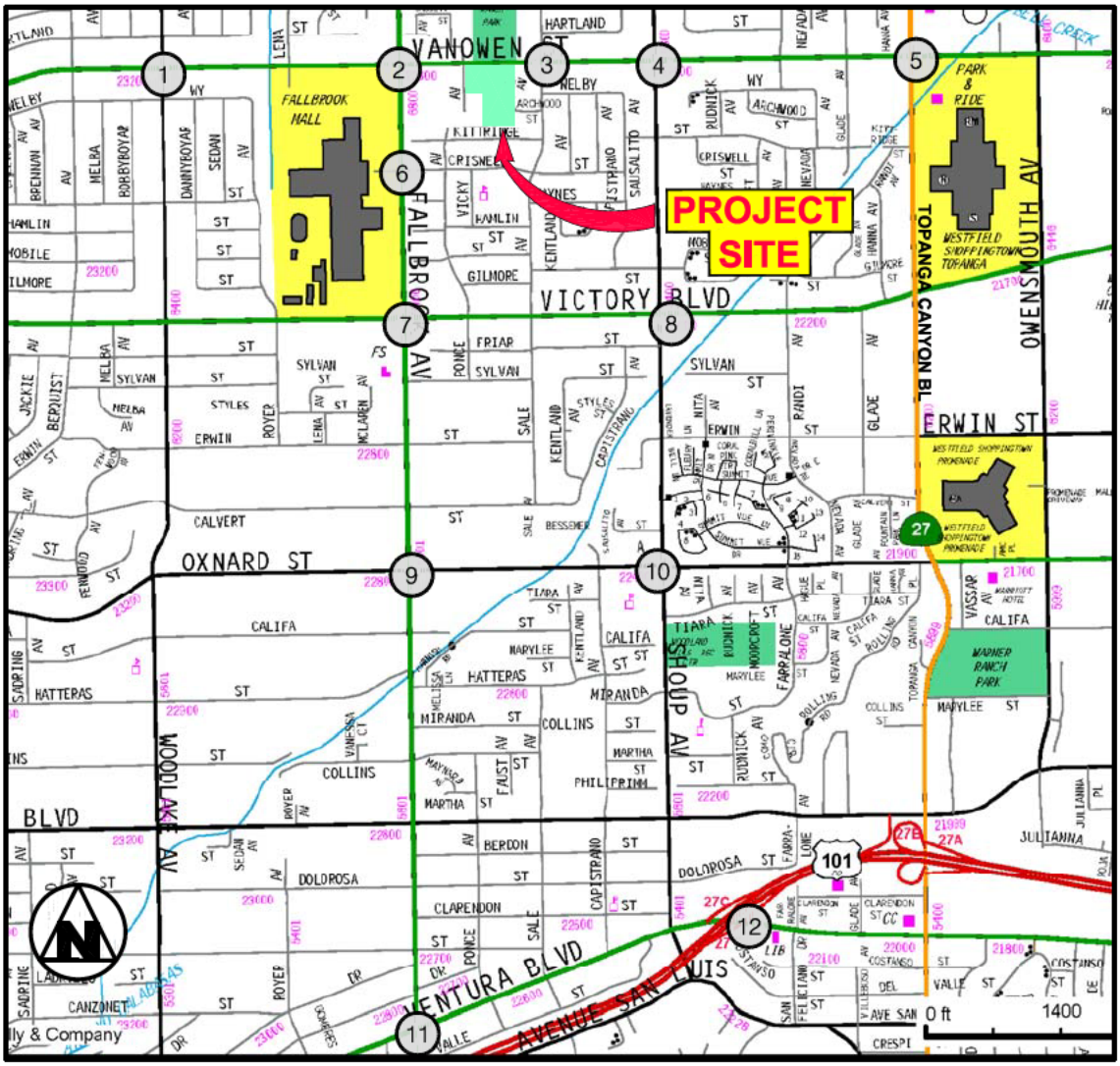
SALE AVENUE & VANOWEN STREET

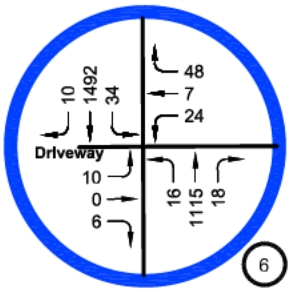


SHOUP AVENUE & VANOWEN STREET

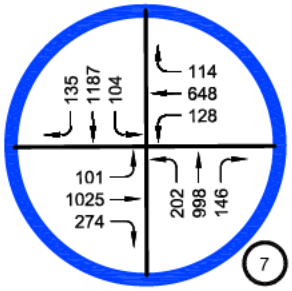


TOPANGA CANYON BOULEVARD & VANOWEN STREET

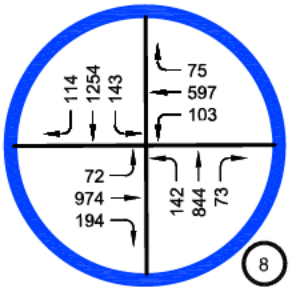




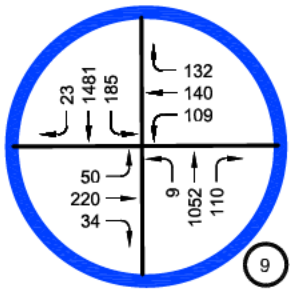
CRISWELL STREET & FALLBROOK AVENUE



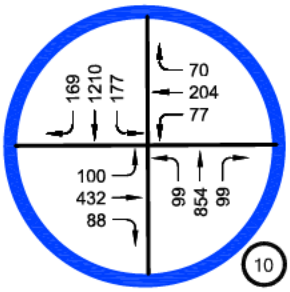
FALLBROOK AVENUE & VICTORY BOULEVARD



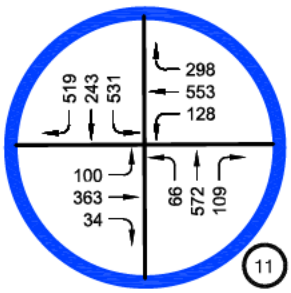
SHOUP AVENUE & VICTORY BOULEVARD



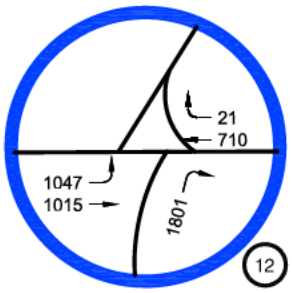
FALLBROOK AVENUE & OXNARD STREET



OXNARD STREET & SHOUP AVENUE



FALLBROOK AVENUE & VENTURA BOULEVARD



EB-101 (SB) VENTURA FWY ONRAMP VENTURA BOULEVARD

FIGURE 12

4/2011

FUTURE 2012 TRAFFIC VOLUMES WITH PROJECT AM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

Transit Analysis

The proposed project is forecast to generate a net of approximately 164 weekday daily trips with 285 trips during the AM Peak Hour and 3 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2008 guidelines person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation is displayed below in Table 11.

Table 11
Transit Trips

	DAILY	AM PEAK HOUR	PM PEAK HOUR
PROJECT TRIPS (from Table 2)	164	285	3
PERSON TRIPS (trips x 1.4)	230	399	4
TRANSIT TRIPS (person trips x 3.5%)	**8**	**14**	**0**

This level of transit increase is not expected to adversely affect the current ridership of the transit services in the area.

Impacts on Regional Transportation System

The Congestion Management Program (CMP) was adopted to track regional traffic growth, building permits and transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If the LOS standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the CMP program. Current changes to the CMP program being considered by local officials include adding a countywide trip fee to mitigate regional cumulative impacts.

For purposes of the CMP LOS analysis, a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway segment in either direction and where the project will add 50 or more trips to any CMP monitoring intersection during either the AM or PM weekday peak hour.

The nearest CMP monitoring location is at Topanga Canyon Boulevard and Victory Boulevard. The traffic study shows that the project distribution would not add significant traffic to this location and impacts would not be created at this location. As shown in Figure 6, the proposed project does not exceed the CMP traffic limits. Therefore, no additional CMP analysis is necessary.

Based on the analysis in this study, it has been determined that the added traffic generated by the proposed private high school will significantly impact one of the study intersections using criteria established by the City of Los Angeles. Mitigation is proposed to reduce the impacts to a level of insignificance. This will be done through Transportation Demand Management and signal system improvements.

Existing + Project

Shoup Avenue & Victory Boulevard

Implement a project specific Transportation Demand Management (TDM) Plan to encourage students, teachers and administrators to use mass transit, rideshare, walk and cycle to and from the school site. The goal of the TDM plan would be a 30% reduction in vehicle trips to and from the site. The TDM plan will include items such as school specific bus transport, reduced price bus passes, rideshare matching, limited approval of parking passes for students, off-site parking observations with penalties, bicycle racks, showers for those that walk and cycle and incentives for participating.

This improvement will reduce the impact to a level of insignificance as indicated in table 12a below.

Table 12a
Existing + Project + Mitigation

			Existing		Existing + Project				Existing with Mitigation With Project				
No.	Intersection	Peak Hour	CMA	LOS	CMA	LOS		Impact	CMA	LOS		IMPACT	Significant Impact
8	Shoup Ave & Victory Blvd	AM	0.738	C	0.792	C	+	0.054	0.776	C	+	0.038	No

Future With Project

Shoup Avenue & Victory Boulevard

Implement a project specific Transportation Demand Management (TDM) Plan to encourage students, teachers and administrators to use mass transit, rideshare, walk and cycle to and from the school site. The goal of the TDM plan would be a reduction in vehicle trips to and from the site by half. In addition, a traffic signal improvement is proposed. This improvement would include the design and installation of a safety improvement for an east and westbound left turn phase, and upgrade to loop detectors, pedestrian indicators, and traffic controller as needed. The improvement adding another phase to the traffic signal will reduce the overall capacity at the intersection. It is anticipated that some of the traffic currently using Shoup Avenue and Victory Boulevard will shift to alternative routes due this reduction in capacity.

Table 12b
With Project + Mitigation

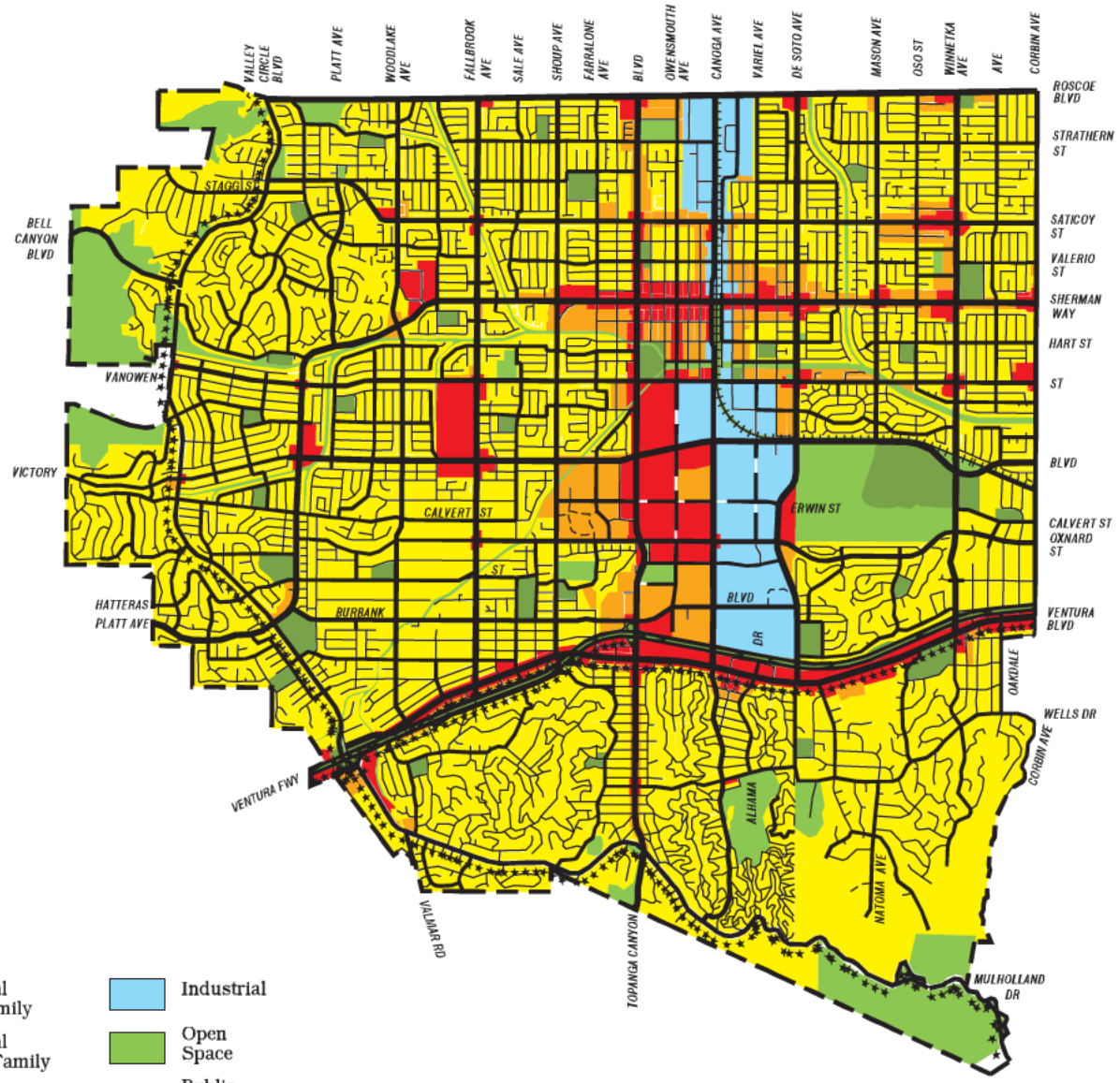
			Future (2012) Without Project		Future (2012) With Project				Future with Mitigation With Project				
No.	**Intersection**	**Peak Hour**	**CMA**	**LOS**	**CMA**	**LOS**		**IMPACT**	**CMA**	**LOS**		**IMPACT**	**Significant Impact**
8	Shoup Ave & Victory Blvd	AM	0.789	C	0.844	D	+	0.055	0.806	D	+	0.017	No

APPENDIX A

COMMUNITY PLAN LAND USE

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					9,860	55.1
	Minimum	OS, A1, A2, RE40	1,012	5.7		
	Very Low	RE20, RA, RE15, RE11	3,424	19.1		
	Low	RE9, RS, R1, RU, RD6, RD5	5,424	30.3		
Multiple					826	4.6
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	162	0.9		
	Low Medium II	RD1.5, RD2 , RW2, RZ2.5	156	0.9		
	Medium	R3	469	2.6		
	High Medium	R4	39	0.2		
COMMERCIAL					972	5.4
	Neighborhood	C1, C1.5, C2, C4	167	0.9		
	Limited	CR, C1, C1.5, P	52	0.3		
	General	CR, C1.5, C2, C4	186	1.0		
	Community	CR, C2, C4	347	2.0		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	220	1.2		
INDUSTRIAL					677	3.8
	Limited	CM, MR1, M1	292	1.6		
	Light	MR2, M2	385	2.2		
PARKING					0	0.0
	Parking	P, PB	0	0.0		
OPEN SPACE/PUBLIC FACILITIES					2,117	11.8
	Open Space	OS, A1	1,404	7.8		
	Public Facilities	PF	713	4.0		
STREETS						
	Private Streets	-	21	0.1	3,442	19.3
	Public Streets	-	3,421	19.2		
TOTAL					17,894	100.0



LEGEND

- Residential Single Family
- Residential Multiple Family
- Commercial
- Industrial
- Open Space
- Public Facilities

GENERALIZED LAND USE
CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS

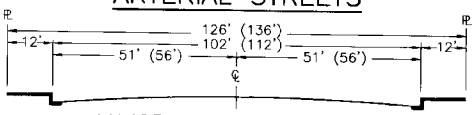
NORTH

as of April 15 2008-CPC06-2598GPA/ZC PLT:06/02/08

APPENDIX B

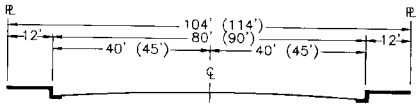
CIRCULATION MAPS, STREET STANDARDS & STREET PLANS

ARTERIAL STREETS



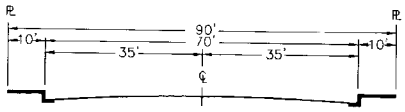
MAJOR HIGHWAY—CLASS I

At intersections with other Major Highways, the larger widths shown in parentheses should be provided, as determined by LADOT, utilizing a Standard Flare Section.



MAJOR HIGHWAY—CLASS II

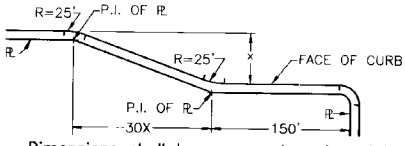
At intersections where LADOT has determined that dual left turn lanes are required, the larger widths shown in parentheses shall be provided, utilizing a Standard Flare Section.



SECONDARY HIGHWAY

TRANSITIONAL EXTENSIONS

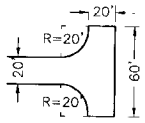
Where a designated Major Highway (Class I or II) or a Secondary Highway crosses another designated arterial street and then changes in designation to a street of lesser standard width, the street of lesser standard width shall be widened on both sides from the intersection to the width of the higher designation and tapered in a Standard Flare Section, as shown below, to provide an orderly transition.



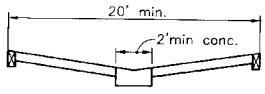
Dimensions shall be measured angle point to angle point.

STANDARD FLARE SECTION
(Plan View)

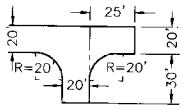
ALLEYS



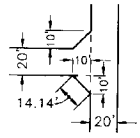
STANDARD TURNING AREA
(Plan View)



STANDARD CROSS-SECTION



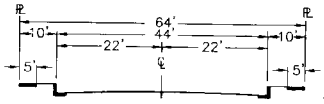
MINIMUM TURNING AREA
(Plan View)



STANDARD CUT-CORNERS
FOR 90° INTERSECTION
(Plan View)

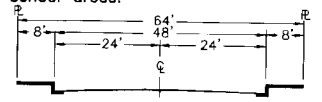
NOTE: Dimensions shown hereon are not to scale.

NON-ARTERIAL STREETS



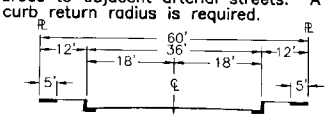
COLLECTOR STREET

For use in quarter mile streets and school areas.



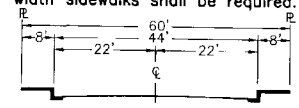
INDUSTRIAL COLLECTOR STREET

For use in industrial areas to assist the flow of local truck traffic within those areas to adjacent arterial streets. A 35' curb return radius is required.



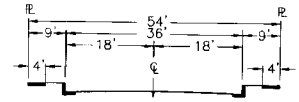
LOCAL STREET

In commercial and multiple residential areas, a 40-foot roadway with 10-foot parkways, and full-width sidewalks shall be required.



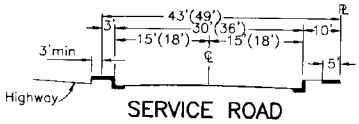
INDUSTRIAL LOCAL STREET

For use in industrial areas. A 35' curb return radius is required.



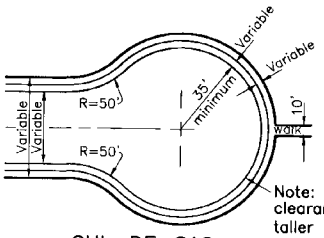
NONCONTINUOUS LOCAL STREET

May include cul-de-sac, loop streets and short connector streets. Where an approved internal pedestrian system is provided the parkway on one side may be reduced to 3-feet.



SERVICE ROAD

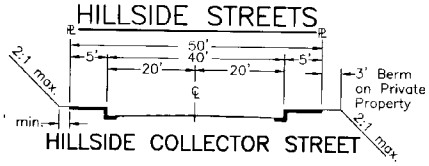
For use on adjoining major or secondary highways, except that the larger widths shown in parentheses shall be provided in multiple residential zones.



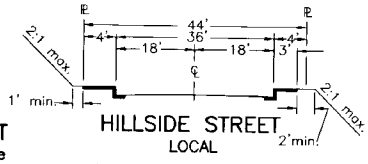
CUL-DE-SAC
(Plan View)
MAY BE UNSYMMETRICAL

Note: For fire truck clearance, no obstruction taller than 6" shall be permitted within 3 ft. of the curb. On-street parking shall be prohibited.

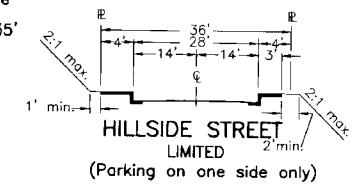
HILLSIDE STREETS



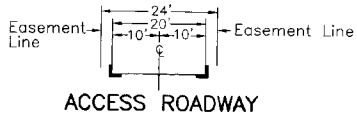
HILLSIDE COLLECTOR STREET



HILLSIDE STREET
LOCAL



HILLSIDE STREET
LIMITED
(Parking on one side only)



ACCESS ROADWAY
CONDITIONAL

(Limited to 4 dwelling units, and a maximum length of 300 feet. Private Street only)

STANDARD WALKWAY
CROSS – SECTION

PREPARED IN COOPERATION WITH THE DEPARTMENTS OF TRANSPORTATION AND CITY PLANNING

BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

STANDARD PLAN
S-470-0

SUPERSEDES	REFERENCES
D-22549	

VAULT INDEX NUMBER
B-4428

SHEET 1 OF 2 SHEETS

SUBMITTED March 25 1999
Clark W. Robins
ENGINEER OF DESIGN
Rodney Harris
DEPUTY ENGINEER
APPROVED March 31 1999
Thomas Conner
CITY ENGINEER

DESIGNED BY	DRAWN BY	CHECKED BY
M.F.D., D.L.F., J.E.F. A.D.R.	R. TANABE	L. GANAJA

REGISTERED PROFESSIONAL ENGINEER THOMAS K. CONNER NO. 23788 EXP. 12/31/2001 CIVIL STATE OF CALIFORNIA

APPROVED Frances Benzer 4-6-99
GENERAL MANAGER, DEPT. OF TRANSPORTATION DATE
Cousilowe 4/6/99
DIRECTOR OF PLANNING DATE
ADOPTED MAY 13, 1999
CITY PLANNING COMISSION DATE

BUREAU OF ENGINEERING CITY OF LOS ANGELES FOUNDED 1781 OFFICIAL RECORD

THIS STANDARD PLAN BECOMES EFFECTIVE ON NOVEMBER 10, 1999

STANDARD STREET CONDITIONS

1. City Council may, by ordinance, adopt specific standards for individual streets which differ from these official standard street dimensions. Community Plans should be reviewed for designation of Pedestrian Priority Street Segments of arterial streets which would require wider sidewalks than those indicated on this Standard Plan.

2. Sidewalk widths for non–arterial streets shall be the minimum shown hereon. Greater widths, up to full width between curb and property line, with tree wells, shall be required where commercial and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.

3. Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.

4. Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 10 feet inclusive of curb thickness except for hillside streets, noncontinuous local streets and industrial streets.

5. Where sidewalk is constructed on the fill or low side of a hillside street, a berm may be required on private property.

6. Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities or for widened sidewalks (minimum 15–foot width) adjacent to transit stations.

7. Fifty–foot curb radii (instead of the standard 35' curb radii) shall be provided for cul–de–sacs in industrial areas.

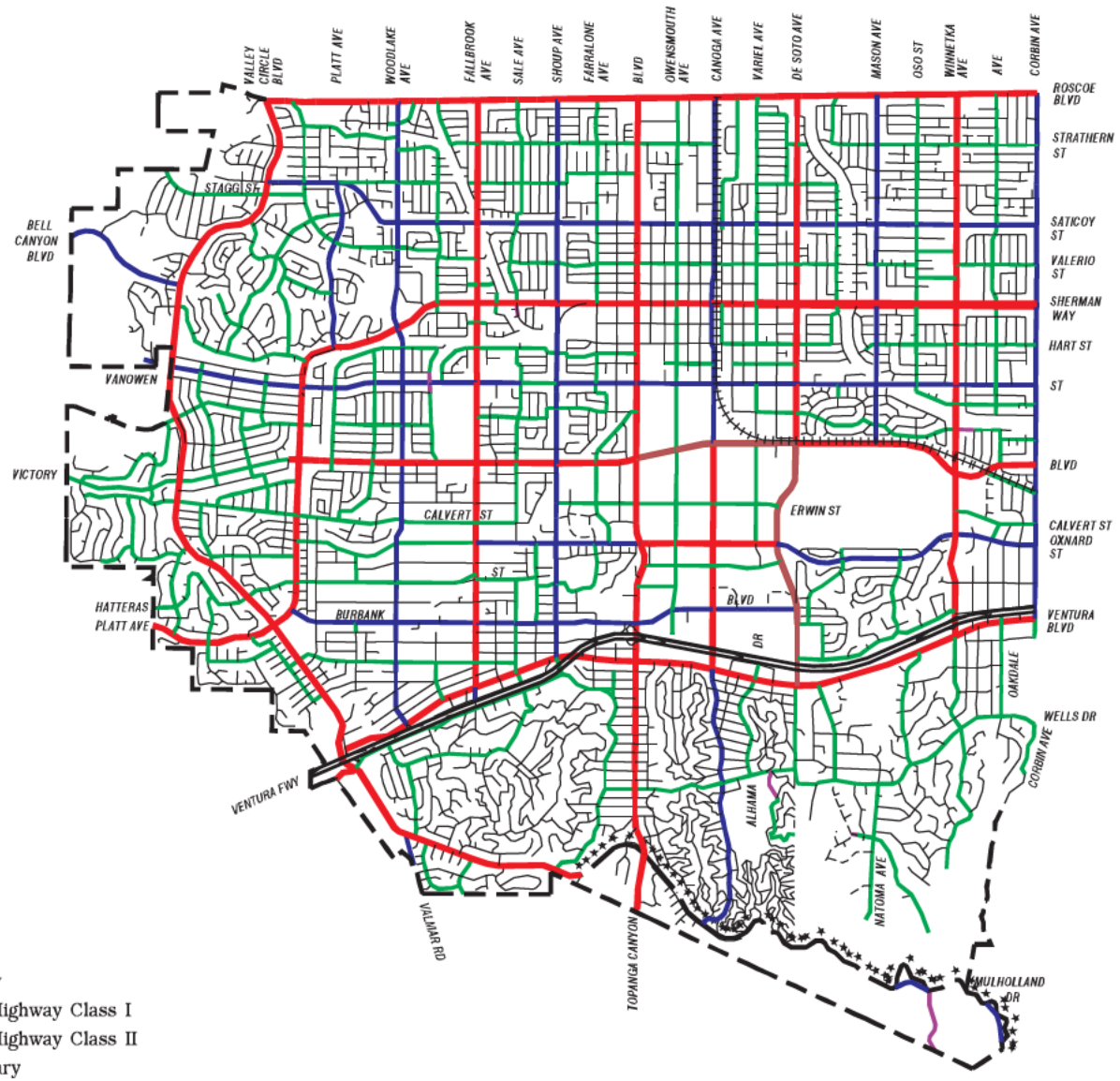
8. Private street development should conform to the standard public street dimensions shown on this sheet, where appropriate. Variations may be approved on a case–by–case basis.

9. For intersections of streets the following dedications shall apply:
   a. Intersections of arterial streets with any other street: 15'x15' cut corner OR 20' curved corner radius.
   b. Intersections of non–arterial and/or hillside streets: 10'x10' cut corner OR 15' curved corner radius.

10. Hillside Collector Streets. In hillside areas where topography or other environmental considerations, documented to the satisfaction of the City Engineer, would render full street improvements infeasible, the roadway width of the hillside collector street may be reduced to no less than 32 feet, provided that parking is limited to one side only.

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S–470–0	VAULT INDEX NUMBER B-4428	SHEET 2 OF 2 SHEETS



LEGEND

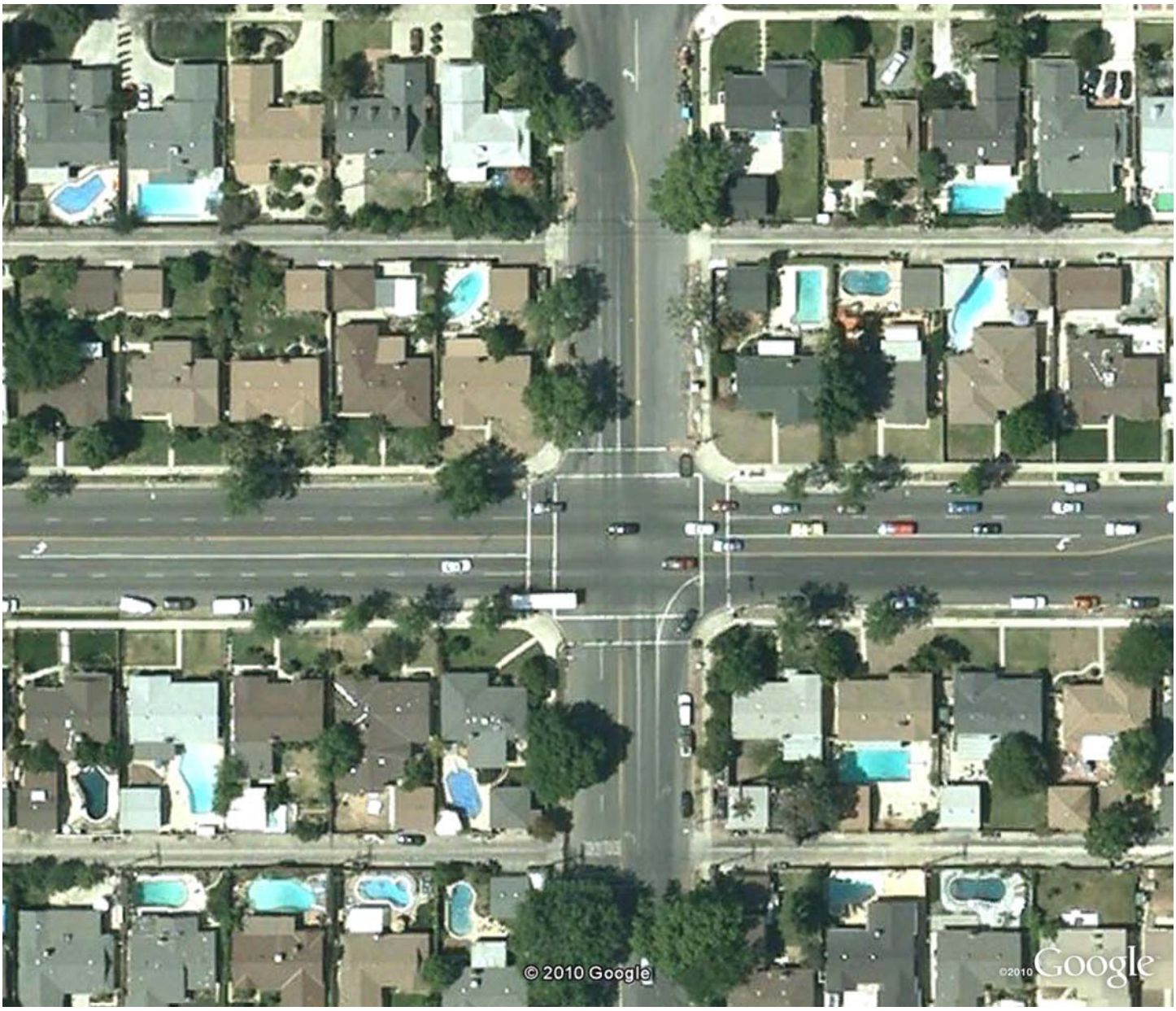
- Freeway
- Major Highway Class I
- Major Highway Class II
- Secondary
- Collector
- Proposed
- Local

GENERALIZED CIRCULATION

CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS

NORTH

as of:April 15 2008-CPC06-2598GPA/ZC PLT:06/02/08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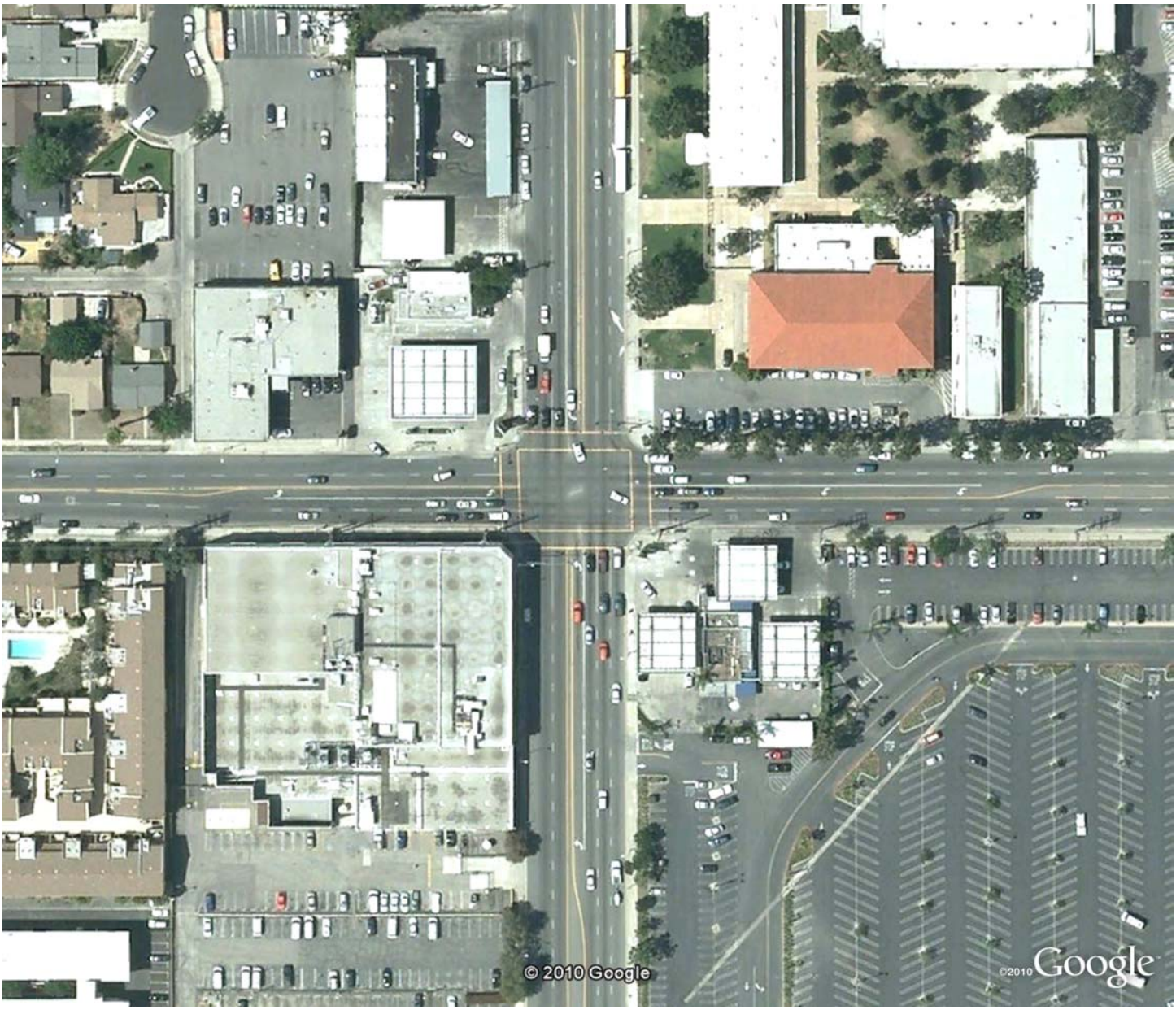
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Google
© 2011 Google
Imagery Date: Oct 23, 2007
34°10'45.12" N 118°37'23.87" W elev 0 ft
Eye alt 751 ft

Google
© 2011 Google
Imagery Date: Oct 23, 2007
34°10'45.27" N
118°36'52.59" W
elev 0 ft
Eye alt 529 ft

Google
© 2011 Google
Imagery Date: Oct 23, 2007
34°09'58.08" N 118°37'24.38" W elev 0 ft
Eye alt 823 ft

Google
© 2011 Google
Imagery Date: Oct 23, 2007
34°10'08.69" N
118°36'45.41" W
elev 0 ft
Eye alt 590 ft

APPENDIX C

TRANSIT ROUTES

ROSCOE
SATICOY
VANOWEN
VICTORY
SHERMAN
OXNARD
WEST HILLS
CANOGA PARK
RESEDA
West Hills Medical Center
Westfield Topanga
Westfield Promenade
LA Pierce College
DE SOTO
PIERCE COLLEGE
CANOGA
WARNER CENTER
TAMPA
RESEDA
WINNETKA
TAMPA
RESEDA
WHITE OAK
LLBROOK
ANGA CYN
EY CIRCLE
Warner
152
353
169
163
363
165
164
150
244
AV787
SC796
645
245
750
161
243
242
239
154
101

Monday through Friday

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Eastbound (Approximate Times)

WEST HILLS	CANOGA PARK	RESEDA	LAKE BALBOA	VAN NUYS	NORTH HOLLYWOOD	BURBANK	
Valley Circle & Valley Circle Terrace	Vanowen & Topanga Canyon	Vanowen & Reseda	Vanowen & Balboa	Vanowen & Van Nuys	Vanowen & Laurel Canyon	Burbank Airport & Empire	Burbank Station
[A]4:37A	4:48A	5:00A	5:06A	5:16A	5:27A	5:36A	5:49A
[A]4:58	5:09	5:21	5:27	5:37	5:48	5:57	6:10
[A]5:18	5:29	5:42	5:48	5:58	6:09	6:19	6:33
[A]5:38	5:49	6:02	6:08	6:18	6:30	6:40	6:54
5:57	6:08	6:22	6:28	6:38	6:50	7:00	7:15
6:13	6:24	6:38	6:44	6:54	7:06	7:17	7:32
6:29	6:40	6:54	7:00	7:13	7:25	7:36	7:51
—	—	7:09	7:17	7:30	7:42	7:53	8:08
6:56	7:08	7:24	7:32	7:47	7:59	8:10	8:25
7:11	7:23	7:39	7:48	8:03	8:15	8:26	8:42
7:26	7:39	7:55	8:04	8:19	8:32	8:43	8:59
7:42	7:55	8:11	8:20	8:35	8:48	8:59	9:15
7:59	8:12	8:28	8:36	8:51	9:04	9:15	9:31
8:18	8:31	8:46	8:54	9:09	9:22	9:33	9:49
8:36	8:49	9:04	9:12	9:27	9:40	9:51	10:07
9:06	9:19	9:34	9:42	9:57	10:10	10:21	10:37
9:36	9:49	10:04	10:12	10:27	10:40	10:51	11:07
10:06	10:19	10:34	10:42	10:57	11:10	11:21	11:37
10:36	10:49	11:04	11:12	11:27	11:40	11:51	12:07P
11:06	11:19	11:34	11:42	11:57	12:10P	12:21P	12:37
11:36	11:49	12:04P	12:12P	12:28P	12:41	12:52	1:08
12:06P	12:19P	12:34	12:42	12:58	1:11	1:22	1:38
12:36	12:49	1:04	1:12	1:28	1:41	1:52	2:08
—	—	—	[B]1:44	2:00	2:13	2:24	2:40
—	—	—	[B]1:47	2:03	2:16	2:27	2:43
—	—	—	[B]1:50	2:06	2:19	2:30	2:46
1:17	1:30	1:45	1:53	2:09	2:22	2:33	2:49
—	—	—	[B]2:04	2:20	2:33	2:44	3:00
1:38	1:51	2:06	2:14	2:30	2:43	2:54	3:10
2:08	2:21	2:36	2:44	3:00	3:13	3:24	3:40
—	—	—	[B]3:00	3:16	3:29	3:40	3:56
2:36	2:49	3:04	3:12	3:28	3:41	3:52	4:08
—	—	—	[B]3:16	3:32	3:45	—	—
—	—	—	[B]3:19	3:35	3:48	—	—
—	—	—	[B]3:24	3:40	3:53	—	—
2:51	3:04	3:19	3:27	3:43	3:56	4:07	4:23
3:00	3:13	3:28	3:36	3:52	4:05	4:16	4:32
3:09	3:22	3:37	3:45	4:01	4:13	4:24	4:40
3:19	3:32	3:47	3:55	4:10	4:22	4:33	4:49
3:29	3:42	3:57	4:05	4:20	4:32	4:43	4:59
3:39	3:52	4:07	4:15	4:30	4:42	4:53	5:09
3:49	4:02	4:17	4:25	4:40	4:52	5:03	5:19
3:59	4:12	4:27	4:35	4:50	5:02	5:13	5:29
4:09	4:22	4:37	4:45	5:00	5:12	5:23	5:39
4:19	4:32	4:47	4:55	5:10	5:22	5:33	5:49
4:30	4:43	4:58	5:05	5:20	5:32	5:43	5:59
4:40	4:53	5:08	5:15	5:30	5:42	5:53	6:09
4:50	5:03	5:18	5:25	5:40	5:52	6:03	6:19
5:00	5:13	5:28	5:35	5:50	6:02	6:13	6:29
5:10	5:23	5:38	5:45	6:00	6:12	6:23	6:39
5:20	5:33	5:48	5:55	6:10	6:22	6:33	6:49
5:30	5:43	5:58	6:05	6:20	6:32	6:43	6:59
5:45	5:58	6:13	6:20	6:35	6:47	6:58	7:14
6:05	6:18	6:33	6:40	6:55	7:07	7:18	7:34
6:25	6:38	6:53	7:00	7:14	7:26	7:37	7:53
6:56	7:09	7:23	7:30	7:43	7:54	8:04	8:20
7:29	7:40	7:53	8:00	8:12	8:23	8:33	8:49
8:01	8:10	8:23	8:30	8:42	8:53	9:03	9:19

Monday through Friday

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Westbound (Approximate Times)

BURBANK		NORTH HOLLYWOOD	VAN NUYS	LAKE BALBOA	RESEDA	CANOGA PARK	WOODLAND HILLS	WEST HILLS
Burbank Station	Burbank Airport & Empire	Vanowen & Laurel Canyon	Vanowen & Van Nuys	Vanowen & Balboa	Vanowen & Reseda	Vanowen & Topanga Canyon	Warner Center Transit Hub	Valley Circle & Valley Circle Terrace
4:35A	4:49A	4:59A	5:09A	5:21A	5:27A	5:40A	—	5:51A
5:05	5:19	5:29	5:39	5:51	5:57	6:10	—	6:21
5:24	5:38	5:48	5:59	6:11	6:17	6:30	—	6:41
5:38	5:52	6:03	6:14	6:26	6:32	6:45	—	6:56
—	—	6:13	6:24	6:36	6:42	6:55	—	7:07
5:56	6:10	6:21	6:32	6:44	6:50	7:04	7:13A	—
—	—	6:29	6:40	6:52	6:59	7:13	—	7:25
6:12	6:26	6:37	6:48	7:00	7:07	7:21	—	7:33
—	—	6:45	6:56	7:08	7:16	7:30	—	7:42
6:26	6:40	6:51	7:02	7:15	7:23	7:37	—	7:49
—	—	6:54	7:05	7:19	7:27	7:41	7:50	—
6:32	6:46	6:57	7:08	7:23	7:31	7:45	7:54	—
—	—	7:00	7:12	7:27	7:35	7:49	—	8:01
—	—	7:04	7:16	7:31	7:39	7:53	—	—
6:41	6:56	7:07	7:20	7:35	7:43	7:57	—	8:09
—	—	7:11	7:24	7:39	7:47	8:01	8:10	—
—	—	7:15	7:28	7:43	7:51	8:05	8:14	—
6:53	7:08	7:19	7:32	7:47	7:55	8:09	—	8:21
—	—	7:23	7:36	7:51	7:59	8:13	8:22	—
—	—	7:27	7:40	7:55	8:03	8:17	8:26	—
7:06	7:22	7:33	7:46	8:01	8:08	8:22	8:31	—
—	—	7:41	7:54	8:07	8:14	8:28	—	8:40
7:27	7:43	7:54	8:07	8:19	8:26	8:40	—	8:52
7:41	7:57	8:09	8:22	8:34	8:41	8:55	—	9:07
8:00	8:17	8:29	8:42	8:54	9:01	9:15	—	9:27
8:25	8:42	8:54	9:07	9:19	9:26	9:40	—	9:52
8:55	9:12	9:24	9:37	9:49	9:56	10:10	—	10:22
9:25	9:42	9:54	10:07	10:19	10:26	10:40	—	10:52
9:55	10:12	10:24	10:37	10:49	10:56	11:10	—	11:22
10:25	10:42	10:54	11:07	11:19	11:26	11:40	—	11:52
10:55	11:12	11:24	11:37	11:49	11:56	12:10P	—	12:22P
11:25	11:42	11:54	12:07P	12:19P	12:26P	12:40	—	12:52
11:55	12:12P	12:24P	12:37	12:49	12:56	1:10	—	1:22
12:25P	12:42	12:54	1:07	1:19	1:26	1:40	—	1:52
—	—	—	—	—	[B]1:49	2:03	2:12P	—
12:55	1:12	1:24	1:37	1:49	1:56	2:10	—	2:22
1:25	1:43	1:54	2:07	2:19	2:26	2:40	—	2:52
1:55	2:13	2:24	2:37	2:49	2:57	3:12	—	3:24
2:18	2:36	2:47	3:01	3:14	3:22	3:37	—	3:49
—	—	—	—	—	[B]3:22	3:37	—	3:49
2:32	2:50	3:02	3:16	3:29	3:37	3:52	—	4:04
2:48	3:06	3:18	3:32	3:45	3:53	4:08	—	4:20
2:57	3:15	3:27	3:41	3:54	4:02	4:17	—	4:29
3:07	3:25	3:37	3:51	4:04	4:11	4:26	—	4:38
3:17	3:35	3:47	4:01	4:14	4:21	4:36	—	4:48
3:27	3:45	3:57	4:11	4:24	4:31	4:46	—	4:58
3:42	4:00	4:12	4:26	4:39	4:46	5:01	—	5:13
3:57	4:15	4:27	4:41	4:54	5:01	5:16	—	5:28
4:17	4:35	4:47	5:01	5:14	5:21	5:36	—	5:47
4:37	4:55	5:07	5:21	5:34	5:41	5:56	—	6:08
5:02	5:20	5:32	5:46	5:59	6:06	6:19	—	6:31
5:28	5:46	5:58	6:11	6:24	6:31	6:43	—	6:55
5:55	6:13	6:25	6:37	6:49	6:56	7:08	—	7:20
6:21	6:39	6:50	7:02	7:14	7:21	7:33	—	7:45
6:51	7:09	7:20	7:32	7:44	7:51	8:03	—	8:14
7:30	7:48	7:58	8:09	8:20	8:26	8:38	—	8:49
8:30	8:47	8:57	9:08	9:19	9:25	9:37	—	—
9:30	9:47	9:57	10:08	10:19	10:25	10:37	—	—

Holiday Schedule

Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios en los días feriados

Los horarios de domingos y días festivos serán en New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

- [A] Starts at Vanowen & Amestoy school days only.
- [B] Starts at Vanowen & Balboa school days only.
- [C] Starts at Vanowen & Amestoy. Tuesday school days only.
- [D] Starts at Vanowen & Balboa. Tuesday school days only.
- [E] Trips begin westbound at Vanowen St. & Platt Ave. 3 minutes before time shown.
- [F] Starts at Vanowen & Amestoy school days except Tuesday.

Avisos especiales

- [A] *Comienza en Vanowen y Amestoy días de escuela solamente.*
- [B] *Comienza en Vanowen y Balboa días de escuela solamente.*
- [C] *Comienza en Vanowen y Amestoy. Martes días de escuela solamente.*
- [D] *Comienza en Vanowen y Balboa. Martes días de escuela solamente.*
- [E] *Viaje se origina en Vanowen y Platt tres minutos des pues de la hora mostrada.*
- [F] *Comienza en Vanowen y Amestoy los días de escuela solamente menos los martes.*

Saturday Schedule

Effective Dec 12 2010

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Eastbound (Approx mate Times)

Valley Circle & Valley Circle Terrace	Vanowen & Topanga Canyon	Vanowen & Reseda	Vanowen & Balboa	Vanowen & Van Nuys	Vanowen & Laurel Canyon	Burbank Airport & Empire	Burbank Station
■5:15A	5:26A	5:38A	5:44A	5:54A	6:04A	6:14A	6:28A
6:22	6:34	6:48	6:54	7:05	7:15	7:25	7:39
7:26	7:38	7:52	7:58	8:09	8:19	8:29	8:44
8:25	8:37	8:51	8:57	9:09	9:19	9:29	9:45
9:25	9:37	9:51	9:57	10:09	10:20	10:30	10:47
10:24	10:36	10:50	10:56	11:09	11:20	11:30	11:47
11:23	11:35	11:50	11:56	12:09P	12:21P	12:33	12:51
12:22P	12:35	12:50	12:56	1:09	1:21	1:33	1:51
1:22	1:35	1:50	1:56	2:09	2:21	2:34	2:52
2:22	2:35	2:50	2:56	3:09	3:21	3:34	3:52
3:22	3:35	3:50	3:56	4:09	4:21	4:34	4:52
4:23	4:36	4:51	4:57	5:09	5:20	5:33	5:51
5:23	5:36	5:51	5:57	6:09	6:20	6:30	6:48
6:24	6:37	6:51	6:57	7:09	7:20	7:30	7:46
7:25	7:37	7:50	7:57	8:09	8:20	8:30	8:46

Saturday Schedule

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Westbound (Approximate Times)

BURBANK		NORTH HOLLYWOOD	VAN NUYS	LAKE BALBOA	RESEDA	CANOGA PARK	WEST HILLS
Burbank Station	Burbank Airport & Empire	Vanowen & Laurel Canyon	Vanowen & Van Nuys	Vanowen & Balboa	Vanowen & Reseda	Vanowen & Topanga Canyon	Valley Circle & Valley Circle Terrace
4:54A	5:07A	5:16A	5:26A	5:37A	5:43A	5:56A	6:06A
5:24	5:37	5:46	5:56	6:07	6:13	6:26	6:36
5:53	6:06	6:15	6:25	6:36	6:42	6:55	7:05
6:20	6:34	6:44	6:55	7:06	7:12	7:25	7:35
6:50	7:04	7:14	7:25	7:36	7:42	7:55	8:05
7:19	7:33	7:43	7:55	8:06	8:12	8:25	8:35
7:47	8:02	8:12	8:25	8:36	8:42	8:55	9:06
8:16	8:31	8:42	8:55	9:06	9:12	9:25	9:36
8:45	9:01	9:12	9:25	9:36	9:43	9:56	10:07
9:15	9:31	9:42	9:55	10:06	10:13	10:27	10:38
9:45	10:01	10:12	10:25	10:36	10:43	10:57	11:08
10:14	10:31	10:42	10:55	11:06	11:13	11:27	11:38
10:43	11:00	11:11	11:25	11:36	11:43	11:57	12:08P
11:12	11:30	11:41	11:55	12:06P	12:13P	12:28P	12:39
11:42	11:59	12:11P	12:25P	12:36	12:43	12:58	1:09
12:12P	12:30P	12:41	12:55	1:06	1:13	1:28	1:39
12:41	1:00	1:11	1:25	1:36	1:43	1:58	2:09
1:11	1:30	1:41	1:55	2:06	2:12	2:27	2:38
1:41	2:00	2:11	2:25	2:36	2:42	2:56	3:07
2:12	2:31	2:42	2:55	3:06	3:12	3:26	3:37
2:40	3:01	3:12	3:25	3:36	3:42	3:56	4:07
3:10	3:31	3:42	3:55	4:06	4:12	4:26	4:37
3:41	4:01	4:12	4:25	4:36	4:42	4:56	5:07
4:11	4:31	4:42	4:55	5:06	5:12	5:26	5:37
4:41	5:01	5:12	5:25	5:36	5:42	5:56	6:07
5:12	5:31	5:42	5:55	6:06	6:12	6:26	6:36
5:42	6:01	6:12	6:25	6:36	6:42	6:55	7:05
6:16	6:35	6:45	6:58	7:08	7:14	7:27	7:36
6:54	7:12	7:22	7:33	7:43	7:49	8:01	8:12
7:30	7:47	7:57	8:08	8:19	8:25	8:37	8:48
8:30	8:47	8:57	9:08	9:19	9:25	9:37	
9:30	9:47	9:57	10:08	10:19	10:25	10:37	

Sunday and Holiday Schedule

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Eastbound (Approx mate Times)

WEST HILLS	CANOGA PARK	RESEDA	LAKE BALBOA	VAN NUYS	NORTH HOLLYWOOD	BURBANK	
Valley Circle & Valley Circle Terrace	Vanowen & Topanga Canyon	Vanowen & Reseda	Vanowen & Balboa	Vanowen & Van Nuys	Vanowen & Laurel Canyon	Burbank Airport & Empire	Burbank Station
■6:45A	6:56A	7:09A	7:15A	7:26A	7:36A	7:44A	7:58A
■7:15	7:26	7:39	7:45	7:56	8:06	8:15	8:29
7:40	7:51	8:04	8:10	8:21	8:31	8:40	8:54
8:10	8:21	8:34	8:40	8:51	9:01	9:10	9:24
8:40	8:51	9:04	9:10	9:22	9:32	9:41	9:56
9:09	9:21	9:34	9:40	9:52	10:02	10:11	10:26
9:39	9:51	10:04	10:10	10:22	10:33	10:43	10:59
10:09	10:21	10:34	10:40	10:52	11:03	11:13	11:29
10:39	10:51	11:04	11:10	11:22	11:33	11:42	11:58
11:09	11:21	11:34	11:40	11:52	12:04P	12:14P	12:30P
11:39	11:51	12:05P	12:11P	12:24P	12:36	12:46	1:03
12:10P	12:23P	12:37	12:43	12:56	1:08	1:18	1:35
12:42	12:55	1:09	1:15	1:28	1:40	1:50	2:07
1:14	1:27	1:41	1:47	2:00	2:12	2:22	2:39
1:46	1:59	2:13	2:19	2:32	2:44	2:54	3:12
2:18	2:31	2:45	2:51	3:04	3:16	3:26	3:44
2:51	3:04	3:18	3:24	3:37	3:49	3:59	4:17
3:24	3:37	3:51	3:57	4:10	4:22	4:32	4:50
3:57	4:10	4:24	4:30	4:42	4:54	5:04	5:22
4:31	4:43	4:57	5:03	5:15	5:27	5:37	5:55
5:04	5:16	5:30	5:36	5:48	6:00	6:09	6:25
5:37	5:49	6:03	6:09	6:21	6:33	6:42	6:58
6:11	6:23	6:36	6:42	6:54	7:05	7:14	7:30
6:49	7:01	7:14	7:20	7:31	7:42	7:51	8:07
7:32	7:43	7:56	8:02	8:13	8:24	8:33	8:49

Sunday and Holiday Schedule

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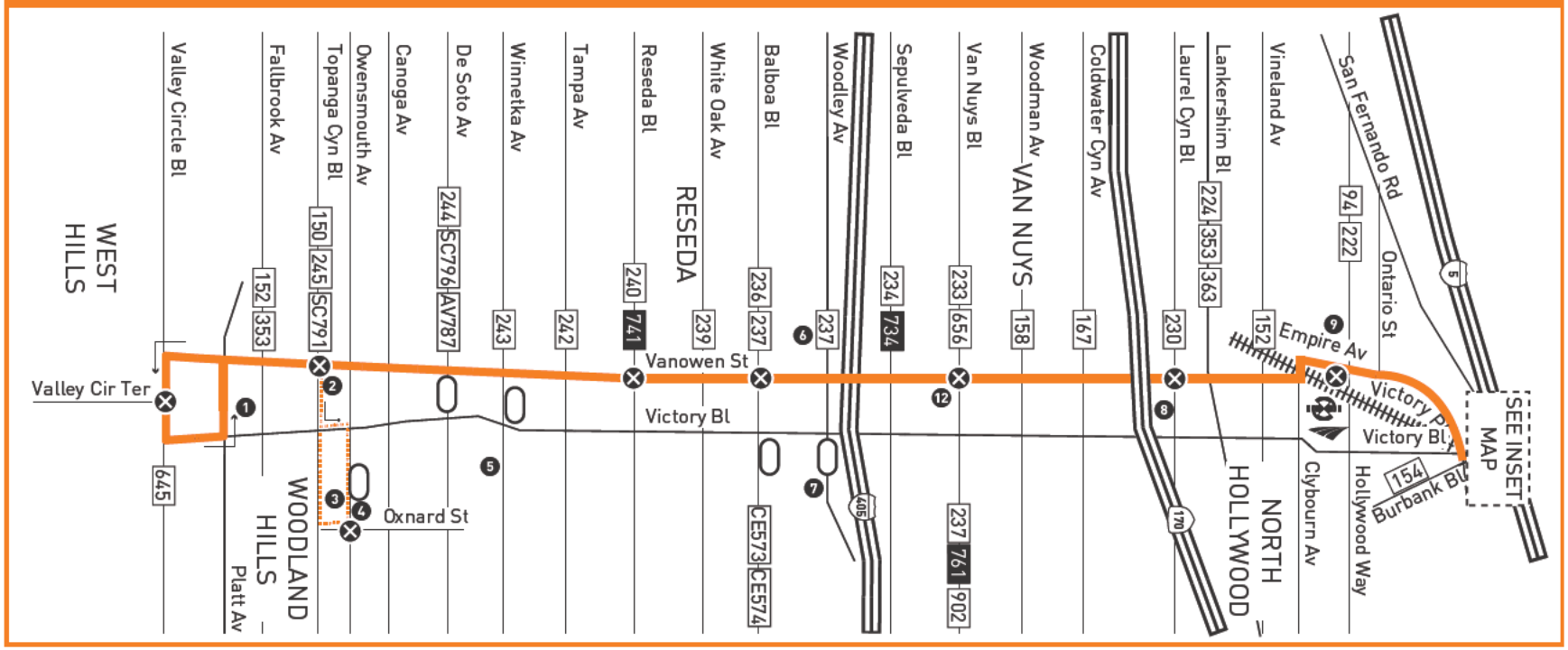
Westbound (Approximate Times)

BURBANK		NORTH HOLLYWOOD	VAN NUYS	LAKE BALBOA	RESEDA	CANOGA PARK	WEST HILLS
Burbank Station	Burbank Airport & Empire	Vanowen & Laurel Canyon	Vanowen & Van Nuys	Vanowen & Balboa	Vanowen & Reseda	Vanowen & Topanga Canyon	Valley Circle & Valley Circle Terrace
6:15A	6:29A	6:38A	6:47A	6:57A	7:03A	7:15A	7:24A
6:45	6:59	7:08	7:17	7:27	7:33	7:45	7:54
7:15	7:29	7:38	7:47	7:57	8:03	8:15	8:24
7:45	7:59	8:08	8:17	8:27	8:33	8:45	8:54
8:15	8:29	8:38	8:47	8:57	9:03	9:15	9:24
8:45	8:59	9:08	9:17	9:27	9:33	9:46	9:55
9:13	9:27	9:37	9:47	9:57	10:03	10:16	10:25
9:41	9:56	10:06	10:17	10:27	10:33	10:46	10:57
10:09	10:24	10:34	10:46	10:57	11:04	11:17	11:28
10:37	10:54	11:04	11:16	11:27	11:34	11:47	11:58
11:07	11:24	11:34	11:46	11:57	12:04P	12:18P	12:29P
11:39	11:56	12:06P	12:18P	12:29P	12:36	12:50	1:01
12:11P	12:29P	12:39	12:51	1:02	1:09	1:23	1:34
12:44	1:02	1:12	1:24	1:35	1:41	1:55	2:06
1:17	1:35	1:45	1:57	2:08	2:14	2:28	2:40
1:50	2:08	2:18	2:30	2:41	2:47	3:00	3:12
2:22	2:41	2:51	3:03	3:14	3:20	3:33	3:44
2:55	3:14	3:24	3:36	3:47	3:53	4:06	4:17
3:28	3:47	3:57	4:09	4:20	4:26	4:39	4:50
4:01	4:20	4:30	4:42	4:53	4:59	5:12	5:23
4:34	4:53	5:03	5:15	5:26	5:32	5:45	5:56
5:07	5:26	5:36	5:48	5:59	6:05	6:18	6:29
5:40	5:59	6:09	6:21	6:32	6:38	6:51	7:02
6:14	6:32	6:42	6:54	7:05	7:11	7:24	7:35
6:48	7:06	7:16	7:27	7:38	7:44	7:57	8:09
7:30	7:47	7:57	8:08	8:19	8:26	8:38	
8:30	8:47	8:57	9:08	9:19	9:25	9:37	
9:30	9:47	9:57	10:08	10:19	10:25	10:37	

ROUTE MAP



INSET MAP

MAP NOTES

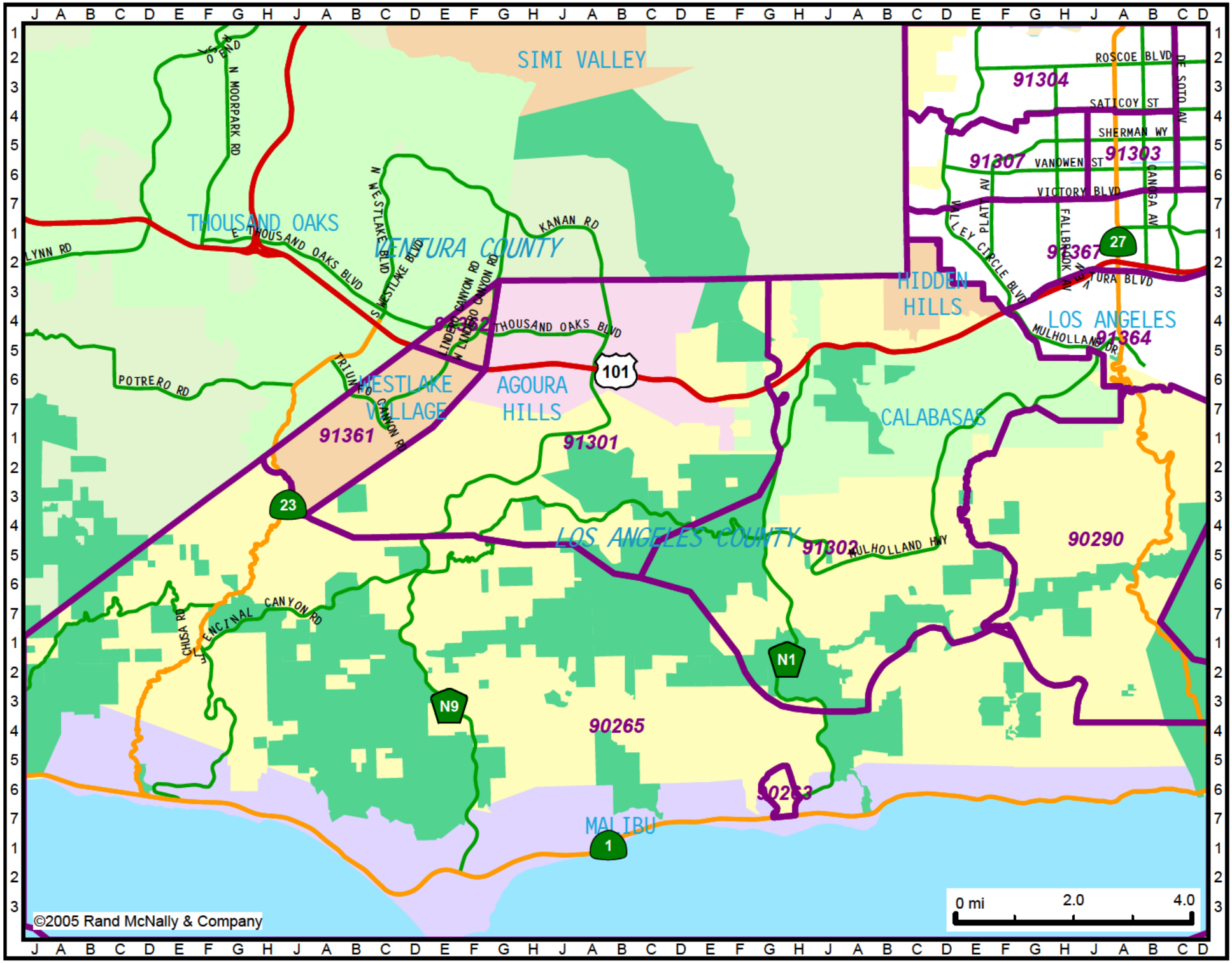
1. **Fallbrook Center**
2. **Westfield Topanga**
3. **Westfield Promenade**
4. **Warner Center Transit Hub** Metro 161, 164, 245, 645, 750, Metro Orange Line
5. **Pierce College**
6. **Van Nuys Airport**
7. **Sepulveda Dam Recreation**
8. **Valley Plaza**
9. **Bob Hope Airport**
10. **Burbank High School**
11. **Burbank Station**
12. **Van Nuys High School**

LEGEND

- Line 165
- Line 165 Shortline
- Timepoint
- Metro Orange Line Station
- Transit Center
- Metrolink Station
- Amtrak Station
- AV Antelope Valley Transit Authority
- BB Burbank Bus
- CE LADOT Commuter Express
- SC Santa Clarita Transit

APPENDIX D

ZIP CODE ANALYSIS


SIMI VALLEY
THOUSAND OAKS
VENTURA COUNTY
WESTLAKE VILLAGE
AGOURA HILLS
HIDDEN HILLS
LOS ANGELES
CALABASAS
LOS ANGELES COUNTY
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SATICOY ST
SHERMAN WY
VANOWEN ST
VICTORY BLVD
DE SOTO AV
CANOGA AV
PLATT AV
VALLEY CIRCLE BLVD
FALLBROOK AV
VENTURA BLVD
MULHOLLAND DR
MULHOLLAND HWY
THOUSAND OAKS BLVD
E THOUSAND OAKS BLVD
N MOORPARK RD
N WESTLAKE BLVD
S WESTLAKE BLVD
KANAN RD
LINDERO CANYON RD
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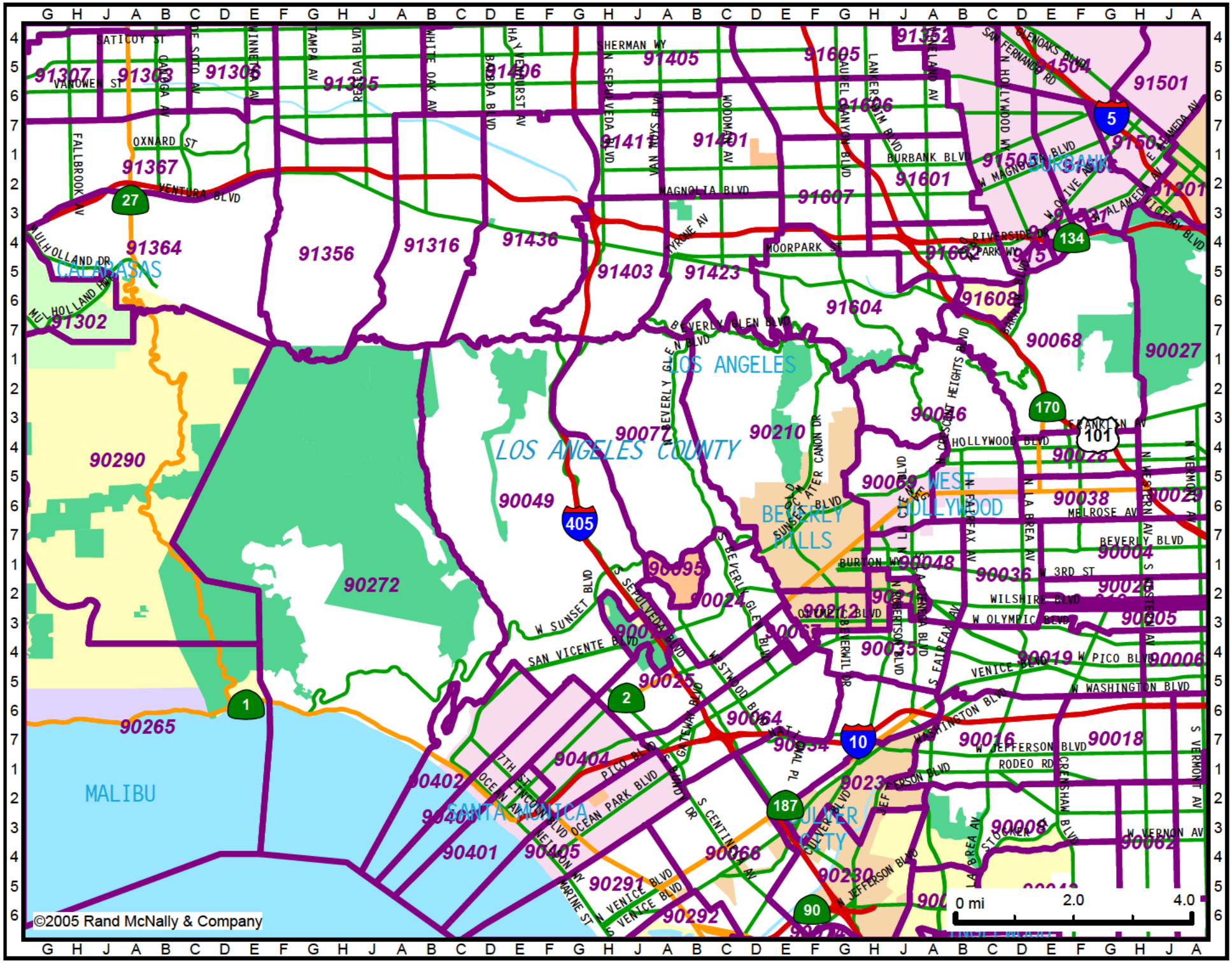
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WEST HOLLYWOOD
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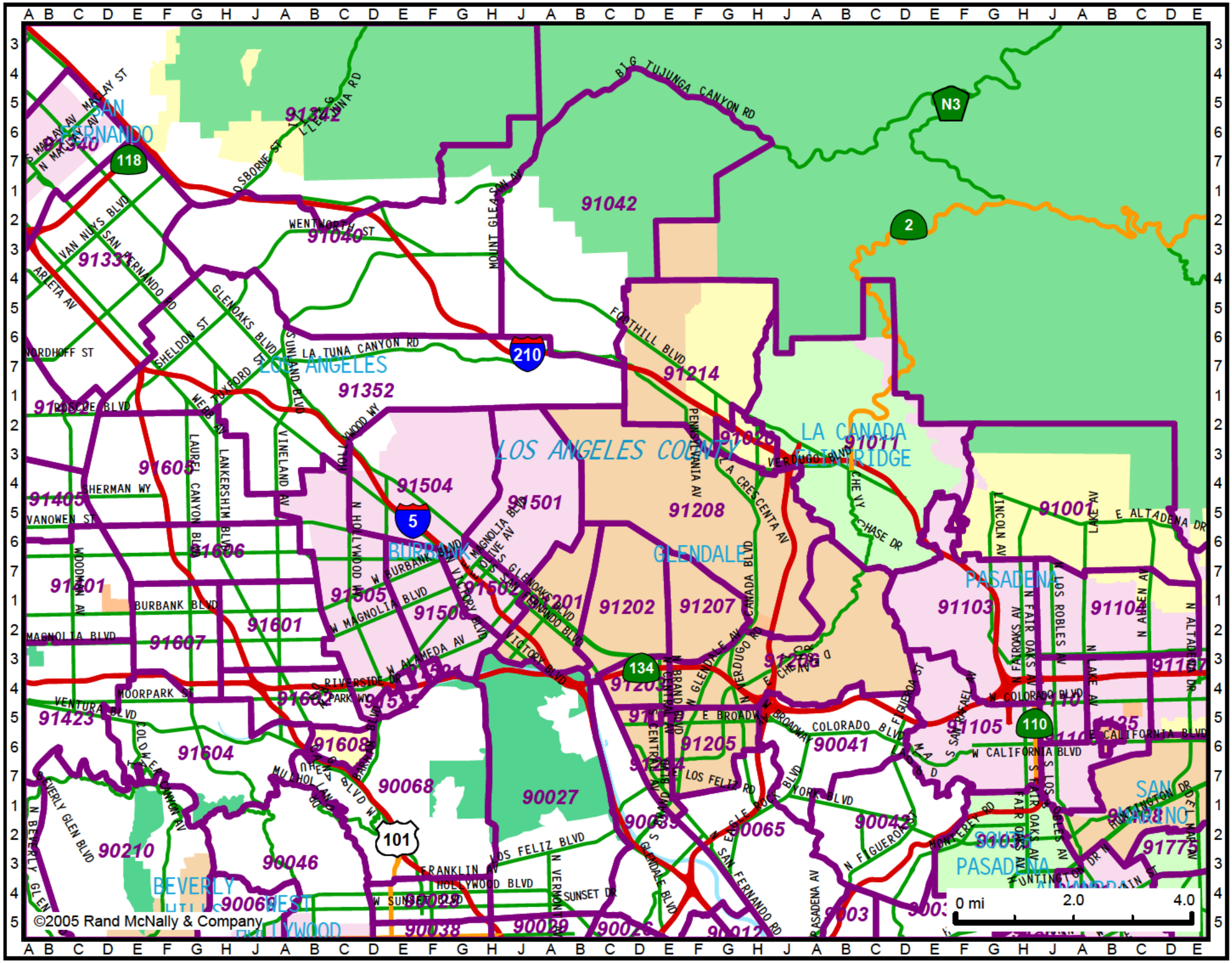
SAN FERNANDO
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LOS ANGELES COUNTY
BURBANK
GLENDALE
LA CANADA FLINTRIDGE
PASADENA
SOUTH PASADENA
SAN MARINO
BEVERLY HILLS
WEST HOLLYWOOD
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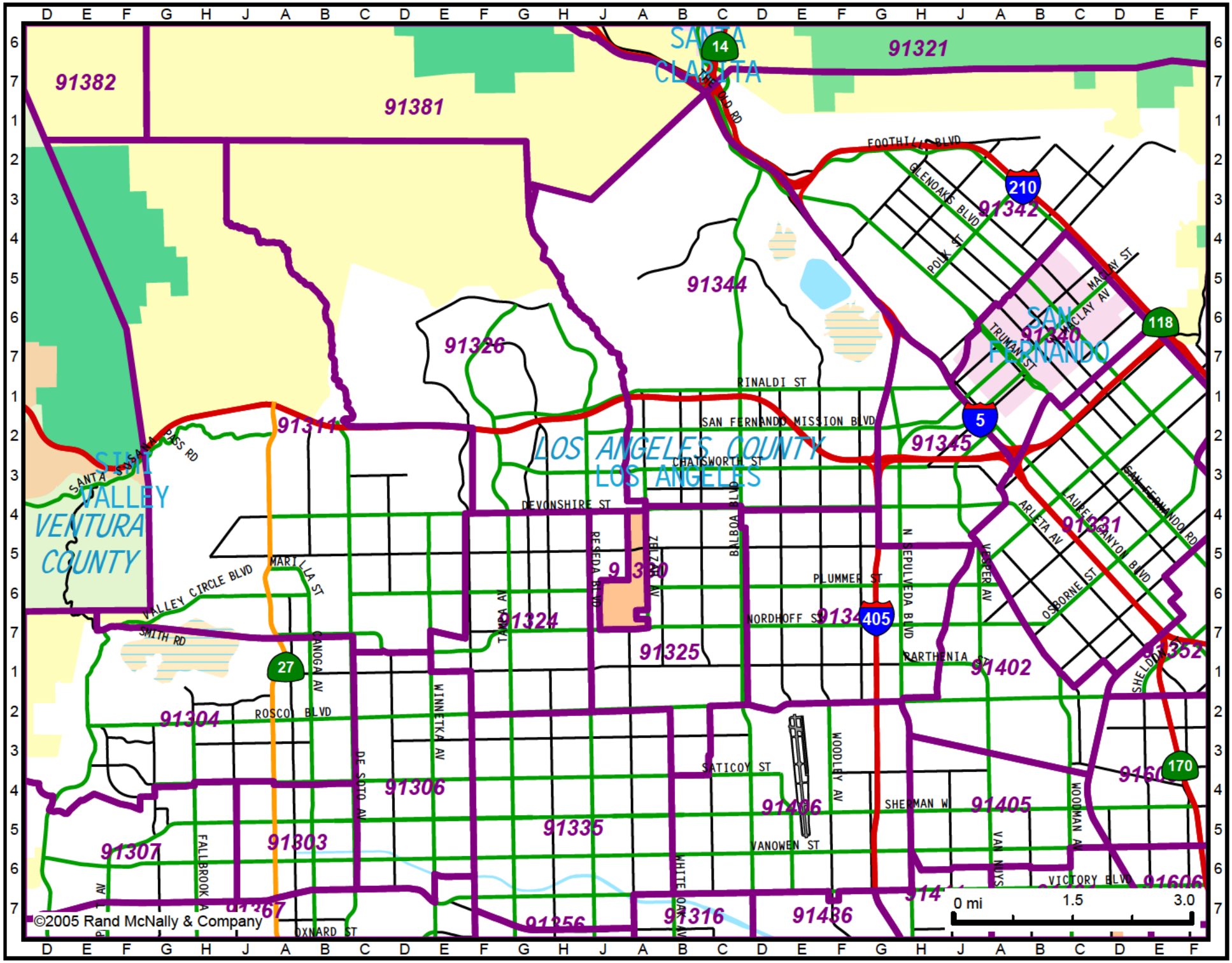
SANTA CLARITA
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GLENOAKS BLVD
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MACLAY ST
MACLAY AV
TRUMAN ST
RINALDI ST
SAN FERNANDO MISSION BLVD
CHATSWORTH ST
DEVONSHIRE ST
SANTA SUSANA PASS RD
VALLEY CIRCLE BLVD
MARILLA ST
SMITH RD
RESEDA BLVD
ZELZAH AV
BALBOA BLVD
N SEPULVEDA BLVD
VESPER AV
ARLETA AV
LAURELGROVE AVE
SAN FERNANDO RD
OSBORNE ST
PLUMMER ST
NORDHOFF ST
PARTHENIA ST
SHELDON ST
TAMPA AV
CANOGA AV
WINNETKA AV
ROSCOE BLVD
DE SOTO AV
FALLBROOK AV
SATICOY ST
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VICTORY BLVD
WHITE OAK AV
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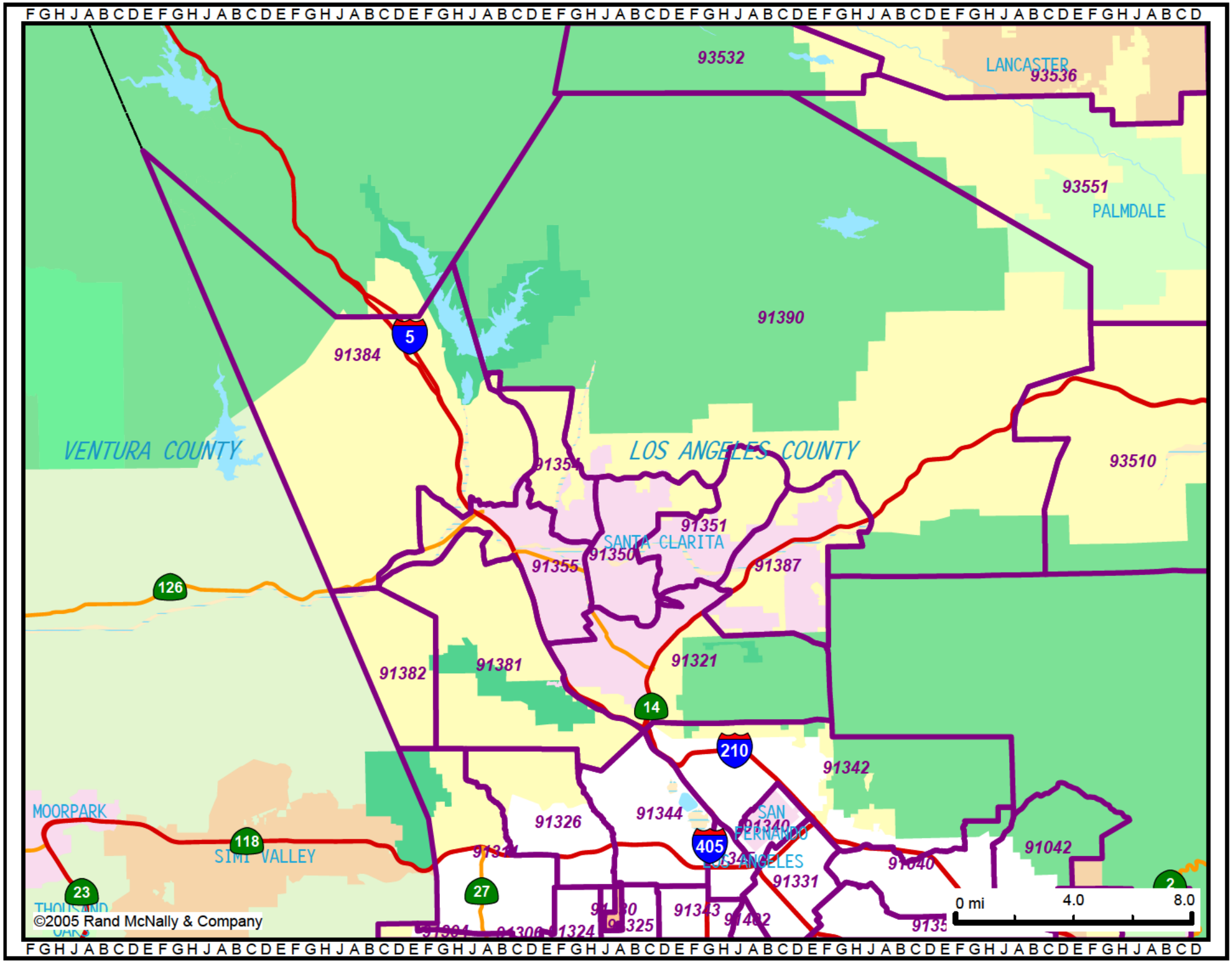
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APPENDIX E

QUEUE ANALYSIS

Overland Traffic Consultants, Inc.

Overland Traffic Consultants
27201 Tourney Road, # 206
Santa Clarita, CA 91355
Phone (661) 799 - 8423
Fax: (661) 799 – 8456
E-mail:liz@overlandtraffic.com
www.overlandtraffic.com

Drop-off/Pick-Up Queue Evaluation
New Community Jewish High School Campus – 22622 Vanowen Street

The objective of the queue analysis is to determine potential queues associated with thee school operation and development of a school arrival/pick-up program with sufficient capacity to serve the needs of the school and at the same time provide for a safe and efficient loading/unloading procedure.

The trips to the school are typically dispersed across a broader time range during the morning drop-off event than at the afternoon pick-up event at schools. The afternoon pick-up event attracts parents trying to "get in line first" in order to leave the queue as soon as possible upon release of the students from school. This effort can create lengthy queues during the pick up activities. A relief is provided when there are after school activities such as sports, arts and academic clubs.

A conservative rough estimate of the number of vehicles, based upon the April site plan, indicates that over 32 vehicles can queue while 4 are in the process of dropping off or picking up and up to six vehicles are exiting. The number of vehicles in each of the conditions can increase or decrease based upon size of the vehicles, spacing between them, how long it takes to exit onto Vanowen Street and how long it takes to conduct the dropping up or picking up.

There are several options available for our use to consider the queue lengths. These options include a "rule of thumb" by North Carolina Department of Transportation (DOT) and a General Purpose Queuing Model by New Alternatives, Inc. These options provide varying results and shown below.

OPTION 1 – Rule of Thumb

The State of North Carolina DOT indicates a rule of thumb of 6% of the student population for the AM Peak demand and 10% for the PM Peak demand. The trip generation for the site is the necessary input. Trip generation for 450 private school students and 100 nursery school students is 445 AM Peak Hour trips and 300 PM Peak Hour trips. The results of option 1 indicate a maximum queue length of the following:

AM Peak Hour: 445 * 6% = 27 vehicles
PM Peak Hour: 300 * 10% = 30 vehicles

Option 2 - General Purpose Queuing Model by New Alternatives

The queuing model requires inputs for the arrival rate (how many cars are arriving during a specific time period), the service rate (once a vehicle reaches the front of the queue, how long does it take for the student to get in or out and for the vehicle to exit), and the number of stations being serviced (how many cars are actively discharging or have a student entering a vehicle at one time). The model is limited in that the overall arrival rate cannot exceed the service rate with the number of stations. A 15 second and 20 second service rate per vehicle were considered with 2 vehicles being serviced at one time. The results are as follows:

15 seconds for student to get in or out :

Arrivals broken down into 110 vehicles every 15 minutes

Turnover of 2 vehicles every 20 seconds

Queue length - 12 vehicles

Three Minutes wait time in queue

20 seconds for student to get in our out:

Arrivals broken down into 88 vehicles every 15 minutes

Turnover of 2 vehicles every 20 seconds

Queue length - 16 vehicles

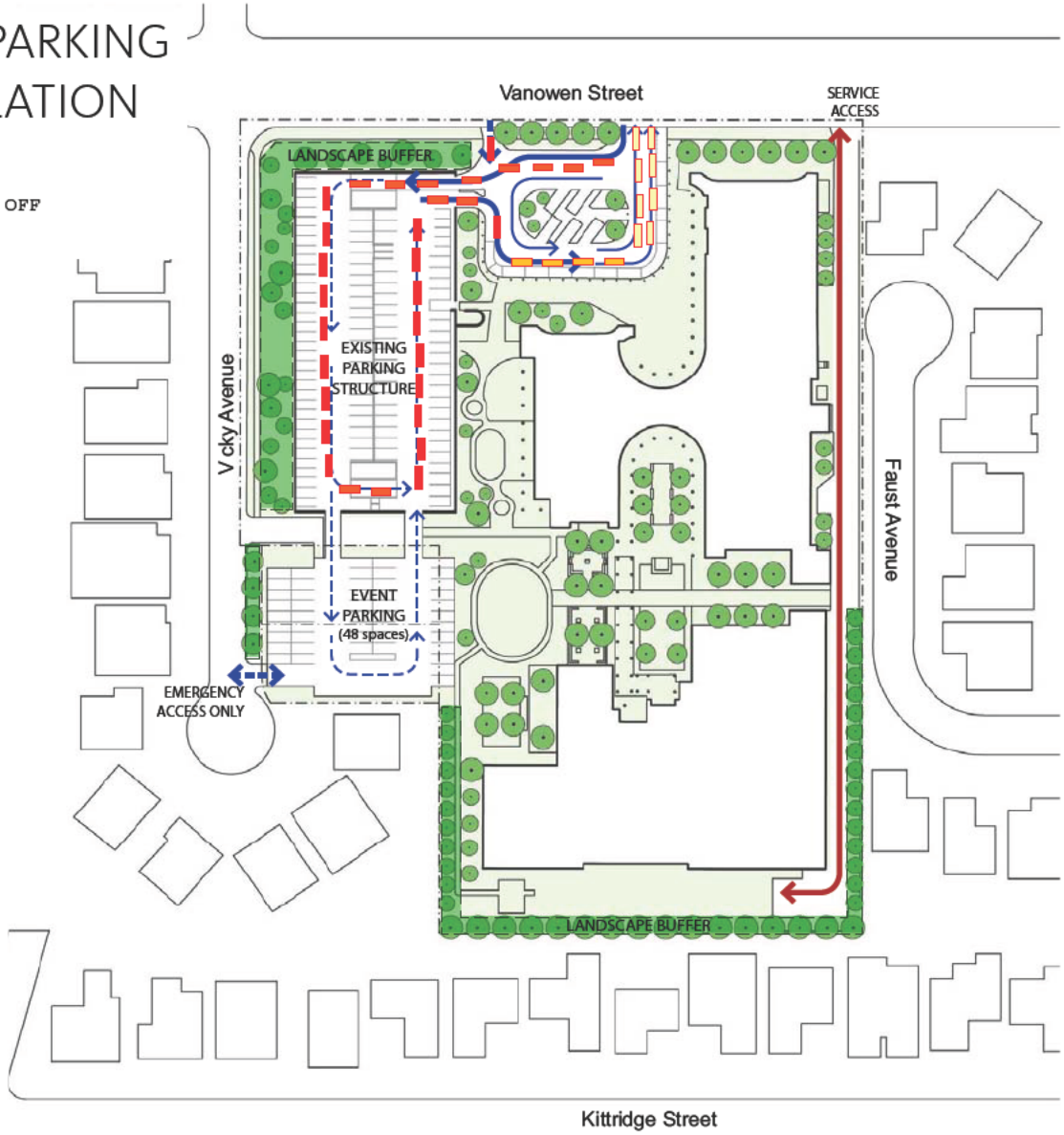
One and one-half Minutes wait time in queue

Worksheets for this queue analysis are attached.

Queues can be managed through Transportation Demand Management Programs

PROPOSED PARKING AND CIRCULATION

QUEUE VEHICLES
VEHICLES DROPPING OFF
EXITING VEHICLES



EXISTING PARKING

Provided in existing parking structure			**269**
Standard	179	67%	
Compact	74	28%	
HC	16		
Additional Parking at Driveway			**6**
Curb	6		
Total Existing Parking			**275**

REQUIRED PARKING

	Program SF	*Area Ratio space/sf*	*No of Spaces*
Preschool(1/class)	6731	1/5	5
JCC Offices	3900	1/500	8
Auditorium	3712	1/35	106
HS Admin	7550	1/500	15
Total Required			**134**

PROVIDED PARKING

Provided in existing parking structure			**269**
Standard	179	67%	
Compact	74	28%	
HC	16		
Additional Parking at Driveway			**18**
Curb	13		
HC at Drive	5		
Total Proposed Parking			**287**

* Parking provided in structure may increase due to increase percentage of compact spaces and restriping.

DRAFT

GENERAL PURPOSE QUEUEING MODEL

INPUTS

NCJHS - Vanowen
West Hills, Ca
Wednesday, April 6, 2011
Test 2 - 20 second service rate

PROBLEM TYPE 7
MULTIPLE-CHANNELS, SINGLE-PHASE
Poisson Arrivals, Exponential Service Times

Mean Arrival & Mean Service Rates are Cars per Peak 15 Minutes
Mean Arrival Rate = 85.
Mean Service Rate = 45.

Number of Servers (S) = 2

OUTPUTS

PROBABILITY STATISTICS

Probability of Exactly N Units in the System for N <= S

Number of Units (N)	Percent
0	2.857
1	5.397
2	5.097

Probability of Exactly N Units in the System for N >= S

Number of Units (N)	Percent
2	5.097
3	4.814
4	4.546
5	4.294
6	4.055
7	3.830
8	3.617
9	3.416
10	3.226
11	3.047
12	2.878

UNIT STATISTICS (Cars)

Mean Number of Units in the System = 17.500
Mean Number of Units in Queue = 15.600

TIME STATISTICS (Peak 15 Minutes)

Mean Time in the System = .210
= 3.1 minutes
Mean Wait Time = .180
= 2.7 minutes

SERVICE FACILITY USE/IDLE STATISTICS

Use Percent =	97.1%
Idle Percent =	2.9%

GENERAL PURPOSE QUEUEING MODEL

INPUTS

NCJHS - Vanowen
West Hills, Ca
Wednesday, April 6, 2011
Test 1 - 15 second service rate

PROBLEM TYPE 7
MULTIPLE-CHANNELS, SINGLE-PHASE
Poisson Arrivals, Exponential Service Times

Mean Arrival & Mean Service Rates are Cars per Peak 15 Minutes
Mean Arrival Rate = 110.
Mean Service Rate = 60.

Number of Servers (S) = 2

OUTPUTS

PROBABILITY STATISTICS

Probability of Exactly N Units in the System for N <= S

Number of Units (N)	Percent
0	4.348
1	7.971
2	7.307

Probability of Exactly N Units in the System for N >= S

Number of Units (N)	Percent
2	7.307
3	6.698
4	6.140
5	5.628
6	5.159
7	4.729
8	4.335
9	3.974
10	3.643
11	3.339
12	3.061

UNIT STATISTICS (Cars)

Mean Number of Units in the System = 11.500
Mean Number of Units in Queue = 9.640

TIME STATISTICS (Peak 15 Minutes)

Mean Time in the System = .100
= 1.5 minutes
Mean Wait Time = .088
= 1.3 minutes

SERVICE FACILITY USE/IDLE STATISTICS

Use Percent =	95.7%
Idle Percent =	4.3%

APPENDIX F

TRAFFIC VOLUME DATA

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Woodlake Ave

East/West Vanowen St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	15	4	26	55
BIKES	0	0	1	0
BUSES	2	2	23	22

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	57	7.45	60	7.30	259	7.45	239	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	191	7.15	136	7.15	816	7.30	663	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	12	123	164
8-9	27	5	103	135
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	56	17	226	299

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	47	24	131
8-9	46	13	12	71
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	106	60	36	202

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
295	1	0	2	0
206	1	2	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
501	2	2	5	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	562	48	627
8-9	6	586	16	608
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	23	1148	64	1235

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	103	451	12	566
8-9	54	336	23	413
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	157	787	35	979

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1193	1	0	2	2
1021	3	0	5	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2214	4	0	7	4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_001 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Woodlake Ave			Woodlake Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
7:00 AM	6	0	21	9	3	4	3	78	6	8	38	3	179
7:15 AM	2	2	22	12	6	4	2	110	4	10	59	2	235
7:30 AM	6	2	40	21	27	9	3	132	18	42	137	2	439
7:45 AM	12	7	34	16	8	6	8	226	17	36	184	3	557
8:00 AM	9	3	45	18	3	1	4	222	9	13	91	7	425
8:15 AM	5	1	20	12	2	3	1	143	2	12	85	8	294
8:30 AM	5	0	15	7	6	3	1	90	2	13	64	1	207
8:45 AM	7	1	17	9	2	5	0	102	3	13	64	7	230
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	52	16	214	104	57	35	22	1103	61	147	722	33	2566
APPROACH %'s :	18.44%	5.67%	75.89%	53.06%	29.08%	17.86%	1.85%	93.00%	5.14%	16.30%	80.04%	3.66%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	32	13	139	67	40	19	16	723	46	103	497	20	1715
PEAK HR FACTOR :		0.807			0.553			0.782			0.695		0.770

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_001 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Woodlake Ave			Woodlake Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
7:00 AM			0	1			0	1			2	1	5
7:15 AM			0	0			1	3			2	0	6
7:30 AM			0	1			0	2			6	0	9
7:45 AM			2	0			0	4			3	0	9
8:00 AM			0	0			0	7			3	0	10
8:15 AM			0	0			0	2			2	0	4
8:30 AM			0	0			0	0			2	0	2
8:45 AM			0	0			0	3			1	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	2	2	0	0	1	22	0	0	21	1	49
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	4.35%	95.65%	0.00%	0.00%	95.45%	4.55%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	2	1	0	0	1	16	0	0	14	0	34
PEAK HR FACTOR :		0.250			0.250			0.607			0.583		0.850

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_001 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Woodlake Ave			Woodlake Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
7:00 AM	2	0	1		0	0		1	0	0	5	0	9
7:15 AM	0	0	1		0	0		1	1	2	3	1	9
7:30 AM	1	1	0		1	1		1	1	1	3	0	10
7:45 AM	0	0	2		2	0		3	1	4	9	0	21
8:00 AM	0	0	0		0	0		3	0	2	4	0	9
8:15 AM	0	0	1		0	0		7	0	0	6	0	14
8:30 AM	0	0	3		0	0		3	0	0	7	0	13
8:45 AM	1	0	2		0	0		4	0	1	7	0	15
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	1	10	0	3	1	0	23	3	10	44	1	100
APPROACH %'s :	26.67%	6.67%	66.67%	0.00%	75.00%	25.00%	0.00%	88.46%	11.54%	18.18%	80.00%	1.82%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	6	0	2	0	0	16	1	6	26	0	57
PEAK HR FACTOR :		0.500			0.250			0.607			0.615		0.679

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-001
N/S Street: Woodlake Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	1	0	0
8:15 AM	0	0	0	0	0	1	1	2
8:30 AM	1	2	0	1	0	1	0	0
8:45 AM	0	0	0	0	0	1	0	0
TOTALS	**3**	**2**	**1**	**1**	**2**	**5**	**1**	**3**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	2	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	1	0	2	0	0	0	0
TOTALS	**0**	**3**	**0**	**2**	**2**	**2**	**0**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-001
N/S Street: Woodlake Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fallbrook Ave

East/West Vanowen St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	30	48	17	17
BIKES	3	8	3	7
BUSES	14	18	26	14

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	256	7.45	421	7.30	280	8.00	212	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	869	7.45	1440	7.15	946	7.30	653	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	556	63	669
8-9	44	671	103	818
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	94	1227	166	1487

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	1057	144	1290
8-9	90	974	133	1197
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	179	2031	277	2487

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1959	6	3	6	1
2015	8	1	2	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3974	14	4	8	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	148	524	80	752
8-9	142	558	94	794
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	290	1082	174	1546

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	110	427	48	585
8-9	132	324	59	515
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	242	751	107	1100

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1337	12	6	2	2
1309	17	7	8	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2646	29	13	10	4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_002 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM	10	64	9	19	151	5	27	94	11	20	45	7	462
7:15 AM	11	123	10	20	257	22	25	94	9	30	75	6	682
7:30 AM	7	145	14	24	333	51	33	138	30	25	147	7	954
7:45 AM	16	208	29	23	292	59	55	181	28	32	146	28	1097
8:00 AM	13	204	23	33	257	34	50	186	38	29	67	15	949
8:15 AM	11	141	22	21	233	27	31	131	16	32	85	22	772
8:30 AM	9	148	27	13	227	35	34	111	21	30	78	9	742
8:45 AM	9	161	29	16	241	28	24	118	18	38	84	12	778
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	1194	163	169	1991	261	279	1053	171	236	727	106	6436
APPROACH %'s :	#NAME?	82.74%	11.30%	6.98%	82.24%	10.78%	18.56%	70.06%	11.38%	22.08%	68.01%	9.92%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	47	698	88	101	1115	171	169	636	112	118	445	72	3772
PEAK HR FACTOR :		0.823			0.850			0.837			0.771		0.860

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_002 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM	1	1		0	2	1	1	2	0	0	1		9
7:15 AM	0	3		1	2	0	1	1	0	0	2		10
7:30 AM	2	2		0	3	2	1	3	1	0	3		17
7:45 AM	0	1		0	1	1	0	7	0	0	2		12
8:00 AM	0	2		0	1	0	2	2	0	0	2		9
8:15 AM	0	1		0	1	1	0	1	0	0	0		4
8:30 AM	0	1		0	1	0	0	0	0	1	1		4
8:45 AM	0	0		1	0	0	1	3	0	0	2		7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	11	0	2	11	5	6	19	1	1	13	0	72
APPROACH %'s :	21.43%	78.57%	0.00%	11.11%	61.11%	27.78%	23.08%	73.08%	3.85%	7.14%	92.86%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	2	8	0	1	7	3	4	13	1	0	9	0	48
PEAK HR FACTOR :		0.625			0.550			0.643			0.750		0.706

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_002 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM	1	3	0	0	2	0	0	0	0	0	0	0	6
7:15 AM	0	1	1	0	3	0	1	2	0	2	1	0	11
7:30 AM	2	3	0	1	6	1	2	0	1	0	2	0	18
7:45 AM	0	2	0	1	5	2	2	2	0	1	3	0	18
8:00 AM	0	3	2	1	4	0	0	1	1	1	2	0	15
8:15 AM	0	2	0	1	5	2	0	3	0	0	1	1	15
8:30 AM	0	4	0	0	1	2	0	2	0	0	0	0	9
8:45 AM	2	4	0	4	3	4	0	0	0	1	2	0	20
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	22	3	8	29	11	5	10	2	5	11	1	112
APPROACH %'s :	16.67%	73.33%	10.00%	16.67%	60.42%	22.92%	29.41%	58.82%	11.76%	29.41%	64.71%	5.88%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	2	10	2	4	20	5	4	6	2	2	8	1	66
PEAK HR FACTOR :		0.700			0.906			0.750			0.688		0.917

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-002
N/S Street: Fallbrook Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	1	0	0	0	0
7:15 AM	0	1	1	1	0	1	0	2
7:30 AM	0	1	2	0	1	0	3	3
7:45 AM	0	1	1	0	0	0	0	4
8:00 AM	0	0	0	1	0	1	1	2
8:15 AM	0	0	2	1	0	0	1	0
8:30 AM	0	0	2	1	3	2	0	3
8:45 AM	1	1	1	0	2	0	2	8
TOTALS	**3**	**5**	**9**	**5**	**6**	**4**	**7**	**22**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	2	0	2	0	1	0
7:15 AM	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	3	1
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	2
8:15 AM	1	0	1	0	0	1	2	1
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	2
TOTALS	**1**	**1**	**3**	**1**	**2**	**2**	**6**	**7**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-002
N/S Street: Fallbrook Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	0	1	0	1
8:00 AM	0	0	0	1	0	1	0	0
8:15 AM	0	0	2	1	1	0	0	1
8:30 AM	0	0	1	1	0	1	0	1
8:45 AM	0	0	0	2	0	1	0	1
TOTALS	**0**	**1**	**3**	**6**	**3**	**4**	**0**	**4**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Sale Ave

East/West Vanowen St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	5	2	32	68
BIKES	0	0	3	2
BUSES	1	0	22	23

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	40	8.00	11	7.15	268	8.00	270	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	119	7.45	40	7.15	870	7 30	816	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	2	59	69
8-9	16	2	89	107
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	24	4	148	176

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	0	32	37
8-9	9	2	16	27
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	14	2	48	64

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
106	3	0	4	0
134	5	0	2	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
240	8	0	6	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	641	6	657
8-9	12	706	15	733
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	22	1347	21	1390

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	574	5	639
8-9	68	542	6	616
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	128	1116	11	1255

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1296	0	0	0	0
1349	1	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2645	1	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_003 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Sale Ave			Sale Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	1	0	15	2	0	5	1	100	0	4	62	0	190
7:15 AM	0	1	11	1	0	10	2	130	1	2	89	1	248
7:30 AM	1	0	7	0	0	9	4	169	3	13	166	3	375
7:45 AM	5	0	24	2	0	8	3	216	2	33	221	1	515
8:00 AM	8	2	30	1	1	7	5	249	7	40	139	2	491
8:15 AM	1	0	30	3	0	3	4	173	4	12	132	2	364
8:30 AM	1	0	16	3	0	4	1	125	2	7	102	1	262
8:45 AM	5	0	12	1	0	2	1	133	1	5	126	1	287
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	22	3	145	13	1	48	21	1295	20	116	1037	11	2732
APPROACH %'s :	12.94%	1.76%	85.29%	20.97%	1.61%	77.42%	1.57%	96.93%	1.50%	9.97%	89.09%	0.95%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	15	2	91	6	1	27	16	807	16	98	658	8	1745
PEAK HR FACTOR :		0.675			0.850			0.804			0.749		0.847

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_003 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Sale Ave			Sale Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0							2		2	2		6
7:15 AM	0							3		0	2		5
7:30 AM	0							2		0	3		5
7:45 AM	0							6		1	2		9
8:00 AM	0							4		2	4		10
8:15 AM	1							2		1	0		4
8:30 AM	0							0		0	2		2
8:45 AM	0							3		1	1		5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	22	0	7	16	0	46
APPROACH %'s :	100.00%	0.00%	0.00%				0.00%	100.00%	0.00%	30.43%	69.57%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	15	0	3	11	0	29
PEAK HR FACTOR :		0.000			0.000			0.625			0.583		0.725

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_003 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Sale Ave			Sale Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0		0	2	0	0	3		5
7:15 AM	1	1	0	0	0		0	2	0	1	7		12
7:30 AM	0	0	2	0	0		0	5	0	2	7		16
7:45 AM	0	0	0	0	0		0	4	0	2	10		16
8:00 AM	0	0	0	0	1		0	3	0	0	9		13
8:15 AM	0	0	1	0	0		1	4	0	0	9		15
8:30 AM	0	0	0	1	0		0	3	0	0	8		12
8:45 AM	0	0	0	0	0		0	7	1	0	10		18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	3	1	1	0	1	30	1	5	63	0	107
APPROACH %'s :	20.00%	20.00%	60.00%	50.00%	50.00%	0.00%	3.13%	93.75%	3.13%	7.35%	92.65%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	3	0	1	0	1	16	0	4	35	0	60
PEAK HR FACTOR :		0.375			0.250			0.850			0.813		0.938

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-003
N/S Street: Sale Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	1	1	1	0	0	0	0
7:45 AM	1	1	0	1	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	1	2	0	0	0	0	0
8:45 AM	0	0	0	3	0	0	1	0
TOTALS	**1**	**5**	**3**	**5**	**0**	**0**	**1**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-003
N/S Street: Sale Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Shoup Ave

East/West Vanowen St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	19	40	50	60
BIKES	1	3	2	2
BUSES	3	4	27	21

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	253	7.45	413	7.45	282	8.00	216	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	906	7.30	1308	7.15	946	7.30	721	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	40	642	48	730
8-9	77	630	50	757
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	117	1272	98	1487

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	985	153	1221
8-9	62	822	88	972
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	145	1807	241	2193

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1951	1	2	2	0
1729	1	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3680	2	2	2	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	104	511	108	723
8-9	116	578	104	798
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	220	1089	212	1521

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	455	55	587
8-9	84	446	54	584
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	161	901	109	1171

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1310	1	0	0	0
1382	1	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2692	2	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_004 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	7	80	11	24	164	13	18	84	15	11	46	9	482
7:15 AM	7	134	5	15	206	17	21	96	27	10	83	8	629
7:30 AM	8	206	9	22	284	48	29	123	25	27	131	17	929
7:45 AM	18	209	21	21	312	73	34	176	40	27	156	16	1103
8:00 AM	28	183	18	18	235	30	42	185	37	19	128	13	936
8:15 AM	17	163	14	18	189	21	30	147	25	22	101	20	767
8:30 AM	11	136	11	12	203	19	18	112	16	26	86	8	658
8:45 AM	20	144	5	12	179	14	24	97	23	16	97	13	644
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	116	1255	94	142	1772	235	216	1020	208	158	828	104	6148
APPROACH %'s :	7.92%	85.67%	6.42%	6.61%	82.46%	10.94%	14.96%	70.64%	14.40%	14.50%	75.96%	9.54%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	71	761	62	79	1020	172	135	631	127	95	516	66	3735
PEAK HR FACTOR :		0.901			0.783			0.846			0.851		0.847

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_004 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM		0	0	0	0	0		2	0		3	0	5
7:15 AM		0	0	0	0	0		3	0		2	1	6
7:30 AM		1	0	0	0	0		3	0		2	0	6
7:45 AM		0	1	0	1	0		5	0		5	0	12
8:00 AM		0	0	1	1	1		6	0		3	0	12
8:15 AM		1	0	0	0	0		5	0		2	0	8
8:30 AM		0	0	0	0	0		0	0		1	0	1
8:45 AM		0	0	0	0	0		2	1		2	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	1	1	2	1	0	26	1	0	20	1	55
APPROACH %'s :	0.00%	66.67%	33.33%	25.00%	50.00%	25.00%	0.00%	96.30%	3.70%	0.00%	95.24%	4.76%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	2	1	1	2	1	0	19	0	0	12	0	38
PEAK HR FACTOR :		0.750			0.333			0.792			0.600		0.792

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_004 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	4	0	0	2	0	1	4	1	12
7:15 AM	0	5	0	0	6	0	1	4	0	0	8	1	25
7:30 AM	0	4	0	0	5	0	0	6	1	0	5	1	22
7:45 AM	0	3	1	1	3	2	1	7	0	1	10	1	30
8:00 AM	0	0	0	1	4	1	0	12	0	1	6	0	25
8:15 AM	0	1	0	0	4	0	0	7	0	0	7	0	19
8:30 AM	0	0	2	0	3	0	1	1	1	0	6	0	14
8:45 AM	1	2	0	0	4	2	1	4	1	0	7	0	22
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	15	3	2	33	5	4	43	3	3	53	4	169
APPROACH %'s :	5.26%	78.95%	15.79%	5.00%	82.50%	12.50%	8.00%	86.00%	6.00%	5.00%	88.33%	6.67%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	12	1	2	18	3	2	29	1	2	29	3	102
PEAK HR FACTOR :		0.650			0.958			0.667			0.708		0.850

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-004
N/S Street: Shoup Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**1**	**1**	**1**	**1**	**0**	**0**	**2**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-004
N/S Street: Shoup Ave
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	1	0	0
7:15 AM	0	0	1	0	1	0	0	0
7:30 AM	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**2**	**1**	**1**	**2**	**0**	**1**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Topanga Canyon Blvd

East/West Vanowen St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	71	162	35	66
BIKES	1	2	1	0
BUSES	54	14	28	41

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	306	7.45	514	7.45	292	8.00	261	7.30
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	1123	7.30	1808	7.30	916	7.30	857	7.15
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	40	906	82	1028
8-9	42	958	96	1096
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	82	1864	178	2124

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	93	1557	69	1719
8-9	106	1538	80	1724
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	199	3095	149	3443

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2747	3	2	13	94
2820	5	0	10	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5567	8	2	23	97

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	568	85	711
8-9	73	644	101	818
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	131	1212	186	1529

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	458	225	784
8-9	83	487	80	650
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	184	945	305	1434

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1495	5	5	20	43
1468	5	0	22	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2963	10	5	42	44

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_005 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Topanga Canyon Blvd			Topanga Canyon Blvd			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM	2	149	16	15	318	11	15	97	18	11	64	23	739
7:15 AM	8	210	21	18	378	11	10	117	15	20	86	39	933
7:30 AM	18	237	23	25	355	16	18	168	28	30	134	85	1137
7:45 AM	7	263	18	33	427	26	8	168	22	29	144	64	1209
8:00 AM	12	178	24	31	378	22	21	225	33	19	136	17	1096
8:15 AM	11	252	16	23	364	22	8	158	20	11	114	18	1017
8:30 AM	10	223	29	22	325	16	17	136	21	21	104	25	949
8:45 AM	8	240	24	28	385	18	13	104	26	20	97	16	979
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	76	1752	171	195	2930	142	110	1173	183	161	879	287	8059
APPROACH %'s :	3.80%	87.64%	8.55%	5.97%	89.68%	4.35%	7.50%	80.01%	12.48%	12.13%	66.24%	21.63%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	48	930	81	112	1524	86	55	719	103	89	528	184	4459
PEAK HR FACTOR :		0.919			0.886			0.786			0.804		0.922

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_005 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Topanga Canyon Blvd			Topanga Canyon Blvd			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM		3	1	2	1		0	3		1	3	0	14
7:15 AM		5	0	0	2		1	2		0	4	2	16
7:30 AM		5	0	0	3		0	1		0	1	5	15
7:45 AM		6	0	0	0		5	2		2	5	1	21
8:00 AM		10	0	0	1		6	2		2	4	0	25
8:15 AM		10	0	0	3		3	1		3	2	2	24
8:30 AM		10	0	0	0		0	0		0	1	1	12
8:45 AM		4	0	0	2		1	1		0	2	0	10
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	53	1	2	12	0	16	12	0	8	22	11	137
APPROACH %'s :	0.00%	98.15%	1.85%	14.29%	85.71%	0.00%	57.14%	42.86%	0.00%	19.51%	53.66%	26.83%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	31	0	0	7	0	14	6	0	7	12	8	85
PEAK HR FACTOR :		0.775			0.583			0.625			0.844		0.850

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_005 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Topanga Canyon Blvd			Topanga Canyon Blvd			Vanowen St			Vanowen St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM	2	4	0	0	18	1	0	0	0	2	4	6	37
7:15 AM	1	9	0	0	21	1	0	2	0	1	5	0	40
7:30 AM	0	6	2	0	8	1	0	5	1	2	4	0	29
7:45 AM	2	9	1	0	26	2	1	3	1	3	4	0	52
8:00 AM	0	7	1	1	18	1	1	4	0	2	7	0	42
8:15 AM	0	5	0	0	22	0	0	3	0	1	5	0	36
8:30 AM	0	9	2	1	16	1	2	6	1	2	5	1	46
8:45 AM	1	10	0	0	24	0	1	4	0	2	10	0	52
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	59	6	2	153	7	5	27	3	15	44	7	334
APPROACH %'s :	8.45%	83.10%	8.45%	1.23%	94.44%	4.32%	14.29%	77.14%	8.57%	22.73%	66.67%	10.61%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	1	31	3	2	80	2	4	17	1	7	27	1	176
PEAK HR FACTOR :		0.795			0.875			0.611			0.729		0.846

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-005
N/S Street: Topanga Canyon Blvd
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	2	0	5	0	1	1
7:15 AM	0	2	1	0	1	3	1	0
7:30 AM	1	2	0	0	4	1	0	0
7:45 AM	2	3	0	0	5	1	0	2
8:00 AM	1	1	1	0	6	2	0	2
8:15 AM	2	3	1	0	5	2	1	1
8:30 AM	2	0	0	1	3	0	0	0
8:45 AM	1	0	0	2	1	3	1	0
TOTALS	**11**	**12**	**5**	**3**	**30**	**12**	**4**	**6**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	3	0	1	1	1	0	0
7:15 AM	21	13	1	0	1	0	0	0
7:30 AM	32	14	0	0	29	2	5	0
7:45 AM	6	2	0	0	9	0	0	0
8:00 AM	1	1	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**64**	**33**	**1**	**1**	**41**	**3**	**5**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-005
N/S Street: Topanga Canyon Blvd
E/W Street: Vanowen St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fallbrook Ave

East/West Criswell St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	41	101	0	4
BIKES	0	10	0	0
BUSES	13	13	0	2

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	279	8.00	442	7.45	10	8.45	30	8.15
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	996	7.30	1541	7.30	30	8.00	83	7.45
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	789	8	807
8-9	29	832	16	877
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	39	1621	24	1684

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	1361	8	1389
8-9	25	1206	21	1252
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	45	2567	29	2641

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2196	1	1	0	2
2129	4	3	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4325	5	4	0	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	1	2	10
8-9	16	3	11	30
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	23	4	13	40

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	2	25	43
8-9	22	7	49	78
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	38	9	74	121

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
53	6	0	2	1
108	13	2	2	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
161	19	2	4	4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_006 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Criswell St			Criswell St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	4	0	0	1	1	0	1	0	
7:00 AM	1	131	0	1	207	3	2	0	1	1	0	2	349
7:15 AM	2	162	1	3	294	2	2	1	0	2	1	4	474
7:30 AM	2	224	3	4	394	2	1	0	1	6	0	7	644
7:45 AM	5	242	4	10	419	1	2	0	0	6	1	8	698
8:00 AM	4	262	8	15	334	3	4	0	2	0	3	17	652
8:15 AM	5	206	3	4	293	4	3	0	3	12	3	15	551
8:30 AM	10	160	3	3	265	3	6	1	1	7	0	10	469
8:45 AM	10	180	2	1	251	11	3	2	5	3	1	6	475
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	39	1567	24	41	2457	29	23	4	13	37	9	69	4312
APPROACH %'s :	2.39%	96.13%	1.47%	1.62%	97.23%	1.15%	57.50%	10.00%	32.50%	32.17%	7.83%	60.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	16	934	18	33	1440	10	10	0	6	24	7	47	2545
PEAK HR FACTOR :		0.883			0.862			0.667			0.650		0.912

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_006 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Criswell St			Criswell St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	4	0	0	1	1	0	1	0	
7:00 AM		1		1	2					1		1	6
7:15 AM		2		0	2					0		0	4
7:30 AM		5		0	2					0		0	7
7:45 AM		1		0	2					0		0	3
8:00 AM		2		0	0					0		0	2
8:15 AM		0		0	1					0		0	1
8:30 AM		1		0	3					0		0	4
8:45 AM		1		0	0					0		0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	13	0	1	12	0	0	0	0	1	0	1	28
APPROACH %'s :	0.00%	100.00%	0.00%	7.69%	92.31%	0.00%				50.00%	0.00%	50.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	9	0	1	8	0	0	0	0	1	0	1	20
PEAK HR FACTOR :		0.450			0.750			0.000			0.250		0.714

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_006 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Criswell St			Criswell St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	4	0	0	1	1	0	1	0	
7:00 AM		3		1	10							1	15
7:15 AM		5		0	10							0	15
7:30 AM		9		0	9							1	19
7:45 AM		4		0	10							1	15
8:00 AM		3		0	20							0	23
8:15 AM		4		1	13							0	18
8:30 AM		7		1	9							0	17
8:45 AM		6		0	17							1	24
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	41	0	3	98	0	0	0	0	0	0	4	146
APPROACH %'s :	0.00%	100.00%	0.00%	2.97%	97.03%	0.00%				0.00%	0.00%	100.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	20	0	2	59	0	0	0	0	0	0	1	82
PEAK HR FACTOR :		0.714			0.763			0.000			0.250		0.854

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-006
N/S Street: Fallbrook Ave
E/W Street: Criswell St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	1	1	0	0	0
7:30 AM	0	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	2	1	0	3	1
8:15 AM	0	0	0	0	0	0	3	0
8:30 AM	0	0	0	1	0	0	3	2
8:45 AM	0	0	0	1	0	1	1	0
TOTALS	**0**	**0**	**0**	**5**	**2**	**2**	**11**	**8**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	1	0	2	0	1
8:15 AM	1	0	0	0	0	0	1	0
8:30 AM	0	0	0	1	0	1	0	0
8:45 AM	0	0	1	0	0	0	0	0
TOTALS	**1**	**2**	**1**	**3**	**0**	**4**	**1**	**1**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-006
N/S Street: Fallbrook Ave
E/W Street: Criswell St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	2
TOTALS	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**8**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fallbrook Ave

East/West Victory Blvd

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	30	39	45	37
BIKES	1	4	2	1
BUSES	14	13	17	13

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	339	7.45	413	7.30	425	7.45	229	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	1237	7.30	1406	7.30	1385	7.30	731	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	148	735	104	987
8-9	191	749	122	1062
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	339	1484	226	2049

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	85	1048	119	1252
8-9	125	929	111	1165
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	210	1977	230	2417

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2239	5	2	8	1
2227	2	0	7	6
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4466	7	2	15	7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	73	770	212	1055
8-9	88	837	251	1176
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	161	1607	463	2231

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	489	49	621
8-9	105	486	85	676
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	188	975	134	1297

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1676	5	3	7	0
1852	7	4	3	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3528	12	7	10	4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_007 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	3	0	1	3	0	1	3	0	
7:00 AM	21	119	16	13	171	18	5	101	31	18	55	11	579
7:15 AM	19	145	14	23	209	23	19	148	29	13	88	10	740
7:30 AM	46	217	33	29	340	39	20	200	57	26	147	10	1164
7:45 AM	56	237	41	18	312	38	27	302	84	23	182	18	1338
8:00 AM	51	240	43	29	275	26	30	291	66	22	105	16	1194
8:15 AM	45	180	26	26	214	29	17	194	62	24	111	19	947
8:30 AM	42	154	20	39	220	17	17	133	62	26	107	15	852
8:45 AM	49	162	29	29	195	33	22	193	59	24	144	33	972
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	329	1454	222	206	1936	223	157	1562	450	176	939	132	7786
APPROACH %'s :	16.41%	72.52%	11.07%	8.71%	81.86%	9.43%	7.24%	72.01%	20.75%	14.11%	75.30%	10.59%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	198	874	143	102	1141	132	94	987	269	95	545	63	4643
PEAK HR FACTOR :		0.909			0.843			0.817			0.788		0.868

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_007 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	3	0	1	3	0	1	3	0	
7:00 AM		2		1	1	1		2			0	0	7
7:15 AM		2		0	2	0		1			3	0	8
7:30 AM		5		0	1	0		3			2	0	11
7:45 AM		1		0	2	0		4			2	0	9
8:00 AM		2		0	0	0		4			1	0	7
8:15 AM		0		0	2	0		0			2	0	4
8:30 AM		2		0	3	0		2			1	0	8
8:45 AM		0		0	0	0		1			1	1	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	14	0	1	11	1	0	17	0	0	12	1	57
APPROACH %'s :	0.00%	100.00%	0.00%	7.69%	84.62%	7.69%	0.00%	100.00%	0.00%	0.00%	92.31%	7.69%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	10	0	0	5	0	0	12	0	0	8	0	35
PEAK HR FACTOR :		0.500			0.625			0.750			0.667		0.795

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_007 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	3	0	1	3	0	1	3	0	
7:00 AM	1	2	0	0	1	0	0	0	2	1	0	0	7
7:15 AM	1	1	0	0	4	0	0	4	1	0	4	0	15
7:30 AM	2	2	0	0	4	0	1	2	4	1	3	0	19
7:45 AM	2	2	0	1	1	0	1	3	4	1	3	0	18
8:00 AM	1	2	0	1	6	3	0	5	0	3	3	0	24
8:15 AM	0	2	1	0	9	1	0	4	0	1	6	0	24
8:30 AM	3	2	2	1	3	0	1	4	1	3	3	1	24
8:45 AM	0	3	1	0	2	2	1	6	1	2	2	0	20
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	10	16	4	3	30	6	4	28	13	12	24	1	151
APPROACH %'s :	33.33%	53.33%	13.33%	7.69%	76.92%	15.38%	8.89%	62.22%	28.89%	32.43%	64.86%	2.70%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	4	9	4	2	20	6	2	19	2	9	14	1	92
PEAK HR FACTOR :		0.607			0.700			0.719			0.857		0.958

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-007
N/S Street: Fallbrook Ave
E/W Street: Victory Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	3	0	0
7:15 AM	1	1	2	1	0	0	1	1
7:30 AM	2	1	0	1	1	1	1	0
7:45 AM	1	1	0	1	0	2	0	2
8:00 AM	0	1	0	0	0	1	2	0
8:15 AM	2	1	0	0	1	0	0	1
8:30 AM	1	1	0	0	0	1	0	0
8:45 AM	0	1	1	1	0	0	3	1
TOTALS	**7**	**8**	**3**	**4**	**2**	**8**	**7**	**5**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	1	2	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1
8:15 AM	3	0	0	0	0	2	0	3
8:30 AM	2	1	0	0	1	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**5**	**2**	**2**	**0**	**1**	**3**	**0**	**7**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-007
N/S Street: Fallbrook Ave
E/W Street: Victory Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0
TOTALS	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**4**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Shoup Ave

East/West Victory Blvd

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	17	29	31	54
BIKES	1	1	6	2
BUSES	4	3	16	7

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	265	8.00	402	7.45	338	7.45	200	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	969	7.30	1356	7.30	1222	7.30	687	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	85	618	52	755
8-9	97	661	80	838
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	182	1279	132	1593

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	126	1031	67	1224
8-9	113	971	51	1135
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	239	2002	118	2359

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1979	0	0	5	2
1973	3	0	1	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3952	3	0	6	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	711	136	905
8-9	76	835	190	1101
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	134	1546	326	2006

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	73	429	68	570
8-9	79	468	53	600
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	152	897	121	1170

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1475	2	2	1	0
1701	3	0	1	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3176	5	2	2	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_008 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	10	78	6	20	181	9	8	100	22	11	53	6	504
7:15 AM	19	131	11	29	208	10	12	142	25	17	67	13	684
7:30 AM	25	189	16	33	294	24	15	200	31	20	133	25	1005
7:45 AM	28	213	19	44	337	19	21	254	56	23	152	20	1186
8:00 AM	26	212	24	32	291	12	22	254	52	21	125	17	1088
8:15 AM	28	165	13	29	218	8	13	229	51	16	87	12	869
8:30 AM	20	136	13	31	239	17	13	161	31	19	100	11	791
8:45 AM	20	144	26	19	210	13	26	168	53	17	136	8	840
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	176	1268	128	237	1978	112	130	1508	321	144	853	112	6967
APPROACH %'s :	11.20%	80.66%	8.14%	10.18%	85.00%	4.81%	6.64%	76.98%	16.39%	12.98%	76.92%	10.10%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	107	779	72	138	1140	63	71	937	190	80	497	74	4148
PEAK HR FACTOR :		0.914			0.838			0.905			0.835		0.874

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_008 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	1	0			0	0	0	3	1		1		6
7:15 AM	0	1			0	0	0	1	0		0		2
7:30 AM	0	1			0	1	0	2	0		1		5
7:45 AM	0	0			0	1	1	2	0		0		4
8:00 AM	0	0			0	0	0	2	0		1		3
8:15 AM	0	1			0	0	0	2	1		3		7
8:30 AM	0	0			0	0	0	1	0		0		1
8:45 AM	0	0			1	0	0	0	0		1		2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	3	0	0	1	2	1	13	2	0	7	0	30
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	33.33%	66.67%	6.25%	81.25%	12.50%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	2	0	0	0	2	1	8	1	0	5	0	19
PEAK HR FACTOR :		0.500			0.500			0.833			0.417		0.679

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_008 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Victory Blvd			Victory Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	3	1	0	0	0	0	3	0	7
7:15 AM	0	1	0	0	3	2	1	4	0	0	7	1	19
7:30 AM	1	3	0	0	4	0	0	0	0	1	9	2	20
7:45 AM	1	1	0	0	1	0	0	3	1	1	3	1	12
8:00 AM	1	1	1	1	1	0	0	4	0	1	3	0	13
8:15 AM	0	0	0	1	5	0	0	6	0	2	6	2	22
8:30 AM	2	2	0	0	1	1	0	6	1	1	4	2	20
8:45 AM	0	0	3	0	5	0	2	2	1	2	2	1	18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	8	4	2	23	4	3	25	3	8	37	9	131
APPROACH %'s :	29.41%	47.06%	23.53%	6.90%	79.31%	13.79%	9.68%	80.65%	9.68%	14.81%	68.52%	16.67%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	3	3	4	2	12	1	2	18	2	6	15	5	73
PEAK HR FACTOR :		0.625			0.625			0.786			0.650		0.830

CONTROL :

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-008
N/S Street: Shoup Ave
E/W Street: Victory Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	3	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	1	1
8:45 AM	1	0	0	2	0	0	0	1
TOTALS	**4**	**2**	**0**	**3**	**1**	**1**	**3**	**2**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	2	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-008
N/S Street: Shoup Ave
E/W Street: Victory Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	1
7:30 AM	0	1	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	0
8:15 AM	1	0	1	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0
TOTALS	**3**	**2**	**3**	**0**	**1**	**0**	**0**	**1**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fallbrook Ave

East/West Oxnard St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	43	85	3	7
BIKES	3	7	1	4
BUSES	13	12	0	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	297	8.00	522	7.45	101	7.45	102	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	1110	7.30	1659	7.30	288	7.30	323	7 30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	849	70	926
8-9	14	904	122	1040
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	21	1753	192	1966

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	113	1309	21	1443
8-9	196	1139	17	1352
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	309	2448	38	2795

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2369	1	0	3	1
2392	1	0	3	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4761	2	0	6	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	150	21	201
8-9	29	146	25	200
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	59	296	46	401

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	90	61	228
8-9	99	61	98	258
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	176	151	159	486

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
429	3	1	1	0
458	2	0	1	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
887	5	1	2	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_009 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Oxnard St			Oxnard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	1	0	1	1	0	
7:00 AM	0	145	5	16	199	4	0	14	3	2	4	10	402
7:15 AM	0	174	14	24	250	1	2	21	1	16	6	7	516
7:30 AM	4	253	21	25	359	7	8	43	7	31	36	13	807
7:45 AM	2	244	30	47	453	8	19	71	9	27	43	29	982
8:00 AM	1	265	28	57	319	2	13	63	12	26	22	28	836
8:15 AM	2	202	29	52	268	6	4	32	5	23	14	27	664
8:30 AM	6	219	31	46	247	4	4	22	0	17	11	18	625
8:45 AM	4	197	34	40	262	2	8	29	8	31	13	24	652
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	19	1699	192	307	2357	34	58	295	45	173	149	156	5484
APPROACH %'s :	0.99%	88.95%	10.05%	11.38%	87.36%	1.26%	14.57%	74.12%	11.31%	36.19%	31.17%	32.64%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	9	964	108	181	1399	23	44	209	33	107	115	97	3289
PEAK HR FACTOR :		0.919			0.789			0.722			0.806		0.837

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_009 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Oxnard St			Oxnard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	1	0	1	1	0	
7:00 AM		2			2	0					0		4
7:15 AM		2			2	0					0		4
7:30 AM		5			1	0					0		6
7:45 AM		0			2	0					1		3
8:00 AM		2			0	0					0		2
8:15 AM		1			1	1					0		3
8:30 AM		1			3	0					0		4
8:45 AM		0			0	0					0		0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	13	0	0	11	1	0	0	0	0	1	0	26
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	91.67%	8.33%				0.00%	100.00%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	9	0	0	7	0	0	0	0	0	1	0	17
PEAK HR FACTOR :		0.450			0.875			0.000			0.250		0.708

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_009 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Oxnard St			Oxnard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	1	0	1	1	0	
7:00 AM	0	5		0	7	1	0	0	0	0	0	1	14
7:15 AM	1	5		0	11	0	1	0	0	0	0	0	18
7:30 AM	0	7		0	12	0	0	0	0	0	0	0	19
7:45 AM	0	7		1	11	0	0	1	1	1	0	1	23
8:00 AM	0	1		0	14	1	0	0	0	0	0	1	17
8:15 AM	1	5		0	12	0	0	0	0	0	0	0	18
8:30 AM	0	7		0	4	1	0	0	0	0	1	0	13
8:45 AM	0	4		1	9	0	0	0	0	2	0	0	16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	41	0	2	80	3	1	1	1	3	1	3	138
APPROACH %'s :	4.65%	95.35%	0.00%	2.35%	94.12%	3.53%	33.33%	33.33%	33.33%	42.86%	14.29%	42.86%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1	20	0	1	49	1	0	1	1	1	0	2	77
PEAK HR FACTOR :		0.750			0.850			0.250			0.375		0.837

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-009
N/S Street: Fallbrook Ave
E/W Street: Oxnard St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	0	1	0	0
7:15 AM	1	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0
8:30 AM	2	0	1	0	1	0	0	1
8:45 AM	0	1	0	0	0	0	0	0
TOTALS	**4**	**2**	**1**	**1**	**1**	**1**	**4**	**1**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	1	0
7:15 AM	1	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-009
N/S Street: Fallbrook Ave
E/W Street: Oxnard St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	2
7:30 AM	0	1	1	0	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	1	0	1	0	0
TOTALS	**0**	**2**	**1**	**2**	**3**	**1**	**0**	**6**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Shoup Ave

East/West Oxnard St

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	19	56	9	7
BIKES	0	3	1	2
BUSES	4	4	1	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	249	7.45	442	7.45	187	8.00	92	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	900	7.30	1441	7.30	638	7.45	309	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	582	50	667
8-9	78	631	80	789
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	113	1213	130	1456

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	120	1043	124	1287
8-9	141	913	164	1218
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	261	1956	288	2505

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1954	0	0	0	0
2007	9	3	5	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3961	9	3	5	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	71	270	46	387
8-9	102	400	107	609
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	173	670	153	996

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	122	42	215
8-9	51	139	58	248
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	102	261	100	463

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
602	5	1	2	0
857	1	0	12	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1459	6	1	14	3

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_010 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Oxnard St			Oxnard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	1	1	
7:00 AM	6	64	3	14	183	16	10	25	8	8	9	12	358
7:15 AM	2	113	8	23	216	20	16	50	8	7	11	6	480
7:30 AM	10	190	13	34	278	39	13	78	14	15	43	11	738
7:45 AM	17	207	25	48	340	47	31	114	15	21	56	13	934
8:00 AM	18	195	21	38	252	43	28	124	34	15	46	24	838
8:15 AM	20	151	22	44	207	37	26	101	23	12	32	18	693
8:30 AM	13	125	18	28	207	44	22	86	27	10	24	9	613
8:45 AM	23	151	18	29	224	34	25	87	21	13	34	6	665
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	109	1196	128	258	1907	280	171	665	150	101	255	99	5319
APPROACH %'s :	7.61%	83.46%	8.93%	10.55%	78.00%	11.45%	17.34%	67.44%	15.21%	22.20%	56.04%	21.76%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	65	743	81	164	1077	166	98	417	86	63	177	66	3203
PEAK HR FACTOR :		0.893			0.809			0.808			0.850		0.857

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_010 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Oxnard St			Oxnard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	1	1	
7:00 AM		0	0		0				0		0		0
7:15 AM		1	0		0				0		0		1
7:30 AM		1	0		0				1		0		2
7:45 AM		0	0		0				0		1		1
8:00 AM		0	0		1				0		0		1
8:15 AM		1	0		1				0		0		2
8:30 AM		0	1		1				0		0		2
8:45 AM		0	0		1				0		0		1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	1	0	4	0	0	0	1	0	1	0	10
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	1	1	0	4	0	0	0	0	0	0	0	6
PEAK HR FACTOR :		0.500			1.000			0.000			0.000		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_010 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Shoup Ave			Shoup Ave			Oxnard St			Oxnard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	1	1	
7:00 AM	0	1	0	0	6	0	0	0	0	0	1	0	8
7:15 AM	0	2	0	0	6	0	0	0	0	0	0	0	8
7:30 AM	0	3	1	0	9	1	1	1	0	0	0	0	16
7:45 AM	0	0	0	1	5	1	0	2	0	0	1	0	10
8:00 AM	0	2	0	2	6	1	1	0	0	0	1	0	13
8:15 AM	1	2	0	0	5	1	0	1	2	0	0	0	12
8:30 AM	1	2	0	0	5	2	0	1	0	1	1	0	13
8:45 AM	2	2	0	0	3	2	0	0	0	0	1	1	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	14	1	3	45	8	2	5	2	1	5	1	91
APPROACH %'s :	21.05%	73.68%	5.26%	5.36%	80.36%	14.29%	22.22%	55.56%	22.22%	14.29%	71.43%	14.29%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1	7	1	3	25	4	2	4	2	0	2	0	51
PEAK HR FACTOR :		0.563			0.800			0.667			0.500		0.797

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-010
N/S Street: Shoup Ave
E/W Street: Oxnard St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	1	2
8:00 AM	0	0	1	2	0	4	0	1
8:15 AM	1	1	0	1	0	1	0	0
8:30 AM	0	3	2	1	3	2	0	0
8:45 AM	0	0	2	0	2	0	0	0
TOTALS	**1**	**4**	**5**	**4**	**6**	**8**	**1**	**5**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	1	0	2	0	0
8:30 AM	0	0	0	1	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**1**	**2**	**0**	**3**	**0**	**1**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-010
N/S Street: Shoup Ave
E/W Street: Oxnard St
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0
7:30 AM	0	1	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**2**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fallbrook Ave

East/West Ventura Blvd

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	22	36	15	50
BIKES	4	3	0	3
BUSES	9	9	11	18

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	201	7.30	343	7.45	133	7.45	254	7.45
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	733	7.30	1257	7.30	413	7.30	922	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	459	86	604
8-9	45	525	126	696
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	104	984	212	1300

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	498	189	404	1091
8-9	444	197	443	1084
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	942	386	847	2175

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1695	29	0	5	0
1780	24	0	6	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3475	53	0	11	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	66	268	25	359
8-9	64	256	14	334
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	130	524	39	693

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	104	403	259	766
8-9	131	499	276	906
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	235	902	535	1672

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1125	14	0	0	0
1240	11	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2365	25	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_011 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1.5	0.5	1	1	3	0	1	2	1	
7:00 AM	9	71	22	108	27	65	10	45	2	16	61	44	480
7:15 AM	10	106	12	107	30	80	12	51	2	18	86	52	566
7:30 AM	25	151	20	141	50	120	19	69	4	26	106	78	809
7:45 AM	15	124	24	136	72	127	14	98	16	37	132	78	873
8:00 AM	14	148	32	139	61	126	10	78	11	37	113	80	849
8:15 AM	11	123	31	105	50	105	11	67	2	25	116	56	702
8:30 AM	13	120	27	91	39	94	23	53	1	24	116	66	667
8:45 AM	7	122	32	104	43	110	15	54	0	33	136	68	724
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	104	965	200	931	372	827	114	515	38	216	866	522	5670
APPROACH %'s :	8.20%	76.04%	15.76%	43.71%	17.46%	38.83%	17.09%	77.21%	5.70%	13.47%	53.99%	32.54%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	65	546	107	521	233	478	54	312	33	125	467	292	3233
PEAK HR FACTOR :		0.916			0.919			0.779			0.895		0.926

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_011 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1.5	0.5	1	1	3	0	1	2	1	
7:00 AM		1	1	0	1		3			1	2	0	9
7:15 AM		0	1	0	2		2			1	2	0	8
7:30 AM		1	1	0	1		2			2	1	2	10
7:45 AM		0	0	0	1		1			1	1	0	4
8:00 AM		1	1	0	0		1			1	1	0	5
8:15 AM		1	0	0	1		1			1	0	0	4
8:30 AM		0	1	1	2		0			1	0	0	5
8:45 AM		0	0	0	0		1			0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4	5	1	8	0	11	0	0	8	8	2	47
APPROACH %'s :	0.00%	44.44%	55.56%	11.11%	88.89%	0.00%	100.00%	0.00%	0.00%	44.44%	44.44%	11.11%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	2	3	0	5	0	8	0	0	5	6	2	31
PEAK HR FACTOR :		0.625			0.625			0.667			0.650		0.775

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_011 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1.5	0.5	1	1	3	0	1	2	1	
7:00 AM		2	1	1	1	3	2	1	0	2	2	0	15
7:15 AM		1	1	0	1	4	1	1	0	0	5	1	15
7:30 AM		1	2	3	1	2	0	0	0	0	2	2	13
7:45 AM		1	1	2	2	3	0	3	1	0	3	2	18
8:00 AM		0	1	0	0	3	1	2	0	2	6	0	15
8:15 AM		4	0	3	1	2	1	1	0	3	6	2	23
8:30 AM		3	0	1	0	0	0	1	0	3	1	2	11
8:45 AM		3	1	0	0	3	0	0	0	1	3	2	13
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	15	7	10	6	20	5	9	1	11	28	11	123
APPROACH %'s :	0.00%	68.18%	31.82%	27.78%	16.67%	55.56%	33.33%	60.00%	6.67%	22.00%	56.00%	22.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	6	4	8	4	10	2	6	1	5	17	6	69
PEAK HR FACTOR :		0.625			0.786			0.563			0.636		0.750

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-011
N/S Street: Fallbrook Ave
E/W Street: Ventura Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	5	5	0	0	0	1
7:15 AM	0	1	3	5	0	0	0	5
7:30 AM	0	2	2	5	0	0	0	5
7:45 AM	0	1	2	2	0	0	1	2
8:00 AM	0	2	2	7	0	0	1	3
8:15 AM	0	0	3	5	0	0	0	2
8:30 AM	0	4	2	2	0	0	0	4
8:45 AM	0	0	1	2	0	0	1	0
TOTALS	**0**	**11**	**20**	**33**	**0**	**0**	**3**	**22**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-011
N/S Street: Fallbrook Ave
E/W Street: Ventura Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	2	0	0	2	1
7:30 AM	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**0**	**2**	**1**	**0**	**3**	**3**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South EB Fwy Ramp w/o Shoup

East/West Ventura Blvd

Day: Thursday Date: February 17, 2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	22	0	37	23
BIKES	0	0	0	1
BUSES	3	0	4	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	463	7.45	0	7.00	547	8.00	189	8.00
PM PK 15 MIN	0	3.00	0	3.00	0	3.00	0	3.00
AM PK HOUR	1779	7.30	0	7.00	1956	7.15	640	7.30
PM PK HOUR	0	3.00	0	3.00	0	3.00	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1477	1477
8-9	0	0	1746	1746
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	3223	3223

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1477	1	0	1	2
1746	1	0	1	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3223	2	0	2	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	908	840	0	1748
8-9	892	787	0	1679
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	1800	1627	0	3427

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	437	25	462
8-9	0	614	22	636
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	1051	47	1098

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2210	0	0	0	0
2315	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4525	0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_012 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	EB Fwy Ramp w/o Shoup			EB Fwy Ramp w/o Shoup			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	1	0	0	0	1	2	0	0	3	0	
7:00 AM			228				196	136			53	13	626
7:15 AM			332				223	183			83	1	822
7:30 AM			441				255	232			148	3	1079
7:45 AM			461				224	280			141	7	1113
8:00 AM			441				280	260			176	4	1161
8:15 AM			423				202	194			129	7	955
8:30 AM			424				196	162			151	3	936
8:45 AM			448				204	159			139	5	955
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	3198	0	0	0	1780	1606	0	0	1020	43	7647
APPROACH %'s :	0.00%	0.00%	100.00%				52.57%	47.43%	0.00%	0.00%	95.95%	4.05%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	1766	0	0	0	961	966	0	0	594	21	4308
PEAK HR FACTOR :		0.958			0.000			0.892			0.854		0.928

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_012 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	EB Fwy Ramp w/o Shoup			EB Fwy Ramp w/o Shoup			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	1	0	0	0	1	2	0	0	3	0	
7:00 AM			0				0	0			0	0	0
7:15 AM			0				0	0			0	0	0
7:30 AM			0				0	1			3	0	4
7:45 AM			1				0	0			1	1	3
8:00 AM			2				0	0			2	0	4
8:15 AM			0				1	0			1	2	4
8:30 AM			0				0	1			2	0	3
8:45 AM			0				1	0			0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	2	2	0	0	9	3	19
APPROACH %'s :	0.00%	0.00%	100.00%				50.00%	50.00%	0.00%	0.00%	75.00%	25.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	3	0	0	0	1	1	0	0	7	3	15
PEAK HR FACTOR :		0.375			0.000			0.500			0.833		0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5049_012 **Day:** THURSDAY

City: City of West Hills **Date:** 2/17/2011

AM

NS/EW Streets:	EB Fwy Ramp w/o Shoup			EB Fwy Ramp w/o Shoup			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	1	0	0	0	1	2	0	0	3	0	
7:00 AM			6				5	2			3	0	16
7:15 AM			1				2	2			0	0	5
7:30 AM			6				2	2			3	0	13
7:45 AM			1				1	2			2	0	6
8:00 AM			2				3	4			7	0	16
8:15 AM			1				1	4			3	0	9
8:30 AM			5				3	1			1	0	10
8:45 AM			0				1	2			3	1	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	22	0	0	0	18	19	0	0	22	1	82
APPROACH %'s :	0.00%	0.00%	100.00%				48.65%	51.35%	0.00%	0.00%	95.65%	4.35%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	10	0	0	0	7	12	0	0	15	0	44
PEAK HR FACTOR :		0.417			0.000			0.679			0.536		0.688

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-012
N/S Street: EB Fwy Ramp w/o Shoup
E/W Street: Ventura Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 11-5049-012
N/S Street: EB Fwy Ramp w/o Shoup
E/W Street: Ventura Blvd
DATE: 2/17/2011 DAY: Thursday
CITY: City of West Hills

A M

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

APPENDIX G

RELATED PROJECT TRIPS

RELATED PROJECTS

No	Location	Planning or DOT Case #			Description	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	7011 Shoup Avenue	SFV 2003-091	20	unit	Single Family Homes	191	4	11	15	13	7	20
			135	students	Pre-School	544	51	46	97	47	53	100
			360	students	K-8 Private School	2,196	178	146	324	103	117	220
						2,931	233	203	436	163	177	340
2	23135 Sherman Place	SFV 2006-300	160	unit	Apartments	1,064	36	70	106	78	63	141
3	6600 N Topanga Cyn Bl	SFV 2002-003	1,650,000	sf	Westfield Plaza Expansion	70,851	106	66	172	419	453	872
					appx. 60% Complete							
4	6410 Canoga Avenue	WC-2009-040	(47,000)	sf	Remove Electronics SS	(1,482)	(6)	(3)	(9)	(60)	(54)	(114)
			47,000	sf	Health Club	1,238	19	26	45	78	74	152
						(244)	13	23	36	18	20	38
5	6464 Canoga Avenue	WC-2005-0417	154,565	sf	Office	1,660	208	28	236	38	187	225
			16,117	sf	Restaurant	615	29	27	56	32	21	53
			(65,903)	sf	Remove Office	(861)	(106)	(14)	(120)	(23)	(114)	(137)
						1,414	131	41	172	47	94	141
6	5607 Capistrano Ave	SFV 2004-001	1,600	students	Hughes Magnet School	9,430	416	352	768	105	119	224
7	6700 Eton Avenue	WC-2005-007	441	unit	Apartments	2,933	44	181	225	176	97	273
8	6250 Canoga Avenue	WC-2003-008	10,000	sf	Retail	443	6	6	12	16	17	33
			601	unit	Apartments	3,997	60	246	307	227	122	349
						4,440	66	252	319	243	139	382
9	6625 Variel Avenue	WC-2002-006	522	unit	Convert Apt to Condo	3,176	(102)	65	(37)	148	(49)	99
10	21530 Oxnard St	WC-2006-026	30,000	sf	Aquatic Health Club	17	4	7	11	39	46	85
11	6710 Variel Avenue	WC-2006-033	242	unit	Apartments	1,609	24	99	123	97	53	150
12	21050 Vanowen Street	WC-2004-023	210	unit	Apartments	1,397	21	86	107	84	46	130
13	6355 DeSoto Avenue	WC-2004-043	421	unit	Apartments	2,800	42	173	215	168	93	261
14	6219 DeSoto Avenue	WC-2003-022	(76,242)	sf	Remove Industrial	(531)	(62)	(8)	(70)	(9)	(66)	(75)
			(76,242)	sf	Remove Office	(839)	(104)	(14)	(118)	(19)	(95)	(114)
			394	unit	Senior Apartments	1,371	18	33	51	38	25	63
			574	unit	Apartments	3,817	57	235	293	230	126	356
						3,818	(90)	246	156	239	(10)	230
15	8401 Fallbrook Avenue	SFV 2007-021	210,000	sf	Mixed Use	4,230	451	107	558	40	415	455

APPENDIX H

LEVEL OF SERVICE WORKSHEETS

CMA Calculation Worksheet

I/S #:	North-South Street:	WOODLAKE AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
1	East-West Street:	VANOWEN STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

No. of Phases				2				2				2				2					2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?				0				0				0				0					0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB---	0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB---	0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?				2				2				2				2					2
Override Capacity				0				0				0				0					0

	MOVEMENT	2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2011 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	0	32	1	32	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	139	1	88	0	139	1	88	0	139	1	88	8	147	1	96	0	147	1	96
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	67	1	67	0	67	1	67	0	67	1	67	2	69	1	69	0	69	1	69
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	40	1	30	0	40	1	30	0	40	1	30	0	40	1	30	0	40	1	30
	Through-Right		1	30			1	30			1	30			1	30			1	30
	Right	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	723	1	385	0	723	1	385	0	723	1	385	7	730	1	388	0	730	1	388
	Through-Right		1	385			1	385			1	385			1	388			1	388
	Right	46	0	46	0	46	0	46	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	497	1	259	0	497	1	259	0	497	1	259	5	502	1	262	0	502	1	262
	Through-Right		1	259			1	259			1	259			1	262			1	262
	Right	20	0	20	0	20	0	20	0	20	0	20	1	21	0	21	0	21	0	21
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		155	North-South:			155	North-South:			155	North-South:			165	North-South:			165
		East-West:		488	East-West:			488	East-West:			488	East-West:			491	East-West:			491
		SUM:		642	SUM:			642	SUM:			642	SUM:			656	SUM:			656
VOLUME/CAPACITY (V/C) RATIO				0.428				0.428				0.428				0.437				0.437
V/C LESS ATSAC/ATCS ADJUSTMENT				0.328				0.328				0.328				0.337				0.337
LEVEL OF SERVICE (LOS)				A				A				A				A				A

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	WOODLAKE AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
1	East-West Street:	VANOWEN STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0	SB---	0	NB--- 0		SB---	0	NB---		SB---	0	NB--- 0		SB---	0	NB--- 0		SB---	0
	EB--- 0	WB---	0	EB--- 0		WB---	0	EB---		WB---	0	EB--- 0		WB---	0	EB--- 0		WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	1	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	13	1	13	0	13	1	13	4	17	1	17	0	17	1	17	0	17	1	17
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	139	1	88	3	142	1	89	0	142	1	89	8	150	1	97	0	150	1	97
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	67	1	67	1	68	1	68	0	68	1	68	2	70	1	70	0	70	1	70
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	40	1	30	1	41	1	30	4	45	1	32	0	45	1	32	0	45	1	32
	Through-Right		1	30			1	30			1	32			1	32			1	32
	Right	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	723	1	385	14	737	1	392	28	765	1	406	7	772	1	410	0	772	1	410
	Through-Right		1	385			1	392			1	406			1	410			1	410
	Right	46	0	46	1	47	0	47	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	103	1	103	2	105	1	105	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	497	1	259	10	507	1	264	68	575	1	298	5	580	1	301	0	580	1	301
	Through-Right		1	259			1	264			1	298			1	301			1	301
	Right	20	0	20	0	20	0	20	0	20	0	20	1	21	0	21	0	21	0	21
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		155	North-South:			158	North-South:			158	North-South:			168	North-South:			168
		East-West:		488	East-West:			497	East-West:			511	East-West:			515	East-West:			515
		SUM:		642	SUM:			655	SUM:			669	SUM:			682	SUM:			682
VOLUME/CAPACITY (V/C) RATIO				0.428				0.437				0.446				0.455				0.455
V/C LESS ATSAC/ATCS ADJUSTMENT				0.328				0.337				0.346				0.355				0.355
LEVEL OF SERVICE (LOS)				A				A				A				A				A

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
2	East-West Street:	VANOWEN STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	698	2	349	0	698	2	349	0	698	2	349	0	698	2	349	0	698	2	349
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	88	1	29	0	88	1	29	0	88	1	29	128	216	1	153	0	216	1	153
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	101	1	101	0	101	1	101	0	101	1	101	14	115	1	115	0	115	1	115
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1115	2	558	0	1115	2	558	0	1115	2	558	0	1115	2	558	0	1115	2	558
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	171	1	87	0	171	1	87	0	171	1	87	0	171	1	87	0	171	1	87
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	169	1	169	0	169	1	169	0	169	1	169	0	169	1	169	0	169	1	169
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	636	1	374	0	636	1	374	0	636	1	374	17	653	1	383	0	653	1	383
	Through-Right		1	374			1	374			1	374			1	383			1	383
	Right	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	118	1	118	0	118	1	118	0	118	1	118	8	126	1	126	0	126	1	126
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	445	1	259	0	445	1	259	0	445	1	259	6	451	1	265	0	451	1	265
	Through-Right		1	259			1	259			1	259			1	265			1	265
	Right	72	0	72	0	72	0	72	0	72	0	72	6	78	0	78	0	78	0	78
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES			North-South:	605		North-South:		605		North-South:		605		North-South:		605		North-South:		605
			East-West:	492		East-West:		492		East-West:		492		East-West:		509		East-West:		509
			SUM:	1097		SUM:		1097		SUM:		1097		SUM:		1113		SUM:		1113
VOLUME/CAPACITY (V/C) RATIO				0.731				0.731				0.731				0.742				0.742
V/C LESS ATSAC/ATCS ADJUSTMENT				0.631				0.631				0.631				0.642				0.642
LEVEL OF SERVICE (LOS)				B				B				B				B				B

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
2	East-West Street:	VANOWEN STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011	2012 W/ AMBIENT GROWTH	2012 W/ RELATED PROJECTS	2012 W/ PROJECT	2012 W/ TRAFFIC MITIGATION
No. of Phases	2	2	2	2	2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0 SB--- 0	NB--- 0 SB--- 0	NB--- SB--- 0	NB--- 0 SB--- 0	NB--- 0 SB--- 0
	EB--- 0 WB--- 0	EB--- 0 WB--- 0	EB--- WB--- 0	EB--- 0 WB--- 0	EB--- 0 WB--- 0
ATSAC-1 or ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2012 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	1	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	698	2	349	14	712	2	356	22	734	2	367	0	734	2	367	0	734	2	367
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	88	1	29	2	90	1	30	12	102	1	42	128	230	1	166	0	230	1	166
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	101	1	101	2	103	1	103	0	103	1	103	14	117	1	117	0	117	1	117
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1115	2	558	22	1137	2	569	13	1150	2	575	0	1150	2	575	0	1150	2	575
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	171	1	87	3	174	1	88	4	178	1	87	0	178	1	87	0	178	1	87
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	169	1	169	3	172	1	172	10	182	1	182	0	182	1	182	0	182	1	182
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	636	1	374	13	649	1	381	18	667	1	390	17	684	1	399	0	684	1	399
	Through-Right		1	374			1	381			1	390			1	399			1	399
	Right	112	0	112	2	114	0	114	0	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	118	1	118	2	120	1	120	0	120	1	120	8	128	1	128	0	128	1	128
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	445	1	259	9	454	1	264	64	518	1	301	6	524	1	307	0	524	1	307
	Through-Right		1	259			1	264			1	301			1	307			1	307
	Right	72	0	72	1	73	0	73	10	83	0	83	6	89	0	89	0	89	0	89
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		605	North-South:			617	North-South:			623	North-South:			623	North-South:			623
		East-West:		492	East-West:			502	East-West:			511	East-West:			527	East-West:			527
		SUM:		1097	SUM:			1118	SUM:			1134	SUM:			1150	SUM:			1150
VOLUME/CAPACITY (V/C) RATIO				0.731				0.746				0.756				0.767				0.767
V/C LESS ATSAC/ATCS ADJUSTMENT				0.631				0.646				0.656				0.667				0.667
LEVEL OF SERVICE (LOS)				B				B				B				B				B

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	SALE AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
3	East-West Street:	VANOWEN STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	91	0	91	0	91	0	91	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		1	108			1	108			1	108			1	108			1	108
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		1	34			1	34			1	34			1	34			1	34
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	16	1	16	0	16	1	16	0	16	1	16	12	28	1	28	0	28	1	28
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	807	1	412	0	807	1	412	0	807	1	412	106	913	1	465	0	913	1	465
	Through-Right		1	412			1	412			1	412			1	465			1	465
	Right	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	658	1	333	0	658	1	333	0	658	1	333	8	666	1	337	0	666	1	337
	Through-Right		1	333			1	333			1	333			1	337			1	337
	Right	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES			North-South:	114		North-South:		114		North-South:		114		North-South:		114		North-South:		114
			East-West:	510		East-West:		510		East-West:		510		East-West:		563		East-West:		563
			SUM:	624		SUM:		624		SUM:		624		SUM:		677		SUM:		677
VOLUME/CAPACITY (V/C) RATIO				0.416				0.416				0.416				0.451				0.451
V/C LESS ATSAC/ATCS ADJUSTMENT				0.316				0.316				0.316				0.351				0.351
LEVEL OF SERVICE (LOS)				A				A				A				A				A

PROJECT IMPACT

Change in *v/c* due to project:	0.035	Δ*v/c* after mitigation:	0.035
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	SALE AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
3	East-West Street:	VANOWEN STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0	SB---	0	NB--- 0		SB---	0	NB---		SB---	0	NB--- 0		SB---	0	NB--- 0		SB---	0
	EB--- 0	WB---	0	EB--- 0		WB---	0	EB---		WB---	0	EB--- 0		WB---	0	EB--- 0		WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	91	0	91	2	93	0	93	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		1	108			1	110			1	110			1	110			1	110
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	27	0	27	1	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through-Right		1	34			1	35			1	35			1	35			1	35
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	16	1	16	0	16	1	16	0	16	1	16	12	28	1	28	0	28	1	28
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	807	1	412	16	823	1	420	29	852	1	434	106	958	1	487	0	958	1	487
	Through-Right		1	412			1	420			1	434			1	487			1	487
	Right	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	98	1	98	2	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	658	1	333	13	671	1	340	74	745	1	377	8	753	1	381	0	753	1	381
	Through-Right		1	333			1	340			1	377			1	381			1	381
	Right	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES			North-South:	114		North-South:		116		North-South:		116		North-South:		116		North-South:		116
			East-West:	510		East-West:		520		East-West:		534		East-West:		587		East-West:		587
			SUM:	624		SUM:		636		SUM:		650		SUM:		703		SUM:		703
VOLUME/CAPACITY (V/C) RATIO				0.416				0.424				0.434				0.469				0.469
V/C LESS ATSAC/ATCS ADJUSTMENT				0.316				0.324				0.334				0.369				0.369
LEVEL OF SERVICE (LOS)				A				A				A				A				A

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.035	Δ*v/c* after mitigation:	0.035
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	SHOUP AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
4	East-West Street:	VANOWEN STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	761	1	412	0	761	1	412	0	761	1	412	0	761	1	412	0	761	1	412
	Through-Right		1	412			1	412			1	412			1	412			1	412
	Right	62	0	62	0	62	0	62	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	79	1	79	0	79	1	79	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1020	1	596	0	1020	1	596	0	1020	1	596	5	1025	1	599	0	1025	1	599
	Through-Right		1	596			1	596			1	596			1	599			1	599
	Right	172	0	172	0	172	0	172	0	172	0	172	0	172	0	172	0	172	0	172
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	135	1	135	0	135	1	135	0	135	1	135	7	142	1	142	0	142	1	142
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	631	1	379	0	631	1	379	0	631	1	379	12	643	1	429	0	643	1	429
	Through-Right		1	379			1	379			1	379			1	429			1	429
	Right	127	0	127	0	127	0	127	0	127	0	127	87	214	0	214	0	214	0	214
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	95	1	95	0	95	1	95	0	95	1	95	7	102	1	102	0	102	1	102
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	516	1	291	0	516	1	291	0	516	1	291	8	524	1	295	0	524	1	295
	Through-Right		1	291			1	291			1	291			1	295			1	295
	Right	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES			North-South:	667		North-South:		667		North-South:		667		North-South:		670		North-South:		670
			East-West:	474		East-West:		474		East-West:		474		East-West:		531		East-West:		531
			SUM:	1141		SUM:		1141		SUM:		1141		SUM:		1200		SUM:		1200
VOLUME/CAPACITY (V/C) RATIO				0.761				0.761				0.761				0.800				0.800
V/C LESS ATSAC/ATCS ADJUSTMENT				0.661				0.661				0.661				0.700				0.700
LEVEL OF SERVICE (LOS)				B				B				B				B				B

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.039	Δ*v/c* after mitigation:	0.039
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	SHOUP AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
4	East-West Street:	VANOWEN STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0	SB---	0	NB--- 0		SB---	0	NB---		SB---	0	NB--- 0		SB---	0	NB--- 0		SB---	0
	EB--- 0	WB---	0	EB--- 0		WB---	0	EB---		WB---	0	EB--- 0		WB---	0	EB--- 0		WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	1	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	761	1	412	15	776	1	420	26	802	1	433	0	802	1	433	0	802	1	433
	Through-Right		1	412			1	420			1	433			1	433			1	433
	Right	62	0	62	1	63	0	63	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	79	1	79	2	81	1	81	20	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1020	1	596	20	1040	1	608	44	1084	1	640	5	1089	1	642	0	1089	1	642
	Through-Right		1	596			1	608			1	640			1	642			1	642
	Right	172	0	172	3	175	0	175	20	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	135	1	135	3	138	1	138	23	161	1	161	7	168	1	168	0	168	1	168
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	631	1	379	13	644	1	387	6	650	1	390	12	662	1	439	0	662	1	439
	Through-Right		1	379			1	387			1	390			1	439			1	439
	Right	127	0	127	3	130	0	130	0	130	0	130	87	217	0	217	0	217	0	217
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	95	1	95	2	97	1	97	0	97	1	97	7	104	1	104	0	104	1	104
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	516	1	291	10	526	1	297	54	580	1	335	8	588	1	339	0	588	1	339
	Through-Right		1	291			1	297			1	335			1	339			1	339
	Right	66	0	66	1	67	0	67	23	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		667	North-South:			680	North-South:			712	North-South:			715	North-South:			715
		East-West:		474	East-West:			483	East-West:			496	East-West:			543	East-West:			543
		SUM:		1141	SUM:			1164	SUM:			1208	SUM:			1258	SUM:			1258
VOLUME/CAPACITY (V/C) RATIO				0.761				0.776				0.806				0.839				0.839
V/C LESS ATSAC/ATCS ADJUSTMENT				0.661				0.676				0.706				0.739				0.739
LEVEL OF SERVICE (LOS)				B				B				C				C				C

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.033	Δ*v/c* after mitigation:	0.033
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	TOPANGA CYN BLVD	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
5	East-West Street:	VANOWEN STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.	2011 W/ AMBIENT GROWTH	2011 W/ RELATED PROJECTS	2011 W/ PROJECT	2011 W/ TRAFFIC MITIGATION
No. of Phases	3	3	3	3	3
Opposed Ø'ing N/S-1, E/W-2 or Both-3?	1	1	1	1	1
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0 SB--- 0	NB--- 0 SB--- 0	NB--- SB--- 0	NB--- 0 SB--- 0	NB--- 0 SB--- 0
	EB--- 3 WB--- 0	EB--- 3 WB--- 0	EB--- 3 WB--- 0	EB--- 3 WB--- 0	EB--- 3 WB--- 0
ATSAC-1 or ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2011 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	48	1	48	0	48	1	48	12	60	1	60	0	60	1	60
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	930	2	337	0	930	2	337	0	930	2	337	0	930	2	337	0	930	2	337
	Through-Right		1	337			1	337			1	337			1	337			1	337
	Right	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1524	2	537	0	1524	2	537	0	1524	2	537	0	1524	2	537	0	1524	2	537
	Through-Right		1	537			1	537			1	537			1	537			1	537
	Right	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	55	1	55	0	55	1	55	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	719	2	360	0	719	2	360	0	719	2	360	4	723	2	362	0	723	2	362
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	103	1	55	0	103	1	55	0	103	1	55	8	111	1	51	0	111	1	51
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	528	1	356	0	528	1	356	0	528	1	356	3	531	1	358	0	531	1	358
	Through-Right		1	356			1	356			1	356			1	358			1	358
	Right	184	0	184	0	184	0	184	0	184	0	184	0	184	0	184	0	184	0	184
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0

	2011 EXISTING COND.	2011 W/ AMBIENT GROWTH	2011 W/ RELATED PROJECTS	2011 W/ PROJECT	2011 W/ TRAFFIC MITIGATION
CRITICAL VOLUMES	North-South: 874	North-South: 874	North-South: 874	North-South: 874	North-South: 874
	East-West: 449	East-West: 449	East-West: 449	East-West: 451	East-West: 451
	SUM: 1322	SUM: 1322	SUM: 1322	SUM: 1324	SUM: 1324
VOLUME/CAPACITY (V/C) RATIO	0.928	0.928	0.928	0.929	0.929
V/C LESS ATSAC/ATCS ADJUSTMENT	0.828	0.828	0.828	0.829	0.829
LEVEL OF SERVICE (LOS)	D	D	D	D	D

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	TOPANGA CYN BLVD	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
5	East-West Street:	VANOWEN STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.	2012 W/ AMBIENT GROWTH	2012 W/ RELATED PROJECTS	2012 W/ PROJECT	2012 W/ TRAFFIC MITIGATION
No. of Phases	3	3	3	3	3
Opposed Ø'ing N/S-1, E/W-2 or Both-3?	1	1	1	1	1
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0 SB--- 0 EB--- 3 WB--- 0	NB--- 0 SB--- 0 EB--- 3 WB--- 0	NB--- SB--- 0 EB--- 3 WB--- 0	NB--- 0 SB--- 0 EB--- 3 WB--- 0	NB--- 0 SB--- 0 EB--- 3 WB--- 0
ATSAC-1 or ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	2011 Volume	2011 No. of Lanes	2011 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume
NORTHBOUND	Left	48	1	48	1	49	1	49	3	52	1	52	12	64	1	64	0	64	1	64
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	930	2	337	19	949	2	344	124	1073	2	385	0	1073	2	385	0	1073	2	385
	Through-Right		1	337			1	344			1	385			1	385			1	385
	Right	81	0	81	2	83	0	83	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	112	1	112	2	114	1	114	10	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1524	2	537	30	1554	2	547	66	1620	2	569	0	1620	2	569	0	1620	2	569
	Through-Right		1	537			1	547			1	569			1	569			1	569
	Right	86	0	86	2	88	0	88	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	55	1	55	1	56	1	56	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	719	2	360	14	733	2	367	21	754	2	377	4	758	2	379	0	758	2	379
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	103	1	55	2	105	1	56	5	110	1	58	8	118	1	54	0	118	1	54
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	89	1	89	2	91	1	91	9	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	528	1	356	11	539	1	363	74	613	1	415	3	616	1	416	0	616	1	416
	Through-Right		1	356			1	363			1	415			1	416			1	416
	Right	184	0	184	4	188	0	188	29	217	0	217	0	217	0	217	0	217	0	217
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 874 East-West: 449 SUM: 1322			North-South: 891 East-West: 457 SUM: 1349				North-South: 954 East-West: 477 SUM: 1431				North-South: 954 East-West: 479 SUM: 1433				North-South: 954 East-West: 479 SUM: 1433			
VOLUME/CAPACITY (V/C) RATIO		0.928			0.946				1.005				1.006				1.006			
V/C LESS ATSAC/ATCS ADJUSTMENT		0.828			0.846				0.905				0.906				0.906			
LEVEL OF SERVICE (LOS)		D			D				E				E				E			

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
6	East-West Street:	CRISWELL STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	934	2	467	0	934	2	467	0	934	2	467	128	1062	2	531	0	1062	2	531
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	18	1	6	0	18	1	6	0	18	1	6	0	18	1	6	0	18	1	6
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1440	3	480	0	1440	3	480	0	1440	3	480	0	1440	3	480	0	1440	3	480
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	10	1	5	0	10	1	5	0	10	1	5	0	10	1	5	0	10	1	5
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1	10			1	10			1	10			1	10			1	10
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	6	1	0	0	6	1	0	0	6	1	0	0	6	1	0	0	6	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	47	0	47	0	47	0	47	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		1	78			1	78			1	78			1	78			1	78
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES			North-South:	500		North-South:		500		North-South:		500		North-South:		564		North-South:		564
			East-West:	88		East-West:		88		East-West:		88		East-West:		88		East-West:		88
			SUM:	588		SUM:		588		SUM:		588		SUM:		652		SUM:		652
VOLUME/CAPACITY (V/C) RATIO				0.392				0.392				0.392				0.435				0.435
V/C LESS ATSAC/ATCS ADJUSTMENT				0.292				0.292				0.292				0.335				0.335
LEVEL OF SERVICE (LOS)				A				A				A				A				A

PROJECT IMPACT

Change in *v/c* due to project:	0.043	Δ*v/c* after mitigation:	0.043
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
6	East-West Street:	CRISWELL STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0	SB---	0	NB--- 0	SB---		0	NB---	SB---		0	NB--- 0	SB---		0	NB--- 0	SB---		0
	EB--- 0	WB---	0	EB--- 0	WB---		0	EB---	WB---		0	EB--- 0	WB---		0	EB--- 0	WB---		0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

	MOVEMENT	2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	934	2	467	19	953	2	476	34	987	2	493	128	1115	2	557	0	1115	2	557
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	18	1	6	0	18	1	6	0	18	1	6	0	18	1	6	0	18	1	6
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	33	1	33	1	34	1	34	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1440	3	480	29	1469	3	490	23	1492	3	497	0	1492	3	497	0	1492	3	497
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	10	1	5	0	10	1	5	0	10	1	5	0	10	1	5	0	10	1	5
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1	10			1	10			1	10			1	10			1	10
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	6	1	0	0	6	1	0	0	6	1	0	0	6	1	0	0	6	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	47	0	47	1	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		1	78			1	80			1	80			1	80			1	80
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		500	North-South:			510	North-South:			527	North-South:			591	North-South:			591
		East-West:		88	East-West:			90	East-West:			90	East-West:			90	East-West:			90
		SUM:		588	SUM:			600	SUM:			617	SUM:			681	SUM:			681
VOLUME/CAPACITY (V/C) RATIO				0.392				0.400				0.411				0.454				0.454
V/C LESS ATSAC/ATCS ADJUSTMENT				0.292				0.300				0.311				0.354				0.354
LEVEL OF SERVICE (LOS)				A				A				A				A				A

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.043	Δ*v/c* after mitigation:	0.043
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
7	East-West Street:	VICTORY BOULEVARD	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.	2011 W/ AMBIENT GROWTH	2011 W/ RELATED PROJECTS	2011 W/ PROJECT	2011 W/ TRAFFIC MITIGATION
No. of Phases	4	4	4	4	4
Opposed Ø'ing N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0 SB--- 0	NB--- 0 SB--- 0	NB--- SB--- 0	NB--- 0 SB--- 0	NB--- 0 SB--- 0
	EB--- 0 WB--- 0	EB--- 0 WB--- 0	EB--- WB--- 0	EB--- 0 WB--- 0	EB--- 0 WB--- 0
ATSAC-1 or ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2011 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	874	2	437	0	874	2	437	0	874	2	437	73	947	2	474	0	947	2	474
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	143	1	96	0	143	1	96	0	143	1	96	0	143	1	80	0	143	1	80
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1141	2	424	0	1141	2	424	0	1141	2	424	0	1141	2	424	0	1141	2	424
	Through-Right		1	424			1	424			1	424			1	424			1	424
	Right	132	0	132	0	132	0	132	0	132	0	132	0	132	0	132	0	132	0	132
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	94	1	94	0	94	1	94	0	94	1	94	5	99	1	99	0	99	1	99
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	987	2	419	0	987	2	419	0	987	2	419	0	987	2	419	0	987	2	419
	Through-Right		1	419			1	419			1	419			1	419			1	419
	Right	269	0	269	0	269	0	269	0	269	0	269	0	269	0	269	0	269	0	269
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	95	1	95	0	95	1	95	0	95	1	95	31	126	1	126	0	126	1	126
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	545	2	203	0	545	2	203	0	545	2	203	7	552	2	222	0	552	2	222
	Through-Right		1	203			1	203			1	203			1	222			1	222
	Right	63	0	63	0	63	0	63	0	63	0	63	50	113	0	113	0	113	0	113
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0

	2011 EXISTING COND.	2011 W/ AMBIENT GROWTH	2011 W/ RELATED PROJECTS	2011 W/ PROJECT	2011 W/ TRAFFIC MITIGATION
CRITICAL VOLUMES	North-South: 622	North-South: 622	North-South: 622	North-South: 622	North-South: 622
	East-West: 514	East-West: 514	East-West: 514	East-West: 545	East-West: 545
	SUM: 1136	SUM: 1136	SUM: 1136	SUM: 1167	SUM: 1167
VOLUME/CAPACITY (V/C) RATIO	0.826	0.826	0.826	0.849	0.849
V/C LESS ATSAC/ATCS ADJUSTMENT	0.726	0.726	0.726	0.749	0.749
LEVEL OF SERVICE (LOS)	C	C	C	C	C

PROJECT IMPACT

Change in *v/c* due to project:	0.023	Δ*v/c* after mitigation:	0.023
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
7	East-West Street:	VICTORY BOULEVARD	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			4				4				4				4				4
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	198	4	202	1	202	0	202	1	202	0	202	1	202	0	202	1	202
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	874	2	437	17	891	2	446	34	925	2	463	73	998	2	499	0	998	2	499
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	143	1	96	3	146	1	97	0	146	1	97	0	146	1	82	0	146	1	82
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	102	1	102	2	104	1	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1141	2	424	23	1164	2	433	23	1187	2	440	0	1187	2	440	0	1187	2	440
	Through-Right		1	424			1	433			1	440			1	440			1	440
	Right	132	0	132	3	135	0	135	0	135	0	135	0	135	0	135	0	135	0	135
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	94	1	94	2	96	1	96	0	96	1	96	5	101	1	101	0	101	1	101
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	987	2	419	20	1007	2	427	18	1025	2	433	0	1025	2	433	0	1025	2	433
	Through-Right		1	419			1	427			1	433			1	433			1	433
	Right	269	0	269	5	274	0	274	0	274	0	274	0	274	0	274	0	274	0	274
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	95	1	95	2	97	1	97	0	97	1	97	31	128	1	128	0	128	1	128
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	545	2	203	11	556	2	207	85	641	2	235	7	648	2	254	0	648	2	254
	Through-Right		1	203			1	207			1	235			1	254			1	254
	Right	63	0	63	1	64	0	64	0	64	0	64	50	114	0	114	0	114	0	114
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		622	North-South:			635	North-South:			642	North-South:			642	North-South:			642
		East-West:		514	East-West:			524	East-West:			530	East-West:			561	East-West:			561
		SUM:		1136	SUM:			1159	SUM:			1172	SUM:			1203	SUM:			1203
VOLUME/CAPACITY (V/C) RATIO				0.826				0.843				0.853				0.875				0.875
V/C LESS ATSAC/ATCS ADJUSTMENT				0.726				0.743				0.753				0.775				0.775
LEVEL OF SERVICE (LOS)				C				C				C				C				C

PROJECT IMPACT

Change in *v/c* due to project:	0.022	Δ*v/c* after mitigation:	0.022
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	SHOUP AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
8	East-West Street:	VICTORY BOULEVARD	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2011 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	107	1	107	0	107	1	107	33	140	1	140	-10	130	1	130
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	779	1	426	0	779	1	426	0	779	1	426	0	779	1	426	0	779	1	426
	Through-Right		1	426			1	426			1	426			1	426			1	426
	Right	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	138	1	138	0	138	1	138	0	138	1	138	2	140	1	140	0	140	1	140
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1140	1	602	0	1140	1	602	0	1140	1	602	47	1187	1	650	-14	1173	1	636
	Through-Right		1	602			1	602			1	602			1	650			1	636
	Right	63	0	63	0	63	0	63	0	63	0	63	50	113	0	113	-15	98	0	98
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	937	2	469	0	937	2	469	0	937	2	469	0	937	2	469	0	937	2	469
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	190	1	137	0	190	1	137	0	190	1	137	0	190	1	120	0	190	1	125
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	497	2	249	0	497	2	249	0	497	2	249	5	502	2	251	0	502	2	251
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	74	1	5	0	74	1	5	0	74	1	5	0	74	1	4	0	74	1	4
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		709	North-South:			709	North-South:			709	North-South:			790	North-South:			766
		East-West:		549	East-West:			549	East-West:			549	East-West:			549	East-West:			549
		SUM:		1257	SUM:			1257	SUM:			1257	SUM:			1339	SUM:			1314
VOLUME/CAPACITY (V/C) RATIO				0.838				0.838				0.838				0.892				0.876
V/C LESS ATSAC/ATCS ADJUSTMENT				0.738				0.738				0.738				0.792				0.776
LEVEL OF SERVICE (LOS)				C				C				C				C				C

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project: 0.054 — Δ*v/c* after mitigation: 0.038

Significant impacted? YES — Fully mitigated? YES

CMA Calculation Worksheet

I/S #:	North-South Street:	SHOUP AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
8	East-West Street:	VICTORY BOULEVARD	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				3
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	2	109	1	109	0	109	1	109	33	142	1	142	-31	111	1	111
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	779	1	426	16	795	1	434	49	844	1	459	0	844	1	459	-42	802	1	436
	Through-Right		1	426			1	434			1	459			1	459			1	436
	Right	72	0	72	1	73	0	73	0	73	0	73	0	73	0	73	-4	69	0	69
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	138	1	138	3	141	1	141	0	141	1	141	2	143	1	143	-15	128	1	128
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1140	1	602	23	1163	1	614	44	1207	1	636	47	1254	1	684	-87	1167	1	625
	Through-Right		1	602			1	614			1	636			1	684			1	625
	Right	63	0	63	1	64	0	64	0	64	0	64	50	114	0	114	-31	83	0	83
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	71	1	71	1	72	1	72	0	72	1	72	0	72	1	72	-7	65	1	65
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	937	2	469	19	956	2	478	18	974	2	487	0	974	2	487	-49	925	2	462
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	190	1	137	4	194	1	139	0	194	1	139	0	194	1	123	-10	184	1	128
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	80	1	80	2	82	1	82	21	103	1	103	0	103	1	103	-10	93	1	93
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	497	2	249	10	507	2	253	85	592	2	296	5	597	2	298	-33	564	2	282
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	74	1	5	1	75	1	5	0	75	1	5	0	75	1	4	-4	71	1	8
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		709	North-South:			723	North-South:			745	North-South:			826	North-South:			736
		East-West:		549	East-West:			559	East-West:			589	East-West:			589	East-West:			555
		SUM:		1257	SUM:			1282	SUM:			1334	SUM:			1416	SUM:			1291
VOLUME/CAPACITY (V/C) RATIO				0.838				0.855				0.889				0.944				0.906
V/C LESS ATSAC/ATCS ADJUSTMENT				0.738				0.755				0.789				0.844				0.806
LEVEL OF SERVICE (LOS)				C				C				C				D				D

PROJECT IMPACT

Change in *v/c* due to project:	0.055	Δ*v/c* after mitigation:	0.017
Significant impacted?	YES	Fully mitigated?	YES

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
9	East-West Street:	OXNARD STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	1	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	964	1	536	0	964	1	536	0	964	1	536	35	999	1	554	0	999	1	554
	Through-Right		1	536			1	536			1	536			1	554			1	554
	Right	108	0	108	0	108	0	108	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	181	1	181	0	181	1	181	0	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1399	1	711	0	1399	1	711	0	1399	1	711	31	1430	1	727	0	1430	1	727
	Through-Right		1	711			1	711			1	711			1	727			1	727
	Right	23	0	23	0	23	0	23	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	44	1	44	0	44	1	44	0	44	1	44	5	49	1	49	0	49	1	49
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	209	0	0	0	209	0	0	0	209	0	0	0	209	0	0	0	209	0	0
	Through-Right		1	242			1	242			1	242			1	242			1	242
	Right	33	0	33	0	33	0	33	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	115	0	0	0	115	0	0	0	115	0	0	0	115	0	0	0	115	0	0
	Through-Right		1	212			1	212			1	212			1	245			1	245
	Right	97	0	97	0	97	0	97	0	97	0	97	33	130	0	130	0	130	0	130
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES			North-South:	720		North-South:		720		North-South:		720		North-South:		736		North-South:		736
			East-West:	349		East-West:		349		East-West:		349		East-West:		349		East-West:		349
			SUM:	1069		SUM:		1069		SUM:		1069		SUM:		1085		SUM:		1085
VOLUME/CAPACITY (V/C) RATIO				0.713				0.713				0.713				0.723				0.723
V/C LESS ATSAC/ATCS ADJUSTMENT				0.613				0.613				0.613				0.623				0.623
LEVEL OF SERVICE (LOS)				B				B				B				B				B

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
9	East-West Street:	OXNARD STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB--- 0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	1	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	964	1	536	19	983	1	547	34	1017	1	564	35	1052	1	581	0	1052	1	581
	Through-Right		1	536			1	547			1	564			1	581			1	581
	Right	108	0	108	2	110	0	110	0	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	181	1	181	4	185	1	185	0	185	1	185	0	185	1	185	0	185	1	185
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1399	1	711	28	1427	1	725	23	1450	1	737	31	1481	1	752	0	1481	1	752
	Through-Right		1	711			1	725			1	737			1	752			1	752
	Right	23	0	23	0	23	0	23	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	44	1	44	1	45	1	45	0	45	1	45	5	50	1	50	0	50	1	50
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	209	0	0	4	213	0	0	7	220	0	0	0	220	0	0	0	220	0	0
	Through-Right		1	242			1	247			1	254			1	254			1	254
	Right	33	0	33	1	34	0	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	107	1	107	2	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	115	0	0	2	117	0	0	23	140	0	0	0	140	0	0	0	140	0	0
	Through-Right		1	212			1	216			1	239			1	272			1	272
	Right	97	0	97	2	99	0	99	0	99	0	99	33	132	0	132	0	132	0	132
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		720	North-South:			734	North-South:			748	North-South:			766	North-South:			766
		East-West:		349	East-West:			356	East-West:			363	East-West:			363	East-West:			363
		SUM:		1069	SUM:			1090	SUM:			1111	SUM:			1129	SUM:			1129
VOLUME/CAPACITY (V/C) RATIO				0.713				0.727				0.741				0.753				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT				0.613				0.627				0.641				0.653				0.653
LEVEL OF SERVICE (LOS)				B				B				B				B				B

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	SHOUP AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
10	East-West Street:	OXNARD STREET	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			2				2				2				2				2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 0	SB---	0	NB--- 0		SB---	0	NB---		SB---	0	NB--- 0		SB---	0	NB--- 0		SB---	0
	EB--- 0	WB---	0	EB--- 0		WB---	0	EB---		WB---	0	EB--- 0		WB---	0	EB--- 0		WB---	0
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2011 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	65	1	65	0	65	1	65	33	98	1	98	0	98	1	98
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	743	1	412	0	743	1	412	0	743	1	412	33	776	1	429	0	776	1	429
	Through-Right		1	412			1	412			1	412			1	429			1	429
	Right	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	164	1	164	0	164	1	164	0	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1077	1	622	0	1077	1	622	0	1077	1	622	47	1124	1	645	0	1124	1	645
	Through-Right		1	622			1	622			1	622			1	645			1	645
	Right	166	0	166	0	166	0	166	0	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	417	2	209	0	417	2	209	0	417	2	209	0	417	2	209	0	417	2	209
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	86	1	54	0	86	1	54	0	86	1	54	0	86	1	37	0	86	1	37
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	66	1	0	0	66	1	0	0	66	1	0	0	66	1	0	0	66	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		687	North-South:			687	North-South:			687	North-South:			743	North-South:			743
		East-West:		275	East-West:			275	East-West:			275	East-West:			275	East-West:			275
		SUM:		962	SUM:			962	SUM:			962	SUM:			1018	SUM:			1018
VOLUME/CAPACITY (V/C) RATIO				0.641				0.641				0.641				0.679				0.679
V/C LESS ATSAC/ATCS ADJUSTMENT				0.541				0.541				0.541				0.579				0.579
LEVEL OF SERVICE (LOS)				A				A				A				A				A

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.038	Δ*v/c* after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	SHOUP AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
10	East-West Street:	OXNARD STREET	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

No. of Phases				2				2				2				2					2
Opposed Ø'ing N/S-1, E/W-2 or Both-3?				0				0				0				0					0
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB---	0	NB---	0	SB---	0	NB---		SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
	EB---	0	WB---	0	EB---	0	WB---	0	EB---		WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?				2				2				2				2					2
Override Capacity				0				0				0				0					0

	MOVEMENT	2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2012 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	1	66	1	66	0	66	1	66	33	99	1	99	0	99	1	99
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	743	1	412	15	758	1	420	63	821	1	460	33	854	1	476	0	854	1	476
	Through-Right		1	412			1	420			1	460			1	476			1	476
	Right	81	0	81	2	83	0	83	16	99	0	99	0	99	0	99	0	99	0	99
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	164	1	164	3	167	1	167	10	177	1	177	0	177	1	177	0	177	1	177
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	1077	1	622	22	1099	1	634	64	1163	1	666	47	1210	1	689	0	1210	1	689
	Through-Right		1	622			1	634			1	666			1	689			1	689
	Right	166	0	166	3	169	0	169	0	169	0	169	0	169	0	169	0	169	0	169
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	98	1	98	2	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	417	2	209	8	425	2	213	7	432	2	216	0	432	2	216	0	432	2	216
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	86	1	54	2	88	1	55	0	88	1	55	0	88	1	38	0	88	1	38
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	63	1	63	1	64	1	64	13	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	177	1	177	4	181	1	181	23	204	1	204	0	204	1	204	0	204	1	204
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	66	1	0	1	67	1	0	3	70	1	0	0	70	1	0	0	70	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		687	North-South:			700	North-South:			732	North-South:			789	North-South:			789
		East-West:		275	East-West:			281	East-West:			304	East-West:			304	East-West:			304
		SUM:		962	SUM:			981	SUM:			1036	SUM:			1092	SUM:			1092
VOLUME/CAPACITY (V/C) RATIO				0.641				0.654				0.690				0.728				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT				0.541				0.554				0.590				0.628				0.628
LEVEL OF SERVICE (LOS)				A				A				A				B				B

PROJECT IMPACT

Change in *v/c* due to project:	0.038	Δ*v/c* after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
11	East-West Street:	VENTURA BOULEVARD	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			4				4				4				4				4
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			1				1				1				1				1
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 3	NB---	0	SB---	3	NB---		SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
	EB---	0	WB--- 3	EB---	0	WB---	3	EB---		WB---	3	EB---	0	WB---	3	EB---	0	WB---	3
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 EXISTING COND. Volume	No. of Lanes	Lane Volume	2011 W/ AMBIENT GROWTH Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ RELATED PROJECTS Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	2011 W/ TRAFFIC MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	65	1	65	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	546	1	327	0	546	1	327	0	546	1	327	0	546	1	327	0	546	1	327
	Through-Right		1	327			1	327			1	327			1	327			1	327
	Right	107	0	107	0	107	0	107	0	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	521	1	287	0	521	1	287	0	521	1	287	0	521	1	287	0	521	1	287
	Left-Through		1	467			1	467			1	467			1	467			1	467
	Through	233	0	0	0	233	0	0	0	233	0	0	0	233	0	0	0	233	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	478	1	424	0	478	1	424	0	478	1	424	31	509	1	420	0	509	1	420
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	54	1	54	0	54	1	54	0	54	1	54	35	89	1	89	0	89	1	89
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	312	3	104	0	312	3	104	0	312	3	104	0	312	3	104	0	312	3	104
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	33	1	1	0	33	1	1	0	33	1	1	0	33	1	1	0	33	1	1
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	125	1	125	0	125	1	125	0	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	467	2	234	0	467	2	234	0	467	2	234	0	467	2	234	0	467	2	234
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	292	1	5	0	292	1	5	0	292	1	5	0	292	1	5	0	292	1	5
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		794	North-South:			794	North-South:			794	North-South:			794	North-South:			794
		East-West:		288	East-West:			288	East-West:			288	East-West:			323	East-West:			323
		SUM:		1081	SUM:			1081	SUM:			1081	SUM:			1116	SUM:			1116
VOLUME/CAPACITY (V/C) RATIO				0.787				0.787				0.787				0.812				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT				0.687				0.687				0.687				0.712				0.712
LEVEL OF SERVICE (LOS)				B				B				B				C				C

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	0.025
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	FALLBROOK AVENUE	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
11	East-West Street:	VENTURA BOULEVARD	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2012 W/ AMBIENT GROWTH				2012 W/ RELATED PROJECTS				2012 W/ PROJECT				2012 W/ TRAFFIC MITIGATION			
No. of Phases			4				4				4				4				4
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			1				1				1				1				1
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB--- 3	NB---	0	SB---	3	NB---		SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
	EB---	0	WB--- 3	EB---	0	WB---	3	EB---		WB---	3	EB---	0	WB---	3	EB---	0	WB---	3
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		2011 Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume	2012 Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	1	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	546	1	327	11	557	1	333	15	572	1	341	0	572	1	341	0	572	1	341
	Through-Right		1	327			1	333			1	341			1	341			1	341
	Right	107	0	107	2	109	0	109	0	109	0	109	0	109	0	109	0	109	0	109
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	521	1	287	10	531	1	292	0	531	1	292	0	531	1	292	0	531	1	292
	Left-Through		1	467			1	477			1	482			1	482			1	482
	Through	233	0	0	5	238	0	0	5	243	0	0	0	243	0	0	0	243	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	478	1	424	10	488	1	432	0	488	1	422	31	519	1	418	0	519	1	418
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	54	1	54	1	55	1	55	10	65	1	65	35	100	1	100	0	100	1	100
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	312	3	104	6	318	3	106	45	363	3	121	0	363	3	121	0	363	3	121
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	33	1	1	1	34	1	1	0	34	1	1	0	34	1	1	0	34	1	1
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	125	1	125	3	128	1	128	0	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	467	2	234	9	476	2	238	77	553	2	277	0	553	2	277	0	553	2	277
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	292	1	5	6	298	1	6	0	298	1	6	0	298	1	6	0	298	1	6
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South:		794	North-South:			810	North-South:			822	North-South:			822	North-South:			822
		East-West:		288	East-West:			293	East-West:			342	East-West:			377	East-West:			377
		SUM:		1081	SUM:			1103	SUM:			1164	SUM:			1199	SUM:			1199
VOLUME/CAPACITY (V/C) RATIO				0.787				0.802				0.847				0.872				0.872
V/C LESS ATSAC/ATCS ADJUSTMENT				0.687				0.702				0.747				0.772				0.772
LEVEL OF SERVICE (LOS)				B				C				C				C				C

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	0.025
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL

CMA Calculation Worksheet

I/S #:	North-South Street:	EB 101 FWY ONRAMP	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
12	East-West Street:	VENTURA BOULEVARD	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				2011 W/ TRAFFIC MITIGATION			
No. of Phases			3				3				3				3				3
Opposed Ø'ing N/S-1, E/W-2 or Both-3?			2				2				2				2				2
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB---	1	SB--- 0	NB---	1	SB---	0	NB---	1	SB---	0	NB---	1	SB---	0	NB---	1	SB---	0
	EB---	0	WB--- 1	EB---	0	WB---	1	EB---	0	WB---	1	EB---	0	WB---	1	EB---	0	WB---	1
ATSAC-1 or ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	1766	1	0	0	1766	1	0	0	1766	1	0	0	1766	1	0	0	1766	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	961	1	529	0	961	1	529	0	961	1	529	47	1008	1	554	0	1008	1	554
	Left-Through		1	910			1	910			1	910			1	932			1	932
	Through	956	1	478	0	956	1	478	0	956	1	478	0	956	1	478	0	956	1	478
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	594	3	198	0	594	3	198	0	594	3	198	17	611	3	204	0	611	3	204
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	21	1	0	0	21	1	0	0	21	1	0	0	21	1	0	0	21	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES			North-South:	0		North-South:		0		North-South:		0		North-South:		0		North-South:		0
			East-West:	1108		East-West:		1108		East-West:		1108		East-West:		1135		East-West:		1135
			SUM:	1108		SUM:		1108		SUM:		1108		SUM:		1135		SUM:		1135
VOLUME/CAPACITY (V/C) RATIO				0.778				0.778				0.778				0.797				0.797
V/C LESS ATSAC/ATCS ADJUSTMENT				0.678				0.678				0.678				0.697				0.697
LEVEL OF SERVICE (LOS)				B				B				B				B				B

NO INPUT ALLOWED

INPUT DATA CELL

PROJECT IMPACT

Change in *v/c* due to project:	0.019	Δ*v/c* after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

CMA Calculation Worksheet

I/S #:	North-South Street:	EB 101 FWY ONRAMP	Year of Count:	2011	Ambient Growth: (%):	2	Conducted by:	LCULHANE	Date:	2/28/2011
12	East-West Street:	VENTURA BOULEVARD	Projection Year:	2012	Peak Hour:	AM	Reviewed by:		Project:	NCJHS - VANOWEN

	2011 EXISTING COND.	2012 W/ AMBIENT GROWTH	2012 W/ RELATED PROJECTS	2012 W/ PROJECT	2012 W/ TRAFFIC MITIGATION
No. of Phases	3	3	3	3	3
Opposed Ø'ing N/S-1, E/W-2 or Both-3?	2	2	2	2	2
Right Turns FREE-1, NRTOR-2 or OLA-3?	NB--- 1 SB--- 0	NB--- 1 SB--- 0	NB--- 1 SB--- 0	NB--- 1 SB--- 0	NB--- 1 SB--- 0
	EB--- 0 WB--- 1	EB--- 0 WB--- 1	EB--- 0 WB--- 1	EB--- 0 WB--- 1	EB--- 0 WB--- 1
ATSAC-1 or ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	2011 Volume	2011 No. of Lanes	2011 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume	2012 Added Volume	2012 Total Volume	2012 No. of Lanes	2012 Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	1766	1	0	35	1801	1	0	0	1801	1	0	0	1801	1	0	0	1801	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
EASTBOUND	Left	961	1	529	19	980	1	539	20	1000	1	550	47	1047	1	576	0	1047	1	576
	Left-Through		1	910			1	929			1	958			1	979			1	979
	Through	956	1	478	19	975	1	488	40	1015	1	508	0	1015	1	508	0	1015	1	508
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0			0	0			0	0			0	0			0	0
	Through	594	3	198	12	606	3	202	87	693	3	231	17	710	3	237	0	710	3	237
	Through-Right		0	0			0	0			0	0			0	0			0	0
	Right	21	1	0	0	21	1	0	0	21	1	0	0	21	1	0	0	21	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 0			North-South: 0				North-South: 0				North-South: 0				North-South: 0			
		East-West: 1108			East-West: 1131				East-West: 1189				East-West: 1215				East-West: 1215			
		SUM: 1108			SUM: 1131				SUM: 1189				SUM: 1215				SUM: 1215			
VOLUME/CAPACITY (V/C) RATIO				0.778				0.793				0.834				0.853				0.853
V/C LESS ATSAC/ATCS ADJUSTMENT				0.678				0.693				0.734				0.753				0.753
LEVEL OF SERVICE (LOS)				B				B				C				C				C

PROJECT IMPACT

Change in *v/c* due to project:	0.019	Δ*v/c* after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

NO INPUT ALLOWED

INPUT DATA CELL