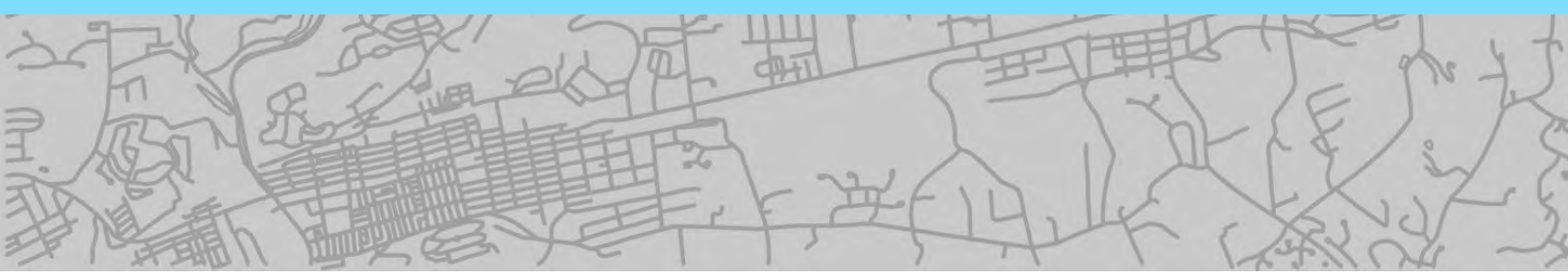
APPENDIX J

Final Transportation Assessment

KITTELSON & ASSOCIATES

LA BREA TAR PITS MASTER PLAN
FINAL
TRANSPORTATION ASSESSMENT
LOS ANGELES, CA

August 8, 2022



Inside front cover

Page Intentionally blank

La Brea Tar Pits Master Plan
Final Transportation Assessment

Los Angeles, CA

Prepared for:
SWCA Environmental Consultants
51 W. Dayton Street
Pasadena, CA 91105

Prepared by:
Kittelson & Associates, Inc.
750 The City Drive South, Suite 410
Orange, CA 92868

Project Manager:
Mychal Loomis
Associate Engineer

Project Principal:
Fernando Sotelo
Associate Engineer

Project Number 26066

August 8, 2022

Page Intentionally blank

CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

This page intentionally left blank

Section 1 — Executive Summary

EXECUTIVE SUMMARY

This report presents the results of the California Environmental Quality Act (CEQA) transportation impact analysis and non-CEQA transportation analysis conducted by Kittelson & Associates for the proposed La Brea Tar Pits Master Plan Project (proposed project) located in Los Angeles, California. The analysis has been conducted in accordance with the City's Transportation Assessment Guidelines (TAG) and is based on the approved Memorandum of Understanding (MOU), which is included in the appendix.

The proposed project is located at 5801 Wilshire Boulevard, in the Miracle Mile neighborhood in the City of Los Angeles. The 13-acre project site occupies the eastern and northeastern portions of the 23-acre Hancock Park. The project site broadly encompasses what is known as the La Brea Tar Pits, which includes the George C. Page Museum (Page Museum); the physical tar pit features located within the Hancock Park grounds, some of which are research sites; the concession and public restroom building; a multipurpose lawn, recreation areas, and landscaped features throughout the park; and a surface parking lot.

The proposed project develops a La Brea Tar Pits Master Plan that would renovate the existing Page Museum and add a new two-story Museum building toward the northwest, increasing the total Museum square footage. The two-story new Museum building would be located to the northwest of the Page Museum. The new building would be approximately 40,000 gross square feet, which would increase the total Museum square footage to 105,000 gross square feet. The new museum building would include an extended central lobby, exhibit spaces, two theaters, a mechanical equipment room, research and collections rooms, administration spaces, and a loading dock. The project is expected to be completed in approximately 7 to 10 years, with phased improvements and construction occurring as funding becomes available.

The renovation includes improving the existing central atrium to allow for additional exhibition, classroom, and laboratory spaces. A café could be added to the outdoor terrace on the western side of the Museum.

The County of Los Angeles (County) is the lead agency. The La Brea Tar Pits and Page Museum are owned by the County but are managed by the non-profit Los Angeles County Museum of Natural History Foundation which includes operations of the Natural History Museums of Los Angeles County (NHMLAC), including the La Brea Tar Pits and Page Museum.

SUMMARY OF CEQA FINDINGS

The results of the transportation impact analysis are summarized below.

THRESHOLD T-1 (CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES)

The project may conflict with the Los Angeles Municipal Code (LAMC) requirements for bicycle parking and transportation demand management (TDM). In addition, it was determined that the project would be inconsistent with regional plans related to mobility and greenhouse gas (GHG) reductions. The proposed project would result in a significant impact related to consistency with plans, programs, ordinances, or policies. The proposed project would also contribute to a significant cumulative impact related to consistency with plans, programs, ordinances, or policies.

Therefore, Mitigation Measure #1 is proposed, detailed below.

Mitigation Measure #1 Transportation Demand Management (TDM) Program

To reduce Museum employee and visitor vehicle trips and increase alternative modes such as walking, bicycling, public transit, and rideshare, the proposed project shall prepare and implement a TDM program. The program shall be developed in consultation with Los Angeles Department of Transportation (LADOT).

The proposed project will designate an existing member of staff as the on-site TDM Coordinator. This coordinator shall be responsible for monitoring and tracking employee and visitor mode share and annual reporting to LADOT.

Employee Strategies

Information shall be distributed to employees and displayed on a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The following measures may be applied to reduce employee vehicle trips and vehicle miles traveled (VMT):

- Provide a transportation information bulletin board on-site with public transit information, contact information for rideshare and transit, ridesharing promotional material, bike route and facility information, and listing of on-site services or facilities.
- Provide facilities on-site to support bicycling to work, such as secure bike parking, showers, and lockers.
- Encourage and support participation in LA Metro vanpool, including subsidies for participation.
- Implement paid parking for employees.
- Subsidize transit passes.
- Offer flexible work schedules and telecommuting, when feasible.

Visitor Strategies

Transportation information for visitors should be displayed on the Museum's website and distributed with physical marketing materials. The following measures may be applied to reduce visitor vehicle trips and VMT:

- Advertise and offer discounted Museum tickets for visitors who use public transit or a bicycle to visit the project.
- Provide and maintain secure on-site bicycle parking for visitors, and monitor usage to determine if additional bicycle racks are needed.
    - Provide wayfinding signage directing bicyclists from the visitor entrances to where on-site bicycle parking is located.
    - Ensure bicycle parking is well lit and monitored by staff.
- Continue to have paid parking for visitors.
- Coordinate with LA Metro to improve transit access and user comfort and encourage visitors to take local bus service or the future Purple Line extension to the Museum, through the following measures:
    - Improve pedestrian wayfinding between the planned Purple Line station, local bus stops, and the Museum.
    - Implement bus stop improvements such as shelters along Wilshire Boulevard bus stops that would be used by Museum visitors.
    - Coordinate with LA Metro and the City of Los Angeles to ensure that safe and comfortable pedestrian facilities (such as ADA curb ramps and continental crosswalks) are available between local bus stops and the project entrances, including at the Curson Avenue/ Wilshire Boulevard intersection.
- Coordinate with the City of Los Angeles to implement planned bikeways in the vicinity of the project site, and contribute to the implementation of the bikeways. This includes planned bikeways along Wilshire Boulevard and 6th Street.

Implementation of Mitigation Measure #1 would encourage employees and visitors to reduce their vehicle trips, and contribute to VMT and GHG reduction goals. This measure also supports multimodal connectivity

in the study area. With the implementation of Mitigation Measure #1, the impact related to consistency with plans, programs, ordinances, or policies would be reduced to less than significant with mitigation. In addition, the cumulative impact related to consistency with plans, programs, ordinances, or policies would be reduced to less than significant with mitigation.

THRESHOLD T-2 (CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED),

Given that the project would result in a net increase in VMT, the proposed project would result in a significant impact related to causing substantial vehicle miles traveled, and would contribute to a significant cumulative impact related to causing substantial vehicle miles traveled.

Mitigation Measure #1, which requires the project to implement a TDM program and coordinate on multimodal improvements in the study area, can help reduce employee and visitor VMT and support multimodal connectivity.

Given the magnitude of VMT that would need to be reduced due to visitor trips being 196% longer than average regional recreation trips, Mitigation Measure #1 would be insufficient to reduce VMT to less-than-significant levels. Therefore, even with the implementation of Mitigation Measure #1, the impact related to causing substantial vehicle miles traveled would remain significant and unavoidable after mitigation. In addition, the cumulative impact related to causing substantial vehicle miles traveled would remain significant and unavoidable after mitigation.

THRESHOLD T-3 (SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

Based on the proposed site plan and evaluation of geometric design and uses, the proposed project would result in a less than significant impact when considering increasing hazards. The proposed project would also result in a less than significant cumulative impact when considering increasing hazards based on the geometric design and uses of the proposed project.

No mitigation measures are needed to address potential hazards for the proposed project.

SUMMARY OF NON-CEQA ASSESSMENT RECOMMENDATIONS

The results of the non-CEQA transportation analysis are summarized below.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

In order to improve pedestrian and transit access in the study area, the project should coordinate with the City of Los Angeles to explore the feasibility of implementing the following improvements:

- Continental crosswalks at the Curson Avenue/Wilshire Boulevard intersection and frontage road crossing directly to the east of the intersection;
- High-visibility curb ramps with truncated domes at the Spaulding Avenue/Wilshire Boulevard intersection, Curson Avenue/Wilshire Boulevard intersection, and frontage road crossing directly to the east of the Curson Avenue/Wilshire Boulevard intersection; and
- Pedestrian recall timing (as opposed to pedestrian push buttons) for the north-south crosswalks at the Curson Avenue/Wilshire Boulevard and Spaulding Avenue/Wilshire Boulevard intersections.

In order to improve transit access in the study area, the project should coordinate with the City of Los Angeles and LA Metro to install shelters at the two Spaulding Avenue/Wilshire Boulevard stops and one Curson Avenue/Wilshire Boulevard stop that currently lack them.

PROJECT ACCESS SAFETY AND CIRCULATION EVALUATION

Several potential deficiencies may arise at the project driveways and in the study area.

- The project is expected to contribute to increased delay at the Curson Avenue/Wilshire Boulevard intersection, which operates at LOS F during the weekday midday, weekday PM, and Saturday midday peak hours. The Curson Avenue/Wilshire Boulevard intersection is utilized by multiple bus routes that run along Wilshire Boulevard.
- The northbound exiting approach from the 6th Street driveway is expected to experience LOS E conditions during the weekday AM and PM peak hours.
- At the Curson Avenue/Wilshire Boulevard intersection, the southbound queues may interfere with the crosswalks at the Curson Avenue/6th Street intersection and the northbound queues may conflict with the crosswalks at the Curson Avenue/8th Street intersection.
- The length of the eastbound and northbound queues at the Curson Avenue/6th Street intersection and southbound queues at the Curson Avenue/Wilshire Boulevard are expected to interfere with accessing the project driveways and may interfere with driveway operations
- Curbside passenger loading along 6th Street could result in conflicts with bicyclists once planned separated bike lanes are implemented.

In order to improve access safety and circulation, the project should coordinate with the City of Los Angeles to explore the feasibility of implementing the following improvements:

- The Curson Avenue/Wilshire Boulevard intersection is built out. Signal timing should be regularly updated to optimize splits. In addition, the weekday AM and PM peak period bus-only lanes on Wilshire could potentially be extended to the weekday midday and weekend midday peak hours to improve bus operations through that intersection.
- The Curson Avenue/6th Street intersection is built out. Signal timing should be regularly updated to optimize splits. In addition, striping could be improved to extend the northbound left turn lane at the intersection, and/or add an inbound left-turn lane at the project's Curson Avenue driveway.
- Incorporate safety features to accommodate passenger pick-up and drop-off along 6th Street when planned separated bike lanes are implemented.

In addition, driveway operations at Curson Avenue should be monitored.

Mitigation Measure #1, which requires the project to implement a TDM program and coordinate on multimodal improvements in the study area, can help reduce employee and visitor vehicle trips and related effects on project access safety and circulation.

PROJECT CONSTRUCTION

The proposed project's likely impact during construction requires corrective measures. A construction traffic management plan will be required and coordinated with LADOT prior to starting construction on components of the Master Plan that require construction to impact the public right-of-way.

The construction traffic management plan should identify the duration and level of construction activity and consider the following features:

- Develop a detour plan for vehicles, pedestrians, and bicyclists as necessary.
- Consider modification of construction procedures to minimize duration or level of impact.
- Limit major road obstructions to off-peak hours.
- Coordinate with emergency service and public transit providers.
- Provide alternative vehicular, bicycle, and/or pedestrian access to affected parcels.
- Consult with LADOT if temporary closure of a travel lane may be necessary to maintain adequate pedestrian and bicycle access as part of the traffic management plan.
- Consult LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces, if applicable.

- Coordinate access with adjacent property owners and tenants.
- Coordinate with Metro regarding maintenance of ADA access to Metro stations, stops, and transit facilities (e.g., layover zones) during revenue hours.
- Coordinate with transit providers regarding the need to temporarily close or relocate bus stops or reroute service.

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The proposed project's expected contribution to traffic on residential streets is anticipated to be below the City's thresholds. Therefore, no corrective measures have been recommended.

SPECIAL EVENTS

The proposed project should have corrective measures to address the potential of special events. A special event traffic management plan should be created in coordination with LADOT and confirmed prior to special events hosted at the site.

The special event traffic management plan may consider the following features:

- Vehicle parking supply
- Loading/unloading areas and management
- Traffic control at adjacent intersections and roadways
- Pedestrian circulation and facilities
- Bike parking supply
- Shuttle services

Section 2 — Project Description

PROJECT DESCRIPTION

The proposed project is located at 5801 Wilshire Boulevard, in the Miracle Mile neighborhood in the City of Los Angeles. The 13-acre project site occupies the eastern and northeastern portions of the 23-acre Hancock Park. The project site broadly encompasses what is known as the La Brea Tar Pits, which includes the George C. Page Museum (Page Museum); the physical tar pit features located within the Hancock Park grounds, some of which are research sites; the concession and public restroom building; a multipurpose lawn, recreation areas, and landscaped features throughout the park; and a surface parking lot. The site is bounded by Wilshire Boulevard to the south, West Sixth Street to the north, South Curson Avenue to the east, and Los Angeles County Museum of Art (LACMA) to the west. Also located to the west and just beyond LACMA's facilities are the Academy Museum of Motion Pictures and South Fairfax Avenue.

The proposed project develops a La Brea Tar Pits Master Plan that would renovate the existing Page Museum and add a new two-story Museum building toward the northwest, increasing the total Museum square footage. The two-story new Museum building would be located to the northwest of the Page Museum. The new building would be approximately 40,000 gross square feet, which would increase the total Museum square footage to 105,000 gross square feet. The new Museum building would include an extended central lobby, exhibit spaces, two theaters, a mechanical equipment room, research and collections rooms, administration spaces, and a loading dock. The project is expected to be completed in approximately 7 to 10 years, with phased improvements and construction occurring as funding becomes available. The conceptual site plan is shown in Figure 1. The project site and study area are shown in Figure 2.

The County of Los Angeles (County) is the lead agency. The La Brea Tar Pits and Page Museum are owned by the County but are managed by the non-profit Los Angeles County Museum of Natural History Foundation which includes operations of the Natural History Museums of Los Angeles County (NHMLAC), including the La Brea Tar Pits and Page Museum. LACMA facilities adjacent to the project site and also partially within Hancock Park; however, LACMA's facilities are not included in the proposed project.

The project is located at assessor's parcel number (APN) 5508-016-902, in City Council District 5.

EXISTING AND PROPOSED USES

The project site currently consists of the 63,000 square foot Page Museum and the La Brea Tar Pits. The proposed project includes renovating the existing Museum and adding a new two-story Museum building. This would increase the total Museum square footage from 63,000 gross square feet to 105,000 gross square feet, a net increase of 42,000 gross square feet or approximately 67%.

The renovation includes improving the existing central atrium to allow for addition exhibition, classroom, and laboratory spaces. A café could be added to the outdoor terrace on the western side of the Museum.

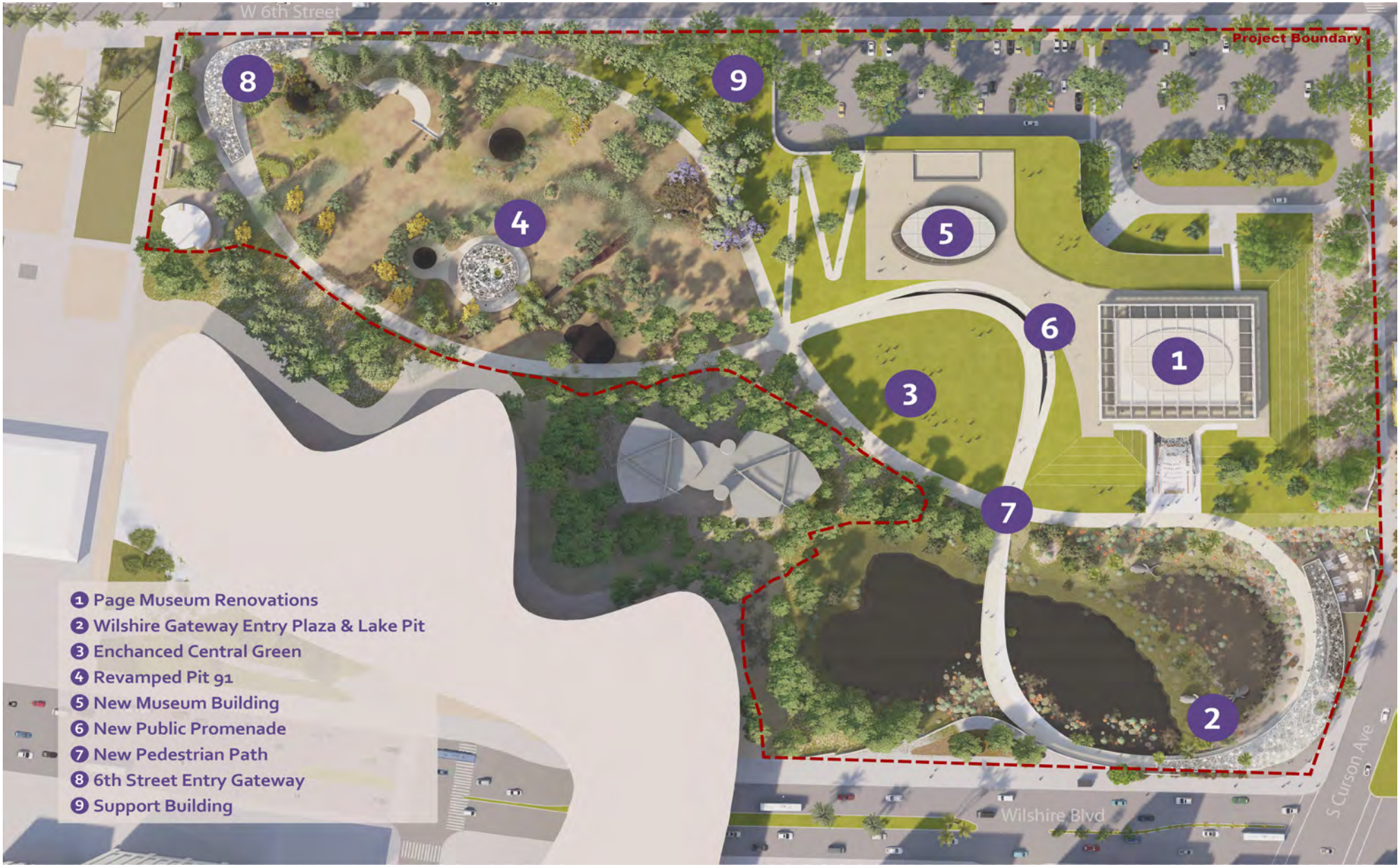
PROPOSED CIRCULATION AND PARKING

The current site includes a 154-space parking lot with a driveway on Curson Avenue. The project proposes to shift the parking lot to the northeast and reconfigure it to incorporate a drop-off area but not have an increase in the on-site parking supply. An additional access driveway to the parking lot from 6th Street is planned on the northwest side of the parking lot and the existing driveway from Curson Avenue would remain.

On-site circulation would be facilitated by the following improvements:

- Pedestrian entrance to the Museum leading from the parking lot.
- Pedestrian path through Hancock Park.

- Wilshire Gateway entry plaza at the southeastern corner of the site.
- 6th Street Gateway entry plaza at the northwestern corner of the site.
- Pedestrian bridge over the Lake Pit.



LA BREA TAR PITS MASTER PLAN

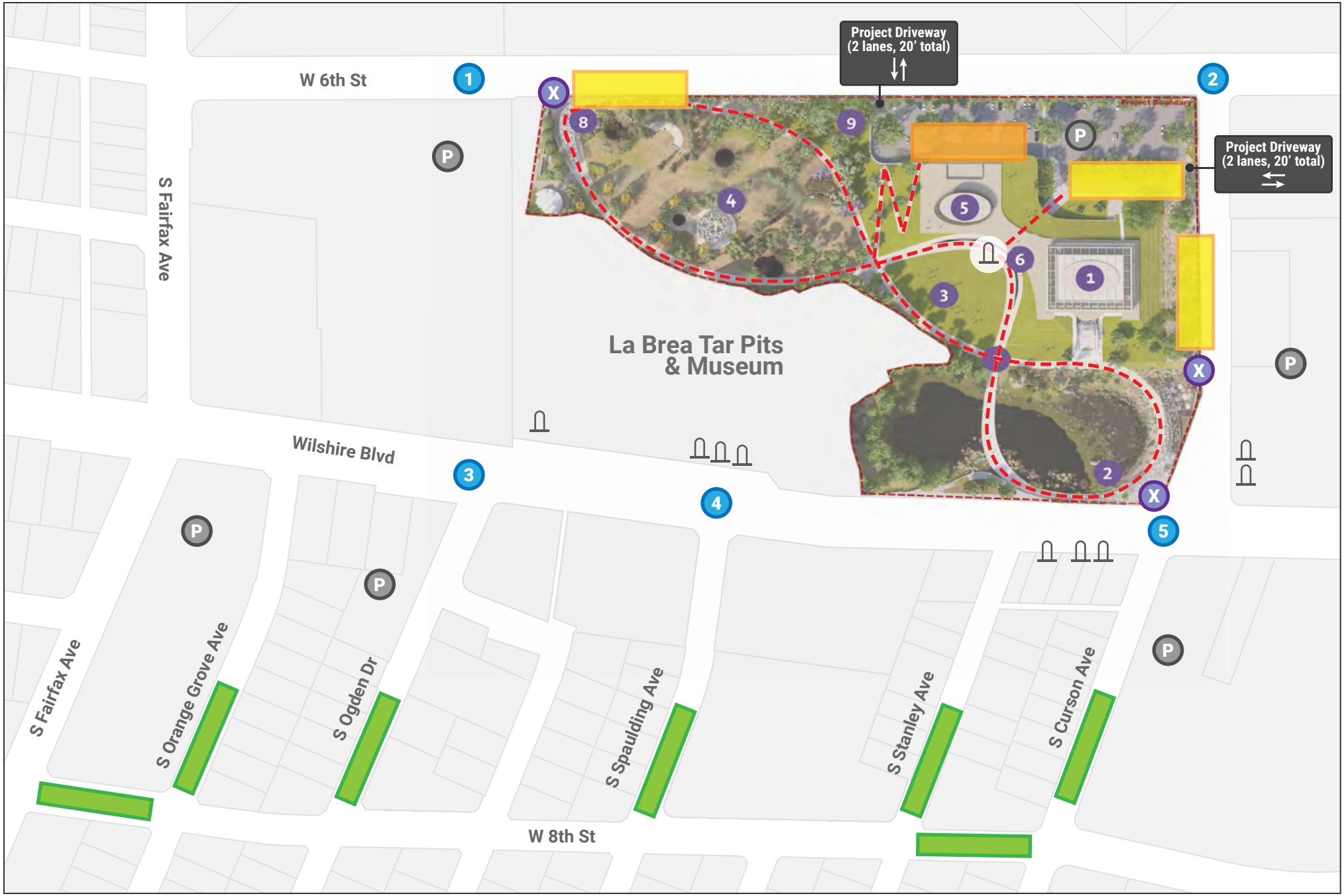
Conceptual Site Plan
Figure 1

Los Angeles County, CA
34.0637°N 118.3576°W

N

Base Map: Weiss/Manfredi, 2021
accessed February 2022
Updated: 2/2/2022
Project No. 63953
Layout: 63953_LaBrea_SitePlan
Aprx: 63953_La_Brea

SWCA
ENVIRONMENTAL CONSULTANTS



Page Museum | Master Plan EIR

Project Site and Study Area

Figure 2

PROPOSED TRANSPORTATION DEMAND MANAGEMENT MEASURES

The following Transportation Demand Management (TDM) measure is included as part of the proposed project:

- Subsidized transit passes for employees

PROJECT TRIP GENERATION

The proposed project's multimodal trip generation estimates are outlined below. The information in this section was prepared for City approval in the Transportation Assessment Memorandum of Understanding (MOU) dated May 2, 2022.

Trip generation for the proposed expansion was prepared by first establishing an existing trip generation rate for the weekday daily, weekday AM peak hour, weekday midday peak hour, weekday PM peak hour, Saturday daily, and Saturday midday peak hour periods using historical data specific to the site and the existing Museum square footage and number of employees. Then, the trip generation rates were applied to the proposed increase in Museum square footage to estimate the net increase in project-generated trips. Trip generation was estimated separately for employees and for visitors.

EMPLOYEE TRIPS

The following employee trip generation rates were developed using mode share information from 2019 Los Angeles County Natural History Museum employee travel surveys. The Museum is typically open from 9:30 AM to 5:00 PM on weekdays and weekends, but closed on Tuesdays. The trip generation rates were developed with the assumption that 100% of all employees arrive at the site during the AM peak hour (in advance of the 9:30 AM opening) and 100% of all employees exit the site during the PM peak hour (shortly after the 5:00 PM closing). Note, since weekend surveys were not available, the same trip generation rates and patterns would be used to estimate Saturday daily and midday peak hour employee trip generation.

- Daily: 1.40 vehicle trips per employee
- AM peak hour: 0.70 vehicle trips per employee
- Midday peak hour: 0.00 vehicle trips per employee
- PM peak hour: 0.70 vehicle trips per employee

Currently, the Museum staff consists of 25 employees. The proposed expansion would increase the Museum square footage by approximately 67%. To estimate the net increase in employee trip generation, it was assumed that the number of employees would also increase by 67%, or 17 additional employees. As shown in Table 1, this results in a net employee trip generation of 24 weekday daily trips, 12 weekday AM peak hour inbound trips, 12 weekday PM peak hour outbound trips, and 24 Saturday daily trips.

Table 1: Employee Trip Generation Estimate (Net Increase)

Trip Generation Rates							
Rate	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Per employee	1.40	100%	0%	0.70	0%	100%	0.70
Trip Generation Estimates							
Size	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
17 employees	24	12	0	12	0	12	12

SOURCE: KITTELSON & ASSOCIATES, 2022.

VISITOR TRIPS

Visitor trip generation was developed through the following steps:

1. Estimate person trip generation for the existing Museum
2. Apply mode share adjustments to obtain existing vehicle trip generation
3. Develop existing site trip generation rates
4. Apply existing trip generation rates to the increase in Museum square footage to obtain net vehicle trip generation and bicycle, pedestrian, and transit trip generation

The project applicant provided monthly and daily attendance data for January 2017 through December 2021, which have been attached to this study. Within that timeframe, July 2017 experienced the highest number of visitors (58,248). Therefore, person trip generation was estimated using weekday and Saturday data from that month. The busiest weekdays and Saturdays from that month are listed below.

- Weekdays
  - 7/3 – 2,815 visitors
  - 7/26 – 2,026 visitors
  - 7/28 – 1,998 visitors
- Saturdays
  - 7/15 – 2,473 visitors
  - 7/22 – 2,642 visitors
  - 7/29 – 2,607 visitors

July 26, 2017, was selected for estimating weekday trip generation (July 3rd was part of the long July 4th weekend and would not be representative of typical weekday activity levels). July 22, 2017, was selected for estimating Saturday trip generation.

The ticket counter information provided by the applicant included the time of entry. According to the applicant, the average length of a visit is between approximately 60 and 90 minutes; therefore, 75 minutes was used. With this information, the arrival and departure of visitors throughout the day was able to be estimated.

Existing weekday and Saturday person trip generation were estimated based on the daily total visitors for both days. Weekday midday peak hour, weekday PM peak hour, and Saturday midday peak hour person trip generation and inbound/outbound percentages were developed by examining the highest-volume hours during those peak periods. Weekday AM peak hour trip generation was not estimated since the Museum is closed at that time and did not have any visitors. Existing person-trips and person-trip generation rates for the Museum are detailed in a matrix attached to this study.

The resulting existing person-trip estimates are listed below:

- Weekday daily: 4,052 person-trips
- Weekday midday peak hour: 977 person-trips
- Weekday PM peak hour: 232 person-trips
- Saturday daily: 5,284 person-trips
- Saturday midday peak hour: 907 person-trips

Data from the California Household Travel Survey (CHTS)[1] was utilized to estimate the mode share and trips by mode for existing site visitors, to then prepare vehicle trip generation rates and other modal trip generation rates for the site. According to the CHTS, mode share for recreational trips for zip codes in the city is as follows:

- Vehicle Driver: 42%
- Vehicle Passenger: 27%

[1] https://www.nrel.gov/transportation/secure-transportation-data/tsdc-california-travel-survey.html

- Transit: 2%
- Bike: 1%
- Walk: 28%

The CHTS's 28% walking mode share was determined to be too high for this project, given its role as a regional (as opposed to local-serving) recreational attraction. Therefore, the walking mode share assumption was capped at 10%, with the remainder distributed among vehicle driver, vehicle passenger, and transit as shown below:

- Vehicle Driver: 47%
- Vehicle Passenger: 30%
- Transit: 12%
- Bike: 1%
- Walk: 10%

This mode share assumption also acknowledges the density of existing and future transit service in the area, especially including the Purple Line extension currently under construction.

The detailed existing site trips by mode and modal trip generation rates are provided in the matrix attached to this study. The modal trip generation rates were applied to the net increase in Museum square footage (42,000 square feet) to estimate the net increase in visitor vehicle trips and other modes. Table 2 through Table 5 display the visitor trip generation rates and net trip generation estimates for each mode for the Museum expansion.

Table 2: Visitor Vehicle Trip Generation Estimate (Net Increase)

Trip Generation Rates											
Weekday								Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	30.22	35%	65%	7.29	22%	78%	1.73	39.41	51%	49%	6.76
Trip Generation Estimates											
Weekday								Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	1,269	107	199	306	16	57	73	1,655	145	139	284

SOURCE: KITTELSON & ASSOCIATES, 2022.

Table 3: Visitor Transit Trip Generation Estimate (Net Increase)

Trip Generation Rates											
Weekday								Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	7.71	35%	65%	1.86	22%	78%	0.44	10.06	51%	49%	1.73
Trip Generation Estimates											
Weekday								Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	324	27	51	78	4	14	18	423	37	36	73

SOURCE: KITTELSON & ASSOCIATES, 2022.

Table 4: Visitor Bike Trip Generation Estimate (Net Increase)

Trip Generation Rates											
Weekday								Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	0.65	35%	65%	0.16	22%	78%	0.03	0.84	51%	49%	0.14
Trip Generation Estimates											
Weekday								Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	27	2	5	7	0	1	1	35	3	3	6

SOURCE: KITTELSON & ASSOCIATES, 2022.

Table 5: Visitor Walking Trip Generation Estimate (Net Increase)

Trip Generation Rates											
Weekday								Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	6.43	35%	65%	1.56	22%	78%	0.37	8.38	51%	49%	1.44
Trip Generation Estimates											
Weekday								Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	270	23	43	66	4	12	16	352	31	29	60

SOURCE: KITTELSON & ASSOCIATES, 2022.

NET VEHICLE TRIP GENERATION ESTIMATE

The estimated net increase in vehicle trips generated by the Museum expansion is detailed in Table 6, combining the net increases for both employee and visitor vehicle trips.

Table 6: Net Vehicle Trip Generation Estimate

Weekday									
Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
1,293	12	0	12	107	199	306	16	69	85
Saturday									
Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
1,679	*(not analyzed)*			145	139	284	*(not analyzed)*		

SOURCE: KITTELSON & ASSOCIATES, 2022.

Note, the Page Museum is one of a number of museums in the study area. It is expected that a portion of visitors to the study area will visit multiple museums in a single visit. This includes the additional visitors to the area due to the Museum expansion; a portion of the increase in visitors could come from other nearby museums such as LACMA. Therefore, the trip generation detailed in this section and used elsewhere in this report (such as for the traffic operations assessment) is conservative by linearly estimating the net increase in trips associated with the Museum expansion.

Section 3 — Project Context

PROJECT CONTEXT

This chapter details the area surrounding the project site, including existing transportation infrastructure and conditions in the study area.

ROADWAY NETWORK

The roadway system in the study area consists of avenue, collector, and local streets that serve local and regional traffic demand. The roadways in the study area are discussed below. Classifications are illustrated in Figure 3; modal priorities are illustrated in Figure 4.

AVENUE I/II STREETS

In the City's Mobility Plan 2035 (June 2016), Avenue I and Avenue II streets are major thoroughfares that are designed to have 100 feet of right-of-way and 70 feet of roadway width for Avenue I streets and 86 feet of right-of-way and 56 feet of roadway width for Avenue II streets.

Wilshire Boulevard is an Avenue I street on the southern border of the site. The road has a four-lane cross section with a center median that has eastbound left-turn lanes at intersection approaches. Both eastbound and westbound directions have a joint parking lane/bus lane along the curb that allow for vehicle parking except during weekday AM and PM peak periods, where buses and right-turning vehicles have exclusive access to these lanes. The curb-to-curb roadway width is approximately 76 feet and the posted speed limit is 35 miles per hour (MPH). According to the City's Mobility Plan 2035, within the study area Wilshire Boulevard has multiple modal priorities; it is on the Transit Enhanced Network (Comprehensive Transit Enhanced Street), Bicycle Lane Network (Tier 2 Bicycle Lane), and Pedestrian Analysis Network. Wilshire Boulevard (east of Fairfax Avenue) is on the City's Vision Zero High-Injury Network.

Fairfax Avenue is an Avenue II street on the western border of the block that includes the La Brea Tar Pits Museum site as well as LACMA and the Academy Museum of Motion Pictures. The road has a four-lane cross section with a center median that allows for left-turning vehicles at intersections. There are also designated right turn lanes on the northbound approach to W 6th Street and the southbound approach to Wilshire Boulevard. There is limited street parking on the west side of the street. The curb-to-curb roadway width is approximately 60-68 feet (depending on the presence of parking and right-turn lanes), and the posted speed limit is 35 MPH. According to the City's Mobility Plan 2035, within the study area Fairfax Avenue has multiple modal priorities; it is on the Transit Enhanced Network (Moderate Transit Enhanced Street), Bicycle Lane Network (Tier 3 Bicycle Lane), and Pedestrian Analysis Network.

6th Street is an Avenue II street on the northern border of the site. The road has a three-lane cross section (two westbound lanes and one eastbound lane) with a center median that allows for left-turning vehicles at intersections. There are designated right turn lanes at the eastbound approach to the Fairfax Avenue intersection and at the westbound approaches to the LACMA parking garage and Curson Avenue intersections. Street parking is available along most of the north side of the street, except for where the eastbound turn lane at S Fairfax Avenue is, while parking on the south side of the street is provided for portions of the street east of the LACMA parking garage driveway. The curb-to-curb roadway width is approximately 58 feet, and the posted speed limit is 35 MPH. According to the City's Mobility Plan 2035, within the study area 6th Street has multiple modal priorities; it is on the Neighborhood Enhanced Network (Neighborhood Network west of Wilshire Boulevard), Bicycle Enhanced Network (Tier 1 Protected Bicycle Lanes), and Pedestrian Analysis Network. 6th Street (east of Ogden Drive) is on the City's Vision Zero High-Injury Network.

COLLECTOR STREETS

Collector Streets, according to the City's Mobility Plan 2035, are lower-volume roadways (compared to Avenue I/II/III streets) that are designed to have 66 feet of right-of-way and 40 feet of roadway width.

Curson Avenue is a Collector Street on the eastern edge of the site. The road has a two-lane cross section and a northbound left-turn lane at the W 6th Street intersection. There is no on- street parking allowed on either side of the road. The west side of Curson Avenue fronting the project site between the site driveway and the bend in Curson Avenue is a dedicated loading zone for buses. The curb-to-curb roadway width is approximately 36-40 feet (depending on the presence of the northbound left-turn lane), and there is no posted speed limit. According to the City's Mobility Plan 2035, Curson Avenue south of 8th Street is on the Neighborhood Enhanced Network.

8th Street is a Collector Street south of the project site. The road has a two-lane cross section. Between Fairfax Avenue and Curson Avenue, there is diagonal and parallel parking on the north side of the street, and parallel parking on the south side of the street. The curb-to-curb roadway with is approximately 40-55 feet (depending on the presence of diagonal parking), and there is no posted speed limit.

LOCAL STREETS

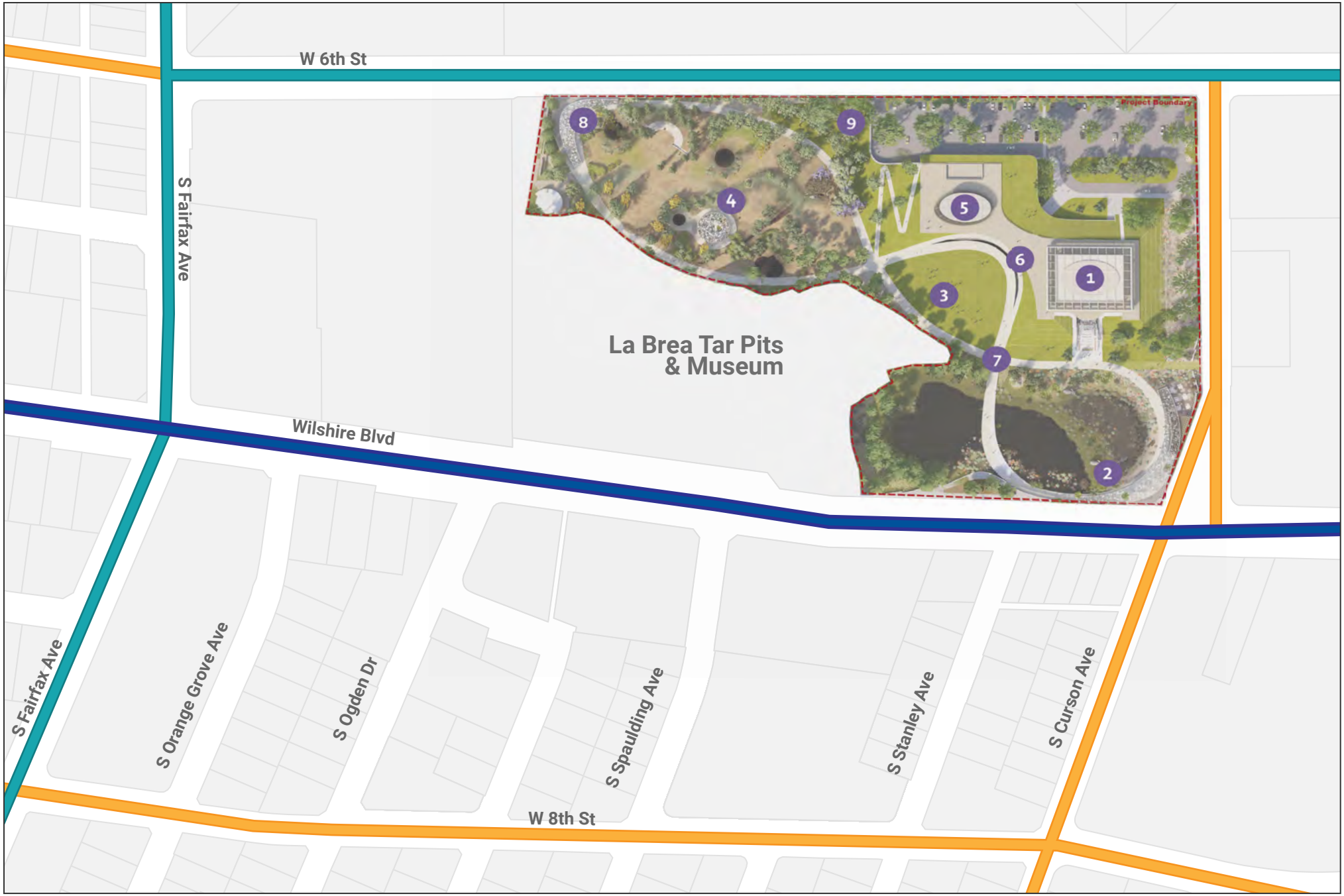
Local Standard streets, according to the City's Mobility Plan 2035, are low volume roadways that are designed to have 60 feet of right-of-way and 36 feet of roadway width.

Ogden Drive is a Local street to the south of the site that intersects with Wilshire Boulevard (Ogden Drive also intersects with 6th Street on the north side of the site, but this is a private roadway with gated access). The road has a two-lane cross section with no marked centerline beyond the immediate intersection area with Wilshire Boulevard, and there are separate northbound left- and right-turn lanes as the street terminates at Wilshire Boulevard. Street parking is allowed on both sides of the street. The curb-to-curb roadway width is approximately 38-48 feet (depending on the presence of turn lanes at Wilshire Boulevard), and there is no posted speed limit.

Spaulding Avenue is a Local street to the south of the site that intersects with Wilshire Boulevard. The road has a two-lane cross section with no marked centerline beyond the immediate intersection area with Wilshire Boulevard. Street parking is allowed on both sides of the street. The curb-to-curb roadway width is approximately 38 feet, and there is no posted speed limit.

Orange Grove Avenue is a Local street south of the project site that intersects with Wilshire Boulevard and with 8th Street. It is a two-lane roadway with no marked centerline. On-street parking is allowed. North of 8th Street, the curb-to-curb with is approximately 35 feet. There is no posted speed limit.

Stanley Avenue is a Local street south of the project site that intersects with Wilshire Boulevard and with 8th Street. It is a two-lane roadway with no marked centerline. On-street parking is allowed. North of 8th Street, the curb-to-curb with is approximately 28 feet. There is no posted speed limit.

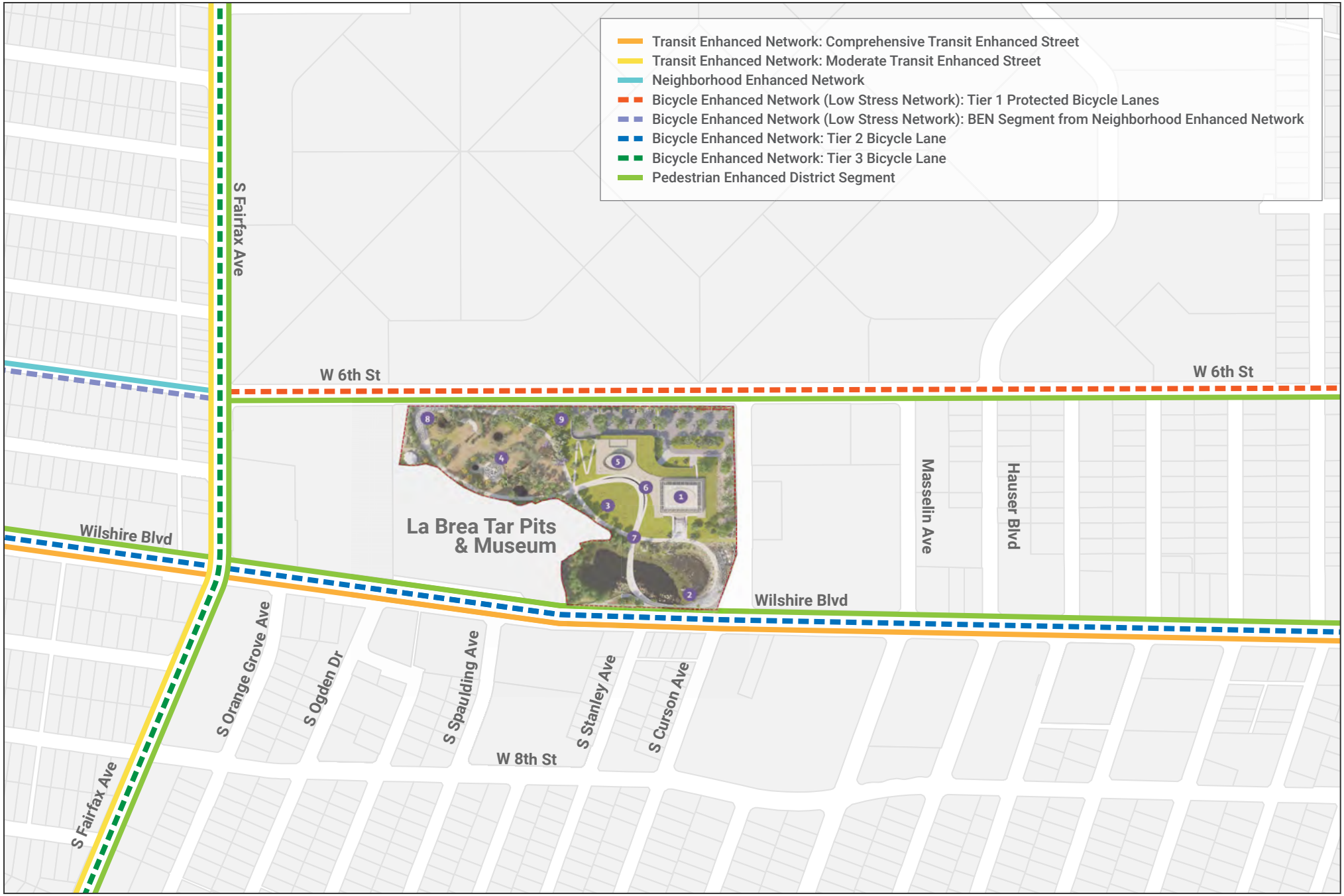


LA BREA TAR PITS & MUSEUM

Page Museum | Master Plan EIR

Roadway Classfications

Figure 3



LA BREA TAR PITS & MUSEUM

Page Museum | Master Plan EIR

Modal Priorities

Figure 4

PEDESTRIAN FACILITIES

Pedestrian facilities in the study area are shown in Figure 5; pedestrian generators are shown in Figure 6.

The sidewalk network on the site's block and adjacent streets is complete with a mixture of curb-tight and buffered sidewalks around the site. All signalized intersections that touch a portion of the site's block have a complete set of crosswalks, except for the south leg of the Fairfax Avenue/6th Street intersection, where pedestrian crossing is prohibited. There is a midblock crossing with a continental crosswalk and a pedestrian hybrid beacon on 6th Avenue between Ogden Drive and Curson Avenue that aligns with an existing entrance to the La Brea Tar Pits site on the south side of the road. There is also a signalized midblock pedestrian crossing with a continental crosswalk on Wilshire Boulevard west of Fairfax Avenue. The sidewalk network is built out in this area of Los Angeles, including adjacent to the immediate site area.

Crosswalks in the study area are generally high-visibility continental crosswalks. However, all four crosswalks at the Curson Avenue/Wilshire Boulevard intersection are standard crosswalks. High visibility curb ramps with tactile domes are provided at some (but not all) crosswalks in the study area.

LA Metro's Purple (D Line) Extension First Last Mile Plan includes recommendations for pedestrian improvements around the planned Purple Line Wilshire/Fairfax Station. These include:

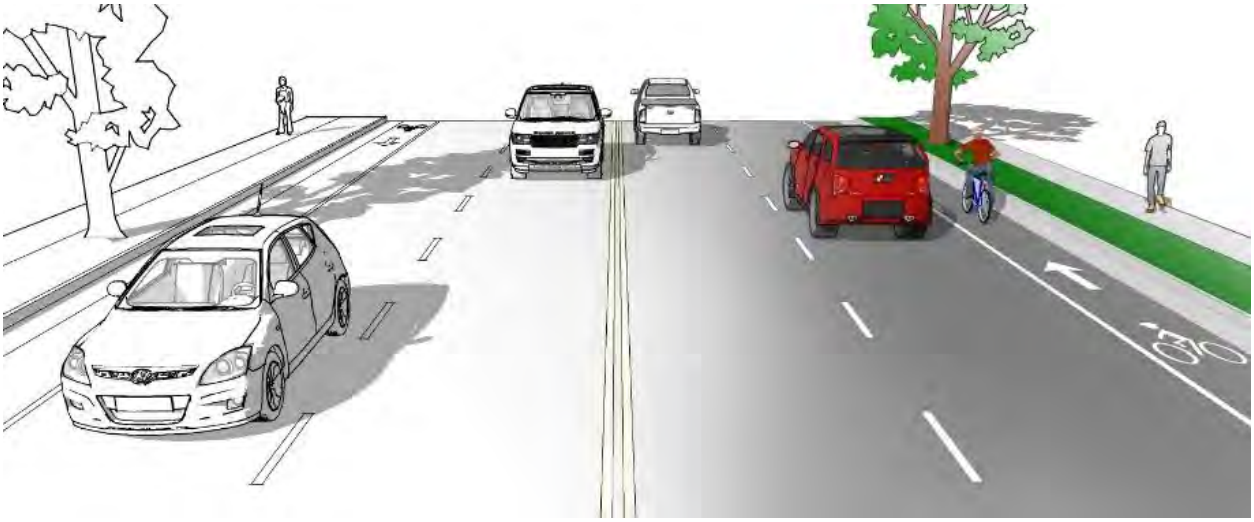
- Improved crosswalks at Ogden/Wilshire and Curson/Wilshire
- Landscaping, shade, pedestrian lighting, and sidewalk/curb extensions along Wilshire Boulevard
- Improved crosswalks at Ogden/8th and Curson/8th; and
- Pedestrian lighting, traffic calming, and wayfinding on 6th Street.

BICYCLE FACILITIES

Bikeways are categorized into four types, as described and depicted in illustrations below.

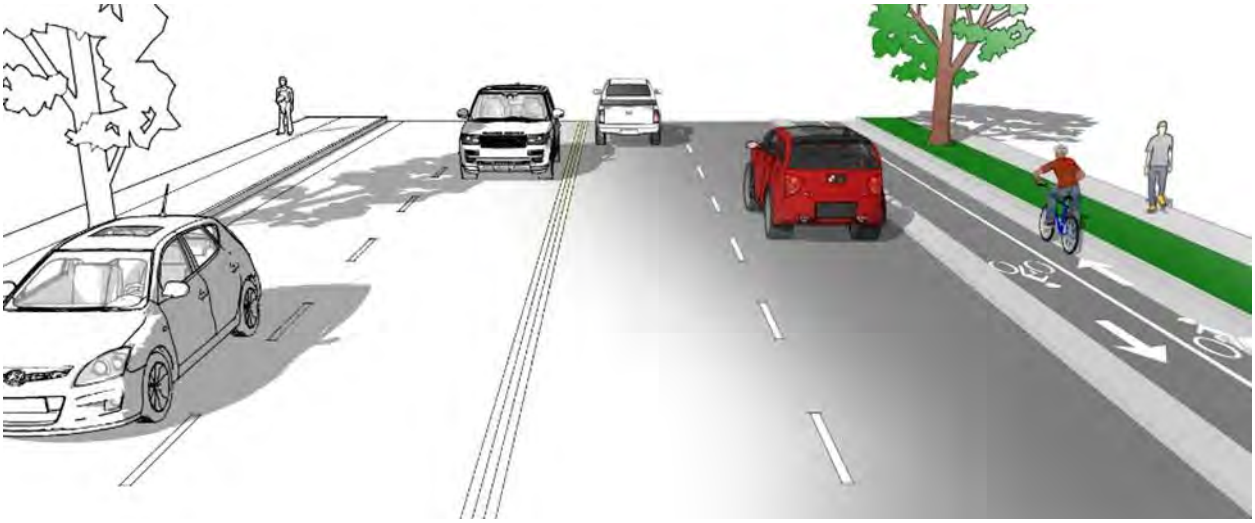
- Class I Bikeway (Bike Path): Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

- Class II Bikeway (Bike Lane): A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



- Class III Bikeway (Bike Route): A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

- Class IV Bikeway (Separated Bike Lane): Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.



As shown in Figure 5, there is currently one bikeway in the study area which are parking-adjacent Class II bike lanes on Hauser Boulevard north of 6th Street. There are several bikeways planned in the area along the following roadways as described below and shown on the figure:

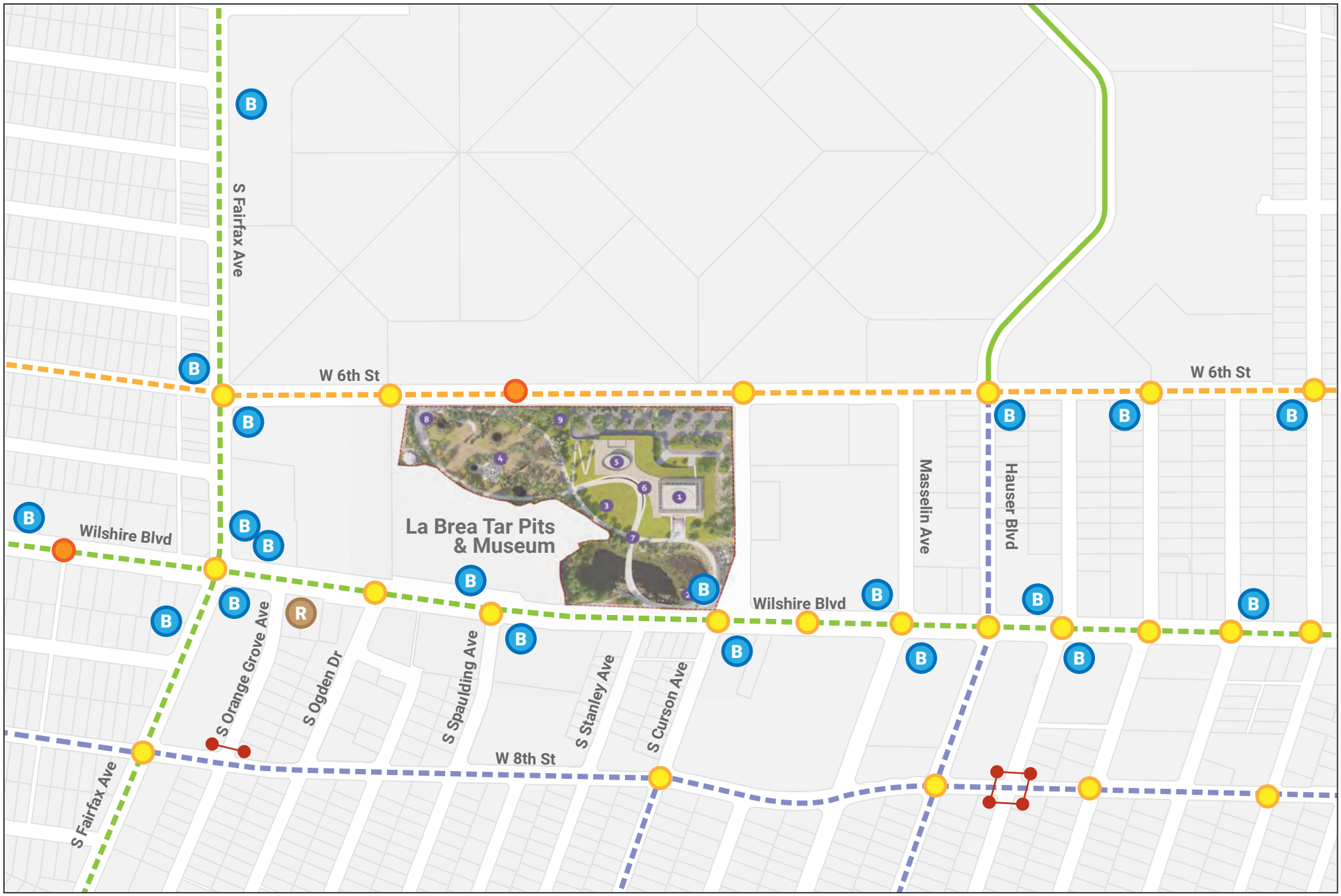
- 6th Street: Class IV protected bike lanes
- Wilshire Boulevard: Class II bike lanes
- 8th Street: Class III bike route
- Fairfax Avenue: Class II bike lanes
- Curson Avenue: Class III bike route south of 8th Street
- Hauser Boulevard: Class III bike route south of 6th Street

LA Metro's Purple (D Line) Extension First Last Mile Plan includes recommendations for bicycle improvements around the planned Purple Line Wilshire/Fairfax Station. These include:

- Bicycle lanes along 8th Street (this differs from the bike route that is currently proposed)
- Bicycle boulevard along Ogden Drive (the City has not proposed a bikeway along Ogden Drive at this time)
- Bicycle Boulevard along Curson Avenue south of 8th Street (this differs from the bike route that is currently proposed)
- Bicycle friendly intersections at the following intersections: Fairfax/6th, Ogden/6th, Curson/6th, Fairfax/Wilshire, Fairfax/8th, Ogden/8th, and Curson/8th

As shown in Figure 5, there are several bike racks at the site, on the same block as the site, or within a short distance of the site:

- Four inverted-U bike racks on the north side of Wilshire Boulevard between Curson Avenue and Fairfax Avenue;
- Three inverted-U bike racks on the south side of Wilshire Boulevard between Stanley Avenue and Curson Avenue; and
- Two post-and-ring bike racks on the east side of Curson Avenue north of Wilshire Boulevard.

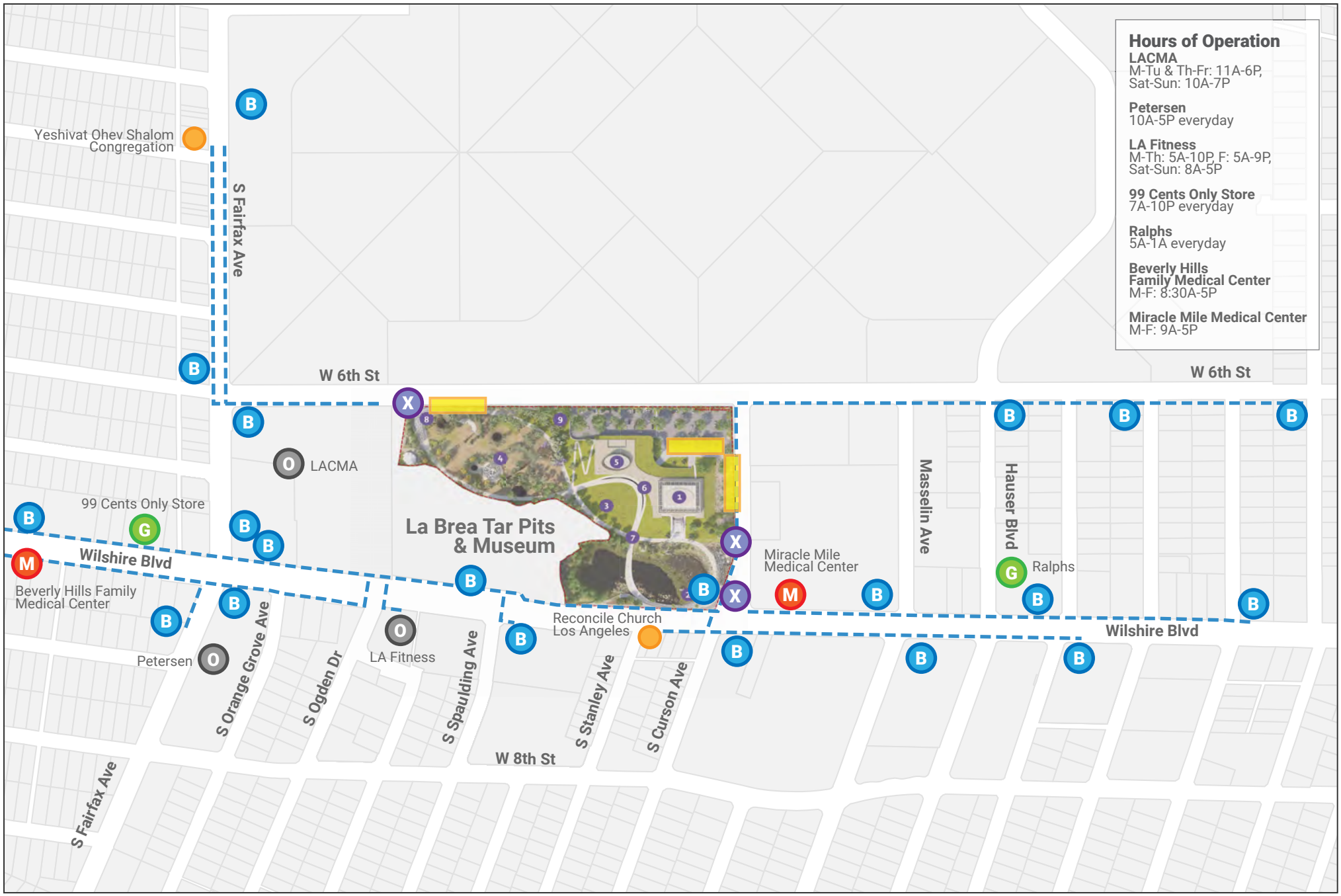


LA BREA TAR PITS & MUSEUM

Page Museum | Master Plan EIR

Facilities Inventory

Figure 5



Page Museum | Master Plan EIR

Pedestrian Generators

Figure 6

PUBLIC TRANSIT FACILITIES AND SERVICE

The transit system in the study area consists of local bus service, as well as planned heavy rail service. Existing bus stops and the planned rail system are shown in Figure 5.

LA METRO BUS SERVICE

There are three LA Metro bus routes that run on roads that parallel the La Brea Tar Pits Museum site.

- Line 20 (Downtown LA – Westwood/Santa Monica via Wilshire Boulevard) runs between Downtown LA and Santa Monica on Wilshire Boulevard along the entire route between these two destinations. Service runs seven days a week; the bus runs 24 hours, with 15-minute headways during daylight hours and 30-minute headways during overnight every day of the week. Stops near the Museum site are located at Wilshire/Spaulding and Wilshire/Curson for both directions of travel.
- Line 217 (Hollywood/Vine Station – La Cienega Station via Hollywood Boulevard-Fairfax Avenue) runs between Los Angeles' Los Feliz and Baldwin Hills neighborhoods, on Vermont Avenue, Hollywood Boulevard, and Fairfax Avenue along the west side of the site. Service runs seven days a week; the bus runs on 12-15 minute headways for the majority of the day every day of the week, with longer headways at the beginning and end of service. Stops near the Museum site are located at Fairfax/6th and Fairfax/Wilshire for both directions of travel.
- Line 720 (Santa Monica – Downtown LA via Wilshire Boulevard) runs between Downtown LA and Santa Monica on Wilshire Boulevard along the entire route between these two destinations. Service runs seven days a week; the bus runs on 5- to 10-minute headways for the majority of the day, with 15-minute headways during overnight hours of service. This is an express bus with limited stops, so the closest bus stops to the Museum site are at Wilshire/Cloverdale and at Wilshire/Crescent Heights.

As of June 2022, one-way fares for LA Metro buses and trains are $1.75, and a day-pass is $3.50. The table below provides more information on LA Metro fares.

Table 7: LA Metro Fare Information

Pass Type	One-Way Fare	Day Pass	30-Day Pass
Regular Fare	$1.75	$3.50	$50.00
Students (K-12)	$1.00	--	$24.00
College/Vocational	$1.75	--	$43.00
Seniors (62+)	$0.75 (peak) $0.35 (off-peak)	$2.50	$20.00
Persons with Disabilities	$0.75 (peak) $0.35 (off-peak)	$2.50	$20.00
Low-Income	Application-based, fare type will vary based on age, disability, and vocation		

SOURCE: LA METRO, JUNE 2022.

LADOT DASH BUS SERVICE

Los Angeles Department of Transportation (LADOT) runs DASH Fairfax service on Wilshire Boulevard and Fairfax Avenue, connecting to Melrose Avenue and the Cedars-Sinai Medical Center. Service runs seven days a week on 30-minute headways. Weekday service operates from 6:00 AM to 7:30 PM, and weekend service operates from 9:00 AM to 7:00 PM. DASH Fairfax services only westbound on Wilshire Boulevard and northbound on Fairfax Avenue. Stops near the Museum site are located at Wilshire/Curson, Wilshire/Ogden, Wilshire/Fairfax, and Fairfax/6th.

As of June 2022, regular one-way cash fare on DASH services are $0.50 ($0.35 with a TAP card). A 7-day DASH pass is $5.00 and a 31-day DASH pass is $18.00. Seniors, people with disabilities, and Medicare

cardholders can ride DASH for $0.25 one-way ($0.15 with a TAP card). Children can ride DASH services for free.

ANTELOPE VALLEY TRANSIT AUTHORITY

The Antelope Valley Transit Authority, based in the Lancaster and Palmdale area within Los Angeles County's Antelope Valley, provides commuter bus service from Lancaster and Palmdale into Los Angeles. Route 786 (Century City/West Los Angeles) provides four runs from Lancaster and Palmdale into Los Angeles during the morning commute time period, and it provide four runs from Los Angeles to Palmdale and Lancaster during the evening commute time period. The closest stop to the Museum site is located at Wilshire/La Cienega to the west.

As of June 2022, a one-way trip on Route 786 is $10.75, with one-way for seniors, people with disabilities, and Medicare cardholders costing $5.25.

EXISTING BUS STOPS

Existing bus stops in the study area are shown in Figure 5. Bus stops are provided in regular succession along Wilshire Boulevard. The closest bus stop to the project site is located at the northwest corner of the Curson Avenue/Wilshire Boulevard intersection, on the north side of Wilshire Boulevard 65 feet west of the intersection. This stop serves LA Metro Route 20 and LADOT DASH Fairfax service. Passenger amenities consist of a bench, trash can, and shade structure, as well as nearby wayfinding for Hancock Park. Bus stops amenities along Wilshire Boulevard in the study area generally include benches, trash cans, and enhanced crosswalks, but lack shelters, wayfinding, and pedestrian-oriented lighting.

FUTURE HEAVY RAIL SERVICE

LA Metro's D Line subway (formerly known as the Purple Line) is under construction to extend service west along Wilshire Boulevard, with service eventually connecting to the UCLA campus. The project includes tunnels within Wilshire Boulevard right-of-way, adjacent to the project site. When completed, the D Line will operate peak service as often as every six minutes in both directions. Trains may operate 24 hours a day, seven days a week.

The first phase of the D Line extension, which is slated to open in 2024, will include a new stop at Ogden Drive and Wilshire Boulevard (branded as the Wilshire/Fairfax stop). This subway stop will be located directly to the southeast of the Museum site and will be accessible via sidewalks and crosswalks along Wilshire Boulevard.

In addition, LA Metro's Purple (D Line) Extension First Last Mile Plan includes recommendations for to enhance bus stops along Wilshire Boulevard.

EXISTING VEHICLE VOLUMES

Weekday and weekend multimodal (vehicle, bicycle, and pedestrian) counts were collected within the study area to establish the existing transportation context, and to help support the subsequent CEQA and non-CEQA transportation analyses. The study intersections and roadway segments are shown in Figure 2.

EXISTING INTERSECTION VOLUMES

Automobile turning movement counts were collected at the five intersections shown in Table 8. Counts were collected on Thursday, May 12, 2022, during the weekday morning (7:00 AM to 9:00 AM), midday (12:00 PM to 2:00 PM), and evening (4:00 PM to 6:00 PM) peak periods. Counts were also collected on Saturday, May 14, 2022, during the Saturday midday (12:00 PM to 2:00 PM) peak period. These count periods were selected in consultation with City staff.

Table 8: Study Intersections

ID	Intersection	Traffic Control
1	S Ogden Drive/Parking Garage/W 6th Street	Signalized
2	S Curson Avenue/W 6th Street	Signalized
3	S Ogden Drive/Wilshire Boulevard	Signalized
4	S Spaulding Avenue/Wilshire Boulevard	Signalized
5	S Curson Avenue/Wilshire Boulevard	Signalized

Because of the ongoing changes to travel patterns since the start of the COVID-19 pandemic in spring 2020, as well as construction on Wilshire Boulevard during the weekday morning and midday periods, the counts were generally lower than historical counts. The May 2022 intersection counts were compared to data collected between 2012 and 2015. It was found that the weekday AM peak hour counts were an average of 51% higher in previous years compared to 2022; weekday midday counts were 35% higher, weekday PM counts were 28% higher, and Saturday midday counts were 70% higher. Therefore, it was concluded that:

- 51% growth would be applied uniformly to the May 2022 weekday AM peak hour intersection volumes to obtain the adjusted existing conditions volumes.
- 35% growth would be applied uniformly to the May 2022 weekday midday peak hour intersection volumes to obtain the adjusted existing conditions volumes. The exception is the Curson Avenue/6th Street intersection, where May 2022 counts would be used for the weekday midday peak hour since those were higher than historical counts.
- 28% growth would be applied uniformly to the May 2022 weekday PM peak hour intersection volumes to obtain the adjusted existing conditions volumes.
- 70% growth would be applied uniformly to the May 2022 Saturday midday peak hour intersection volumes to obtain the adjusted existing conditions volumes. The exception is the Curson Avenue/6th Street intersection, where May 2022 counts would be used for the Saturday midday peak hour since those were higher than historical counts.

This adjustment methodology was verified and approved by City staff. Traffic count sheets are provided in the appendix.

Figure 7 shows existing traffic controls and lane geometries. The adjusted intersection volumes for each of the four peak periods are shown in Figure 8 through Figure 11.

Figure 7: Existing Traffic Controls and Lane Geometries

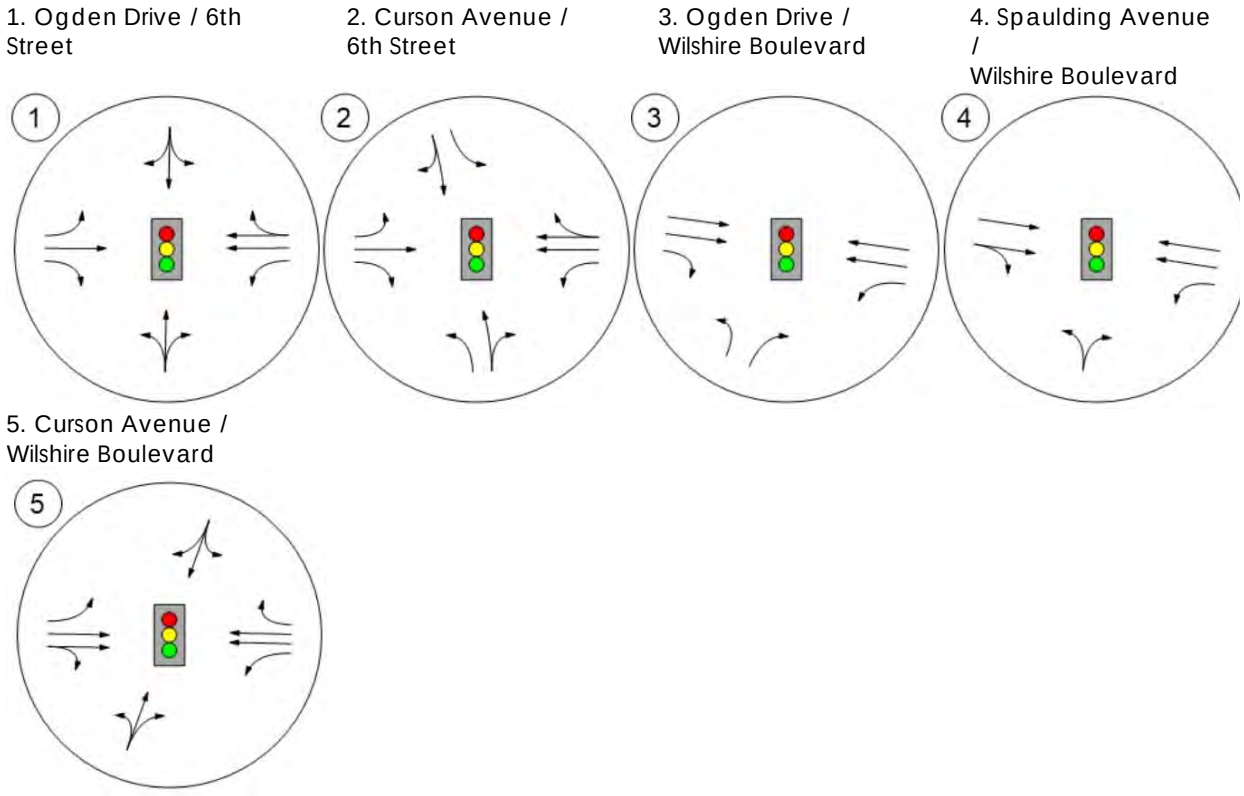


Figure 8: Existing (2022) Weekday AM Peak Hour Traffic Volumes

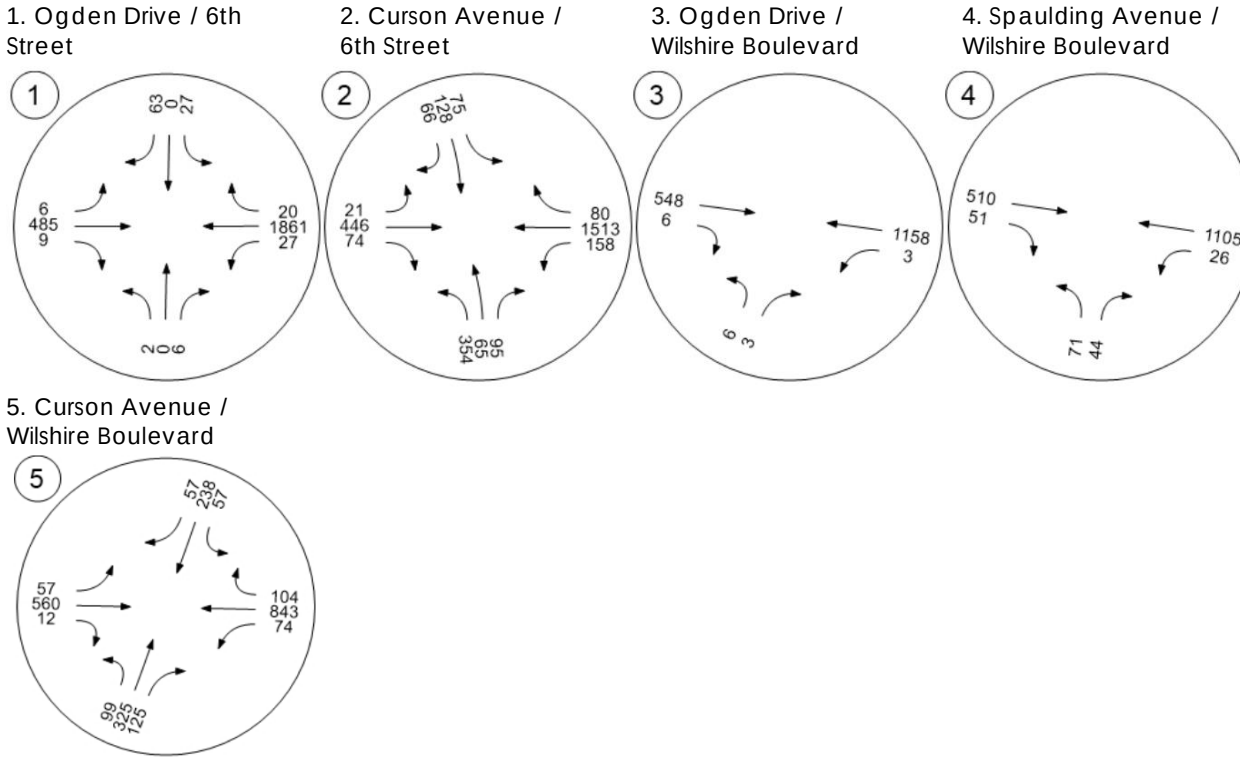


Figure 9: Existing (2022) Weekday Midday Peak Hour Traffic Volumes

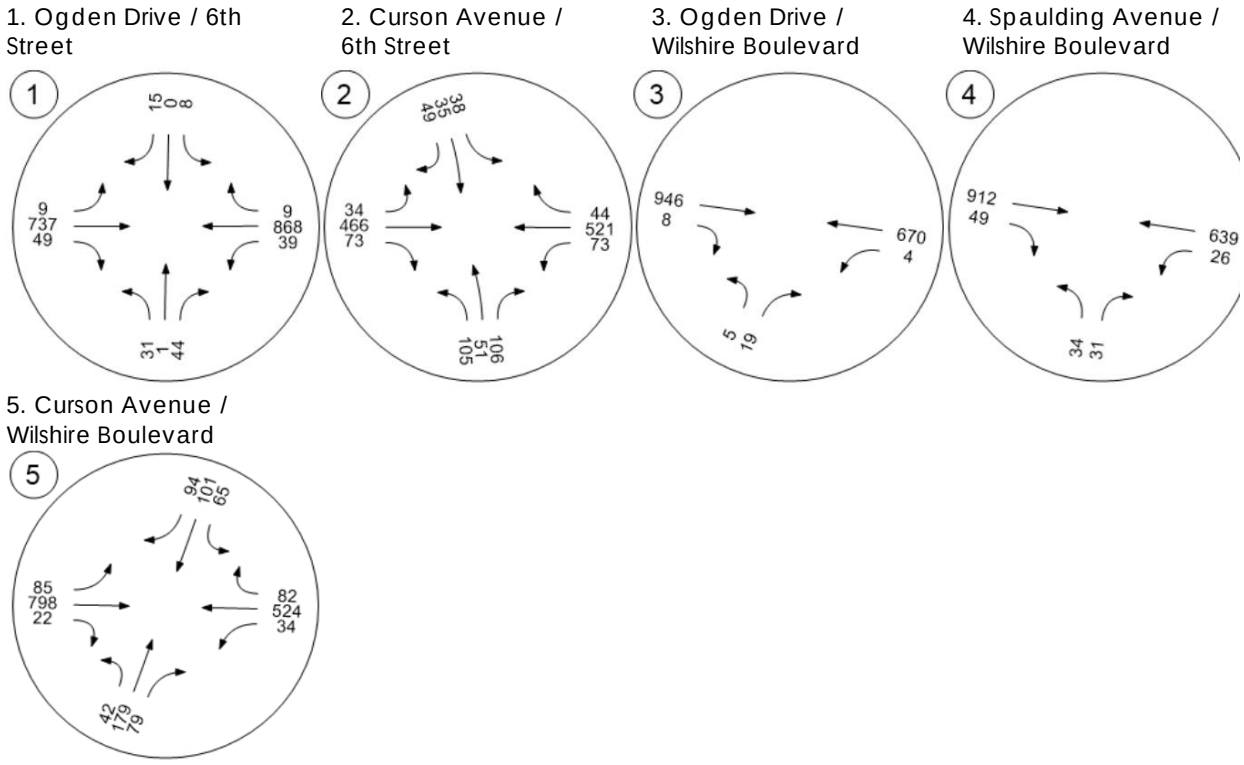


Figure 10: Existing (2022) Weekday PM Peak Hour Traffic Volumes

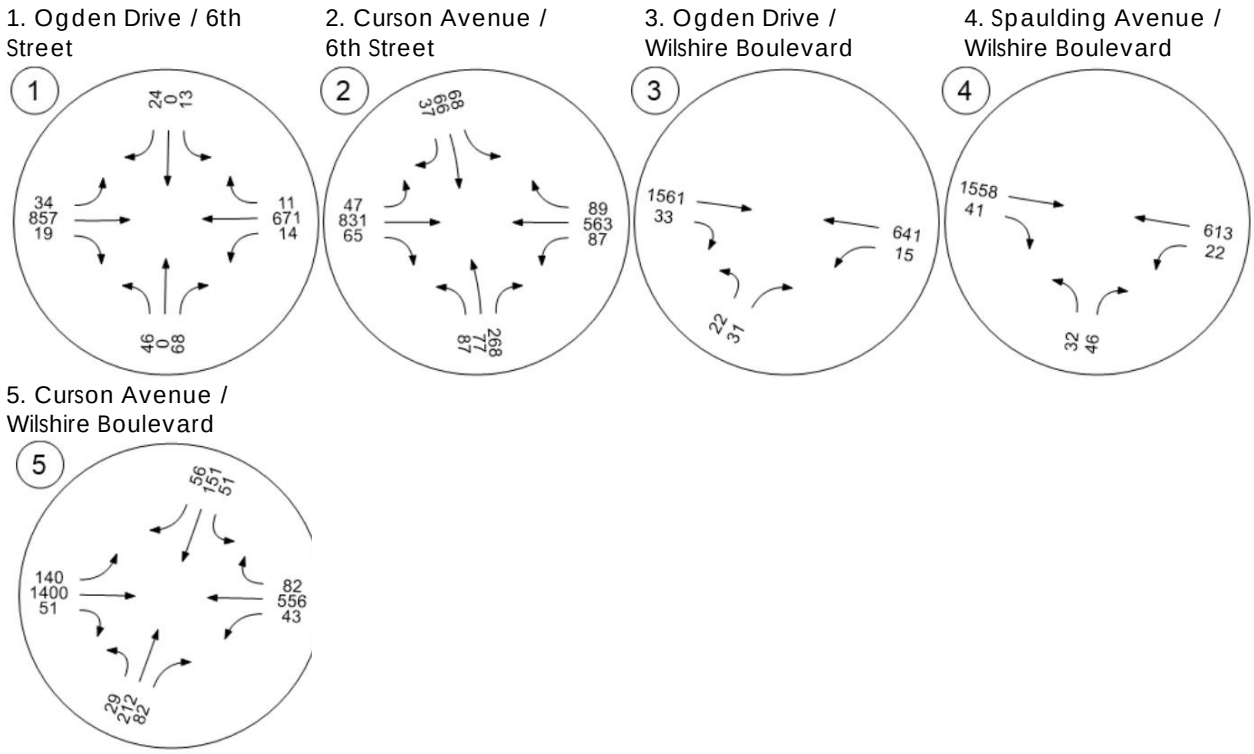
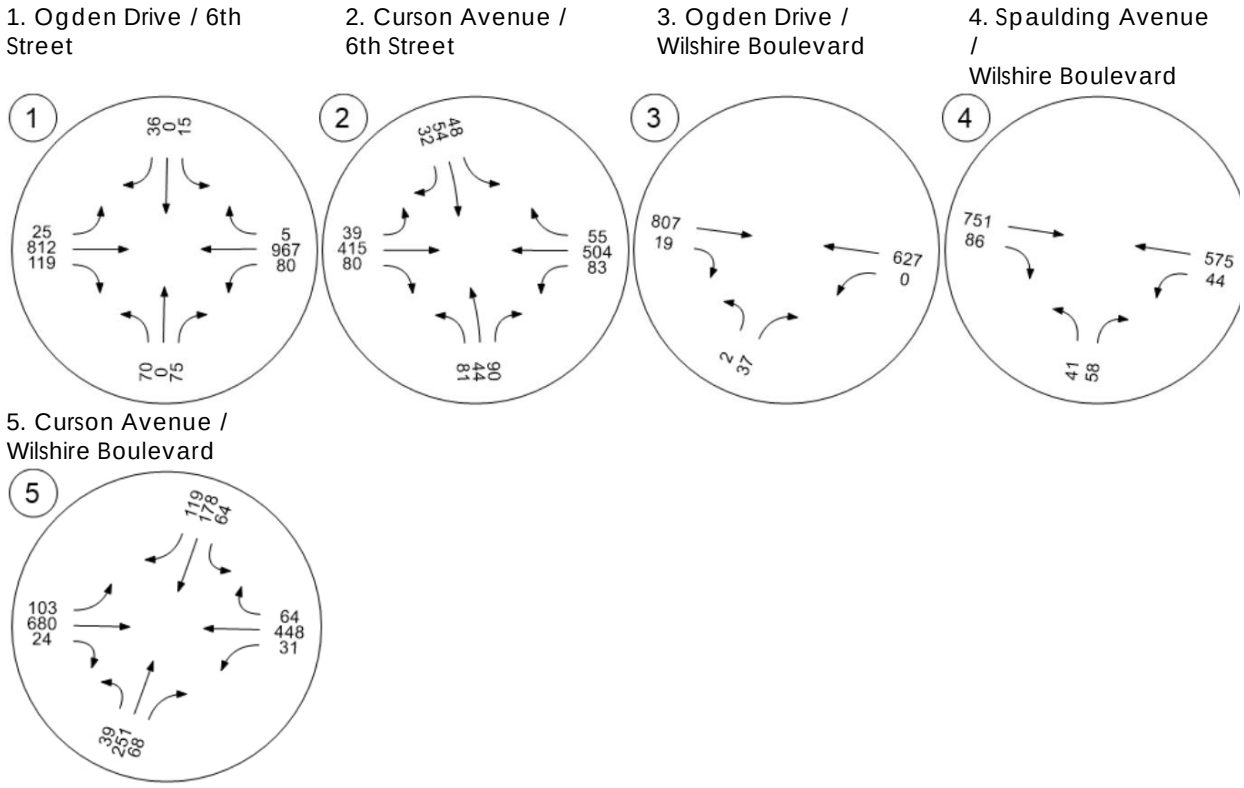


Figure 11: Existing (2022) Saturday Midday Peak Hour Traffic Volumes



EXISTING ROADWAY SEGMENT VOLUMES

24-hour bi-directional vehicle volumes were collected at the seven roadway segments shown in Table 9. Counts were collected on Thursday, May 12, 2022 and Saturday, May 14, 2022. These count periods were selected in consultation with City staff.

Table 9: Study Roadway Segments

Roadway	Extent
8th Street	between Fairfax Avenue and Orange Grove Avenue
8th Street	between Stanley Avenue and Curson Avenue
Orange Grove Avenue	between Wilshire Boulevard and 8th Street
Ogden Drive	between Wilshire Boulevard and 8th Street
Spaulding Avenue	between Wilshire Boulevard and 8th Street
Stanley Avenue	between Wilshire Boulevard and 8th Street
Curson Avenue	between Wilshire Boulevard and 8th Street

Because of the ongoing changes to travel patterns since the start of the COVID-19 pandemic in spring 2020, as well as construction on Wilshire Boulevard during the weekday morning and midday periods, the weekday counts were generally lower than historical counts (historical weekend counts were not available). The May 2022 weekday data was compared to data collected between 2014 and 2016. It was found that the weekday daily volumes along these streets were approximately 36% higher in previous years compared to 2022. Therefore, it was concluded that:

- A 36% growth rate would be applied to the May 2022 weekday daily volumes at locations where historical volumes were higher.

- Since historical weekend counts were not available, the ratio of volumes between weekday and weekend from the 2022 counts was applied to the adjusted weekday volumes.

Traffic count sheets are provided in the appendix. The adjusted weekday and Saturday daily volumes are shown in Table 10.

Table 10: Existing 2022 (Adjusted) Daily Segment Volumes

Roadway	Extent	Weekday Daily Volume	Weekend Daily Volume
8th Street	between Fairfax Avenue and Orange Grove Avenue	7,343	4,780
8th Street	between Stanley Avenue and Curson Avenue	9,262	4,633
Orange Grove Avenue	between Wilshire Boulevard and 8th Street	787	1,154
Ogden Drive	between Wilshire Boulevard and 8th Street	536	931
Spaulding Avenue	between Wilshire Boulevard and 8th Street	2,006	1,372
Stanley Avenue	between Wilshire Boulevard and 8th Street	1,216	784
Curson Avenue	between Wilshire Boulevard and 8th Street	7,013	4,972

SOURCE: NATIONAL DATA AND SURVEYING SERVICES, 2022; KITTELSON & ASSOCIATES, 2022.

EXISTING TRAFFIC OPERATIONS

The adjusted May 2022 intersection volumes were utilized to assess intersection operations for the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours.

EXISTING INTERSECTION LEVELS OF SERVICE

Intersection operations were determined for the study peak hours using the Highway Capacity (HCM) 6th Edition methodology. The HCM methodology assigns a level of service grade to an intersection (LOS) based on the average control delay for vehicles at the intersection, ranging from LOS A to LOS F; LOS A signifies very slight delay with no approach phase fully utilized while LOS F signifies very high delays and congestion, frequent cycle failures, and long queues. For signalized and all-way stop-controlled intersections, the average control delay for all vehicles is assessed; for two-way stop-controlled intersections, the intersection approach with the highest delay is utilized. LOS grades and corresponding delay values under the HCM methodology are provided in the table below.

Table 11: Signalized Intersection Level of Service Standards (HCM Methodology)

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersection	Unsignalized Intersection
A	< 10.0	< 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL.

Existing intersection LOS is provided in Table 12. As shown in the table, all five of the study intersections perform at LOS D or better during the study peak hours.

Table 12: Existing (2022) Intersection Level of Service

Intersection		Peak Hour	Delay (sec)	LOS
1	Ogden/6th	Weekday AM	6.5	A
		Weekday MD	6.5	A
		Weekday PM	7.9	A
		Saturday MD	7.9	A
2	Curson/6th	Weekday AM	35.5	D
		Weekday MD	10.5	B
		Weekday PM	21.8	C
		Saturday MD	10.1	B
3	Ogden/Wilshire	Weekday AM	1.9	A
		Weekday MD	2.6	A
		Weekday PM	4.5	A
		Saturday MD	3.4	A
4	Spaulding/Wilshire	Weekday AM	6.6	A
		Weekday MD	5.0	A
		Weekday PM	6.9	A
		Saturday MD	8.0	A
5	Curson/Wilshire	Weekday AM	24.0	C
		Weekday MD	15.3	B
		Weekday PM	16.3	B
		Saturday MD	18.9	B

SOURCE: KITTELSON & ASSOCIATES, 2022.

EXISTING INTERSECTION QUEUES

In addition to delay-based LOS, existing queues were estimated at the study intersections. Existing queues for each movement for each of the four study periods are shown in Table 13. Storage lengths for turning movements are based on the turn pocket length and excludes the taper. Storage lengths for through movements are measured to the nearest adjacent cross street or crosswalk.

As shown in Table 13, three intersections experience queues that exceed storage for at least one movement (highlighted in yellow). However, these queues do not interfere with any marked crosswalks, nor with bus operations at stops.

Table 13: Existing (2022) Intersection Queuing

Intersection		Movement		Storage (ft.)	AM Queue (ft.)	MD Queue (ft.)	PM Queue (ft.)	Sat. Queue (ft.)
1	Ogden/6th	NB	Left/Thru/Right	70	< 25	46	120	89
		SB	Left/Thru/Right	205	94	< 25	37	30
		EB	Left	100	< 25	< 25	< 25	< 25
			Thru	555	71	161	237	195
			Right	60	< 25	< 25	< 25	< 25
		WB	Left	140	< 25	< 25	< 25	39
			Thru/Right	505	210	72	62	85
2	Curson/6th	NB	Left	110	287	63	44	48
			Thru/Right	790	66	92	181	72
		SB	Left	35	37	< 25	44	29
			Thru/Right	85	81	46	43	44
		EB	Left	100	< 25	< 25	< 25	< 25
			Thru	725	201	119	479	102
			Right	40	27	< 25	< 25	< 25
		WB	Left	95	114	32	89	30
			Thru/Right	575	592	63	118	64
3	Ogden/Wilshire	NB	Left	145	< 25	< 25	< 25	< 25
			Right	145	< 25	< 25	33	42
		EB	Thru	515	< 25	50	161	54
			Right	100	< 25	< 25	< 25	< 25
		WB	Left	115	< 25	< 25	< 25	< 25
			Thru	385	42	31	43	39
4	Spaulding/Wilshire	NB	Left/Right	570	125	70	81	95
		EB	Thru/Right	380	60	104	234	148
		WB	Left	65	< 25	< 25	< 25	< 25
			Thru	500	140	58	59	88
5	Curson/Wilshire	NB	Left/Thru/Right	100	541	258	282	309
		SB	Left/Thru/Right	790	264	232	232	344
		EB	Left	70	49	45	80	63
			Thru/Right	225	166	182	353	175
		WB	Left	105	55	< 25	38	< 25
			Thru	250	247	101	104	99
			Right	50	< 25	< 25	< 25	< 25

SOURCE: KITTELSON & ASSOCIATES, 2022.

BICYCLE AND PEDESTRIAN VOLUMES

Bicycle and pedestrian turning movement counts were also collected at the five study intersections. Counts were collected on Thursday, May 12, 2022, during the weekday morning (7:00 AM to 9:00 AM), midday (12:00 PM to 2:00 PM), and evening (4:00 PM to 6:00 PM) peak periods. Counts were also collected on Saturday, May 14, 2022, during the Saturday midday (12:00 PM to 2:00 PM) peak period. The existing crosswalk-level pedestrian counts and bicycle turning movement counts for the four study periods are shown in Table 14 through Table 17.

Table 14: Pedestrian and Bicycle Volumes (Weekday AM Peak Period)

Intersection		Pedestrian Crossings (by intersection leg)				Northbound Bicycles			Southbound Bicycles			Eastbound Bicycles			Westbound Bicycles		
		N	S	E	W	L	T	R	L	T	R	L	T	R	L	T	R
1	Ogden/6th	12	14	4	6	1	0	0	0	0	2	0	5	0	0	13	0
2	Curson/6th	34	61	42	49	0	2	0	1	4	1	1	3	0	2	8	0
3	Ogden/Wilshire	--	72	0	67	1	--	0	--	--	--	--	3	0	0	6	--
4	Spaulding/Wilshire	--	86	21	7	0	--	0	--	--	--	--	1	0	0	5	--
5	Curson/Wilshire	60	58	36	72	1	2	0	0	3	1	0	2	0	1	7	0

SOURCE: NATIONAL DATA AND SURVEYING SERVICES, 2022; KITTELSON & ASSOCIATES, 2022.

Table 15: Pedestrian and Bicycle Volumes (Weekday Midday Peak Period)

Intersection		Pedestrian Crossings (by intersection leg)				Northbound Bicycles			Southbound Bicycles			Eastbound Bicycles			Westbound Bicycles		
		N	S	E	W	L	T	R	L	T	R	L	T	R	L	T	R
1	Ogden/6th	62	101	46	11	0	0	0	1	0	1	0	2	0	0	5	0
2	Curson/6th	52	86	54	59	0	4	0	1	5	0	2	0	0	0	3	0
3	Ogden/Wilshire	--	260	12	201	3	--	0	--	--	--	--	5	1	0	4	--
4	Spaulding/Wilshire	--	200	36	48	2	--	0	--	--	--	--	3	1	0	4	--
5	Curson/Wilshire	245	181	123	186	0	1	1	2	4	0	4	2	0	1	4	0

SOURCE: NATIONAL DATA AND SURVEYING SERVICES, 2022; KITTELSON & ASSOCIATES, 2022.

Table 16: Pedestrian and Bicycle Volumes (Weekday PM Peak Period)

Intersection		Pedestrian Crossings (by intersection leg)				Northbound Bicycles			Southbound Bicycles			Eastbound Bicycles			Westbound Bicycles		
		N	S	E	W	L	T	R	L	T	R	L	T	R	L	T	R
1	Ogden/6th	64	85	31	28	0	0	0	0	0	0	0	7	0	0	4	0
2	Curson/6th	19	60	20	32	0	5	0	1	2	0	0	8	1	4	4	0
3	Ogden/Wilshire	--	239	9	244	0	--	0	--	--	--	--	19	0	0	9	--
4	Spaulding/Wilshire	--	175	30	63	0	--	0	--	--	--	--	18	1	0	11	--
5	Curson/Wilshire	125	80	76	126	0	6	1	3	4	0	2	17	1	0	10	0

SOURCE: NATIONAL DATA AND SURVEYING SERVICES, 2022; KITTELSON & ASSOCIATES, 2022.

Table 17: Pedestrian and Bicycle Volumes (Saturday Midday Peak Period)

Intersection		Pedestrian Crossings (by intersection leg)				Northbound Bicycles			Southbound Bicycles			Eastbound Bicycles			Westbound Bicycles		
		N	S	E	W	L	T	R	L	T	R	L	T	R	L	T	R
1	Ogden/6th	51	82	24	18	0	0	0	1	0	0	0	5	0	0	6	0
2	Curson/6th	52	110	43	50	0	6	1	0	3	0	0	6	0	2	6	0
3	Ogden/Wilshire	--	196	20	165	0	--	0	--	--	--	--	4	0	0	7	--
4	Spaulding/Wilshire	--	180	101	61	0	--	2	--	--	--	--	4	0	1	8	--
5	Curson/Wilshire	194	127	66	202	0	6	1	0	3	2	1	5	0	1	9	0

SOURCE: NATIONAL DATA AND SURVEYING SERVICES, 2022; KITTELSON & ASSOCIATES, 2022.

RELATED PROJECTS

This transportation study considers the effects of the proposed project in relation to other developments in proximity of the project site that are proposed, approved, or under construction. The related projects were provided by the City as part of the MOU process. Nine related projects are included in this analysis, as shown in Figure 12 and listed below.

1. LACMA Renovation: This project is located at 5906 W. Wilshire Blvd., and shares the western half of the block with the proposed project. It proposes replacing four buildings within LACMA East collectively compromising 392,871 gross square feet. Overall, the project would result in a net decrease in the square footage of Museum operations by approximately 5,371 square feet and a reduction in the maximum theater size from over 600 seats to 300 seats.
2. Mixed-Use Project: This project is located at 5891 Olympic Boulevard. It will consist of 46 apartments.
3. Wilshire Curson Project: This project is located at 5700 -5780 Wilshire Blvd / 712-752 S. Curson Ave / 5721-5773 W. 8th Street / 715-761 S. Masselin. It is currently developed with two, six-story primarily office buildings comprising 1,002,990 square feet of floor area. The project would retain and renovate the southern portion of the existing buildings and would demolish the northern portion of

the two existing office buildings for the addition of approximately 1,923,837 square feet of new floor area consisting of 1,806,237 square feet of office uses and 117,600 square feet of ground floor commercial space. Upon completion, the project would result in a net lot area of 390,092 square feet (8.9 acres) within the project site, with a total floor area of approximately 2,340,552 square feet comprised of 2,222,952 square feet of office floor area and 117,600 square feet of commercial floor area with a floor area ratio (FAR) of 6:1.

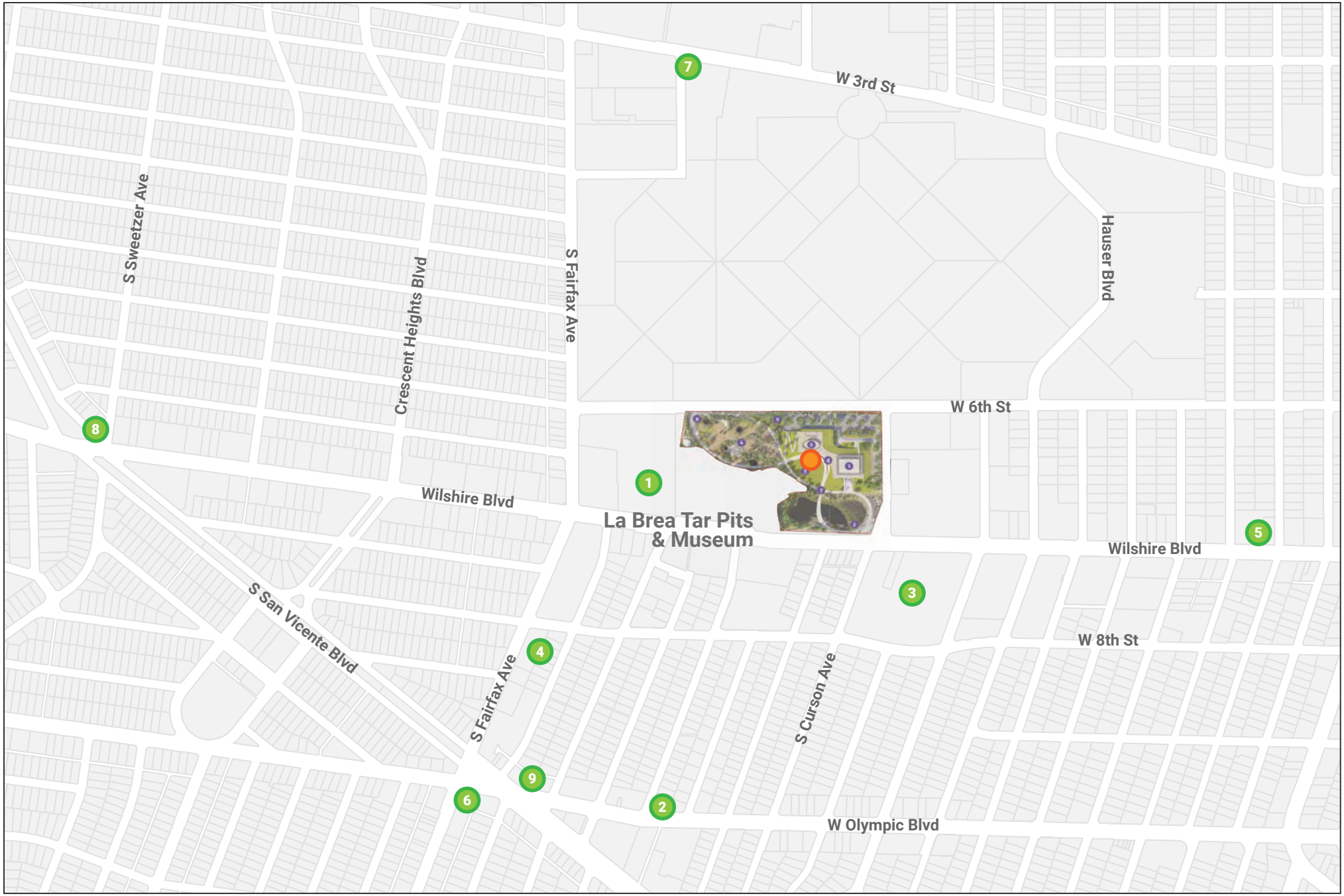
4. Mixed-Use Residential Project: This project is located at 800 S Fairfax Avenue. The site currently contains 40 apartments and an existing 3,829 square foot restaurant/lounge. The restaurant/lounge will remain but the existing residential buildings will be replaced with 181 apartments, 28 affordable apartments, and 2,653 square feet of restaurant.
5. Mixed-Use Residential and Commercial Development: This project is located at 5411 Wilshire Blvd. It consists of the construction of a new 42-story mixed-use tower including up to 348 dwelling units and approximately 10,176 square feet of ground floor commercial uses. 38 of the dwelling units would be restricted affordable. The project would demolish approximately 38,545 square feet of existing commercial uses.
6. Olympic + Fairfax Mixed Use Project: This project is located at 6052-6066 W. Olympic Blvd. It includes construction of a 6-story, mixed-use building containing approximately 5,135 square feet of commercial retail space, 108 apartments, and 12 affordable apartments. It would replace 11,440 square feet of commercial retail uses.
7. Mixed-Use Project: This project is located at 6300 W. 3rd Street. It includes demolition of over 150,000 square feet of commercial uses and construction of an 8-story mixed use building consisting of 83,994 square feet of commercial space and 331 dwelling units.
8. San Vicente Medical/Commercial Project: This project is located at 650-676 S. San Vicente Blvd. The project proposes 140,305 square feet of medical office space, 4,000 square feet of restaurant/retail space, and 1,000 square feet for other commercial uses, such as a pharmacy. This will include the demolition of an existing 5,738 square-foot, vacant educational building and an 8,225 square foot Big 5 Sporting Goods store.
9. Olympic Boulevard Mixed-Use Project: This project is located at 6001-6011 West Olympic Blvd. The proposed project includes the construction of a mixed-use building with 1,596 square feet of ground floor retail, 51 apartments, and 6 affordable apartments. It includes the demolition of 8,488 square feet of retail and 6 apartments.

Estimated trip generation for these nine related projects is provided in Table 18. Trip generation for the related projects were determined through a number of methods:

- Provided by the City during the MOU process
- Obtained from the relevant project transportation studies or memos
- City of Los Angeles-published trip generation rates for affordable housing
- Trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*

Trip generation rates are typically not provided for the weekday midday and Saturday midday peak hours. Therefore, it was assumed that weekday midday trip generation was 77% of the weekday PM trip generation, and Saturday midday trip generation was 65% of weekday PM trip generation based on study area traffic volumes. This assumption was not applied to the LACMA Renovation project since that project's transportation study included weekday and Saturday midday trip generation estimates.

The trip generation for related projects is conservative by not applying negative net new trips and instead assuming those to be zero. Accordingly, a hyphen in a cell of the table denotes that the related project generates either zero or negative net new trips for that specific time period and inbound/outbound trip generation.



LA BREA TAR PITS & MUSEUM

Page Museum | Master Plan EIR

Related Project Locations

Figure 12

Table 18: Related Projects Trip Generation

Project	Wkdy. Daily	Wkdy. AM			Wkdy. Midday			Wkdy. PM			Sat. Daily	Sat. Midday		
		In	Out	Total	In	Out	Total	In	Out	Total		In	Out	Total
LACMA Renovation	668	43	2	45	27	33	60	15	53	68	763	34	41	75
Mixed-Use Project	310	4	14	18	11	7	18	14	9	23	209	9	6	15
Wilshire Curson Project	17,576	1,692	261	1,953	378	1,283	1,661	491	1,666	2,157	8,176	319	1,083	1,402
Mixed-Use Residential Project	786	27	46	73	36	24	60	48	31	79	913	31	20	51
Mixed-Use Residential and Commercial Development	--	--	41	41	1	--	--	1	--	--	--	1	--	--
Olympic + Fairfax Mixed Use Project	--	--	12	12	3	2	5	3	3	6	--	2	2	4
Mixed-Use Project	1,609	49	93	142	51	16	67	66	21	87	762	43	14	57
San Vicente Medical/Commercial Project	5,374	364	108	472	141	304	445	183	395	578	2,146	119	257	376
Olympic Boulevard Mixed-Use Project	99	6	3	9	4	--	4	5	--	5	30	3	--	3

SOURCE: CITY OF LOS ANGELES; INSTITUTE OF TRANSPORTATION ENGINEERS; KITTELSON & ASSOCIATES, 2022.

NOTE: A HYPHEN DENOTES THAT THE RELATED PROJECT DOES NOT GENERATE NET NEW TRIPS FOR THAT TIME PERIOD AND/OR DIRECTION.

Section 4 — CEQA Analysis

CEQA TRANSPORTATION ANALYSIS

This chapter details the CEQA transportation analysis of potentially significant impacts, based on thresholds and methodologies from Section 2 of the City's TAG. Potentially significant transportation impacts were assessed under the following three thresholds:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2: Causing Substantial Vehicle Miles Traveled
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

THRESHOLD T-1

Under Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies), proposed projects should be analyzed to identify potential conflicts with adopted City plans and policies. If there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified.

The City has prepared criteria to identify which projects must check for consistency with major City plans and policies. The City has also prepared a Plan Consistency Worksheet to guide the plan consistency analysis.

SCREENING

If the proposed project requires a discretionary action, and the answer is yes to at least one of the screening questions under Threshold T-1, then a plan consistency analysis is required.

- Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
- Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

The proposed project requires a discretionary action. It also proposes modifications to the public right-of-way: a new parking lot driveway and loading zone on 6th Street (classified as an Avenue II) and modification to the existing loading zone on Curson Avenue (a Collector). Therefore, further analysis is required.

IMPACT CRITERIA AND METHODOLOGY

Impact Threshold T-1 is as follows:

- Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The City of Los Angeles has adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes. The overall goals of these policies are to achieve a safe, accessible, and sustainable transportation system for all users. The City has prepared a Plan Consistency Worksheet with questions to help guide whether the proposed project would conflict with these programs, plans, ordinances, and policies. The worksheet's yes/no questions must be paired with substantiating information to help determine whether a conflict would take place.

The step-by-step impact analysis below is based on the City's consistency worksheet, which is included in the appendix to this report.

IMPACT ANALYSIS

Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

While the project includes new construction along Wilshire Boulevard (an Avenue I) and 6th Street (an Avenue II), the property is not zoned for R3 or less restrictive zoning. Therefore, the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

Given that the project includes physically modifying the curb placement along Curson Avenue, City plans and policies were reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. Curson Avenue along the project frontage is not on the High Injury Network. It is not a part of one of the designated multimodal networks. There are no existing or planned transit lines, transit stops, or bikeways along this segment. With the proposed change, the existing sidewalk would be maintained. The project proposes to modify the curb line to create a bay for a section of curb that is already designated as a bus zone, in place of the existing landscaped area. This moves loading/unloading out of the travel lanes to separate it from the adjacent travel lane.

The proposed project also includes a new driveway on 6th Street (an Avenue II). However, this does not result in exceeding 1 driveway per every 200 feet along the Avenue II frontage, locating it within 150 feet of the intersecting street, or locating it near a mid-block crosswalk.

The project would not conflict with plans or policies that govern the Public Right-of-Way.

Network Access

The project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway. It does not create a cul-de-sac and is long located adjacent to an existing cul-de-sac. Therefore, the project would not conflict with a plan or policies that ensures access for all modes of travel.

Parking Supply and Transportation Demand Management

The project would not propose a supply of on-site parking that exceeds the baseline amount as required in the Los Angeles Municipal Code (LAMC), since no increase in the on-site parking supply is anticipated and the overall Museum square footage is increasing. Therefore, the project would not conflict with parking management policies.

The LAMC bicycle parking requirements for institutional uses are 1 short-term parking space per 10,000 of floor area, and 1 long-term parking space per 5,000 square feet of floor area. Since the project includes a net increase of 42,000 square feet, this means that 4 short-term spaces and 8 long-term spaces are required. At this time, the site plan is conceptual and therefore does not indicate the amount nor location of bike parking. Therefore, the project may conflict with the LAMC requirements for bicycle parking.

The TDM Ordinance requires projects between 25,000 and 50,000 square feet to provide a transportation information display with public transit information, contact info for rideshare and transit, ridesharing promotional material, bike route and facility information, and listing of on-site services or facilities. At this time, the site plan is conceptual and does not indicate the location of this required TDM measure. Therefore, the project may conflict with the LAMC requirements for TDM.

Consistency with Regional Plans

The project was reviewed to determine potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

The project was analyzed using a total vehicle miles traveled (VMT) threshold (as opposed to an efficiency-based impact threshold). The detailed VMT analysis is provide under Threshold T-2. The project functions as a regional attraction and would result in a net increase in regional VMT. Since the project would result in a net increase in VMT, further evaluation was necessary to determine whether this project would be inconsistent with VMT and GHG reduction goals of the SCAG RTP/SCS.

It was determined that without mitigation measures, the project may be inconsistent with SCAG's goals related to improving mobility and accessibility, ensuring safety, maximizing transportation productivity, encouraging active transportation, and improving air quality. The proposed project does not include transportation improvements to encourage and improve active transportation and public transit outside of on-site access and circulation improvements. The relevant RTP/SCS goals that the project may conflict with are as follows:

- Improve mobility, accessibility, reliability, and travel safety for people and goods
- Enhance the preservation, security, and resilience of the regional transportation system
- Increase person and goods movement and travel choices within the transportation system
- Reduce greenhouse gas emissions and improve air quality
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel

Therefore, it was determined that the project would be inconsistent with regional plans related to mobility and GHG reductions.

The proposed project would result in a significant impact related to consistency with plans, programs, ordinances, or policies.

CUMULATIVE IMPACT ANALYSIS

The analysis conducted above was reviewed to determine if cumulative impacts may result from the proposed project in combination with related projects in the study area.

- Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements: The LACMA Renovation is a related project that shares the block as well as 6th Street and Wilshire Boulevard frontages with the proposed project. However, while the LACMA Renovation also includes new construction along Wilshire Boulevard (an Avenue I) and 6th Street (an Avenue II), the property is not zoned for R3 or less restrictive zoning. Therefore, cumulative conflicts are not anticipated.
- Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes: Related projects in the study area do not propose curb modifications and new driveways in close proximity to the proposed project. Therefore, cumulative conflicts are not anticipated.
- Network Access: The related projects in the study area do not propose to vacate or restrict public access or create cul-de-sacs in proximity of the proposed project. Therefore, cumulative conflicts are not anticipated.
- Parking Supply and Transportation Demand Management: It is not anticipated that related projects in the study area will conflict with the City's parking management policies (either through providing sufficient parking supply or implementing parking management strategies). The potential project shortcomings related to bicycle parking and TDM requirements would be exacerbated by related projects in the study area. Therefore, cumulative conflicts are anticipated.
- Consistency with Regional Plans: The LACMA Renovation, located directly to the west of the proposed project and sharing the city block, is similarly a Museum that serves as a regional

attraction and would likely result in a net increase in regional VMT. Therefore, cumulative conflicts with regional plans related to mobility and GHG reductions are anticipated.

The proposed project would contribute to a significant cumulative impact related to consistency with plans, programs, ordinances, or policies.

MITIGATION

Given that the project would conflict with regional plans related to mobility and GHG reductions (and potentially with LAMC requirements for bicycle parking and TDM) the proposed project would result in a significant impact related to consistency with plans, programs, ordinances, or policies, and would contribute to a significant cumulative impact related to consistency with plans, programs, ordinances, or policies. Therefore, Mitigation Measure #1 is proposed, detailed below.

Mitigation Measure #1 Transportation Demand Management (TDM) Program

To reduce Museum employee and visitor vehicle trips and increase alternative modes such as walking, bicycling, public transit, and rideshare, the proposed project shall prepare and implement a TDM program. The program shall be developed in consultation with LADOT.

The proposed project will designate an existing member of staff as the on-site TDM Coordinator. This coordinator shall be responsible for monitoring and tracking employee and visitor mode share and annual reporting to LADOT.

Employee Strategies

Information shall be distributed to employees and displayed on a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The following measures may be applied to reduce employee vehicle trips and VMT:

- Provide a transportation information bulletin board on-site with public transit information, contact information for rideshare and transit, ridesharing promotional material, bike route and facility information, and listing of on-site services or facilities.
- Provide facilities on-site to support bicycling to work, such as secure bike parking, showers, and lockers.
- Encourage and support participation in LA Metro vanpool, including subsidies for participation.
- Implement paid parking for employees.
- Subsidize transit passes.
- Offer flexible work schedules and telecommuting, when feasible.

Visitor Strategies

Transportation information for visitors should be displayed on the Museum's website and distributed with physical marketing materials. The following measures may be applied to reduce visitor vehicle trips and VMT:

- Advertise and offer discounted Museum tickets for visitors who use public transit or a bicycle to visit the project.
- Provide and maintain secure on-site bicycle parking for visitors, and monitor usage to determine if additional bicycle racks are needed.
    - Provide wayfinding signage directing bicyclists from the visitor entrances to where on-site bicycle parking is located.
    - Ensure bicycle parking is well lit and monitored by staff.
- Continue to have paid parking for visitors.
- Coordinate with LA Metro to improve transit access and user comfort and encourage visitors to take local bus service or the future Purple Line extension to the Museum, through the following measures:

  - Improve pedestrian wayfinding between the planned Purple Line station, local bus stops, and the Museum.
  - Implement bus stop improvements such as shelters along Wilshire Boulevard bus stops that would be used by Museum visitors.
  - Coordinate with LA Metro and the City of Los Angeles to ensure that safe and comfortable pedestrian facilities (such as ADA curb ramps and continental crosswalks) are available between local bus stops and the project entrances, including at the Curson Avenue/ Wilshire Boulevard intersection.
- Coordinate with the City of Los Angeles to implement planned bikeways in the vicinity of the project site, and contribute to the implementation of the bikeways. This includes planned bikeways along Wilshire Boulevard and 6th Street.

Implementation of Mitigation Measure #1 would encourage employees and visitors to reduce their vehicle trips, and contribute to VMT and GHG reduction goals. This measure also supports multimodal connectivity in the study area. With the implementation of Mitigation Measure #1, the impact related to consistency with plans, programs, ordinances, or policies would be reduced to less than significant with mitigation. In addition, the cumulative impact related to consistency with plans, programs, ordinances, or policies would be reduced to less than significant with mitigation.

THRESHOLD T-2

Under Threshold T-2 (Causing Substantial Vehicle Miles Traveled), proposed projects should be analyzed to assess whether they would cause substantial vehicle miles traveled (VMT). If an VMT impact is identified, measures should be identified to reduce vehicle trips and vehicle trip lengths.

The City has prepared screening criteria to identify which projects must check for VMT impacts. In addition, the proposed project is a nonstandard use. The methodology and impact criteria to analyze the project's potential VMT impacts is detailed in this section.

SCREENING

If the proposed project requires a discretionary action, and the answer is no to at least one of the screening questions below, then a "no impact" determination can be made without further VMT analysis.

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the project generate a net increase in daily VMT?

The proposed project requires a discretionary action. In addition, as detailed in the "Project Description" section of this report, the additional Museum square footage is expected to generate 1,293 net new weekday daily vehicle trips and 1,679 net new Saturday daily vehicle trips.

A determination of no net increase in daily VMT cannot be made without a full VMT analysis. Since the project is a non-standard use with unique trip generation patterns, neither the City's VMT calculator tool nor the City's Travel Demand Forecasting (TDF) model be used for this determination. Based upon consultation with City staff, it was determined that an off-model VMT analysis using visitor zip code data would be appropriate for conducting a full VMT impact analysis.

Therefore, this project cannot be screened out of a VMT analysis under Threshold T-2.

IMPACT CRITERIA AND METHODOLOGY

Impact Threshold T-2 is as follows:

- Threshold T-2: For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

The City of Los Angeles has adopted the following VMT impact criteria for common project types:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Trips associated with uses such as event centers and regional-serving entertainment venues are typically discretionary trips made by individuals, which may be substitute or new trips. For such projects, VMT analyses should determine if the project would attract regional trips and as a result increase total VMT.

The proposed project currently serves as regional attraction; with the proposed expansion, it will continue to serve that role. Therefore, in consultation with City staff, this report will analyze if the proposed project would result in a net increase in VMT.

Since tools such as the City's VMT calculator tool and the City's TDF model are not sensitive to unique land uses such as a regional Museum, a project-specific, customized approach is required. This report's methodology to analyzing the net change in total VMT resulting from the project is as follows:

- Obtain the average recreation trip length from the 2012 California Household Travel Survey (CHTS). The CHTS provides zip code-based household data including mode choice and trip lengths. Information is further broken down by trip purpose (home, work, school, errands, dining, shopping, and recreation). The average recreation trip length will be obtained for the zip codes encompassing Los Angeles and Orange Counties.
- Estimate the average trip length for Museum visitors in fiscal year 2018, using visitor's reported zip codes. This will be estimated for visitors from zip codes within Los Angeles and Orange Counties, since they are more likely to make a unique, unlinked driving trip to the Museum.
- Compare existing visitors' average trip lengths to the average trip length for recreation-related trips in the region.
- Since regional attractions such as the Museum may be discretionary and substitute trips, a visitor average trip length that is longer than the regional average recreation trip length could mean that as recreational trips are rerouted to visit the expanded Museum, total regional VMT would increase. Conversely, a visitor average trip length that is shorter than the regional average recreation trip length could mean that as trips are rerouted to the expanded Museum, total regional VMT would decrease.

IMPACT ANALYSIS

The CHTS average trip lengths by trip purpose for households in Los Angeles County and Orange County are provided in Table 19. As shown in the table, the average recreation trip length is 6.65 miles.

Table 19: Average Trip Lengths by Trip Purpose (Los Angeles and Orange Counties)

Trip Purpose	Average Trip Length
Home	5.83
Work	9.76
School	3.33
Errands	5.88
Dining	6.13
Shop	3.61
Recreation	6.65
Other	7.36
All Trips	6.35

SOURCE: CALIFORNIA HOUSEHOLD TRAVEL SURVEY

Ticketing information and reported zip codes (for visitors from Los Angeles County and Orange County zip codes) from fiscal year 2018 were used to estimate the average visitor trip length. Visitor zip code information utilized in this analysis is included in the appendix. According to this subset of fiscal year 2018 visitors, the average trip length per visitor was 19.70 miles.

The average visitor trip length (19.70 miles) is higher than the average recreation trip length (6.65 miles). Visitors to the Museum travel approximately 196% longer than the average recreation trip in Los Angeles and Orange Counties. Given that Museum visitor trips are longer than regional recreation trip lengths, additional visitor trips to the Museum due to the expansion would result in a net increase in total VMT.

Therefore, the proposed project would result in a significant impact related to causing substantial vehicle miles traveled.

Note, the Page Museum is one of a number of museums in the study area. It is expected that a portion of visitors to the study area will visit multiple museums in a single visit. This includes the additional visitors to the area due to the Museum expansion; a portion of the increase in visitors could come from other nearby museums such as LACMA. Therefore, the VMT assessment utilized for the impact findings under Thresholds T-1 and T-2 is conservative in that it assumes new visitors generated by the Museum expansion would exhibit the same trip length patterns as existing visitors to the site.

CUMULATIVE IMPACT ANALYSIS

The analysis conducted above was reviewed to determine if cumulative impacts may result from the proposed project in combination with related projects in the study area.

Other projects in the study area are generally residential, office, and retail projects. However, the LACMA renovation, located directly to the west of the proposed project and sharing the city block, is similarly a Museum that serves as a regional attraction and would likely result in a net increase in regional VMT. Therefore, cumulative increases in VMT are anticipated.

Therefore, the proposed project would contribute to a significant cumulative impact related to causing substantial vehicle miles traveled.

MITIGATION

Given that the project would result in a net increase in VMT, the proposed project would result in a significant impact related to causing substantial vehicle miles traveled. Mitigation Measure #1, which requires the project to implement a TDM program and coordinate on multimodal improvements in the study area, can help reduce employee and visitor VMT and support multimodal connectivity.

According to the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*

(December 2021),[2] the maximum VMT reductions for various categories of on- and off-site measures range from approximately 2% to 65% for projects located in urban areas. However, given the magnitude of VMT that would need to be reduced due to visitor trips being 196% longer than average regional recreation trips, Mitigation Measure #1 may be insufficient to reduce VMT to less-than-significant levels.

Therefore, with the implementation of Mitigation Measure #1, the impact related to causing substantial vehicle miles traveled would remain significant and unavoidable after mitigation. In addition, the cumulative impact related to causing substantial vehicle miles traveled would remain significant and unavoidable after mitigation.

THRESHOLD T-3

Under Threshold T-3 (Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use), proposed projects should be analyzed to assess whether they would potentially increase hazards due to design features that impact safety, operations, or capacity during permanent conditions or temporary conditions during project construction. If a potential hazard impact is identified, measures should be identified to eliminate the potential hazards.

The City has prepared screening criteria to identify whether the project should be analyzed for potential impact from increasing hazards. The methodology and impact criteria to analyze the project's potential hazard impacts are summarized in this section.

SCREENING

If the proposed project requires a discretionary action, and the answer is yes to at least one of the screening questions below, then further analysis is required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses.

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
- Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e., streets dedications, reconfigurations of curb line, etc.)?

The proposed project requires a discretionary action. In addition, as detailed in the "Project Description" section of this report, the project proposes a new driveway on 6th Street and realignment of the curb on Curson Avenue.

Therefore, this project cannot be screened out potential impacts to hazards under Threshold T-3.

IMPACT CRITERIA AND METHODOLOGY

Impact Threshold T-3 is as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The determination of significance shall consider the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.

[2] https://www.caleemod.com/handbook/index.html

- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

IMPACT ANALYSIS

The proposed project includes a new driveway on 6th Street that is 20 feet wide and consists of one inbound and one outbound lane. The driveway would be located approximately 450 feet west of the intersection with Curson Avenue and 250 east of the signalized pedestrian crossing. The driveway location does not result in exceeding 1 driveway per every 200 feet along the Avenue II frontage, locating it within 150 feet of the intersecting street, or locating it near a mid-block crosswalk.

6th Street has relatively flat grades and there are no visible obstructions to sight distance for the proposed location. 6th Street has an existing two-way left-turn lane for approximately 200 feet in each direction of the proposed driveway, with only one driveway on the north side which provides access to parking for the Park La Brea apartments. To minimize potential conflicts, the proposed project driveway will be aligned across from the existing driveway on the north side of 6th Street.

Pedestrian activity is high on 6th Street and there is a sidewalk with landscaped separation between the curb where the driveway would be located. Bicycle activity is moderate on 6th Street and currently share the roadway with vehicles but there are planned protected bike lanes. Introduction of a new driveway would create a new conflict point between vehicles and pedestrians/bicyclists, but will be designed to provide adequate sight distance and with curb radii that require slower speeds to complete turning movements.

A new loading zone is proposed along 6th Street between the LACMA parking access and the signalized mid-block crossing connecting to the site. The loading zone would replace existing on-street parking, and would operate similar to the existing parking when reviewing potential impact to hazards.

The project also includes modifying the curb along Curson Avenue to provide a pull-out area for loading and unloading. The project proposes to modify the curb line to create a bay for a section of curb that is already designated as a bus zone. This moves loading/unloading out of the travel lanes to separate it from the adjacent travel lane.

Based on the proposed site plan and evaluation of geometric design and uses, the proposed project would result in a less than significant impact when considering increasing hazards.

CUMULATIVE IMPACT ANALYSIS

The analysis of potential increased hazards was reviewed to determine if cumulative impacts may result from the proposed project in combination with related projects in the study area. Related projects in the area would likely contribute additional vehicle, pedestrian, and bicycle activity. The project design would not be impacted by the related projects nor the increase in activity.

The proposed project would result in a less than significant cumulative impact when considering increasing hazards based on the geometric design and uses of the proposed project.

MITIGATION

No mitigation measures are needed to address potential hazards for the proposed project.

Section 5 — Non-CEQA Analysis

NON-CEQA TRANSPORTATION ANALYSIS

This chapter details the non-CEQA transportation analysis of potential deficiencies in the transportation network resulting from the proposed project, based on evaluation criteria and methodologies from Section 3 of the City's TAG. Potential deficiencies were assessed under the following categories:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access Safety and Circulation Evaluation
- Project Construction
- Residential Street Cut-Through Analysis

In addition, this chapter includes an assessment of special events and potential effects on the multimodal transportation network.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

According to the City's TAG, development projects may be required to conduct an assessment of potential effects on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

SCREENING

If a proposed project answers yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect pedestrian, bicycle, or transit facilities.

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- Does the land use project include the construction, or addition of: 50 (or more) dwelling units or guest rooms or combination thereof, or 50,000 square feet (or more) of non-residential space?
- Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue, Boulevard, or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

The proposed project involves a discretionary action, and will generate more than 1,000 net new daily vehicle trips. However, the proposed project includes the construction of less than 50,000 square feet of new non-residential space. Therefore, the proposed project is not required to undergo a pedestrian, bicycle, and transit access assessment.

However, a pedestrian, bicycle, and transit access assessment has been conducted for the proposed project to ensure that potential deficiencies are disclosed.

EVALUATION CRITERIA AND METHODOLOGY

The City's TAG provide the following factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, including but not limited to:
  - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)
  - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities
  - Removal of other existing transportation system elements supporting sustainable mobility
  - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds
  - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way
  - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, including but not limited to:
  - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting.
  - Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).
  - Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.

ASSESSMENT

The proposed project would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities. No changes are proposed to existing bikeways and transit stops. In addition, no changes are proposed that would remove pedestrian facilities, increase pedestrian crossing distances, or increase vehicle turning speeds.

The proposed project may intensify use of existing pedestrian and transit facilities along Wilshire Boulevard between Curson Avenue and Spaulding Avenue. As shown in Table 5, the project is estimated to generate 66 net new visitor walking trips during the weekday midday peak hour, 16 net new visitor walking trips during the weekday PM peak hour, and 60 net new visitor walking trip during the Saturday midday peak hour. In addition, as shown in Table 3, the project is estimated to generate 78 net new visitor transit trips during the weekday midday peak hour, 18 net new visitor transit trips during the weekday PM peak hour, and 73 net new visitor transit trip during the Saturday midday peak hour; these transit trips will also include walk-to-transit trips.

As shown in Table 14 through Table 17, there is currently substantial pedestrian demand at the Spaulding Avenue/Wilshire Boulevard and Curson Avenue/Wilshire Boulevard intersections during the peak periods. For example, 200 pedestrians utilize the crosswalk at the southern Spaulding Avenue/Wilshire Boulevard leg during the weekday midday (12:00 PM to 2:00 PM) peak period; 245 pedestrians utilize the northern crosswalk and 186 pedestrians utilize the western crosswalk at the Curson Avenue/Wilshire Boulevard intersection. The proposed project would increase pedestrian demand at these two intersections, including people walking to local bus stops.

While continental crosswalks are provided at all three legs at the Spaulding Avenue/Wilshire Boulevard intersection, three of the four curb ramps are not ADA ramps and lack high-visibility truncated domes. In addition, while the southern leg's crosswalk has fixed pedestrian timing, the north-south crosswalks have push buttons.

At the Curson Avenue/Wilshire Boulevard intersection, all four crosswalks are standard rather than continental crosswalks. Three of the four curb ramps are not ADA ramps and lack high-visibility truncated domes. While east-west crosswalks across Curson Avenue have fixed pedestrian timing, the north-south crosswalks across Wilshire Boulevard have push buttons. In addition, the Curson Avenue frontage road approximately 60 feet east of the Curson Avenue/Wilshire Boulevard intersection has two curb ramps, but they lack high-visibility truncated domes; no marked crosswalk is provided.

Of the two bus stops each at the Curson Avenue/Wilshire Boulevard and Spaulding Avenue/Wilshire Boulevard intersections, only the bus stop on the north side of Wilshire Boulevard west of the Curson Avenue intersection has a shelter. The remaining three bus stops lack shelters and are unshaded.

In addition, it should be noted that Wilshire Boulevard (east of Fairfax Avenue) is on the City's Vision Zero High-Injury Network.

RECOMMENDED IMPROVEMENTS

In order to improve pedestrian and transit access in the study area, the project should coordinate with the City of Los Angeles to explore the feasibility of implementing the following improvements:

- Continental crosswalks at the Curson Avenue/Wilshire Boulevard intersection and frontage road crossing directly to the east of the intersection;
- High-visibility curb ramps with truncated domes at the Spaulding Avenue/Wilshire Boulevard intersection, Curson Avenue/Wilshire Boulevard intersection, and frontage road crossing directly to the east of the Curson Avenue/Wilshire Boulevard intersection; and
- Pedestrian recall timing (as opposed to pedestrian push buttons) for the north-south crosswalks at the Curson Avenue/Wilshire Boulevard and Spaulding Avenue/Wilshire Boulevard intersections.

In order to improve transit access in the study area, the project should coordinate with the City of Los Angeles and LA Metro to install shelters at the two Spaulding Avenue/Wilshire Boulevard stops and one Curson Avenue/Wilshire Boulevard stop that currently lack them.

PROJECT ACCESS SAFETY AND CIRCULATION EVALUATION

According to the City's TAG, development projects may be required to conduct an assessment of project access and circulation constraints related to the provision of access to and from the project site, and may include operational or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, and vehicular/pedestrian constraints as well as operational delays.

SCREENING

If a proposed project answers yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation.

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- Would the land use project generate a net increase of 250 or more daily vehicle trips?

The project involves a discretionary action and generates more than 250 net new daily vehicle trips. Therefore, an access and circulation assessment is required.

EVALUATION CRITERIA AND METHODOLOGY

This assessment will include a quantitative evaluation of expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard or at project driveways, or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to "gridlock" congestion, where traffic queues between closely-spaced intersections impede the flow of traffic through upstream intersections.

A delay and queuing assessment of study intersections and project driveways were conducted for the Opening Year (2032) and Opening Year Plus Project conditions, utilizing the Highway Capacity Manual methodology and Vistro transportation software.

In addition, this assessment will characterize the on-site loading demand of the project frontage and answer these questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility?
- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts?
- Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?

ASSESSMENT

Opening Year Traffic Volumes

Opening Year (2032) Without Project intersection volume forecasts were developed by applying an ambient growth factor of 1% per year to the existing traffic volumes provided in Figure 8 through Figure 11. In addition, Opening Year (2032) Without Project forecast include trips generated by related projects in the study area, as detailed in Table 18. Related project peak hour trips were distributed to the roadway network and assigned to study intersections based on information from the relevant project transportation studies or memos (if available) or based on a review of the related project locations and local travel patterns. Related project peak hour trip assignment is shown in Figure 13 through Figure 16. Opening Year peak hour intersection volumes (combining existing counts, ambient growth, and related project trips) are shown in Figure 17 through Figure 20.

Figure 13: Related Project-Only Weekday AM Peak Hour Traffic Volumes

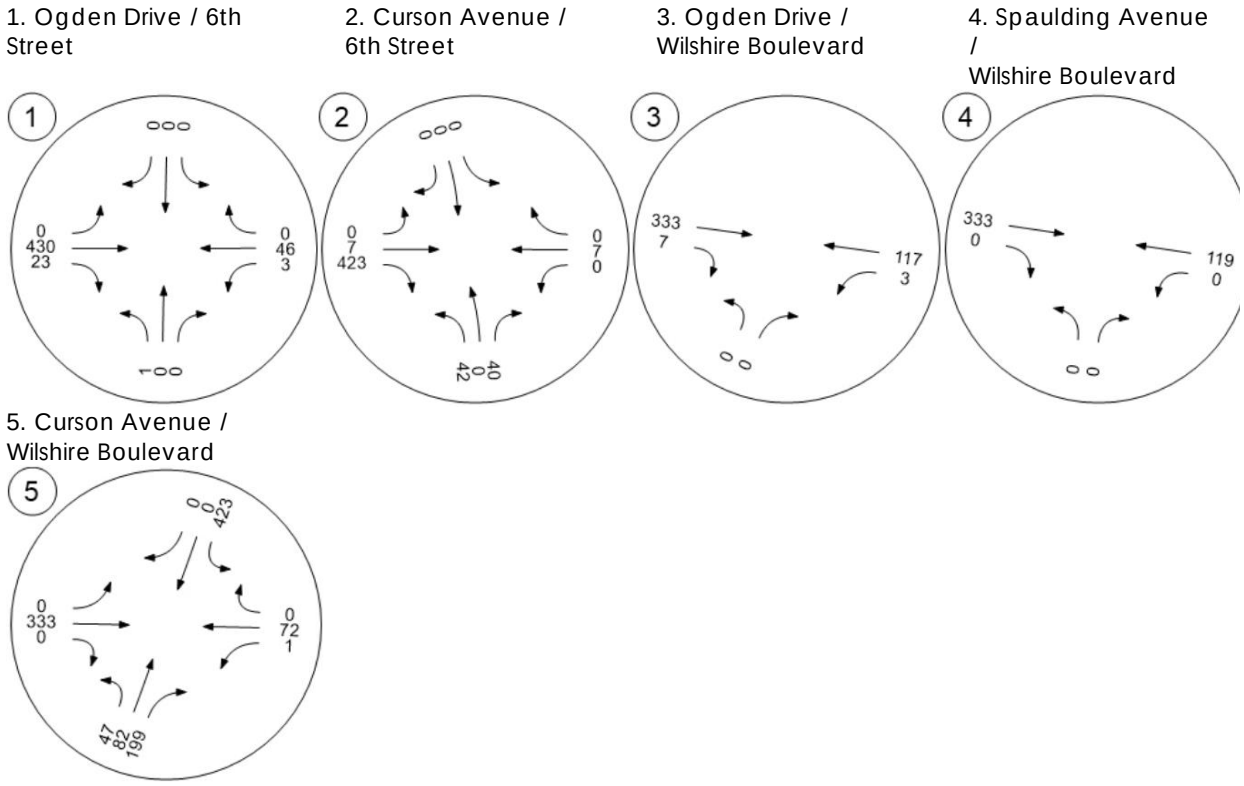


Figure 14: Related Project-Only Weekday Midday Peak Hour Traffic Volumes

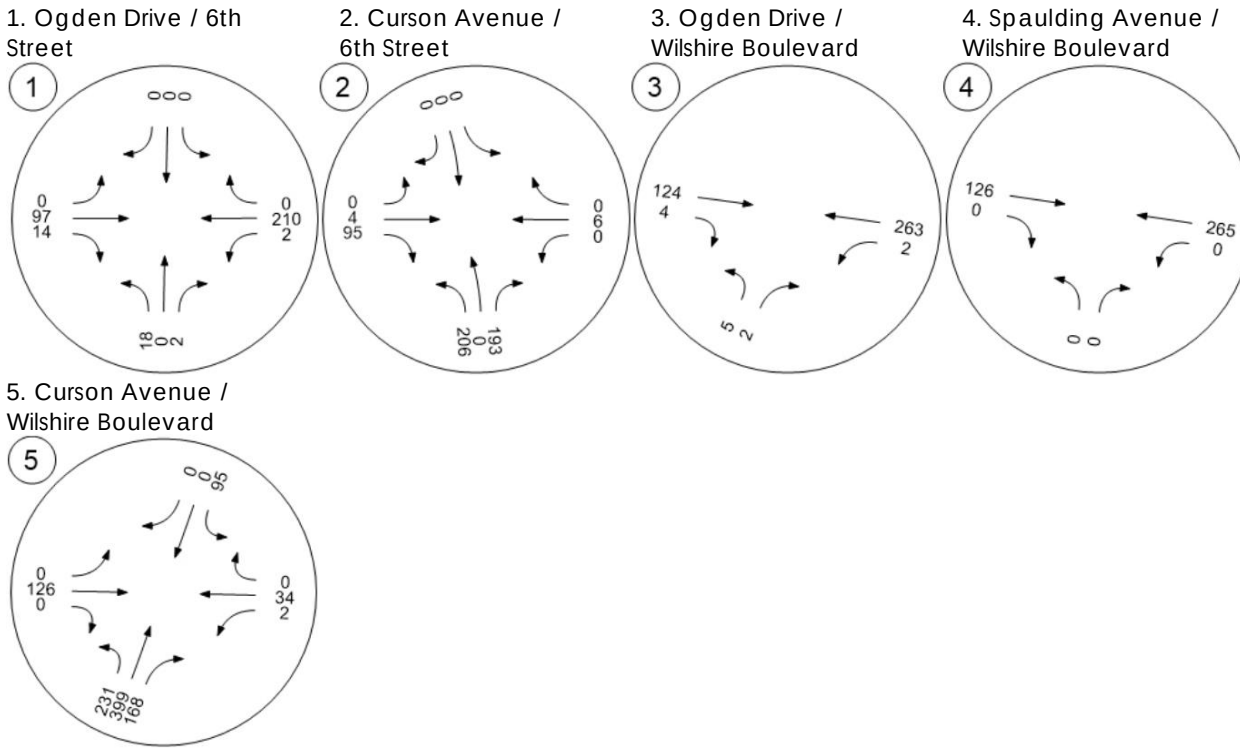


Figure 15: Related Project-Only Weekday PM Peak Hour Traffic Volumes

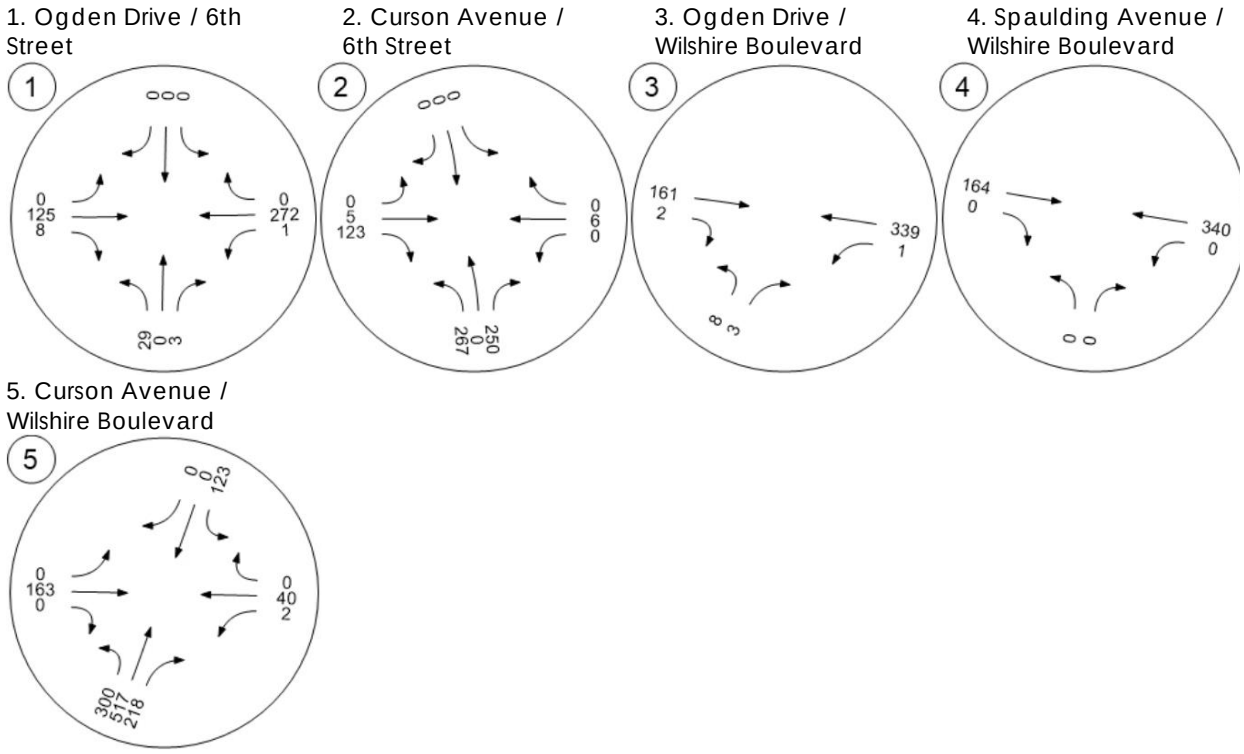


Figure 16: Related Project-Only Saturday Midday Peak Hour Traffic Volumes

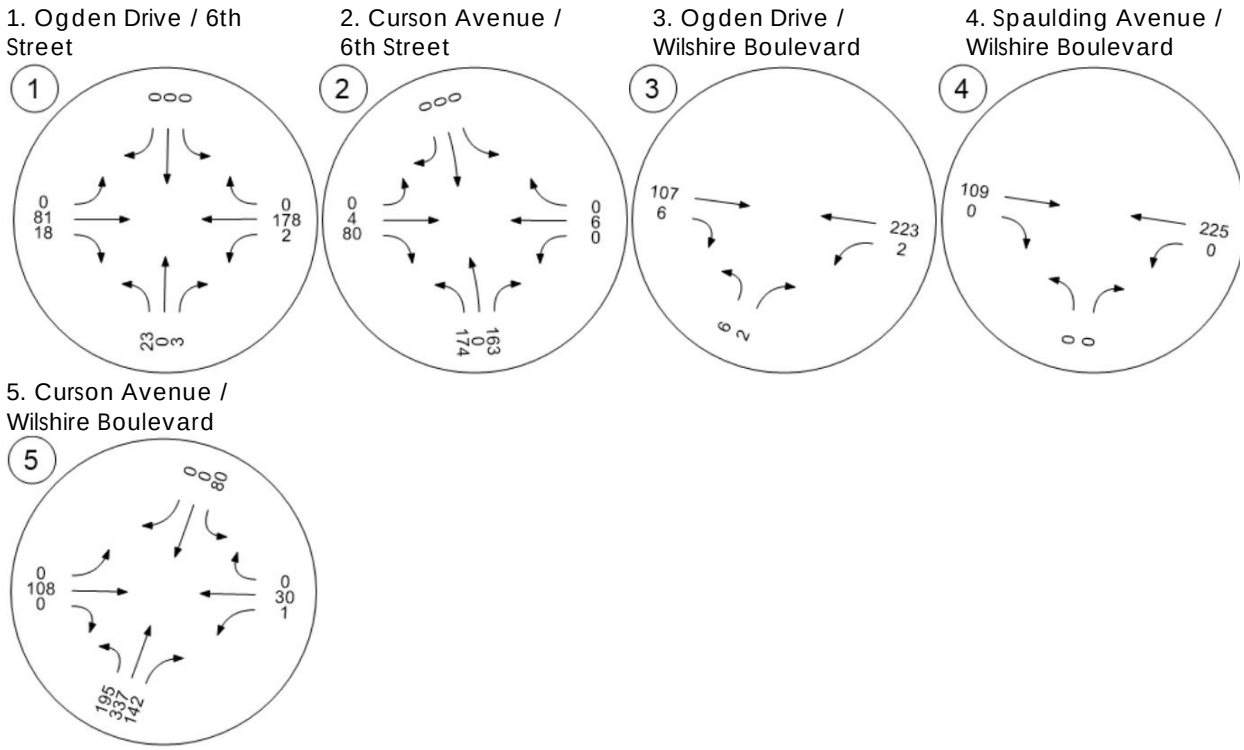


Figure 17: Opening Year (2032) Without Project Weekday AM Peak Hour Traffic Volumes

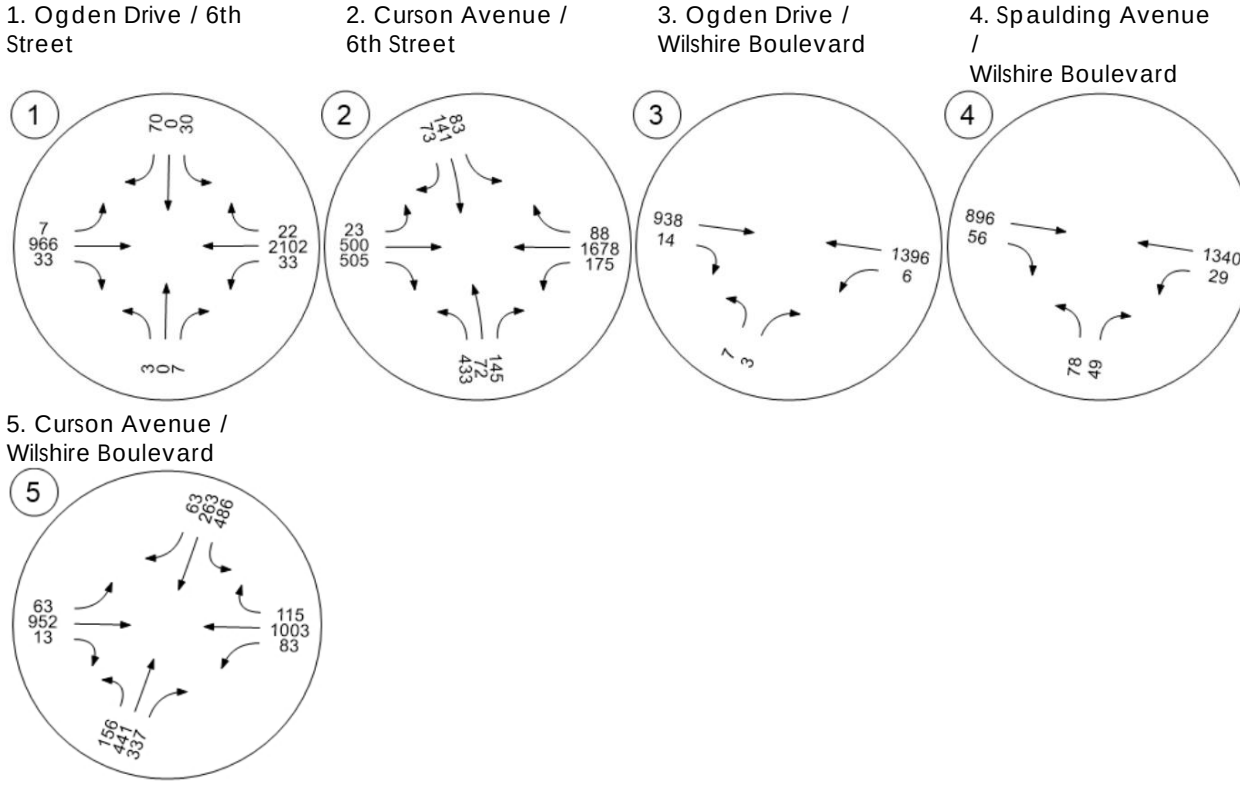


Figure 18: Opening Year (2032) Without Project Weekday Midday Peak Hour Traffic Volumes

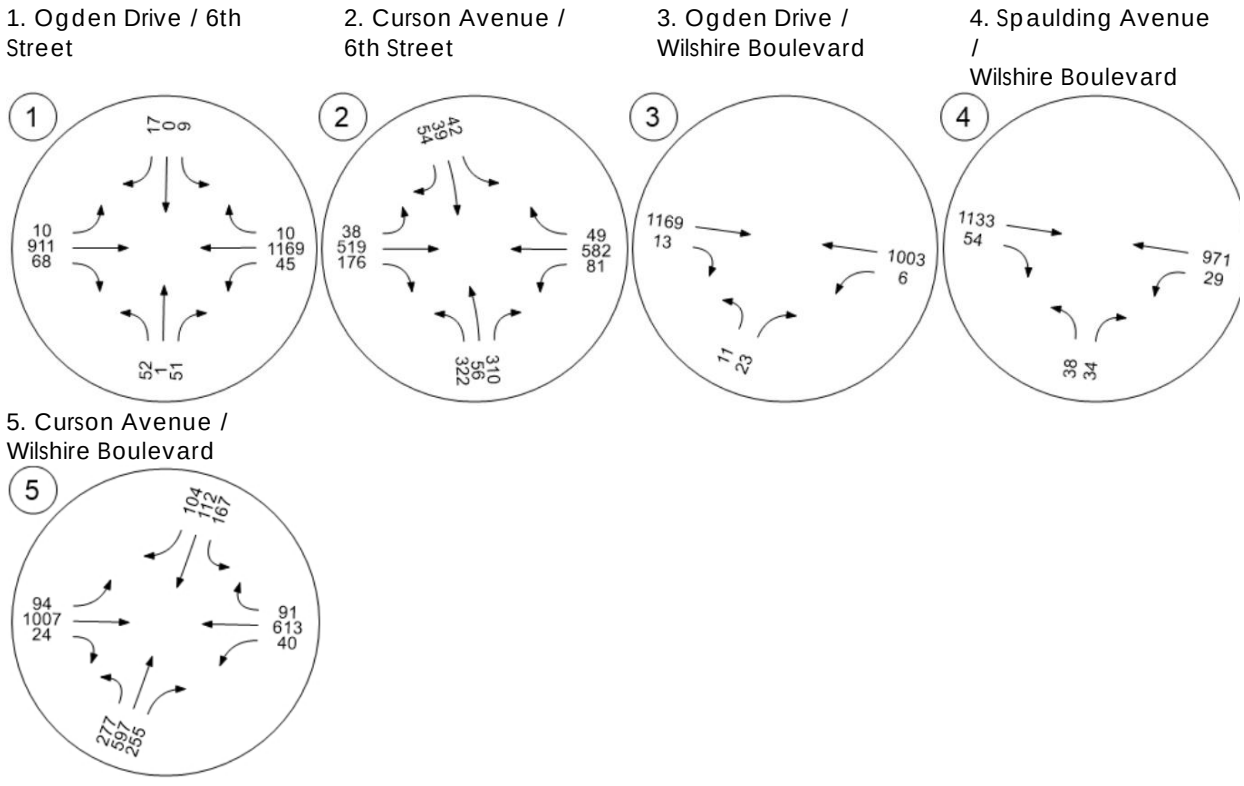


Figure 19: Opening Year (2032) Without Project Weekday PM Peak Hour Traffic Volumes

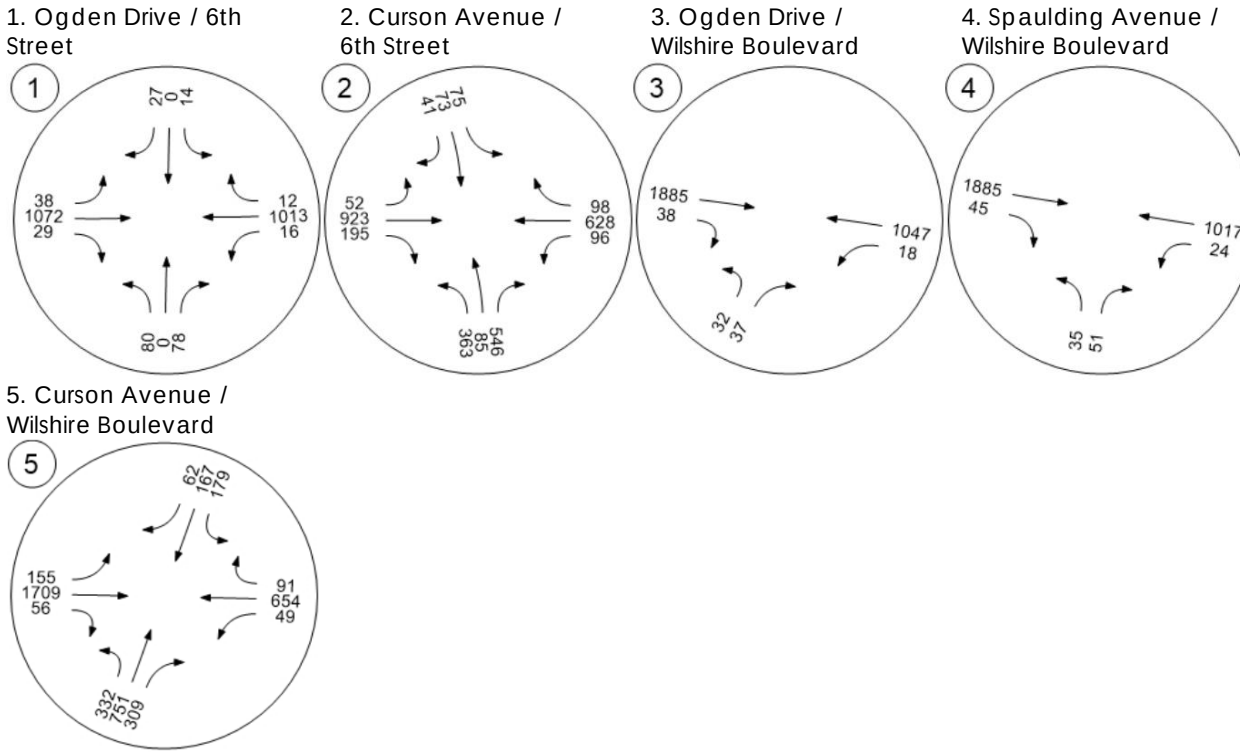
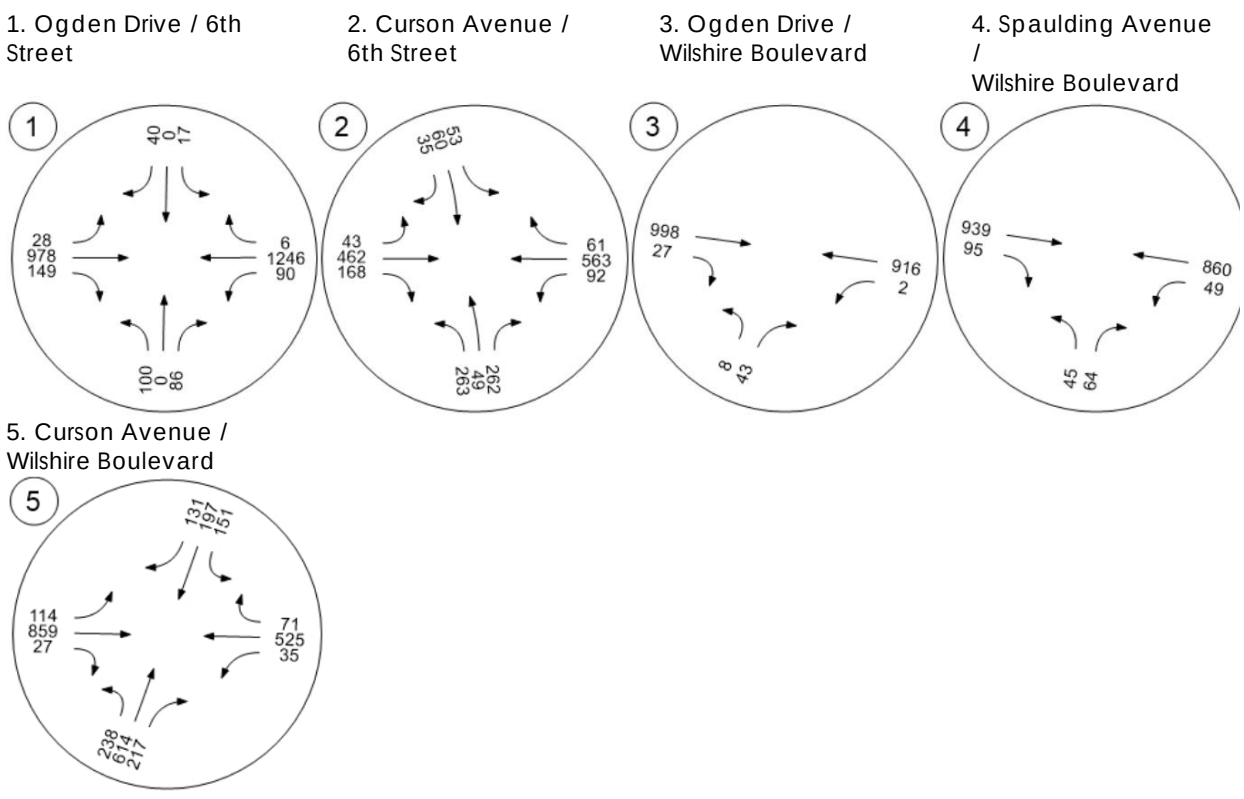


Figure 20: Opening Year (2032) Without Project Saturday Midday Peak Hour Traffic Volumes



Opening Year With Project intersection volumes were developed by adding net new peak hour vehicle trips generated by the project (Table 6). The project trip distribution percentages were based on the surrounding roadway network and land uses, consistent with the distribution used in the LACMA Renovation traffic study:

- 35% to/from the south via Fairfax Avenue
- 22% to/from the west via Wilshire Boulevard
- 3% to/from the west via 6th Street
- 15% to/from the north via Fairfax Avenue
- 6% to/from the east via 6th Street
- 15% to/from the east via Wilshire Boulevard
- 4% to/from the south via Curson Avenue

The net new project trips were then assigned to study area intersections and project driveways. The project site will include a parking lot with two access points: one access point along 6th Street (west of Curson Avenue) and one access point along Curson Avenue (south of 6th Street). An increase in the on-site parking supply is not anticipated. In addition, there are several other parking structures in the vicinity of the project site:

- LACMA (entry/exit at the Ogden Drive/6th Street intersection)
- SAG (entry and exit on Curson Avenue)
- Wilshire Courtyard (entry on Courtyard Place, exit on Curson Avenue)
- Petersen Automotive Museum (entry on Fairfax Avenue, exit on Orange Grove Avenue)
- Future Purple Line parking garage (under construction and not included as part of the vehicle trip assignment)

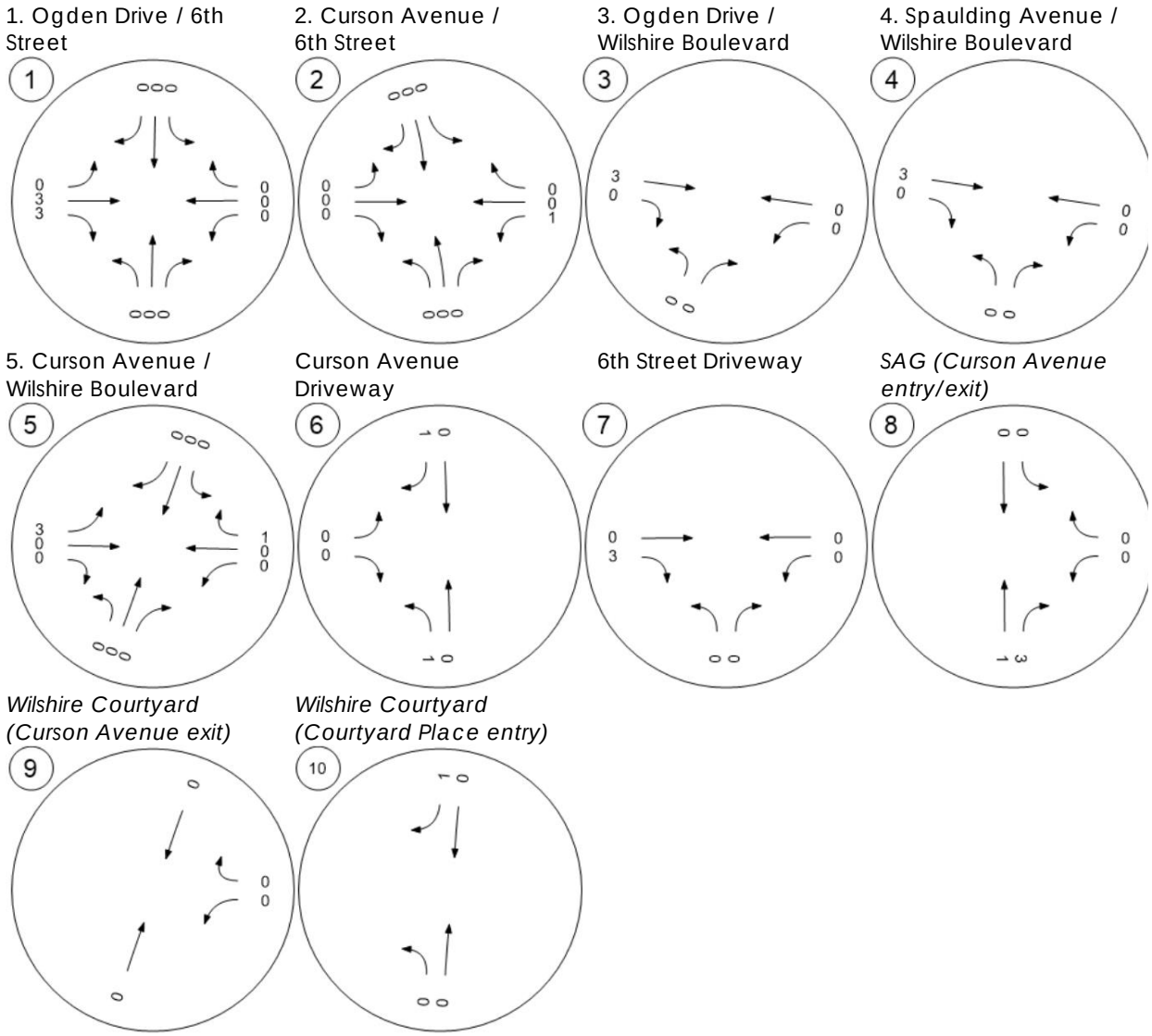
According to a 2019 study,[3] ride-hailing services such as Uber and Lyft account for approximately 3% of trips in Los Angeles. Given that the proposed project will include two passenger drop-off locations (within the parking lot and curbside along 6th Street) and the increased popularity of transportation network company services, it is assumed that a higher percentage (10%) of the project's vehicle trips will consist of ride-hailing trips that utilize the on-site passenger loading zones. Of the remaining 90% of vehicle trips, the parking location assignment assumptions are as follows:

- Project's on-site parking: 30%
- LACMA: 25%
- SAG: 25%
- Wilshire Courtyard: 10%

The project-only trip assignment for the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours are shown in Figure 21 through Figure 24, which include net new trip assignment at project driveways and nearby off-site parking garage driveways. The Opening Year With Project peak hour intersection volumes (combining Opening Year No Project forecasts and the project-only trips) are shown in Figure 25 through Figure 28.

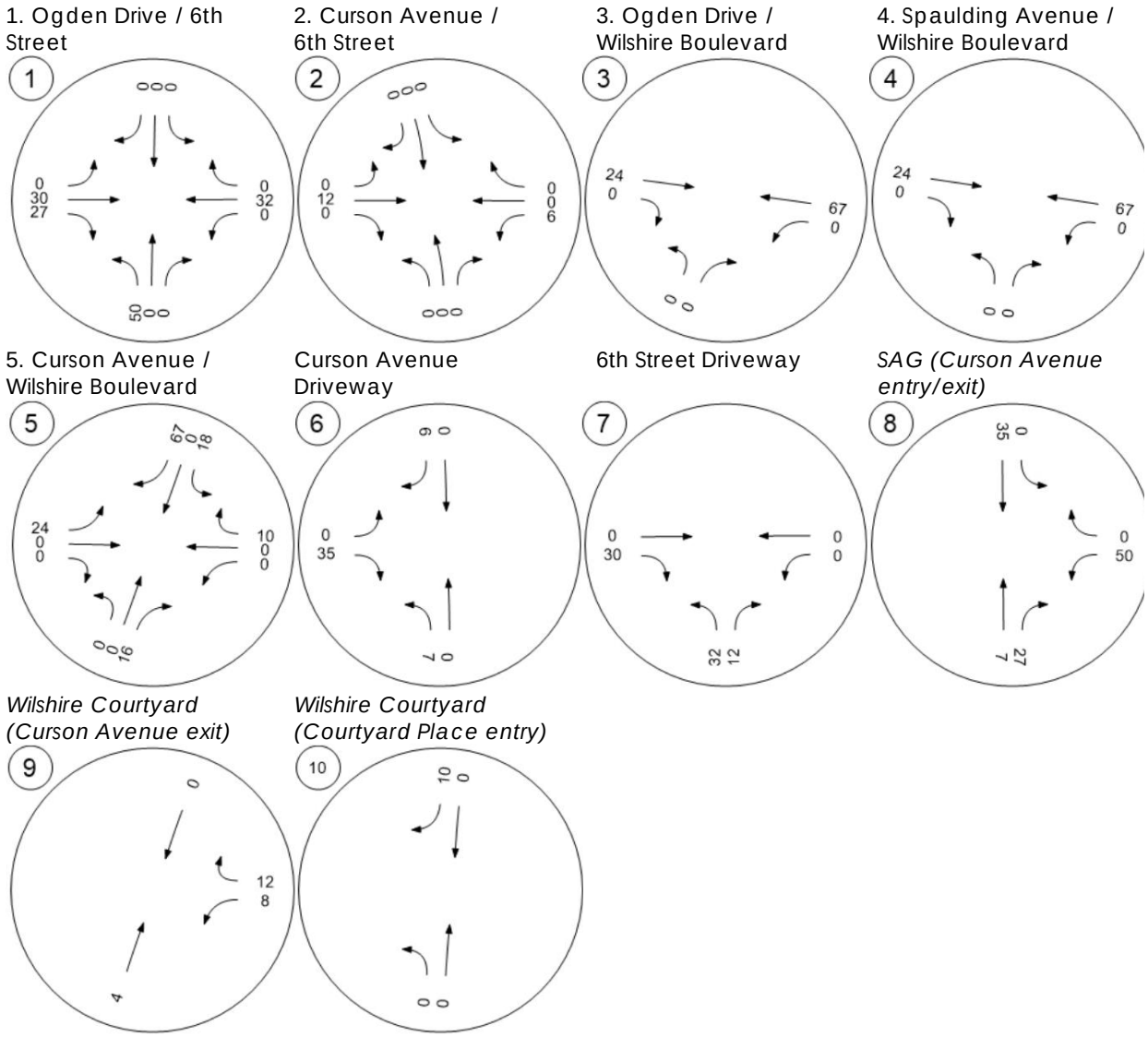
[3] https://www.fehrandpeers.com/what-are-tncs-share-of-vmt/

Figure 21: Project-Only Weekday AM Peak Hour Traffic Volumes



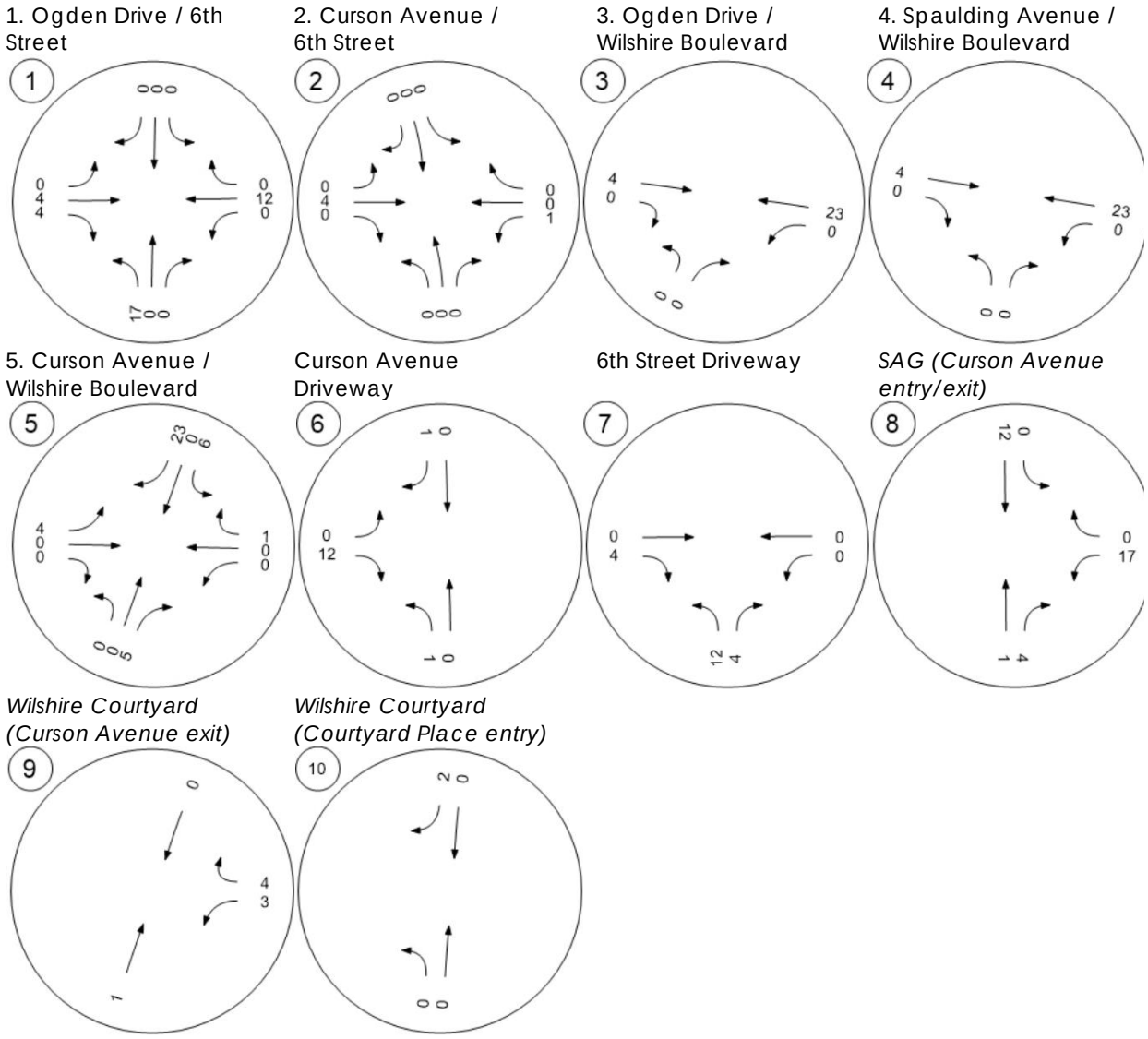
Notes:
Locations #1 through #5 are study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.

Figure 22: Project-Only Weekday Midday Peak Hour Traffic Volumes



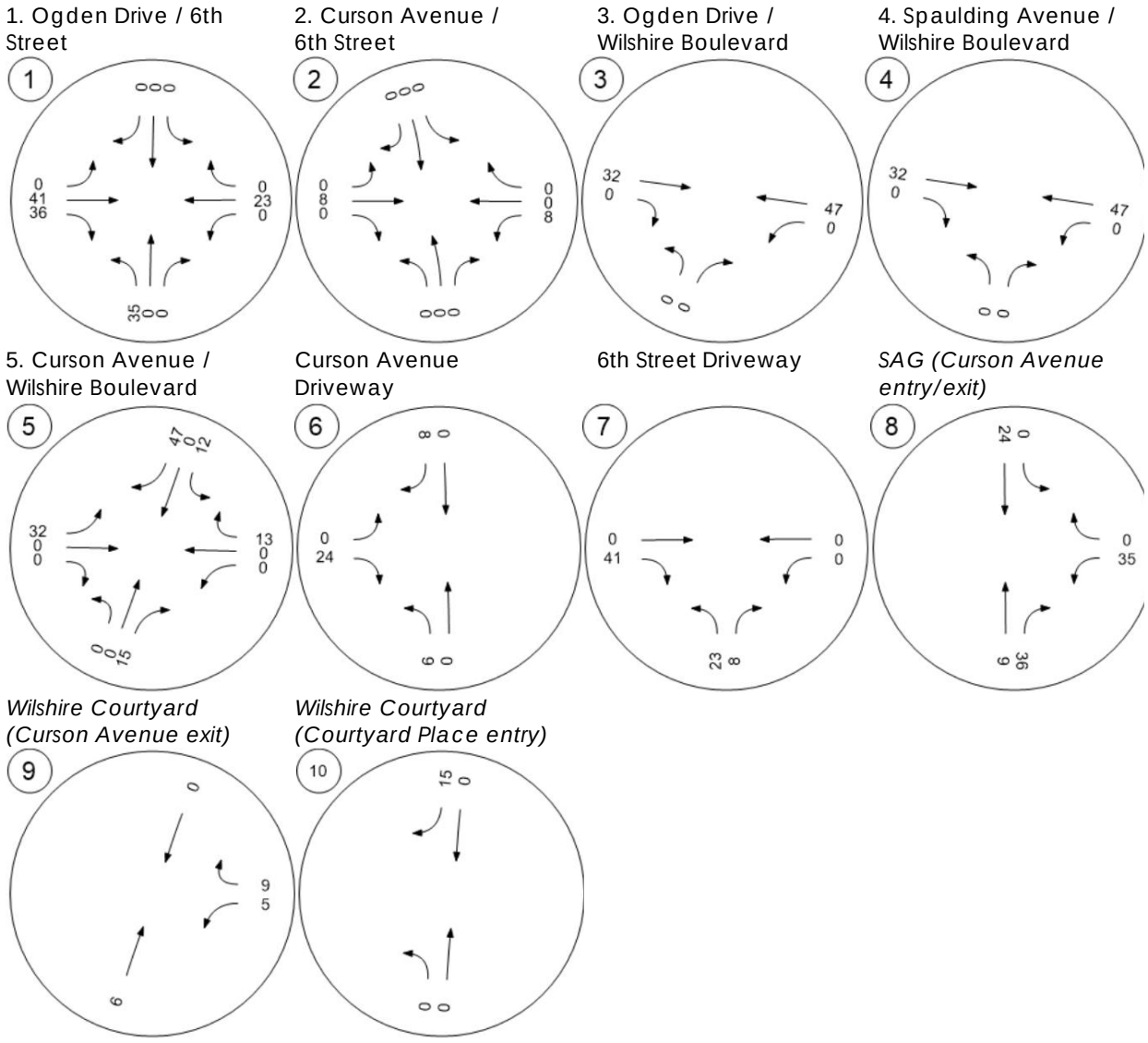
Notes:
Locations #1 through #5 are study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.

Figure 23: Project-Only Weekday PM Peak Hour Traffic Volumes



Notes:
Locations #1 through #5 are study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.

Figure 24: Project-Only Saturday Midday Peak Hour Traffic Volumes



Notes:
Locations #1 through #5 are study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.

Figure 25: Opening Year (2032) With Project Weekday AM Peak Hour Traffic Volumes

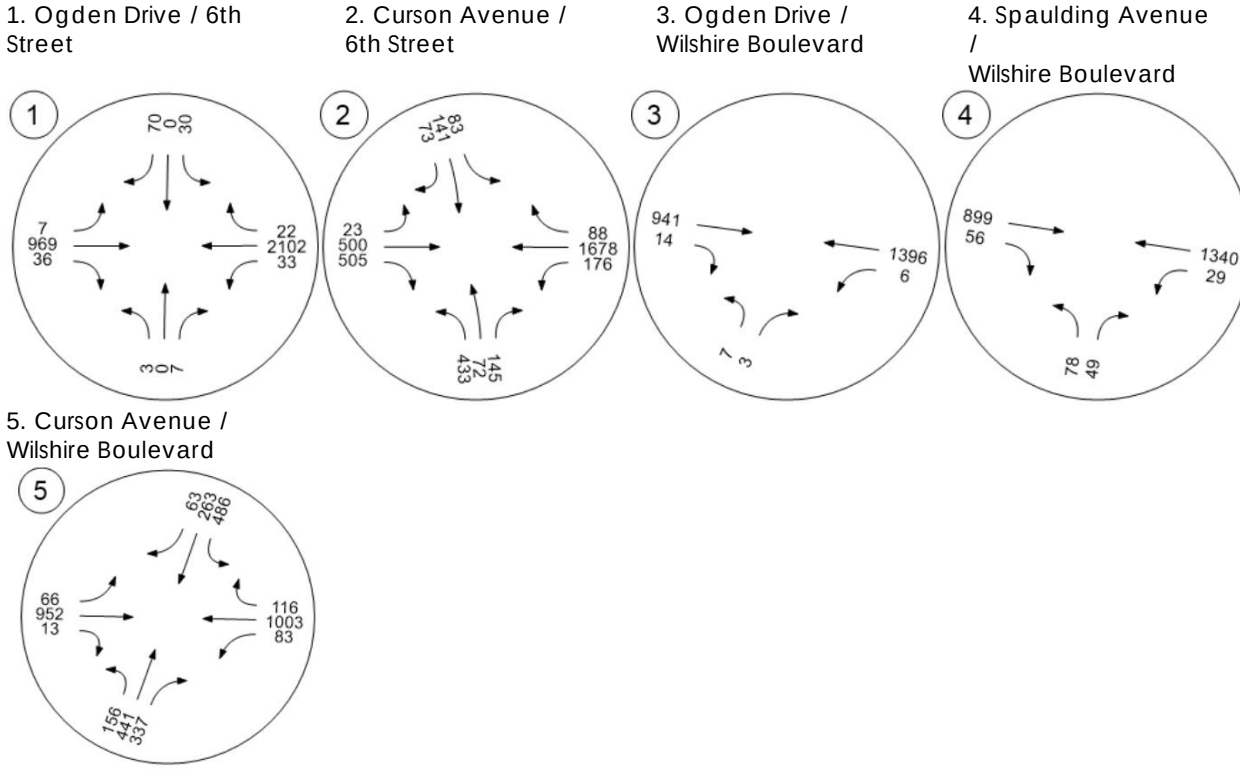


Figure 26: Opening Year (2032) With Project Weekday Midday Peak Hour Traffic Volumes

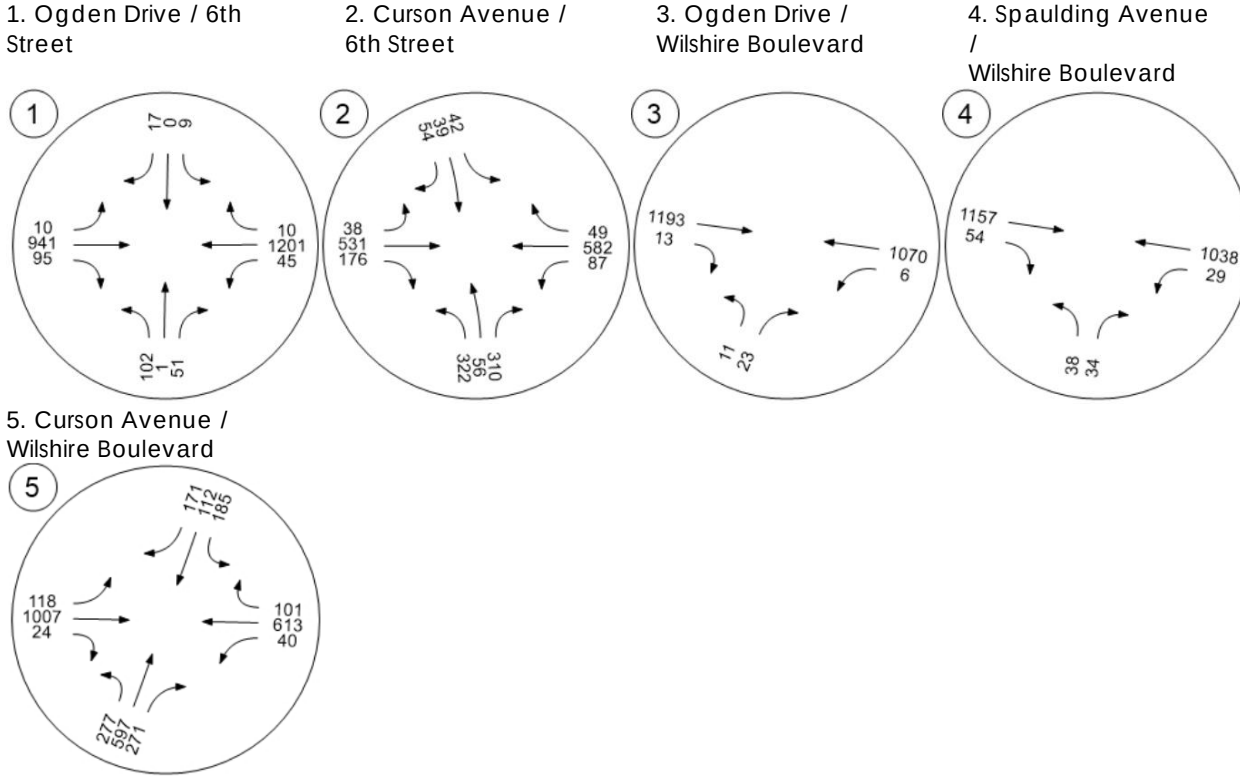


Figure 27: Opening Year (2032) With Project Weekday PM Peak Hour Traffic Volumes

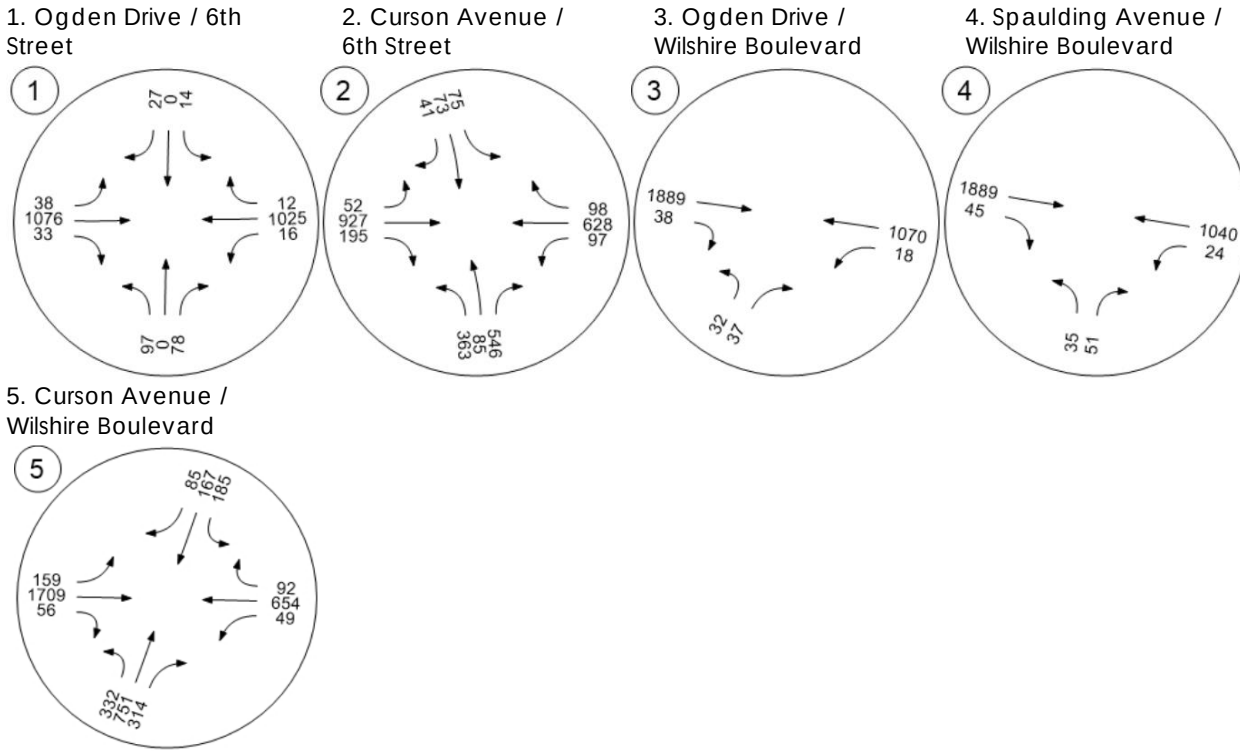
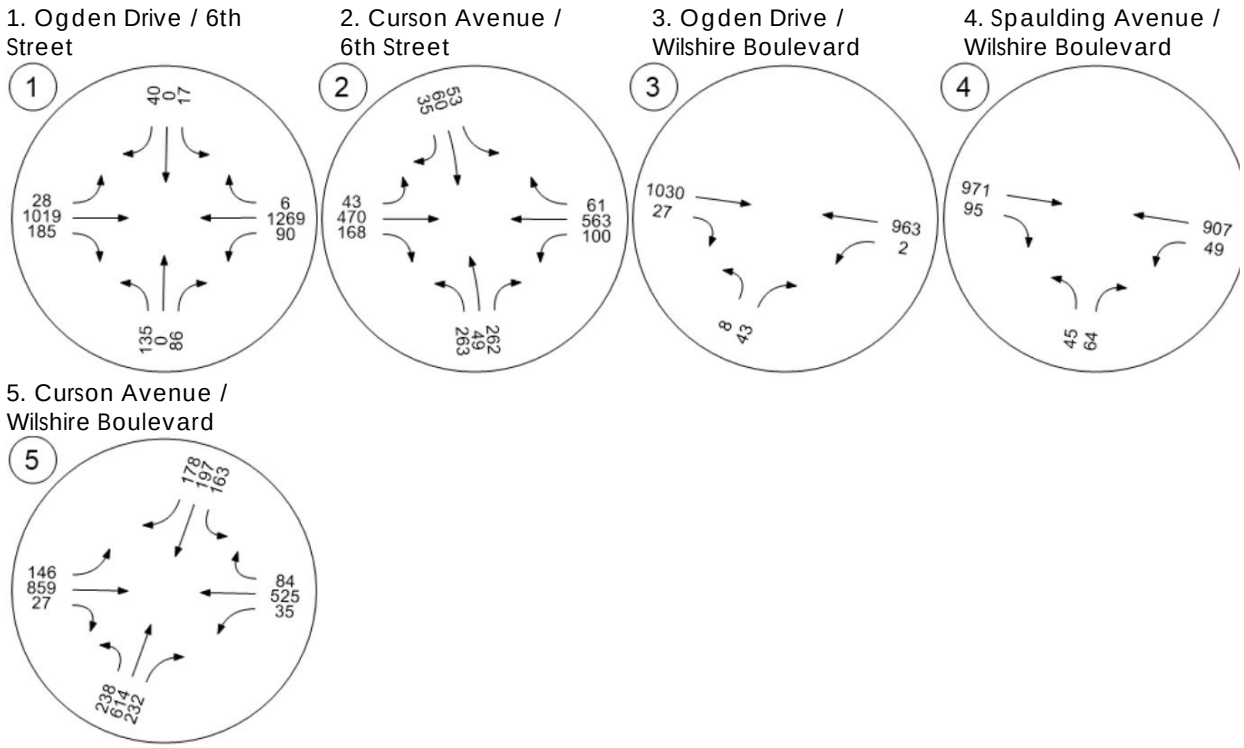


Figure 28: Opening Year (2032) With Project Saturday Midday Peak Hour Traffic Volumes



LOS and Queuing

Opening Year Without Project and With Project intersection LOS are shown in Table 20. LOS E and LOS F operations are highlighted in yellow. As shown in the table, the addition of project trips causes the Curson Avenue/6th Street intersection to drop from LOS D to LOS E during the weekday PM peak hour, although the addition of project trips is projected to increase delay by only 0.6 seconds. The project is expected to contribute to increased delay at the Curson Avenue/Wilshire Boulevard intersection, which operates at LOS F during the weekday midday, weekday PM, and Saturday midday peak hours. The Curson Avenue/Wilshire Boulevard intersection is utilized by multiple bus routes that run along Wilshire Boulevard; the Wilshire Boulevard bus-only lanes are utilized as on-street parking outside the weekend morning and evening peak periods.

Project driveway delay and LOS is shown in Table 21. Note, in addition to net new vehicle trips generated by the expanded Museum, the driveways include additional volume to account for existing site trips. As shown in the table, the northbound exiting approach from the 6th Street driveway is expected to experience LOS E conditions. This is primarily due to higher east-west traffic along 6th Street during the weekday morning and evening commute periods. While the project is not open to visitors during the weekday AM peak hour, on-site delay during the weekday PM peak hour could result in vehicle-vehicle conflicts. However, this delay is limited to the project site and not to study area roadway facilities.

Table 20: Opening Year (2032) Intersection Level of Service

Intersection		Peak Hour	Opening Year		Opening Year With Project		
			Delay (sec)	LOS	Delay (sec)	LOS	Change
1	Ogden/6th	Weekday AM	8.3	A	8.3	A	0.0
		Weekday MD	8.5	A	10.2	B	1.8
		Weekday PM	11.3	B	12.3	B	0.9
		Saturday MD	11.3	B	14.0	B	2.7
2	Curson/6th	Weekday AM	59.0	E	59.0	E	0.0
		Weekday MD	16.3	B	16.4	B	0.2
		Weekday PM	54.7	D	55.3	E	0.6
		Saturday MD	14.3	B	14.4	B	0.1
3	Ogden/Wilshire	Weekday AM	2.2	A	2.2	A	0.0
		Weekday MD	3.3	A	3.3	A	0.0
		Weekday PM	5.8	A	5.8	A	0.0
		Saturday MD	3.9	A	3.9	A	0.0
4	Spaulding/ Wilshire	Weekday AM	7.2	A	7.2	A	0.0
		Weekday MD	5.5	A	5.5	A	0.0
		Weekday PM	8.3	A	8.3	A	0.0
		Saturday MD	8.6	A	8.7	A	0.1
5	Curson/Wilshire	Weekday AM	> 80.0	F	> 80.0	F	-0.2
		Weekday MD	> 80.0	F	> 80.0	F	22.1
		Weekday PM	> 80.0	F	> 80.0	F	7.3
		Saturday MD	> 80.0	F	> 80.0	F	15.2

SOURCE: KITTELSON & ASSOCIATES, 2022.

Table 21: Opening Year (2032) Project Driveway Level of Service

Driveway	Peak Hour	Delay (sec)	LOS
Curson Avenue Driveway	Weekday AM	22.7	C
	Weekday MD	17.2	C
	Weekday PM	18.0	C
	Saturday MD	15.2	C
6th Street Driveway	Weekday AM	49.3	E
	Weekday MD	26.3	D
	Weekday PM	44.2	E
	Saturday MD	22.0	C

SOURCE: KITTELSON & ASSOCIATES, 2022.

Opening Year Without Project and With Project study intersection queuing is shown in Table 22. Storage lengths for turning movements are based on the turn pocket length and excludes the taper. Storage lengths for through movements are measured to the nearest adjacent cross street or crosswalk. Queues that are projected to exceed storage are highlighted in yellow. As shown in the table, the addition of project trips is expected to cause multiple queues to exceed available storage, or increase queues that exceed storage under Without Project conditions:

- Intersection #1 (Ogden Drive/6th Street): The LACMA parking structure's northbound exiting queue would exceed the available storage on the exiting drive aisle. However, this queue would remain on-site within the parking structure.
- Intersection #2 (Curson/6th Street): The northbound left, southbound left, southbound through/right, eastbound right, and westbound through/right queues would exceed available storage; however, the project is not anticipated to increase these queues. In addition, the eastbound through and westbound left queues would exceed available storage; however, the project is expected to increase each queue by two car lengths or less during each peak hour.
- Intersection #5 (Curson Avenue/Wilshire Boulevard): The northbound, southbound, eastbound, and westbound queues are projected to exceed available storage; the project would substantially increase the northbound and southbound queues. The southbound queues may interfere with the crosswalks at the Curson Avenue/6th Street intersection. The northbound queues exceed the available storage, measured to the intersecting alley directly to the south. While there is additional storage that extends to the Curson Avenue/8th Street intersection, that storage is also exceeded, potentially conflicting with the crosswalks at that intersection.

Project driveway queues are shown in Table 23. Queues exiting the project driveways are not expected to exceed available storage. However, the length of the eastbound and northbound queues at the Curson Avenue/6th Street intersection and southbound queues at the Curson Avenue/Wilshire Boulevard are expected to interfere with accessing the project driveways and may interfere with driveway operations.

Table 22: Opening Year (2032) Intersection Queuing

Intersection		Movement		Storage (ft.)	Opening Year				Opening Year With Project			
					AM Queue (ft.)	MD Queue (ft.)	PM Queue (ft.)	Sat. Queue (ft.)	AM Queue (ft.)	MD Queue (ft.)	PM Queue (ft.)	Sat. Queue (ft.)
1	Ogden/6th	NB	Left/Thru/Right	70	< 25	63	167	114	< 25	93	184	134
		SB	Left/Thru/Right	205	104	< 25	39	32	104	< 25	38	31
		EB	Left	100	< 25	< 25	< 25	< 25	< 25	< 25	< 25	< 25
			Thru	555	233	250	450	320	234	302	485	405
			Right	60	< 25	< 25	< 25	25	< 25	< 25	< 25	37
		WB	Left	140	< 25	26	< 25	70	< 25	29	< 25	83
			Thru/Right	505	282	118	133	147	282	141	146	172
2	Curson/6th	NB	Left	110	591	201	236	153	591	201	236	153
			Thru/Right	790	94	191	704	156	94	191	704	156
		SB	Left	35	44	26	56	32	44	26	56	32
			Thru/Right	85	91	37	44	39	91	37	44	39
		EB	Left	100	< 25	< 25	29	< 25	< 25	< 25	29	< 25
			Thru	725	230	238	946	182	230	246	962	186
			Right	40	274	67	75	55	274	67	75	55
		WB	Left	95	183	56	129	52	185	62	132	57
			Thru/Right	575	892	129	152	110	892	129	152	110
3	Ogden/Wilshire	NB	Left	145	< 25	< 25	35	< 25	< 25	< 25	35	< 25
			Right	145	< 25	26	38	48	< 25	26	38	48
		EB	Thru	515	32	83	245	81	32	86	247	85
			Right	100	< 25	< 25	< 25	< 25	< 25	< 25	< 25	< 25
		WB	Left	115	< 25	< 25	< 25	< 25	< 25	< 25	< 25	< 25
			Thru	385	60	66	91	72	60	73	94	77
4	Spaulding/Wilshire	NB	Left/Right	570	139	78	90	105	139	78	90	105
		EB	Thru/Right	380	124	145	327	198	124	150	328	205
		WB	Left	65	< 25	< 25	< 25	30	< 25	< 25	< 25	30
			Thru	500	199	103	116	149	199	113	120	160

Intersection		Movement		Storage (ft.)	Opening Year				Opening Year With Project			
					AM Queue (ft.)	MD Queue (ft.)	PM Queue (ft.)	Sat. Queue (ft.)	AM Queue (ft.)	MD Queue (ft.)	PM Queue (ft.)	Sat. Queue (ft.)
5	Curson/Wilshire	NB	Left/Thru/Right	100	> 1,000	> 1,000	> 1,000	> 1,000	> 1,000	> 1,000	> 1,000	> 1,000
		SB	Left/Thru/Right	790	> 1,000	506	618	814	> 1,000	838	740	> 1,000
		EB	Left	70	62	75	143	93	66	98	148	127
			Thru/Right	225	293	318	842	273	293	318	842	273
		WB	Left	105	82	37	86	31	82	37	86	31
			Thru	250	302	176	191	150	302	176	191	150
			Right	50	< 25	< 25	< 25	33	< 25	< 25	< 25	39

SOURCE: KITTELSON & ASSOCIATES, 2022.

Table 23: Opening Year (2032) Project Driveway Queuing

Driveway	Movement		Storage (ft.)	AM Queue (ft.)	MD Queue (ft.)	PM Queue (ft.)	Sat. Queue (ft.)
Curson Avenue Driveway	NB	Left	35	< 25	< 25	< 25	< 25
	EB	Left/Right	120	< 25	38	< 25	< 25
6th Street Driveway	NB	Left/Right	150	< 25	< 25	< 25	< 25

SOURCE: KITTELSON & ASSOCIATES, 2022.

Passenger Loading

As detailed earlier in this section, it is assumed that 10% of the project's vehicle trips will consist of ride-hailing trips that utilize passenger loading zones. Therefore, it is expected that approximately 31 net new ride-hailing trips will arrive at or depart the project during the weekday midday peak hour. When taking the existing site uses into account, it is estimated that the current ride-hailing demand at the site is 46 vehicles during the weekday midday hour, for a total of 77 vehicles when combining existing and net new demand.

The project site plan is conceptual at this time. However, it is estimated that the project provides approximately 520 feet of curb space for pick-up and drop-off, both within the parking lot and along 6th Street. That length of pick-up/drop-off space is likely sufficient to address existing and net new passenger loading demand, assuming that 1.5 feet of curb space is needed per vehicle demand over the hour.

RECOMMENDED IMPROVEMENTS

Several potential deficiencies may arise at the project driveways and in the study area.

- The project is expected to contribute to increased delay at the Curson Avenue/Wilshire Boulevard intersection, which operates at LOS F during the weekday midday, weekday PM, and Saturday midday peak hours. The Curson Avenue/Wilshire Boulevard intersection is utilized by multiple bus routes that run along Wilshire Boulevard.
- The northbound exiting approach from the 6th Street driveway is expected to experience LOS E conditions during the weekday AM and PM peak hours.
- At the Curson Avenue/Wilshire Boulevard intersection, the southbound queues may interfere with the crosswalks at the Curson Avenue/6th Street intersection and the northbound queues may conflict with the crosswalks at the Curson Avenue/8th Street intersection.
- The length of the eastbound and northbound queues at the Curson Avenue/6th Street intersection and southbound queues at the Curson Avenue/Wilshire Boulevard are expected to interfere with accessing the project driveways and may interfere with driveway operations
- Curbside passenger loading along 6th Street could result in conflicts with bicyclists once planned separated bike lanes are implemented.

In order to improve access safety and circulation, the project should coordinate with the City of Los Angeles to explore the feasibility of implementing the following improvements:

- The Curson Avenue/Wilshire Boulevard intersection is built out. Signal timing should be regularly updated to optimize splits. In addition, the weekday AM and PM peak period bus-only lanes on Wilshire could potentially be extended to the weekday midday and weekend midday peak hours to improve bus operations through that intersection.
- The Curson Avenue/6th Street intersection is built out. Signal timing should be regularly updated to optimize splits. In addition, striping could be improved to extend the northbound left turn lane at the intersection, and/or add an inbound left-turn lane at the project's Curson Avenue driveway.
- Incorporate safety features to accommodate passenger pick-up and drop-off along 6th Street when planned separated bike lanes are implemented.

In addition, driveway operations at Curson Avenue should be monitored.

Mitigation Measure #1, which requires the project to implement a TDM program and coordinate on multimodal improvements in the study area, can help reduce employee and visitor vehicle trips and related effects on project access safety and circulation.

PROJECT CONSTRUCTION

According to the City's TAG, development projects may be required to analyze if project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation in the area.

SCREENING

If a proposed project answers yes to any of the following, further analysis is required to assess whether the project would negatively affect circulation during construction.

- Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
- Would the project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?
- Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?

Project construction activity will depend on the phasing as funding is obtained to complete the master plan over the next seven to ten years. Because impacts to adjacent streets is likely yet unknown, further analysis may be required.

EVALUATION CRITERIA AND METHODOLOGY

The City's TAG identifies factors to be considered to determine if construction of a project would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation.

These factors include location of the project site, the functional classification of the adjacent street, the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the duration of temporary loss of access, the operational constraints of the streets needed to access the construction sites in hillside areas that inhibit access by other residents and emergency service responders, the affected land uses, and the magnitude of the temporary construction activities.

ASSESSMENT

As shown in Figure 2, the site is surrounded by 6th Street to the north, Wilshire Boulevard to the south, and Curson Avenue to the east. Construction activity could occur on any of these roadways.

6th Street is an Avenue II street with a three-lane cross section (two westbound lanes and one eastbound lane) with a center median that allows for left-turning vehicles at intersections. Street parking is available along most of the north side of the street, while parking on the south side of the street is provided for portions of the street east of the LACMA parking garage driveway. There is existing sidewalk present on both sides and no current bike facilities. Construction could impede the sidewalk adjacent to the project site. Signalized crossings with high-visibility crosswalks are available along 6th Street on either side of the project site that could be used to detour pedestrians around a work zone. The parking lane could be

utilized by construction activity without impeding traffic flow. The center lane could be modified to a travel lane during construction to allow eastbound flow if needed.

Wilshire Boulevard is an Avenue I street with a four-lane cross section and a center median. Both eastbound and westbound directions have a joint parking lane/bus lane along the curb that allow for vehicle parking except during weekday AM and PM peak periods, where buses and right-turning vehicles have exclusive access to these lanes. There is existing sidewalk present on both sides and no current bike facilities. Construction could impede the sidewalk adjacent to the project site. Signalized crossings are available along Wilshire Boulevard on either side of the project site that could be used to detour pedestrians around a work zone. The parking/bus lane would be impacted by construction activity and impede bus access along Wilshire Boulevard. Westbound traffic would also likely be impeded during construction.

Curson Avenue is a Collector Street with a two-lane cross section. There is no on- street parking allowed on either side of the road with a bus loading zone on the west side fronting the project site. There is existing sidewalk present on both sides and no current bike facilities. Construction could impede the sidewalk adjacent to the project site. Signalized crossings are available along Curson Avenue on either side of the project site that could be used to detour pedestrians around a work zone. The bus loading area could be utilized by construction activity without impeding traffic flow, however traffic flow may be impacted by any construction activity due to the narrow roadway width.

While details of construction are not available at the Master Plan stage, it is anticipated that construction will create temporary impacts to pedestrian, transit, and vehicle circulation. Detour routes are available but the duration and level of the temporary impacts are not able to be identified until project phasing and associated construction needs are identified.

RECOMMENDED IMPROVEMENTS

The proposed project's likely impact during construction requires corrective measures. A construction traffic management plan will be required and coordinated with LADOT prior to starting construction on components of the Master Plan that require construction to impact the public right-of-way.

The construction traffic management plan should identify the duration and level of construction activity and consider the following features:

- Develop a detour plan for vehicles, pedestrians, and bicyclists as necessary.
- Consider modification of construction procedures to minimize duration or level of impact.
- Limit major road obstructions to off-peak hours.
- Coordinate with emergency service and public transit providers.
- Provide alternative vehicular, bicycle, and/or pedestrian access to affected parcels.
- Consult with LADOT if temporary closure of a travel lane may be necessary to maintain adequate pedestrian and bicycle access as part of the traffic management plan.
- Consult LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces, if applicable.
- Coordinate access with adjacent property owners and tenants.
- Coordinate with Metro regarding maintenance of ADA access to Metro stations, stops, and transit facilities (e.g., layover zones) during revenue hours.
- Coordinate with transit providers regarding the need to temporarily close or relocate bus stops or reroute service.

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

According to the City's TAG, development projects may be required to conduct a local residential street cut-through analysis to determine potential increases in average daily traffic (ADT) volumes on designated Local Streets near the project site that can be classified as cut-through trips generated by the project. Such trips could adversely affect the character and function of those streets.

Cut-through traffic can be exacerbated by development projects that add vehicle trips to congested roadways. Effects of cut-through traffic can include congestion, access issues, and speeding on Local Streets. Improvements to address cut-through traffic include traffic calming and diverting features.

SCREENING

If a proposed project answers yes to both of the following questions, further analysis may be required to assess whether the project would negatively affect Local Streets.

- Would the project generate a net increase of 250 or more daily vehicle trips?
- Does the land use project include a discretionary action that would be under review by the Department of City Planning?

The project would generate a net increase of more than 250 daily vehicle trips, and requires a discretionary action. Therefore, further analysis may be required.

The following conditions must also be present when selecting Local Street segments for analysis.

- The project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets.
- The project is projected to add a substantial amount of automobile traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s); and
- Nearby local residential street(s) (defined as Local streets as designated in the City's General Plan passing through a residential neighborhood) provide motorists with a viable alternative route. A viable alternative route is defined as one which is parallel and reasonably adjacent to the primary route as to make it attractive as an alternative to the primary route.

As shown in Table 20, the Curson Avenue/6th Street intersection is expected to operate at LOS E during the weekday AM and weekday PM peak hours under Opening Year Plus Project conditions. The proposed project will add trips to this intersection. However, there are no nearby residential streets that would provide motorists with a viable alternative route.

As shown in Table 20, the Curson Avenue/Wilshire Boulevard intersection is expected to operate at LOS F during the weekday AM, weekday midday, weekday PM, and weekend midday peak hours under Opening Year Plus Project conditions. In addition, northbound, southbound, and eastbound queues are anticipated to be substantial. The proposed project will add trips to this intersection. In addition, Stanley Avenue is in close proximity to Curson Avenue and could be a viable alternative detour for cars making a northbound through, northbound right-turn, or southbound through at the Curson Avenue/Wilshire Boulevard intersection. Therefore, Stanley Avenue south of Wilshire Boulevard should be studied to determine if there would be negative effects on this Local Street.

EVALUATION CRITERIA AND METHODOLOGY

The City's TAG states that local residential street must be deemed excessively burdened based on an increase in the projected average daily traffic (ADT) volumes as shown in Table 24.

Table 24: Substantial Residential Local Street Diversion Criteria

ADT with Project (Final ADT)	Project-Related Increase in ADT
1 to 999	120 or more
1,000 to 1,999	12 percent or more of final ADT
2,000 to 2,999	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

SOURCE: CITY OF LOS ANGELES (2020).

To analyze conditions along residential streets, future year "without project" daily volumes should be developed using an ambient growth rate, and include traffic from related projects in the study area.

"With project" daily volumes along residential streets should be developed by forecasting the amount of peak hour and non-peak hour project trips that may shift away from a congested arterial or boulevard to the adjacent residential street.

ASSESSMENT

A 1% per year growth rate was applied to existing weekday and Saturday ADT along Stanley Avenue (between Wilshire Boulevard and 8th Street) to develop Opening Year 2032 ADT. A portion of peak hour trips from two related projects (Mixed-Use Project located at 5891 Olympic Boulevard and Wilshire Curson Project located at 5700 -5780 Wilshire Blvd / 712-752 S. Curson Ave / 5721-5773 W. 8th Street / 715-761 S. Masselin) were diverted from Curson Avenue and added to Opening Year 2032 ADT to obtain "without project" daily volumes. Then, peak hour trips from the proposed project were diverted from Curson Avenue and added to the "without project" daily volumes to obtain "with project" daily volumes. The final weekday ADT along Stanley Avenue is 1,615 vehicles; the final Saturday ADT is 906. The proposed project's contribution to the final ADT is less than 5% during both days and is therefore insufficient to require corrective measures. The project's low contribution to ADT can be attributed to the low percentage (4%) of project trips with are anticipated to utilize Curson Avenue south of Wilshire Boulevard.

RECOMMENDED IMPROVEMENTS

The proposed project's expected contribution to traffic on residential streets is anticipated to be below the City's thresholds. Therefore, no corrective measures have been recommended.

SPECIAL EVENTS

Regional attractions such as museums may host special events that generate different traffic patterns and parking demands compared to typical operations. These special events may have impacts to the surrounding roadway network and uses if not properly planned for. Consideration of special event activity should be considered.

ASSESSMENT

Special events at the La Brea Tar Pits currently occur on rare occasions. Most special events currently occur at the Natural History Museum located at 900 Exposition Boulevard instead of at the Page Museum because the NHM space is more accommodating of special events. With the completion of the proposed master plan the site will have larger space but is not designed for special events. The frequency of special events may change, but there are no plans to have regular special event space or any projection of demand to have those types of events. The adjacent LACMA facility has special events within the larger Hancock Park; however, these are not related to the 13-acre La Brea tarpits Master Plan site.

It is not anticipated that special events will occur as a result of the proposed project. However, a special event management plan should be created if events should occur to ensure traffic and parking do not adversely affect the surrounding neighborhoods.

RECOMMENDED IMPROVEMENTS

The proposed project should have corrective measures to address the potential of special events. A special event traffic management plan should be created in coordination with LADOT and confirmed prior to special events hosted at the site.

The special event traffic management plan may consider the following features:

- Vehicle parking supply
- Loading/unloading areas and management
- Traffic control at adjacent intersections and roadways
- Pedestrian circulation and facilities
- Bike parking supply
- Shuttle services

Section 6 — Mitigation Measures and Corrective Conditions

MITIGATION MEASURES AND CORRECTIVE CONDITIONS

SUMMARY OF CEQA MITIGATION MEASURES

The results of the transportation impact analysis are summarized below.

THRESHOLD T-1 (CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES)

The project may conflict with the LAMC requirements for bicycle parking and TDM. In addition, it was determined that the project would be inconsistent with regional plans related to mobility and GHG reductions. The proposed project would result in a significant impact related to consistency with plans, programs, ordinances, or policies. The proposed project would also contribute to a significant cumulative impact related to consistency with plans, programs, ordinances, or policies.

Therefore, Mitigation Measure #1 is proposed, detailed below.

Mitigation Measure #1 Transportation Demand Management (TDM) Program

To reduce Museum employee and visitor vehicle trips and increase alternative modes such as walking, bicycling, public transit, and rideshare, the proposed project shall prepare and implement a TDM program. The program shall be developed in consultation with LADOT.

The proposed project will designate an existing member of staff as the on-site TDM Coordinator. This coordinator shall be responsible for monitoring and tracking employee and visitor mode share and annual reporting to LADOT.

Employee Strategies

Information shall be distributed to employees and displayed on a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The following measures should be applied to reduce employee vehicle trips and VMT:

- Provide a transportation information bulletin board on-site with public transit information, contact information for rideshare and transit, ridesharing promotional material, bike route and facility information, and listing of on-site services or facilities.
- Provide facilities on-site to support bicycling to work, such as secure bike parking, showers, and lockers.
- Encourage and support participation in LA Metro vanpool, including subsidies for participation.
- Implement paid parking for employees.
- Subsidize transit passes.
- Offer flexible work schedules and telecommuting, when feasible.

Visitor Strategies

Transportation information for visitors should be displayed on the Museum's website and distributed with physical marketing materials. The following measures may be applied to reduce visitor vehicle trips and VMT:

- Advertise and offer discounted Museum tickets for visitors who use public transit or a bicycle to visit the project.

- Provide and maintain secure on-site bicycle parking for visitors, and monitor usage to determine if additional bicycle racks are needed.
  - Provide wayfinding signage directing bicyclists from the visitor entrances to where on-site bicycle parking is located.
  - Ensure bicycle parking is well lit and monitored by staff.
- Continue to have paid parking for visitors.
- Coordinate with LA Metro to improve transit access and user comfort and encourage visitors to take local bus service or the future Purple Line extension to the Museum, through the following measures:
  - Improve pedestrian wayfinding between the planned Purple Line station, local bus stops, and the Museum.
  - Implement bus stop improvements such as shelters along Wilshire Boulevard bus stops that would be used by Museum visitors.
  - Coordinate with LA Metro and the City of Los Angeles to ensure that safe and comfortable pedestrian facilities (such as ADA curb ramps and continental crosswalks) are available between local bus stops and the project entrances, including at the Curson Avenue/ Wilshire Boulevard intersection.
- Coordinate with the City of Los Angeles to implement planned bikeways in the vicinity of the project site, and contribute to the implementation of the bikeways. This includes planned bikeways along Wilshire Boulevard and 6th Street.

Implementation of Mitigation Measure #1 would encourage employees and visitors to reduce their vehicle trips, and contribute to VMT and GHG reduction goals. This measure also supports multimodal connectivity in the study area. With the implementation of Mitigation Measure #1, the impact related to consistency with plans, programs, ordinances, or policies would be reduced to less than significant with mitigation. In addition, the cumulative impact related to consistency with plans, programs, ordinances, or policies would be reduced to less than significant with mitigation.

THRESHOLD T-2 (CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED),

Given that the project would result in a net increase in VMT, the proposed project would result in a significant impact related to causing substantial vehicle miles traveled, and would contribute to a significant cumulative impact related to causing substantial vehicle miles traveled.

Mitigation Measure #1, which requires the project to implement a TDM program and coordinate on multimodal improvements in the study area, can help reduce employee and visitor VMT and support multimodal connectivity.

Given the magnitude of VMT that would need to be reduced due to visitor trips being 196% longer than average regional recreation trips, Mitigation Measure #1 would be insufficient to reduce VMT to less-than-significant levels. Therefore, even with the implementation of Mitigation Measure #1, the impact related to causing substantial vehicle miles traveled would remain significant and unavoidable after mitigation. In addition, the cumulative impact related to causing substantial vehicle miles traveled would remain significant and unavoidable after mitigation.

THRESHOLD T-3 (SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

Based on the proposed site plan and evaluation of geometric design and uses, the proposed project would result in a less than significant impact when considering increasing hazards. The proposed project would also result in a less than significant cumulative impact when considering increasing hazards based on the geometric design and uses of the proposed project.

No mitigation measures are needed to address potential hazards for the proposed project.

SUMMARY OF NON-CEQA ASSESSMENT RECOMMENDATIONS

The results of the non-CEQA transportation analysis are summarized below.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

In order to improve pedestrian and transit access in the study area, the project should coordinate with the City of Los Angeles to explore the feasibility of implementing the following improvements:

- Continental crosswalks at the Curson Avenue/Wilshire Boulevard intersection and frontage road crossing directly to the east of the intersection;
- High-visibility curb ramps with truncated domes at the Spaulding Avenue/Wilshire Boulevard intersection, Curson Avenue/Wilshire Boulevard intersection, and frontage road crossing directly to the east of the Curson Avenue/Wilshire Boulevard intersection; and
- Pedestrian recall timing (as opposed to pedestrian push buttons) for the north-south crosswalks at the Curson Avenue/Wilshire Boulevard and Spaulding Avenue/Wilshire Boulevard intersections.

In order to improve transit access in the study area, the project should coordinate with the City of Los Angeles and LA Metro to install shelters at the two Spaulding Avenue/Wilshire Boulevard stops and one Curson Avenue/Wilshire Boulevard stop that currently lack them.

PROJECT ACCESS SAFETY AND CIRCULATION EVALUATION

Several potential deficiencies may arise at the project driveways and in the study area.

- The project is expected to contribute to increased delay at the Curson Avenue/Wilshire Boulevard intersection, which operates at LOS F during the weekday midday, weekday PM, and Saturday midday peak hours. The Curson Avenue/Wilshire Boulevard intersection is utilized by multiple bus routes that run along Wilshire Boulevard.
- The northbound exiting approach from the 6th Street driveway is expected to experience LOS E conditions during the weekday AM and PM peak hours.
- At the Curson Avenue/Wilshire Boulevard intersection, the southbound queues may interfere with the crosswalks at the Curson Avenue/6th Street intersection and the northbound queues may conflict with the crosswalks at the Curson Avenue/8th Street intersection.
- The length of the eastbound and northbound queues at the Curson Avenue/6th Street intersection and southbound queues at the Curson Avenue/Wilshire Boulevard are expected to interfere with accessing the project driveways and may interfere with driveway operations
- Curbside passenger loading along 6th Street could result in conflicts with bicyclists once planned separated bike lanes are implemented.

In order to improve access safety and circulation, the project should coordinate with the City of Los Angeles to explore the feasibility of implementing the following improvements:

- The Curson Avenue/Wilshire Boulevard intersection is built out. Signal timing should be regularly updated to optimize splits. In addition, the weekday AM and PM peak period bus-only lanes on Wilshire could potentially be extended to the weekday midday and weekend midday peak hours to improve bus operations through that intersection.
- The Curson Avenue/6th Street intersection is built out. Signal timing should be regularly updated to optimize splits. In addition, striping could be improved to extend the northbound left turn lane at the intersection, and/or add an inbound left-turn lane at the project's Curson Avenue driveway.
- Incorporate safety features to accommodate passenger pick-up and drop-off along 6th Street when planned separated bike lanes are implemented.

In addition, driveway operations at Curson Avenue should be monitored.

Mitigation Measure #1, which requires the project to implement a TDM program and coordinate on multimodal improvements in the study area, can help reduce employee and visitor vehicle trips and related effects on project access safety and circulation.

PROJECT CONSTRUCTION

The proposed project's likely impact during construction requires corrective measures. A construction traffic management plan will be required and coordinated with LADOT prior to starting construction on components of the Master Plan that require construction to impact the public right-of-way.

The construction traffic management plan should identify the duration and level of construction activity and consider the following features:

- Develop a detour plan for vehicles, pedestrians, and bicyclists as necessary.
- Consider modification of construction procedures to minimize duration or level of impact.
- Limit major road obstructions to off-peak hours.
- Coordinate with emergency service and public transit providers.
- Provide alternative vehicular, bicycle, and/or pedestrian access to affected parcels.
- Consult with LADOT if temporary closure of a travel lane may be necessary to maintain adequate pedestrian and bicycle access as part of the traffic management plan.
- Consult LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces, if applicable.
- Coordinate access with adjacent property owners and tenants.
- Coordinate with Metro regarding maintenance of ADA access to Metro stations, stops, and transit facilities (e.g., layover zones) during revenue hours.
- Coordinate with transit providers regarding the need to temporarily close or relocate bus stops or reroute service.

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The proposed project's expected contribution to traffic on residential streets is anticipated to be below the City's thresholds. Therefore, no corrective measures have been recommended.

SPECIAL EVENTS

The proposed project should have corrective measures to address the potential of special events. A special event traffic management plan should be created in coordination with LADOT and confirmed prior to special events hosted at the site.

The special event traffic management plan may consider the following features:

- Vehicle parking supply
- Loading/unloading areas and management
- Traffic control at adjacent intersections and roadways
- Pedestrian circulation and facilities
- Bike parking supply
- Shuttle services

Appendix 1 — Memorandum of Understanding

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. Project Information

Project Name: La Brea Tar Pits and Museum Master Plan EIR

Project Address: 5801 Wilshire Boulevard, Los Angeles, CA 90036

The proposed project would renovate the existing Page Museum and add a new one-story museum building toward the northwest, increasing the total museum square footage from 63k gsf to 105k gsf. The new museum building would include a lobby and exhibit spaces, two theaters, a mechanical equipment room, research and collections rooms, administration spaces, and a loading dock.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒Yes ☐ No

II. Transportation Demand Management (TDM) Measures

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microstransit service, etc.). Note that LADOT staff will make the final determination if TDM measures eligibility for a particular project. Please confirm eligibility with the LADOT Planning and Bureau staff assigned to your project.

1 N/A 3 _____

2 _____ 4 _____

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature[1]:

	Reduced Parking Supply[2]
	Bicycle Parking and Amenities
	Parking Cash Out

III. Trip Generation

Trip Generation Rate(s) Source: ITE 10th Edition (Other) Existing site attendance data (see attachment)

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	Yes	No
Transit Usage	☒	☐
Existing Active or Previous Land Use	☒	☐
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☐	☒

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒Yes ☐ No

	IN	OUT	TOTAL
Weekday AM Trips	12	0	12
Weekday Midday Trips	107	199	306
Weekday PM Trips	16	69	85
Saturday Midday Trips	145	139	284

NET Daily Vehicle Trips (DVT)
1,293 (Weekday) Based on employee
1,679 (Saturday) and attendance data

es that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.

[2]Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented ted Community Guidelines.

LADOT

City of Los Angeles Transportation Assessment MOU
LADOT Project Case No: _____

IV. Study Area and Assumptions

Project Buildout Year: 2032 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS *(May be subject to LADOT revision after access, safety and circulation evaluation)*

1 Ogden Drive / 6th Street
2 Curson Avenue / 6th Street
Curson Avenue / Wilshire Boulevard
3 Spaulding Avenue / Wilshire Boulevard
4 Ogden Drive / Wilshire Boulevard
All project driveways

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 total DVT? ☒ Yes ☐ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria**.

VI. SITE PLAN and map of Study Area

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
Project driveways (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☒	☐	☐
Delivery loading zone or area	☒	☐	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☒	☐	☐

VII. Contact Information

	CONSULTANT	DEVELOPER
Name:	Mychal Loomis, Kittelson & Associates	Natural History Museum of LA County
Address:	750 The City Drive, Suite 410 Orange, CA 92868	900 Exposition Blvd, Los Angeles CA 90007
Phone Number:	(714) 468-1180	213-763-3303
E-Mail:	mloomis@kittelson.com	dmcdivitt@nhm.org

Approved by:	x Mychal Loomis	05/02/22	x	5/2/22
	Consultant's Representative	Date	LADOT Representative	*Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

LADOT Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: La Brea Tar Pits and Museum Master Plan EIR

Project Address: 5801 Wilshire Boulevard, Los Angeles, CA 90036

Project Description: The proposed project would renovate the existing Page Museum and add a new one-story museum building toward the northwest, increasing the total museum square footage from 63k gsf to 105k gsf. The new museum building would include a lobby and exhibit spaces, two theaters, a mechanical equipment room, research and collections rooms, administration spaces, and a loading dock.

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? □ VMT Calculator □ ITE 10th Edition ☒ Other: Existing site attendance data (see attachment)

	Land Use	Size/Unit	Daily Person Trips	Saturday
Proposed	Museum	42 KSF	2,701	3,523
	Total new trips:		2,701	3,523

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? □ Yes □ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 15 % S 39 % E 21 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)
- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices

- places of worship
- grocery stores
- other facilities that attract pedestrian trips

- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☒ Yes ☐ No

If yes, list streets and include distance from the project:

Wilshire Blvd. (east of Fairfax Ave.) at 0 (feet)

6th St. (east of Ogden Dr.) at 700 (feet)

Fairfax Ave. (north of Wilshire Blvd.) at 0 (feet)

_____ at _____ (feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☒ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

75 (feet) at Wilshire Blvd.	_____ (feet) at _____
55 (feet) at 6th St.	_____ (feet) at _____
55 - 62 (feet) at Fairfax Ave.	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☒ Yes ☐ No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk -- Yes
- bike lane
- parking lane
- travel lane
- bus stop -- Yes
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

LA BREA TAR PITS MASTER PLAN

Conceptual Site Plan
Figure 1

Los Angeles County, CA
34.0637°N 118.3576°W

N

Base Map: Nelson-Mandrell, 2021
Accessed February 2022
Updated: 2/2/2022
Project No. 63953
Layout: 63953_LaBrea_SitePlan
Aprx. 63953_La Brea

SWCA
ENVIRONMENTAL CONSULTANTS

LA BREA TAR PITS & MUSEUM

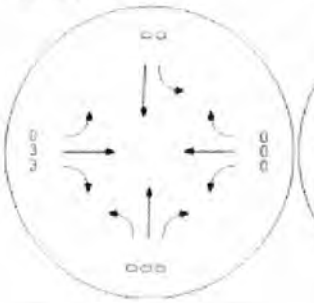
Page Museum | Master Plan EIR

Project Site and Study Area

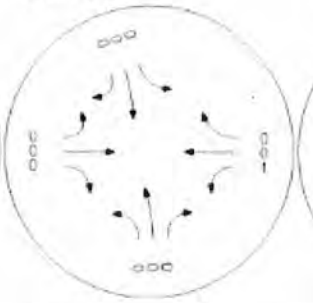
Figure 2

Figure 3: Weekday AM Peak Hour Project Vehicle Trips

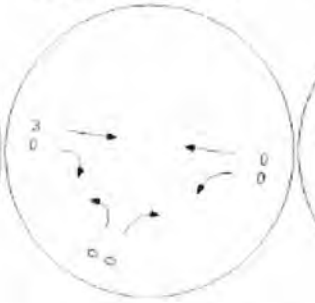
1. Ogden Drive / 6th Street



2. Curson Avenue / 6th Street

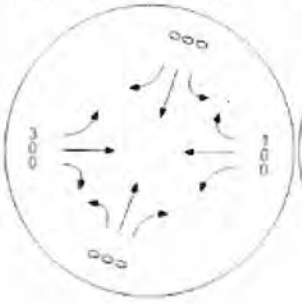


3. Ogden Drive / Wilshire Boulevard

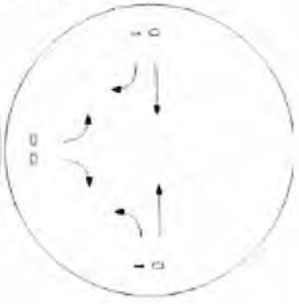


4. Spaulding Avenue / Wilshire Boulevard

5. Curson Avenue / Wilshire Boulevard

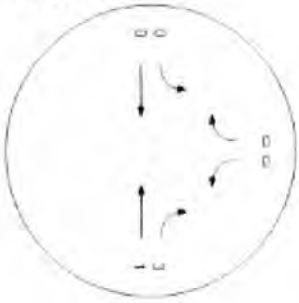


Curson Avenue Driveway

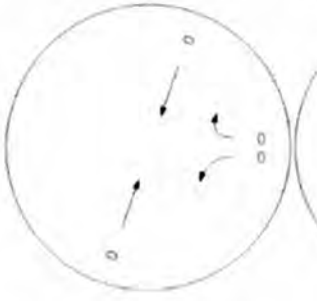


6th Street Driveway

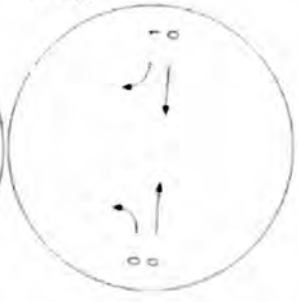
SAG (Curson Avenue entry/exit)



Wilshire Courtyard (Curson Avenue exit)



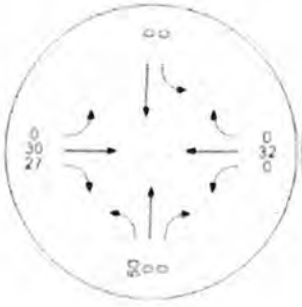
Wilshire Courtyard (Courtyard Place entry)



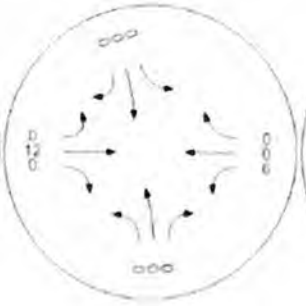
Notes:
Numbered locations denote study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.

Figure 4: Weekday Midday Peak Hour Project Vehicle Trips

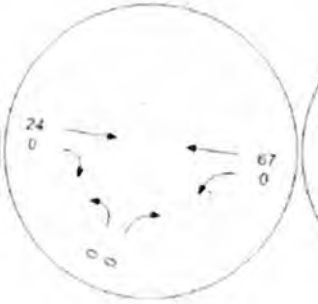
1. Ogden Drive / 6th Street



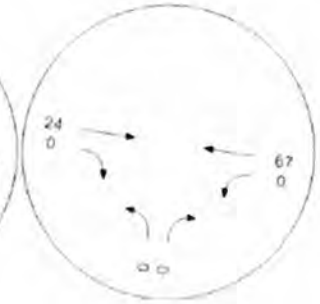
2. Curson Avenue / 6th Street



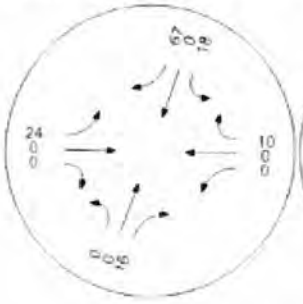
3. Ogden Drive / Wilshire Boulevard



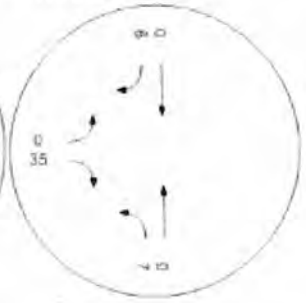
4. Spaulding Avenue / Wilshire Boulevard



5. Curson Avenue / Wilshire Boulevard

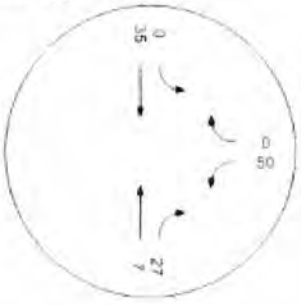


Curson Avenue Driveway

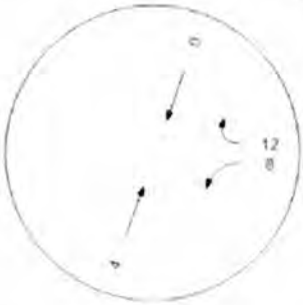


6th Street Driveway

SAG (Curson Avenue entry/exit)



Wilshire Courtyard (Curson Avenue exit)

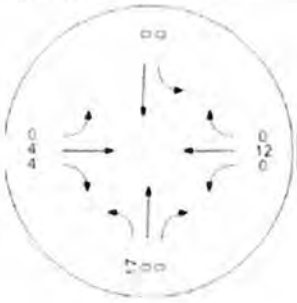


Wilshire Courtyard (Courtyard Place entry)

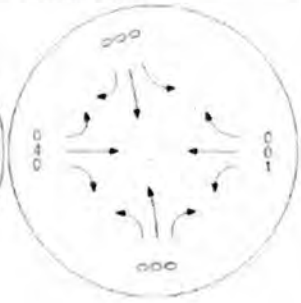
Notes:
Numbered locations denote study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.

Figure 5: Weekday PM Peak Hour Project Vehicle Trips

1. Ogden Drive / 6th Street

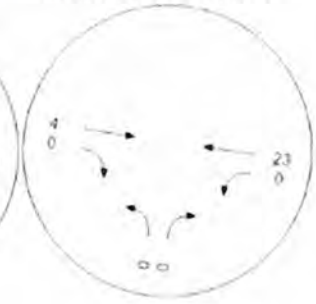


2. Curson Avenue / 6th Street

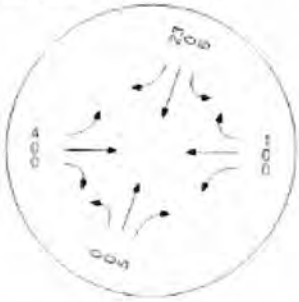


3. Ogden Drive / Wilshire Boulevard

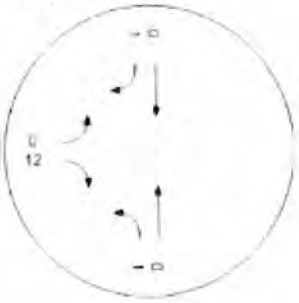
4. Spaulding Avenue / Wilshire Boulevard



5. Curson Avenue / Wilshire Boulevard

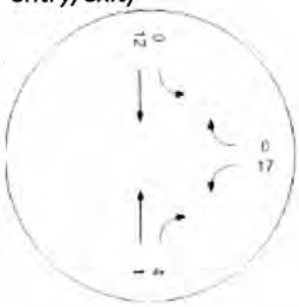


Curson Avenue Driveway

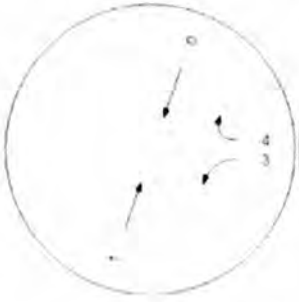


6th Street Driveway

SAG (Curson Avenue entry/exit)



Wilshire Courtyard (Curson Avenue exit)

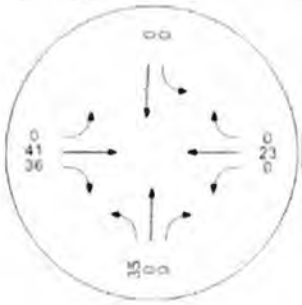


Wilshire Courtyard (Courtyard Place entry)

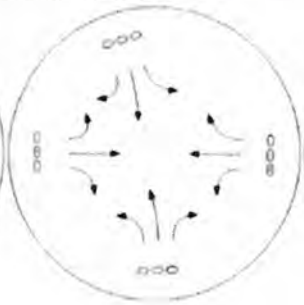
Notes:
Numbered locations denote study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.

Figure 6: Saturday Midday Peak Hour Project Vehicle Trips

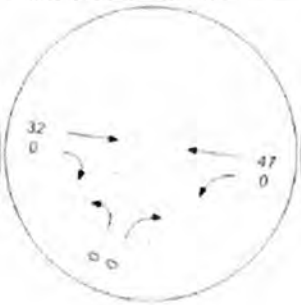
1. Ogden Drive / 6th Street



2. Curson Avenue / 6th Street

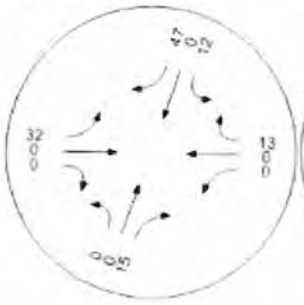


3. Ogden Drive / Wilshire Boulevard

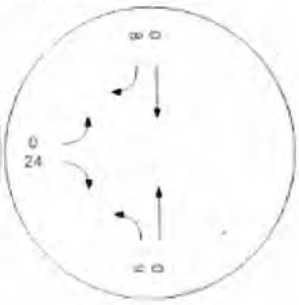


4. Spaulding Avenue / Wilshire Boulevard

5. Curson Avenue / Wilshire Boulevard

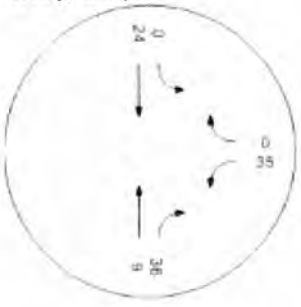


Curson Avenue Driveway

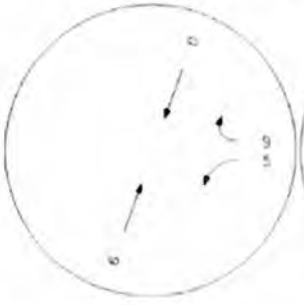


6th Street Driveway

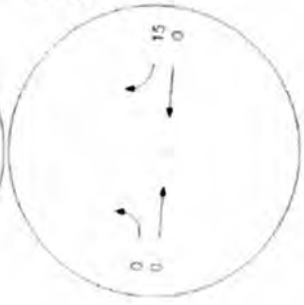
SAG (Curson Avenue entry/exit)



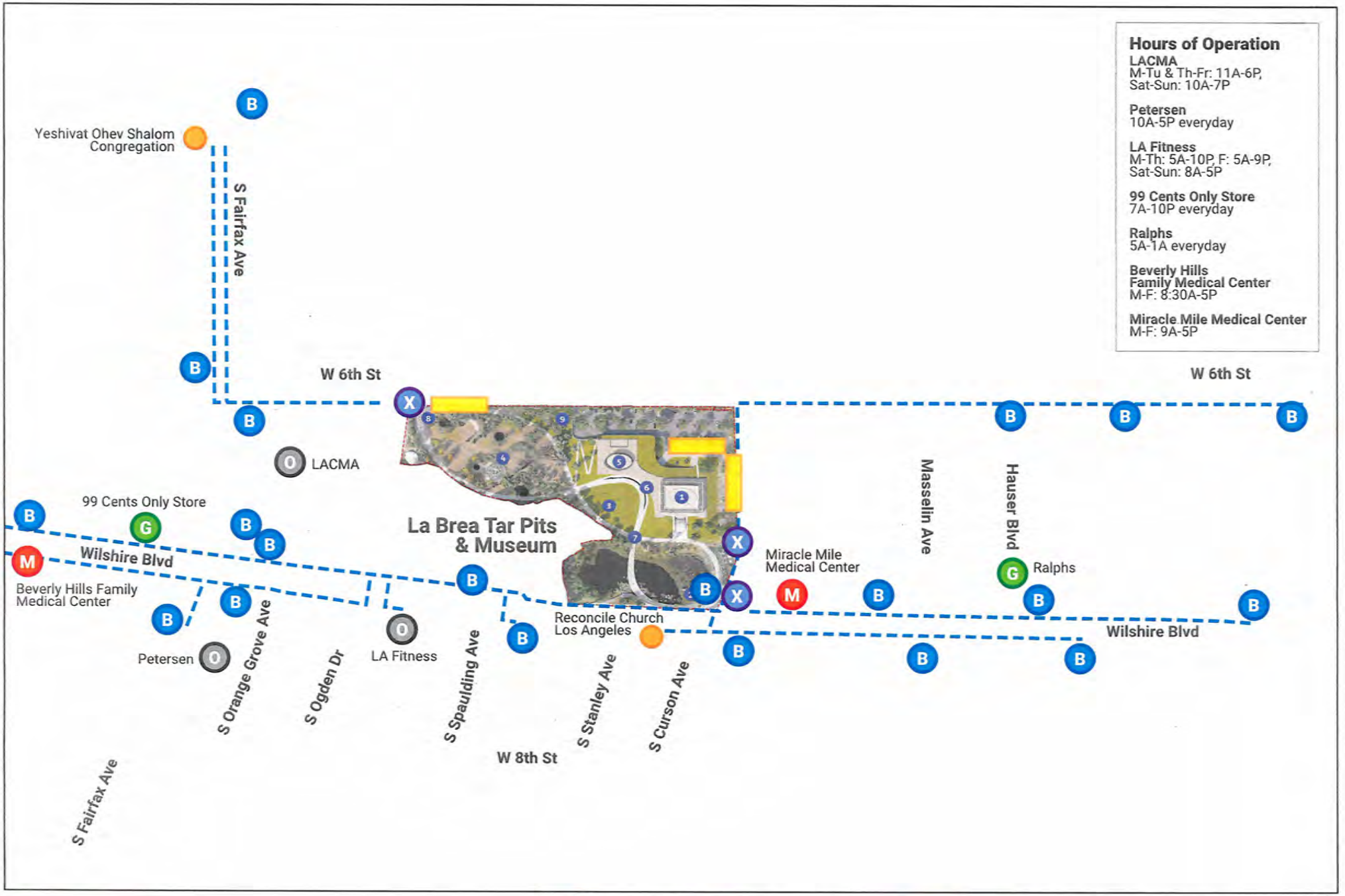
Wilshire Courtyard (Curson Avenue exit)



Wilshire Courtyard (Courtyard Place entry)



Notes:
Numbered locations denote study intersections.
Bolded locations denote project parking lot driveways.
Italicized locations denote other (off-site) parking garage access points.



LA BREA TAR PITS & MUSEUM

Page Museum | Master Plan EIR

Pedestrian Generators

Figure 7

LA BREA TAR PITS & MUSEUM

Page Museum | Master Plan EIR

Facilities Inventory

Figure 8

Traffic Counts

Traffic counts will be collected at the locations listed below.

New multimodal (vehicle/bicycle/pedestrian) counts will be collected on one weekday during three peak periods (morning 7:00-9:00AM, midday 12:00-2:00PM, and afternoon/evening 4:00-6:00PM) and one Saturday midday peak period (12:00-2:00PM) at the following intersections:

- Ogden Drive / 6th Street
- Curson Avenue / 6th Street
- Ogden Drive / Wilshire Boulevard
- Spaulding Avenue / Wilshire Boulevard
- Curson Avenue / Wilshire Boulevard

New 24-hour vehicle counts will be collected during one weekday and one Saturday at the following roadway segments:

- 8th Street (between Fairfax Avenue and Orange Grove Avenue)
- 8th Street (between Stanley Avenue and Curson Avenue)
- Orange Grove Avenue (between Wilshire Boulevard and 8th Street)
- Ogden Drive (between Wilshire Boulevard and 8th Street)
- Spaulding Avenue (between Wilshire Boulevard and 8th Street)
- Stanley Avenue (between Wilshire Boulevard and 8th Street)
- Curson Avenue (between Wilshire Boulevard and 8th Street)

Trip Generation

Trip generation for the proposed expansion was prepared by estimating existing site trip generation for the weekday daily, weekday AM peak hour, weekday midday peak hour, weekday PM peak hour, Saturday daily, and Saturday midday peak hour periods. Existing trip generation was estimated for employees and for visitors. Then, the trip generation rates were applied to the proposed increase in museum square footage.

Employee Trips

The following employee trip generation rates were developed using mode share information from 2019 Los Angeles County Natural History Museum employee travel surveys. The trip generation rates would developed with the assumption that 100% of all employees arrive at the site during the AM peak hour and 100% of all employees exit the site during the PM peak hour. Note, since weekend surveys were not available, the same trip generation rates and patterns would be used to estimate Saturday daily and midday peak hour employee trip generation.

- **Daily**: 1.40 vehicle trips per employee
- **AM peak hour**: 0.70 vehicle trips per employee
- **Midday peak hour**: 0.00 vehicle trips per employee
- **PM peak hour**: 0.70 vehicle trips per employee

Currently, the museum staff consists of 25 employees. The proposed expansion would increase the museum square footage by approximately 67%. To estimate the net increase in employee trip generation, it was assumed that the number of employees would also increase by 67%, or 17 additional employees. This results in net employee trip generation of 24 weekday daily trips, 12 weekday AM peak hour daily trips, 12 weekday PM peak hour daily trips, and 24 Saturday daily trips.

Table 1: Employee Trip Generation Estimate (Net Increase)

Trip Generation Rates							
Rate	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Per employee	1.40	100%	0%	0.70	0%	100%	0.70
Trip Generation Estimates							
Size	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
17 employees	24	12	0	12	0	12	12

Visitor Trips

Visitor trip generation was developed through the following steps:

1. Estimate person trip generation for the existing museum
2. Apply the appropriate mode share to obtain existing vehicle trip generation
3. Develop trip generation rates
4. Apply those rates to the increase in museum square footage to obtain net vehicle trip generation and bicycle, pedestrian, and transit trip generation

The project applicant provided monthly and daily attendance data for January 2017 through December 2021. July 2017 experienced the highest number of visitors (58,248). Therefore, person trip generation was estimated using weekday and Saturday data from that month. The busiest weekdays and Saturdays from that month are listed below.

- Weekdays
  - 7/3 – 2,815 visitors
  - 7/26 – 2,026 visitors
  - 7/28 – 1,998 visitors
- Saturdays
  - 7/15 – 2,473 visitors
  - 7/22 – 2,642 visitors
  - 7/29 – 2,607 visitors

July 26, 2017, was selected for estimating weekday trip generation (July 3rd was part of the long July 4th weekend and would not be representative of typical weekday activity levels). July 22, 2017, was selected for estimating Saturday trip generation.

The ticket counter information provided by the applicant included the time of entry. According to the applicant, the average length of a visit is between approximately 60 and 90 minutes; therefore, 75 minutes was used.

Existing weekday and Saturday person trip generation were estimated based on the daily total visitors for both days. Weekday midday peak hour, weekday PM peak hour, and Saturday midday peak hour person trip generation and inbound/outbound percentages were developed by examining the highest-volume hours during those peak periods (weekday AM peak hour trip generation was not estimated since the museum is closed at that time and did not have any visitors). Existing person-trips and person-trip generation rates for the museum are detailed in the attached matrix. Existing person-trip estimates are listed below:

- **Weekday daily**: 4,052 person-trips
- **Weekday midday peak hour**: 977 person-trips
- **Weekday PM peak hour**: 232 person-trips
- **Saturday daily**: 5,284 person-trips
- **Saturday midday peak hour**: 907 person-trips

Data from the California Household Travel Survey (CHTS)[1] was utilized to estimate the mode share and trips by mode for existing site visitors, to then prepare vehicle trip generation rates and other modal trip generation rates for the site. According to the CHTS, mode share for recreational trips for zip codes in the city is as follows:

- **Vehicle Driver**: 42%
- **Vehicle Passenger**: 27%
- **Transit**: 2%
- **Bike**: 1%
- **Walk**: 28%

The CHTS's 28% mode share for this project may be too high, given its role as a regional (as opposed to local-serving) recreational attraction. Therefore, the walking mode share assumption is capped at 10%, with the remainder distributed among vehicle driver, vehicle passenger, and transit. This mode share assumption also acknowledges the density of existing and future transit service in the area (including the Purple Line extension):

- **Vehicle Driver**: 47%
- **Vehicle Passenger**: 30%
- **Transit**: 12%
- **Bike**: 1%
- **Walk**: 10%

The detailed existing site trips by mode and modal trip generation rates are provided in the attached matrices. The modal trip generation rates were applied to the net increase in museum square footage (42,000 square feet) to estimate the net increase in visitor vehicle trips and other modes. Tables 2 through 5 below display the visitor trip generation rates and net trip generation estimates for each mode for the museum expansion.

[1] https://www.nrel.gov/transportation/secure-transportation-data/tsdc-california-travel-survey.html

Table 2: Visitor Vehicle Trip Generation Estimate (Net Increase)

Trip Generation Rates											
	Weekday							Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	30.22	35%	65%	7.29	22%	78%	1.73	39.41	51%	49%	6.76
Trip Generation Estimates											
	Weekday							Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	1,269	107	199	306	16	57	73	1,655	145	139	284

Table 3: Visitor Transit Trip Generation Estimate (Net Increase)

Trip Generation Rates											
	Weekday							Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	7.71	35%	65%	1.86	22%	78%	0.44	10.06	51%	49%	1.73
Trip Generation Estimates											
	Weekday							Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	324	27	51	78	4	14	18	423	37	36	73

Table 4: Visitor Bike Trip Generation Estimate (Net Increase)

Trip Generation Rates											
	Weekday							Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	0.65	35%	65%	0.16	22%	78%	0.03	0.84	51%	49%	0.14
Trip Generation Estimates											
	Weekday							Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	27	2	5	7	0	1	1	35	3	3	6

Table 5: Visitor Walking Trip Generation Estimate (Net Increase)

Trip Generation Rates											
	Weekday							Saturday			
Rate	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Per KSF	6.43	35%	65%	1.56	22%	78%	0.37	8.38	51%	49%	1.44
Trip Generation Estimates											
	Weekday							Saturday			
Size	Daily	Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
42 KSF	270	23	43	66	4	12	16	352	31	29	60

Net Vehicle Trip Generation Estimate

The estimated net increase in vehicle trips generated by the museum expansion is detailed below, combining the net increases for both employee and visitor vehicle trips.

Table 6: Net Vehicle Trip Generation Estimate

Weekday									
Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
1,293	12	0	12	107	199	306	16	69	85
Saturday									
Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
1,679	*(not analyzed)*			145	139	284	*(not analyzed)*		

Trip Distribution

Trip distribution percentage will be based on information provided in the LACMA EIR traffic study:

- 35% to/from the south via Fairfax Avenue
- 22% to/from the west via Wilshire Boulevard
- 3% to/from the west via 6th Street
- 15% to/from the north via Fairfax Avenue
- 6% to/from the east via 6th Street
- 15% to/from the east via Wilshire Boulevard
- 4% to/from the south via Curson Avenue

Vehicle Trip Assignment

As shown on the study area map, the project site will include a parking lot with two access points: one access point along 6th Street (west of Curson Avenue) and one access point along Curson Avenue (south of 6th Street. An increase in the on-site parking supply is not anticipated. In addition, there are several other parking structures in the vicinity of the project site:

- LACMA (entry/exit at the Ogden Drive/6th Street intersection)
- SAG (entry and exit on Curson Avenue)
- Wilshire Courtyard (entry on Courtyard Place, exit on Curson Avenue)
- Petersen Automotive Museum (entry on Fairfax Avenue, exit on Orange Grove Avenue)
- Future Purple Line parking garage (under construction and not included as part of the vehicle trip assignment)

According to a 2019 study,[2] ride-hailing services such as Uber and Lyft account for approximately 3% of trips in Los Angeles. Given that the proposed project will include two passenger drop-off locations (within the parking lot and curbside along 6th Street) and the increased popularity of transportation

[2] https://www.fehrandpeers.com/what-are-tncs-share-of-vmt/

network company services, it is assumed that a higher percentage (10%) of the project's vehicle trips will consist of ride-hailing trips that utilize the on-site passenger loading zones. Of the remaining 90% of vehicle trips, the parking location assignment assumptions are as follows:

- Project's on-site parking: 30%
- LACMA: 25%
- SAG: 25%
- Wilshire Courtyard: 10%

Attachment: Visitor Trip Generation Calculations

Existing Site Person Trips and Person Trip Generation (per KSF)

Existing Person Trips	Weekday												Saturday					
	Daily	in	out	AM	in	out	MD	in	out	PM	in	out	Daily	in	out	MD	in	out
	4,052	2,026	2,026				977	342	635	232	51	181	5,284	2,642	2,642	907	461	446
	64.32	50%	50%	--	--	--	15.51	35%	65%	3.68	22%	78%	83.87	50%	50%	14.40	51%	49%

Mode Share	CHTS Mode Share (Recreation Trips, City of LA)				
	Driver	Pass.	Transit	Bike	Walk
	47%	30%	12%	1%	10%

Trip Generation Rates by Mode

Existing Site Vehicle Trips and Vehicle Trip Generation Rates (per KSF)

	Weekday												Saturday					
	Daily	in	out	AM	in	out	MD	in	out	PM	in	out	Daily	in	out	MD	in	out
	1,901	952	952	--	--	--	459	161	298	109	24	85	2,483	1,242	1,241	426	217	209
	30.22	50%	50%	--	--	--	7.29	35%	65%	1.73	22%	78%	39.41	50%	50%	6.76	51%	49%

Existing Site Transit Trips and Transit Trip Generation Rates (per KSF)

	Weekday												Saturday					
	Daily	in	out	AM	in	out	MD	in	out	PM	in	out	Daily	in	out	MD	in	out
	486	243	243	--	--	--	117	41	76	28	6	22	634	317	317	109	56	53
	7.71	50%	50%	--	--	--	1.86	35%	65%	0.44	22%	78%	10.06	50%	50%	1.73	51%	49%

Existing Site Bike Trips and Bike Trip Generation Rates (per KSF)

	Weekday												Saturday					
	Daily	in	out	AM	in	out	MD	in	out	PM	in	out	Daily	in	out	MD	in	out
	41	21	20	--	--	--	10	4	6	2	0	2	53	27	26	9	5	4
	0.65	50%	50%	--	--	--	0.16	35%	65%	0.03	22%	78%	0.84	50%	50%	0.14	51%	49%

Existing Site Walking Trips and Walking Trip Generation Rates (per KSF)

	Weekday												Saturday					
	Daily	in	out	AM	in	out	MD	in	out	PM	in	out	Daily	in	out	MD	in	out
	405	203	202	--	--	--	98	34	64	23	5	18	528	264	264	91	46	45
	6.43	50%	50%	--	--	--	1.56	35%	65%	0.37	22%	78%	8.38	50%	50%	1.44	51%	49%

Museum Expansion Net Trip Generation (40 KSF Expansion)

	Weekday												Saturday					
Trip Type	Daily	in	out	AM	in	out	MD	in	out	PM	in	out	Daily	in	out	MD	in	out
Person	2,701	1,351	1,350	--	--	--	651	228	423	155	34	121	3,523	1,762	1,761	605	309	296
Vehicle	1,269	635	634	--	--	--	306	107	199	73	16	57	1,655	828	827	284	145	139
Transit	324	162	162	--	--	--	78	27	51	18	4	14	423	212	211	73	37	36
Bike	27	14	13	--	--	--	7	2	5	1	0	1	35	18	17	6	3	3
Walking	270	135	135	--	--	--	66	23	43	16	4	12	352	176	176	60	31	29

CLATS

Case Logging and Tracking System

Welcome **wes!** | Log Out | Profile | Admin

RELATED PROJECTS

Centroid Info:
PROJ ID: 53149
Address: 5801 W WILSHIRE BLVD
LOS ANGELES , CA 90036
Lat/Long: 34.0627, -118.355

Buffer Radius: 2640 feet

Search

Include NULL "Trip info": ☐
Include NULL "FirstStudySubmittalDate" (latest) ☐
Include "Inactive" projects: ☐
Include "Do not show in Related Project": ☐

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Column

Record Count: 5 | Record Per Page: All Records

Results generated since: (3/9/2022 3:17:03 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)
43983	Metro	HWD	4	2016	Apartments	49 Apartments	5891 W Olympic bl	01/06/2016	2259.4
46484	Metro	HWD	4	2017	Wilshire Curson Residential Project	285 High Rise Apt	5757 W WILSHIRE BL	02/22/2018	463.4
50727	Metro	MTR	4	2020	800-840 S. Fairfax Av	181 units, 28 affordable apt, 2.653ksf restaurant	800 S Fairfax Avenue	12/16/2020	2256.4
52507	Metro	MTR	4	2021	688 Cochran Ave MU	348 Apts;38 affordable,4578SF Retail,4598KSF Rest,1KSF Cafe	688 S Cochran Ave	11/04/2021	2554.0
43865	Metro	MTR	4	2015	LACMA Renovation	Replace 392871 SF of Museum with 368300 SF	5905 W WILSHIRE BLVD	03/21/2017	1314.8

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	49	25	30	326	5	20	20	10	
			25	**30**	**326**		**5**	**20**	**20**	**10**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	304	79	94	1198	20	59	57	37	Total net project trips
			79	**94**	**1198**		**20**	**59**	**57**	**37**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Total Units	181	73	79	775	27	46	48	31	
Other	Total Units	28								Affordable housing
Other	S.F. Gross Area	2653								High-turnover restaurant
			73	**79**	**775**		**27**	**46**	**48**	**31**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	310	26	-27	-81	-14	40	3	-30	Total Net Proj Trips
Other	Total Units	38								Affordable
Retail	S.F. Gross Area	4578								
Other	S.F. Gross Area	4598								Restaurant
Other	S.F. Gross Area	1000								Cafe
			26	**-27**	**-81**		**-14**	**40**	**3**	**-30**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Other		45	68	668	43	2	15	53	Weekday trips based on 750 visitors
			45	**68**	**668**		**43**	**2**	**15**	**53**

La Brea Tar Pits / Page Museum Related Cases

Missing from list:

Address: 6052 – 6022 W. Olympic Blvd.

Case: DIR-2020-3886-TOC-SPR

Project Description – Construction of a 6-story, mixed-use building containing approximately 107,640 sf of floor area, including 5,135 square feet of commercial retail space and 120 residential units, on a 28,704 square-foot site.

Address: 6300 W. 3rd Street

Case: DIR-2018-2770-SPR-WDI

Project Description: Demolition of over 150,000 sf of commercial uses and partial demolition of surface parking lot. Construction of 8-story 100-foot tall, mixed use building consisting of 83,994 sf of commercial space and 331 dwelling units for a total floor area of 426,994 sf.

Address: 650 – 676 S. San Vicente Blvd.

Case: CPC-2017-467-GPA-VZC-HD-SPR

Project Description: The Project proposes 140,305 square feet of medical office space, 4,000 square feet of restaurant/retail space, and 1,000 square feet for other commercial uses, such as a pharmacy. The Project Site is currently improved with two buildings and associated surface parking lots, comprised of a 5,738 square-foot, vacant educational building, and an 8,225 square foot Big 5 Sporting Goods store, both of which would be demolished. The proposed uses would be built within a single, 12-story, 230-foot building that includes ground floor lobby and commercial space, four levels of above-ground, podium parking, and seven levels of medical office and/or uses.

6001 – 6011 West Olympic Blvd.

Case: DIR-2019-1101-TOC

Project Description: The proposed project includes the construction, use, and maintenance of a new, 57-unit, 72-foot tall mixed-use building with 1,308 square feet of ground floor retail. The project will set aside six (6) of the 57 units for Extremely Low Income Households. The unit mix will be comprised of 16 studio units and 41 one-bedroom units. The project proposes to provide 45 automobile parking spaces (five for commercial uses and 40 for residential uses) of 68 bicycle parking spaces, including 60 long-term spaces and eight (8) short-term bicycle spaces. A total of 4,645 square feet of open space will be provided throughout the proposed project. The project also includes the export of approximately 6,000 cubic yards of earth.

Corrections to list:

- 5891 Olympic – 46 apartments not 49.

- Update 5757 Wilshire project description to: Address – 5700 -5780 Wilshire Blvd; 712-752 S. Curson Ave; 5721 -5773 W. 8th Street; 715 – 761 S. Masselin
  Case: CPC-2020-3850-ZC-HD-SPR-MCUP-CDO
  Project Description – The 382,186 square-foot (8.77-acre) Project Site is currently developed with two, six-story primarily office buildings comprising 1,002,990 square feet of floor area as well as three levels of subterranean parking beneath the two buildings. The Project would retain and renovate the southern portion of the existing buildings and would demolish the northern portion of the two existing office buildings for the addition of approximately 1,923,837 square feet of new floor area consisting of 1,806,237 square feet of office uses and 117,600 square feet of ground floor commercial space. The proposed uses would be located within two new high-rise towers ranging from 35- to 41-stories with approximate heights of 535 feet to 625 feet, respectively. A portion of the existing parking would also be removed, and the remaining parking area would be renovated. In addition, the Project would provide 2,901 new vehicular parking spaces for a total of 4,650 vehicular parking spaces. Parking would be provided within seven above-grade parking levels. The Project would also redesign the existing landscaping and open space within the Project Site to include a podium, courtyards, exterior terraces, streetscapes, and walkways to connect the proposed buildings. Upon completion, the Project would result in a net lot area of 390,092 square feet (8.9 acres) within the Project Site, with a total floor area of approximately 2,340,552 square feet comprised of 2,222,952 square feet of office floor area and 117,600 square feet of commercial floor area with a floor area ratio (FAR) of 6:1.

- Update 688 Cochran Ave description to: Address: 5411 Wilshire Blvd.
  Case: CPC-2020-3143-DB-MCUP-CDO-SPR-HCA
  Project Description: The Project consists of the construction and operation of a new 42-story mixed-use tower including up to 348 dwelling units and approximately 10,176 square feet of ground floor commercial uses. Thirty-eight of the dwelling units would be restricted affordable (29 units set aside for Very Low Income households and nine units set aside for Moderate Income households). The Project would demolish approximately 38,545 square feet of existing commercial uses. The existing commercial building at 5401 Wilshire Boulevard, a contributor to the Miracle Mile Historic District, would be demolished and two of its facades would be retained and incorporated into the new building. The new building would be 39 stories over a three-level podium, with three levels of subterranean automated parking, with a maximum height of 530 feet. The Project would include a total floor area of up to 476,777 square feet.

Appendix 2 — Peak Attendance Data

TPM GA					
	Members	Paid	Unpaid	Schools	TOTAL
Jan-17	2,319	19,526	13,906	3,239	38,990
Feb-17	2,201	21,849	4,093	4,158	32,301
Mar-17	2,138	28,588	4,981	7,814	43,521
Apr-17	2,392	33,149	5,921	6,978	48,440
May-17	1,872	23,611	4,293	8,067	37,843
Jun-17	2,383	32,274	6,422	3,152	44,231
Jul-17	3,464	47,395	6,419	970	58,248
Aug-17	2,870	36,084	5,472	603	45,029
Sep-17	2,210	20,604	6,776	1,672	31,262
Oct-17	1,564	21,831	3,829	3,420	30,644
Nov-17	2,322	23,710	4,243	3,625	33,900
Dec-17	2,197	29,217	4,609	1,381	37,404
Jan-18	2,653	19,284	21,026	3,019	45,982
Feb-18	2,311	21,556	4,603	2,850	31,320
Mar-18	2,737	30,674	6,165	5,671	45,247
Apr-18	2,552	25,493	7,911	6,967	42,923
May-18	1,861	20,008	4,430	7,213	33,512
Jun-18	3,140	27,193	8,497	2,493	41,323
Jul-18	3,467	33,251	7,980	604	45,302
Aug-18	3,261	25,668	7,302	653	36,884
Sep-18	2,398	15,940	5,985	1,253	25,576
Oct-18	1,525	14,946	3,126	2,754	22,351
Nov-18	2,315	16,382	3,739	2,707	25,143
Dec-18	3,036	21,680	4,038	1,911	30,665
Jan-19	2,774	18,482	3,925	3,559	28,740
Feb-19	2,175	16,584	8,458	4,143	31,360
Mar-19	2,585	23,510	5,422	6,526	38,043
Apr-19	2,639	23,259	6,281	5,079	37,258
May-19	2,092	17,347	3,997	7,654	31,090
Jun-19	3,491	26,719	7,738	1,976	39,924
Jul-19	4,185	35,038	8,807	1,694	49,724
Aug-19	3,773	28,251	7,084	483	39,591
Sep-19	2,844	15,449	5,741	943	24,977
Oct-19	1,603	15,285	3,659	2,564	23,111
Nov-19	2,382	17,967	4,206	4,161	28,716
Dec-19	2,646	22,732	4,357	2,131	31,866
Jan-20	2,400	17,191	12,924	2,063	34,578
Feb-20	2,350	17,712	4,127	3,734	27,923
Mar-20	417	5,614	1,895	1,157	9,083
Apr-20	-	-	-	-	-
May-20	-	-	-	-	-
Jun-20	-	-	-	-	-
Jul-20	-	-	-	-	-
Aug-20	-	-	-	-	-
Sep-20	-	-	-	-	-
Oct-20	-	-	-	-	-
Nov-20	-	-	-	-	-
Dec-20	-	-	-	-	-
Jan-21	-	-	-	-	-
Feb-21	-	-	-	-	-
Mar-21	-	-	-	-	-
Apr-21	1,779	2,487	840	7	5,113
May-21	2,713	9,232	3,798	74	15,817
Jun-21	2,038	16,263	4,908	154	23,363
Jul-21	1,947	24,688	6,303	311	33,249
Aug-21	1,349	17,084	4,757	161	23,351
Sep-21	1,402	12,159	4,167	179	17,907
Oct-21	1,337	13,929	4,065	686	20,017
Nov-21	1,088	13,632	3,690	523	18,933
Dec-21	1,021	14,928	2,913	642	19,504

Usage Time	Ticket Type	Type of Visitor	Financial Reporting Group	Zip Code
7/26/17 9:31 AM	STUDENT	PAGE STUDENT	PAID	92656
7/26/17 9:40 AM	STUDENT	PAGE STUDENT	PAID	21207
7/26/17 9:51 AM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 9:56 AM	ADULT	PAGE TEACHER	SCHOOLS	95630
7/26/17 9:46 AM	SENIOR	PAGE SENIOR	PAID	333
7/26/17 9:55 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 9:55 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 9:56 AM	SENIOR	PAGE SENIOR	PAID	95630
7/26/17 9:56 AM	SENIOR	PAGE SENIOR	PAID	95630
7/26/17 9:40 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	21207
7/26/17 9:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 9:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 9:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 9:30 AM	ADULT	PAGE ADULT	PAID	999au
7/26/17 9:31 AM	ADULT	PAGE ADULT	PAID	92656
7/26/17 9:32 AM	ADULT	PAGE ADULT	PAID	40342
7/26/17 9:32 AM	ADULT	PAGE ADULT	PAID	40342
7/26/17 9:34 AM	ADULT	PAGE ADULT	PAID	999CN
7/26/17 9:40 AM	ADULT	PAGE ADULT	PAID	21207
7/26/17 9:40 AM	ADULT	PAGE ADULT	PAID	21207
7/26/17 9:44 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 9:45 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 9:51 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 9:51 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 9:53 AM	ADULT	PAGE ADULT	PAID	68104
7/26/17 9:56 AM	ADULT	PAGE ADULT	PAID	95630
7/26/17 9:40 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	93065
7/26/17 9:44 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90212
7/26/17 10:34 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	91352
7/26/17 10:45 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90048
7/26/17 10:42 AM	Family Membership	MEMBERSHIP	MEMBERS	91390
7/26/17 10:30 AM	Family Membership	MEMBERSHIP	MEMBERS	98383
7/26/17 10:07 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90066
7/26/17 10:13 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90066
7/26/17 10:23 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90068
7/26/17 10:24 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90068
7/26/17 10:13 AM	Family Membership	MEMBERSHIP	MEMBERS	90230
7/26/17 10:42 AM	Family Membership	MEMBERSHIP	MEMBERS	91390
7/26/17 10:49 AM	Family Membership	MEMBERSHIP	MEMBERS	90280
7/26/17 10:03 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:03 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:04 AM	ADULT	PAGE ADULT	PAID	2115
7/26/17 10:04 AM	ADULT	PAGE ADULT	PAID	2115
7/26/17 10:07 AM	ADULT	PAGE ADULT	PAID	95815
7/26/17 10:07 AM	ADULT	PAGE ADULT	PAID	95815
7/26/17 10:15 AM	ADULT	PAGE ADULT	PAID	85013
7/26/17 10:18 AM	ADULT	PAGE ADULT	PAID	94112
7/26/17 10:18 AM	ADULT	PAGE ADULT	PAID	94112
7/26/17 10:20 AM	ADULT	PAGE ADULT	PAID	999GR
7/26/17 10:20 AM	ADULT	PAGE ADULT	PAID	999GR
7/26/17 10:25 AM	ADULT	PAGE ADULT	PAID	92677
7/26/17 10:25 AM	ADULT	PAGE ADULT	PAID	92677
7/26/17 10:27 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:27 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:28 AM	ADULT	PAGE ADULT	PAID	97361
7/26/17 10:33 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:34 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:34 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:36 AM	ADULT	PAGE ADULT	PAID	999UK
7/26/17 10:36 AM	ADULT	PAGE ADULT	PAID	999UK
7/26/17 10:37 AM	ADULT	PAGE ADULT	PAID	92571

7/26/17 10:38 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:39 AM	ADULT	PAGE ADULT	PAID	66063
7/26/17 10:40 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:41 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:42 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:43 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 10:43 AM	ADULT	PAGE ADULT	PAID	222
7/26/17 10:44 AM	ADULT	PAGE ADULT	PAID	90206
7/26/17 10:44 AM	ADULT	PAGE ADULT	PAID	90042
7/26/17 10:45 AM	ADULT	PAGE ADULT	PAID	222
7/26/17 10:45 AM	ADULT	PAGE ADULT	PAID	222
7/26/17 10:47 AM	ADULT	PAGE ADULT	PAID	8003
7/26/17 10:47 AM	ADULT	PAGE ADULT	PAID	8003
7/26/17 10:51 AM	ADULT	PAGE ADULT	PAID	91505
7/26/17 10:53 AM	ADULT	PAGE ADULT	PAID	90034
7/26/17 10:54 AM	ADULT	PAGE ADULT	PAID	63110
7/26/17 10:54 AM	ADULT	PAGE ADULT	PAID	63110
7/26/17 10:58 AM	ADULT	PAGE ADULT	PAID	78505
7/26/17 10:58 AM	ADULT	PAGE ADULT	PAID	99eU'
7/26/17 10:58 AM	ADULT	PAGE ADULT	PAID	99eU'
7/26/17 10:59 AM	ADULT	PAGE ADULT	PAID	22
7/26/17 10:59 AM	ADULT	PAGE ADULT	PAID	22
7/26/17 10:03 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 10:03 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 10:03 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 10:18 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94112
7/26/17 10:18 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94112
7/26/17 10:27 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 10:29 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91601
7/26/17 10:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999UK
7/26/17 10:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999UK
7/26/17 10:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999UK
7/26/17 10:38 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 10:38 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	66063
7/26/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	66063
7/26/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	66063
7/26/17 10:42 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 10:45 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 10:45 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 10:55 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93953
7/26/17 10:55 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93953
7/26/17 10:58 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78505
7/26/17 10:58 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93312
7/26/17 10:58 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93312
7/26/17 10:59 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 10:59 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 10:03 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 10:03 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 10:34 AM	SENIOR	PAGE SENIOR	PAID	999fr
7/26/17 10:40 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 10:40 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 10:41 AM	SENIOR	PAGE SENIOR	PAID	98271
7/26/17 10:51 AM	SENIOR	PAGE SENIOR	PAID	90280
7/26/17 10:51 AM	SENIOR	PAGE SENIOR	PAID	91505
7/26/17 10:58 AM	SENIOR	PAGE SENIOR	PAID	90604
7/26/17 10:58 AM	SENIOR	PAGE SENIOR	PAID	93312
7/26/17 10:58 AM	SENIOR	PAGE SENIOR	PAID	93312
7/26/17 10:06 AM	ADULT	PAGE TEACHER	SCHOOLS	95762
7/26/17 10:51 AM	ADULT	PAGE TEACHER	SCHOOLS	91505
7/26/17 10:55 AM	ADULT	PAGE TEACHER	SCHOOLS	93953
7/26/17 10:55 AM	ADULT	PAGE TEACHER	SCHOOLS	93953

7/26/17 10:29 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91601
7/26/17 10:29 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91601
7/26/17 10:41 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	98271
7/26/17 10:03 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/26/17 10:04 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	2115
7/26/17 10:53 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90034
7/26/17 10:00 AM	STUDENT	PAGE STUDENT	PAID	37215
7/26/17 10:00 AM	STUDENT	PAGE STUDENT	PAID	37215
7/26/17 10:06 AM	STUDENT	PAGE STUDENT	PAID	95703
7/26/17 10:06 AM	STUDENT	PAGE STUDENT	PAID	95762
7/26/17 10:15 AM	STUDENT	PAGE STUDENT	PAID	85013
7/26/17 10:20 AM	STUDENT	PAGE STUDENT	PAID	999GR
7/26/17 10:25 AM	STUDENT	PAGE STUDENT	PAID	92677
7/26/17 10:27 AM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 10:28 AM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 10:28 AM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 10:31 AM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 10:43 AM	STUDENT	PAGE STUDENT	PAID	222
7/26/17 10:43 AM	STUDENT	PAGE STUDENT	PAID	222
7/26/17 10:43 AM	STUDENT	PAGE STUDENT	PAID	222
7/26/17 10:43 AM	STUDENT	PAGE STUDENT	PAID	222
7/26/17 10:47 AM	STUDENT	PAGE STUDENT	PAID	8003
7/26/17 10:58 AM	STUDENT	PAGE STUDENT	PAID	78505
7/26/17 10:58 AM	STUDENT	PAGE STUDENT	PAID	90604
7/26/17 10:58 AM	STUDENT	PAGE STUDENT	PAID	93312
7/26/17 10:11 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	33180
7/26/17 10:11 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	33180
7/26/17 10:41 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	93725
7/26/17 10:41 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	93725
7/26/17 10:41 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	93725
7/26/17 10:57 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 10:51 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91505
7/26/17 10:51 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91505
7/26/17 10:11 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	33180
7/26/17 10:11 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	33180
7/26/17 10:18 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	22701
7/26/17 10:18 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	22701
7/26/17 10:20 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	Ajlis
7/26/17 10:41 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	93725
7/26/17 10:41 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	93725
7/26/17 10:57 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 10:57 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 10:57 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 10:06 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	95762
7/26/17 10:35 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 10:37 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92571
7/26/17 10:36 AM	EBT Adult	Page EBT Adult	UNPAID	90037
7/26/17 10:36 AM	EBT Adult	Page EBT Adult	UNPAID	90037
7/26/17 10:36 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90037
7/26/17 10:36 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90037
7/26/17 10:36 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90037
7/26/17 10:39 AM	SENIOR	PAGE GROUP SENIOR	PAID	90504
7/26/17 10:54 AM	STUDENT	PAGE GROUP STUDENT	PAID	90033
7/26/17 10:39 AM	CHILD312	PAGE GROUP CHILD (3-12)	PAID	90504
7/26/17 10:54 AM	CHILD312	PAGE GROUP CHILD (3-12)	PAID	90033
7/26/17 10:39 AM	ADULT	PAGE GROUP ADULT	PAID	90504
7/26/17 10:54 AM	ADULT	PAGE GROUP ADULT	PAID	90033
7/26/17 10:20 AM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90067
7/26/17 10:20 AM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90067
7/26/17 10:20 AM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90067
7/26/17 10:20 AM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90067
7/26/17 11:02 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	60613

7/26/17 11:02 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	60613
7/26/17 11:13 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	58401
7/26/17 11:13 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	58401
7/26/17 11:19 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92649
7/26/17 11:19 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92649
7/26/17 11:19 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92649
7/26/17 11:19 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92649
7/26/17 11:40 AM	ADULT	PAGE GROUP ADULT	PAID	90638
7/26/17 11:20 AM	TarPits Child Admission (2-Under)	PAGE ADULT WEB ND	PAID	92649
7/26/17 11:41 AM	CHILD312	PAGE GROUP CHILD (3-12)	PAID	90638
7/26/17 11:41 AM	STUDENT	PAGE GROUP STUDENT	PAID	90638
7/26/17 11:20 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/26/17 11:20 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/26/17 11:20 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/26/17 11:20 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/26/17 11:20 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/26/17 11:20 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/26/17 11:01 AM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	0
7/26/17 11:44 AM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	111
7/26/17 11:49 AM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	111
7/26/17 11:02 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	60613
7/26/17 11:02 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	60613
7/26/17 11:12 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	58401
7/26/17 11:12 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	58401
7/26/17 11:12 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	58401
7/26/17 11:19 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92649
7/26/17 11:19 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92649
7/26/17 11:19 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92649
7/26/17 11:35 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90222
7/26/17 11:35 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90222
7/26/17 11:35 AM	EBT Adult	Page EBT Adult	UNPAID	90222
7/26/17 11:31 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91761
7/26/17 11:40 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	77316
7/26/17 11:40 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	77316
7/26/17 11:47 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91355
7/26/17 11:53 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	94587
7/26/17 11:00 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91320
7/26/17 11:00 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91320
7/26/17 11:00 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91320
7/26/17 11:00 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91320
7/26/17 11:03 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	93021
7/26/17 11:24 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91201
7/26/17 11:49 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	94597
7/26/17 11:49 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	94597
7/26/17 11:18 AM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 11:18 AM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 11:18 AM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/26/17 11:18 AM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/26/17 11:01 AM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 11:04 AM	STUDENT	PAGE STUDENT	PAID	2138
7/26/17 11:10 AM	STUDENT	PAGE STUDENT	PAID	90205
7/26/17 11:10 AM	STUDENT	PAGE STUDENT	PAID	90205
7/26/17 11:14 AM	STUDENT	PAGE STUDENT	PAID	92223
7/26/17 11:14 AM	STUDENT	PAGE STUDENT	PAID	91301
7/26/17 11:17 AM	STUDENT	PAGE STUDENT	PAID	92075
7/26/17 11:17 AM	STUDENT	PAGE STUDENT	PAID	92075
7/26/17 11:17 AM	STUDENT	PAGE STUDENT	PAID	92075
7/26/17 11:25 AM	STUDENT	PAGE STUDENT	PAID	90024
7/26/17 11:27 AM	STUDENT	PAGE STUDENT	PAID	91304
7/26/17 11:28 AM	STUDENT	PAGE STUDENT	PAID	90029
7/26/17 11:28 AM	STUDENT	PAGE STUDENT	PAID	90029
7/26/17 11:29 AM	STUDENT	PAGE STUDENT	PAID	94501

7/26/17 11:37 AM	STUDENT	PAGE STUDENT	PAID	93960
7/26/17 11:41 AM	STUDENT	PAGE STUDENT	PAID	90043
7/26/17 11:51 AM	STUDENT	PAGE STUDENT	PAID	92373
7/26/17 11:53 AM	STUDENT	PAGE STUDENT	PAID	30041
7/26/17 11:53 AM	STUDENT	PAGE STUDENT	PAID	92325
7/26/17 11:57 AM	STUDENT	PAGE STUDENT	PAID	91743
7/26/17 11:57 AM	STUDENT	PAGE STUDENT	PAID	91743
7/26/17 11:57 AM	STUDENT	PAGE STUDENT	PAID	95821
7/26/17 11:57 AM	STUDENT	PAGE STUDENT	PAID	95821
7/26/17 11:03 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	93021
7/26/17 11:04 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90291
7/26/17 11:05 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/26/17 11:06 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90712
7/26/17 11:14 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/26/17 11:14 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/26/17 11:16 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90066
7/26/17 11:51 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90044
7/26/17 11:00 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91320
7/26/17 11:00 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91320
7/26/17 11:03 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93021
7/26/17 11:24 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91201
7/26/17 11:24 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	55447
7/26/17 11:24 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	55447
7/26/17 11:43 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91307
7/26/17 11:49 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	94597
7/26/17 11:51 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90044
7/26/17 11:14 AM	ADULT	PAGE TEACHER	SCHOOLS	92223
7/26/17 11:16 AM	ADULT	PAGE TEACHER	SCHOOLS	90066
7/26/17 11:20 AM	ADULT	PAGE TEACHER	SCHOOLS	93063
7/26/17 11:55 AM	ADULT	PAGE TEACHER	SCHOOLS	22
7/26/17 11:00 AM	SENIOR	PAGE SENIOR	PAID	22
7/26/17 11:04 AM	SENIOR	PAGE SENIOR	PAID	90291
7/26/17 11:04 AM	SENIOR	PAGE SENIOR	PAID	90291
7/26/17 11:04 AM	SENIOR	PAGE SENIOR	PAID	24421
7/26/17 11:05 AM	SENIOR	PAGE SENIOR	PAID	24421
7/26/17 11:06 AM	SENIOR	PAGE SENIOR	PAID	89702
7/26/17 11:07 AM	SENIOR	PAGE SENIOR	PAID	91730
7/26/17 11:09 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 11:09 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 11:10 AM	SENIOR	PAGE SENIOR	PAID	90205
7/26/17 11:10 AM	SENIOR	PAGE SENIOR	PAID	90205
7/26/17 11:12 AM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 11:14 AM	SENIOR	PAGE SENIOR	PAID	91301
7/26/17 11:14 AM	SENIOR	PAGE SENIOR	PAID	91301
7/26/17 11:17 AM	SENIOR	PAGE SENIOR	PAID	20147
7/26/17 11:17 AM	SENIOR	PAGE SENIOR	PAID	92075
7/26/17 11:17 AM	SENIOR	PAGE SENIOR	PAID	92075
7/26/17 11:20 AM	SENIOR	PAGE SENIOR	PAID	93063
7/26/17 11:25 AM	SENIOR	PAGE SENIOR	PAID	90024
7/26/17 11:30 AM	SENIOR	PAGE SENIOR	PAID	70117
7/26/17 11:31 AM	SENIOR	PAGE SENIOR	PAID	91761
7/26/17 11:41 AM	SENIOR	PAGE SENIOR	PAID	89119
7/26/17 11:41 AM	SENIOR	PAGE SENIOR	PAID	89119
7/26/17 11:45 AM	SENIOR	PAGE SENIOR	PAID	85704
7/26/17 11:45 AM	SENIOR	PAGE SENIOR	PAID	85704
7/26/17 11:49 AM	SENIOR	PAGE SENIOR	PAID	22
7/26/17 11:49 AM	SENIOR	PAGE SENIOR	PAID	22
7/26/17 11:51 AM	SENIOR	PAGE SENIOR	PAID	92373
7/26/17 11:51 AM	SENIOR	PAGE SENIOR	PAID	92373
7/26/17 11:53 AM	SENIOR	PAGE SENIOR	PAID	92404
7/26/17 11:54 AM	SENIOR	PAGE SENIOR	PAID	13608
7/26/17 11:54 AM	SENIOR	PAGE SENIOR	PAID	13608

7/26/17 11:58 AM	SENIOR	PAGE SENIOR	PAID	111
7/26/17 11:01 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	29301
7/26/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	29301
7/26/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	29301
7/26/17 11:03 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91423
7/26/17 11:04 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	2138
7/26/17 11:04 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90291
7/26/17 11:04 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90291
7/26/17 11:04 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90291
7/26/17 11:05 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 11:06 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90712
7/26/17 11:06 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	89403
7/26/17 11:06 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	89403
7/26/17 11:12 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 11:14 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 11:15 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	61705
7/26/17 11:16 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 11:16 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92075
7/26/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92075
7/26/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92075
7/26/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92075
7/26/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92075
7/26/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92075
7/26/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90036
7/26/17 11:20 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93063
7/26/17 11:27 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91304
7/26/17 11:27 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75218
7/26/17 11:28 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90049
7/26/17 11:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	29651
7/26/17 11:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	29651
7/26/17 11:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	29651
7/26/17 11:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91761
7/26/17 11:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91761
7/26/17 11:32 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91325
7/26/17 11:35 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92056
7/26/17 11:35 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92056
7/26/17 11:35 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92056
7/26/17 11:37 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93960
7/26/17 11:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90026
7/26/17 11:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	89123
7/26/17 11:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	89123
7/26/17 11:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91604
7/26/17 11:40 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	77316
7/26/17 11:40 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	77316
7/26/17 11:43 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91307
7/26/17 11:43 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91307
7/26/17 11:45 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85704
7/26/17 11:47 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91355
7/26/17 11:47 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91355
7/26/17 11:48 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 11:49 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90744
7/26/17 11:49 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90744
7/26/17 11:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90044
7/26/17 11:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92020
7/26/17 11:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92020
7/26/17 11:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92020
7/26/17 11:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92373
7/26/17 11:53 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94587
7/26/17 11:53 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94587
7/26/17 11:55 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22

7/26/17 11:58 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	111
7/26/17 11:01 AM	ADULT	PAGE ADULT	PAID	90047
7/26/17 11:01 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:01 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:01 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:01 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:02 AM	ADULT	PAGE ADULT	PAID	29301
7/26/17 11:02 AM	ADULT	PAGE ADULT	PAID	29301
7/26/17 11:03 AM	ADULT	PAGE ADULT	PAID	54004
7/26/17 11:03 AM	ADULT	PAGE ADULT	PAID	54004
7/26/17 11:03 AM	ADULT	PAGE ADULT	PAID	54004
7/26/17 11:03 AM	ADULT	PAGE ADULT	PAID	91423
7/26/17 11:04 AM	ADULT	PAGE ADULT	PAID	90291
7/26/17 11:04 AM	ADULT	PAGE ADULT	PAID	90291
7/26/17 11:04 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:05 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:06 AM	ADULT	PAGE ADULT	PAID	90712
7/26/17 11:06 AM	ADULT	PAGE ADULT	PAID	89403
7/26/17 11:07 AM	ADULT	PAGE ADULT	PAID	91730
7/26/17 11:13 AM	ADULT	PAGE ADULT	PAID	999CA
7/26/17 11:13 AM	ADULT	PAGE ADULT	PAID	999CA
7/26/17 11:14 AM	ADULT	PAGE ADULT	PAID	92223
7/26/17 11:14 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:15 AM	ADULT	PAGE ADULT	PAID	61705
7/26/17 11:15 AM	ADULT	PAGE ADULT	PAID	61705
7/26/17 11:16 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:16 AM	ADULT	PAGE ADULT	PAID	0
7/26/17 11:17 AM	ADULT	PAGE ADULT	PAID	92075
7/26/17 11:17 AM	ADULT	PAGE ADULT	PAID	92075
7/26/17 11:23 AM	ADULT	PAGE ADULT	PAID	999AU
7/26/17 11:23 AM	ADULT	PAGE ADULT	PAID	999AU
7/26/17 11:27 AM	ADULT	PAGE ADULT	PAID	91304
7/26/17 11:27 AM	ADULT	PAGE ADULT	PAID	75218
7/26/17 11:27 AM	ADULT	PAGE ADULT	PAID	75218
7/26/17 11:28 AM	ADULT	PAGE ADULT	PAID	90049
7/26/17 11:29 AM	ADULT	PAGE ADULT	PAID	94501
7/26/17 11:29 AM	ADULT	PAGE ADULT	PAID	94501
7/26/17 11:29 AM	ADULT	PAGE ADULT	PAID	94501
7/26/17 11:30 AM	ADULT	PAGE ADULT	PAID	19041
7/26/17 11:30 AM	ADULT	PAGE ADULT	PAID	19041
7/26/17 11:30 AM	ADULT	PAGE ADULT	PAID	70117
7/26/17 11:31 AM	ADULT	PAGE ADULT	PAID	29651
7/26/17 11:31 AM	ADULT	PAGE ADULT	PAID	29651
7/26/17 11:31 AM	ADULT	PAGE ADULT	PAID	999hk
7/26/17 11:32 AM	ADULT	PAGE ADULT	PAID	91325
7/26/17 11:35 AM	ADULT	PAGE ADULT	PAID	92056
7/26/17 11:35 AM	ADULT	PAGE ADULT	PAID	92056
7/26/17 11:35 AM	ADULT	PAGE ADULT	PAID	2301
7/26/17 11:37 AM	ADULT	PAGE ADULT	PAID	93960
7/26/17 11:37 AM	ADULT	PAGE ADULT	PAID	93960
7/26/17 11:39 AM	ADULT	PAGE ADULT	PAID	90026
7/26/17 11:39 AM	ADULT	PAGE ADULT	PAID	89123
7/26/17 11:39 AM	ADULT	PAGE ADULT	PAID	89123
7/26/17 11:39 AM	ADULT	PAGE ADULT	PAID	91604
7/26/17 11:43 AM	ADULT	PAGE ADULT	PAID	91307
7/26/17 11:45 AM	ADULT	PAGE ADULT	PAID	89148
7/26/17 11:45 AM	ADULT	PAGE ADULT	PAID	89148
7/26/17 11:48 AM	ADULT	PAGE ADULT	PAID	22
7/26/17 11:49 AM	ADULT	PAGE ADULT	PAID	90744
7/26/17 11:49 AM	ADULT	PAGE ADULT	PAID	90744
7/26/17 11:49 AM	ADULT	PAGE ADULT	PAID	999au
7/26/17 11:51 AM	ADULT	PAGE ADULT	PAID	13350

7/26/17 11:51 AM	ADULT	PAGE ADULT	PAID	13350
7/26/17 11:51 AM	ADULT	PAGE ADULT	PAID	13350
7/26/17 11:51 AM	ADULT	PAGE ADULT	PAID	92020
7/26/17 11:51 AM	ADULT	PAGE ADULT	PAID	92020
7/26/17 11:53 AM	ADULT	PAGE ADULT	PAID	30041
7/26/17 11:53 AM	ADULT	PAGE ADULT	PAID	30041
7/26/17 11:53 AM	ADULT	PAGE ADULT	PAID	94587
7/26/17 11:53 AM	ADULT	PAGE ADULT	PAID	94587
7/26/17 11:57 AM	ADULT	PAGE ADULT	PAID	95821
7/26/17 11:58 AM	ADULT	PAGE ADULT	PAID	80526
7/26/17 11:58 AM	ADULT	PAGE ADULT	PAID	80526
7/26/17 11:52 AM	Complimentary Admission	NHM/PAGE COMP TICKET	UNPAID	90007
7/26/17 11:36 AM	Family Membership	MEMBERSHIP	MEMBERS	90036
7/26/17 11:24 AM	Dual Membership Plus	MEMBERSHIP	MEMBERS	90212
7/26/17 11:14 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90048
7/26/17 11:24 AM	Dual Membership Plus	MEMBERSHIP	MEMBERS	90212
7/26/17 11:46 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90045
7/26/17 12:55 PM	Family Membership Plus	MEMBERSHIP	MEMBERS	
7/26/17 12:37 PM	Family Membership	MEMBERSHIP	MEMBERS	90025
7/26/17 12:58 PM	Family Membership	MEMBERSHIP	MEMBERS	90601
7/26/17 12:05 PM	Individual	MEMBERSHIP	MEMBERS	90712
7/26/17 12:19 PM	Dual Membership	MEMBERSHIP	MEMBERS	90034
7/26/17 12:07 PM	Family Membership Plus	MEMBERSHIP	MEMBERS	92399
7/26/17 12:04 PM	ADULT	PAGE ADULT	PAID	999eu
7/26/17 12:04 PM	ADULT	PAGE ADULT	PAID	999eu
7/26/17 12:04 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:04 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:05 PM	ADULT	PAGE ADULT	PAID	87111
7/26/17 12:05 PM	ADULT	PAGE ADULT	PAID	87111
7/26/17 12:05 PM	ADULT	PAGE ADULT	PAID	87111
7/26/17 12:06 PM	ADULT	PAGE ADULT	PAID	90265
7/26/17 12:07 PM	ADULT	PAGE ADULT	PAID	97219
7/26/17 12:07 PM	ADULT	PAGE ADULT	PAID	97219
7/26/17 12:07 PM	ADULT	PAGE ADULT	PAID	94595
7/26/17 12:10 PM	ADULT	PAGE ADULT	PAID	75050
7/26/17 12:10 PM	ADULT	PAGE ADULT	PAID	75050
7/26/17 12:11 PM	ADULT	PAGE ADULT	PAID	93907
7/26/17 12:11 PM	ADULT	PAGE ADULT	PAID	98002
7/26/17 12:11 PM	ADULT	PAGE ADULT	PAID	92019
7/26/17 12:11 PM	ADULT	PAGE ADULT	PAID	92019
7/26/17 12:12 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:12 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:12 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:13 PM	ADULT	PAGE ADULT	PAID	90066
7/26/17 12:13 PM	ADULT	PAGE ADULT	PAID	90066
7/26/17 12:13 PM	ADULT	PAGE ADULT	PAID	90045
7/26/17 12:13 PM	ADULT	PAGE ADULT	PAID	90045
7/26/17 12:13 PM	ADULT	PAGE ADULT	PAID	90045
7/26/17 12:16 PM	ADULT	PAGE ADULT	PAID	91704
7/26/17 12:16 PM	ADULT	PAGE ADULT	PAID	91704
7/26/17 12:20 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:20 PM	ADULT	PAGE ADULT	PAID	91605
7/26/17 12:21 PM	ADULT	PAGE ADULT	PAID	92307
7/26/17 12:21 PM	ADULT	PAGE ADULT	PAID	92307
7/26/17 12:21 PM	ADULT	PAGE ADULT	PAID	92307
7/26/17 12:26 PM	ADULT	PAGE ADULT	PAID	78700
7/26/17 12:26 PM	ADULT	PAGE ADULT	PAID	78700
7/26/17 12:28 PM	ADULT	PAGE ADULT	PAID	93015
7/26/17 12:28 PM	ADULT	PAGE ADULT	PAID	93015
7/26/17 12:28 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 12:28 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 12:29 PM	ADULT	PAGE ADULT	PAID	90064

7/26/17 12:29 PM	ADULT	PAGE ADULT	PAID	90064
7/26/17 12:30 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 12:30 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 12:32 PM	ADULT	PAGE ADULT	PAID	92354
7/26/17 12:32 PM	ADULT	PAGE ADULT	PAID	92354
7/26/17 12:32 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:34 PM	ADULT	PAGE ADULT	PAID	999me
7/26/17 12:35 PM	ADULT	PAGE ADULT	PAID	999Ch
7/26/17 12:35 PM	ADULT	PAGE ADULT	PAID	999Ch
7/26/17 12:35 PM	ADULT	PAGE ADULT	PAID	93036
7/26/17 12:35 PM	ADULT	PAGE ADULT	PAID	93036
7/26/17 12:36 PM	ADULT	PAGE ADULT	PAID	1111
7/26/17 12:37 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 12:37 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 12:37 PM	ADULT	PAGE ADULT	PAID	91789
7/26/17 12:37 PM	ADULT	PAGE ADULT	PAID	91789
7/26/17 12:38 PM	ADULT	PAGE ADULT	PAID	111
7/26/17 12:38 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 12:40 PM	ADULT	PAGE ADULT	PAID	86401
7/26/17 12:41 PM	ADULT	PAGE ADULT	PAID	92129
7/26/17 12:41 PM	ADULT	PAGE ADULT	PAID	92129
7/26/17 12:42 PM	ADULT	PAGE ADULT	PAID	92130
7/26/17 12:42 PM	ADULT	PAGE ADULT	PAID	92130
7/26/17 12:42 PM	ADULT	PAGE ADULT	PAID	90403
7/26/17 12:42 PM	ADULT	PAGE ADULT	PAID	999UK
7/26/17 12:42 PM	ADULT	PAGE ADULT	PAID	999UK
7/26/17 12:43 PM	ADULT	PAGE ADULT	PAID	999Eu
7/26/17 12:43 PM	ADULT	PAGE ADULT	PAID	999Eu
7/26/17 12:43 PM	ADULT	PAGE ADULT	PAID	999Eu
7/26/17 12:44 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:44 PM	ADULT	PAGE ADULT	PAID	91790
7/26/17 12:44 PM	ADULT	PAGE ADULT	PAID	91790
7/26/17 12:44 PM	ADULT	PAGE ADULT	PAID	90563
7/26/17 12:45 PM	ADULT	PAGE ADULT	PAID	10305
7/26/17 12:45 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:46 PM	ADULT	PAGE ADULT	PAID	999uk
7/26/17 12:46 PM	ADULT	PAGE ADULT	PAID	999uk
7/26/17 12:47 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 12:47 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 12:48 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:48 PM	ADULT	PAGE ADULT	PAID	90242
7/26/17 12:50 PM	ADULT	PAGE ADULT	PAID	75300
7/26/17 12:50 PM	ADULT	PAGE ADULT	PAID	94591
7/26/17 12:51 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:51 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:51 PM	ADULT	PAGE ADULT	PAID	76167
7/26/17 12:51 PM	ADULT	PAGE ADULT	PAID	76167
7/26/17 12:51 PM	ADULT	PAGE ADULT	PAID	76167
7/26/17 12:53 PM	ADULT	PAGE ADULT	PAID	91423
7/26/17 12:55 PM	ADULT	PAGE ADULT	PAID	91329
7/26/17 12:56 PM	ADULT	PAGE ADULT	PAID	91602
7/26/17 12:57 PM	ADULT	PAGE ADULT	PAID	999ko
7/26/17 12:58 PM	ADULT	PAGE ADULT	PAID	999ko
7/26/17 12:59 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:59 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 12:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91602
7/26/17 12:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91602
7/26/17 12:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 12:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 12:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0

7/26/17 12:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	87111
7/26/17 12:06 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90265
7/26/17 12:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	97219
7/26/17 12:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	97219
7/26/17 12:10 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75050
7/26/17 12:10 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75050
7/26/17 12:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98002
7/26/17 12:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90066
7/26/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90045
7/26/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90045
7/26/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90045
7/26/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90045
7/26/17 12:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92307
7/26/17 12:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92307
7/26/17 12:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 12:30 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 12:30 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 12:30 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 12:35 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	111
7/26/17 12:37 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 12:37 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91789
7/26/17 12:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 12:39 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:39 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	86401
7/26/17 12:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	86401
7/26/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92129
7/26/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92129
7/26/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92129
7/26/17 12:42 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92130
7/26/17 12:42 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92130
7/26/17 12:42 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92130
7/26/17 12:42 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90403
7/26/17 12:43 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999Eu
7/26/17 12:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91790
7/26/17 12:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91790
7/26/17 12:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90563
7/26/17 12:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90563
7/26/17 12:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999uk
7/26/17 12:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999uk
7/26/17 12:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 12:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90242
7/26/17 12:50 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75300
7/26/17 12:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	76167
7/26/17 12:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	76167
7/26/17 12:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	76167
7/26/17 12:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	76167
7/26/17 12:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91602
7/26/17 12:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ko
7/26/17 12:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ko

7/26/17 12:59 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:59 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 12:00 PM	SENIOR	PAGE SENIOR	PAID	91602
7/26/17 12:00 PM	SENIOR	PAGE SENIOR	PAID	91602
7/26/17 12:02 PM	SENIOR	PAGE SENIOR	PAID	92509
7/26/17 12:03 PM	SENIOR	PAGE SENIOR	PAID	35068
7/26/17 12:04 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 12:04 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 12:06 PM	SENIOR	PAGE SENIOR	PAID	90024
7/26/17 12:18 PM	SENIOR	PAGE SENIOR	PAID	98036
7/26/17 12:18 PM	SENIOR	PAGE SENIOR	PAID	98036
7/26/17 12:28 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 12:28 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 12:32 PM	SENIOR	PAGE SENIOR	PAID	11
7/26/17 12:35 PM	SENIOR	PAGE SENIOR	PAID	93036
7/26/17 12:35 PM	SENIOR	PAGE SENIOR	PAID	111
7/26/17 12:35 PM	SENIOR	PAGE SENIOR	PAID	111
7/26/17 12:40 PM	SENIOR	PAGE SENIOR	PAID	86401
7/26/17 12:45 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 12:53 PM	SENIOR	PAGE SENIOR	PAID	91423
7/26/17 12:56 PM	SENIOR	PAGE SENIOR	PAID	91602
7/26/17 12:00 PM	ADULT	PAGE TEACHER	SCHOOLS	22
7/26/17 12:02 PM	ADULT	PAGE TEACHER	SCHOOLS	92509
7/26/17 12:06 PM	ADULT	PAGE TEACHER	SCHOOLS	90024
7/26/17 12:12 PM	ADULT	PAGE TEACHER	SCHOOLS	0
7/26/17 12:13 PM	ADULT	PAGE TEACHER	SCHOOLS	90045
7/26/17 12:28 PM	ADULT	PAGE TEACHER	SCHOOLS	22
7/26/17 12:39 PM	ADULT	PAGE TEACHER	SCHOOLS	0
7/26/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	63129
7/26/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	63129
7/26/17 12:15 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92117
7/26/17 12:15 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92117
7/26/17 12:29 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	98370
7/26/17 12:29 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	98370
7/26/17 12:13 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90066
7/26/17 12:28 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/26/17 12:43 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	999Eu
7/26/17 12:46 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	999uk
7/26/17 12:02 PM	STUDENT	PAGE STUDENT	PAID	90065
7/26/17 12:04 PM	STUDENT	PAGE STUDENT	PAID	35068
7/26/17 12:04 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 12:04 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 12:04 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 12:13 PM	STUDENT	PAGE STUDENT	PAID	90045
7/26/17 12:20 PM	STUDENT	PAGE STUDENT	PAID	91605
7/26/17 12:24 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 12:24 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 12:34 PM	STUDENT	PAGE STUDENT	PAID	999me
7/26/17 12:34 PM	STUDENT	PAGE STUDENT	PAID	999me
7/26/17 12:35 PM	STUDENT	PAGE STUDENT	PAID	999Ch
7/26/17 12:35 PM	STUDENT	PAGE STUDENT	PAID	999Ch
7/26/17 12:35 PM	STUDENT	PAGE STUDENT	PAID	93036
7/26/17 12:35 PM	STUDENT	PAGE STUDENT	PAID	111
7/26/17 12:36 PM	STUDENT	PAGE STUDENT	PAID	1111
7/26/17 12:40 PM	STUDENT	PAGE STUDENT	PAID	86401
7/26/17 12:41 PM	STUDENT	PAGE STUDENT	PAID	92129
7/26/17 12:42 PM	STUDENT	PAGE STUDENT	PAID	999UK
7/26/17 12:42 PM	STUDENT	PAGE STUDENT	PAID	999UK
7/26/17 12:42 PM	STUDENT	PAGE STUDENT	PAID	999UK
7/26/17 12:44 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 12:45 PM	STUDENT	PAGE STUDENT	PAID	10305
7/26/17 12:45 PM	STUDENT	PAGE STUDENT	PAID	10305

7/26/17 12:45 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 12:18 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/26/17 12:18 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/26/17 12:19 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/26/17 12:19 PM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 12:19 PM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 12:40 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	111
7/26/17 12:40 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	111
7/26/17 12:19 PM	Tar Pits Admission Child 2-Under	GC TP GROUP CH 2 UNDER	PAID	
7/26/17 12:04 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	63129
7/26/17 12:04 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	63129
7/26/17 12:29 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	98370
7/26/17 12:29 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	98370
7/26/17 12:29 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	98370
7/26/17 12:20 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 12:30 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	22
7/26/17 12:39 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 12:40 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	111
7/26/17 12:40 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	111
7/26/17 12:37 PM	EBT Adult	Page EBT Adult	UNPAID	90045
7/26/17 12:37 PM	EBT Adult	Page EBT Adult	UNPAID	90045
7/26/17 12:49 PM	EBT Adult	Page EBT Adult	UNPAID	90026
7/26/17 12:37 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90045
7/26/17 12:37 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90045
7/26/17 12:49 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90026
7/26/17 12:49 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90026
7/26/17 12:08 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	85715
7/26/17 12:20 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92691
7/26/17 12:20 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92691
7/26/17 12:48 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	93012
7/26/17 12:03 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	111
7/26/17 12:08 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	85715
7/26/17 12:20 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	92691
7/26/17 12:48 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	93012
7/26/17 12:08 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	85715
7/26/17 12:20 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92691
7/26/17 12:20 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92691
7/26/17 12:48 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	93012
7/26/17 12:20 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	92691
7/26/17 12:55 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90604
7/26/17 12:55 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90604
7/26/17 12:55 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90604
7/26/17 1:19 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92083
7/26/17 1:19 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	92083
7/26/17 1:10 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	91748
7/26/17 1:10 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	91748
7/26/17 1:16 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	0
7/26/17 1:46 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	0
7/26/17 1:51 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	0
7/26/17 1:15 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	91024
7/26/17 1:19 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92083
7/26/17 1:08 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90003
7/26/17 1:08 PM	EBT Adult	Page EBT Adult	UNPAID	90003
7/26/17 1:17 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	91024
7/26/17 1:28 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 1:28 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 1:28 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 1:02 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 1:02 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 1:20 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	34210
7/26/17 1:21 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 1:39 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0

7/26/17 1:42 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 1:55 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92309
7/26/17 1:21 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	33180
7/26/17 1:21 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	33180
7/26/17 1:34 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	92801
7/26/17 1:59 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	4554
7/26/17 1:26 PM	Tar Pits Admission Senior	GC TP GROUP SENIOR	PAID	
7/26/17 1:17 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	91024
7/26/17 1:28 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	222
7/26/17 1:27 PM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 1:27 PM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 1:35 PM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 1:36 PM	Tar Pits Admission Child 3-12	GC TP GROUP CH 3-12	PAID	
7/26/17 1:35 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/26/17 1:35 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/26/17 1:03 PM	STUDENT	PAGE STUDENT	PAID	90505
7/26/17 1:04 PM	STUDENT	PAGE STUDENT	PAID	66720
7/26/17 1:04 PM	STUDENT	PAGE STUDENT	PAID	66720
7/26/17 1:09 PM	STUDENT	PAGE STUDENT	PAID	94530
7/26/17 1:09 PM	STUDENT	PAGE STUDENT	PAID	91390
7/26/17 1:19 PM	STUDENT	PAGE STUDENT	PAID	76502
7/26/17 1:19 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 1:21 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 1:21 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 1:23 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 1:27 PM	STUDENT	PAGE STUDENT	PAID	92253
7/26/17 1:28 PM	STUDENT	PAGE STUDENT	PAID	94560
7/26/17 1:29 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 1:29 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 1:29 PM	STUDENT	PAGE STUDENT	PAID	22
7/26/17 1:30 PM	STUDENT	PAGE STUDENT	PAID	90266
7/26/17 1:31 PM	STUDENT	PAGE STUDENT	PAID	999UK
7/26/17 1:31 PM	STUDENT	PAGE STUDENT	PAID	95182
7/26/17 1:34 PM	STUDENT	PAGE STUDENT	PAID	999
7/26/17 1:34 PM	STUDENT	PAGE STUDENT	PAID	21409
7/26/17 1:34 PM	STUDENT	PAGE STUDENT	PAID	90066
7/26/17 1:35 PM	STUDENT	PAGE STUDENT	PAID	999IT
7/26/17 1:35 PM	STUDENT	PAGE STUDENT	PAID	999IT
7/26/17 1:36 PM	STUDENT	PAGE STUDENT	PAID	33967
7/26/17 1:36 PM	STUDENT	PAGE STUDENT	PAID	77601
7/26/17 1:38 PM	STUDENT	PAGE STUDENT	PAID	90291
7/26/17 1:42 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 1:46 PM	STUDENT	PAGE STUDENT	PAID	94589
7/26/17 1:48 PM	STUDENT	PAGE STUDENT	PAID	95949
7/26/17 1:48 PM	STUDENT	PAGE STUDENT	PAID	95949
7/26/17 1:52 PM	STUDENT	PAGE STUDENT	PAID	91790
7/26/17 1:52 PM	STUDENT	PAGE STUDENT	PAID	91790
7/26/17 1:53 PM	STUDENT	PAGE STUDENT	PAID	80805
7/26/17 1:53 PM	STUDENT	PAGE STUDENT	PAID	95340
7/26/17 1:58 PM	STUDENT	PAGE STUDENT	PAID	999Eu
7/26/17 1:59 PM	STUDENT	PAGE STUDENT	PAID	37931
7/26/17 1:04 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	92840
7/26/17 1:49 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	1985
7/26/17 1:52 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	95020
7/26/17 1:21 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	33180
7/26/17 1:24 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	10012
7/26/17 1:34 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92801
7/26/17 1:34 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92801
7/26/17 1:38 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90291
7/26/17 1:59 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	4554
7/26/17 1:59 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	4554
7/26/17 1:12 PM	ADULT	PAGE TEACHER	SCHOOLS	32578

7/26/17 1:12 PM	ADULT	PAGE TEACHER	SCHOOLS	32578
7/26/17 1:26 PM	ADULT	PAGE TEACHER	SCHOOLS	92692
7/26/17 1:55 PM	ADULT	PAGE TEACHER	SCHOOLS	92309
7/26/17 1:55 PM	ADULT	PAGE TEACHER	SCHOOLS	92309
7/26/17 1:02 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:02 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:02 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:05 PM	SENIOR	PAGE SENIOR	PAID	91748
7/26/17 1:05 PM	SENIOR	PAGE SENIOR	PAID	91748
7/26/17 1:17 PM	SENIOR	PAGE SENIOR	PAID	80527
7/26/17 1:17 PM	SENIOR	PAGE SENIOR	PAID	80527
7/26/17 1:19 PM	SENIOR	PAGE SENIOR	PAID	76502
7/26/17 1:23 PM	SENIOR	PAGE SENIOR	PAID	72916
7/26/17 1:25 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:25 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:30 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:31 PM	SENIOR	PAGE SENIOR	PAID	91411
7/26/17 1:31 PM	SENIOR	PAGE SENIOR	PAID	91411
7/26/17 1:31 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:31 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:34 PM	SENIOR	PAGE SENIOR	PAID	90066
7/26/17 1:39 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:42 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 1:45 PM	SENIOR	PAGE SENIOR	PAID	55379
7/26/17 1:45 PM	SENIOR	PAGE SENIOR	PAID	55379
7/26/17 1:46 PM	SENIOR	PAGE SENIOR	PAID	94589
7/26/17 1:46 PM	SENIOR	PAGE SENIOR	PAID	94589
7/26/17 1:48 PM	SENIOR	PAGE SENIOR	PAID	999Eu
7/26/17 1:48 PM	SENIOR	PAGE SENIOR	PAID	95949
7/26/17 1:48 PM	SENIOR	PAGE SENIOR	PAID	999Eu
7/26/17 1:48 PM	SENIOR	PAGE SENIOR	PAID	95949
7/26/17 1:49 PM	SENIOR	PAGE SENIOR	PAID	1985
7/26/17 1:49 PM	SENIOR	PAGE SENIOR	PAID	1985
7/26/17 1:52 PM	SENIOR	PAGE SENIOR	PAID	91790
7/26/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94530
7/26/17 1:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78660
7/26/17 1:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78660
7/26/17 1:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	80527
7/26/17 1:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	80527
7/26/17 1:19 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	34210
7/26/17 1:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	34210
7/26/17 1:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:22 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 1:22 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 1:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	72916
7/26/17 1:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	72916
7/26/17 1:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92692
7/26/17 1:27 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92253
7/26/17 1:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94560
7/26/17 1:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90211
7/26/17 1:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 1:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95182
7/26/17 1:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	33967
7/26/17 1:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	33967
7/26/17 1:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	77601
7/26/17 1:42 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0

7/26/17 1:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91977
7/26/17 1:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91977
7/26/17 1:45 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	55379
7/26/17 1:45 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	80109
7/26/17 1:45 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	80109
7/26/17 1:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94589
7/26/17 1:50 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92694
7/26/17 1:50 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92694
7/26/17 1:50 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92694
7/26/17 1:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90043
7/26/17 1:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90043
7/26/17 1:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90043
7/26/17 1:52 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95020
7/26/17 1:52 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95020
7/26/17 1:53 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	80805
7/26/17 1:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92309
7/26/17 1:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92309
7/26/17 1:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92309
7/26/17 1:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90278
7/26/17 1:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999Eu
7/26/17 1:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999Eu
7/26/17 1:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999Eu
7/26/17 1:59 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	37931
7/26/17 1:02 PM	ADULT	PAGE ADULT	PAID	75024
7/26/17 1:03 PM	ADULT	PAGE ADULT	PAID	90505
7/26/17 1:03 PM	ADULT	PAGE ADULT	PAID	66720
7/26/17 1:03 PM	ADULT	PAGE ADULT	PAID	66720
7/26/17 1:03 PM	ADULT	PAGE ADULT	PAID	66720
7/26/17 1:03 PM	ADULT	PAGE ADULT	PAID	66720
7/26/17 1:04 PM	ADULT	PAGE ADULT	PAID	66720
7/26/17 1:04 PM	ADULT	PAGE ADULT	PAID	92840
7/26/17 1:04 PM	ADULT	PAGE ADULT	PAID	92840
7/26/17 1:09 PM	ADULT	PAGE ADULT	PAID	94530
7/26/17 1:09 PM	ADULT	PAGE ADULT	PAID	94530
7/26/17 1:09 PM	ADULT	PAGE ADULT	PAID	91390
7/26/17 1:10 PM	ADULT	PAGE ADULT	PAID	11213
7/26/17 1:12 PM	ADULT	PAGE ADULT	PAID	44861
7/26/17 1:12 PM	ADULT	PAGE ADULT	PAID	43469
7/26/17 1:13 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:13 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:14 PM	ADULT	PAGE ADULT	PAID	78660
7/26/17 1:14 PM	ADULT	PAGE ADULT	PAID	78660
7/26/17 1:15 PM	ADULT	PAGE ADULT	PAID	92004
7/26/17 1:15 PM	ADULT	PAGE ADULT	PAID	92004
7/26/17 1:17 PM	ADULT	PAGE ADULT	PAID	94606
7/26/17 1:17 PM	ADULT	PAGE ADULT	PAID	94606
7/26/17 1:17 PM	ADULT	PAGE ADULT	PAID	80527
7/26/17 1:19 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:19 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:20 PM	ADULT	PAGE ADULT	PAID	90335
7/26/17 1:20 PM	ADULT	PAGE ADULT	PAID	90335
7/26/17 1:20 PM	ADULT	PAGE ADULT	PAID	34210
7/26/17 1:21 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:21 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:22 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 1:23 PM	ADULT	PAGE ADULT	PAID	72916
7/26/17 1:23 PM	ADULT	PAGE ADULT	PAID	72916
7/26/17 1:23 PM	ADULT	PAGE ADULT	PAID	72916
7/26/17 1:23 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:26 PM	ADULT	PAGE ADULT	PAID	92692
7/26/17 1:27 PM	ADULT	PAGE ADULT	PAID	92253
7/26/17 1:27 PM	ADULT	PAGE ADULT	PAID	92253

7/26/17 1:28 PM	ADULT	PAGE ADULT	PAID	94560
7/26/17 1:28 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:28 PM	ADULT	PAGE ADULT	PAID	90211
7/26/17 1:29 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:29 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:29 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 1:30 PM	ADULT	PAGE ADULT	PAID	90266
7/26/17 1:30 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:31 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:31 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:31 PM	ADULT	PAGE ADULT	PAID	95182
7/26/17 1:31 PM	ADULT	PAGE ADULT	PAID	95182
7/26/17 1:32 PM	ADULT	PAGE ADULT	PAID	1773
7/26/17 1:32 PM	ADULT	PAGE ADULT	PAID	1773
7/26/17 1:34 PM	ADULT	PAGE ADULT	PAID	21409
7/26/17 1:34 PM	ADULT	PAGE ADULT	PAID	21409
7/26/17 1:34 PM	ADULT	PAGE ADULT	PAID	90066
7/26/17 1:35 PM	ADULT	PAGE ADULT	PAID	33967
7/26/17 1:36 PM	ADULT	PAGE ADULT	PAID	77601
7/26/17 1:36 PM	ADULT	PAGE ADULT	PAID	77601
7/26/17 1:37 PM	ADULT	PAGE ADULT	PAID	63376
7/26/17 1:37 PM	ADULT	PAGE ADULT	PAID	63376
7/26/17 1:42 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 1:43 PM	ADULT	PAGE ADULT	PAID	90027
7/26/17 1:44 PM	ADULT	PAGE ADULT	PAID	91977
7/26/17 1:44 PM	ADULT	PAGE ADULT	PAID	91977
7/26/17 1:45 PM	ADULT	PAGE ADULT	PAID	80109
7/26/17 1:45 PM	ADULT	PAGE ADULT	PAID	80109
7/26/17 1:46 PM	ADULT	PAGE ADULT	PAID	94589
7/26/17 1:46 PM	ADULT	PAGE ADULT	PAID	94589
7/26/17 1:46 PM	ADULT	PAGE ADULT	PAID	94589
7/26/17 1:46 PM	ADULT	PAGE ADULT	PAID	94589
7/26/17 1:49 PM	ADULT	PAGE ADULT	PAID	1985
7/26/17 1:50 PM	ADULT	PAGE ADULT	PAID	92694
7/26/17 1:50 PM	ADULT	PAGE ADULT	PAID	92694
7/26/17 1:51 PM	ADULT	PAGE ADULT	PAID	94037
7/26/17 1:51 PM	ADULT	PAGE ADULT	PAID	90043
7/26/17 1:51 PM	ADULT	PAGE ADULT	PAID	90043
7/26/17 1:51 PM	ADULT	PAGE ADULT	PAID	90043
7/26/17 1:51 PM	ADULT	PAGE ADULT	PAID	94577
7/26/17 1:52 PM	ADULT	PAGE ADULT	PAID	95020
7/26/17 1:52 PM	ADULT	PAGE ADULT	PAID	95020
7/26/17 1:53 PM	ADULT	PAGE ADULT	PAID	80805
7/26/17 1:53 PM	ADULT	PAGE ADULT	PAID	95340
7/26/17 1:53 PM	ADULT	PAGE ADULT	PAID	95340
7/26/17 1:55 PM	ADULT	PAGE ADULT	PAID	90278
7/26/17 1:57 PM	ADULT	PAGE ADULT	PAID	999EU
7/26/17 1:57 PM	ADULT	PAGE ADULT	PAID	999EU
7/26/17 1:58 PM	ADULT	PAGE ADULT	PAID	999Eu
7/26/17 1:58 PM	ADULT	PAGE ADULT	PAID	999Eu
7/26/17 1:59 PM	ADULT	PAGE ADULT	PAID	37931
7/26/17 1:56 PM	Family Membership Plus	MEMBERSHIP	MEMBERS	91406
7/26/17 2:29 PM	Family Membership	MEMBERSHIP	MEMBERS	90046
7/26/17 2:06 PM	Individual	MEMBERSHIP	MEMBERS	90036
7/26/17 2:25 PM	Family Membership (2 Year)	MEMBERSHIP	MEMBERS	90036
7/26/17 2:29 PM	Family Membership	MEMBERSHIP	MEMBERS	90046
7/26/17 2:25 PM	Family Membership (2 Year)	MEMBERSHIP	MEMBERS	90036
7/26/17 2:25 PM	Family Membership Plus(2 Year)	MEMBERSHIP	MEMBERS	90036
7/26/17 2:26 PM	Patron Family Membership	RAPTOR MEMBERSHIP	MEMBERS	90230
7/26/17 2:05 PM	Family Membership Plus	MEMBERSHIP	MEMBERS	90046
7/26/17 2:14 PM	Family Membership	MEMBERSHIP	MEMBERS	17360
7/26/17 2:22 PM	Family Membership	MEMBERSHIP	MEMBERS	90042

7/26/17 2:35 PM	Family Membership	MEMBERSHIP	MEMBERS	94087
7/26/17 2:17 PM	Dual Membership	MEMBERSHIP	MEMBERS	90001
7/26/17 2:00 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:00 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:01 PM	ADULT	PAGE ADULT	PAID	999uk
7/26/17 2:03 PM	ADULT	PAGE ADULT	PAID	93313
7/26/17 2:03 PM	ADULT	PAGE ADULT	PAID	93313
7/26/17 2:03 PM	ADULT	PAGE ADULT	PAID	90048
7/26/17 2:03 PM	ADULT	PAGE ADULT	PAID	90048
7/26/17 2:03 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 2:04 PM	ADULT	PAGE ADULT	PAID	95624
7/26/17 2:04 PM	ADULT	PAGE ADULT	PAID	37205
7/26/17 2:04 PM	ADULT	PAGE ADULT	PAID	37205
7/26/17 2:05 PM	ADULT	PAGE ADULT	PAID	999AU
7/26/17 2:05 PM	ADULT	PAGE ADULT	PAID	999AU
7/26/17 2:05 PM	ADULT	PAGE ADULT	PAID	999AU
7/26/17 2:05 PM	ADULT	PAGE ADULT	PAID	93534
7/26/17 2:05 PM	ADULT	PAGE ADULT	PAID	93534
7/26/17 2:05 PM	ADULT	PAGE ADULT	PAID	999mx
7/26/17 2:06 PM	ADULT	PAGE ADULT	PAID	999mx
7/26/17 2:06 PM	ADULT	PAGE ADULT	PAID	92410
7/26/17 2:06 PM	ADULT	PAGE ADULT	PAID	92410
7/26/17 2:07 PM	ADULT	PAGE ADULT	PAID	44060
7/26/17 2:07 PM	ADULT	PAGE ADULT	PAID	999mx
7/26/17 2:07 PM	ADULT	PAGE ADULT	PAID	999mx
7/26/17 2:08 PM	ADULT	PAGE ADULT	PAID	99655
7/26/17 2:09 PM	ADULT	PAGE ADULT	PAID	29401
7/26/17 2:09 PM	ADULT	PAGE ADULT	PAID	29401
7/26/17 2:11 PM	ADULT	PAGE ADULT	PAID	92117
7/26/17 2:12 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:15 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:15 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:16 PM	ADULT	PAGE ADULT	PAID	46373
7/26/17 2:16 PM	ADULT	PAGE ADULT	PAID	46373
7/26/17 2:17 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:17 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:17 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:17 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:17 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:18 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:18 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:18 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:19 PM	ADULT	PAGE ADULT	PAID	73099
7/26/17 2:19 PM	ADULT	PAGE ADULT	PAID	73099
7/26/17 2:19 PM	ADULT	PAGE ADULT	PAID	73099
7/26/17 2:21 PM	ADULT	PAGE ADULT	PAID	10580
7/26/17 2:21 PM	ADULT	PAGE ADULT	PAID	999uk
7/26/17 2:21 PM	ADULT	PAGE ADULT	PAID	999uk
7/26/17 2:22 PM	ADULT	PAGE ADULT	PAID	85635
7/26/17 2:22 PM	ADULT	PAGE ADULT	PAID	94535
7/26/17 2:23 PM	ADULT	PAGE ADULT	PAID	90731
7/26/17 2:24 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:24 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:27 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:28 PM	ADULT	PAGE ADULT	PAID	92614
7/26/17 2:32 PM	ADULT	PAGE ADULT	PAID	76131
7/26/17 2:32 PM	ADULT	PAGE ADULT	PAID	98011
7/26/17 2:32 PM	ADULT	PAGE ADULT	PAID	98011
7/26/17 2:35 PM	ADULT	PAGE ADULT	PAID	90038
7/26/17 2:36 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:36 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:36 PM	ADULT	PAGE ADULT	PAID	0

7/26/17 2:38 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:38 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:38 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:38 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:41 PM	ADULT	PAGE ADULT	PAID	11238
7/26/17 2:42 PM	ADULT	PAGE ADULT	PAID	91744
7/26/17 2:42 PM	ADULT	PAGE ADULT	PAID	91744
7/26/17 2:42 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:42 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:43 PM	ADULT	PAGE ADULT	PAID	1520
7/26/17 2:44 PM	ADULT	PAGE ADULT	PAID	90007
7/26/17 2:44 PM	ADULT	PAGE ADULT	PAID	94583
7/26/17 2:44 PM	ADULT	PAGE ADULT	PAID	90007
7/26/17 2:46 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:48 PM	ADULT	PAGE ADULT	PAID	20007
7/26/17 2:50 PM	ADULT	PAGE ADULT	PAID	90247
7/26/17 2:50 PM	ADULT	PAGE ADULT	PAID	90247
7/26/17 2:50 PM	ADULT	PAGE ADULT	PAID	90247
7/26/17 2:50 PM	ADULT	PAGE ADULT	PAID	90247
7/26/17 2:51 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 2:51 PM	ADULT	PAGE ADULT	PAID	85764
7/26/17 2:51 PM	ADULT	PAGE ADULT	PAID	85764
7/26/17 2:56 PM	ADULT	PAGE ADULT	PAID	92672
7/26/17 2:56 PM	ADULT	PAGE ADULT	PAID	92672
7/26/17 2:58 PM	ADULT	PAGE ADULT	PAID	94306
7/26/17 2:59 PM	ADULT	PAGE ADULT	PAID	91325
7/26/17 2:03 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93313
7/26/17 2:03 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93313
7/26/17 2:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95624
7/26/17 2:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95624
7/26/17 2:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95624
7/26/17 2:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93534
7/26/17 2:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93534
7/26/17 2:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92410
7/26/17 2:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92410
7/26/17 2:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999mx
7/26/17 2:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91773
7/26/17 2:15 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 2:15 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 2:15 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 2:16 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	46373
7/26/17 2:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 2:19 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	73099
7/26/17 2:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	10580
7/26/17 2:22 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94535
7/26/17 2:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90731
7/26/17 2:24 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 2:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92614
7/26/17 2:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92614
7/26/17 2:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	76131
7/26/17 2:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98011
7/26/17 2:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98011
7/26/17 2:42 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91744
7/26/17 2:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	20007
7/26/17 2:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 2:51 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 2:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92672
7/26/17 2:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91367
7/26/17 2:59 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91325
7/26/17 2:59 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91325
7/26/17 2:04 PM	SENIOR	PAGE SENIOR	PAID	95624
7/26/17 2:04 PM	SENIOR	PAGE SENIOR	PAID	95624

7/26/17 2:10 PM	SENIOR	PAGE SENIOR	PAID	96034
7/26/17 2:10 PM	SENIOR	PAGE SENIOR	PAID	96034
7/26/17 2:12 PM	SENIOR	PAGE SENIOR	PAID	91773
7/26/17 2:12 PM	SENIOR	PAGE SENIOR	PAID	91773
7/26/17 2:43 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 2:47 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 2:47 PM	SENIOR	PAGE SENIOR	PAID	0
7/26/17 2:59 PM	SENIOR	PAGE SENIOR	PAID	91325
7/26/17 2:15 PM	ADULT	PAGE TEACHER	SCHOOLS	90803
7/26/17 2:58 PM	ADULT	PAGE TEACHER	SCHOOLS	91367
7/26/17 2:58 PM	ADULT	PAGE TEACHER	SCHOOLS	91367
7/26/17 2:12 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90007
7/26/17 2:39 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	2461
7/26/17 2:39 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	2461
7/26/17 2:03 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90048
7/26/17 2:32 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	76131
7/26/17 2:46 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/26/17 2:58 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91367
7/26/17 2:58 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91367
7/26/17 2:59 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91325
7/26/17 2:04 PM	STUDENT	PAGE STUDENT	PAID	22
7/26/17 2:04 PM	STUDENT	PAGE STUDENT	PAID	92129
7/26/17 2:06 PM	STUDENT	PAGE STUDENT	PAID	999mx
7/26/17 2:07 PM	STUDENT	PAGE STUDENT	PAID	999mx
7/26/17 2:12 PM	STUDENT	PAGE STUDENT	PAID	90007
7/26/17 2:16 PM	STUDENT	PAGE STUDENT	PAID	46373
7/26/17 2:19 PM	STUDENT	PAGE STUDENT	PAID	73099
7/26/17 2:21 PM	STUDENT	PAGE STUDENT	PAID	999uk
7/26/17 2:21 PM	STUDENT	PAGE STUDENT	PAID	999uk
7/26/17 2:21 PM	STUDENT	PAGE STUDENT	PAID	999uk
7/26/17 2:24 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 2:31 PM	STUDENT	PAGE STUDENT	PAID	999FR
7/26/17 2:31 PM	STUDENT	PAGE STUDENT	PAID	999FR
7/26/17 2:35 PM	STUDENT	PAGE STUDENT	PAID	90038
7/26/17 2:42 PM	STUDENT	PAGE STUDENT	PAID	91744
7/26/17 2:42 PM	STUDENT	PAGE STUDENT	PAID	91744
7/26/17 2:42 PM	STUDENT	PAGE STUDENT	PAID	91744
7/26/17 2:43 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 2:44 PM	STUDENT	PAGE STUDENT	PAID	94583
7/26/17 2:47 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 2:50 PM	STUDENT	PAGE STUDENT	PAID	90247
7/26/17 2:50 PM	STUDENT	PAGE STUDENT	PAID	90247
7/26/17 2:50 PM	STUDENT	PAGE STUDENT	PAID	90247
7/26/17 2:50 PM	STUDENT	PAGE STUDENT	PAID	90247
7/26/17 2:50 PM	STUDENT	PAGE STUDENT	PAID	90247
7/26/17 2:50 PM	STUDENT	PAGE STUDENT	PAID	90247
7/26/17 2:51 PM	STUDENT	PAGE STUDENT	PAID	91706
7/26/17 2:51 PM	STUDENT	PAGE STUDENT	PAID	91706
7/26/17 2:51 PM	STUDENT	PAGE STUDENT	PAID	91706
7/26/17 2:51 PM	STUDENT	PAGE STUDENT	PAID	85764
7/26/17 2:39 PM	ADULT	PAGE COMBO ADULT	PAID	999mx
7/26/17 2:39 PM	ADULT	PAGE COMBO ADULT	PAID	999mx
7/26/17 2:39 PM	ADULT	PAGE COMBO ADULT	PAID	999mx
7/26/17 2:03 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	95624
7/26/17 2:22 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	94535
7/26/17 2:32 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	76131
7/26/17 2:42 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91744
7/26/17 2:55 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 2:55 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 2:56 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 2:02 PM	EBT Adult	Page EBT Adult	UNPAID	92392
7/26/17 2:02 PM	EBT Adult	Page EBT Adult	UNPAID	92392

7/26/17 2:47 PM	EBT Adult	Page EBT Adult	UNPAID	90011
7/26/17 2:47 PM	EBT Adult	Page EBT Adult	UNPAID	90011
7/26/17 2:02 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	92392
7/26/17 2:02 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	92392
7/26/17 2:02 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	92392
7/26/17 2:02 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	92392
7/26/17 2:47 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90011
7/26/17 2:47 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90011
7/26/17 2:20 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	19118
7/26/17 2:20 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	19118
7/26/17 2:20 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	19118
7/26/17 2:40 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	99709
7/26/17 3:04 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 3:04 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/26/17 3:28 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	64034
7/26/17 3:28 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	64034
7/26/17 3:12 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92562
7/26/17 3:14 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	13203
7/26/17 3:28 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	64034
7/26/17 3:28 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	64034
7/26/17 3:36 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 3:01 PM	STUDENT	PAGE STUDENT	PAID	78133
7/26/17 3:01 PM	STUDENT	PAGE STUDENT	PAID	78133
7/26/17 3:01 PM	STUDENT	PAGE STUDENT	PAID	78133
7/26/17 3:08 PM	STUDENT	PAGE STUDENT	PAID	999ch
7/26/17 3:08 PM	STUDENT	PAGE STUDENT	PAID	999ch
7/26/17 3:08 PM	STUDENT	PAGE STUDENT	PAID	999ch
7/26/17 3:11 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 3:12 PM	STUDENT	PAGE STUDENT	PAID	92562
7/26/17 3:21 PM	STUDENT	PAGE STUDENT	PAID	94618
7/26/17 3:21 PM	STUDENT	PAGE STUDENT	PAID	94618
7/26/17 3:21 PM	STUDENT	PAGE STUDENT	PAID	999br
7/26/17 3:25 PM	STUDENT	PAGE STUDENT	PAID	999CH
7/26/17 3:26 PM	STUDENT	PAGE STUDENT	PAID	91732
7/26/17 3:26 PM	STUDENT	PAGE STUDENT	PAID	91732
7/26/17 3:34 PM	STUDENT	PAGE STUDENT	PAID	77377
7/26/17 3:34 PM	STUDENT	PAGE STUDENT	PAID	77377
7/26/17 3:38 PM	STUDENT	PAGE STUDENT	PAID	308
7/26/17 3:40 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 3:40 PM	STUDENT	PAGE STUDENT	PAID	0
7/26/17 3:44 PM	STUDENT	PAGE STUDENT	PAID	55424
7/26/17 3:44 PM	STUDENT	PAGE STUDENT	PAID	70015
7/26/17 3:58 PM	STUDENT	PAGE STUDENT	PAID	999AS
7/26/17 3:58 PM	STUDENT	PAGE STUDENT	PAID	999AS
7/26/17 3:58 PM	STUDENT	PAGE STUDENT	PAID	999AS
7/26/17 3:11 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	92831
7/26/17 3:16 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	33132
7/26/17 3:36 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/26/17 3:36 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 3:36 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 3:40 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90034
7/26/17 3:09 PM	SENIOR	PAGE SENIOR	PAID	999cn
7/26/17 3:09 PM	SENIOR	PAGE SENIOR	PAID	999cn
7/26/17 3:27 PM	SENIOR	PAGE SENIOR	PAID	89134
7/26/17 3:27 PM	SENIOR	PAGE SENIOR	PAID	89134
7/26/17 3:38 PM	SENIOR	PAGE SENIOR	PAID	308
7/26/17 3:01 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78133
7/26/17 3:08 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ch
7/26/17 3:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92562
7/26/17 3:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92562
7/26/17 3:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92562
7/26/17 3:15 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75214

7/26/17 3:15 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75214
7/26/17 3:16 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	33132
7/26/17 3:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 3:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 3:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 3:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	84009
7/26/17 3:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	84009
7/26/17 3:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	84009
7/26/17 3:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999br
7/26/17 3:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	66062
7/26/17 3:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 3:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/26/17 3:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	32433
7/26/17 3:34 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	77377
7/26/17 3:34 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	77377
7/26/17 3:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90713
7/26/17 3:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90713
7/26/17 3:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90713
7/26/17 3:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90713
7/26/17 3:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90713
7/26/17 3:01 PM	ADULT	PAGE ADULT	PAID	78133
7/26/17 3:04 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:04 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:04 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 3:05 PM	ADULT	PAGE ADULT	PAID	90019
7/26/17 3:05 PM	ADULT	PAGE ADULT	PAID	90019
7/26/17 3:06 PM	ADULT	PAGE ADULT	PAID	94969
7/26/17 3:06 PM	ADULT	PAGE ADULT	PAID	94969
7/26/17 3:10 PM	ADULT	PAGE ADULT	PAID	7601
7/26/17 3:10 PM	ADULT	PAGE ADULT	PAID	7601
7/26/17 3:11 PM	ADULT	PAGE ADULT	PAID	92831
7/26/17 3:11 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:12 PM	ADULT	PAGE ADULT	PAID	92562
7/26/17 3:15 PM	ADULT	PAGE ADULT	PAID	75214
7/26/17 3:15 PM	ADULT	PAGE ADULT	PAID	75214
7/26/17 3:16 PM	ADULT	PAGE ADULT	PAID	33132
7/26/17 3:16 PM	ADULT	PAGE ADULT	PAID	33132
7/26/17 3:16 PM	ADULT	PAGE ADULT	PAID	33132
7/26/17 3:17 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 3:17 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 3:18 PM	ADULT	PAGE ADULT	PAID	84009
7/26/17 3:18 PM	ADULT	PAGE ADULT	PAID	84009
7/26/17 3:21 PM	ADULT	PAGE ADULT	PAID	94618
7/26/17 3:21 PM	ADULT	PAGE ADULT	PAID	94618
7/26/17 3:21 PM	ADULT	PAGE ADULT	PAID	999br
7/26/17 3:21 PM	ADULT	PAGE ADULT	PAID	999br
7/26/17 3:25 PM	ADULT	PAGE ADULT	PAID	999CH
7/26/17 3:25 PM	ADULT	PAGE ADULT	PAID	999CH
7/26/17 3:26 PM	ADULT	PAGE ADULT	PAID	66062
7/26/17 3:26 PM	ADULT	PAGE ADULT	PAID	66062
7/26/17 3:28 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:28 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:31 PM	ADULT	PAGE ADULT	PAID	32433
7/26/17 3:31 PM	ADULT	PAGE ADULT	PAID	32433
7/26/17 3:31 PM	ADULT	PAGE ADULT	PAID	32433
7/26/17 3:31 PM	ADULT	PAGE ADULT	PAID	90027
7/26/17 3:31 PM	ADULT	PAGE ADULT	PAID	90027
7/26/17 3:32 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:34 PM	ADULT	PAGE ADULT	PAID	77377
7/26/17 3:34 PM	ADULT	PAGE ADULT	PAID	77377
7/26/17 3:38 PM	ADULT	PAGE ADULT	PAID	308
7/26/17 3:40 PM	ADULT	PAGE ADULT	PAID	0

7/26/17 3:40 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:40 PM	ADULT	PAGE ADULT	PAID	0
7/26/17 3:52 PM	ADULT	PAGE ADULT	PAID	999eu
7/26/17 3:52 PM	ADULT	PAGE ADULT	PAID	999eu
7/26/17 3:55 PM	ADULT	PAGE ADULT	PAID	90713
7/26/17 3:55 PM	ADULT	PAGE ADULT	PAID	90713
7/26/17 3:58 PM	ADULT	PAGE ADULT	PAID	999AS
7/26/17 3:58 PM	ADULT	PAGE ADULT	PAID	999AS
7/26/17 4:35 PM	Adventurer Membership	RAPTOR MEMBERSHIP	MEMBERS	92657
7/26/17 4:35 PM	Patron Family Membership	RAPTOR MEMBERSHIP	MEMBERS	92657
7/26/17 4:09 PM	Family Membership	MEMBERSHIP	MEMBERS	11231
7/26/17 4:00 PM	ADULT	PAGE ADULT	PAID	999
7/26/17 4:00 PM	ADULT	PAGE ADULT	PAID	999
7/26/17 4:05 PM	ADULT	PAGE ADULT	PAID	94118
7/26/17 4:10 PM	ADULT	PAGE ADULT	PAID	22
7/26/17 4:16 PM	ADULT	PAGE ADULT	PAID	60625
7/26/17 4:18 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 4:18 PM	ADULT	PAGE ADULT	PAID	222
7/26/17 4:19 PM	ADULT	PAGE ADULT	PAID	91504
7/26/17 4:19 PM	ADULT	PAGE ADULT	PAID	91504
7/26/17 4:19 PM	ADULT	PAGE ADULT	PAID	91504
7/26/17 4:29 PM	ADULT	PAGE ADULT	PAID	20290
7/26/17 4:31 PM	ADULT	PAGE ADULT	PAID	38175
7/26/17 4:32 PM	ADULT	PAGE ADULT	PAID	999cn
7/26/17 4:32 PM	ADULT	PAGE ADULT	PAID	999cn
7/26/17 4:32 PM	ADULT	PAGE ADULT	PAID	999cn
7/26/17 4:32 PM	ADULT	PAGE ADULT	PAID	999cn
7/26/17 4:41 PM	ADULT	PAGE ADULT	PAID	90041
7/26/17 4:10 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 4:10 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/26/17 4:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 4:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/26/17 4:21 PM	SENIOR	PAGE SENIOR	PAID	90274
7/26/17 4:21 PM	SENIOR	PAGE SENIOR	PAID	90274
7/26/17 4:05 PM	ADULT	PAGE TEACHER	SCHOOLS	94118
7/26/17 4:21 PM	STUDENT	PAGE STUDENT	PAID	90274
7/26/17 4:38 PM	STUDENT	PAGE STUDENT	PAID	90005
7/26/17 4:01 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	0
7/26/17 4:01 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 4:01 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 4:01 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 4:31 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 4:53 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/26/17 4:36 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90101
7/26/17 4:36 PM	EBT Adult	Page EBT Adult	UNPAID	90101
7/26/17 4:36 PM	EBT Adult	Page EBT Adult	UNPAID	90101

Usage Time	Ticket Type	Type of Visitor	Financial Reporting Group	Zip Code
7/22/17 9:34 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	60441
7/22/17 9:34 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	60441
7/22/17 9:45 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	999bz
7/22/17 9:46 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	999bz
7/22/17 9:47 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	80218
7/22/17 9:47 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	80218
7/22/17 9:31 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	30134
7/22/17 9:57 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	89098
7/22/17 9:57 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	89098
7/22/17 9:39 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	0
7/22/17 9:52 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	90405
7/22/17 9:34 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	60441
7/22/17 9:34 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	60441
7/22/17 9:35 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92374
7/22/17 9:35 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92374
7/22/17 9:36 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92374
7/22/17 9:44 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	53719
7/22/17 9:54 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90720
7/22/17 9:54 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90720
7/22/17 9:54 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90720
7/22/17 9:58 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	44805
7/22/17 9:58 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	44805
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:40 AM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90071
7/22/17 9:55 AM	TarPits Child Admission (2-Under)	PAGE ADULT WEB ND	PAID	90720
7/22/17 9:34 AM	Page Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB COMBO ND	PAID	90503
7/22/17 9:36 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92374
7/22/17 9:54 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90720
7/22/17 9:34 AM	Page Adult Admission	PAGE ADULT WEB COMBO ND	PAID	90503
7/22/17 9:34 AM	Page Adult Admission	PAGE ADULT WEB COMBO ND	PAID	90503
7/22/17 9:53 AM	Page Adult Admission	PAGE ADULT WEB COMBO ND	PAID	76567
7/22/17 9:53 AM	Page Adult Admission	PAGE ADULT WEB COMBO ND	PAID	76567
7/22/17 9:44 AM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	53719
7/22/17 9:54 AM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90720
7/22/17 9:32 AM	STUDENT	PAGE STUDENT	PAID	95209
7/22/17 9:32 AM	STUDENT	PAGE STUDENT	PAID	95209
7/22/17 9:33 AM	STUDENT	PAGE STUDENT	PAID	86004
7/22/17 9:33 AM	STUDENT	PAGE STUDENT	PAID	86004
7/22/17 9:39 AM	STUDENT	PAGE STUDENT	PAID	75231
7/22/17 9:58 AM	STUDENT	PAGE STUDENT	PAID	91016
7/22/17 9:31 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	92025
7/22/17 9:36 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90294
7/22/17 9:48 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91101
7/22/17 9:52 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90405
7/22/17 9:39 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 9:52 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90405
7/22/17 9:52 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90405
7/22/17 9:42 AM	SENIOR	PAGE SENIOR	PAID	92037
7/22/17 9:55 AM	SENIOR	PAGE SENIOR	PAID	33404
7/22/17 9:55 AM	SENIOR	PAGE SENIOR	PAID	33404
7/22/17 9:56 AM	SENIOR	PAGE SENIOR	PAID	53904
7/22/17 9:56 AM	SENIOR	PAGE SENIOR	PAID	53904
7/22/17 9:57 AM	SENIOR	PAGE SENIOR	PAID	222
7/22/17 9:57 AM	SENIOR	PAGE SENIOR	PAID	222
7/22/17 9:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92025

7/22/17 9:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90294
7/22/17 9:42 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92037
7/22/17 9:42 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92037
7/22/17 9:43 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90720
7/22/17 9:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	74953
7/22/17 9:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	74953
7/22/17 9:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	74953
7/22/17 9:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	74953
7/22/17 9:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	74953
7/22/17 9:51 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	89002
7/22/17 9:58 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91016
7/22/17 9:31 AM	ADULT	PAGE ADULT	PAID	92025
7/22/17 9:31 AM	ADULT	PAGE ADULT	PAID	92025
7/22/17 9:31 AM	ADULT	PAGE ADULT	PAID	30134
7/22/17 9:32 AM	ADULT	PAGE ADULT	PAID	95209
7/22/17 9:33 AM	ADULT	PAGE ADULT	PAID	86004
7/22/17 9:36 AM	ADULT	PAGE ADULT	PAID	90294
7/22/17 9:36 AM	ADULT	PAGE ADULT	PAID	90294
7/22/17 9:37 AM	ADULT	PAGE ADULT	PAID	999JP
7/22/17 9:37 AM	ADULT	PAGE ADULT	PAID	999JP
7/22/17 9:39 AM	ADULT	PAGE ADULT	PAID	85224
7/22/17 9:39 AM	ADULT	PAGE ADULT	PAID	85224
7/22/17 9:41 AM	ADULT	PAGE ADULT	PAID	999ch
7/22/17 9:41 AM	ADULT	PAGE ADULT	PAID	999ch
7/22/17 9:43 AM	ADULT	PAGE ADULT	PAID	90720
7/22/17 9:43 AM	ADULT	PAGE ADULT	PAID	90720
7/22/17 9:43 AM	ADULT	PAGE ADULT	PAID	74953
7/22/17 9:43 AM	ADULT	PAGE ADULT	PAID	74953
7/22/17 9:47 AM	ADULT	PAGE ADULT	PAID	92071
7/22/17 9:47 AM	ADULT	PAGE ADULT	PAID	92071
7/22/17 9:48 AM	ADULT	PAGE ADULT	PAID	91101
7/22/17 9:48 AM	ADULT	PAGE ADULT	PAID	91101
7/22/17 9:51 AM	ADULT	PAGE ADULT	PAID	89002
7/22/17 9:51 AM	ADULT	PAGE ADULT	PAID	89002
7/22/17 9:57 AM	ADULT	PAGE ADULT	PAID	89098
7/22/17 9:58 AM	ADULT	PAGE ADULT	PAID	91016
7/22/17 9:58 AM	ADULT	PAGE ADULT	PAID	89103
7/22/17 9:58 AM	ADULT	PAGE ADULT	PAID	89103
7/22/17 9:50 AM	Family Membership	RAPTOR MEMBERSHIP	MEMBERS	90045
7/22/17 9:50 AM	Adventurer Membership	RAPTOR MEMBERSHIP	MEMBERS	90045
7/22/17 9:50 AM	Family Membership	RAPTOR MEMBERSHIP	MEMBERS	90045
7/22/17 9:46 AM	Family Membership	MEMBERSHIP	MEMBERS	90043
7/22/17 10:28 AM	Family Membership (2 Year)	MEMBERSHIP	MEMBERS	91782
7/22/17 10:00 AM	Family Membership	MEMBERSHIP	MEMBERS	90036
7/22/17 10:26 AM	Family Membership	MEMBERSHIP	MEMBERS	90807
7/22/17 10:49 AM	Family Membership	MEMBERSHIP	MEMBERS	91401
7/22/17 10:39 AM	Family Membership	MEMBERSHIP	MEMBERS	90004
7/22/17 10:56 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	90004
7/22/17 10:42 AM	Dual Membership	MEMBERSHIP	MEMBERS	90212
7/22/17 10:59 AM	Family Membership (14M)	MEMBERSHIP	MEMBERS	91354
7/22/17 10:42 AM	Dual Membership	MEMBERSHIP	MEMBERS	93063
7/22/17 10:49 AM	Family Membership Plus	MEMBERSHIP	MEMBERS	91301
7/22/17 10:01 AM	Family Membership	MEMBERSHIP	MEMBERS	91387
7/22/17 10:00 AM	ADULT	PAGE ADULT	PAID	92860
7/22/17 10:00 AM	ADULT	PAGE ADULT	PAID	92860
7/22/17 10:00 AM	ADULT	PAGE ADULT	PAID	92091
7/22/17 10:02 AM	ADULT	PAGE ADULT	PAID	46544
7/22/17 10:02 AM	ADULT	PAGE ADULT	PAID	46544
7/22/17 10:04 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:04 AM	ADULT	PAGE ADULT	PAID	92027
7/22/17 10:04 AM	ADULT	PAGE ADULT	PAID	92027
7/22/17 10:05 AM	ADULT	PAGE ADULT	PAID	11601
7/22/17 10:06 AM	ADULT	PAGE ADULT	PAID	91320
7/22/17 10:06 AM	ADULT	PAGE ADULT	PAID	91320
7/22/17 10:07 AM	ADULT	PAGE ADULT	PAID	29501

7/22/17 10:07 AM	ADULT	PAGE ADULT	PAID	29501
7/22/17 10:07 AM	ADULT	PAGE ADULT	PAID	95127
7/22/17 10:08 AM	ADULT	PAGE ADULT	PAID	98038
7/22/17 10:08 AM	ADULT	PAGE ADULT	PAID	98038
7/22/17 10:08 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:08 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:09 AM	ADULT	PAGE ADULT	PAID	92301
7/22/17 10:09 AM	ADULT	PAGE ADULT	PAID	92301
7/22/17 10:10 AM	ADULT	PAGE ADULT	PAID	93277
7/22/17 10:10 AM	ADULT	PAGE ADULT	PAID	95366
7/22/17 10:11 AM	ADULT	PAGE ADULT	PAID	91709
7/22/17 10:11 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:11 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:11 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:12 AM	ADULT	PAGE ADULT	PAID	91505
7/22/17 10:12 AM	ADULT	PAGE ADULT	PAID	91762
7/22/17 10:12 AM	ADULT	PAGE ADULT	PAID	91762
7/22/17 10:14 AM	ADULT	PAGE ADULT	PAID	22602
7/22/17 10:17 AM	ADULT	PAGE ADULT	PAID	90402
7/22/17 10:17 AM	ADULT	PAGE ADULT	PAID	91001
7/22/17 10:17 AM	ADULT	PAGE ADULT	PAID	62249
7/22/17 10:17 AM	ADULT	PAGE ADULT	PAID	91001
7/22/17 10:17 AM	ADULT	PAGE ADULT	PAID	62249
7/22/17 10:20 AM	ADULT	PAGE ADULT	PAID	90265
7/22/17 10:22 AM	ADULT	PAGE ADULT	PAID	90210
7/22/17 10:24 AM	ADULT	PAGE ADULT	PAID	80303
7/22/17 10:25 AM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 10:25 AM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 10:28 AM	ADULT	PAGE ADULT	PAID	98727
7/22/17 10:31 AM	ADULT	PAGE ADULT	PAID	999EU
7/22/17 10:31 AM	ADULT	PAGE ADULT	PAID	999EU
7/22/17 10:34 AM	ADULT	PAGE ADULT	PAID	999BR
7/22/17 10:34 AM	ADULT	PAGE ADULT	PAID	999BR
7/22/17 10:36 AM	ADULT	PAGE ADULT	PAID	91737
7/22/17 10:36 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:36 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:36 AM	ADULT	PAGE ADULT	PAID	9133
7/22/17 10:36 AM	ADULT	PAGE ADULT	PAID	9133
7/22/17 10:37 AM	ADULT	PAGE ADULT	PAID	91016
7/22/17 10:37 AM	ADULT	PAGE ADULT	PAID	91302
7/22/17 10:39 AM	ADULT	PAGE ADULT	PAID	85260
7/22/17 10:39 AM	ADULT	PAGE ADULT	PAID	92562
7/22/17 10:39 AM	ADULT	PAGE ADULT	PAID	92562
7/22/17 10:41 AM	ADULT	PAGE ADULT	PAID	92392
7/22/17 10:41 AM	ADULT	PAGE ADULT	PAID	92392
7/22/17 10:43 AM	ADULT	PAGE ADULT	PAID	94566
7/22/17 10:45 AM	ADULT	PAGE ADULT	PAID	6066
7/22/17 10:45 AM	ADULT	PAGE ADULT	PAID	6066
7/22/17 10:45 AM	ADULT	PAGE ADULT	PAID	90291
7/22/17 10:48 AM	ADULT	PAGE ADULT	PAID	92084
7/22/17 10:48 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:48 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:48 AM	ADULT	PAGE ADULT	PAID	92084
7/22/17 10:49 AM	ADULT	PAGE ADULT	PAID	44133
7/22/17 10:49 AM	ADULT	PAGE ADULT	PAID	44133
7/22/17 10:49 AM	ADULT	PAGE ADULT	PAID	44133
7/22/17 10:51 AM	ADULT	PAGE ADULT	PAID	90230
7/22/17 10:51 AM	ADULT	PAGE ADULT	PAID	90230
7/22/17 10:52 AM	ADULT	PAGE ADULT	PAID	98052
7/22/17 10:53 AM	ADULT	PAGE ADULT	PAID	90036
7/22/17 10:53 AM	ADULT	PAGE ADULT	PAID	90036
7/22/17 10:54 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 10:54 AM	ADULT	PAGE ADULT	PAID	90848
7/22/17 10:54 AM	ADULT	PAGE ADULT	PAID	92264
7/22/17 10:55 AM	ADULT	PAGE ADULT	PAID	93514

7/22/17 10:56 AM	ADULT	PAGE ADULT	PAID	93514
7/22/17 10:56 AM	ADULT	PAGE ADULT	PAID	92708
7/22/17 10:56 AM	ADULT	PAGE ADULT	PAID	92708
7/22/17 10:58 AM	ADULT	PAGE ADULT	PAID	92870
7/22/17 10:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	46544
7/22/17 10:04 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:04 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:06 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91320
7/22/17 10:06 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91320
7/22/17 10:08 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98038
7/22/17 10:08 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98038
7/22/17 10:08 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:08 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:15 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	32553
7/22/17 10:15 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	32553
7/22/17 10:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90402
7/22/17 10:20 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90265
7/22/17 10:22 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90210
7/22/17 10:28 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92886
7/22/17 10:28 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92886
7/22/17 10:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999EU
7/22/17 10:34 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999BR
7/22/17 10:35 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999BR
7/22/17 10:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91737
7/22/17 10:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91737
7/22/17 10:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91737
7/22/17 10:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85260
7/22/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85260
7/22/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92562
7/22/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92562
7/22/17 10:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85260
7/22/17 10:48 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 10:48 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92084
7/22/17 10:48 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92084
7/22/17 10:54 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92264
7/22/17 10:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93514
7/22/17 10:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93514
7/22/17 10:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93514
7/22/17 10:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93514
7/22/17 10:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92708
7/22/17 10:58 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92870
7/22/17 10:00 AM	SENIOR	PAGE SENIOR	PAID	89509
7/22/17 10:00 AM	SENIOR	PAGE SENIOR	PAID	89509
7/22/17 10:17 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 10:17 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 10:21 AM	SENIOR	PAGE SENIOR	PAID	95124
7/22/17 10:24 AM	SENIOR	PAGE SENIOR	PAID	80303
7/22/17 10:24 AM	SENIOR	PAGE SENIOR	PAID	80303
7/22/17 10:28 AM	SENIOR	PAGE SENIOR	PAID	999EU
7/22/17 10:28 AM	SENIOR	PAGE SENIOR	PAID	999EU
7/22/17 10:39 AM	SENIOR	PAGE SENIOR	PAID	85260
7/22/17 10:46 AM	SENIOR	PAGE SENIOR	PAID	92078
7/22/17 10:49 AM	SENIOR	PAGE SENIOR	PAID	44133
7/22/17 10:49 AM	SENIOR	PAGE SENIOR	PAID	44133
7/22/17 10:54 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 10:15 AM	ADULT	PAGE TEACHER	SCHOOLS	32553
7/22/17 10:42 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	53705
7/22/17 10:42 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	32827
7/22/17 10:42 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	53705
7/22/17 10:42 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	32827
7/22/17 10:52 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92679
7/22/17 10:52 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92679

7/22/17 10:17 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90402
7/22/17 10:20 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90265
7/22/17 10:51 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/22/17 10:00 AM	STUDENT	PAGE STUDENT	PAID	92860
7/22/17 10:02 AM	STUDENT	PAGE STUDENT	PAID	46544
7/22/17 10:11 AM	STUDENT	PAGE STUDENT	PAID	91709
7/22/17 10:16 AM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 10:22 AM	STUDENT	PAGE STUDENT	PAID	90210
7/22/17 10:28 AM	STUDENT	PAGE STUDENT	PAID	98727
7/22/17 10:28 AM	STUDENT	PAGE STUDENT	PAID	98727
7/22/17 10:31 AM	STUDENT	PAGE STUDENT	PAID	999EU
7/22/17 10:31 AM	STUDENT	PAGE STUDENT	PAID	999EU
7/22/17 10:44 AM	STUDENT	PAGE STUDENT	PAID	94566
7/22/17 10:45 AM	STUDENT	PAGE STUDENT	PAID	6066
7/22/17 10:45 AM	STUDENT	PAGE STUDENT	PAID	6066
7/22/17 10:45 AM	STUDENT	PAGE STUDENT	PAID	6066
7/22/17 10:52 AM	STUDENT	PAGE STUDENT	PAID	98052
7/22/17 10:54 AM	STUDENT	PAGE STUDENT	PAID	92264
7/22/17 10:56 AM	STUDENT	PAGE STUDENT	PAID	92708
7/22/17 10:58 AM	STUDENT	PAGE STUDENT	PAID	90066
7/22/17 10:58 AM	STUDENT	PAGE STUDENT	PAID	92870
7/22/17 10:58 AM	STUDENT	PAGE STUDENT	PAID	222
7/22/17 10:31 AM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	89509
7/22/17 10:45 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	92563
7/22/17 10:03 AM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	30305
7/22/17 10:03 AM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	30305
7/22/17 10:03 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	30305
7/22/17 10:31 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	89509
7/22/17 10:45 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92563
7/22/17 10:45 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	92563
7/22/17 10:52 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90001
7/22/17 10:52 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90001
7/22/17 10:52 AM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90001
7/22/17 10:52 AM	EBT Adult	Page EBT Adult	UNPAID	90001
7/22/17 10:52 AM	EBT Adult	Page EBT Adult	UNPAID	90001
7/22/17 10:42 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	53705
7/22/17 10:42 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	32827
7/22/17 10:42 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	32827
7/22/17 10:52 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	92679
7/22/17 10:00 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92091
7/22/17 10:00 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92091
7/22/17 10:07 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	95127
7/22/17 10:11 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91709
7/22/17 10:16 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/22/17 10:23 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	80303
7/22/17 10:45 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	90291
7/22/17 10:48 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92084
7/22/17 10:52 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	98052
7/22/17 11:43 AM	ADULT	PAGE COMP TICKET CHILD	UNPAID	96706
7/22/17 11:18 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	90242
7/22/17 11:18 AM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	90242
7/22/17 11:01 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	93111
7/22/17 11:01 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	93111
7/22/17 11:01 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	93111
7/22/17 11:30 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	85132
7/22/17 11:45 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	90250
7/22/17 11:45 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	90250
7/22/17 11:45 AM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	90250
7/22/17 11:18 AM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	90242
7/22/17 11:03 AM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 11:03 AM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 11:24 AM	EBT Adult	Page EBT Adult	UNPAID	91724
7/22/17 11:24 AM	EBT Adult	Page EBT Adult	UNPAID	91724
7/22/17 11:13 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	93445
7/22/17 11:14 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	93445

7/22/17 11:15 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	93445
7/22/17 11:20 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	91109
7/22/17 11:21 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90660
7/22/17 11:21 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90660
7/22/17 11:24 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	91325
7/22/17 11:24 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	91325
7/22/17 11:35 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	95762
7/22/17 11:35 AM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	95762
7/22/17 11:20 AM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	0
7/22/17 11:20 AM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	0
7/22/17 11:13 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	93445
7/22/17 11:13 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	93445
7/22/17 11:13 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	93445
7/22/17 11:14 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	93445
7/22/17 11:14 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	93445
7/22/17 11:20 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	91109
7/22/17 11:21 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90660
7/22/17 11:21 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90660
7/22/17 11:24 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	91325
7/22/17 11:24 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	91325
7/22/17 11:24 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	91325
7/22/17 11:35 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	95762
7/22/17 11:36 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	95762
7/22/17 11:36 AM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	95762
7/22/17 11:02 AM	Page Adult Admission	PAGE ADULT WEB COMBO ND	PAID	4068
7/22/17 11:02 AM	Page Adult Admission	PAGE ADULT WEB COMBO ND	PAID	4068
7/22/17 11:02 AM	Page Adult Admission	PAGE ADULT WEB COMBO ND	PAID	4068
7/22/17 11:08 AM	STUDENT	PAGE STUDENT	PAID	85859
7/22/17 11:11 AM	STUDENT	PAGE STUDENT	PAID	53013
7/22/17 11:13 AM	STUDENT	PAGE STUDENT	PAID	90216
7/22/17 11:13 AM	STUDENT	PAGE STUDENT	PAID	90216
7/22/17 11:13 AM	STUDENT	PAGE STUDENT	PAID	90216
7/22/17 11:13 AM	STUDENT	PAGE STUDENT	PAID	77450
7/22/17 11:20 AM	STUDENT	PAGE STUDENT	PAID	999AU
7/22/17 11:20 AM	STUDENT	PAGE STUDENT	PAID	999AU
7/22/17 11:27 AM	STUDENT	PAGE STUDENT	PAID	91732
7/22/17 11:29 AM	STUDENT	PAGE STUDENT	PAID	63368
7/22/17 11:29 AM	STUDENT	PAGE STUDENT	PAID	63368
7/22/17 11:29 AM	STUDENT	PAGE STUDENT	PAID	63304
7/22/17 11:31 AM	STUDENT	PAGE STUDENT	PAID	90605
7/22/17 11:34 AM	STUDENT	PAGE STUDENT	PAID	11374
7/22/17 11:34 AM	STUDENT	PAGE STUDENT	PAID	11374
7/22/17 11:38 AM	STUDENT	PAGE STUDENT	PAID	2
7/22/17 11:39 AM	STUDENT	PAGE STUDENT	PAID	30064
7/22/17 11:39 AM	STUDENT	PAGE STUDENT	PAID	63303
7/22/17 11:39 AM	STUDENT	PAGE STUDENT	PAID	63303
7/22/17 11:41 AM	STUDENT	PAGE STUDENT	PAID	77433
7/22/17 11:43 AM	STUDENT	PAGE STUDENT	PAID	91739
7/22/17 11:43 AM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 11:47 AM	STUDENT	PAGE STUDENT	PAID	34202
7/22/17 11:48 AM	STUDENT	PAGE STUDENT	PAID	34237
7/22/17 11:51 AM	STUDENT	PAGE STUDENT	PAID	90303
7/22/17 11:53 AM	STUDENT	PAGE STUDENT	PAID	999br
7/22/17 11:55 AM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 11:55 AM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 11:58 AM	STUDENT	PAGE STUDENT	PAID	58103
7/22/17 11:58 AM	STUDENT	PAGE STUDENT	PAID	94550
7/22/17 11:02 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91306
7/22/17 11:08 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90017
7/22/17 11:17 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/22/17 11:37 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	94128
7/22/17 11:40 AM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/22/17 11:01 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93111
7/22/17 11:01 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93111
7/22/17 11:08 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90017

7/22/17 11:30 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	85132
7/22/17 11:30 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	85132
7/22/17 11:38 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91356
7/22/17 11:38 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91356
7/22/17 11:45 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90250
7/22/17 11:45 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90250
7/22/17 11:48 AM	ADULT	PAGE COMP TICKET ADULT	UNPAID	34237
7/22/17 11:43 AM	ADULT	PAGE TEACHER	SCHOOLS	91739
7/22/17 11:48 AM	ADULT	PAGE TEACHER	SCHOOLS	222
7/22/17 11:49 AM	ADULT	PAGE TEACHER	SCHOOLS	222
7/22/17 11:03 AM	SENIOR	PAGE SENIOR	PAID	20124
7/22/17 11:05 AM	SENIOR	PAGE SENIOR	PAID	91711
7/22/17 11:05 AM	SENIOR	PAGE SENIOR	PAID	91711
7/22/17 11:05 AM	SENIOR	PAGE SENIOR	PAID	34103
7/22/17 11:08 AM	SENIOR	PAGE SENIOR	PAID	85859
7/22/17 11:22 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 11:22 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 11:31 AM	SENIOR	PAGE SENIOR	PAID	87654
7/22/17 11:36 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 11:36 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 11:39 AM	SENIOR	PAGE SENIOR	PAID	30064
7/22/17 11:46 AM	SENIOR	PAGE SENIOR	PAID	92545
7/22/17 11:46 AM	SENIOR	PAGE SENIOR	PAID	92545
7/22/17 11:50 AM	SENIOR	PAGE SENIOR	PAID	96106
7/22/17 11:50 AM	SENIOR	PAGE SENIOR	PAID	96106
7/22/17 11:50 AM	SENIOR	PAGE SENIOR	PAID	90731
7/22/17 11:53 AM	SENIOR	PAGE SENIOR	PAID	999br
7/22/17 11:53 AM	SENIOR	PAGE SENIOR	PAID	999br
7/22/17 11:54 AM	SENIOR	PAGE SENIOR	PAID	90251
7/22/17 11:54 AM	SENIOR	PAGE SENIOR	PAID	78738
7/22/17 11:54 AM	SENIOR	PAGE SENIOR	PAID	78738
7/22/17 11:54 AM	SENIOR	PAGE SENIOR	PAID	78738
7/22/17 11:55 AM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 11:00 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98038
7/22/17 11:00 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98030
7/22/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95128
7/22/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95128
7/22/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98042
7/22/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92251
7/22/17 11:02 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92251
7/22/17 11:05 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	34103
7/22/17 11:08 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91739
7/22/17 11:09 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	33612
7/22/17 11:13 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92705
7/22/17 11:15 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	44126
7/22/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 11:17 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 11:21 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94941
7/22/17 11:21 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94941
7/22/17 11:24 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92591
7/22/17 11:24 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98038
7/22/17 11:27 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94960
7/22/17 11:27 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94960
7/22/17 11:28 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999SA
7/22/17 11:28 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	CH999
7/22/17 11:28 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	CH999
7/22/17 11:29 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	63304
7/22/17 11:31 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999MX
7/22/17 11:33 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 11:34 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999AS
7/22/17 11:34 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999AS
7/22/17 11:34 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999AS
7/22/17 11:35 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 11:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90004
7/22/17 11:36 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0

7/22/17 11:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	87654
7/22/17 11:39 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	87654
7/22/17 11:40 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	IT999
7/22/17 11:40 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 11:41 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	*9026
7/22/17 11:41 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	*9026
7/22/17 11:41 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	*9026
7/22/17 11:43 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	96706
7/22/17 11:43 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91739
7/22/17 11:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	27625
7/22/17 11:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	27625
7/22/17 11:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	27625
7/22/17 11:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	27625
7/22/17 11:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91745
7/22/17 11:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91745
7/22/17 11:44 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91745
7/22/17 11:46 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91784
7/22/17 11:46 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91784
7/22/17 11:46 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91784
7/22/17 11:48 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95120
7/22/17 11:48 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95120
7/22/17 11:49 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	31190
7/22/17 11:50 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75494
7/22/17 11:52 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	24141
7/22/17 11:52 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	24141
7/22/17 11:52 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	24141
7/22/17 11:52 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91302
7/22/17 11:54 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78738
7/22/17 11:54 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78738
7/22/17 11:54 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78738
7/22/17 11:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92620
7/22/17 11:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92620
7/22/17 11:56 AM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90293
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	6041
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	6041
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	6041
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	74868
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	74868
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	74868
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	98038
7/22/17 11:00 AM	ADULT	PAGE ADULT	PAID	98030
7/22/17 11:01 AM	ADULT	PAGE ADULT	PAID	95128
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	95128
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	98042
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	98042
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	91306
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	91306
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	92251
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	92251
7/22/17 11:02 AM	ADULT	PAGE ADULT	PAID	92251
7/22/17 11:03 AM	ADULT	PAGE ADULT	PAID	67156
7/22/17 11:03 AM	ADULT	PAGE ADULT	PAID	20124
7/22/17 11:04 AM	ADULT	PAGE ADULT	PAID	98102
7/22/17 11:04 AM	ADULT	PAGE ADULT	PAID	98102
7/22/17 11:04 AM	ADULT	PAGE ADULT	PAID	90293
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	91711
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	78061
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	78061
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	78061
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	78061
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	78061
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	34103
7/22/17 11:05 AM	ADULT	PAGE ADULT	PAID	34103

7/22/17 11:07 AM	ADULT	PAGE ADULT	PAID	33559
7/22/17 11:07 AM	ADULT	PAGE ADULT	PAID	33559
7/22/17 11:08 AM	ADULT	PAGE ADULT	PAID	85859
7/22/17 11:08 AM	ADULT	PAGE ADULT	PAID	91739
7/22/17 11:08 AM	ADULT	PAGE ADULT	PAID	91739
7/22/17 11:08 AM	ADULT	PAGE ADULT	PAID	90017
7/22/17 11:09 AM	ADULT	PAGE ADULT	PAID	33612
7/22/17 11:09 AM	ADULT	PAGE ADULT	PAID	33612
7/22/17 11:13 AM	ADULT	PAGE ADULT	PAID	92705
7/22/17 11:13 AM	ADULT	PAGE ADULT	PAID	90216
7/22/17 11:13 AM	ADULT	PAGE ADULT	PAID	77450
7/22/17 11:15 AM	ADULT	PAGE ADULT	PAID	44126
7/22/17 11:15 AM	ADULT	PAGE ADULT	PAID	44126
7/22/17 11:15 AM	ADULT	PAGE ADULT	PAID	44126
7/22/17 11:17 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:17 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:18 AM	ADULT	PAGE ADULT	PAID	91776
7/22/17 11:18 AM	ADULT	PAGE ADULT	PAID	91776
7/22/17 11:18 AM	ADULT	PAGE ADULT	PAID	95942
7/22/17 11:18 AM	ADULT	PAGE ADULT	PAID	95942
7/22/17 11:20 AM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 11:20 AM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 11:21 AM	ADULT	PAGE ADULT	PAID	94941
7/22/17 11:21 AM	ADULT	PAGE ADULT	PAID	94941
7/22/17 11:21 AM	ADULT	PAGE ADULT	PAID	94941
7/22/17 11:21 AM	ADULT	PAGE ADULT	PAID	94941
7/22/17 11:22 AM	ADULT	PAGE ADULT	PAID	93212
7/22/17 11:22 AM	ADULT	PAGE ADULT	PAID	93212
7/22/17 11:23 AM	ADULT	PAGE ADULT	PAID	92591
7/22/17 11:24 AM	ADULT	PAGE ADULT	PAID	98038
7/22/17 11:24 AM	ADULT	PAGE ADULT	PAID	98038
7/22/17 11:26 AM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 11:26 AM	ADULT	PAGE ADULT	PAID	AUS99
7/22/17 11:27 AM	ADULT	PAGE ADULT	PAID	94960
7/22/17 11:27 AM	ADULT	PAGE ADULT	PAID	94960
7/22/17 11:27 AM	ADULT	PAGE ADULT	PAID	999SA
7/22/17 11:28 AM	ADULT	PAGE ADULT	PAID	91733
7/22/17 11:28 AM	ADULT	PAGE ADULT	PAID	999SA
7/22/17 11:28 AM	ADULT	PAGE ADULT	PAID	999SA
7/22/17 11:28 AM	ADULT	PAGE ADULT	PAID	91733
7/22/17 11:28 AM	ADULT	PAGE ADULT	PAID	CH999
7/22/17 11:28 AM	ADULT	PAGE ADULT	PAID	CH999
7/22/17 11:29 AM	ADULT	PAGE ADULT	PAID	63368
7/22/17 11:29 AM	ADULT	PAGE ADULT	PAID	63304
7/22/17 11:31 AM	ADULT	PAGE ADULT	PAID	90605
7/22/17 11:31 AM	ADULT	PAGE ADULT	PAID	87654
7/22/17 11:31 AM	ADULT	PAGE ADULT	PAID	999MX
7/22/17 11:31 AM	ADULT	PAGE ADULT	PAID	23234
7/22/17 11:31 AM	ADULT	PAGE ADULT	PAID	999MX
7/22/17 11:31 AM	ADULT	PAGE ADULT	PAID	23234
7/22/17 11:33 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:34 AM	ADULT	PAGE ADULT	PAID	999AS
7/22/17 11:34 AM	ADULT	PAGE ADULT	PAID	999AS
7/22/17 11:34 AM	ADULT	PAGE ADULT	PAID	999AS
7/22/17 11:34 AM	ADULT	PAGE ADULT	PAID	999AS
7/22/17 11:34 AM	ADULT	PAGE ADULT	PAID	999AS
7/22/17 11:34 AM	ADULT	PAGE ADULT	PAID	11374
7/22/17 11:34 AM	ADULT	PAGE ADULT	PAID	999AS
7/22/17 11:36 AM	ADULT	PAGE ADULT	PAID	90004
7/22/17 11:36 AM	ADULT	PAGE ADULT	PAID	90004
7/22/17 11:36 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:37 AM	ADULT	PAGE ADULT	PAID	94128
7/22/17 11:37 AM	ADULT	PAGE ADULT	PAID	94128
7/22/17 11:37 AM	ADULT	PAGE ADULT	PAID	94128
7/22/17 11:37 AM	ADULT	PAGE ADULT	PAID	94128

7/22/17 11:39 AM	ADULT	PAGE ADULT	PAID	87654
7/22/17 11:39 AM	ADULT	PAGE ADULT	PAID	87654
7/22/17 11:39 AM	ADULT	PAGE ADULT	PAID	30064
7/22/17 11:39 AM	ADULT	PAGE ADULT	PAID	63303
7/22/17 11:40 AM	ADULT	PAGE ADULT	PAID	IT999
7/22/17 11:40 AM	ADULT	PAGE ADULT	PAID	IT999
7/22/17 11:40 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:41 AM	ADULT	PAGE ADULT	PAID	*9026
7/22/17 11:41 AM	ADULT	PAGE ADULT	PAID	77433
7/22/17 11:41 AM	ADULT	PAGE ADULT	PAID	77433
7/22/17 11:41 AM	ADULT	PAGE ADULT	PAID	77433
7/22/17 11:41 AM	ADULT	PAGE ADULT	PAID	77433
7/22/17 11:43 AM	ADULT	PAGE ADULT	PAID	96706
7/22/17 11:43 AM	ADULT	PAGE ADULT	PAID	91739
7/22/17 11:43 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:44 AM	ADULT	PAGE ADULT	PAID	27625
7/22/17 11:44 AM	ADULT	PAGE ADULT	PAID	27625
7/22/17 11:44 AM	ADULT	PAGE ADULT	PAID	91745
7/22/17 11:46 AM	ADULT	PAGE ADULT	PAID	91784
7/22/17 11:46 AM	ADULT	PAGE ADULT	PAID	91784
7/22/17 11:48 AM	ADULT	PAGE ADULT	PAID	95120
7/22/17 11:48 AM	ADULT	PAGE ADULT	PAID	95120
7/22/17 11:48 AM	ADULT	PAGE ADULT	PAID	75494
7/22/17 11:49 AM	ADULT	PAGE ADULT	PAID	31190
7/22/17 11:49 AM	ADULT	PAGE ADULT	PAID	31190
7/22/17 11:50 AM	ADULT	PAGE ADULT	PAID	75494
7/22/17 11:50 AM	ADULT	PAGE ADULT	PAID	90731
7/22/17 11:52 AM	ADULT	PAGE ADULT	PAID	90004
7/22/17 11:52 AM	ADULT	PAGE ADULT	PAID	24141
7/22/17 11:52 AM	ADULT	PAGE ADULT	PAID	24141
7/22/17 11:52 AM	ADULT	PAGE ADULT	PAID	91302
7/22/17 11:52 AM	ADULT	PAGE ADULT	PAID	999UK
7/22/17 11:53 AM	ADULT	PAGE ADULT	PAID	999uk
7/22/17 11:53 AM	ADULT	PAGE ADULT	PAID	999uk
7/22/17 11:53 AM	ADULT	PAGE ADULT	PAID	UK999
7/22/17 11:53 AM	ADULT	PAGE ADULT	PAID	UK999
7/22/17 11:54 AM	ADULT	PAGE ADULT	PAID	93924
7/22/17 11:54 AM	ADULT	PAGE ADULT	PAID	93924
7/22/17 11:54 AM	ADULT	PAGE ADULT	PAID	93924
7/22/17 11:54 AM	ADULT	PAGE ADULT	PAID	78738
7/22/17 11:54 AM	ADULT	PAGE ADULT	PAID	78738
7/22/17 11:54 AM	ADULT	PAGE ADULT	PAID	78738
7/22/17 11:55 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:55 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:55 AM	ADULT	PAGE ADULT	PAID	0
7/22/17 11:56 AM	ADULT	PAGE ADULT	PAID	76012
7/22/17 11:56 AM	ADULT	PAGE ADULT	PAID	76012
7/22/17 11:56 AM	ADULT	PAGE ADULT	PAID	92620
7/22/17 11:56 AM	ADULT	PAGE ADULT	PAID	92620
7/22/17 11:56 AM	ADULT	PAGE ADULT	PAID	90293
7/22/17 11:57 AM	ADULT	PAGE ADULT	PAID	91250
7/22/17 11:57 AM	ADULT	PAGE ADULT	PAID	91250
7/22/17 11:57 AM	ADULT	PAGE ADULT	PAID	91250
7/22/17 11:58 AM	ADULT	PAGE ADULT	PAID	58103
7/22/17 11:58 AM	ADULT	PAGE ADULT	PAID	94132
7/22/17 11:58 AM	ADULT	PAGE ADULT	PAID	94132
7/22/17 11:58 AM	ADULT	PAGE ADULT	PAID	94550
7/22/17 11:58 AM	ADULT	PAGE ADULT	PAID	94550
7/22/17 11:58 AM	ADULT	PAGE ADULT	PAID	94550
7/22/17 11:05 AM	Family Membership	MEMBERSHIP	MEMBERS	91607
7/22/17 11:56 AM	Dual Membership	MEMBERSHIP	MEMBERS	90045
7/22/17 11:23 AM	Family Membership	MEMBERSHIP	MEMBERS	90035
7/22/17 11:40 AM	Family Membership	MEMBERSHIP	MEMBERS	93657
7/22/17 11:18 AM	Family Membership	MEMBERSHIP	MEMBERS	90808
7/22/17 11:54 AM	Family Membership	MEMBERSHIP	MEMBERS	90041

7/22/17 11:25 AM	Dual Membership	MEMBERSHIP	MEMBERS	91403
7/22/17 12:12 PM	Family Membership	MEMBERSHIP	MEMBERS	92618
7/22/17 12:43 PM	Family Membership	MEMBERSHIP	MEMBERS	90255
7/22/17 12:25 PM	Dual Membership Plus	MEMBERSHIP	MEMBERS	R3R1l6
7/22/17 12:38 PM	Family Membership	MEMBERSHIP	MEMBERS	90732
7/22/17 12:48 PM	Family Membership	MEMBERSHIP	MEMBERS	92705-6019
7/22/17 12:57 PM	Family Membership	MEMBERSHIP	MEMBERS	
7/22/17 12:00 PM	ADULT	PAGE ADULT	PAID	74074
7/22/17 12:00 PM	ADULT	PAGE ADULT	PAID	74074
7/22/17 12:00 PM	ADULT	PAGE ADULT	PAID	87645
7/22/17 12:01 PM	ADULT	PAGE ADULT	PAID	92587
7/22/17 12:01 PM	ADULT	PAGE ADULT	PAID	93312
7/22/17 12:01 PM	ADULT	PAGE ADULT	PAID	92587
7/22/17 12:01 PM	ADULT	PAGE ADULT	PAID	92587
7/22/17 12:01 PM	ADULT	PAGE ADULT	PAID	93312
7/22/17 12:02 PM	ADULT	PAGE ADULT	PAID	91910
7/22/17 12:03 PM	ADULT	PAGE ADULT	PAID	66061
7/22/17 12:03 PM	ADULT	PAGE ADULT	PAID	66061
7/22/17 12:04 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 12:04 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 12:04 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 12:04 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 12:04 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 12:04 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 12:05 PM	ADULT	PAGE ADULT	PAID	999SW
7/22/17 12:05 PM	ADULT	PAGE ADULT	PAID	999SW
7/22/17 12:05 PM	ADULT	PAGE ADULT	PAID	31363
7/22/17 12:06 PM	ADULT	PAGE ADULT	PAID	42134
7/22/17 12:06 PM	ADULT	PAGE ADULT	PAID	42134
7/22/17 12:07 PM	ADULT	PAGE ADULT	PAID	94022
7/22/17 12:07 PM	ADULT	PAGE ADULT	PAID	94022
7/22/17 12:07 PM	ADULT	PAGE ADULT	PAID	94022
7/22/17 12:08 PM	ADULT	PAGE ADULT	PAID	51601
7/22/17 12:08 PM	ADULT	PAGE ADULT	PAID	51601
7/22/17 12:09 PM	ADULT	PAGE ADULT	PAID	90814
7/22/17 12:09 PM	ADULT	PAGE ADULT	PAID	90814
7/22/17 12:09 PM	ADULT	PAGE ADULT	PAID	90814
7/22/17 12:09 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 12:09 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 12:09 PM	ADULT	PAGE ADULT	PAID	51601
7/22/17 12:09 PM	ADULT	PAGE ADULT	PAID	51601
7/22/17 12:10 PM	ADULT	PAGE ADULT	PAID	98005
7/22/17 12:10 PM	ADULT	PAGE ADULT	PAID	60193
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	90808
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	90808
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	53704
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	91320
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	53704
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	91320
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	6840
7/22/17 12:13 PM	ADULT	PAGE ADULT	PAID	6840
7/22/17 12:15 PM	ADULT	PAGE ADULT	PAID	91302
7/22/17 12:15 PM	ADULT	PAGE ADULT	PAID	46207
7/22/17 12:15 PM	ADULT	PAGE ADULT	PAID	46207
7/22/17 12:15 PM	ADULT	PAGE ADULT	PAID	91606
7/22/17 12:15 PM	ADULT	PAGE ADULT	PAID	91606
7/22/17 12:15 PM	ADULT	PAGE ADULT	PAID	91606
7/22/17 12:15 PM	ADULT	PAGE ADULT	PAID	91606
7/22/17 12:17 PM	ADULT	PAGE ADULT	PAID	95683
7/22/17 12:17 PM	ADULT	PAGE ADULT	PAID	95683
7/22/17 12:17 PM	ADULT	PAGE ADULT	PAID	95683
7/22/17 12:17 PM	ADULT	PAGE ADULT	PAID	95683
7/22/17 12:20 PM	ADULT	PAGE ADULT	PAID	93536
7/22/17 12:21 PM	ADULT	PAGE ADULT	PAID	95928
7/22/17 12:21 PM	ADULT	PAGE ADULT	PAID	95928

7/22/17 12:23 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 12:23 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 12:23 PM	ADULT	PAGE ADULT	PAID	98020
7/22/17 12:24 PM	ADULT	PAGE ADULT	PAID	90140
7/22/17 12:24 PM	ADULT	PAGE ADULT	PAID	90140
7/22/17 12:26 PM	ADULT	PAGE ADULT	PAID	77506
7/22/17 12:26 PM	ADULT	PAGE ADULT	PAID	77506
7/22/17 12:27 PM	ADULT	PAGE ADULT	PAID	90814
7/22/17 12:29 PM	ADULT	PAGE ADULT	PAID	91304
7/22/17 12:29 PM	ADULT	PAGE ADULT	PAID	91304
7/22/17 12:30 PM	ADULT	PAGE ADULT	PAID	84414
7/22/17 12:30 PM	ADULT	PAGE ADULT	PAID	84414
7/22/17 12:31 PM	ADULT	PAGE ADULT	PAID	99019
7/22/17 12:31 PM	ADULT	PAGE ADULT	PAID	92584
7/22/17 12:33 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 12:34 PM	ADULT	PAGE ADULT	PAID	90806
7/22/17 12:34 PM	ADULT	PAGE ADULT	PAID	90806
7/22/17 12:35 PM	ADULT	PAGE ADULT	PAID	91011
7/22/17 12:35 PM	ADULT	PAGE ADULT	PAID	91011
7/22/17 12:35 PM	ADULT	PAGE ADULT	PAID	91011
7/22/17 12:36 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 12:36 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 12:36 PM	ADULT	PAGE ADULT	PAID	95817
7/22/17 12:36 PM	ADULT	PAGE ADULT	PAID	94533
7/22/17 12:36 PM	ADULT	PAGE ADULT	PAID	94533
7/22/17 12:37 PM	ADULT	PAGE ADULT	PAID	91791
7/22/17 12:37 PM	ADULT	PAGE ADULT	PAID	91791
7/22/17 12:37 PM	ADULT	PAGE ADULT	PAID	55401
7/22/17 12:40 PM	ADULT	PAGE ADULT	PAID	90026
7/22/17 12:40 PM	ADULT	PAGE ADULT	PAID	90026
7/22/17 12:40 PM	ADULT	PAGE ADULT	PAID	91107
7/22/17 12:40 PM	ADULT	PAGE ADULT	PAID	91107
7/22/17 12:41 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 12:41 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 12:41 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 12:41 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 12:41 PM	ADULT	PAGE ADULT	PAID	91352
7/22/17 12:41 PM	ADULT	PAGE ADULT	PAID	91352
7/22/17 12:41 PM	ADULT	PAGE ADULT	PAID	90007
7/22/17 12:42 PM	ADULT	PAGE ADULT	PAID	91360
7/22/17 12:43 PM	ADULT	PAGE ADULT	PAID	999fr
7/22/17 12:43 PM	ADULT	PAGE ADULT	PAID	999fr
7/22/17 12:44 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 12:44 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 12:45 PM	ADULT	PAGE ADULT	PAID	94107
7/22/17 12:46 PM	ADULT	PAGE ADULT	PAID	92021
7/22/17 12:46 PM	ADULT	PAGE ADULT	PAID	92021
7/22/17 12:47 PM	ADULT	PAGE ADULT	PAID	78649
7/22/17 12:47 PM	ADULT	PAGE ADULT	PAID	35802
7/22/17 12:48 PM	ADULT	PAGE ADULT	PAID	94610
7/22/17 12:48 PM	ADULT	PAGE ADULT	PAID	94610
7/22/17 12:48 PM	ADULT	PAGE ADULT	PAID	90025
7/22/17 12:48 PM	ADULT	PAGE ADULT	PAID	90025
7/22/17 12:48 PM	ADULT	PAGE ADULT	PAID	90020
7/22/17 12:48 PM	ADULT	PAGE ADULT	PAID	95002
7/22/17 12:48 PM	ADULT	PAGE ADULT	PAID	95002
7/22/17 12:49 PM	ADULT	PAGE ADULT	PAID	37920
7/22/17 12:49 PM	ADULT	PAGE ADULT	PAID	37920
7/22/17 12:49 PM	ADULT	PAGE ADULT	PAID	37920
7/22/17 12:49 PM	ADULT	PAGE ADULT	PAID	37920
7/22/17 12:49 PM	ADULT	PAGE ADULT	PAID	92116
7/22/17 12:50 PM	ADULT	PAGE ADULT	PAID	98033
7/22/17 12:50 PM	ADULT	PAGE ADULT	PAID	92116
7/22/17 12:50 PM	ADULT	PAGE ADULT	PAID	98033
7/22/17 12:50 PM	ADULT	PAGE ADULT	PAID	90021

7/22/17 12:50 PM	ADULT	PAGE ADULT	PAID	90021
7/22/17 12:51 PM	ADULT	PAGE ADULT	PAID	92116
7/22/17 12:51 PM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 12:51 PM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 12:51 PM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 12:51 PM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 12:51 PM	ADULT	PAGE ADULT	PAID	999AU
7/22/17 12:52 PM	ADULT	PAGE ADULT	PAID	999au
7/22/17 12:52 PM	ADULT	PAGE ADULT	PAID	999au
7/22/17 12:52 PM	ADULT	PAGE ADULT	PAID	93313
7/22/17 12:52 PM	ADULT	PAGE ADULT	PAID	93313
7/22/17 12:53 PM	ADULT	PAGE ADULT	PAID	48118
7/22/17 12:53 PM	ADULT	PAGE ADULT	PAID	48118
7/22/17 12:54 PM	ADULT	PAGE ADULT	PAID	2136
7/22/17 12:54 PM	ADULT	PAGE ADULT	PAID	2136
7/22/17 12:55 PM	ADULT	PAGE ADULT	PAID	95864
7/22/17 12:55 PM	ADULT	PAGE ADULT	PAID	95864
7/22/17 12:56 PM	ADULT	PAGE ADULT	PAID	92131
7/22/17 12:56 PM	ADULT	PAGE ADULT	PAID	92131
7/22/17 12:58 PM	ADULT	PAGE ADULT	PAID	85323
7/22/17 12:58 PM	ADULT	PAGE ADULT	PAID	85323
7/22/17 12:58 PM	ADULT	PAGE ADULT	PAID	85323
7/22/17 12:58 PM	ADULT	PAGE ADULT	PAID	85323
7/22/17 12:58 PM	ADULT	PAGE ADULT	PAID	32547
7/22/17 12:59 PM	ADULT	PAGE ADULT	PAID	91133
7/22/17 12:59 PM	ADULT	PAGE ADULT	PAID	91133
7/22/17 12:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	74074
7/22/17 12:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	87645
7/22/17 12:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91910
7/22/17 12:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90004
7/22/17 12:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90004
7/22/17 12:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90004
7/22/17 12:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999SW
7/22/17 12:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90814
7/22/17 12:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90814
7/22/17 12:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 12:10 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98005
7/22/17 12:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91744
7/22/17 12:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91744
7/22/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90808
7/22/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91320
7/22/17 12:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91320
7/22/17 12:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95683
7/22/17 12:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95683
7/22/17 12:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91107
7/22/17 12:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91304
7/22/17 12:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91304
7/22/17 12:30 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	84414
7/22/17 12:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	99019
7/22/17 12:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	99019
7/22/17 12:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93536
7/22/17 12:35 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91011
7/22/17 12:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 12:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 12:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 12:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95817
7/22/17 12:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94533
7/22/17 12:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94533
7/22/17 12:37 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91791
7/22/17 12:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	55401
7/22/17 12:39 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93065
7/22/17 12:39 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93065
7/22/17 12:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91342
7/22/17 12:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91342
7/22/17 12:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90026

7/22/17 12:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90026
7/22/17 12:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91107
7/22/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91352
7/22/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91352
7/22/17 12:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90007
7/22/17 12:43 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90057
7/22/17 12:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90004
7/22/17 12:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90004
7/22/17 12:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92021
7/22/17 12:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92021
7/22/17 12:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92021
7/22/17 12:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92118
7/22/17 12:49 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95002
7/22/17 12:49 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95002
7/22/17 12:49 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95002
7/22/17 12:50 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90021
7/22/17 12:50 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90021
7/22/17 12:52 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93313
7/22/17 12:52 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93313
7/22/17 12:53 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	48118
7/22/17 12:53 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	48118
7/22/17 12:55 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95864
7/22/17 12:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92131
7/22/17 12:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92131
7/22/17 12:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85323
7/22/17 12:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85323
7/22/17 12:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85323
7/22/17 12:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85323
7/22/17 12:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	32547
7/22/17 12:00 PM	SENIOR	PAGE SENIOR	PAID	74074
7/22/17 12:02 PM	SENIOR	PAGE SENIOR	PAID	91910
7/22/17 12:04 PM	SENIOR	PAGE SENIOR	PAID	90004
7/22/17 12:07 PM	SENIOR	PAGE SENIOR	PAID	94022
7/22/17 12:10 PM	SENIOR	PAGE SENIOR	PAID	98005
7/22/17 12:10 PM	SENIOR	PAGE SENIOR	PAID	98005
7/22/17 12:13 PM	SENIOR	PAGE SENIOR	PAID	6840
7/22/17 12:13 PM	SENIOR	PAGE SENIOR	PAID	6840
7/22/17 12:25 PM	SENIOR	PAGE SENIOR	PAID	94563
7/22/17 12:25 PM	SENIOR	PAGE SENIOR	PAID	94563
7/22/17 12:29 PM	SENIOR	PAGE SENIOR	PAID	91304
7/22/17 12:29 PM	SENIOR	PAGE SENIOR	PAID	91304
7/22/17 12:30 PM	SENIOR	PAGE SENIOR	PAID	84414
7/22/17 12:31 PM	SENIOR	PAGE SENIOR	PAID	92584
7/22/17 12:32 PM	SENIOR	PAGE SENIOR	PAID	93536
7/22/17 12:38 PM	SENIOR	PAGE SENIOR	PAID	91436
7/22/17 12:38 PM	SENIOR	PAGE SENIOR	PAID	91436
7/22/17 12:38 PM	SENIOR	PAGE SENIOR	PAID	91436
7/22/17 12:38 PM	SENIOR	PAGE SENIOR	PAID	91436
7/22/17 12:43 PM	SENIOR	PAGE SENIOR	PAID	90057
7/22/17 12:55 PM	SENIOR	PAGE SENIOR	PAID	0
7/22/17 12:58 PM	SENIOR	PAGE SENIOR	PAID	32547
7/22/17 12:39 PM	ADULT	PAGE TEACHER	SCHOOLS	93065
7/22/17 12:40 PM	ADULT	PAGE TEACHER	SCHOOLS	91342
7/22/17 12:42 PM	ADULT	PAGE TEACHER	SCHOOLS	91360
7/22/17 12:47 PM	ADULT	PAGE TEACHER	SCHOOLS	92118
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555

7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	93555
7/22/17 12:18 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92648
7/22/17 12:55 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	97006
7/22/17 12:02 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91910
7/22/17 12:09 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	222
7/22/17 12:10 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	98005
7/22/17 12:26 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	94579
7/22/17 12:35 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91011
7/22/17 12:40 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91342
7/22/17 12:41 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	222
7/22/17 12:55 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	95864
7/22/17 12:00 PM	STUDENT	PAGE STUDENT	PAID	74074
7/22/17 12:03 PM	STUDENT	PAGE STUDENT	PAID	999CN
7/22/17 12:03 PM	STUDENT	PAGE STUDENT	PAID	999CN
7/22/17 12:04 PM	STUDENT	PAGE STUDENT	PAID	999eu
7/22/17 12:04 PM	STUDENT	PAGE STUDENT	PAID	999eu
7/22/17 12:06 PM	STUDENT	PAGE STUDENT	PAID	31363
7/22/17 12:07 PM	STUDENT	PAGE STUDENT	PAID	94022
7/22/17 12:11 PM	STUDENT	PAGE STUDENT	PAID	91744
7/22/17 12:13 PM	STUDENT	PAGE STUDENT	PAID	90808
7/22/17 12:13 PM	STUDENT	PAGE STUDENT	PAID	6840
7/22/17 12:15 PM	STUDENT	PAGE STUDENT	PAID	91606
7/22/17 12:15 PM	STUDENT	PAGE STUDENT	PAID	91606
7/22/17 12:20 PM	STUDENT	PAGE STUDENT	PAID	93536
7/22/17 12:21 PM	STUDENT	PAGE STUDENT	PAID	95928
7/22/17 12:21 PM	STUDENT	PAGE STUDENT	PAID	95928
7/22/17 12:23 PM	STUDENT	PAGE STUDENT	PAID	999eu
7/22/17 12:23 PM	STUDENT	PAGE STUDENT	PAID	999eu
7/22/17 12:28 PM	STUDENT	PAGE STUDENT	PAID	90802
7/22/17 12:31 PM	STUDENT	PAGE STUDENT	PAID	92584
7/22/17 12:31 PM	STUDENT	PAGE STUDENT	PAID	92584
7/22/17 12:31 PM	STUDENT	PAGE STUDENT	PAID	53149
7/22/17 12:32 PM	STUDENT	PAGE STUDENT	PAID	93536
7/22/17 12:33 PM	STUDENT	PAGE STUDENT	PAID	222
7/22/17 12:40 PM	STUDENT	PAGE STUDENT	PAID	90026
7/22/17 12:40 PM	STUDENT	PAGE STUDENT	PAID	90026
7/22/17 12:43 PM	STUDENT	PAGE STUDENT	PAID	90057
7/22/17 12:47 PM	STUDENT	PAGE STUDENT	PAID	78649
7/22/17 12:51 PM	STUDENT	PAGE STUDENT	PAID	999AU
7/22/17 12:52 PM	STUDENT	PAGE STUDENT	PAID	999au
7/22/17 12:53 PM	STUDENT	PAGE STUDENT	PAID	94539
7/22/17 12:18 PM	CHILD (3-12)	PAGE COMP TICKET ADULT	UNPAID	92648
7/22/17 12:27 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90245
7/22/17 12:27 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90245
7/22/17 12:28 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90245
7/22/17 12:49 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90404
7/22/17 12:44 PM	TarPits Child Admission (2-Under)	PAGE ADULT WEB ND	PAID	90063
7/22/17 12:50 PM	TarPits Child Admission (2-Under)	PAGE ADULT WEB ND	PAID	90404
7/22/17 12:35 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	92612
7/22/17 12:35 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	92612
7/22/17 12:18 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	92648
7/22/17 12:51 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	111
7/22/17 12:53 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	111
7/22/17 12:11 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	GU34
7/22/17 12:11 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	GU34
7/22/17 12:33 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	89121
7/22/17 12:33 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	89121
7/22/17 12:44 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90063
7/22/17 12:49 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90404
7/22/17 12:49 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90404
7/22/17 12:58 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	93308
7/22/17 12:59 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	93308
7/22/17 12:04 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	93555

7/22/17 12:55 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	97006
7/22/17 12:55 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	97006
7/22/17 12:55 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	97006
7/22/17 12:02 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91910
7/22/17 12:26 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91107
7/22/17 12:31 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92584
7/22/17 12:39 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	93065
7/22/17 12:39 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	93065
7/22/17 12:39 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	93065
7/22/17 12:47 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92118
7/22/17 12:58 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	32547
7/22/17 12:15 PM	Complimentary Admission	NHM/PAGE COMP TICKET	UNPAID	92705
7/22/17 12:15 PM	Complimentary Admission	NHM/PAGE COMP TICKET	UNPAID	92705
7/22/17 1:02 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	222
7/22/17 1:09 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	97978
7/22/17 1:14 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	95292
7/22/17 1:27 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92870
7/22/17 1:28 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	222
7/22/17 1:33 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92688
7/22/17 1:33 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92688
7/22/17 1:38 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	2222
7/22/17 1:40 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	999EU
7/22/17 1:44 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92390
7/22/17 1:46 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91748
7/22/17 1:56 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	96789
7/22/17 1:37 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 1:37 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 1:37 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 1:37 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 1:20 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	3857
7/22/17 1:20 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	3857
7/22/17 1:06 PM	ADULT	PAGE COMBO ADULT	PAID	999UK
7/22/17 1:06 PM	ADULT	PAGE COMBO ADULT	PAID	999UK
7/22/17 1:00 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90804
7/22/17 1:00 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90804
7/22/17 1:16 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	78255
7/22/17 1:16 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	78255
7/22/17 1:38 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90740
7/22/17 1:14 PM	EBT Adult	Page EBT Adult	UNPAID	90230
7/22/17 1:14 PM	EBT Adult	Page EBT Adult	UNPAID	90230
7/22/17 1:46 PM	EBT Adult	Page EBT Adult	UNPAID	91702
7/22/17 1:46 PM	EBT Adult	Page EBT Adult	UNPAID	91702
7/22/17 1:54 PM	EBT Adult	Page EBT Adult	UNPAID	90001
7/22/17 1:14 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90230
7/22/17 1:14 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90230
7/22/17 1:46 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	91702
7/22/17 1:46 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	91702
7/22/17 1:54 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90001
7/22/17 1:16 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	78255
7/22/17 1:16 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	78255
7/22/17 1:38 PM	Tar Pits Student Admission	PAGE STUDENT WEB ND	PAID	90740
7/22/17 1:00 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90804
7/22/17 1:00 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90804
7/22/17 1:00 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90804
7/22/17 1:38 PM	Tar Pits Senior Admission	PAGE SENIOR WEB ND	PAID	90740
7/22/17 1:06 PM	STUDENT	PAGE COMBO STUDENT	PAID	999UK
7/22/17 1:06 PM	CHILD 3-12	PAGE COMBO CHILD (3-12)	PAID	999UK
7/22/17 1:00 PM	STUDENT	PAGE STUDENT	PAID	19701
7/22/17 1:01 PM	STUDENT	PAGE STUDENT	PAID	80109
7/22/17 1:02 PM	STUDENT	PAGE STUDENT	PAID	222
7/22/17 1:03 PM	STUDENT	PAGE STUDENT	PAID	91606
7/22/17 1:03 PM	STUDENT	PAGE STUDENT	PAID	999ko
7/22/17 1:04 PM	STUDENT	PAGE STUDENT	PAID	999UK
7/22/17 1:04 PM	STUDENT	PAGE STUDENT	PAID	999UK
7/22/17 1:05 PM	STUDENT	PAGE STUDENT	PAID	999ch

7/22/17 1:10 PM	STUDENT	PAGE STUDENT	PAID	20113
7/22/17 1:10 PM	STUDENT	PAGE STUDENT	PAID	20113
7/22/17 1:11 PM	STUDENT	PAGE STUDENT	PAID	96986
7/22/17 1:12 PM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 1:16 PM	STUDENT	PAGE STUDENT	PAID	97812
7/22/17 1:17 PM	STUDENT	PAGE STUDENT	PAID	86574
7/22/17 1:19 PM	STUDENT	PAGE STUDENT	PAID	90002
7/22/17 1:20 PM	STUDENT	PAGE STUDENT	PAID	91733
7/22/17 1:23 PM	STUDENT	PAGE STUDENT	PAID	80020
7/22/17 1:29 PM	STUDENT	PAGE STUDENT	PAID	92237
7/22/17 1:29 PM	STUDENT	PAGE STUDENT	PAID	92237
7/22/17 1:30 PM	STUDENT	PAGE STUDENT	PAID	90025
7/22/17 1:31 PM	STUDENT	PAGE STUDENT	PAID	222
7/22/17 1:31 PM	STUDENT	PAGE STUDENT	PAID	90026
7/22/17 1:35 PM	STUDENT	PAGE STUDENT	PAID	92483
7/22/17 1:38 PM	STUDENT	PAGE STUDENT	PAID	92551
7/22/17 1:42 PM	STUDENT	PAGE STUDENT	PAID	94602
7/22/17 1:42 PM	STUDENT	PAGE STUDENT	PAID	94602
7/22/17 1:42 PM	STUDENT	PAGE STUDENT	PAID	94602
7/22/17 1:42 PM	STUDENT	PAGE STUDENT	PAID	94602
7/22/17 1:49 PM	STUDENT	PAGE STUDENT	PAID	76085
7/22/17 1:49 PM	STUDENT	PAGE STUDENT	PAID	76085
7/22/17 1:49 PM	STUDENT	PAGE STUDENT	PAID	22
7/22/17 1:50 PM	STUDENT	PAGE STUDENT	PAID	91732
7/22/17 1:51 PM	STUDENT	PAGE STUDENT	PAID	999UK
7/22/17 1:51 PM	STUDENT	PAGE STUDENT	PAID	1890
7/22/17 1:51 PM	STUDENT	PAGE STUDENT	PAID	1890
7/22/17 1:52 PM	STUDENT	PAGE STUDENT	PAID	9706
7/22/17 1:53 PM	STUDENT	PAGE STUDENT	PAID	90745
7/22/17 1:53 PM	STUDENT	PAGE STUDENT	PAID	90745
7/22/17 1:53 PM	STUDENT	PAGE STUDENT	PAID	90712
7/22/17 1:54 PM	STUDENT	PAGE STUDENT	PAID	27518
7/22/17 1:58 PM	STUDENT	PAGE STUDENT	PAID	93921
7/22/17 1:58 PM	STUDENT	PAGE STUDENT	PAID	75075
7/22/17 1:02 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	222
7/22/17 1:02 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90813
7/22/17 1:12 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	89014
7/22/17 1:16 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91606
7/22/17 1:18 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	80232
7/22/17 1:38 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	92551
7/22/17 1:51 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	0
7/22/17 1:19 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	3857
7/22/17 1:19 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	3857
7/22/17 1:48 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90036
7/22/17 1:16 PM	ADULT	PAGE TEACHER	SCHOOLS	91606
7/22/17 1:27 PM	ADULT	PAGE TEACHER	SCHOOLS	92870
7/22/17 1:09 PM	SENIOR	PAGE SENIOR	PAID	90004
7/22/17 1:10 PM	SENIOR	PAGE SENIOR	PAID	20113
7/22/17 1:11 PM	SENIOR	PAGE SENIOR	PAID	96986
7/22/17 1:23 PM	SENIOR	PAGE SENIOR	PAID	80020
7/22/17 1:38 PM	SENIOR	PAGE SENIOR	PAID	94574
7/22/17 1:38 PM	SENIOR	PAGE SENIOR	PAID	2222
7/22/17 1:41 PM	SENIOR	PAGE SENIOR	PAID	96782
7/22/17 1:45 PM	SENIOR	PAGE SENIOR	PAID	92390
7/22/17 1:49 PM	SENIOR	PAGE SENIOR	PAID	91786
7/22/17 1:49 PM	SENIOR	PAGE SENIOR	PAID	91786
7/22/17 1:50 PM	SENIOR	PAGE SENIOR	PAID	222
7/22/17 1:57 PM	SENIOR	PAGE SENIOR	PAID	90504
7/22/17 1:58 PM	SENIOR	PAGE SENIOR	PAID	93036
7/22/17 1:58 PM	SENIOR	PAGE SENIOR	PAID	93036
7/22/17 1:59 PM	SENIOR	PAGE SENIOR	PAID	85225
7/22/17 1:01 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91311
7/22/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90813

7/22/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93245
7/22/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93245
7/22/17 1:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93245
7/22/17 1:03 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ko
7/22/17 1:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22141
7/22/17 1:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ch
7/22/17 1:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ch
7/22/17 1:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95353
7/22/17 1:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95543
7/22/17 1:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94706
7/22/17 1:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94706
7/22/17 1:10 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91011
7/22/17 1:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	89014
7/22/17 1:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 1:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93309
7/22/17 1:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93309
7/22/17 1:16 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	11745
7/22/17 1:16 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91606
7/22/17 1:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92337
7/22/17 1:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92337
7/22/17 1:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92337
7/22/17 1:19 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90002
7/22/17 1:19 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90002
7/22/17 1:19 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98687
7/22/17 1:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91733
7/22/17 1:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	96819
7/22/17 1:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	96819
7/22/17 1:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	96819
7/22/17 1:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/22/17 1:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	22
7/22/17 1:27 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90019
7/22/17 1:27 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92870
7/22/17 1:27 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92870
7/22/17 1:27 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92870
7/22/17 1:27 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92870
7/22/17 1:27 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92870
7/22/17 1:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92688
7/22/17 1:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90230
7/22/17 1:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90230
7/22/17 1:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90230
7/22/17 1:35 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92483
7/22/17 1:35 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92483
7/22/17 1:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94574
7/22/17 1:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92551
7/22/17 1:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	2222
7/22/17 1:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999EU
7/22/17 1:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999EU
7/22/17 1:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92504
7/22/17 1:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92504
7/22/17 1:45 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90404
7/22/17 1:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999FR
7/22/17 1:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999FR
7/22/17 1:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90068
7/22/17 1:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90068
7/22/17 1:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91607
7/22/17 1:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91607
7/22/17 1:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90036
7/22/17 1:50 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91732
7/22/17 1:53 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	9256
7/22/17 1:53 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	9256
7/22/17 1:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85364
7/22/17 1:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85364
7/22/17 1:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	96789
7/22/17 1:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	96789
7/22/17 1:57 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90504

7/22/17 1:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93036
7/22/17 1:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	32213
7/22/17 1:00 PM	ADULT	PAGE ADULT	PAID	19701
7/22/17 1:01 PM	ADULT	PAGE ADULT	PAID	91311
7/22/17 1:01 PM	ADULT	PAGE ADULT	PAID	91311
7/22/17 1:01 PM	ADULT	PAGE ADULT	PAID	80109
7/22/17 1:01 PM	ADULT	PAGE ADULT	PAID	80109
7/22/17 1:01 PM	ADULT	PAGE ADULT	PAID	80109
7/22/17 1:02 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 1:02 PM	ADULT	PAGE ADULT	PAID	90813
7/22/17 1:02 PM	ADULT	PAGE ADULT	PAID	90813
7/22/17 1:02 PM	ADULT	PAGE ADULT	PAID	93245
7/22/17 1:02 PM	ADULT	PAGE ADULT	PAID	93245
7/22/17 1:03 PM	ADULT	PAGE ADULT	PAID	91606
7/22/17 1:03 PM	ADULT	PAGE ADULT	PAID	999ko
7/22/17 1:03 PM	ADULT	PAGE ADULT	PAID	999ko
7/22/17 1:04 PM	ADULT	PAGE ADULT	PAID	999UK
7/22/17 1:04 PM	ADULT	PAGE ADULT	PAID	999UK
7/22/17 1:05 PM	ADULT	PAGE ADULT	PAID	22141
7/22/17 1:05 PM	ADULT	PAGE ADULT	PAID	10087
7/22/17 1:05 PM	ADULT	PAGE ADULT	PAID	10087
7/22/17 1:05 PM	ADULT	PAGE ADULT	PAID	999ch
7/22/17 1:07 PM	ADULT	PAGE ADULT	PAID	95353
7/22/17 1:07 PM	ADULT	PAGE ADULT	PAID	95353
7/22/17 1:09 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 1:09 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 1:09 PM	ADULT	PAGE ADULT	PAID	95543
7/22/17 1:09 PM	ADULT	PAGE ADULT	PAID	94706
7/22/17 1:09 PM	ADULT	PAGE ADULT	PAID	94706
7/22/17 1:10 PM	ADULT	PAGE ADULT	PAID	20113
7/22/17 1:10 PM	ADULT	PAGE ADULT	PAID	20113
7/22/17 1:10 PM	ADULT	PAGE ADULT	PAID	91011
7/22/17 1:10 PM	ADULT	PAGE ADULT	PAID	91011
7/22/17 1:11 PM	ADULT	PAGE ADULT	PAID	96986
7/22/17 1:11 PM	ADULT	PAGE ADULT	PAID	96986
7/22/17 1:12 PM	ADULT	PAGE ADULT	PAID	89014
7/22/17 1:12 PM	ADULT	PAGE ADULT	PAID	89014
7/22/17 1:12 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 1:14 PM	ADULT	PAGE ADULT	PAID	93309
7/22/17 1:14 PM	ADULT	PAGE ADULT	PAID	93309
7/22/17 1:15 PM	ADULT	PAGE ADULT	PAID	95292
7/22/17 1:15 PM	ADULT	PAGE ADULT	PAID	90024
7/22/17 1:15 PM	ADULT	PAGE ADULT	PAID	90024
7/22/17 1:16 PM	ADULT	PAGE ADULT	PAID	11745
7/22/17 1:16 PM	ADULT	PAGE ADULT	PAID	11745
7/22/17 1:16 PM	ADULT	PAGE ADULT	PAID	11745
7/22/17 1:17 PM	ADULT	PAGE ADULT	PAID	86574
7/22/17 1:17 PM	ADULT	PAGE ADULT	PAID	86574
7/22/17 1:17 PM	ADULT	PAGE ADULT	PAID	92337
7/22/17 1:17 PM	ADULT	PAGE ADULT	PAID	91601
7/22/17 1:17 PM	ADULT	PAGE ADULT	PAID	91601
7/22/17 1:18 PM	ADULT	PAGE ADULT	PAID	80232
7/22/17 1:18 PM	ADULT	PAGE ADULT	PAID	80232
7/22/17 1:18 PM	ADULT	PAGE ADULT	PAID	80232
7/22/17 1:19 PM	ADULT	PAGE ADULT	PAID	90002
7/22/17 1:19 PM	ADULT	PAGE ADULT	PAID	90002
7/22/17 1:19 PM	ADULT	PAGE ADULT	PAID	98687
7/22/17 1:19 PM	ADULT	PAGE ADULT	PAID	98687
7/22/17 1:19 PM	ADULT	PAGE ADULT	PAID	98687
7/22/17 1:20 PM	ADULT	PAGE ADULT	PAID	96819
7/22/17 1:22 PM	ADULT	PAGE ADULT	PAID	90501
7/22/17 1:22 PM	ADULT	PAGE ADULT	PAID	90501
7/22/17 1:23 PM	ADULT	PAGE ADULT	PAID	80020
7/22/17 1:23 PM	ADULT	PAGE ADULT	PAID	80020
7/22/17 1:23 PM	ADULT	PAGE ADULT	PAID	22

7/22/17 1:23 PM	ADULT	PAGE ADULT	PAID	22
7/22/17 1:23 PM	ADULT	PAGE ADULT	PAID	22
7/22/17 1:26 PM	ADULT	PAGE ADULT	PAID	94550
7/22/17 1:27 PM	ADULT	PAGE ADULT	PAID	90019
7/22/17 1:27 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 1:27 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 1:29 PM	ADULT	PAGE ADULT	PAID	92237
7/22/17 1:31 PM	ADULT	PAGE ADULT	PAID	90026
7/22/17 1:33 PM	ADULT	PAGE ADULT	PAID	92688
7/22/17 1:33 PM	ADULT	PAGE ADULT	PAID	90230
7/22/17 1:35 PM	ADULT	PAGE ADULT	PAID	95377
7/22/17 1:35 PM	ADULT	PAGE ADULT	PAID	95377
7/22/17 1:35 PM	ADULT	PAGE ADULT	PAID	92483
7/22/17 1:38 PM	ADULT	PAGE ADULT	PAID	94574
7/22/17 1:38 PM	ADULT	PAGE ADULT	PAID	94574
7/22/17 1:38 PM	ADULT	PAGE ADULT	PAID	92551
7/22/17 1:38 PM	ADULT	PAGE ADULT	PAID	92551
7/22/17 1:38 PM	ADULT	PAGE ADULT	PAID	92551
7/22/17 1:40 PM	ADULT	PAGE ADULT	PAID	999EU
7/22/17 1:40 PM	ADULT	PAGE ADULT	PAID	92504
7/22/17 1:40 PM	ADULT	PAGE ADULT	PAID	92504
7/22/17 1:41 PM	ADULT	PAGE ADULT	PAID	96782
7/22/17 1:41 PM	ADULT	PAGE ADULT	PAID	75075
7/22/17 1:43 PM	ADULT	PAGE ADULT	PAID	91405
7/22/17 1:43 PM	ADULT	PAGE ADULT	PAID	91405
7/22/17 1:45 PM	ADULT	PAGE ADULT	PAID	90404
7/22/17 1:45 PM	ADULT	PAGE ADULT	PAID	90404
7/22/17 1:46 PM	ADULT	PAGE ADULT	PAID	11222
7/22/17 1:46 PM	ADULT	PAGE ADULT	PAID	91748
7/22/17 1:47 PM	ADULT	PAGE ADULT	PAID	999FR
7/22/17 1:47 PM	ADULT	PAGE ADULT	PAID	999FR
7/22/17 1:47 PM	ADULT	PAGE ADULT	PAID	90068
7/22/17 1:48 PM	ADULT	PAGE ADULT	PAID	91607
7/22/17 1:48 PM	ADULT	PAGE ADULT	PAID	91607
7/22/17 1:48 PM	ADULT	PAGE ADULT	PAID	91607
7/22/17 1:49 PM	ADULT	PAGE ADULT	PAID	76085
7/22/17 1:49 PM	ADULT	PAGE ADULT	PAID	76085
7/22/17 1:50 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 1:50 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 1:51 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 1:51 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 1:51 PM	ADULT	PAGE ADULT	PAID	999UK
7/22/17 1:51 PM	ADULT	PAGE ADULT	PAID	999UK
7/22/17 1:51 PM	ADULT	PAGE ADULT	PAID	999UK
7/22/17 1:51 PM	ADULT	PAGE ADULT	PAID	1890
7/22/17 1:51 PM	ADULT	PAGE ADULT	PAID	1890
7/22/17 1:52 PM	ADULT	PAGE ADULT	PAID	22
7/22/17 1:53 PM	ADULT	PAGE ADULT	PAID	9256
7/22/17 1:53 PM	ADULT	PAGE ADULT	PAID	9256
7/22/17 1:56 PM	ADULT	PAGE ADULT	PAID	85364
7/22/17 1:56 PM	ADULT	PAGE ADULT	PAID	96789
7/22/17 1:57 PM	ADULT	PAGE ADULT	PAID	90504
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	93036
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	93036
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	93921
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	75075
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	75075
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	32213
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	32213
7/22/17 1:58 PM	ADULT	PAGE ADULT	PAID	32213
7/22/17 1:59 PM	ADULT	PAGE ADULT	PAID	85225
7/22/17 1:59 PM	ADULT	PAGE ADULT	PAID	85225
7/22/17 1:07 PM	Family Membership	MEMBERSHIP	MEMBERS	91106
7/22/17 1:54 PM	Family Membership	MEMBERSHIP	MEMBERS	90713
7/22/17 1:14 PM	Dual Membership Plus	MEMBERSHIP	MEMBERS	92507

7/22/17 1:07 PM	Family Membership Plus	MEMBERSHIP	MEMBERS	91768
7/22/17 1:05 PM	Family Membership	MEMBERSHIP	MEMBERS	91324
7/22/17 1:11 PM	Family Membership	MEMBERSHIP	MEMBERS	92630
7/22/17 1:32 PM	Family Membership	MEMBERSHIP	MEMBERS	90032
7/22/17 1:59 PM	Dual Membership	MEMBERSHIP	MEMBERS	685
7/22/17 2:07 PM	Family Membership	MEMBERSHIP	MEMBERS	90723
7/22/17 2:08 PM	Family Membership	MEMBERSHIP	MEMBERS	91406
7/22/17 2:09 PM	Family Membership	MEMBERSHIP	MEMBERS	92880
7/22/17 2:12 PM	Family Membership	MEMBERSHIP	MEMBERS	90230
7/22/17 2:15 PM	Family Membership	MEMBERSHIP	MEMBERS	91355
7/22/17 2:21 PM	Family Membership	MEMBERSHIP	MEMBERS	92610
7/22/17 2:46 PM	Family Membership	MEMBERSHIP	MEMBERS	91007
7/22/17 2:56 PM	Family Membership	MEMBERSHIP	MEMBERS	90232
7/22/17 2:58 PM	Family Membership Plus	MEMBERSHIP	MEMBERS	98133
7/22/17 2:22 PM	Dual Membership	MEMBERSHIP	MEMBERS	90507
7/22/17 2:45 PM	Patron Family Membership	RAPTOR MEMBERSHIP	MEMBERS	90404
7/22/17 2:00 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 2:00 PM	ADULT	PAGE ADULT	PAID	95747
7/22/17 2:01 PM	ADULT	PAGE ADULT	PAID	95747
7/22/17 2:01 PM	ADULT	PAGE ADULT	PAID	95747
7/22/17 2:01 PM	ADULT	PAGE ADULT	PAID	84004
7/22/17 2:01 PM	ADULT	PAGE ADULT	PAID	84004
7/22/17 2:02 PM	ADULT	PAGE ADULT	PAID	20910
7/22/17 2:02 PM	ADULT	PAGE ADULT	PAID	20910
7/22/17 2:02 PM	ADULT	PAGE ADULT	PAID	20910
7/22/17 2:02 PM	ADULT	PAGE ADULT	PAID	20910
7/22/17 2:02 PM	ADULT	PAGE ADULT	PAID	95003
7/22/17 2:02 PM	ADULT	PAGE ADULT	PAID	97893
7/22/17 2:02 PM	ADULT	PAGE ADULT	PAID	95003
7/22/17 2:03 PM	ADULT	PAGE ADULT	PAID	90037
7/22/17 2:03 PM	ADULT	PAGE ADULT	PAID	90037
7/22/17 2:04 PM	ADULT	PAGE ADULT	PAID	8328
7/22/17 2:04 PM	ADULT	PAGE ADULT	PAID	8328
7/22/17 2:04 PM	ADULT	PAGE ADULT	PAID	8328
7/22/17 2:04 PM	ADULT	PAGE ADULT	PAID	8328
7/22/17 2:04 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 2:04 PM	ADULT	PAGE ADULT	PAID	90340
7/22/17 2:06 PM	ADULT	PAGE ADULT	PAID	9361
7/22/17 2:06 PM	ADULT	PAGE ADULT	PAID	90275
7/22/17 2:06 PM	ADULT	PAGE ADULT	PAID	90275
7/22/17 2:07 PM	ADULT	PAGE ADULT	PAID	95661
7/22/17 2:07 PM	ADULT	PAGE ADULT	PAID	95661
7/22/17 2:07 PM	ADULT	PAGE ADULT	PAID	91504
7/22/17 2:07 PM	ADULT	PAGE ADULT	PAID	91504
7/22/17 2:08 PM	ADULT	PAGE ADULT	PAID	91355
7/22/17 2:08 PM	ADULT	PAGE ADULT	PAID	91355
7/22/17 2:08 PM	ADULT	PAGE ADULT	PAID	93927
7/22/17 2:08 PM	ADULT	PAGE ADULT	PAID	93927
7/22/17 2:08 PM	ADULT	PAGE ADULT	PAID	91505
7/22/17 2:08 PM	ADULT	PAGE ADULT	PAID	91505
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	93555
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	93555
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	90016
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	90016
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	60025
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	60025
7/22/17 2:09 PM	ADULT	PAGE ADULT	PAID	60025
7/22/17 2:10 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 2:11 PM	ADULT	PAGE ADULT	PAID	90065
7/22/17 2:11 PM	ADULT	PAGE ADULT	PAID	90065
7/22/17 2:11 PM	ADULT	PAGE ADULT	PAID	91722

7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	84721
7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	84721
7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	84721
7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	84721
7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	92410
7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	92410
7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	48116
7/22/17 2:12 PM	ADULT	PAGE ADULT	PAID	48116
7/22/17 2:13 PM	ADULT	PAGE ADULT	PAID	92860
7/22/17 2:13 PM	ADULT	PAGE ADULT	PAID	92860
7/22/17 2:14 PM	ADULT	PAGE ADULT	PAID	85306
7/22/17 2:14 PM	ADULT	PAGE ADULT	PAID	85266
7/22/17 2:14 PM	ADULT	PAGE ADULT	PAID	92704
7/22/17 2:14 PM	ADULT	PAGE ADULT	PAID	92704
7/22/17 2:14 PM	ADULT	PAGE ADULT	PAID	97330
7/22/17 2:15 PM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 2:15 PM	ADULT	PAGE ADULT	PAID	999CN
7/22/17 2:15 PM	ADULT	PAGE ADULT	PAID	92704
7/22/17 2:15 PM	ADULT	PAGE ADULT	PAID	90630
7/22/17 2:15 PM	ADULT	PAGE ADULT	PAID	90630
7/22/17 2:17 PM	ADULT	PAGE ADULT	PAID	85050
7/22/17 2:17 PM	ADULT	PAGE ADULT	PAID	90004
7/22/17 2:17 PM	ADULT	PAGE ADULT	PAID	85050
7/22/17 2:19 PM	ADULT	PAGE ADULT	PAID	93446
7/22/17 2:19 PM	ADULT	PAGE ADULT	PAID	94588
7/22/17 2:19 PM	ADULT	PAGE ADULT	PAID	94588
7/22/17 2:20 PM	ADULT	PAGE ADULT	PAID	96161
7/22/17 2:20 PM	ADULT	PAGE ADULT	PAID	96161
7/22/17 2:21 PM	ADULT	PAGE ADULT	PAID	90220
7/22/17 2:22 PM	ADULT	PAGE ADULT	PAID	91006
7/22/17 2:22 PM	ADULT	PAGE ADULT	PAID	91006
7/22/17 2:23 PM	ADULT	PAGE ADULT	PAID	91750
7/22/17 2:25 PM	ADULT	PAGE ADULT	PAID	90220
7/22/17 2:26 PM	ADULT	PAGE ADULT	PAID	92691
7/22/17 2:26 PM	ADULT	PAGE ADULT	PAID	92691
7/22/17 2:28 PM	ADULT	PAGE ADULT	PAID	16783
7/22/17 2:28 PM	ADULT	PAGE ADULT	PAID	92069
7/22/17 2:28 PM	ADULT	PAGE ADULT	PAID	92069
7/22/17 2:29 PM	ADULT	PAGE ADULT	PAID	45237
7/22/17 2:29 PM	ADULT	PAGE ADULT	PAID	45237
7/22/17 2:30 PM	ADULT	PAGE ADULT	PAID	51501
7/22/17 2:30 PM	ADULT	PAGE ADULT	PAID	51501
7/22/17 2:30 PM	ADULT	PAGE ADULT	PAID	51501
7/22/17 2:30 PM	ADULT	PAGE ADULT	PAID	999KR
7/22/17 2:31 PM	ADULT	PAGE ADULT	PAID	92251
7/22/17 2:31 PM	ADULT	PAGE ADULT	PAID	92251
7/22/17 2:32 PM	ADULT	PAGE ADULT	PAID	77386
7/22/17 2:32 PM	ADULT	PAGE ADULT	PAID	90404
7/22/17 2:33 PM	ADULT	PAGE ADULT	PAID	92120
7/22/17 2:33 PM	ADULT	PAGE ADULT	PAID	90067
7/22/17 2:33 PM	ADULT	PAGE ADULT	PAID	90067
7/22/17 2:33 PM	ADULT	PAGE ADULT	PAID	92078
7/22/17 2:33 PM	ADULT	PAGE ADULT	PAID	92078
7/22/17 2:34 PM	ADULT	PAGE ADULT	PAID	28227
7/22/17 2:34 PM	ADULT	PAGE ADULT	PAID	28227
7/22/17 2:34 PM	ADULT	PAGE ADULT	PAID	90019
7/22/17 2:34 PM	ADULT	PAGE ADULT	PAID	90278
7/22/17 2:34 PM	ADULT	PAGE ADULT	PAID	90278
7/22/17 2:35 PM	ADULT	PAGE ADULT	PAID	91342
7/22/17 2:35 PM	ADULT	PAGE ADULT	PAID	91342
7/22/17 2:35 PM	ADULT	PAGE ADULT	PAID	95032
7/22/17 2:35 PM	ADULT	PAGE ADULT	PAID	95032
7/22/17 2:36 PM	ADULT	PAGE ADULT	PAID	90603
7/22/17 2:36 PM	ADULT	PAGE ADULT	PAID	90603
7/22/17 2:37 PM	ADULT	PAGE ADULT	PAID	90247

7/22/17 2:37 PM	ADULT	PAGE ADULT	PAID	90713
7/22/17 2:37 PM	ADULT	PAGE ADULT	PAID	90713
7/22/17 2:38 PM	ADULT	PAGE ADULT	PAID	94534
7/22/17 2:39 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 2:39 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	19089
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	19089
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	90272
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	90272
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	90028
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	90028
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	90802
7/22/17 2:40 PM	ADULT	PAGE ADULT	PAID	90802
7/22/17 2:41 PM	ADULT	PAGE ADULT	PAID	91362
7/22/17 2:41 PM	ADULT	PAGE ADULT	PAID	91362
7/22/17 2:42 PM	ADULT	PAGE ADULT	PAID	90027
7/22/17 2:42 PM	ADULT	PAGE ADULT	PAID	91390
7/22/17 2:43 PM	ADULT	PAGE ADULT	PAID	91403
7/22/17 2:43 PM	ADULT	PAGE ADULT	PAID	92064
7/22/17 2:44 PM	ADULT	PAGE ADULT	PAID	48178
7/22/17 2:44 PM	ADULT	PAGE ADULT	PAID	90014
7/22/17 2:45 PM	ADULT	PAGE ADULT	PAID	77379
7/22/17 2:45 PM	ADULT	PAGE ADULT	PAID	77379
7/22/17 2:45 PM	ADULT	PAGE ADULT	PAID	91505
7/22/17 2:45 PM	ADULT	PAGE ADULT	PAID	91505
7/22/17 2:45 PM	ADULT	PAGE ADULT	PAID	91325
7/22/17 2:46 PM	ADULT	PAGE ADULT	PAID	92122
7/22/17 2:46 PM	ADULT	PAGE ADULT	PAID	92122
7/22/17 2:47 PM	ADULT	PAGE ADULT	PAID	2482
7/22/17 2:47 PM	ADULT	PAGE ADULT	PAID	2482
7/22/17 2:47 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 2:47 PM	ADULT	PAGE ADULT	PAID	93063
7/22/17 2:47 PM	ADULT	PAGE ADULT	PAID	93063
7/22/17 2:48 PM	ADULT	PAGE ADULT	PAID	35064
7/22/17 2:48 PM	ADULT	PAGE ADULT	PAID	35064
7/22/17 2:48 PM	ADULT	PAGE ADULT	PAID	91406
7/22/17 2:49 PM	ADULT	PAGE ADULT	PAID	90275
7/22/17 2:49 PM	ADULT	PAGE ADULT	PAID	90275
7/22/17 2:50 PM	ADULT	PAGE ADULT	PAID	93536
7/22/17 2:50 PM	ADULT	PAGE ADULT	PAID	93536
7/22/17 2:51 PM	ADULT	PAGE ADULT	PAID	81147
7/22/17 2:51 PM	ADULT	PAGE ADULT	PAID	81147
7/22/17 2:52 PM	ADULT	PAGE ADULT	PAID	999ir
7/22/17 2:53 PM	ADULT	PAGE ADULT	PAID	90045
7/22/17 2:53 PM	ADULT	PAGE ADULT	PAID	90045
7/22/17 2:54 PM	ADULT	PAGE ADULT	PAID	91775
7/22/17 2:54 PM	ADULT	PAGE ADULT	PAID	91775
7/22/17 2:54 PM	ADULT	PAGE ADULT	PAID	93727
7/22/17 2:54 PM	ADULT	PAGE ADULT	PAID	93727
7/22/17 2:54 PM	ADULT	PAGE ADULT	PAID	93727
7/22/17 2:54 PM	ADULT	PAGE ADULT	PAID	93727
7/22/17 2:55 PM	ADULT	PAGE ADULT	PAID	92587
7/22/17 2:56 PM	ADULT	PAGE ADULT	PAID	91748
7/22/17 2:56 PM	ADULT	PAGE ADULT	PAID	10310
7/22/17 2:56 PM	ADULT	PAGE ADULT	PAID	95113
7/22/17 2:56 PM	ADULT	PAGE ADULT	PAID	43402
7/22/17 2:56 PM	ADULT	PAGE ADULT	PAID	43402
7/22/17 2:58 PM	ADULT	PAGE ADULT	PAID	9235
7/22/17 2:58 PM	ADULT	PAGE ADULT	PAID	9235
7/22/17 2:58 PM	ADULT	PAGE ADULT	PAID	9235
7/22/17 2:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	97893
7/22/17 2:03 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90037
7/22/17 2:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	8328
7/22/17 2:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 2:06 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	9361

7/22/17 2:06 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	9361
7/22/17 2:06 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90275
7/22/17 2:06 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90275
7/22/17 2:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95661
7/22/17 2:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	95661
7/22/17 2:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90016
7/22/17 2:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90016
7/22/17 2:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	60025
7/22/17 2:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	60025
7/22/17 2:09 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	60025
7/22/17 2:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 2:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90065
7/22/17 2:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91722
7/22/17 2:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	84721
7/22/17 2:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	84721
7/22/17 2:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	84721
7/22/17 2:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92410
7/22/17 2:12 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	48116
7/22/17 2:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85306
7/22/17 2:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85306
7/22/17 2:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85266
7/22/17 2:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92704
7/22/17 2:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92704
7/22/17 2:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92704
7/22/17 2:14 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	97330
7/22/17 2:15 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92704
7/22/17 2:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90004
7/22/17 2:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85050
7/22/17 2:17 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85050
7/22/17 2:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90220
7/22/17 2:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90220
7/22/17 2:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91750
7/22/17 2:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90220
7/22/17 2:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90220
7/22/17 2:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92691
7/22/17 2:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	45237
7/22/17 2:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	45237
7/22/17 2:30 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999KR
7/22/17 2:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92251
7/22/17 2:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92251
7/22/17 2:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92251
7/22/17 2:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92120
7/22/17 2:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90067
7/22/17 2:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92078
7/22/17 2:35 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91342
7/22/17 2:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90603
7/22/17 2:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90603
7/22/17 2:37 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90247
7/22/17 2:37 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90713
7/22/17 2:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94534
7/22/17 2:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94534
7/22/17 2:38 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94534
7/22/17 2:39 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 2:39 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 2:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90272
7/22/17 2:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90272
7/22/17 2:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91362
7/22/17 2:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91362
7/22/17 2:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91754
7/22/17 2:41 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91202
7/22/17 2:42 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91390
7/22/17 2:43 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91403
7/22/17 2:43 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92064
7/22/17 2:43 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92064
7/22/17 2:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90014

7/22/17 2:45 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91505
7/22/17 2:45 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91505
7/22/17 2:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 2:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 2:47 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93063
7/22/17 2:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91406
7/22/17 2:54 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91775
7/22/17 2:54 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91775
7/22/17 2:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	43402
7/22/17 2:56 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	43402
7/22/17 2:58 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	9235
7/22/17 2:02 PM	SENIOR	PAGE SENIOR	PAID	95003
7/22/17 2:02 PM	SENIOR	PAGE SENIOR	PAID	95003
7/22/17 2:09 PM	SENIOR	PAGE SENIOR	PAID	60025
7/22/17 2:09 PM	SENIOR	PAGE SENIOR	PAID	60025
7/22/17 2:11 PM	SENIOR	PAGE SENIOR	PAID	91722
7/22/17 2:12 PM	SENIOR	PAGE SENIOR	PAID	84721
7/22/17 2:15 PM	SENIOR	PAGE SENIOR	PAID	90630
7/22/17 2:18 PM	SENIOR	PAGE SENIOR	PAID	90242
7/22/17 2:18 PM	SENIOR	PAGE SENIOR	PAID	90242
7/22/17 2:18 PM	SENIOR	PAGE SENIOR	PAID	90242
7/22/17 2:18 PM	SENIOR	PAGE SENIOR	PAID	90242
7/22/17 2:42 PM	SENIOR	PAGE SENIOR	PAID	90027
7/22/17 2:42 PM	SENIOR	PAGE SENIOR	PAID	90027
7/22/17 2:44 PM	SENIOR	PAGE SENIOR	PAID	48178
7/22/17 2:44 PM	SENIOR	PAGE SENIOR	PAID	48178
7/22/17 2:49 PM	SENIOR	PAGE SENIOR	PAID	999UK
7/22/17 2:49 PM	SENIOR	PAGE SENIOR	PAID	999UK
7/22/17 2:57 PM	SENIOR	PAGE SENIOR	PAID	21921
7/22/17 2:57 PM	SENIOR	PAGE SENIOR	PAID	21921
7/22/17 2:57 PM	SENIOR	PAGE SENIOR	PAID	91361
7/22/17 2:57 PM	SENIOR	PAGE SENIOR	PAID	91361
7/22/17 2:06 PM	ADULT	PAGE TEACHER	SCHOOLS	9361
7/22/17 2:25 PM	ADULT	PAGE TEACHER	SCHOOLS	90220
7/22/17 2:34 PM	ADULT	PAGE TEACHER	SCHOOLS	92557
7/22/17 2:35 PM	ADULT	PAGE TEACHER	SCHOOLS	92557
7/22/17 2:38 PM	ADULT	PAGE TEACHER	SCHOOLS	94534
7/22/17 2:41 PM	ADULT	PAGE TEACHER	SCHOOLS	91754
7/22/17 2:41 PM	ADULT	PAGE TEACHER	SCHOOLS	91202
7/22/17 2:06 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	77494
7/22/17 2:06 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	77494
7/22/17 2:18 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91731
7/22/17 2:18 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91731
7/22/17 2:23 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/22/17 2:23 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/22/17 2:29 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91731
7/22/17 2:29 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91731
7/22/17 2:38 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90803
7/22/17 2:38 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90803
7/22/17 2:57 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92869
7/22/17 2:57 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	92869
7/22/17 2:59 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91791
7/22/17 2:59 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91791
7/22/17 2:01 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	222
7/22/17 2:06 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90275
7/22/17 2:19 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	94588
7/22/17 2:38 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	94534
7/22/17 2:40 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90028
7/22/17 2:45 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91325
7/22/17 2:57 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	92869
7/22/17 2:58 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	9235
7/22/17 2:01 PM	STUDENT	PAGE STUDENT	PAID	95747
7/22/17 2:09 PM	STUDENT	PAGE STUDENT	PAID	93555
7/22/17 2:09 PM	STUDENT	PAGE STUDENT	PAID	93555
7/22/17 2:11 PM	STUDENT	PAGE STUDENT	PAID	0

7/22/17 2:11 PM	STUDENT	PAGE STUDENT	PAID	91722
7/22/17 2:13 PM	STUDENT	PAGE STUDENT	PAID	92860
7/22/17 2:13 PM	STUDENT	PAGE STUDENT	PAID	49684
7/22/17 2:14 PM	STUDENT	PAGE STUDENT	PAID	97330
7/22/17 2:15 PM	STUDENT	PAGE STUDENT	PAID	92704
7/22/17 2:15 PM	STUDENT	PAGE STUDENT	PAID	92704
7/22/17 2:19 PM	STUDENT	PAGE STUDENT	PAID	93446
7/22/17 2:19 PM	STUDENT	PAGE STUDENT	PAID	93446
7/22/17 2:19 PM	STUDENT	PAGE STUDENT	PAID	93446
7/22/17 2:19 PM	STUDENT	PAGE STUDENT	PAID	94588
7/22/17 2:20 PM	STUDENT	PAGE STUDENT	PAID	94588
7/22/17 2:24 PM	STUDENT	PAGE STUDENT	PAID	7950
7/22/17 2:24 PM	STUDENT	PAGE STUDENT	PAID	7950
7/22/17 2:26 PM	STUDENT	PAGE STUDENT	PAID	16801
7/22/17 2:29 PM	STUDENT	PAGE STUDENT	PAID	45237
7/22/17 2:32 PM	STUDENT	PAGE STUDENT	PAID	92647
7/22/17 2:32 PM	STUDENT	PAGE STUDENT	PAID	92647
7/22/17 2:32 PM	STUDENT	PAGE STUDENT	PAID	77386
7/22/17 2:32 PM	STUDENT	PAGE STUDENT	PAID	90404
7/22/17 2:33 PM	STUDENT	PAGE STUDENT	PAID	92120
7/22/17 2:33 PM	STUDENT	PAGE STUDENT	PAID	92120
7/22/17 2:34 PM	STUDENT	PAGE STUDENT	PAID	90019
7/22/17 2:35 PM	STUDENT	PAGE STUDENT	PAID	91342
7/22/17 2:35 PM	STUDENT	PAGE STUDENT	PAID	95032
7/22/17 2:37 PM	STUDENT	PAGE STUDENT	PAID	90247
7/22/17 2:40 PM	STUDENT	PAGE STUDENT	PAID	90028
7/22/17 2:42 PM	STUDENT	PAGE STUDENT	PAID	91390
7/22/17 2:42 PM	STUDENT	PAGE STUDENT	PAID	91390
7/22/17 2:45 PM	STUDENT	PAGE STUDENT	PAID	19123
7/22/17 2:45 PM	STUDENT	PAGE STUDENT	PAID	19125
7/22/17 2:46 PM	STUDENT	PAGE STUDENT	PAID	333
7/22/17 2:47 PM	STUDENT	PAGE STUDENT	PAID	2482
7/22/17 2:47 PM	STUDENT	PAGE STUDENT	PAID	2482
7/22/17 2:48 PM	STUDENT	PAGE STUDENT	PAID	90715
7/22/17 2:48 PM	STUDENT	PAGE STUDENT	PAID	90715
7/22/17 2:49 PM	STUDENT	PAGE STUDENT	PAID	90275
7/22/17 2:49 PM	STUDENT	PAGE STUDENT	PAID	90275
7/22/17 2:55 PM	STUDENT	PAGE STUDENT	PAID	92587
7/22/17 2:55 PM	STUDENT	PAGE STUDENT	PAID	92587
7/22/17 2:56 PM	STUDENT	PAGE STUDENT	PAID	91748
7/22/17 2:56 PM	STUDENT	PAGE STUDENT	PAID	10310
7/22/17 2:56 PM	STUDENT	PAGE STUDENT	PAID	95113
7/22/17 2:19 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	90069
7/22/17 2:14 PM	La Brea Tar Pits Adult General Admission	PAGE ADULT WEB ND	PAID	92821
7/22/17 2:14 PM	La Brea Tar Pits Adult General Admission	PAGE ADULT WEB ND	PAID	92879
7/22/17 2:14 PM	La Brea Tar Pits Adult General Admission	PAGE ADULT WEB ND	PAID	92879
7/22/17 2:33 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	92509
7/22/17 2:43 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90222
7/22/17 2:43 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90222
7/22/17 2:33 PM	EBT Adult	Page EBT Adult	UNPAID	92509
7/22/17 2:33 PM	EBT Adult	Page EBT Adult	UNPAID	92509
7/22/17 2:43 PM	EBT Adult	Page EBT Adult	UNPAID	90222
7/22/17 2:43 PM	EBT Adult	Page EBT Adult	UNPAID	90222
7/22/17 2:29 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:30 PM	COMPLIMENTARY BUSINESS GUEST	TARPITS COMP BUSINESS GUEST	UNPAID	90007
7/22/17 2:03 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	91764
7/22/17 2:19 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	90069

7/22/17 2:54 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	1426
7/22/17 2:23 PM	CHILD 3-12	PAGE COMBO CHILD (3-12)	PAID	78757
7/22/17 2:23 PM	ADULT	PAGE COMBO ADULT	PAID	78757
7/22/17 2:30 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	123
7/22/17 2:44 PM	GO LA CHILD	PAGE COMP TICKET CHILD	UNPAID	123
7/22/17 2:38 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 2:38 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 2:39 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 2:39 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 2:06 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	77494
7/22/17 2:06 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	77494
7/22/17 2:06 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	77494
7/22/17 2:06 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	77494
7/22/17 2:18 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91731
7/22/17 2:18 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91731
7/22/17 2:23 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	222
7/22/17 2:23 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	222
7/22/17 2:29 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91731
7/22/17 2:29 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91731
7/22/17 2:38 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	90803
7/22/17 2:30 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	123
7/22/17 2:30 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	123
7/22/17 2:30 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	123
7/22/17 2:44 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	123
7/22/17 2:44 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	123
7/22/17 2:03 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	333
7/22/17 2:19 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	93446
7/22/17 2:37 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	90247
7/22/17 2:38 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	94534
7/22/17 3:00 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91801
7/22/17 3:02 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92084
7/22/17 3:13 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92124
7/22/17 3:16 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	91709
7/22/17 3:20 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	80921
7/22/17 3:20 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	80921
7/22/17 3:20 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	80921
7/22/17 3:20 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	80921
7/22/17 3:25 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	0
7/22/17 3:19 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	999ch
7/22/17 3:55 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 3:55 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 3:55 PM	GO LA ADULT	PAGE COMP TICKET ADULT	UNPAID	0
7/22/17 3:27 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91709
7/22/17 3:32 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	94030
7/22/17 3:32 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	94030
7/22/17 3:25 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	96793
7/22/17 3:26 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	96793
7/22/17 3:26 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	96793
7/22/17 3:26 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	96793
7/22/17 3:37 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	91701
7/22/17 3:37 PM	Tar Pits Adult Admission	PAGE ADULT WEB ND	PAID	91701
7/22/17 3:41 PM	PAGE COMPLIMENTARY ADULT	PAGE VOLUNTEER GUEST COMP	UNPAID	222
7/22/17 3:21 PM	EBT Adult	Page EBT Adult	UNPAID	91768
7/22/17 3:21 PM	EBT Adult	Page EBT Adult	UNPAID	91768
7/22/17 3:21 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	91768
7/22/17 3:31 PM	La Brea Tar Pits Adult General Admission	PAGE ADULT WEB ND	PAID	92620
7/22/17 3:31 PM	La Brea Tar Pits Adult General Admission	PAGE ADULT WEB ND	PAID	92620
7/22/17 3:31 PM	La Brea Tar Pits Adult General Admission	PAGE ADULT WEB ND	PAID	92620
7/22/17 3:31 PM	La Brea Tar Pits Adult General Admission	PAGE ADULT WEB ND	PAID	92620
7/22/17 3:26 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	96793
7/22/17 3:26 PM	Tar Pits Child Admission (Ages 3-12)	PAGE CHILD(3-12)WEB ND	PAID	96793
7/22/17 3:02 PM	STUDENT	PAGE STUDENT	PAID	92084
7/22/17 3:03 PM	STUDENT	PAGE STUDENT	PAID	94104
7/22/17 3:04 PM	STUDENT	PAGE STUDENT	PAID	1887
7/22/17 3:05 PM	STUDENT	PAGE STUDENT	PAID	999eu

7/22/17 3:08 PM	STUDENT	PAGE STUDENT	PAID	90606
7/22/17 3:08 PM	STUDENT	PAGE STUDENT	PAID	90606
7/22/17 3:15 PM	STUDENT	PAGE STUDENT	PAID	94582
7/22/17 3:18 PM	STUDENT	PAGE STUDENT	PAID	77019
7/22/17 3:19 PM	STUDENT	PAGE STUDENT	PAID	999fr
7/22/17 3:20 PM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 3:21 PM	STUDENT	PAGE STUDENT	PAID	999eu
7/22/17 3:21 PM	STUDENT	PAGE STUDENT	PAID	999eu
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	80127
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	80127
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	80127
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	80127
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	80127
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	80127
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	80127
7/22/17 3:23 PM	STUDENT	PAGE STUDENT	PAID	90003
7/22/17 3:24 PM	STUDENT	PAGE STUDENT	PAID	90003
7/22/17 3:25 PM	STUDENT	PAGE STUDENT	PAID	999br
7/22/17 3:29 PM	STUDENT	PAGE STUDENT	PAID	33157
7/22/17 3:29 PM	STUDENT	PAGE STUDENT	PAID	33157
7/22/17 3:31 PM	STUDENT	PAGE STUDENT	PAID	91750
7/22/17 3:31 PM	STUDENT	PAGE STUDENT	PAID	91750
7/22/17 3:33 PM	STUDENT	PAGE STUDENT	PAID	91104
7/22/17 3:33 PM	STUDENT	PAGE STUDENT	PAID	90068
7/22/17 3:33 PM	STUDENT	PAGE STUDENT	PAID	90068
7/22/17 3:34 PM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 3:35 PM	STUDENT	PAGE STUDENT	PAID	32817
7/22/17 3:35 PM	STUDENT	PAGE STUDENT	PAID	32817
7/22/17 3:36 PM	STUDENT	PAGE STUDENT	PAID	91303
7/22/17 3:37 PM	STUDENT	PAGE STUDENT	PAID	93117
7/22/17 3:37 PM	STUDENT	PAGE STUDENT	PAID	93117
7/22/17 3:41 PM	STUDENT	PAGE STUDENT	PAID	CH999
7/22/17 3:41 PM	STUDENT	PAGE STUDENT	PAID	CH999
7/22/17 3:44 PM	STUDENT	PAGE STUDENT	PAID	999
7/22/17 3:46 PM	STUDENT	PAGE STUDENT	PAID	90020
7/22/17 3:47 PM	STUDENT	PAGE STUDENT	PAID	91602
7/22/17 3:48 PM	STUDENT	PAGE STUDENT	PAID	90745
7/22/17 3:48 PM	STUDENT	PAGE STUDENT	PAID	90745
7/22/17 3:50 PM	STUDENT	PAGE STUDENT	PAID	74354
7/22/17 3:51 PM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 3:51 PM	STUDENT	PAGE STUDENT	PAID	0
7/22/17 3:57 PM	STUDENT	PAGE STUDENT	PAID	90027
7/22/17 3:57 PM	STUDENT	PAGE STUDENT	PAID	90027
7/22/17 3:59 PM	STUDENT	PAGE STUDENT	PAID	98203
7/22/17 3:59 PM	STUDENT	PAGE STUDENT	PAID	98203
7/22/17 3:59 PM	STUDENT	PAGE STUDENT	PAID	98203
7/22/17 3:02 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	123
7/22/17 3:03 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	94104
7/22/17 3:03 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	92071
7/22/17 3:13 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	92124
7/22/17 3:20 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	85234
7/22/17 3:24 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91730
7/22/17 3:29 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	90402
7/22/17 3:27 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91709
7/22/17 3:27 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91709
7/22/17 3:32 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	94030
7/22/17 3:32 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	94030
7/22/17 3:16 PM	ADULT	PAGE TEACHER	SCHOOLS	91601
7/22/17 3:16 PM	ADULT	PAGE TEACHER	SCHOOLS	91601
7/22/17 3:33 PM	ADULT	PAGE TEACHER	SCHOOLS	91104
7/22/17 3:07 PM	SENIOR	PAGE SENIOR	PAID	999ge
7/22/17 3:07 PM	SENIOR	PAGE SENIOR	PAID	999ge
7/22/17 3:21 PM	SENIOR	PAGE SENIOR	PAID	999eu
7/22/17 3:21 PM	SENIOR	PAGE SENIOR	PAID	999eu
7/22/17 3:23 PM	SENIOR	PAGE SENIOR	PAID	92324

7/22/17 3:27 PM	SENIOR	PAGE SENIOR	PAID	92024
7/22/17 3:27 PM	SENIOR	PAGE SENIOR	PAID	92024
7/22/17 3:29 PM	SENIOR	PAGE SENIOR	PAID	33157
7/22/17 3:33 PM	SENIOR	PAGE SENIOR	PAID	44118
7/22/17 3:34 PM	SENIOR	PAGE SENIOR	PAID	44118
7/22/17 3:36 PM	SENIOR	PAGE SENIOR	PAID	91303
7/22/17 3:36 PM	SENIOR	PAGE SENIOR	PAID	28904
7/22/17 3:44 PM	SENIOR	PAGE SENIOR	PAID	999
7/22/17 3:47 PM	SENIOR	PAGE SENIOR	PAID	91602
7/22/17 3:47 PM	SENIOR	PAGE SENIOR	PAID	91602
7/22/17 3:59 PM	SENIOR	PAGE SENIOR	PAID	222
7/22/17 3:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91801
7/22/17 3:00 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91801
7/22/17 3:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92084
7/22/17 3:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92084
7/22/17 3:03 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92071
7/22/17 3:04 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90034
7/22/17 3:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ge
7/22/17 3:07 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999ge
7/22/17 3:08 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90606
7/22/17 3:11 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	55128
7/22/17 3:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92124
7/22/17 3:13 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92124
7/22/17 3:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	77019
7/22/17 3:18 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	77019
7/22/17 3:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 3:20 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85234
7/22/17 3:21 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999eu
7/22/17 3:22 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	21128
7/22/17 3:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	80127
7/22/17 3:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90003
7/22/17 3:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90003
7/22/17 3:23 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90003
7/22/17 3:24 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91730
7/22/17 3:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	999br
7/22/17 3:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	9355
7/22/17 3:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	9355
7/22/17 3:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 3:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	0
7/22/17 3:28 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	85224
7/22/17 3:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94085
7/22/17 3:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94085
7/22/17 3:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90402
7/22/17 3:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	93030
7/22/17 3:31 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	80233
7/22/17 3:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	10036
7/22/17 3:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91104
7/22/17 3:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91104
7/22/17 3:35 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	32817
7/22/17 3:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90021
7/22/17 3:36 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90021
7/22/17 3:43 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94566
7/22/17 3:44 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91405
7/22/17 3:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75482
7/22/17 3:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75482
7/22/17 3:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75482
7/22/17 3:46 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	75482
7/22/17 3:48 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78757
7/22/17 3:57 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90027
7/22/17 3:01 PM	ADULT	PAGE ADULT	PAID	24060
7/22/17 3:02 PM	ADULT	PAGE ADULT	PAID	12309
7/22/17 3:02 PM	ADULT	PAGE ADULT	PAID	24060
7/22/17 3:02 PM	ADULT	PAGE ADULT	PAID	90094
7/22/17 3:02 PM	ADULT	PAGE ADULT	PAID	90094
7/22/17 3:02 PM	ADULT	PAGE ADULT	PAID	7832

7/22/17 3:03 PM	ADULT	PAGE ADULT	PAID	94104
7/22/17 3:03 PM	ADULT	PAGE ADULT	PAID	92071
7/22/17 3:03 PM	ADULT	PAGE ADULT	PAID	92071
7/22/17 3:04 PM	ADULT	PAGE ADULT	PAID	90069
7/22/17 3:04 PM	ADULT	PAGE ADULT	PAID	1887
7/22/17 3:04 PM	ADULT	PAGE ADULT	PAID	90069
7/22/17 3:04 PM	ADULT	PAGE ADULT	PAID	1887
7/22/17 3:04 PM	ADULT	PAGE ADULT	PAID	90034
7/22/17 3:04 PM	ADULT	PAGE ADULT	PAID	90034
7/22/17 3:05 PM	ADULT	PAGE ADULT	PAID	92586
7/22/17 3:05 PM	ADULT	PAGE ADULT	PAID	92586
7/22/17 3:05 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 3:06 PM	ADULT	PAGE ADULT	PAID	91356
7/22/17 3:06 PM	ADULT	PAGE ADULT	PAID	91356
7/22/17 3:06 PM	ADULT	PAGE ADULT	PAID	11733
7/22/17 3:06 PM	ADULT	PAGE ADULT	PAID	11733
7/22/17 3:06 PM	ADULT	PAGE ADULT	PAID	999SA
7/22/17 3:06 PM	ADULT	PAGE ADULT	PAID	999SA
7/22/17 3:07 PM	ADULT	PAGE ADULT	PAID	91401
7/22/17 3:07 PM	ADULT	PAGE ADULT	PAID	999ge
7/22/17 3:09 PM	ADULT	PAGE ADULT	PAID	123
7/22/17 3:09 PM	ADULT	PAGE ADULT	PAID	99sp
7/22/17 3:09 PM	ADULT	PAGE ADULT	PAID	123
7/22/17 3:09 PM	ADULT	PAGE ADULT	PAID	99sp
7/22/17 3:10 PM	ADULT	PAGE ADULT	PAID	90035
7/22/17 3:11 PM	ADULT	PAGE ADULT	PAID	55128
7/22/17 3:11 PM	ADULT	PAGE ADULT	PAID	55128
7/22/17 3:11 PM	ADULT	PAGE ADULT	PAID	55128
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	92124
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	92124
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	55128
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	55433
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	55433
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	55433
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	55433
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	80222
7/22/17 3:13 PM	ADULT	PAGE ADULT	PAID	80222
7/22/17 3:14 PM	ADULT	PAGE ADULT	PAID	55128
7/22/17 3:14 PM	ADULT	PAGE ADULT	PAID	55128
7/22/17 3:14 PM	ADULT	PAGE ADULT	PAID	95516
7/22/17 3:14 PM	ADULT	PAGE ADULT	PAID	95516
7/22/17 3:14 PM	ADULT	PAGE ADULT	PAID	55106
7/22/17 3:15 PM	ADULT	PAGE ADULT	PAID	999uk
7/22/17 3:15 PM	ADULT	PAGE ADULT	PAID	999uk
7/22/17 3:15 PM	ADULT	PAGE ADULT	PAID	94582
7/22/17 3:15 PM	ADULT	PAGE ADULT	PAID	94582
7/22/17 3:16 PM	ADULT	PAGE ADULT	PAID	91709
7/22/17 3:16 PM	ADULT	PAGE ADULT	PAID	91709
7/22/17 3:16 PM	ADULT	PAGE ADULT	PAID	91709
7/22/17 3:16 PM	ADULT	PAGE ADULT	PAID	30307
7/22/17 3:16 PM	ADULT	PAGE ADULT	PAID	30307
7/22/17 3:16 PM	ADULT	PAGE ADULT	PAID	92342
7/22/17 3:17 PM	ADULT	PAGE ADULT	PAID	92342
7/22/17 3:17 PM	ADULT	PAGE ADULT	PAID	90241
7/22/17 3:17 PM	ADULT	PAGE ADULT	PAID	90241
7/22/17 3:18 PM	ADULT	PAGE ADULT	PAID	77019
7/22/17 3:18 PM	ADULT	PAGE ADULT	PAID	77019
7/22/17 3:19 PM	ADULT	PAGE ADULT	PAID	999fr
7/22/17 3:19 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 3:19 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 3:20 PM	ADULT	PAGE ADULT	PAID	92553
7/22/17 3:20 PM	ADULT	PAGE ADULT	PAID	92553
7/22/17 3:20 PM	ADULT	PAGE ADULT	PAID	92553
7/22/17 3:20 PM	ADULT	PAGE ADULT	PAID	85234
7/22/17 3:20 PM	ADULT	PAGE ADULT	PAID	85234

7/22/17 3:21 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 3:21 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 3:21 PM	ADULT	PAGE ADULT	PAID	999eu
7/22/17 3:22 PM	ADULT	PAGE ADULT	PAID	90292
7/22/17 3:22 PM	ADULT	PAGE ADULT	PAID	90292
7/22/17 3:22 PM	ADULT	PAGE ADULT	PAID	21128
7/22/17 3:22 PM	ADULT	PAGE ADULT	PAID	21128
7/22/17 3:22 PM	ADULT	PAGE ADULT	PAID	21128
7/22/17 3:22 PM	ADULT	PAGE ADULT	PAID	21128
7/22/17 3:23 PM	ADULT	PAGE ADULT	PAID	92324
7/22/17 3:23 PM	ADULT	PAGE ADULT	PAID	80127
7/22/17 3:23 PM	ADULT	PAGE ADULT	PAID	80127
7/22/17 3:23 PM	ADULT	PAGE ADULT	PAID	90003
7/22/17 3:23 PM	ADULT	PAGE ADULT	PAID	90003
7/22/17 3:23 PM	ADULT	PAGE ADULT	PAID	90003
7/22/17 3:23 PM	ADULT	PAGE ADULT	PAID	91730
7/22/17 3:24 PM	ADULT	PAGE ADULT	PAID	91730
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	999br
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	999br
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	999br
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	999br
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	9355
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	9355
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 3:25 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 3:26 PM	ADULT	PAGE ADULT	PAID	32501
7/22/17 3:26 PM	ADULT	PAGE ADULT	PAID	32501
7/22/17 3:27 PM	ADULT	PAGE ADULT	PAID	52241
7/22/17 3:27 PM	ADULT	PAGE ADULT	PAID	52241
7/22/17 3:28 PM	ADULT	PAGE ADULT	PAID	85224
7/22/17 3:28 PM	ADULT	PAGE ADULT	PAID	85224
7/22/17 3:28 PM	ADULT	PAGE ADULT	PAID	7403
7/22/17 3:29 PM	ADULT	PAGE ADULT	PAID	94085
7/22/17 3:29 PM	ADULT	PAGE ADULT	PAID	94085
7/22/17 3:29 PM	ADULT	PAGE ADULT	PAID	33157
7/22/17 3:29 PM	ADULT	PAGE ADULT	PAID	7304
7/22/17 3:29 PM	ADULT	PAGE ADULT	PAID	7304
7/22/17 3:29 PM	ADULT	PAGE ADULT	PAID	90402
7/22/17 3:29 PM	ADULT	PAGE ADULT	PAID	90402
7/22/17 3:31 PM	ADULT	PAGE ADULT	PAID	93030
7/22/17 3:31 PM	ADULT	PAGE ADULT	PAID	93030
7/22/17 3:31 PM	ADULT	PAGE ADULT	PAID	80233
7/22/17 3:31 PM	ADULT	PAGE ADULT	PAID	80233
7/22/17 3:32 PM	ADULT	PAGE ADULT	PAID	10036
7/22/17 3:32 PM	ADULT	PAGE ADULT	PAID	10036
7/22/17 3:33 PM	ADULT	PAGE ADULT	PAID	84602
7/22/17 3:33 PM	ADULT	PAGE ADULT	PAID	84602
7/22/17 3:34 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 3:35 PM	ADULT	PAGE ADULT	PAID	32817
7/22/17 3:35 PM	ADULT	PAGE ADULT	PAID	32817
7/22/17 3:35 PM	ADULT	PAGE ADULT	PAID	91303
7/22/17 3:36 PM	ADULT	PAGE ADULT	PAID	90021
7/22/17 3:36 PM	ADULT	PAGE ADULT	PAID	28904
7/22/17 3:36 PM	ADULT	PAGE ADULT	PAID	60085
7/22/17 3:36 PM	ADULT	PAGE ADULT	PAID	60085
7/22/17 3:38 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 3:41 PM	ADULT	PAGE ADULT	PAID	CH999
7/22/17 3:42 PM	ADULT	PAGE ADULT	PAID	91030
7/22/17 3:42 PM	ADULT	PAGE ADULT	PAID	93311
7/22/17 3:42 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 3:42 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 3:43 PM	ADULT	PAGE ADULT	PAID	94566
7/22/17 3:44 PM	ADULT	PAGE ADULT	PAID	999
7/22/17 3:44 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 3:44 PM	ADULT	PAGE ADULT	PAID	222

7/22/17 3:44 PM	ADULT	PAGE ADULT	PAID	91405
7/22/17 3:44 PM	ADULT	PAGE ADULT	PAID	91405
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	40513
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	40513
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	40513
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	75482
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	90020
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	75482
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	75482
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	90020
7/22/17 3:46 PM	ADULT	PAGE ADULT	PAID	75482
7/22/17 3:47 PM	ADULT	PAGE ADULT	PAID	91304
7/22/17 3:47 PM	ADULT	PAGE ADULT	PAID	91304
7/22/17 3:47 PM	ADULT	PAGE ADULT	PAID	91602
7/22/17 3:48 PM	ADULT	PAGE ADULT	PAID	78757
7/22/17 3:50 PM	ADULT	PAGE ADULT	PAID	74354
7/22/17 3:50 PM	ADULT	PAGE ADULT	PAID	92704
7/22/17 3:50 PM	ADULT	PAGE ADULT	PAID	92704
7/22/17 3:51 PM	ADULT	PAGE ADULT	PAID	0
7/22/17 3:51 PM	ADULT	PAGE ADULT	PAID	91001
7/22/17 3:59 PM	ADULT	PAGE ADULT	PAID	98203
7/22/17 3:31 PM	Dual Membership	MEMBERSHIP	MEMBERS	90036
7/22/17 3:52 PM	Family Membership	MEMBERSHIP	MEMBERS	93790
7/22/17 3:57 PM	Family Membership Plus	MEMBERSHIP	MEMBERS	91040
7/22/17 3:40 PM	Dual Membership Plus	MEMBERSHIP	MEMBERS	90404
7/22/17 3:34 PM	Family Membership	MEMBERSHIP	MEMBERS	91803
7/22/17 4:00 PM	ADULT	PAGE ADULT	PAID	10008
7/22/17 4:00 PM	ADULT	PAGE ADULT	PAID	92056
7/22/17 4:01 PM	ADULT	PAGE ADULT	PAID	91101
7/22/17 4:02 PM	ADULT	PAGE ADULT	PAID	91101
7/22/17 4:02 PM	ADULT	PAGE ADULT	PAID	91755
7/22/17 4:02 PM	ADULT	PAGE ADULT	PAID	91755
7/22/17 4:02 PM	ADULT	PAGE ADULT	PAID	87353
7/22/17 4:02 PM	ADULT	PAGE ADULT	PAID	87353
7/22/17 4:05 PM	ADULT	PAGE ADULT	PAID	94536
7/22/17 4:05 PM	ADULT	PAGE ADULT	PAID	94536
7/22/17 4:05 PM	ADULT	PAGE ADULT	PAID	94536
7/22/17 4:05 PM	ADULT	PAGE ADULT	PAID	92626
7/22/17 4:05 PM	ADULT	PAGE ADULT	PAID	92626
7/22/17 4:05 PM	ADULT	PAGE ADULT	PAID	92626
7/22/17 4:07 PM	ADULT	PAGE ADULT	PAID	90313
7/22/17 4:07 PM	ADULT	PAGE ADULT	PAID	90313
7/22/17 4:07 PM	ADULT	PAGE ADULT	PAID	90313
7/22/17 4:09 PM	ADULT	PAGE ADULT	PAID	95111
7/22/17 4:11 PM	ADULT	PAGE ADULT	PAID	92843
7/22/17 4:21 PM	ADULT	PAGE ADULT	PAID	90012
7/22/17 4:25 PM	ADULT	PAGE ADULT	PAID	19422
7/22/17 4:25 PM	ADULT	PAGE ADULT	PAID	19422
7/22/17 4:25 PM	ADULT	PAGE ADULT	PAID	19422
7/22/17 4:26 PM	ADULT	PAGE ADULT	PAID	IRL99
7/22/17 4:26 PM	ADULT	PAGE ADULT	PAID	IRL99
7/22/17 4:26 PM	ADULT	PAGE ADULT	PAID	78474
7/22/17 4:26 PM	ADULT	PAGE ADULT	PAID	78474
7/22/17 4:26 PM	ADULT	PAGE ADULT	PAID	98466
7/22/17 4:26 PM	ADULT	PAGE ADULT	PAID	98466
7/22/17 4:28 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 4:28 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 4:28 PM	ADULT	PAGE ADULT	PAID	90034
7/22/17 4:28 PM	ADULT	PAGE ADULT	PAID	90034
7/22/17 4:29 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 4:29 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 4:29 PM	ADULT	PAGE ADULT	PAID	94903
7/22/17 4:29 PM	ADULT	PAGE ADULT	PAID	94903
7/22/17 4:29 PM	ADULT	PAGE ADULT	PAID	94903
7/22/17 4:32 PM	ADULT	PAGE ADULT	PAID	90731

7/22/17 4:32 PM	ADULT	PAGE ADULT	PAID	90731
7/22/17 4:32 PM	ADULT	PAGE ADULT	PAID	90076
7/22/17 4:35 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 4:35 PM	ADULT	PAGE ADULT	PAID	222
7/22/17 4:37 PM	ADULT	PAGE ADULT	PAID	92562
7/22/17 4:40 PM	ADULT	PAGE ADULT	PAID	92310
7/22/17 4:40 PM	ADULT	PAGE ADULT	PAID	92310
7/22/17 4:02 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	91755
7/22/17 4:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92626
7/22/17 4:05 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92626
7/22/17 4:25 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	19422
7/22/17 4:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78474
7/22/17 4:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	78474
7/22/17 4:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98466
7/22/17 4:26 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	98466
7/22/17 4:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	222
7/22/17 4:29 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	94903
7/22/17 4:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90731
7/22/17 4:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90731
7/22/17 4:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90731
7/22/17 4:32 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90076
7/22/17 4:33 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	90048
7/22/17 4:37 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92562
7/22/17 4:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92310
7/22/17 4:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92310
7/22/17 4:40 PM	CHILD (3-12)	PAGE CHILD (3-12)	PAID	92310
7/22/17 4:09 PM	SENIOR	PAGE SENIOR	PAID	95111
7/22/17 4:09 PM	SENIOR	PAGE SENIOR	PAID	95111
7/22/17 4:33 PM	SENIOR	PAGE SENIOR	PAID	90048
7/22/17 4:03 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91710
7/22/17 4:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	91710
7/22/17 4:04 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/22/17 4:09 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	94703
7/22/17 4:09 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	94703
7/22/17 4:21 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	90250
7/22/17 4:22 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	222
7/22/17 4:23 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	97401
7/22/17 4:23 PM	ADULT	PAGE COMP TICKET ADULT	UNPAID	97401
7/22/17 4:02 PM	CHILD (2-UNDER)	PAGE CHILD (2-UNDER)	UNPAID	91755
7/22/17 4:07 PM	STUDENT	PAGE STUDENT	PAID	90313
7/22/17 4:11 PM	STUDENT	PAGE STUDENT	PAID	93117
7/22/17 4:26 PM	STUDENT	PAGE STUDENT	PAID	91732
7/22/17 4:26 PM	STUDENT	PAGE STUDENT	PAID	91732
7/22/17 4:27 PM	STUDENT	PAGE STUDENT	PAID	53589
7/22/17 4:27 PM	STUDENT	PAGE STUDENT	PAID	53589
7/22/17 4:29 PM	STUDENT	PAGE STUDENT	PAID	94903
7/22/17 4:29 PM	STUDENT	PAGE STUDENT	PAID	94903
7/22/17 4:30 PM	STUDENT	PAGE STUDENT	PAID	90024
7/22/17 4:30 PM	STUDENT	PAGE STUDENT	PAID	90373
7/22/17 4:31 PM	STUDENT	PAGE STUDENT	PAID	90277
7/22/17 4:32 PM	STUDENT	PAGE STUDENT	PAID	90076
7/22/17 4:35 PM	STUDENT	PAGE STUDENT	PAID	222
7/22/17 4:35 PM	STUDENT	PAGE STUDENT	PAID	222
7/22/17 4:35 PM	STUDENT	PAGE STUDENT	PAID	222
7/22/17 4:09 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90031
7/22/17 4:09 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90031
7/22/17 4:12 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90033
7/22/17 4:12 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90033
7/22/17 4:12 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90033
7/22/17 4:12 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90033
7/22/17 4:20 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90012
7/22/17 4:21 PM	EBT CHILD (3-17)	Page EBT Child	UNPAID	90012
7/22/17 4:09 PM	EBT Adult	Page EBT Adult	UNPAID	90031
7/22/17 4:12 PM	EBT Adult	Page EBT Adult	UNPAID	90033
7/22/17 4:12 PM	EBT Adult	Page EBT Adult	UNPAID	90033

7/22/17 4:20 PM	EBT Adult	Page EBT Adult	UNPAID	90012
7/22/17 4:20 PM	EBT Adult	Page EBT Adult	UNPAID	90012
7/22/17 4:04 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	91710
7/22/17 4:04 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	222
7/22/17 4:04 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	222
7/22/17 4:09 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	94703
7/22/17 4:09 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	94703
7/22/17 4:23 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	97401
7/22/17 4:23 PM	CHILD (3-12)	PAGE COMP TICKET CHILD	UNPAID	97401
7/22/17 4:07 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 4:07 PM	Tar Pits Admission Adult	GC TP GROUP ADULT	PAID	
7/22/17 4:07 PM	Tar Pits Admission Student	GC TP GROUP STUDENT	PAID	
7/22/17 4:08 PM	Tar Pits Admission Student	GC TP GROUP STUDENT	PAID	
7/22/17 4:37 PM	ADULT	PAGE COMP TICKET CHILD	UNPAID	92562

Appendix 3 — Multimodal Traffic Count Sheets

Prepared by National Data & Surveying Services

Ogden Dr & 6th St

Peak Hour Turning Movement Count

ID: 22-020152-001
City: Los Angeles

Day: Thursday
Date: 5/12/2022

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	01:00 PM - 02:00 PM
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	12:00 PM - 02:00 PM
PM	4:00 PM - 06:00 PM

Ogden Dr

SOUTHBOUND

AM	42	0	18	0	16	AM
NOON	11	0	6	0	15	NOON
PM	19	0	10	0	30	PM

0.5 0 0.5 0

EASTBOUND

AM	NOON	PM	
1280	678	586	
1	0	6	0
3	7	21	1
322	547	671	1
6	36	15	1
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
9	7	13	0
525	644	1236	2
10	28	18	1
1	1	0	0
735	587	344	
PM	NOON	AM	

CONTROL

Signalized

TEV	1664 AM	1344 NOON	1376 PM
PHF	0.97	0.94	0.93

0 0.5 0 0.5

NORTHBOUND

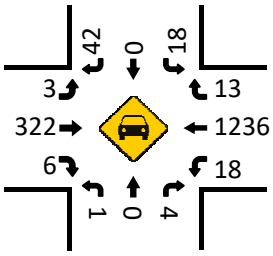
PM	25	0	36	0	53	PM
NOON	64	0	23	1	33	NOON
AM	24	0	1	0	4	AM

Ogden Dr

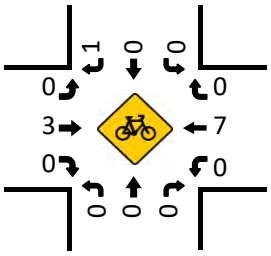
6th St

6th St

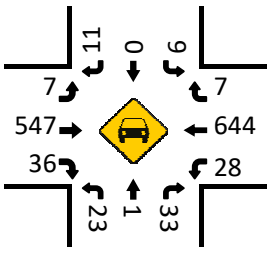
Totals (AM)



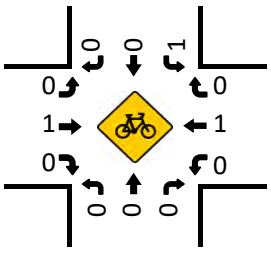
Total Bikes (AM)



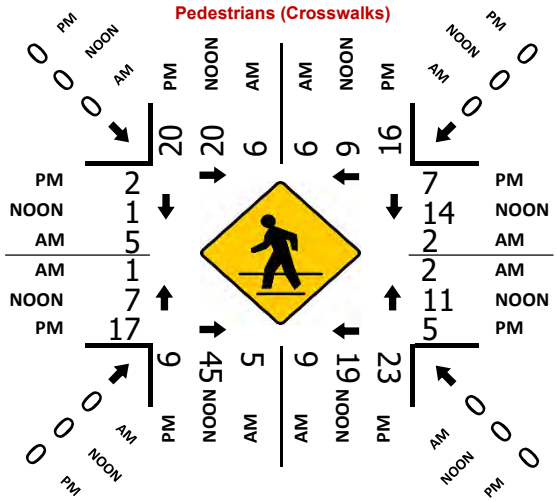
Totals (NOON)



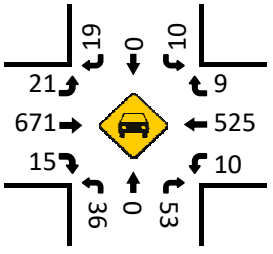
Total Bikes (NOON)



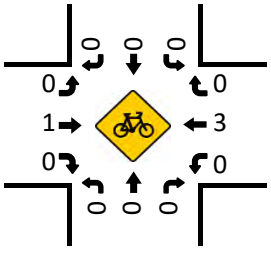
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Ogden Dr & 6th St

Peak Hour Turning Movement Count

ID: 22-020152-001
City: Los Angeles

Day: Saturday
Date: 5/14/2022

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND (Ogden Dr)

AM	0	0	0	0	0	AM
NOON	21	0	9	0	18	NOON
PM	0	0	0	0	0	PM

0.5 0 0.5 0

EASTBOUND (6th St)

AM	NOON	PM	
0	632	0	
0	0	0	0
0	15	0	1
0	479	0	1
0	70	0	1
AM	NOON	PM	

CONTROL

Signalized

	AM	NOON	PM
TEV	0	1299	0
PHF		0.96	

WESTBOUND (6th St)

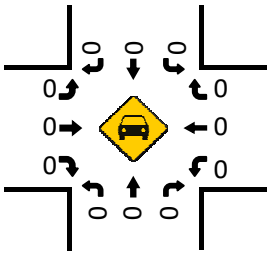
PM	NOON	AM	
0	3	0	0
0	570	0	2
0	44	0	1
0	3	0	0
0	535	0	
PM	NOON	AM	

0 0.5 0 0.5

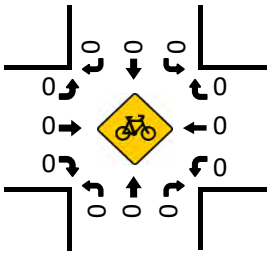
NORTHBOUND (Ogden Dr)

PM	0	0	0	0	0	PM
NOON	114	0	41	0	44	NOON
AM	0	0	0	0	0	AM

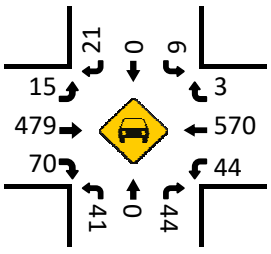
Totals (AM)



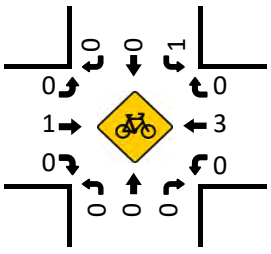
Total Bikes (AM)



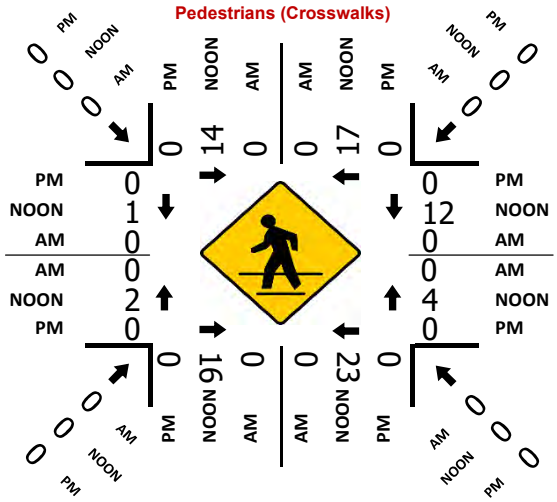
Totals (NOON)



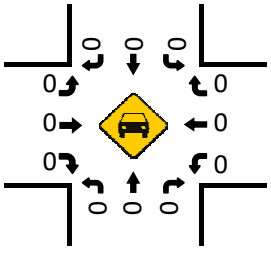
Total Bikes (NOON)



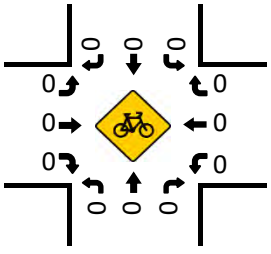
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Curson Ave & 6th St

Peak Hour Turning Movement Count

ID: 22-020152-002
City: Los Angeles

Day: Thursday
Date: 5/12/2022

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	01:00 PM - 02:00 PM
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	12:00 PM - 02:00 PM
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Curson Ave)

AM	44	85	50	0	109	AM
NOON	49	35	38	0	125	NOON
PM	29	52	53	0	165	PM

EASTBOUND (6th St)

AM	NOON	PM		
1285	678	540		
1	4	2	0	
13	30	35	1	
296	466	651	1	
49	73	51	1	
AM	NOON	PM		

WESTBOUND (6th St)

	PM	NOON	AM
0	70	44	53
2	441	521	1005
1	68	73	105
0	0	0	0
	914	610	409
	PM	NOON	AM

NORTHBOUND (Curson Ave)

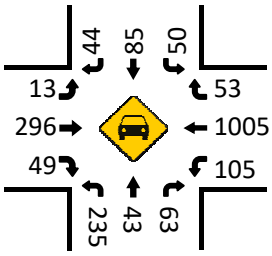
PM	171	0	68	60	210	PM
NOON	182	1	104	51	106	NOON
AM	239	0	235	43	63	AM

CONTROL

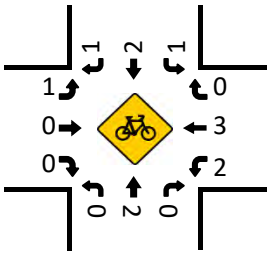
Signalized

TEV	2042 AM	1595 NOON	1790 PM
PHF	0.95	0.95	0.97

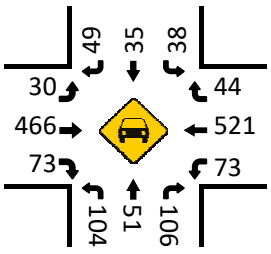
Totals (AM)



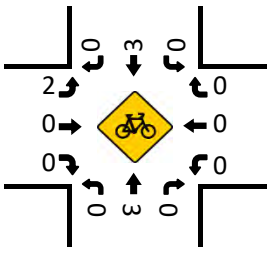
Total Bikes (AM)



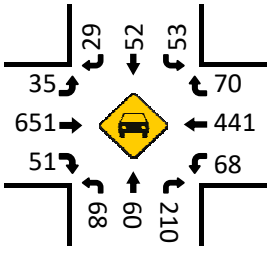
Totals (NOON)



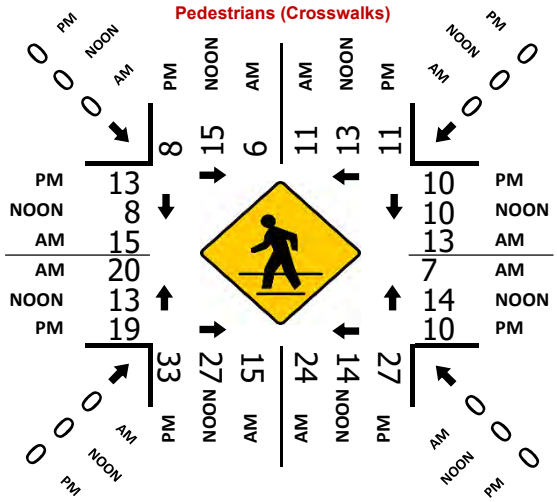
Total Bikes (NOON)



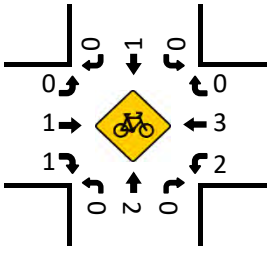
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Curson Ave & 6th St

Peak Hour Turning Movement Count

ID: 22-020152-002
City: Los Angeles

Day: Saturday
Date: 5/14/2022

PEAK HOURS

AM	NOON	PM
NONE	01:00 PM - 02:00 PM	NONE

COUNT PERIODS

AM	NOON	PM
NONE	12:00 PM - 02:00 PM	NONE

SOUTHBOUND (Curson Ave)

AM	0	0	0	0	0	AM
NOON	32	54	48	0	137	NOON
PM	0	0	0	0	0	PM

0 1 1 0

EASTBOUND (6th St)

AM	NOON	PM	
0	618	0	
0	1	0	0
0	38	0	1
0	415	0	1
0	80	0	1
AM	NOON	PM	

WESTBOUND (6th St)

PM	NOON	AM	
0	55	0	0
0	504	0	2
0	81	0	1
0	2	0	0
0	555	0	
PM	NOON	AM	

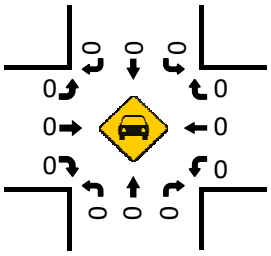
0 1 1 0

NORTHBOUND (Curson Ave)

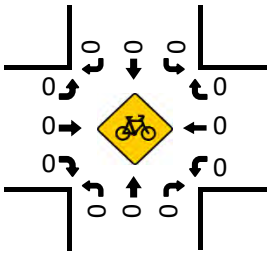
PM	0	0	0	0	0	PM
NOON	215	0	81	44	90	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	1525 NOON	0 PM
PHF		0.98	

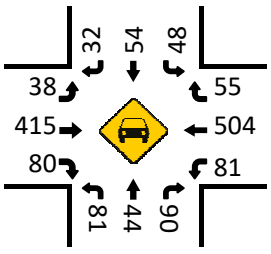
Totals (AM)



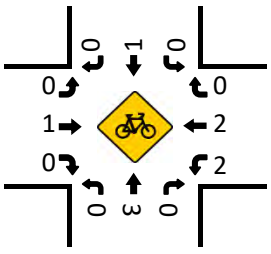
Total Bikes (AM)



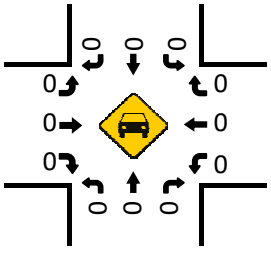
Totals (NOON)



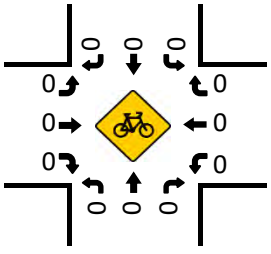
Total Bikes (NOON)



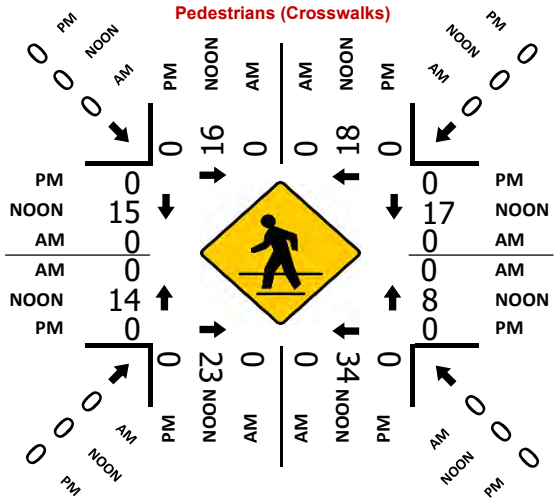
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Ogden Dr & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 22-020152-005
City: Los Angeles

Day: Thursday
Date: 5/12/2022

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	01:00 PM - 02:00 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	12:00 PM - 02:00 PM
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Ogden Dr)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Wilshire Blvd)

AM	NOON	PM		
773	501	519	⇦	
0	1	0	↶	0
0	0	0	↱	0
364	702	1222	→	3
4	6	26	↴	0
AM	NOON	PM		

WESTBOUND (Wilshire Blvd)

PM	NOON	AM		
0	0	0	↰	0
502	497	769	←	2
11	2	2	↰	1
1	1	0	↰	0
1247	717	366	⇨	
PM	NOON	AM		

NORTHBOUND (Ogden Dr)

PM	37	0	17	0	24	PM
NOON	9	1	3	0	14	NOON
AM	6	0	4	0	2	AM

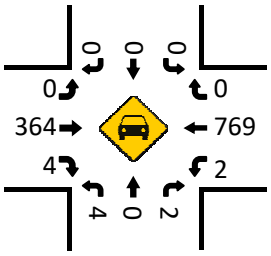
	0	1	0	1

CONTROL

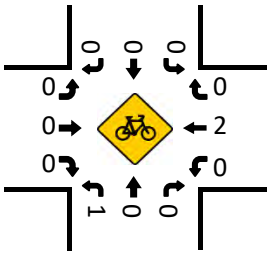
Signalized

TEV	1145 AM	1227 NOON	1803 PM
PHF	0.91	0.93	0.94

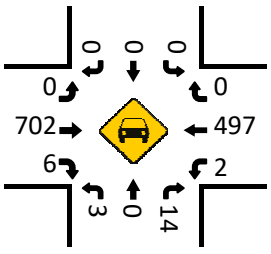
Totals (AM)



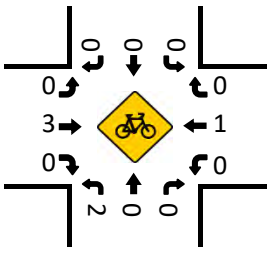
Total Bikes (AM)



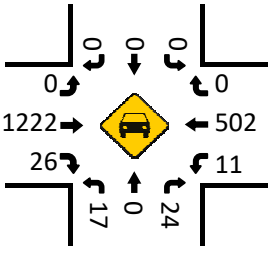
Totals (NOON)



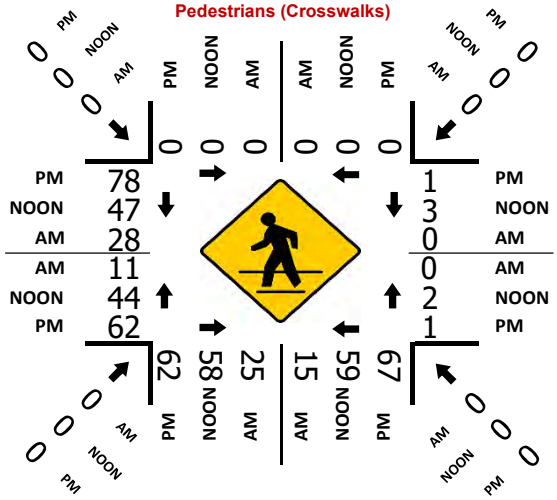
Total Bikes (NOON)



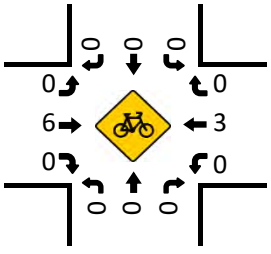
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Ogden Dr & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 22-020152-005
City: Los Angeles

Day: Saturday
Date: 5/14/2022

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND (Ogden Dr)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Wilshire Blvd)

AM	NOON	PM	
0	371	0	
0	0	0	0
0	0	0	0
0	476	0	3
0	11	0	0

WESTBOUND (Wilshire Blvd)

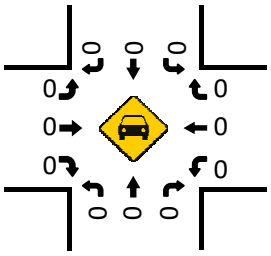
PM	NOON	AM	
0	0	0	0
0	370	0	2
0	0	0	1
0	0	0	0
0	498	0	

NORTHBOUND (Ogden Dr)

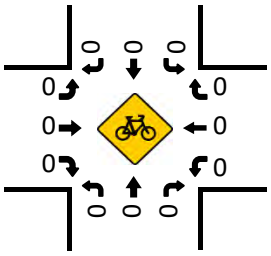
PM	0	0	0	0	0	PM
NOON	11	0	1	0	22	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	880 NOON	0 PM
PHF		0.91	

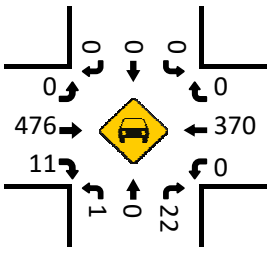
Totals (AM)



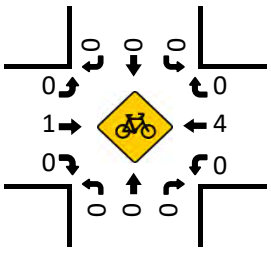
Total Bikes (AM)



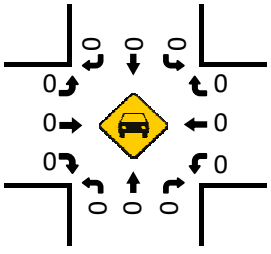
Totals (NOON)



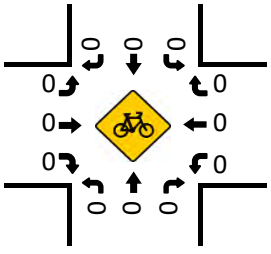
Total Bikes (NOON)



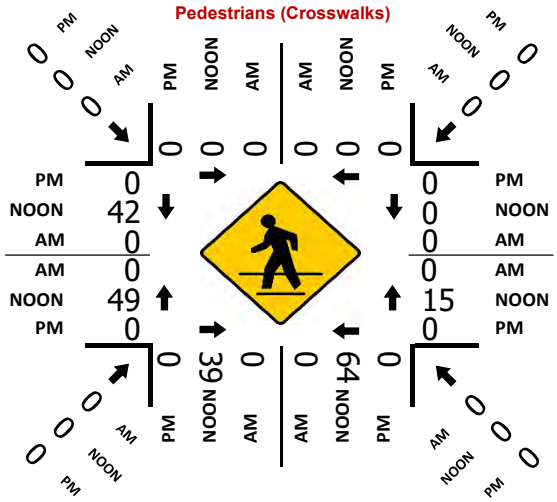
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Spaulding Ave & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 22-020152-004
City: Los Angeles

Day: Thursday
Date: 5/12/2022

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	01:00 PM - 02:00 PM
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	12:00 PM - 02:00 PM
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Spaulding Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Wilshire Blvd)

AM	NOON	PM		
781	498	505	⇦	
0	0	0	↰	0
0	0	0	↱	0
339	677	1220	→	2
34	36	32	↳	0
AM	NOON	PM		

WESTBOUND (Wilshire Blvd)

PM	NOON	AM		
0	0	0	↰	0
480	474	734	←	3
17	19	17	↰	1
0	0	0	↰	0
1256	700	368	⇨	
PM	NOON	AM		

NORTHBOUND (Spaulding Ave)

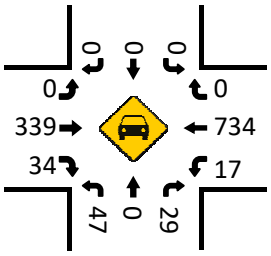
PM	49	0	25	0	36	PM
NOON	56	1	24	0	23	NOON
AM	51	0	47	0	29	AM

CONTROL

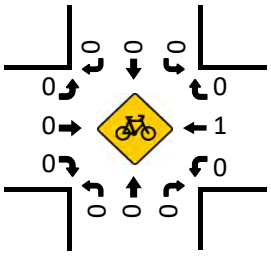
Signalized

TEV	1200 AM	1254 NOON	1810 PM
PHF	0.93	0.93	0.95

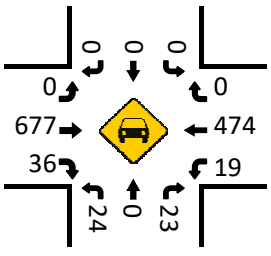
Totals (AM)



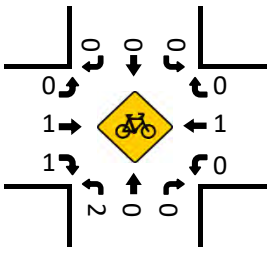
Total Bikes (AM)



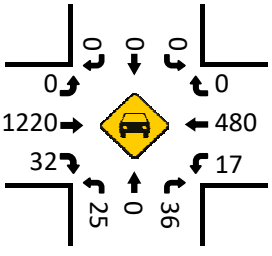
Totals (NOON)



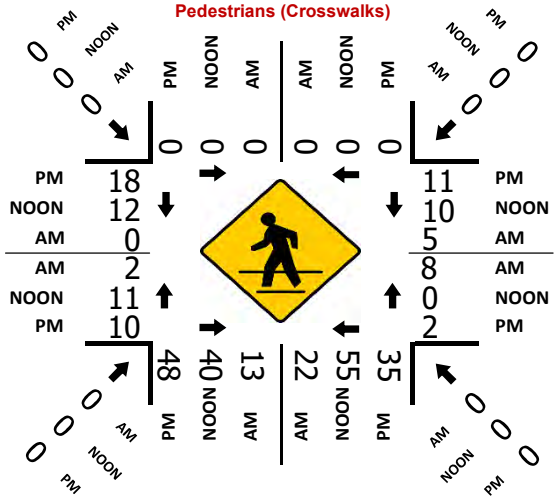
Total Bikes (NOON)



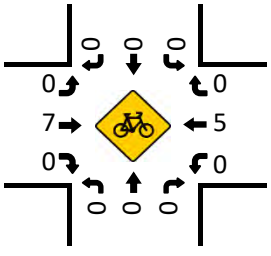
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Spaulding Ave & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 22-020152-004
City: Los Angeles

Day: Saturday
Date: 5/14/2022

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:00 PM - 02:00 PM	12:00 PM - 02:00 PM
NONE	NONE

SOUTHBOUND (Spaulding Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Wilshire Blvd)

AM	NOON	PM	
0	364	0	
0	1	0	0
0	0	0	0
0	443	0	2
0	51	0	0
AM	NOON	PM	

WESTBOUND (Wilshire Blvd)

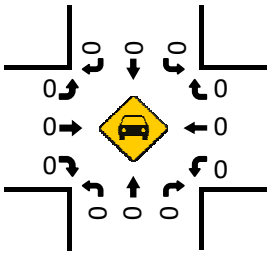
PM	NOON	AM	
0	0	0	0
0	339	0	3
0	26	0	1
0	0	0	0
0	477	0	
PM	NOON	AM	

NORTHBOUND (Spaulding Ave)

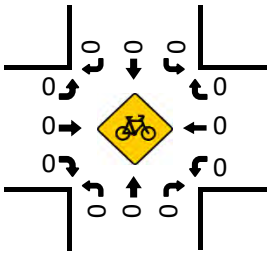
PM	0	0	0	0	0	PM
NOON	77	0	24	0	34	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	918 NOON	0 PM
PHF		0.92	

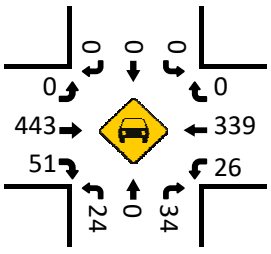
Totals (AM)



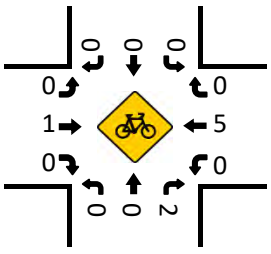
Total Bikes (AM)



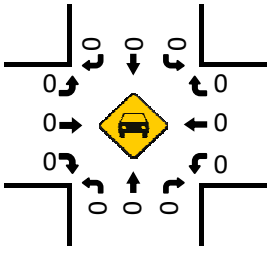
Totals (NOON)



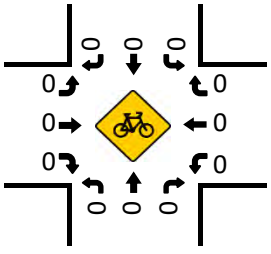
Total Bikes (NOON)



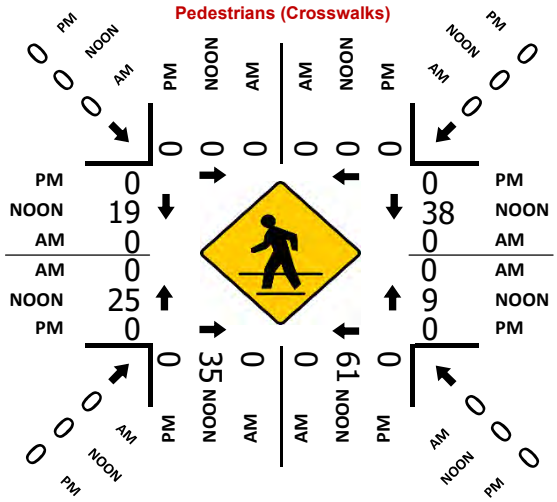
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Curson Ave & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 22-020152-003
City: Los Angeles

Day: Thursday
Date: 5/12/2022

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	01:00 PM - 02:00 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	12:00 PM - 02:00 PM
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	1	2	3	AM
TEV	1695	1562	2234	
PHF	0.95	0.95	0.95	

SOUTHBOUND — Curson Ave

	Left	Thru	Right	U-Turn	
AM	38	158	38	0	321 AM
NOON	70	75	48	0	255 NOON
PM	44	118	40	0	338 PM

EASTBOUND — Wilshire Blvd

	Left	Thru	Right	
AM	2	36	372	8
NOON	2	61	592	16
PM	2	108	1096	40
	0	1	3	0

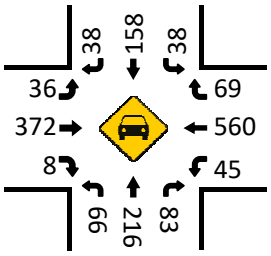
WESTBOUND — Wilshire Blvd

	Left	Thru	Right	
AM	69	560	45	497
NOON	61	389	14	710
PM	64	435	18	1216
	0.5	1.5	1	0

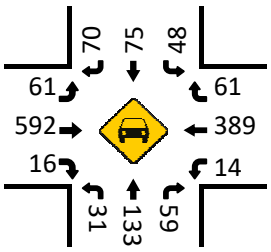
NORTHBOUND — Curson Ave

	Left	Thru	Right	U-Turn	
AM	211	0	66	216	83 AM
NOON	105	0	31	133	59 NOON
PM	176	0	23	166	64 PM
	0	0	1	0	

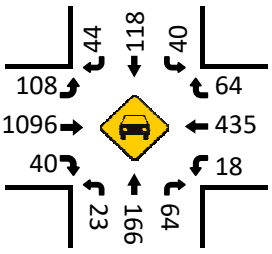
Totals (AM)



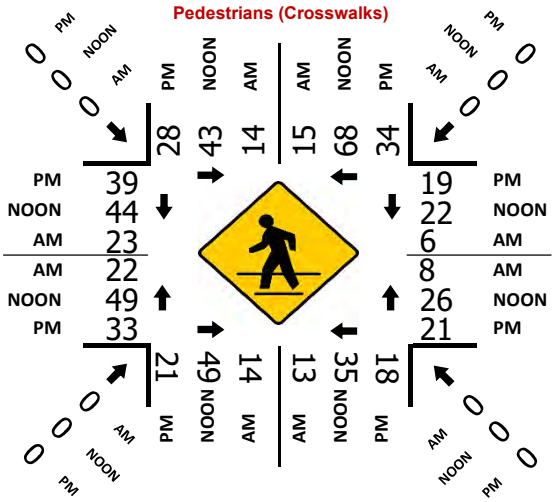
Totals (NOON)



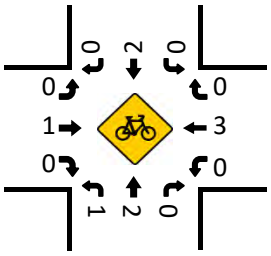
Totals (PM)



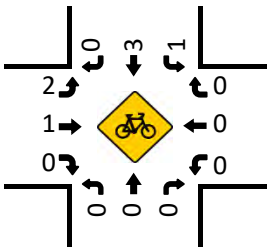
Pedestrians (Crosswalks)



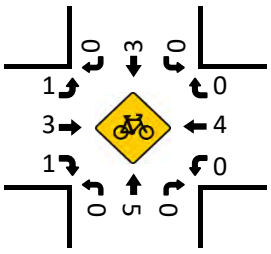
Total Bikes (AM)



Total Bikes (NOON)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Curson Ave & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 22-020152-003
City: Los Angeles

Day: Saturday
Date: 5/14/2022

PEAK HOURS

AM	NOON	PM
NONE	01:00 PM - 02:00 PM	NONE

COUNT PERIODS

AM	NOON	PM
NONE	12:00 PM - 02:00 PM	NONE

SOUTHBOUND (Curson Ave)

AM	0	0	0	0	0	AM
NOON	70	105	38	0	243	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Wilshire Blvd)

AM	NOON	PM	
0	361	0	
0	4	0	0
0	57	0	1
0	401	0	3
0	14	0	0

WESTBOUND (Wilshire Blvd)

PM	NOON	AM	
0	38	0	0.5
0	264	0	1.5
0	12	0	1
0	6	0	0
0	485	0	

NORTHBOUND (Curson Ave)

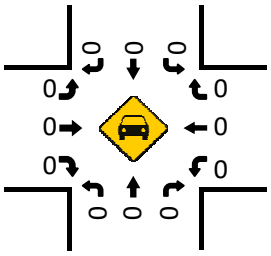
PM	0	0	0	0	0	PM
NOON	131	0	23	148	40	NOON
AM	0	0	0	0	0	AM

CONTROL

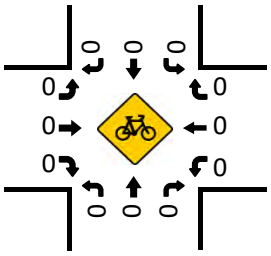
Signalized

	AM	NOON	PM
TEV	0	1220	0
PHF		0.93	

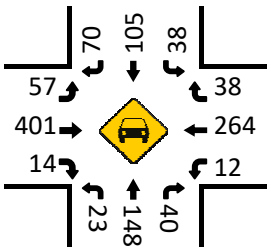
Totals (AM)



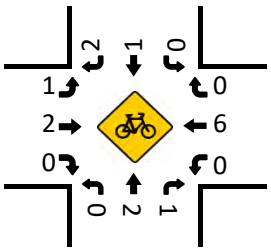
Total Bikes (AM)



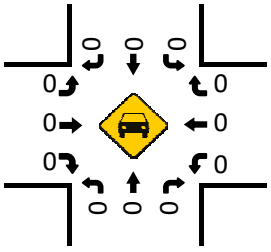
Totals (NOON)



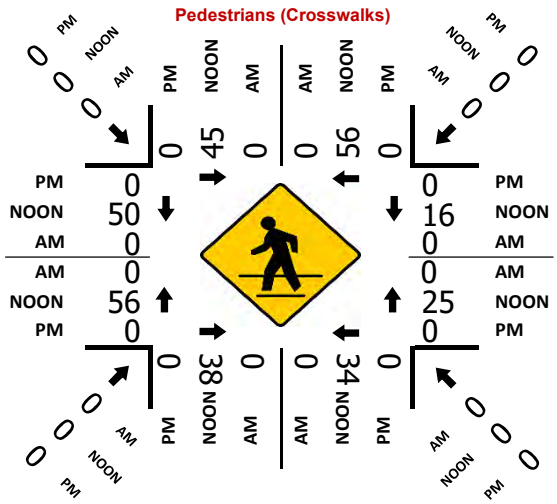
Total Bikes (NOON)



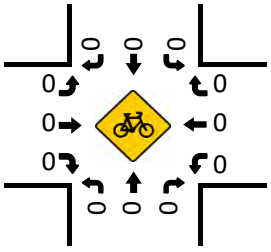
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by NDS/ATD

VOLUME

8th St Bet. Fairfax Ave & Orange Grove Ave

Day: Thursday
Date: 5/12/2022

City: Los Angeles
Project #: CA22_020153_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,648	3,695	7,343

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			3		4		7		12:00			44		41		85	
0:15			2		7		9		12:15			36		53		89	
0:30			1		6		7		12:30			47		30		77	
0:45			6	12	1	18	7	30	12:45			36	163	53	177	89	340
1:00			4		3		7		13:00			36		55		91	
1:15			4		1		5		13:15			48		44		92	
1:30			2		2		4		13:30			46		57		103	
1:45			1	11	1	7	2	18	13:45			52	182	42	198	94	380
2:00			1		0		1		14:00			60		41		101	
2:15			2		2		4		14:15			46		28		74	
2:30			2		2		4		14:30			66		34		100	
2:45			0	5	0	4	0	9	14:45			74	246	27	130	101	376
3:00			1		0		1		15:00			74		31		105	
3:15			0		0		0		15:15			79		57		136	
3:30			1		1		2		15:30			104		26		130	
3:45			1	3	1	2	2	5	15:45			93	350	36	150	129	500
4:00			2		4		6		16:00			117		25		142	
4:15			3		2		5		16:15			114		37		151	
4:30			7		4		11		16:30			140		23		163	
4:45			6	18	2	12	8	30	16:45			163	534	27	112	190	646
5:00			13		4		17		17:00			127		28		155	
5:15			8		3		11		17:15			146		36		182	
5:30			9		7		16		17:30			142		26		168	
5:45			11	41	7	21	18	62	17:45			152	567	28	118	180	685
6:00			17		12		29		18:00			120		35		155	
6:15			8		8		16		18:15			89		40		129	
6:30			8		26		34		18:30			50		27		77	
6:45			9	42	27	73	36	115	18:45			58	317	31	133	89	450
7:00			11		48		59		19:00			43		24		67	
7:15			18		101		119		19:15			43		13		56	
7:30			27		147		174		19:30			51		28		79	
7:45			39	95	156	452	195	547	19:45			53	190	21	86	74	276
8:00			47		156		203		20:00			43		26		69	
8:15			44		171		215		20:15			55		16		71	
8:30			24		196		220		20:30			39		15		54	
8:45			27	142	205	728	232	870	20:45			32	169	16	73	48	242
9:00			35		165		200		21:00			23		24		47	
9:15			23		181		204		21:15			23		12		35	
9:30			39		143		182		21:30			25		9		34	
9:45			33	130	114	603	147	733	21:45			17	88	16	61	33	149
10:00			18		73		91		22:00			16		11		27	
10:15			24		61		85		22:15			21		21		42	
10:30			21		71		92		22:30			24		16		40	
10:45			24	87	48	253	72	340	22:45			14	75	7	55	21	130
11:00			27		63		90		23:00			11		7		18	
11:15			41		62		103		23:15			11		8		19	
11:30			39		41		80		23:30			15		5		20	
11:45			29	136	37	203	66	339	23:45			8	45	6	26	14	71
TOTALS				722		2376		**3098**	**TOTALS**				2926		1319		**4245**
SPLIT %				23.3%		76.7%		**42.2%**	**SPLIT %**				68.9%		31.1%		**57.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,648	3,695	7,343

AM Peak Hour			7:30	8:30	**8:00**	**PM Peak Hour**			16:45	12:45	**16:45**
AM Pk Volume			157	747	**870**	**PM Pk Volume**			578	209	**695**
Pk Hr Factor			0.835	0.911	**0.938**	**Pk Hr Factor**			0.887	0.917	**0.914**
7 - 9 Volume	0	0	237	1180	**1417**	**4 - 6 Volume**	0	0	1101	230	**1331**
7 - 9 Peak Hour			7:30	8:00	**8:00**	**4 - 6 Peak Hour**			16:45	17:00	**16:45**
7 - 9 Pk Volume	0	0	157	728	**870**	**4 - 6 Pk Volume**	0	0	578	118	**695**
Pk Hr Factor	0.000	0.000	0.835	0.888	**0.938**	**Pk Hr Factor**	0.000	0.000	0.887	0.819	**0.914**

Prepared by NDS/ATD

VOLUME

8th St Bet. Fairfax Ave & Orange Grove Ave

Day: Saturday
Date: 5/14/2022

City: Los Angeles
Project #: CA22_020153_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,252	2,528	4,780

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			10		13		23		12:00			34		51		85	
0:15			11		8		19		12:15			31		52		83	
0:30			9		17		26		12:30			36		56		92	
0:45			9	39	5	43	14	82	12:45			46	147	44	203	90	350
1:00			9		7		16		13:00			39		48		87	
1:15			13		5		18		13:15			30		43		73	
1:30			6		3		9		13:30			34		56		90	
1:45			6	34	0	15	6	49	13:45			40	143	64	211	104	354
2:00			4		0		4		14:00			40		66		106	
2:15			3		4		7		14:15			49		51		100	
2:30			3		5		8		14:30			45		66		111	
2:45			4	14	3	12	7	26	14:45			40	174	57	240	97	414
3:00			5		3		8		15:00			39		61		100	
3:15			4		3		7		15:15			45		42		87	
3:30			3		0		3		15:30			36		42		78	
3:45			5	17	1	7	6	24	15:45			37	157	43	188	80	345
4:00			4		3		7		16:00			41		39		80	
4:15			6		2		8		16:15			48		43		91	
4:30			6		7		13		16:30			31		39		70	
4:45			7	23	1	13	8	36	16:45			37	157	43	164	80	321
5:00			2		2		4		17:00			44		52		96	
5:15			1		2		3		17:15			29		41		70	
5:30			2		1		3		17:30			46		21		67	
5:45			0	5	5	10	5	15	17:45			45	164	38	152	83	316
6:00			1		4		5		18:00			39		23		62	
6:15			4		3		7		18:15			35		39		74	
6:30			4		10		14		18:30			37		36		73	
6:45			7	16	3	20	10	36	18:45			25	136	20	118	45	254
7:00			11		8		19		19:00			40		40		80	
7:15			9		9		18		19:15			45		46		91	
7:30			8		13		21		19:30			32		41		73	
7:45			9	37	12	42	21	79	19:45			42	159	38	165	80	324
8:00			10		14		24		20:00			28		32		60	
8:15			9		16		25		20:15			30		25		55	
8:30			12		18		30		20:30			25		28		53	
8:45			20	51	31	79	51	130	20:45			38	121	21	106	59	227
9:00			20		22		42		21:00			29		26		55	
9:15			32		37		69		21:15			22		17		39	
9:30			39		43		82		21:30			24		18		42	
9:45			36	127	26	128	62	255	21:45			22	97	17	78	39	175
10:00			35		33		68		22:00			18		19		37	
10:15			47		46		93		22:15			24		11		35	
10:30			32		46		78		22:30			18		23		41	
10:45			27	141	46	171	73	312	22:45			30	90	20	73	50	163
11:00			29		34		63		23:00			17		44		61	
11:15			42		39		81		23:15			21		36		57	
11:30			30		41		71		23:30			17		35		52	
11:45			38	139	40	154	78	293	23:45			9	64	21	136	30	200
TOTALS				643		694		**1337**	**TOTALS**				1609		1834		**3443**
SPLIT %				48.1%		51.9%		**28.0%**	**SPLIT %**				46.7%		53.3%		**72.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,252	2,528	4,780

AM Peak Hour			9:30	11:45	**11:45**	**PM Peak Hour**			13:45	13:45	**13:45**
AM Pk Volume			157	199	**338**	**PM Pk Volume**			174	247	**421**
Pk Hr Factor			0.835	0.888	**0.918**	**Pk Hr Factor**			0.888	0.936	**0.948**
7 - 9 Volume	0	0	88	121	**209**	**4 - 6 Volume**	0	0	321	316	**637**
7 - 9 Peak Hour			8:00	8:00	**8:00**	**4 - 6 Peak Hour**			17:00	16:15	**16:15**
7 - 9 Pk Volume	0	0	51	79	**130**	**4 - 6 Pk Volume**	0	0	164	177	**337**
Pk Hr Factor	0.000	0.000	0.638	0.637	**0.637**	**Pk Hr Factor**	0.000	0.000	0.891	0.851	**0.878**

Prepared by NDS/ATD

VOLUME

8th St Bet. Stanley Ave & Curson Ave

Day: Thursday
Date: 5/12/2022

City: Los Angeles
Project #: CA22_020153_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,684	3,141	6,825

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			4		1		5		12:00			43		34		77	
0:15			3		2		5		12:15			45		26		71	
0:30			1		7		8		12:30			34		36		70	
0:45			5	13	1	11	6	24	12:45			39	161	45	141	84	302
1:00			2		2		4		13:00			50		33		83	
1:15			1		1		2		13:15			49		35		84	
1:30			2		1		3		13:30			57		36		93	
1:45			0	5	1	5	1	10	13:45			44	200	29	133	73	333
2:00			0		0		0		14:00			62		30		92	
2:15			1		1		2		14:15			59		22		81	
2:30			2		0		2		14:30			59		48		107	
2:45			0	3	0	1	0	4	14:45			82	262	37	137	119	399
3:00			2		0		2		15:00			84		32		116	
3:15			1		1		2		15:15			82		31		113	
3:30			2		2		4		15:30			105		29		134	
3:45			0	5	1	4	1	9	15:45			108	379	38	130	146	509
4:00			2		2		4		16:00			118		35		153	
4:15			0		2		2		16:15			112		39		151	
4:30			2		2		4		16:30			123		31		154	
4:45			1	5	5	11	6	16	16:45			155	508	30	135	185	643
5:00			4		6		10		17:00			132		33		165	
5:15			5		9		14		17:15			139		33		172	
5:30			3		7		10		17:30			151		24		175	
5:45			2	14	13	35	15	49	17:45			113	535	39	129	152	664
6:00			6		8		14		18:00			125		31		156	
6:15			8		14		22		18:15			99		29		128	
6:30			15		20		35		18:30			55		25		80	
6:45			18	47	17	59	35	106	18:45			60	339	33	118	93	457
7:00			21		49		70		19:00			47		28		75	
7:15			23		67		90		19:15			45		20		65	
7:30			42		115		157		19:30			49		19		68	
7:45			47	133	125	356	172	489	19:45			30	171	14	81	44	252
8:00			68		145		213		20:00			32		22		54	
8:15			50		168		218		20:15			40		23		63	
8:30			44		188		232		20:30			24		10		34	
8:45			33	195	188	689	221	884	20:45			26	122	17	72	43	194
9:00			46		168		214		21:00			16		14		30	
9:15			41		127		168		21:15			15		12		27	
9:30			49		126		175		21:30			20		12		32	
9:45			31	167	82	503	113	670	21:45			13	64	12	50	25	114
10:00			43		48		91		22:00			12		10		22	
10:15			39		39		78		22:15			10		10		20	
10:30			38		47		85		22:30			9		6		15	
10:45			29	149	29	163	58	312	22:45			13	44	4	30	17	74
11:00			24		37		61		23:00			9		7		16	
11:15			37		29		66		23:15			7		4		11	
11:30			33		31		64		23:30			7		4		11	
11:45			42	136	31	128	73	264	23:45			4	27	5	20	9	47
TOTALS				872		1965		2837	TOTALS				2812		1176		3988
SPLIT %				30.7%		69.3%		41.6%	SPLIT %				70.5%		29.5%		58.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,684	3,141	6,825

AM Peak Hour			7:45	8:15	8:15	PM Peak Hour			16:45	12:30	16:45
AM Pk Volume			209	712	885	PM Pk Volume			577	149	697
Pk Hr Factor			0.768	0.947	0.954	Pk Hr Factor			0.931	0.828	0.942
7 - 9 Volume	0	0	328	1045	1373	4 - 6 Volume	0	0	1043	264	1307
7 - 9 Peak Hour			7:45	8:00	8:00	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	209	689	884	4 - 6 Pk Volume	0	0	577	135	697
Pk Hr Factor	0.000	0.000	0.768	0.916	0.953	Pk Hr Factor	0.000	0.000	0.931	0.865	0.942

Prepared by NDS/ATD

VOLUME

8th St Bet. Stanley Ave & Curson Ave

Day: Saturday
Date: 5/14/2022

City: Los Angeles
Project #: CA22_020153_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,910	1,504	3,414

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			6		5		11		12:00			26		31		57	
0:15			7		4		11		12:15			36		21		57	
0:30			2		10		12		12:30			37		29		66	
0:45			6	21	2	21	8	42	12:45			48	147	26	107	74	254
1:00			5		5		10		13:00			33		33		66	
1:15			5		8		13		13:15			41		23		64	
1:30			2		5		7		13:30			41		23		64	
1:45			5	17	1	19	6	36	13:45			35	150	31	110	66	260
2:00			2		1		3		14:00			37		33		70	
2:15			2		7		9		14:15			38		32		70	
2:30			2		4		6		14:30			30		24		54	
2:45			2	8	3	15	5	23	14:45			29	134	36	125	65	259
3:00			4		1		5		15:00			40		27		67	
3:15			2		4		6		15:15			47		21		68	
3:30			3		0		3		15:30			40		27		67	
3:45			2	11	3	8	5	19	15:45			32	159	25	100	57	259
4:00			1		3		4		16:00			33		28		61	
4:15			0		2		2		16:15			49		21		70	
4:30			2		3		5		16:30			38		29		67	
4:45			1	4	1	9	2	13	16:45			46	166	19	97	65	263
5:00			1		1		2		17:00			31		24		55	
5:15			1		2		3		17:15			45		25		70	
5:30			0		1		1		17:30			44		17		61	
5:45			3	5	4	8	7	13	17:45			30	150	27	93	57	243
6:00			3		2		5		18:00			43		14		57	
6:15			4		6		10		18:15			28		17		45	
6:30			1		2		3		18:30			29		26		55	
6:45			4	12	5	15	9	27	18:45			24	124	14	71	38	195
7:00			7		5		12		19:00			29		20		49	
7:15			3		6		9		19:15			23		23		46	
7:30			6		11		17		19:30			27		19		46	
7:45			13	29	23	45	36	74	19:45			24	103	16	78	40	181
8:00			10		21		31		20:00			31		14		45	
8:15			15		14		29		20:15			13		16		29	
8:30			17		13		30		20:30			19		14		33	
8:45			21	63	29	77	50	140	20:45			15	78	13	57	28	135
9:00			17		18		35		21:00			20		25		45	
9:15			25		26		51		21:15			12		11		23	
9:30			37		21		58		21:30			14		18		32	
9:45			26	105	23	88	49	193	21:45			11	57	17	71	28	128
10:00			27		41		68		22:00			15		10		25	
10:15			28		28		56		22:15			16		13		29	
10:30			40		31		71		22:30			14		7		21	
10:45			28	123	25	125	53	248	22:45			17	62	8	38	25	100
11:00			40		27		67		23:00			9		10		19	
11:15			31		21		52		23:15			15		6		21	
11:30			38		30		68		23:30			12		6		18	
11:45			33	142	22	100	55	242	23:45			4	40	5	27	9	67
TOTALS				540		530		**1070**	**TOTALS**				1370		974		**2344**
SPLIT %				50.5%		49.5%		**31.3%**	**SPLIT %**				58.4%		41.6%		**68.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,910	1,504	3,414

AM Peak Hour			11:00	10:00	**10:00**	**PM Peak Hour**			16:00	14:00	**12:30**
AM Pk Volume			142	125	**248**	**PM Pk Volume**			166	125	**270**
Pk Hr Factor			0.888	0.762	**0.873**	**Pk Hr Factor**			0.847	0.868	**0.912**
7 - 9 Volume	0	0	92	122	**214**	**4 - 6 Volume**	0	0	316	190	**506**
7 - 9 Peak Hour			8:00	8:00	**8:00**	**4 - 6 Peak Hour**			16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	63	77	**140**	**4 - 6 Pk Volume**	0	0	166	97	**263**
Pk Hr Factor	0.000	0.000	0.750	0.664	**0.700**	**Pk Hr Factor**	0.000	0.000	0.847	0.836	**0.939**

Prepared by NDS/ATD

VOLUME

Orange Grove Ave Bet. Wilshire Blvd & 8th St

Day: Thursday
Date: 5/12/2022

City: Los Angeles
Project #: CA22_020153_003

DAILY TOTALS	NB	SB	EB	WB	Total
	211	576	0	0	787

AM Period	NB		SB		EB		WB		TOTAL	
0:00	1		2						3	
0:15	0		0						0	
0:30	0		1						1	
0:45	0	1	0	3					0	4
1:00	0		0						0	
1:15	0		0						0	
1:30	0		0						0	
1:45	0		0						0	
2:00	0		0						0	
2:15	0		0						0	
2:30	0		0						0	
2:45	0		0						0	
3:00	0		0						0	
3:15	0		0						0	
3:30	0		0						0	
3:45	0		0						0	
4:00	0		0						0	
4:15	1		0						1	
4:30	3		2						5	
4:45	1	5	1	3					2	8
5:00	1		0						1	
5:15	1		0						1	
5:30	1		1						2	
5:45	1	4	0	1					1	5
6:00	0		1						1	
6:15	2		2						4	
6:30	0		5						5	
6:45	0	2	1	9					1	11
7:00	1		2						3	
7:15	0		1						1	
7:30	1		1						2	
7:45	3	5	2	6					5	11
8:00	13		6						19	
8:15	10		6						16	
8:30	11		3						14	
8:45	13	47	10	25					23	72
9:00	10		6						16	
9:15	3		0						3	
9:30	4		6						10	
9:45	5	22	7	19					12	41
10:00	2		3						5	
10:15	3		11						14	
10:30	4		2						6	
10:45	2	11	2	18					4	29
11:00	2		3						5	
11:15	2		11						13	
11:30	2		3						5	
11:45	1	7	7	24					8	31
TOTALS		104		108						**212**
SPLIT %		49.1%		50.9%						**26.9%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	1		5						6	
12:15	0		16						16	
12:30	3		15						18	
12:45	3	7	7	43					10	50
13:00	4		17						21	
13:15	5		16						21	
13:30	0		16						16	
13:45	5	14	18	67					23	81
14:00	0		16						16	
14:15	5		16						21	
14:30	4		16						20	
14:45	4	13	18	66					22	79
15:00	4		12						16	
15:15	3		23						26	
15:30	1		12						13	
15:45	3	11	15	62					18	73
16:00	2		14						16	
16:15	3		13						16	
16:30	2		10						12	
16:45	2	9	11	48					13	57
17:00	5		20						25	
17:15	2		11						13	
17:30	4		7						11	
17:45	0	11	8	46					8	57
18:00	1		16						17	
18:15	5		17						22	
18:30	4		16						20	
18:45	3	13	9	58					12	71
19:00	0		9						9	
19:15	1		5						6	
19:30	2		6						8	
19:45	3	6	1	21					4	27
20:00	4		9						13	
20:15	5		2						7	
20:30	2		3						5	
20:45	0	11	6	20					6	31
21:00	1		5						6	
21:15	0		1						1	
21:30	3		1						4	
21:45	4	8	7	14					11	22
22:00	0		2						2	
22:15	0		5						5	
22:30	1		9						10	
22:45	1	2	2	18					3	20
23:00	0		0						0	
23:15	1		3						4	
23:30	1		2						3	
23:45	0	2	0	5					0	7
TOTALS		107		468						**575**
SPLIT %		18.6%		81.4%						**73.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	211	576	0	0	787

AM Peak Hour	8:00	11:45			**8:00**	**PM Peak Hour**	14:15	14:30			**14:30**
AM Pk Volume	47	43			**72**	**PM Pk Volume**	17	69			**84**
Pk Hr Factor	0.904	0.672			**0.783**	**Pk Hr Factor**	0.850	0.750			**0.808**
7 - 9 Volume	52	31	0	0	**83**	**4 - 6 Volume**	20	94	0	0	**114**
7 - 9 Peak Hour	8:00	8:00			**8:00**	**4 - 6 Peak Hour**	16:45	16:15			**16:15**
7 - 9 Pk Volume	47	25	0	0	**72**	**4 - 6 Pk Volume**	13	54	0	0	**66**
Pk Hr Factor	0.904	0.625	0.000	0.000	**0.783**	**Pk Hr Factor**	0.650	0.675	0.000	0.000	**0.660**

Prepared by NDS/ATD

VOLUME

Orange Grove Ave Bet. Wilshire Blvd & 8th St

Day: Saturday
Date: 5/14/2022

City: Los Angeles
Project #: CA22_020153_003

DAILY TOTALS	NB	SB	EB	WB	Total
	225	929	0	0	1,154

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	0		2				2		12:00	3		17				20	
0:15	2		1				3		12:15	2		25				27	
0:30	0		1				1		12:30	2		20				22	
0:45	2	4	1	5			3	9	12:45	3	10	21	83			24	93
1:00	0		1				1		13:00	1		14				15	
1:15	0		1				1		13:15	2		16				18	
1:30	1		0				1		13:30	2		15				17	
1:45	0	1	1	3			1	4	13:45	5	10	26	71			31	81
2:00	0		0				0		14:00	4		17				21	
2:15	2		0				2		14:15	4		22				26	
2:30	1		0				1		14:30	8		30				38	
2:45	0	3	1	1			1	4	14:45	4	20	22	91			26	111
3:00	0		0				0		15:00	4		23				27	
3:15	0		0				0		15:15	3		16				19	
3:30	0		0				0		15:30	3		25				28	
3:45	0		1	1			1	1	15:45	4	14	17	81			21	95
4:00	1		0				1		16:00	4		14				18	
4:15	0		2				2		16:15	5		21				26	
4:30	2		2				4		16:30	3		18				21	
4:45	0	3	0	4			0	7	16:45	4	16	31	84			35	100
5:00	0		0				0		17:00	4		33				37	
5:15	0		0				0		17:15	2		22				24	
5:30	0		0				0		17:30	3		12				15	
5:45	0		0				0		17:45	5	14	10	77			15	91
6:00	0		0				0		18:00	2		8				10	
6:15	0		1				1		18:15	2		21				23	
6:30	0		3				3		18:30	7		13				20	
6:45	0		0	4			0	4	18:45	4	15	7	49			11	64
7:00	0		0				0		19:00	7		19				26	
7:15	2		1				3		19:15	6		28				34	
7:30	0		0				0		19:30	5		18				23	
7:45	0	2	1	2			1	4	19:45	3	21	13	78			16	99
8:00	0		0				0		20:00	2		14				16	
8:15	1		4				5		20:15	5		14				19	
8:30	1		2				3		20:30	6		8				14	
8:45	3	5	4	10			7	15	20:45	0	13	3	39			3	52
9:00	1		2				3		21:00	3		6				9	
9:15	2		4				6		21:15	1		4				5	
9:30	3		9				12		21:30	3		5				8	
9:45	5	11	1	16			6	27	21:45	3	10	10	25			13	35
10:00	4		6				10		22:00	2		9				11	
10:15	3		10				13		22:15	3		4				7	
10:30	6		8				14		22:30	2		17				19	
10:45	4	17	10	34			14	51	22:45	4	11	11	41			15	52
11:00	5		12				17		23:00	2		17				19	
11:15	7		11				18		23:15	2		30				32	
11:30	3		13				16		23:30	2		24				26	
11:45	3	18	13	49			16	67	23:45	1	7	10	81			11	88
TOTALS		64		129				**193**	**TOTALS**		161		800				**961**
SPLIT %		33.2%		66.8%				**16.7%**	**SPLIT %**		16.8%		83.2%				**83.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	225	929	0	0	1,154

AM Peak Hour	10:30	11:45			**11:45**	**PM Peak Hour**	18:30	16:30			**16:15**
AM Pk Volume	22	75			**85**	**PM Pk Volume**	24	104			**119**
Pk Hr Factor	0.786	0.750			**0.787**	**Pk Hr Factor**	0.857	0.788			**0.804**
7 - 9 Volume	7	12	0	0	**19**	**4 - 6 Volume**	30	161	0	0	**191**
7 - 9 Peak Hour	8:00	8:00			**8:00**	**4 - 6 Peak Hour**	16:00	16:30			**16:15**
7 - 9 Pk Volume	5	10	0	0	**15**	**4 - 6 Pk Volume**	16	104	0	0	**119**
Pk Hr Factor	0.417	0.625	0.000	0.000	**0.536**	**Pk Hr Factor**	0.800	0.788	0.000	0.000	**0.804**

Prepared by NDS/ATD

VOLUME

Ogden Dr Bet. Wilshire Blvd & 8th st

Day: Thursday
Date: 5/12/2022

City: Los Angeles
Project #: CA22_020153_004

DAILY TOTALS	NB	SB	EB	WB	Total
	173	222	0	0	395

AM Period	NB		SB		EB		WB		TOTAL	
0:00	0		1						1	
0:15	2		0						2	
0:30	0		0						0	
0:45	0	2	0	1					0	3
1:00	0		0						0	
1:15	0		0						0	
1:30	1		0						1	
1:45	0	1	0						0	1
2:00	0		0						0	
2:15	2		0						2	
2:30	0		0						0	
2:45	0	2	0						0	2
3:00	0		0						0	
3:15	0		1						1	
3:30	0		0						0	
3:45	1	1	0	1					1	2
4:00	1		1						2	
4:15	2		1						3	
4:30	0		1						1	
4:45	3	6	0	3					3	9
5:00	3		2						5	
5:15	4		2						6	
5:30	0		1						1	
5:45	0	7	1	6					1	13
6:00	0		0						0	
6:15	0		0						0	
6:30	0		0						0	
6:45	0		0						0	
7:00	0		0						0	
7:15	0		0						0	
7:30	0		0						0	
7:45	0		0						0	
8:00	1		0						1	
8:15	2		1						3	
8:30	1		0						1	
8:45	1	5	0	1					1	6
9:00	1		0						1	
9:15	0		1						1	
9:30	1		0						1	
9:45	0	2	1	2					1	4
10:00	1		0						1	
10:15	0		0						0	
10:30	0		0						0	
10:45	1	2	0						1	2
11:00	1		0						1	
11:15	0		0						0	
11:30	1		0						1	
11:45	0	2	0						0	2
TOTALS		30		14						**44**
SPLIT %		68.2%		31.8%						**11.1%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		0						0	
12:15	0		1						1	
12:30	0		0						0	
12:45	2	2	0	1					2	3
13:00	0		0						0	
13:15	1		1						2	
13:30	4		2						6	
13:45	5	10	1	4					6	14
14:00	5		6						11	
14:15	2		8						10	
14:30	3		6						9	
14:45	2	12	1	21					3	33
15:00	2		8						10	
15:15	8		5						13	
15:30	4		2						6	
15:45	3	17	11	26					14	43
16:00	4		3						7	
16:15	2		7						9	
16:30	6		5						11	
16:45	4	16	6	21					10	37
17:00	6		11						17	
17:15	3		4						7	
17:30	2		5						7	
17:45	4	15	4	24					8	39
18:00	6		10						16	
18:15	4		4						8	
18:30	4		6						10	
18:45	2	16	4	24					6	40
19:00	2		6						8	
19:15	3		8						11	
19:30	1		7						8	
19:45	2	8	7	28					9	36
20:00	3		5						8	
20:15	3		5						8	
20:30	4		5						9	
20:45	7	17	7	22					14	39
21:00	2		3						5	
21:15	4		3						7	
21:30	4		4						8	
21:45	4	14	2	12					6	26
22:00	4		2						6	
22:15	4		4						8	
22:30	2		4						6	
22:45	2	12	5	15					7	27
23:00	0		2						2	
23:15	3		6						9	
23:30	1		1						2	
23:45	0	4	1	10					1	14
TOTALS		143		208						**351**
SPLIT %		40.7%		59.3%						**88.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	173	222	0	0	395

AM Peak Hour	4:30	5:00			**4:30**	**PM Peak Hour**	15:15	16:15			**16:15**
AM Pk Volume	10	6			**15**	**PM Pk Volume**	19	29			**47**
Pk Hr Factor	0.625	0.750			**0.625**	**Pk Hr Factor**	0.594	0.659			**0.691**
7 - 9 Volume	5	1	0	0	**6**	**4 - 6 Volume**	31	45	0	0	**76**
7 - 9 Peak Hour	8:00	7:30			**8:00**	**4 - 6 Peak Hour**	16:30	16:15			**16:15**
7 - 9 Pk Volume	5	1	0	0	**6**	**4 - 6 Pk Volume**	19	29	0	0	**47**
Pk Hr Factor	0.625	0.250	0.000	0.000	**0.500**	**Pk Hr Factor**	0.792	0.659	0.000	0.000	**0.691**

Prepared by NDS/ATD

VOLUME

Ogden Dr Bet. Wilshire Blvd & 8th st

Day: Saturday
Date: 5/14/2022

City: Los Angeles
Project #: CA22_020153_004

DAILY TOTALS	NB	SB	EB	WB	Total
	297	389	0	0	686

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	2		4				6		12:00	2		5				7	
0:15	2		1				3		12:15	4		3				7	
0:30	0		1				1		12:30	2		8				10	
0:45	0	4	1	7			1	11	12:45	4	12	6	22			10	34
1:00	1		0				1		13:00	3		8				11	
1:15	0		1				1		13:15	6		6				12	
1:30	3		1				4		13:30	5		4				9	
1:45	1	5	1	3			2	8	13:45	7	21	7	25			14	46
2:00	0		0				0		14:00	3		9				12	
2:15	0		3				3		14:15	7		5				12	
2:30	1		2				3		14:30	5		6				11	
2:45	1	2	0	5			1	7	14:45	3	18	5	25			8	43
3:00	1		0				1		15:00	8		10				18	
3:15	0		0				0		15:15	4		7				11	
3:30	0		0				0		15:30	5		11				16	
3:45	0	1	0				0	1	15:45	6	23	9	37			15	60
4:00	4		1				5		16:00	3		7				10	
4:15	8		1				9		16:15	1		10				11	
4:30	4		0				4		16:30	9		8				17	
4:45	3	19	0	2			3	21	16:45	7	20	13	38			20	58
5:00	1		0				1		17:00	1		8				9	
5:15	0		0				0		17:15	4		7				11	
5:30	1		0				1		17:30	5		2				7	
5:45	0	2	0				0	2	17:45	2	12	5	22			7	34
6:00	0		0				0		18:00	6		1				7	
6:15	1		1				2		18:15	3		5				8	
6:30	2		1				3		18:30	6		7				13	
6:45	1	4	1	3			2	7	18:45	7	22	6	19			13	41
7:00	2		1				3		19:00	5		15				20	
7:15	1		1				2		19:15	6		6				12	
7:30	2		0				2		19:30	3		5				8	
7:45	1	6	0	2			1	8	19:45	5	19	4	30			9	49
8:00	1		1				2		20:00	7		11				18	
8:15	1		1				2		20:15	3		3				6	
8:30	2		2				4		20:30	3		7				10	
8:45	5	9	2	6			7	15	20:45	2	15	4	25			6	40
9:00	1		3				4		21:00	1		10				11	
9:15	1		0				1		21:15	3		7				10	
9:30	6		3				9		21:30	3		6				9	
9:45	4	12	2	8			6	20	21:45	0	7	8	31			8	38
10:00	6		2				8		22:00	2		3				5	
10:15	3		9				12		22:15	4		5				9	
10:30	5		12				17		22:30	3		3				6	
10:45	8	22	9	32			17	54	22:45	3	12	4	15			7	27
11:00	10		7				17		23:00	2		1				3	
11:15	7		6				13		23:15	2		5				7	
11:30	3		6				9		23:30	1		3				4	
11:45	5	25	3	22			8	47	23:45	0	5	1	10			1	15
TOTALS		111		90				**201**	**TOTALS**		186		299				**485**
SPLIT %		55.2%		44.8%				**29.3%**	**SPLIT %**		38.4%		61.6%				**70.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	297	389	0	0	686

AM Peak Hour	10:30	10:15			**10:30**	**PM Peak Hour**	18:30	16:15			**15:00**
AM Pk Volume	30	37			**64**	**PM Pk Volume**	24	39			**60**
Pk Hr Factor	0.750	0.771			**0.941**	**Pk Hr Factor**	0.857	0.750			**0.833**
7 - 9 Volume	15	8	0	0	**23**	**4 - 6 Volume**	32	60	0	0	**92**
7 - 9 Peak Hour	8:00	8:00			**8:00**	**4 - 6 Peak Hour**	16:30	16:15			**16:00**
7 - 9 Pk Volume	9	6	0	0	**15**	**4 - 6 Pk Volume**	21	39	0	0	**58**
Pk Hr Factor	0.450	0.750	0.000	0.000	**0.536**	**Pk Hr Factor**	0.583	0.750	0.000	0.000	**0.725**

Prepared by NDS/ATD

VOLUME

Spaulding Ave Bet. Wilshire Blvd & 8th St

Day: Thursday
Date: 5/12/2022

City: Los Angeles
Project #: CA22_020153_005

DAILY TOTALS	NB	SB	EB	WB	Total
	758	720	0	0	1,478

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	0		5				5		12:00	11		11				22	
0:15	1		7				8		12:15	11		22				33	
0:30	0		3				3		12:30	10		11				21	
0:45	1	2	1	16			2	18	12:45	10	42	9	53			19	95
1:00	1		2				3		13:00	5		13				18	
1:15	1		0				1		13:15	15		8				23	
1:30	0		0				0		13:30	6		13				19	
1:45	0	2	0	2			0	4	13:45	11	37	14	48			25	85
2:00	0		0				0		14:00	9		16				25	
2:15	0		0				0		14:15	9		8				17	
2:30	0		0				0		14:30	13		8				21	
2:45	0		0				0		14:45	10	41	14	46			24	87
3:00	0		0				0		15:00	17		12				29	
3:15	0		1				1		15:15	11		14				25	
3:30	0		4				4		15:30	9		23				32	
3:45	1	1	0	5			1	6	15:45	12	49	17	66			29	115
4:00	1		0				1		16:00	7		9				16	
4:15	0		0				0		16:15	6		13				19	
4:30	1		0				1		16:30	14		10				24	
4:45	3	5	1	1			4	6	16:45	6	33	13	45			19	78
5:00	3		0				3		17:00	12		16				28	
5:15	8		0				8		17:15	5		17				22	
5:30	3		0				3		17:30	9		14				23	
5:45	11	25	2	2			13	27	17:45	10	36	12	59			22	95
6:00	16		8				24		18:00	5		8				13	
6:15	11		4				15		18:15	4		11				15	
6:30	10		5				15		18:30	8		11				19	
6:45	12	49	4	21			16	70	18:45	11	28	15	45			26	73
7:00	9		6				15		19:00	9		8				17	
7:15	16		10				26		19:15	8		9				17	
7:30	18		6				24		19:30	3		7				10	
7:45	22	65	11	33			33	98	19:45	3	23	10	34			13	57
8:00	22		10				32		20:00	4		11				15	
8:15	25		15				40		20:15	6		8				14	
8:30	32		11				43		20:30	7		7				14	
8:45	23	102	8	44			31	146	20:45	7	24	2	28			9	52
9:00	26		13				39		21:00	6		7				13	
9:15	20		14				34		21:15	1		2				3	
9:30	18		11				29		21:30	2		6				8	
9:45	17	81	10	48			27	129	21:45	3	12	2	17			5	29
10:00	8		8				16		22:00	3		6				9	
10:15	13		13				26		22:15	1		2				3	
10:30	13		6				19		22:30	2		4				6	
10:45	10	44	11	38			21	82	22:45	1	7	2	14			3	21
11:00	14		12				26		23:00	0		2				2	
11:15	15		9				24		23:15	0		4				4	
11:30	12		8				20		23:30	2		3				5	
11:45	7	48	16	45			23	93	23:45	0	2	1	10			1	12
TOTALS		424		255				**679**	**TOTALS**		334		465				**799**
SPLIT %		62.4%		37.6%				**45.9%**	**SPLIT %**		41.8%		58.2%				**54.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	758	720	0	0	1,478

AM Peak Hour	8:15	11:45					**8:15**		**PM Peak Hour**	14:30	15:00					**15:00**		
AM Pk Volume	106	60					**153**		**PM Pk Volume**	51	66					**115**		
Pk Hr Factor	0.828	0.682					**0.890**		**Pk Hr Factor**	0.750	0.717					**0.898**		
7 - 9 Volume	167	77	0	0			**244**		**4 - 6 Volume**	69	104	0	0			**173**		
7 - 9 Peak Hour	8:00	7:45					**7:45**		**4 - 6 Peak Hour**	16:15	16:45					**17:00**		
7 - 9 Pk Volume	102	47	0	0			**148**		**4 - 6 Pk Volume**	38	60	0	0			**95**		
Pk Hr Factor	0.797	0.783	0.000	0.000			**0.860**		**Pk Hr Factor**	0.679	0.882	0.000	0.000			**0.848**		

Prepared by NDS/ATD

VOLUME

Spaulding Ave Bet. Wilshire Blvd & 8th St

Day: Saturday
Date: 5/14/2022

City: Los Angeles
Project #: CA22_020153_005

DAILY TOTALS	NB	SB	EB	WB	Total
	464	547	0	0	1,011

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	0		3						3		12:00	9		11						20	
0:15	3		6						9		12:15	7		11						18	
0:30	0		2						2		12:30	14		13						27	
0:45	2	5	2	13					4	18	12:45	10	40	17	52					27	92
1:00	1		2						3		13:00	15		14						29	
1:15	0		1						1		13:15	13		18						31	
1:30	3		1						4		13:30	13		18						31	
1:45	0	4	1	5					1	9	13:45	7	48	21	71					28	119
2:00	1		1						2		14:00	11		11						22	
2:15	0		0						0		14:15	12		12						24	
2:30	0		1						1		14:30	8		16						24	
2:45	0	1	0	2					0	3	14:45	11	42	14	53					25	95
3:00	1		0						1		15:00	12		11						23	
3:15	2		2						4		15:15	8		16						24	
3:30	0		5						5		15:30	9		9						18	
3:45	1	4	0	7					1	11	15:45	8	37	5	41					13	78
4:00	0		0						0		16:00	6		4						10	
4:15	0		0						0		16:15	11		15						26	
4:30	2		1						3		16:30	8		7						15	
4:45	0	2	0	1					0	3	16:45	4	29	8	34					12	63
5:00	1		2						3		17:00	6		9						15	
5:15	2		1						3		17:15	8		3						11	
5:30	0		0						0		17:30	5		12						17	
5:45	1	4	0	3					1	7	17:45	3	22	7	31					10	53
6:00	1		1						2		18:00	4		5						9	
6:15	1		0						1		18:15	5		4						9	
6:30	0		0						0		18:30	3		9						12	
6:45	3	5	1	2					4	7	18:45	7	19	4	22					11	41
7:00	4		2						6		19:00	5		7						12	
7:15	3		2						5		19:15	1		6						7	
7:30	7		0						7		19:30	3		4						7	
7:45	5	19	2	6					7	25	19:45	6	15	10	27					16	42
8:00	6		2						8		20:00	6		8						14	
8:15	6		5						11		20:15	4		9						13	
8:30	8		2						10		20:30	1		6						7	
8:45	11	31	4	13					15	44	20:45	8	19	7	30					15	49
9:00	5		2						7		21:00	6		5						11	
9:15	5		6						11		21:15	2		5						7	
9:30	9		4						13		21:30	3		9						12	
9:45	11	30	8	20					19	50	21:45	2	13	2	21					4	34
10:00	8		6						14		22:00	2		6						8	
10:15	8		6						14		22:15	1		4						5	
10:30	9		17						26		22:30	4		1						5	
10:45	3	28	4	33					7	61	22:45	1	8	2	13					3	21
11:00	6		12						18		23:00	3		6						9	
11:15	7		5						12		23:15	5		3						8	
11:30	7		5						12		23:30	3		5						8	
11:45	7	27	8	30					15	57	23:45	1	12	3	17					4	29
TOTALS		160		135						295	TOTALS		304		412						716
SPLIT %		54.2%		45.8%						29.2%	SPLIT %		42.5%		57.5%						70.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	464	547	0	0	1,011

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	12:30	13:00			13:00
AM Pk Volume	37	43			80	PM Pk Volume	52	71			119
Pk Hr Factor	0.661	0.827			0.741	Pk Hr Factor	0.867	0.845			0.960
7 - 9 Volume	50	19	0	0	69	4 - 6 Volume	51	65	0	0	116
7 - 9 Peak Hour	8:00	8:00			8:00	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	31	13	0	0	44	4 - 6 Pk Volume	29	39	0	0	68
Pk Hr Factor	0.705	0.650	0.000	0.000	0.733	Pk Hr Factor	0.659	0.650	0.000	0.000	0.654

Prepared by NDS/ATD

VOLUME

Stanley Ave Bet. Wilshire Blvd & 8th St

Day: Thursday
Date: 5/12/2022

City: Los Angeles
Project #: CA22_020153_006

DAILY TOTALS	NB	SB	EB	WB	Total
	381	515	0	0	896

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		1						2		12:00	11		5						16	
00:15	1		0						1		12:15	8		6						14	
00:30	2		0						2		12:30	7		8						15	
00:45	0	4	0	1					0	5	12:45	5	31	6	25					11	56
01:00	0		0						0		13:00	8		6						14	
01:15	0		0						0		13:15	4		18						22	
01:30	0		0						0		13:30	5		10						15	
01:45	0		0						0		13:45	6	23	10	44					16	67
02:00	0		0						0		14:00	6		12						18	
02:15	0		0						0		14:15	6		18						24	
02:30	0		0						0		14:30	6		11						17	
02:45	0		0						0		14:45	2	20	14	55					16	75
03:00	0		0						0		15:00	2		25						27	
03:15	1		0						1		15:15	2		17						19	
03:30	0		1						1		15:30	3		10						13	
03:45	0	1	0	1					0	2	15:45	6	13	10	62					16	75
04:00	1		0						1		16:00	5		12						17	
04:15	0		0						0		16:15	4		7						11	
04:30	1		0						1		16:30	3		7						10	
04:45	1	3	1	1					2	4	16:45	3	15	15	41					18	56
05:00	2		0						2		17:00	3		16						19	
05:15	1		1						2		17:15	4		6						10	
05:30	1		0						1		17:30	6		13						19	
05:45	3	7	2	3					5	10	17:45	8	21	14	49					22	70
06:00	5		3						8		18:00	3		14						17	
06:15	1		0						1		18:15	6		6						12	
06:30	2		2						4		18:30	7		13						20	
06:45	2	10	2	7					4	17	18:45	3	19	11	44					14	63
07:00	5		3						8		19:00	3		8						11	
07:15	3		4						7		19:15	1		3						4	
07:30	13		6						19		19:30	7		8						15	
07:45	9	30	3	16					12	46	19:45	3	14	6	25					9	39
08:00	6		6						12		20:00	5		3						8	
08:15	8		12						20		20:15	4		1						5	
08:30	9		6						15		20:30	3		2						5	
08:45	12	35	19	43					31	78	20:45	2	14	2	8					4	22
09:00	10		10						20		21:00	2		2						4	
09:15	9		7						16		21:15	3		4						7	
09:30	6		8						14		21:30	2		1						3	
09:45	4	29	5	30					9	59	21:45	1	8	0	7					1	15
10:00	7		7						14		22:00	1		2						3	
10:15	4		2						6		22:15	2		2						4	
10:30	13		3						16		22:30	3		0						3	
10:45	10	34	7	19					17	53	22:45	0	6	2	6					2	12
11:00	11		6						17		23:00	2		1						3	
11:15	11		8						19		23:15	1		0						1	
11:30	6		2						8		23:30	2		1						3	
11:45	7	35	9	25					16	60	23:45	4	9	1	3					5	12
TOTALS		188		146						334	TOTALS		193		369						562
SPLIT %		56.3%		43.7%						37.3%	SPLIT %		34.3%		65.7%						62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	381	515	0	0	896

AM Peak Hour	10:30	08:15			08:15	PM Peak Hour	12:00	14:15			14:15
AM Pk Volume	45	47			86	PM Pk Volume	31	68			84
Pk Hr Factor	0.865	0.618			0.694	Pk Hr Factor	0.705	0.680			0.778
7 - 9 Volume	65	59	0	0	124	4 - 6 Volume	36	90	0	0	126
7 - 9 Peak Hour	07:30	08:00			08:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	36	43	0	0	78	4 - 6 Pk Volume	21	50	0	0	70
Pk Hr Factor	0.692	0.566	0.000	0.000	0.629	Pk Hr Factor	0.656	0.781	0.000	0.000	0.795

Prepared by NDS/ATD

VOLUME

Stanley Ave Bet. Wilshire Blvd & 8th St

Day: Friday
Date: 5/14/2022

City: Los Angeles
Project #: CA22_020153_006

DAILY TOTALS	NB	SB	EB	WB	Total
	303	275	0	0	578

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2		12:00	9		4						13	
00:15	0		2						2		12:15	10		5						15	
00:30	2		3						5		12:30	3		5						8	
00:45	0	2	1	8					1	10	12:45	4	26	2	16					6	42
01:00	1		1						2		13:00	4		4						8	
01:15	1		0						1		13:15	5		4						9	
01:30	1		4						5		13:30	5		5						10	
01:45	3	6	2	7					5	13	13:45	4	18	7	20					11	38
02:00	1		1						2		14:00	7		7						14	
02:15	1		0						1		14:15	5		4						9	
02:30	0		1						1		14:30	6		5						11	
02:45	1	3	0	2					1	5	14:45	7	25	3	19					10	44
03:00	1		3						4		15:00	6		6						12	
03:15	2		2						4		15:15	6		2						8	
03:30	0		0						0		15:30	4		2						6	
03:45	1	4	1	6					2	10	15:45	2	18	3	13					5	31
04:00	0		0						0		16:00	1		3						4	
04:15	0		0						0		16:15	6		5						11	
04:30	0		1						1		16:30	6		9						15	
04:45	1	1	0	1					1	2	16:45	6	19	5	22					11	41
05:00	1		0						1		17:00	3		6						9	
05:15	1		0						1		17:15	3		6						9	
05:30	0		1						1		17:30	6		3						9	
05:45	0	2	0	1					0	3	17:45	3	15	4	19					7	34
06:00	0		0						0		18:00	3		4						7	
06:15	0		0						0		18:15	6		3						9	
06:30	4		2						6		18:30	6		6						12	
06:45	0	4	0	2					0	6	18:45	4	19	10	23					14	42
07:00	0		1						1		19:00	6		4						10	
07:15	3		0						3		19:15	4		1						5	
07:30	3		2						5		19:30	7		3						10	
07:45	5	11	0	3					5	14	19:45	8	25	9	17					17	42
08:00	3		1						4		20:00	1		1						2	
08:15	0		2						2		20:15	7		2						9	
08:30	3		4						7		20:30	6		2						8	
08:45	1	7	2	9					3	16	20:45	4	18	3	8					7	26
09:00	4		2						6		21:00	1		5						6	
09:15	4		2						6		21:15	2		4						6	
09:30	3		0						3		21:30	2		3						5	
09:45	2	13	3	7					5	20	21:45	1	6	1	13					2	19
10:00	3		7						10		22:00	0		2						2	
10:15	7		1						8		22:15	4		3						7	
10:30	7		5						12		22:30	0		4						4	
10:45	8	25	4	17					12	42	22:45	1	5	3	12					4	17
11:00	5		5						10		23:00	2		1						3	
11:15	6		3						9		23:15	2		5						7	
11:30	8		9						17		23:30	3		1						4	
11:45	3	22	5	22					8	44	23:45	2	9	1	8					3	17
TOTALS		100		85						**185**	**TOTALS**		203		190						**393**
SPLIT %		54.1%		45.9%						**32.0%**	**SPLIT %**		51.7%		48.3%						**68.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	303	275	0	0	578

AM Peak Hour	11:30	11:30			**11:30**	**PM Peak Hour**	12:00	16:30			**16:15**
AM Pk Volume	30	23			**53**	**PM Pk Volume**	26	26			**46**
Pk Hr Factor	0.750	0.639			**0.779**	**Pk Hr Factor**	0.650	0.722			**0.767**
7 - 9 Volume	18	12	0	0	**30**	**4 - 6 Volume**	34	41	0	0	**75**
7 - 9 Peak Hour	07:15	08:00			**07:45**	**4 - 6 Peak Hour**	16:15	16:30			**16:15**
7 - 9 Pk Volume	14	9	0	0	**18**	**4 - 6 Pk Volume**	21	26	0	0	**46**
Pk Hr Factor	0.700	0.563	0.000	0.000	**0.643**	**Pk Hr Factor**	0.875	0.722	0.000	0.000	**0.767**

Prepared by NDS/ATD

VOLUME

Curson Ave Bet. Wilshire Blvd & 8th St

Day: Thursday
Date: 5/12/2022

City: Los Angeles
Project #: CA22_020153_007

DAILY TOTALS	NB	SB	EB	WB	Total
	3,250	1,918	0	0	5,168

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		3				3		12:00	55		22				77	
00:15	1		1				2		12:15	47		23				70	
00:30	3		2				5		12:30	47		35				82	
00:45	2	6	1	7			3	13	12:45	44	193	24	104			68	297
01:00	0		2				2		13:00	60		18				78	
01:15	1		0				1		13:15	59		21				80	
01:30	0		3				3		13:30	44		30				74	
01:45	1	2	4	9			5	11	13:45	48	211	31	100			79	311
02:00	0		1				1		14:00	42		34				76	
02:15	1		4				5		14:15	46		39				85	
02:30	3		2				5		14:30	52		35				87	
02:45	0	4	0	7			0	11	14:45	47	187	43	151			90	338
03:00	0		1				1		15:00	68		32				100	
03:15	0		0				0		15:15	44		49				93	
03:30	0		1				1		15:30	36		43				79	
03:45	0		0	2			0	2	15:45	47	195	39	163			86	358
04:00	1		0				1		16:00	45		40				85	
04:15	1		0				1		16:15	53		38				91	
04:30	0		0				0		16:30	49		41				90	
04:45	1	3	1	1			2	4	16:45	59	206	36	155			95	361
05:00	3		3				6		17:00	48		47				95	
05:15	3		0				3		17:15	64		51				115	
05:30	1		3				4		17:30	55		41				96	
05:45	8	15	3	9			11	24	17:45	66	233	40	179			106	412
06:00	8		5				13		18:00	69		37				106	
06:15	10		2				12		18:15	59		25				84	
06:30	17		8				25		18:30	58		34				92	
06:45	39	74	9	24			48	98	18:45	55	241	32	128			87	369
07:00	36		11				47		19:00	59		25				84	
07:15	52		16				68		19:15	46		28				74	
07:30	64		29				93		19:30	47		18				65	
07:45	78	230	41	97			119	327	19:45	28	180	14	85			42	265
08:00	71		48				119		20:00	39		13				52	
08:15	77		56				133		20:15	43		20				63	
08:30	69		60				129		20:30	25		17				42	
08:45	74	291	61	225			135	516	20:45	22	129	8	58			30	187
09:00	65		37				102		21:00	21		10				31	
09:15	58		29				87		21:15	19		6				25	
09:30	65		22				87		21:30	12		11				23	
09:45	96	284	29	117			125	401	21:45	15	67	11	38			26	105
10:00	66		31				97		22:00	15		9				24	
10:15	48		24				72		22:15	6		8				14	
10:30	49		23				72		22:30	9		7				16	
10:45	67	230	31	109			98	339	22:45	13	43	3	27			16	70
11:00	51		24				75		23:00	4		5				9	
11:15	55		28				83		23:15	6		5				11	
11:30	49		28				77		23:30	9		6				15	
11:45	40	195	24	104			64	299	23:45	12	31	3	19			15	50
TOTALS		1334		711				2045	TOTALS		1916		1207				3123
SPLIT %		65.2%		34.8%				39.6%	SPLIT %		61.4%		38.6%				60.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,250	1,918	0	0	5,168

AM Peak Hour	07:45	08:00				08:00	PM Peak Hour	17:15	17:00				17:15
AM Pk Volume	295	225				516	PM Pk Volume	254	179				423
Pk Hr Factor	0.946	0.922				0.956	Pk Hr Factor	0.920	0.877				0.920
7 - 9 Volume	521	322	0	0		843	4 - 6 Volume	439	334	0	0		773
7 - 9 Peak Hour	07:45	08:00				08:00	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	295	225	0	0		516	4 - 6 Pk Volume	233	179	0	0		412
Pk Hr Factor	0.946	0.922	0.000	0.000		0.956	Pk Hr Factor	0.883	0.877	0.000	0.000		0.896

Prepared by NDS/ATD

VOLUME

Curson Ave Bet. Wilshire Blvd & 8th St

Day: Saturday
Date: 5/14/2022

City: Los Angeles
Project #: CA22_020153_007

DAILY TOTALS	NB	SB	EB	WB	Total
	2,194	1,470	0	0	3,664

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	8		2				10		12:00	64		29				93	
00:15	8		1				9		12:15	37		25				62	
00:30	6		9				15		12:30	49		28				77	
00:45	5	27	2	14			7	41	12:45	46	196	27	109			73	305
01:00	3		3				6		13:00	63		32				95	
01:15	4		3				7		13:15	51		26				77	
01:30	7		2				9		13:30	50		30				80	
01:45	2	16	1	9			3	25	13:45	40	204	42	130			82	334
02:00	2		4				6		14:00	39		48				87	
02:15	3		0				3		14:15	54		25				79	
02:30	7		5				12		14:30	44		25				69	
02:45	3	15	0	9			3	24	14:45	40	177	39	137			79	314
03:00	0		1				1		15:00	55		26				81	
03:15	0		4				4		15:15	35		25				60	
03:30	2		1				3		15:30	31		23				54	
03:45	2	4	2	8			4	12	15:45	38	159	30	104			68	263
04:00	1		1				2		16:00	37		22				59	
04:15	0		1				1		16:15	36		19				55	
04:30	1		0				1		16:30	25		32				57	
04:45	1	3	0	2			1	5	16:45	39	137	30	103			69	240
05:00	1		1				2		17:00	37		38				75	
05:15	2		1				3		17:15	37		29				66	
05:30	2		0				2		17:30	34		21				55	
05:45	3	8	3	5			6	13	17:45	37	145	17	105			54	250
06:00	5		2				7		18:00	34		13				47	
06:15	4		5				9		18:15	20		25				45	
06:30	0		4				4		18:30	26		22				48	
06:45	10	19	3	14			13	33	18:45	29	109	28	88			57	197
07:00	8		4				12		19:00	25		25				50	
07:15	6		4				10		19:15	25		22				47	
07:30	7		4				11		19:30	28		16				44	
07:45	10	31	13	25			23	56	19:45	27	105	13	76			40	181
08:00	10		10				20		20:00	19		19				38	
08:15	12		16				28		20:15	28		22				50	
08:30	27		14				41		20:30	18		13				31	
08:45	31	80	12	52			43	132	20:45	19	84	18	72			37	156
09:00	25		13				38		21:00	18		19				37	
09:15	28		15				43		21:15	13		7				20	
09:30	34		21				55		21:30	14		15				29	
09:45	42	129	26	75			68	204	21:45	13	58	15	56			28	114
10:00	41		23				64		22:00	13		17				30	
10:15	45		23				68		22:15	10		16				26	
10:30	45		16				61		22:30	11		5				16	
10:45	50	181	21	83			71	264	22:45	16	50	11	49			27	99
11:00	45		25				70		23:00	5		10				15	
11:15	42		30				72		23:15	10		8				18	
11:30	61		29				90		23:30	13		7				20	
11:45	77	225	32	116			109	341	23:45	4	32	4	29			8	61
TOTALS		738		412				1150	TOTALS		1456		1058				2514
SPLIT %		64.2%		35.8%				31.4%	SPLIT %		57.9%		42.1%				68.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,194	1,470	0	0	3,664

AM Peak Hour	11:15	11:15			11:15	PM Peak Hour	12:45	13:15			13:00
AM Pk Volume	244	120			364	PM Pk Volume	210	146			334
Pk Hr Factor	0.792	0.938			0.835	Pk Hr Factor	0.833	0.760			0.879
7 - 9 Volume	111	77	0	0	188	4 - 6 Volume	282	208	0	0	490
7 - 9 Peak Hour	08:00	07:45			08:00	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	80	53	0	0	132	4 - 6 Pk Volume	147	129	0	0	267
Pk Hr Factor	0.645	0.828	0.000	0.000	0.767	Pk Hr Factor	0.942	0.849	0.000	0.000	0.890

Appendix 4 —

Existing (2022) Intersection LOS and Queuing Worksheets

La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Report File: H:\...\Existing_AM.pdf

Scenario 1 Existing Weekday AM
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	SB Right	0.638	6.5	A
2	Curson Ave/6th St	Signalized	HCM 6th Edition	WB Right	0.900	35.5	D
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.399	1.9	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.446	6.6	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	0.694	24.0	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	2	0	6	27	0	63	6	485	9	27	1861	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	6	27	0	63	6	485	9	27	1861	20
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	7	0	16	2	125	2	7	480	5
Total Analysis Volume [veh/h]	2	0	6	28	0	65	6	500	9	28	1919	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			3			3			2		
v_di, Inbound Pedestrian Volume crossing m	2			3			3			2		
v_co, Outbound Pedestrian Volume crossing	7			6			7			6		
v_ci, Inbound Pedestrian Volume crossing mi	7			6			7			6		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			3			7		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	69.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	64	0	0	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	8	8	73	73	73	73	73	73
g / C, Green / Cycle	0.09	0.09	0.81	0.81	0.81	0.81	0.81	0.81
(v / s)_i Volume / Saturation Flow Rate	0.00	0.06	0.03	0.27	0.01	0.03	0.52	0.52
s, saturation flow rate [veh/h]	1695	1537	228	1870	1542	889	1870	1861
c, Capacity [veh/h]	196	184	209	1509	1245	710	1509	1502
d1, Uniform Delay [s]	37.73	39.86	8.68	2.28	1.68	3.96	3.47	3.49
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	2.13	0.25	0.59	0.01	0.10	2.12	2.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.50	0.03	0.33	0.01	0.04	0.64	0.65
d, Delay for Lane Group [s/veh]	37.81	41.99	8.93	2.87	1.69	4.06	5.59	5.64
Lane Group LOS	D	D	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.17	2.08	0.06	1.56	0.02	0.15	4.77	4.80
50th-Percentile Queue Length [ft/ln]	4.13	52.03	1.59	39.05	0.53	3.70	119.26	120.02
95th-Percentile Queue Length [veh/ln]	0.30	3.75	0.11	2.81	0.04	0.27	8.35	8.39
95th-Percentile Queue Length [ft/ln]	7.43	93.66	2.86	70.29	0.95	6.65	208.80	209.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.81	37.81	37.81	41.99	41.99	41.99	8.93	2.87	1.69	4.06	5.61	5.64
Movement LOS	D	D	D	D	D	D	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	37.81			41.99			2.92			5.59		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	6.47											
Intersection LOS	A											
Intersection V/C	0.638											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.64	34.64	34.64	34.64
l_p,int, Pedestrian LOS Score for Intersection	1.776	1.781	2.790	2.780
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	469	1319	1319
d_b, Bicycle Delay [s]	26.35	26.36	5.23	5.24
l_b,int, Bicycle LOS Score for Intersection	1.573	1.713	2.409	3.183
Bicycle LOS	A	A	B	C

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	35.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.900

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	354	65	95	75	128	66	21	446	74	158	1513	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	354	65	95	75	128	66	21	446	74	158	1513	80
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	17	25	20	34	17	6	117	19	42	398	21
Total Analysis Volume [veh/h]	373	68	100	79	135	69	22	469	78	166	1593	84
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			17			18			10		
v_di, Inbound Pedestrian Volume crossing m	10			18			17			10		
v_co, Outbound Pedestrian Volume crossing	20			9			19			8		
v_ci, Inbound Pedestrian Volume crossing mi	19			8			20			9		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			4			1			5		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	24.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	23	23	23	23	27	27	27	27	27	27
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.32	0.10	0.07	0.12	0.07	0.25	0.05	0.19	0.45	0.46
s, saturation flow rate [veh/h]	1157	1640	1195	1736	295	1870	1489	853	1870	1828
c, Capacity [veh/h]	415	613	439	649	120	847	675	326	847	828
d1, Uniform Delay [s]	23.97	13.11	17.27	13.34	30.01	11.99	9.45	21.45	16.31	16.42
k, delay calibration	0.30	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.94	0.24	0.19	0.27	3.34	2.60	0.35	5.60	28.99	34.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.27	0.18	0.31	0.18	0.55	0.12	0.51	0.99	1.01
d, Delay for Lane Group [s/veh]	40.91	13.35	17.47	13.61	33.35	14.59	9.79	27.04	45.30	50.41
Lane Group LOS	D	B	B	B	C	B	A	C	D	F
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.09	1.45	0.81	1.79	0.41	4.53	0.58	2.52	16.37	17.29
50th-Percentile Queue Length [ft/ln]	177.33	36.26	20.29	44.76	10.36	113.28	14.47	63.10	409.20	432.33
95th-Percentile Queue Length [veh/ln]	11.46	2.61	1.46	3.22	0.75	8.02	1.04	4.54	23.00	24.31
95th-Percentile Queue Length [ft/ln]	286.53	65.27	36.52	80.56	18.65	200.55	26.05	113.58	575.07	607.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.91	13.35	13.35	17.47	13.61	13.61	33.35	14.59	9.79	27.04	47.72	50.41
Movement LOS	D	B	B	B	B	B	C	B	A	C	D	D
d_A, Approach Delay [s/veh]	32.35			14.69			14.66			45.98		
Approach LOS	C			B			B			D		
d_I, Intersection Delay [s/veh]	35.46											
Intersection LOS	D											
Intersection V/C	0.900											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.453	2.097	3.316	2.825
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.69	9.08	9.10
l_b,int, Bicycle LOS Score for Intersection	2.452	2.027	2.498	3.080
Bicycle LOS	B	B	B	C

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	1.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	6	3	548	6	3	1158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	3	548	6	3	1158
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	151	2	1	318
Total Analysis Volume [veh/h]	7	3	602	7	3	1273
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		20		0	
v_di, Inbound Pedestrian Volume crossing m	0		19		0	
v_co, Outbound Pedestrian Volume crossing	20		20		19	
v_ci, Inbound Pedestrian Volume crossing mi	20		20		20	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	1		0		2	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	2	2	77	77	77	77
g / C, Green / Cycle	0.02	0.02	0.86	0.86	0.86	0.86
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.17	0.00	0.00	0.36
s, saturation flow rate [veh/h]	1175	1555	3560	1552	807	3560
c, Capacity [veh/h]	27	36	3042	1326	721	3042
d1, Uniform Delay [s]	43.17	42.99	1.15	0.96	1.91	1.48
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.82	0.97	0.15	0.01	0.01	0.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.08	0.20	0.01	0.00	0.42
d, Delay for Lane Group [s/veh]	47.99	43.96	1.29	0.96	1.92	1.91
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.19	0.07	0.33	0.01	0.01	0.91
50th-Percentile Queue Length [ft/ln]	4.71	1.86	8.23	0.20	0.22	22.79
95th-Percentile Queue Length [veh/ln]	0.34	0.13	0.59	0.01	0.02	1.64
95th-Percentile Queue Length [ft/ln]	8.47	3.35	14.82	0.35	0.40	41.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.99	43.96	1.29	0.96	1.92	1.91
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	46.78		1.29		1.91	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.95					
Intersection LOS	A					
Intersection V/C	0.399					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	295.73	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.950	2.668	0.000
Crosswalk LOS	A	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.39	13.40
l_b,int, Bicycle LOS Score for Intersection	1.560	2.062	2.612
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	71	44	510	51	26	1105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	44	510	51	26	1105
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	12	137	14	7	297
Total Analysis Volume [veh/h]	76	47	548	55	28	1188
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6		1		7	
v_di, Inbound Pedestrian Volume crossing m	7		1		6	
v_co, Outbound Pedestrian Volume crossing	18		17		1	
v_ci, Inbound Pedestrian Volume crossing mi	17		18		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	12	68	68	68	68
g / C, Green / Cycle	0.13	0.75	0.75	0.75	0.75
(v / s)_i Volume / Saturation Flow Rate	0.07	0.16	0.17	0.03	0.33
s, saturation flow rate [veh/h]	1703	1870	1803	813	3560
c, Capacity [veh/h]	223	1409	1359	630	2683
d1, Uniform Delay [s]	36.63	3.25	3.28	4.89	4.10
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.31	0.35	0.38	0.13	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.21	0.22	0.04	0.44
d, Delay for Lane Group [s/veh]	40.95	3.60	3.66	5.02	4.63
Lane Group LOS	D	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.77	1.31	1.32	0.17	3.11
50th-Percentile Queue Length [ft/ln]	69.15	32.73	33.10	4.35	77.69
95th-Percentile Queue Length [veh/ln]	4.98	2.36	2.38	0.31	5.59
95th-Percentile Queue Length [ft/ln]	124.47	58.91	59.58	7.83	139.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.95	40.95	3.63	3.66	5.02	4.63
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	40.95		3.63		4.64	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	6.62					
Intersection LOS	A					
Intersection V/C	0.446					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	1.855	2.586	2.747
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.17	11.14	11.15
l_b,int, Bicycle LOS Score for Intersection	1.763	2.057	2.563
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	99	325	125	57	238	57	57	560	12	74	843	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	90
Total Hourly Volume [veh/h]	99	325	125	57	238	57	57	560	12	74	843	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	86	33	15	63	15	15	147	3	19	222	4
Total Analysis Volume [veh/h]	104	342	132	60	251	60	60	589	13	78	887	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	7			22			23			7		
v_di, Inbound Pedestrian Volume crossing m	7			23			22			7		
v_co, Outbound Pedestrian Volume crossing	14			15			13			14		
v_ci, Inbound Pedestrian Volume crossing mi	13			14			14			15		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			4			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.38	0.27	0.10	0.16	0.16	0.10	0.25	0.01
s, saturation flow rate [veh/h]	1510	1394	618	1870	1851	814	3560	1509
c, Capacity [veh/h]	623	578	274	938	928	392	1786	757
d1, Uniform Delay [s]	27.85	22.00	23.38	13.31	13.32	18.93	14.87	11.27
k, delay calibration	0.43	0.21	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.58	2.30	1.83	0.91	0.92	1.14	0.99	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.64	0.22	0.32	0.32	0.20	0.50	0.02
d, Delay for Lane Group [s/veh]	47.43	24.30	25.21	14.22	14.24	20.06	15.86	11.32
Lane Group LOS	D	C	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	15.22	6.40	1.09	3.68	3.66	1.21	5.90	0.16
50th-Percentile Queue Length [ft/ln]	380.45	159.92	27.14	92.12	91.62	30.13	147.49	3.88
95th-Percentile Queue Length [veh/ln]	21.62	10.54	1.95	6.63	6.60	2.17	9.88	0.28
95th-Percentile Queue Length [ft/ln]	540.40	263.61	48.85	165.82	164.91	54.24	247.07	6.98

Movement, Approach, & Intersection Results

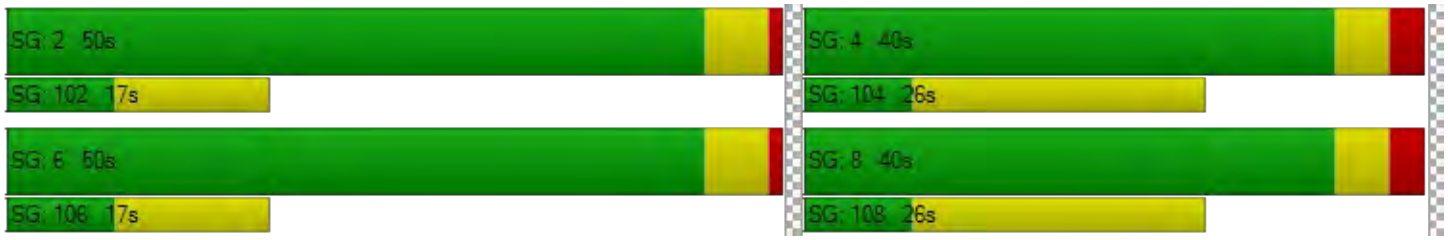
d_M, Delay for Movement [s/veh]	47.43	47.43	47.43	24.30	24.30	24.30	25.21	14.23	14.24	20.06	15.86	11.32
Movement LOS	D	D	D	C	C	C	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	47.43			24.30			15.23			16.12		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	24.05											
Intersection LOS	C											
Intersection V/C	0.694											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.64	34.64	34.64	34.64
l_p,int, Pedestrian LOS Score for Intersection	2.274	2.228	2.781	2.966
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	765	1003	1003
d_b, Bicycle Delay [s]	17.17	17.18	11.18	11.19
l_b,int, Bicycle LOS Score for Intersection	2.513	2.172	2.106	2.442
Bicycle LOS	B	B	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 2 Existing Weekday Midday

Report File: H:\...\Existing_Midday.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	NB Right	0.547	6.5	A
2	Curson Ave/6th St	Signalized	HCM 6th Edition	SB Left	0.425	10.5	B
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.328	2.6	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.358	5.0	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	SB Thru	0.469	15.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	31	1	44	8	0	15	9	737	49	39	868	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1	44	8	0	15	9	737	49	39	868	9
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	12	2	0	4	2	196	13	10	231	2
Total Analysis Volume [veh/h]	33	1	47	9	0	16	10	784	52	41	923	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			4			4			13		
v_di, Inbound Pedestrian Volume crossing m	13			4			4			12		
v_co, Outbound Pedestrian Volume crossing	32			15			32			14		
v_ci, Inbound Pedestrian Volume crossing mi	32			14			32			15		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			1			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	2.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	8	8	42	42	42	42	42	42
g / C, Green / Cycle	0.14	0.14	0.70	0.70	0.70	0.70	0.70	0.70
(v / s)_i Volume / Saturation Flow Rate	0.05	0.02	0.02	0.42	0.04	0.06	0.25	0.25
s, saturation flow rate [veh/h]	1476	1556	599	1870	1486	657	1870	1861
c, Capacity [veh/h]	291	299	450	1309	1040	400	1309	1303
d1, Uniform Delay [s]	23.37	22.53	6.16	4.65	2.79	10.51	3.60	3.60
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.51	0.12	0.09	2.03	0.09	0.51	0.76	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.08	0.02	0.60	0.05	0.10	0.36	0.36
d, Delay for Lane Group [s/veh]	23.89	22.65	6.25	6.68	2.88	11.02	4.36	4.37
Lane Group LOS	C	C	A	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.02	0.30	0.06	3.56	0.14	0.35	1.58	1.57
50th-Percentile Queue Length [ft/ln]	25.52	7.53	1.45	88.96	3.47	8.69	39.47	39.37
95th-Percentile Queue Length [veh/ln]	1.84	0.54	0.10	6.41	0.25	0.63	2.84	2.83
95th-Percentile Queue Length [ft/ln]	45.93	13.55	2.61	160.13	6.24	15.63	71.04	70.86

Movement, Approach, & Intersection Results

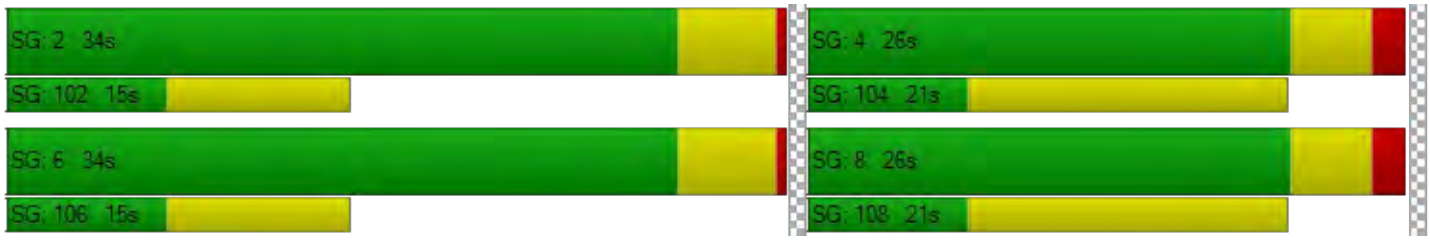
d_M, Delay for Movement [s/veh]	23.89	23.89	23.89	22.65	22.65	22.65	6.25	6.68	2.88	11.02	4.36	4.37
Movement LOS	C	C	C	C	C	C	A	A	A	B	A	A
d_A, Approach Delay [s/veh]	23.89			22.65			6.44			4.64		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	6.47											
Intersection LOS	A											
Intersection V/C	0.547											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	20.01
l_p,int, Pedestrian LOS Score for Intersection	1.835	1.729	2.679	2.563
Crosswalk LOS	A	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	703	703	977	977
d_b, Bicycle Delay [s]	12.61	12.62	7.86	7.86
l_b,int, Bicycle LOS Score for Intersection	1.693	1.601	2.956	2.363
Bicycle LOS	A	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	105	51	106	38	35	49	34	466	73	73	521	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	51	106	38	35	49	34	466	73	73	521	44
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	13	28	10	9	13	9	123	19	19	137	12
Total Analysis Volume [veh/h]	111	54	112	40	37	52	36	491	77	77	548	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			10			11			12		
v_di, Inbound Pedestrian Volume crossing m	12			11			10			12		
v_co, Outbound Pedestrian Volume crossing	21			14			20			14		
v_ci, Inbound Pedestrian Volume crossing mi	20			14			21			14		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			3			2			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	12	12	12	12	37	37	37	37	37	37
g / C, Green / Cycle	0.20	0.20	0.20	0.20	0.62	0.62	0.62	0.62	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.09	0.11	0.03	0.05	0.04	0.26	0.05	0.09	0.16	0.16
s, saturation flow rate [veh/h]	1277	1571	1176	1646	819	1870	1505	841	1870	1812
c, Capacity [veh/h]	331	321	264	336	505	1164	937	453	1164	1128
d1, Uniform Delay [s]	22.92	21.27	23.92	20.11	8.83	5.80	4.49	12.04	5.09	5.10
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.59	1.30	0.26	0.42	0.27	1.12	0.17	0.81	0.54	0.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.52	0.15	0.26	0.07	0.42	0.08	0.17	0.26	0.26
d, Delay for Lane Group [s/veh]	23.51	22.56	24.18	20.52	9.11	6.92	4.66	12.86	5.63	5.66
Lane Group LOS	C	C	C	C	A	A	A	B	A	A
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.40	2.04	0.51	1.02	0.26	2.63	0.32	0.71	1.39	1.37
50th-Percentile Queue Length [ft/ln]	34.92	51.11	12.64	25.41	6.56	65.71	8.00	17.76	34.82	34.15
95th-Percentile Queue Length [veh/ln]	2.51	3.68	0.91	1.83	0.47	4.73	0.58	1.28	2.51	2.46
95th-Percentile Queue Length [ft/ln]	62.85	91.99	22.76	45.75	11.82	118.28	14.40	31.98	62.68	61.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.51	22.56	22.56	24.18	20.52	20.52	9.11	6.92	4.66	12.86	5.64	5.66
Movement LOS	C	C	C	C	C	C	A	A	A	B	A	A
d_A, Approach Delay [s/veh]	22.94			21.66			6.76			6.47		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	10.46											
Intersection LOS	B											
Intersection V/C	0.425											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.02	20.02	20.02	18.42
l_p,int, Pedestrian LOS Score for Intersection	2.179	2.055	2.692	2.482
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.68	11.68	9.09	9.08
l_b,int, Bicycle LOS Score for Intersection	2.017	1.772	2.556	2.113
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	2.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	5	19	946	8	4	670
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	19	946	8	4	670
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	254	2	1	180
Total Analysis Volume [veh/h]	5	20	1017	9	4	720
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		46		0	
v_di, Inbound Pedestrian Volume crossing m	0		45		0	
v_co, Outbound Pedestrian Volume crossing	59		58		45	
v_ci, Inbound Pedestrian Volume crossing mi	58		59		46	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		3		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	4	4	75	75	75	75
g / C, Green / Cycle	0.05	0.05	0.83	0.83	0.83	0.83
(v / s)_i Volume / Saturation Flow Rate	0.00	0.01	0.29	0.01	0.01	0.20
s, saturation flow rate [veh/h]	1149	1556	3560	1446	545	3560
c, Capacity [veh/h]	55	74	2956	1200	478	2956
d1, Uniform Delay [s]	40.99	41.33	1.82	1.30	3.29	1.63
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.72	1.94	0.32	0.01	0.03	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.27	0.34	0.01	0.01	0.24
d, Delay for Lane Group [s/veh]	41.70	43.27	2.13	1.32	3.33	1.82
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.12	0.46	1.09	0.02	0.02	0.69
50th-Percentile Queue Length [ft/ln]	2.90	11.60	27.23	0.40	0.49	17.20
95th-Percentile Queue Length [veh/ln]	0.21	0.84	1.96	0.03	0.04	1.24
95th-Percentile Queue Length [ft/ln]	5.22	20.88	49.01	0.72	0.89	30.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.70	43.27	2.13	1.32	3.33	1.82
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	42.96		2.13		1.83	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.58					
Intersection LOS	A					
Intersection V/C	0.328					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	125.68	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.958	2.641	0.000
Crosswalk LOS	A	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.97	13.41	13.39
l_b,int, Bicycle LOS Score for Intersection	1.560	2.406	2.157
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	5.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	34	31	912	49	26	639
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	31	912	49	26	639
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	8	245	13	7	172
Total Analysis Volume [veh/h]	37	33	981	53	28	687
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	5		12		5	
v_di, Inbound Pedestrian Volume crossing m	5		11		5	
v_co, Outbound Pedestrian Volume crossing	48		47		11	
v_ci, Inbound Pedestrian Volume crossing mi	47		48		12	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		2		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	10	70	70	70	70
g / C, Green / Cycle	0.11	0.77	0.77	0.77	0.77
(v / s)_i Volume / Saturation Flow Rate	0.04	0.28	0.28	0.05	0.19
s, saturation flow rate [veh/h]	1685	1870	1818	544	3560
c, Capacity [veh/h]	189	1444	1404	435	2750
d1, Uniform Delay [s]	37.00	3.22	3.26	5.74	2.89
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.46	0.69	0.75	0.28	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.36	0.37	0.06	0.25
d, Delay for Lane Group [s/veh]	39.46	3.92	4.00	6.02	3.11
Lane Group LOS	D	A	A	A	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.54	2.28	2.31	0.21	1.27
50th-Percentile Queue Length [ft/ln]	38.49	56.90	57.77	5.14	31.83
95th-Percentile Queue Length [veh/ln]	2.77	4.10	4.16	0.37	2.29
95th-Percentile Queue Length [ft/ln]	69.29	102.42	103.98	9.25	57.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.46	39.46	3.96	4.00	6.02	3.11
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	39.46		3.96		3.22	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.04					
Intersection LOS	A					
Intersection V/C	0.358					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	1.828	2.559	2.733
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.18	11.15	11.15
l_b,int, Bicycle LOS Score for Intersection	1.675	2.413	2.149
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	42	179	79	65	101	94	85	798	22	34	524	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	69
Total Hourly Volume [veh/h]	42	179	79	65	101	94	85	798	22	34	524	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	47	21	17	27	25	22	210	6	9	138	3
Total Analysis Volume [veh/h]	44	188	83	68	106	99	89	840	23	36	552	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	24			46			47			24		
v_di, Inbound Pedestrian Volume crossing m	24			47			46			24		
v_co, Outbound Pedestrian Volume crossing	42			56			42			55		
v_ci, Inbound Pedestrian Volume crossing mi	42			55			42			56		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			4			3			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	24	24	56	56	56	56	56	56
g / C, Green / Cycle	0.26	0.26	0.62	0.62	0.62	0.62	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.11	0.23	0.23	0.06	0.16	0.01
s, saturation flow rate [veh/h]	1646	1405	830	1870	1841	638	3560	1447
c, Capacity [veh/h]	478	419	517	1160	1142	386	2209	898
d1, Uniform Delay [s]	29.94	29.90	11.31	8.44	8.45	12.88	7.67	6.54
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.55	1.71	0.72	0.92	0.95	0.48	0.27	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.65	0.17	0.37	0.38	0.09	0.25	0.02
d, Delay for Lane Group [s/veh]	31.49	31.61	12.04	9.36	9.40	13.35	7.94	6.57
Lane Group LOS	C	C	B	A	A	B	A	A
Critical Lane Group	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	6.22	5.44	1.00	4.03	4.01	0.44	2.25	0.10
50th-Percentile Queue Length [ft/ln]	155.46	135.94	24.97	100.86	100.22	10.94	56.15	2.54
95th-Percentile Queue Length [veh/ln]	10.31	9.26	1.80	7.26	7.22	0.79	4.04	0.18
95th-Percentile Queue Length [ft/ln]	257.70	231.55	44.95	181.54	180.40	19.69	101.07	4.56

Movement, Approach, & Intersection Results

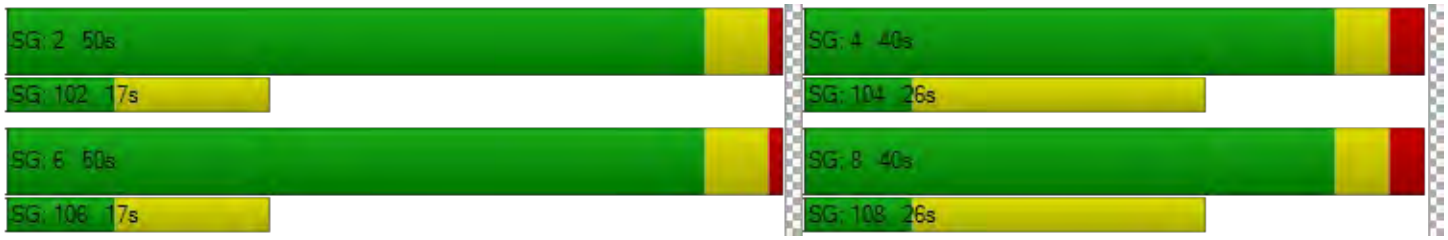
d_M, Delay for Movement [s/veh]	31.49	31.49	31.49	31.61	31.61	31.61	12.04	9.38	9.40	13.35	7.94	6.57
Movement LOS	C	C	C	C	C	C	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	31.49			31.61			9.63			8.23		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	15.25											
Intersection LOS	B											
Intersection V/C	0.469											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	2.000	2.150	2.683	2.917
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	765	1003	1003
d_b, Bicycle Delay [s]	17.16	17.19	11.20	11.19
l_b,int, Bicycle LOS Score for Intersection	2.079	2.010	2.345	2.113
Bicycle LOS	B	B	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Report File: H:\...\Existing_PM.pdf

Scenario 3 Existing Weekday PM
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	NB Right	0.628	7.9	A
2	Curson Ave/6th St	Signalized	HCM 6th Edition	WB Left	0.789	21.8	C
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.535	4.5	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.555	6.9	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	0.672	16.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	46	0	68	13	0	24	34	857	19	14	671	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	0	68	13	0	24	34	857	19	14	671	11
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	18	3	0	6	9	230	5	4	180	3
Total Analysis Volume [veh/h]	49	0	73	14	0	26	37	922	20	15	722	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6			9			10			6		
v_di, Inbound Pedestrian Volume crossing m	6			10			9			6		
v_co, Outbound Pedestrian Volume crossing	16			18			16			18		
v_ci, Inbound Pedestrian Volume crossing mi	16			18			16			18		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	64	0	0	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	10	10	70	70	70	70	70	70
g / C, Green / Cycle	0.11	0.11	0.78	0.78	0.78	0.78	0.78	0.78
(v / s)_i Volume / Saturation Flow Rate	0.08	0.02	0.05	0.49	0.01	0.03	0.20	0.20
s, saturation flow rate [veh/h]	1541	1613	720	1870	1525	595	1870	1856
c, Capacity [veh/h]	231	237	583	1458	1189	399	1458	1447
d1, Uniform Delay [s]	38.11	36.21	4.33	4.30	2.21	9.94	2.72	2.72
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.86	0.33	0.21	2.10	0.03	0.18	0.42	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.17	0.06	0.63	0.02	0.04	0.25	0.25
d, Delay for Lane Group [s/veh]	39.98	36.54	4.54	6.40	2.24	10.11	3.13	3.14
Lane Group LOS	D	D	A	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.66	0.81	0.22	5.60	0.06	0.15	1.37	1.36
50th-Percentile Queue Length [ft/ln]	66.51	20.30	5.39	140.01	1.54	3.84	34.14	34.00
95th-Percentile Queue Length [veh/ln]	4.79	1.46	0.39	9.48	0.11	0.28	2.46	2.45
95th-Percentile Queue Length [ft/ln]	119.72	36.55	9.71	237.04	2.77	6.91	61.45	61.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.98	39.98	39.98	36.54	36.54	36.54	4.54	6.40	2.24	10.11	3.14	3.14
Movement LOS	D	D	D	D	D	D	A	A	A	B	A	A
d_A, Approach Delay [s/veh]	39.98			36.54			6.25			3.28		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	7.89											
Intersection LOS	A											
Intersection V/C	0.628											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.64	34.64	34.64	34.64
l_p,int, Pedestrian LOS Score for Intersection	1.812	1.810	2.715	2.579
Crosswalk LOS	A	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	469	1319	1319
d_b, Bicycle Delay [s]	26.35	26.35	5.22	5.23
l_b,int, Bicycle LOS Score for Intersection	1.761	1.626	3.175	2.178
Bicycle LOS	A	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	87	77	268	68	66	37	47	831	65	87	563	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	77	268	68	66	37	47	831	65	87	563	89
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	20	69	18	17	10	12	214	17	22	145	23
Total Analysis Volume [veh/h]	90	79	276	70	68	38	48	857	67	90	580	92
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			16			16			10		
v_di, Inbound Pedestrian Volume crossing m	10			16			16			10		
v_co, Outbound Pedestrian Volume crossing	30			10			30			9		
v_ci, Inbound Pedestrian Volume crossing mi	30			9			30			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			2			5		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	17.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	20	20	20	20	30	30	30	30	30	30
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.49	0.49	0.49	0.49	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.07	0.23	0.07	0.06	0.06	0.46	0.05	0.15	0.18	0.19
s, saturation flow rate [veh/h]	1260	1576	1014	1730	762	1870	1460	605	1870	1757
c, Capacity [veh/h]	437	527	220	579	387	920	719	147	920	865
d1, Uniform Delay [s]	18.10	17.15	26.16	14.15	13.51	14.28	8.08	29.60	9.48	9.52
k, delay calibration	0.11	0.12	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	1.72	0.82	0.15	0.66	17.07	0.26	17.56	1.16	1.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.67	0.32	0.18	0.12	0.93	0.09	0.61	0.37	0.38
d, Delay for Lane Group [s/veh]	18.33	18.87	26.98	14.30	14.17	31.36	8.34	47.16	10.64	10.78
Lane Group LOS	B	B	C	B	B	C	A	D	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.96	4.01	0.96	0.95	0.48	13.20	0.44	1.96	2.65	2.56
50th-Percentile Queue Length [ft/ln]	23.93	100.28	24.05	23.76	11.94	329.96	11.05	48.94	66.22	63.97
95th-Percentile Queue Length [veh/ln]	1.72	7.22	1.73	1.71	0.86	19.16	0.80	3.52	4.77	4.61
95th-Percentile Queue Length [ft/ln]	43.07	180.51	43.30	42.77	21.50	478.91	19.89	88.10	119.19	115.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.33	18.87	18.87	26.98	14.30	14.30	14.17	31.36	8.34	47.16	10.70	10.78
Movement LOS	B	B	B	C	B	B	B	C	A	D	B	B
d_A, Approach Delay [s/veh]	18.76			19.35			28.92			15.02		
Approach LOS	B			B			C			B		
d_I, Intersection Delay [s/veh]	21.79											
Intersection LOS	C											
Intersection V/C	0.789											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.263	2.114	2.733	2.684
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.66	9.08	9.10
l_b,int, Bicycle LOS Score for Intersection	2.294	1.850	3.163	2.188
Bicycle LOS	B	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	4.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	22	31	1561	33	15	641
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	31	1561	33	15	641
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	8	415	9	4	170
Total Analysis Volume [veh/h]	23	33	1661	35	16	682
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		70		0	
v_di, Inbound Pedestrian Volume crossing m	0		70		0	
v_co, Outbound Pedestrian Volume crossing	65		64		70	
v_ci, Inbound Pedestrian Volume crossing mi	64		65		70	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		6		3	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	7	7	72	72	72	72
g / C, Green / Cycle	0.08	0.08	0.80	0.80	0.80	0.80
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.47	0.02	0.06	0.19
s, saturation flow rate [veh/h]	1157	1589	3560	1428	289	3560
c, Capacity [veh/h]	88	121	2854	1145	252	2854
d1, Uniform Delay [s]	39.16	39.20	3.32	1.81	7.89	2.19
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.54	1.20	0.87	0.05	0.49	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.27	0.58	0.03	0.06	0.24
d, Delay for Lane Group [s/veh]	40.70	40.39	4.20	1.86	8.38	2.39
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.51	0.72	3.56	0.09	0.16	0.95
50th-Percentile Queue Length [ft/ln]	12.81	18.04	89.08	2.24	3.93	23.75
95th-Percentile Queue Length [veh/ln]	0.92	1.30	6.41	0.16	0.28	1.71
95th-Percentile Queue Length [ft/ln]	23.05	32.47	160.34	4.04	7.07	42.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.70	40.39	4.20	1.86	8.38	2.39
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	40.52		4.15		2.53	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.52					
Intersection LOS	A					
Intersection V/C	0.535					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	81.06	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.997	2.768	0.000
Crosswalk LOS	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.43	13.41
I_b,int, Bicycle LOS Score for Intersection	1.560	2.959	2.135
Bicycle LOS	A	C	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	32	46	1558	41	22	613
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	46	1558	41	22	613
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	12	410	11	6	161
Total Analysis Volume [veh/h]	34	48	1640	43	23	645
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6		14		7	
v_di, Inbound Pedestrian Volume crossing m	7		14		6	
v_co, Outbound Pedestrian Volume crossing	42		41		14	
v_ci, Inbound Pedestrian Volume crossing mi	41		42		14	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		7		5	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	11	68	68	68	68
g / C, Green / Cycle	0.12	0.76	0.76	0.76	0.76
(v / s)_i Volume / Saturation Flow Rate	0.05	0.45	0.46	0.08	0.18
s, saturation flow rate [veh/h]	1664	1870	1844	293	3560
c, Capacity [veh/h]	206	1422	1403	235	2708
d1, Uniform Delay [s]	36.33	4.69	4.74	10.90	3.15
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.53	1.82	1.90	0.83	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.59	0.60	0.10	0.24
d, Delay for Lane Group [s/veh]	38.86	6.50	6.64	11.73	3.35
Lane Group LOS	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.79	5.44	5.52	0.28	1.29
50th-Percentile Queue Length [ft/ln]	44.64	136.07	138.05	6.92	32.36
95th-Percentile Queue Length [veh/ln]	3.21	9.27	9.38	0.50	2.33
95th-Percentile Queue Length [ft/ln]	80.36	231.72	234.40	12.45	58.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.86	38.86	6.57	6.64	11.73	3.35
Movement LOS	D	D	A	A	B	A
d_A, Approach Delay [s/veh]	38.86		6.57		3.64	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	6.86					
Intersection LOS	A					
Intersection V/C	0.555					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	1.819	2.706	2.835
Crosswalk LOS	A	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.17	11.18	11.17
l_b,int, Bicycle LOS Score for Intersection	1.695	2.948	2.111
Bicycle LOS	A	C	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	29	212	82	51	151	56	140	1400	51	43	556	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	77
Total Hourly Volume [veh/h]	29	212	82	51	151	56	140	1400	51	43	556	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	56	22	13	40	15	37	368	13	11	146	1
Total Analysis Volume [veh/h]	31	223	86	54	159	59	147	1474	54	45	585	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	20			36			36			20		
v_di, Inbound Pedestrian Volume crossing m	20			36			36			20		
v_co, Outbound Pedestrian Volume crossing	20			31			19			31		
v_ci, Inbound Pedestrian Volume crossing mi	19			31			20			31		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	5			3			5			4		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	23	23	57	57	57	57	57	57
g / C, Green / Cycle	0.25	0.25	0.63	0.63	0.63	0.63	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.20	0.18	0.18	0.41	0.41	0.13	0.16	0.00
s, saturation flow rate [veh/h]	1718	1479	819	1870	1838	341	3560	1478
c, Capacity [veh/h]	474	419	518	1183	1163	198	2252	935
d1, Uniform Delay [s]	31.34	30.38	11.83	10.29	10.37	22.08	7.27	6.09
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.04	1.70	1.37	2.75	2.89	2.64	0.28	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.65	0.28	0.65	0.66	0.23	0.26	0.01
d, Delay for Lane Group [s/veh]	33.38	32.09	13.20	13.04	13.25	24.72	7.55	6.10
Lane Group LOS	C	C	B	B	B	C	A	A
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	6.95	5.43	1.76	9.10	9.14	0.84	2.30	0.03
50th-Percentile Queue Length [ft/ln]	173.83	135.77	44.08	227.55	228.61	21.07	57.44	0.86
95th-Percentile Queue Length [veh/ln]	11.28	9.25	3.17	14.05	14.10	1.52	4.14	0.06
95th-Percentile Queue Length [ft/ln]	281.94	231.31	79.35	351.24	352.59	37.92	103.39	1.55

Movement, Approach, & Intersection Results

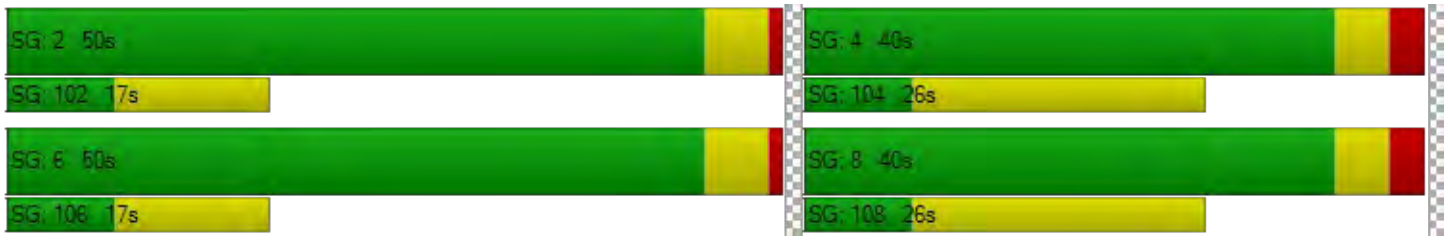
d_M, Delay for Movement [s/veh]	33.38	33.38	33.38	32.09	32.09	32.09	13.20	13.14	13.25	24.72	7.55	6.10
Movement LOS	C	C	C	C	C	C	B	B	B	C	A	A
d_A, Approach Delay [s/veh]	33.38			32.09			13.15			8.75		
Approach LOS	C			C			B			A		
d_I, Intersection Delay [s/veh]	16.31											
Intersection LOS	B											
Intersection V/C	0.672											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	2.070	2.276	2.802	3.017
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	765	1003	1003
d_b, Bicycle Delay [s]	17.20	17.18	11.21	11.21
l_b,int, Bicycle LOS Score for Intersection	2.121	2.008	2.941	2.147
Bicycle LOS	B	B	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 4 Existing Weekend Midday
Report File: H:\...\Existing_Saturday.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	NB Right	0.634	7.9	A
2	Curson Ave/6th St	Signalized	HCM 6th Edition	SB Left	0.361	10.1	B
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.302	3.4	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.354	8.0	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	SB Thru	0.529	18.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	70	0	75	15	0	36	25	812	119	80	967	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	0	75	15	0	36	25	812	119	80	967	5
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	20	4	0	9	7	211	31	21	252	1
Total Analysis Volume [veh/h]	73	0	78	16	0	38	26	846	124	83	1007	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	8			1			2			8		
v_di, Inbound Pedestrian Volume crossing m	8			2			1			8		
v_co, Outbound Pedestrian Volume crossing	20			16			19			15		
v_ci, Inbound Pedestrian Volume crossing mi	19			15			20			16		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	2.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	9	9	42	42	42	42	42	42
g / C, Green / Cycle	0.15	0.15	0.69	0.69	0.69	0.69	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.10	0.03	0.05	0.45	0.08	0.14	0.27	0.27
s, saturation flow rate [veh/h]	1557	1668	556	1870	1513	579	1870	1866
c, Capacity [veh/h]	319	324	417	1295	1047	346	1295	1292
d1, Uniform Delay [s]	23.91	22.53	6.81	5.19	3.08	13.03	3.90	3.90
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.09	0.24	0.29	2.58	0.23	1.63	0.89	0.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.17	0.06	0.65	0.12	0.24	0.39	0.39
d, Delay for Lane Group [s/veh]	25.00	22.77	7.10	7.77	3.31	14.67	4.79	4.79
Lane Group LOS	C	C	A	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.98	0.66	0.17	4.36	0.37	0.86	1.86	1.86
50th-Percentile Queue Length [ft/ln]	49.39	16.38	4.13	108.89	9.14	21.51	46.53	46.48
95th-Percentile Queue Length [veh/ln]	3.56	1.18	0.30	7.78	0.66	1.55	3.35	3.35
95th-Percentile Queue Length [ft/ln]	88.91	29.48	7.44	194.46	16.45	38.71	83.76	83.67

Movement, Approach, & Intersection Results

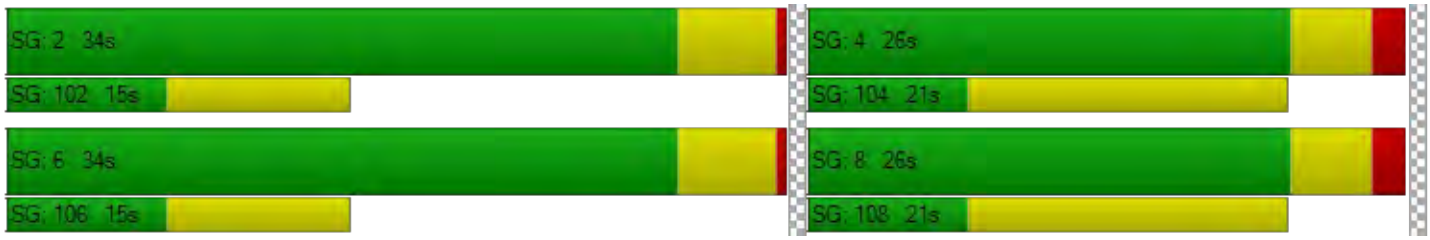
d_M, Delay for Movement [s/veh]	25.00	25.00	25.00	22.77	22.77	22.77	7.10	7.77	3.31	14.67	4.79	4.79
Movement LOS	C	C	C	C	C	C	A	A	A	B	A	A
d_A, Approach Delay [s/veh]	25.00			22.77			7.19			5.54		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	7.94											
Intersection LOS	A											
Intersection V/C	0.634											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	20.01
l_p,int, Pedestrian LOS Score for Intersection	1.985	1.771	2.793	2.627
Crosswalk LOS	A	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	703	703	977	977
d_b, Bicycle Delay [s]	12.61	12.62	7.86	7.87
l_b,int, Bicycle LOS Score for Intersection	1.809	1.649	3.203	2.463
Bicycle LOS	A	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.361

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	81	44	90	48	54	32	39	415	80	83	504	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	44	90	48	54	32	39	415	80	83	504	55
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	11	23	12	14	8	10	106	20	21	129	14
Total Analysis Volume [veh/h]	83	45	92	49	55	33	40	423	82	85	514	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			14			15			13		
v_di, Inbound Pedestrian Volume crossing m	13			15			14			12		
v_co, Outbound Pedestrian Volume crossing	29			17			28			17		
v_ci, Inbound Pedestrian Volume crossing mi	28			17			29			17		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			1			1			4		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	13	13	13	13	37	37	37	37	37	37
g / C, Green / Cycle	0.22	0.22	0.22	0.22	0.61	0.61	0.61	0.61	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.07	0.09	0.04	0.05	0.05	0.23	0.06	0.10	0.15	0.16
s, saturation flow rate [veh/h]	1271	1573	1208	1715	834	1870	1484	882	1870	1785
c, Capacity [veh/h]	293	340	245	370	545	1142	907	534	1142	1090
d1, Uniform Delay [s]	23.95	20.21	25.14	19.45	7.57	5.87	4.79	9.35	5.38	5.39
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.77	0.40	0.33	0.26	0.92	0.20	0.64	0.53	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.40	0.20	0.24	0.07	0.37	0.09	0.16	0.25	0.26
d, Delay for Lane Group [s/veh]	24.48	20.98	25.54	19.77	7.83	6.80	4.99	9.98	5.91	5.96
Lane Group LOS	C	C	C	B	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.06	1.60	0.64	0.98	0.26	2.27	0.36	0.66	1.41	1.38
50th-Percentile Queue Length [ft/ln]	26.60	40.00	16.06	24.44	6.55	56.69	9.05	16.40	35.16	34.39
95th-Percentile Queue Length [veh/ln]	1.92	2.88	1.16	1.76	0.47	4.08	0.65	1.18	2.53	2.48
95th-Percentile Queue Length [ft/ln]	47.89	71.99	28.91	43.99	11.79	102.05	16.29	29.52	63.28	61.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.48	20.98	20.98	25.54	19.77	19.77	7.83	6.80	4.99	9.98	5.93	5.96
Movement LOS	C	C	C	C	B	B	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	22.30			21.84			6.60			6.46		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	10.10											
Intersection LOS	B											
Intersection V/C	0.361											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.182	2.065	2.625	2.472
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.66	9.08	9.09
l_b,int, Bicycle LOS Score for Intersection	1.923	1.786	2.459	2.100
Bicycle LOS	A	A	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	3.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.302

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	2	37	807	19	0	627
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	37	807	19	0	627
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	222	5	0	172
Total Analysis Volume [veh/h]	2	41	887	21	0	689
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		46		0	
v_di, Inbound Pedestrian Volume crossing m	0		45		0	
v_co, Outbound Pedestrian Volume crossing	52		51		45	
v_ci, Inbound Pedestrian Volume crossing mi	51		52		46	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		4	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	6	6	73	73	73	73
g / C, Green / Cycle	0.07	0.07	0.81	0.81	0.81	0.81
(v / s)_i Volume / Saturation Flow Rate	0.00	0.03	0.25	0.01	0.00	0.19
s, saturation flow rate [veh/h]	1208	1589	3560	1458	614	3560
c, Capacity [veh/h]	81	106	2887	1182	521	2887
d1, Uniform Delay [s]	39.24	40.21	2.14	1.63	0.00	1.99
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	2.28	0.28	0.03	0.00	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.39	0.31	0.02	0.00	0.24
d, Delay for Lane Group [s/veh]	39.36	42.49	2.42	1.66	0.00	2.19
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.04	0.93	1.19	0.05	0.00	0.86
50th-Percentile Queue Length [ft/ln]	1.09	23.20	29.79	1.20	0.00	21.50
95th-Percentile Queue Length [veh/ln]	0.08	1.67	2.14	0.09	0.00	1.55
95th-Percentile Queue Length [ft/ln]	1.97	41.76	53.62	2.16	0.00	38.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.36	42.49	2.42	1.66	0.00	2.19
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	42.34		2.40		2.19	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.36					
Intersection LOS	A					
Intersection V/C	0.302					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	125.68	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.960	2.611	0.000
Crosswalk LOS	A	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.39	13.41
l_b,int, Bicycle LOS Score for Intersection	1.560	2.309	2.128
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	41	58	751	86	44	575
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	58	751	86	44	575
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	16	204	23	12	156
Total Analysis Volume [veh/h]	45	63	816	93	48	625
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	23		22		24	
v_di, Inbound Pedestrian Volume crossing m	24		22		23	
v_co, Outbound Pedestrian Volume crossing	48		48		22	
v_ci, Inbound Pedestrian Volume crossing mi	48		48		22	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		1		5	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	18	62	62	62	62
g / C, Green / Cycle	0.20	0.69	0.69	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.06	0.24	0.26	0.08	0.18
s, saturation flow rate [veh/h]	1664	1870	1765	612	3560
c, Capacity [veh/h]	328	1285	1213	416	2446
d1, Uniform Delay [s]	30.98	5.82	5.93	9.97	5.34
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.18	0.76	0.89	0.56	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.35	0.37	0.12	0.26
d, Delay for Lane Group [s/veh]	32.16	6.58	6.82	10.54	5.59
Lane Group LOS	C	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.09	3.23	3.31	0.50	1.95
50th-Percentile Queue Length [ft/ln]	52.32	80.74	82.83	12.57	48.80
95th-Percentile Queue Length [veh/ln]	3.77	5.81	5.96	0.90	3.51
95th-Percentile Queue Length [ft/ln]	94.17	145.32	149.09	22.62	87.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.16	32.16	6.69	6.82	10.54	5.59
Movement LOS	C	C	A	A	B	A
d_A, Approach Delay [s/veh]	32.16		6.70		5.95	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	8.03					
Intersection LOS	A					
Intersection V/C	0.354					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	1.904	2.515	2.705
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.18	11.14	11.16
l_b,int, Bicycle LOS Score for Intersection	1.738	2.310	2.115
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	18.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	39	251	68	64	178	119	103	680	24	31	448	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	8
Total Hourly Volume [veh/h]	39	251	68	64	178	119	103	680	24	31	448	56
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	67	18	17	48	32	28	183	6	8	120	15
Total Analysis Volume [veh/h]	42	270	73	69	191	128	111	731	26	33	482	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	20			53			53			21		
v_di, Inbound Pedestrian Volume crossing m	21			53			53			20		
v_co, Outbound Pedestrian Volume crossing	36			51			36			50		
v_ci, Inbound Pedestrian Volume crossing mi	36			50			36			51		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			3			3			6		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	27	27	52	52	52	52	52	52
g / C, Green / Cycle	0.30	0.30	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.24	0.28	0.13	0.20	0.21	0.05	0.14	0.04
s, saturation flow rate [veh/h]	1588	1401	846	1870	1834	703	3560	1417
c, Capacity [veh/h]	522	468	501	1090	1069	401	2075	826
d1, Uniform Delay [s]	28.43	30.03	13.06	9.83	9.85	13.97	9.05	8.14
k, delay calibration	0.17	0.23	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.15	7.77	1.02	0.88	0.91	0.40	0.26	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.83	0.22	0.35	0.35	0.08	0.23	0.07
d, Delay for Lane Group [s/veh]	31.58	37.80	14.08	10.71	10.76	14.38	9.32	8.31
Lane Group LOS	C	D	B	B	B	B	A	A
Critical Lane Group	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	7.77	8.86	1.38	3.88	3.85	0.42	2.18	0.51
50th-Percentile Queue Length [ft/ln]	194.23	221.50	34.50	97.09	96.26	10.41	54.59	12.77
95th-Percentile Queue Length [veh/ln]	12.34	13.74	2.48	6.99	6.93	0.75	3.93	0.92
95th-Percentile Queue Length [ft/ln]	308.51	343.54	62.10	174.76	173.26	18.74	98.26	22.98

Movement, Approach, & Intersection Results

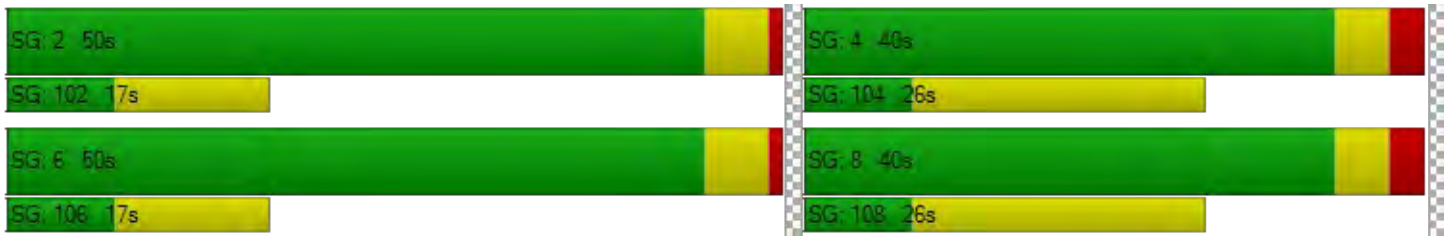
d_M, Delay for Movement [s/veh]	31.58	31.58	31.58	37.80	37.80	37.80	14.08	10.74	10.76	14.38	9.32	8.31
Movement LOS	C	C	C	D	D	D	B	B	B	B	A	A
d_A, Approach Delay [s/veh]	31.58			37.80			11.16			9.50		
Approach LOS	C			D			B			A		
d_I, Intersection Delay [s/veh]	18.94											
Intersection LOS	B											
Intersection V/C	0.529											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	2.071	2.280	2.655	2.798
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	765	1002	1002
d_b, Bicycle Delay [s]	17.19	17.19	11.21	11.23
l_b,int, Bicycle LOS Score for Intersection	2.195	2.200	2.276	2.041
Bicycle LOS	B	B	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix 5 — Plans, Policies and Programs Consistency Worksheet

LADOT

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.☐ **Yes** or ☐ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☒ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☒ No

Wilshire Boulevard is an Avenue I and 6th Street is an Avenue II, but the property is not zoned for R3 or a less restrictive zone.

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☒ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☒ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

The answer to A.1 is NO. Therefore, the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☒ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

The proposed project includes modifying curb placement for the curbside loading on the west side of Curson Avenue. ☒ **Yes** ☐ No

B.2 Driveway Access

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> ***Mobility Plan 2035 Program PL.1. Driveway Access.*** *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*
>
> ***Citywide Design Guidelines - Guideline 2****: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*
>
> *Site Planning Best Practices:*
>
> - *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
> - *Minimize both the number of driveway entrances and overall driveway widths.*
> - *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
> - *Orient vehicular access as far from street intersections as possible.*
> - *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
> - *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

The proposed project includes a new driveway on 6th Street (an Avenue II). However, this does not result in exceeding 1 driveway per every 200 feet along the Avenue II frontage, locating it within 150 feet of the intersecting street, or locating it near a mid-block crosswalk.

☐ **Yes** ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

The answer to B.1 is YES.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

Curson Avenue along the project frontage is not on the HIN. It is not a part of one of the designated multimodal networks.
There are no existing or planned transit lines, transit stops, or bikeways. The existing sidewalk would be maintained. The project proposes to modify the curb line to create a bay for a section of curb that is already designated as a bus zone. This moves loading/unloading out of the travel lanes and reduces conflicts such as pedestrians vs. vehicles and bicycles vs. buses.

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☒ No ☐ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☒ No ☐ N/A

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

The answers to B.2.1 and B.2.2 are NO. Therefore, the project would not conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

The answers to C.1.2 and C.2.2 are N/A. The project would not conflict with a plan or policies that ensures access for all modes of travel.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

No increase in the on-site parking supply is anticipated.

□ Yes ☒ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes □ **No** ☒ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public. The answer to D.2 is N/A -- would not conflict with parking management policies.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

The site plan is conceptual and does not indicate if requirements will be met. Short-term parking requirement: 1 per 10KSF (min. 2) = 4 spaces.Long-term parking requirement: 1 per 5KSF (min. 2) = 8 spaces.

□ Yes ☒ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

42,000 square feet of new non-residential floor area

☒Yes □ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

The site plan is conceptual and does not indicate if requirements will be met: Transportation information display with public transit information, contact info for rideshare and transit, ridesharing promotional material, bike route and facility information, and listing of on-site services or facilities.

□ Yes ☒ **No** □ N/A

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

LADOT

Plan, Policy, and Program Consistency Worksheet

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

The answers to D.3 and D.5 are NO. The project may conflict with LAMC code requirements for bicycle parking and TDM measures. Mitigation measures may be required to ensure the project is consistent with requirements

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

This project applies the total VMT threshold.

☐ Yes ☒ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☐ No ☒ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☒ **Yes** ☐ No ☐ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The answer to E.3 is YES. More evaluation is required.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

Without mitigation measures, the project may be inconsistent with SCAG's goals related to improving mobility and accessibility, ensuring safety, maximizing transportation productivity, encouraging active transportation, and improving air quality. The proposed project does not include transportation improvements to encourage and improve active transportation and public transit outside of on-site access and circulation improvements.

Appendix 6 — Visitor Zip Code and VMT Data

Zip Code	Quantity	One-Way Distance	Total One-Way VMT
90001	723	12.28	8,881
90002	1044	14.12	14,745
90003	885	11.60	10,269
90004	1707	3.38	5,767
90005	1375	3.03	4,162
90006	1058	4.54	4,808
90007	2543	6.66	16,930
90008	472	5.28	2,494
90009	21	8.70	183
90010	152	2.70	410
90011	1507	9.36	14,108
90012	508	7.72	3,921
90013	187	7.81	1,460
90014	137	6.92	948
90015	424	6.81	2,885
90016	789	3.23	2,548
90017	524	5.59	2,928
90018	633	4.34	2,746
90019	2056	1.99	4,087
90020	962	3.10	2,984
90021	126	8.04	1,013
90022	860	14.01	12,045
90023	608	10.67	6,485
90024	1650	5.04	8,310
90025	1630	6.17	10,056
90026	1352	6.42	8,674
90027	1139	7.84	8,927
90028	725	4.09	2,969
90029	524	5.22	2,737
90030	27	9.90	267
90031	492	9.98	4,912
90032	623	12.76	7,947
90033	686	9.62	6,602
90034	1918	5.28	10,125
90035	1347	2.62	3,530
90036	5617	1.06	5,942
90037	610	8.18	4,988
90038	511	3.37	1,720
90039	651	9.14	5,950
90040	121	15.42	1,866
90041	565	13.50	7,630
90042	983	12.35	12,139
90043	779	7.77	6,049
90044	657	11.39	7,481
90045	1333	10.69	14,246
90046	1771	3.79	6,704

90047	610	10.30	6,286
90048	1678	2.00	3,351
90049	970	10.22	9,911
90050	14	15.00	210
90051	2	15.80	32
90052	12	12.90	155
90053	13	9.90	129
90054	37	9.90	366
90055	11	7.80	86
90056	141	6.28	885
90057	318	4.86	1,545
90058	86	11.16	959
90059	378	16.07	6,073
90061	517	15.05	7,783
90062	604	6.90	4,167
90063	828	11.29	9,347
90064	1364	5.87	8,012
90065	1265	11.41	14,428
90066	2219	6.95	15,422
90067	127	4.16	529
90068	662	7.41	4,903
90069	597	3.71	2,217
90071	54	6.38	344
90073	9	6.76	61
90077	302	7.73	2,334
90089	32	6.77	217
90094	391	8.25	3,227
90095	193	5.81	1,122
90201	692	19.30	13,353
90210	989	5.96	5,897
90211	562	1.85	1,042
90212	518	3.29	1,702
90220	556	20.28	11,274
90221	406	21.00	8,525
90222	242	17.77	4,301
90230	1205	6.44	7,756
90232	985	4.71	4,635
90240	395	18.44	7,286
90241	449	19.97	8,964
90242	461	21.15	9,748
90245	547	12.05	6,594
90247	496	17.39	8,625
90248	111	19.20	2,131
90249	234	14.49	3,390
90250	992	12.49	12,385
90254	491	17.03	8,363
90255	734	12.80	9,399

90260	583	13.86	8,081
90262	946	18.39	17,392
90263	24	23.62	567
90265	332	30.29	10,056
90266	1095	13.63	14,924
90270	136	13.88	1,888
90272	913	16.20	14,789
90274	485	24.82	12,039
90275	791	28.04	22,179
90277	746	21.07	15,721
90278	1202	14.73	17,703
90280	863	17.84	15,398
90290	220	21.57	4,746
90291	806	8.73	7,037
90292	470	9.22	4,334
90293	255	10.65	2,715
90301	291	8.81	2,564
90302	375	7.68	2,880
90303	471	11.73	5,526
90304	228	10.20	2,326
90305	93	10.37	964
90401	214	9.69	2,073
90402	408	10.20	4,162
90403	982	9.18	9,011
90404	646	8.34	5,387
90405	953	9.16	8,728
90501	435	21.51	9,356
90502	236	20.95	4,945
90503	747	19.28	14,403
90504	787	16.16	12,717
90505	521	21.66	11,284
90506	20	15.42	308
90601	466	23.39	10,902
90602	210	24.77	5,202
90603	242	28.32	6,853
90604	449	25.78	11,576
90605	361	28.40	10,252
90606	306	21.13	6,467
90620	379	28.72	10,886
90621	167	28.00	4,676
90623	188	28.90	5,433
90630	503	30.81	15,496
90631	493	31.87	15,711
90638	804	28.05	22,549
90640	478	16.74	8,000
90650	949	22.60	21,443
90660	657	19.97	13,123

90670	110	21.32	2,346
90680	112	32.36	3,624
90701	218	25.65	5,592
90703	691	26.05	18,003
90706	578	23.78	13,743
90710	295	23.89	7,048
90712	306	27.24	8,336
90713	317	27.45	8,701
90715	135	27.54	3,717
90716	117	28.48	3,332
90717	369	23.74	8,762
90720	261	32.34	8,440
90723	425	22.19	9,430
90731	689	28.03	19,315
90732	415	28.45	11,806
90740	247	35.02	8,651
90742	14	36.51	511
90743	11	35.63	392
90744	474	25.66	12,162
90745	503	22.67	11,403
90746	332	21.52	7,144
90755	83	27.81	2,308
90802	383	29.79	11,409
90803	545	31.39	17,108
90804	425	30.17	12,822
90805	511	23.63	12,074
90806	285	26.42	7,530
90807	349	26.85	9,370
90808	906	29.26	26,512
90810	188	24.75	4,654
90813	188	28.37	5,334
90814	168	31.30	5,259
90815	435	29.85	12,986
91001	680	20.18	13,724
91006	452	24.46	11,057
91007	360	22.78	8,199
91008	6	27.54	165
91010	443	30.55	13,533
91011	647	34.82	22,531
91016	525	28.64	15,039
91020	158	18.66	2,949
91024	275	23.31	6,410
91030	850	14.04	11,936
91040	344	16.22	5,578
91042	253	29.15	7,374
91101	400	17.00	6,800
91103	317	17.20	5,452

91104	637	19.26	12,268
91105	287	15.04	4,316
91106	404	17.75	7,170
91107	545	20.54	11,194
91108	455	17.19	7,823
91201	346	11.25	3,894
91202	323	12.09	3,904
91203	194	10.90	2,115
91204	334	9.77	3,262
91205	314	10.53	3,305
91206	443	12.78	5,660
91207	161	18.42	2,966
91208	269	16.10	4,330
91210	22	10.70	235
91214	772	20.48	15,808
91301	434	33.39	14,492
91302	584	27.58	16,104
91303	300	23.50	7,050
91304	469	26.48	12,417
91306	434	22.65	9,829
91307	427	29.21	12,474
91311	509	28.61	14,565
91316	505	15.82	7,989
91321	547	26.77	14,643
91324	324	23.04	7,464
91325	1177	20.08	23,638
91326	807	24.30	19,608
91330	223	22.14	4,936
91331	1739	16.30	28,353
91335	704	19.93	14,029
91340	529	19.16	10,137
91342	1329	31.15	41,401
91343	790	18.61	14,704
91344	816	22.02	17,966
91345	169	18.69	3,159
91350	522	31.79	16,596
91351	290	31.98	9,275
91352	334	14.40	4,810
91354	488	33.61	16,404
91355	692	36.24	25,075
91356	495	19.73	9,764
91364	445	22.10	9,836
91367	701	22.85	16,020
91381	321	30.87	9,908
91384	263	42.06	11,062
91387	704	30.55	21,508
91390	196	43.85	8,595

91401	571	11.58	6,612
91402	670	15.77	10,566
91403	564	12.06	6,803
91405	502	14.72	7,391
91406	615	17.26	10,616
91411	468	13.27	6,212
91423	959	9.57	9,174
91436	381	14.61	5,566
91501	275	12.05	3,313
91502	170	10.76	1,829
91504	507	12.73	6,453
91505	1083	9.46	10,244
91506	372	9.32	3,467
91601	497	9.16	4,553
91602	444	7.91	3,513
91604	871	7.10	6,184
91605	662	12.22	8,087
91606	540	10.66	5,755
91607	850	9.14	7,767
91608	12	6.80	82
91702	426	51.74	22,041
91706	523	25.63	13,406
91711	655	41.84	27,408
91722	485	29.01	14,072
91723	224	29.46	6,598
91724	247	31.86	7,871
91731	252	20.29	5,114
91732	421	21.46	9,033
91733	394	20.52	8,083
91740	190	34.37	6,531
91741	328	37.03	12,147
91744	449	26.93	12,094
91745	720	26.02	18,736
91746	232	23.28	5,402
91748	328	30.71	10,072
91750	413	39.72	16,404
91754	310	15.07	4,671
91755	212	17.05	3,616
91765	526	37.14	19,537
91766	488	37.35	18,228
91767	290	37.64	10,916
91768	498	34.81	17,335
91770	491	17.59	8,635
91773	392	34.32	13,453
91775	317	18.84	5,973
91776	249	17.76	4,422
91780	387	20.73	8,024

91789	704	33.62	23,666
91790	518	25.85	13,390
91791	400	28.51	11,406
91792	165	30.83	5,087
91801	612	16.18	9,902
91803	390	14.05	5,480
92602	275	48.04	13,212
92603	201	53.11	10,674
92604	278	46.41	12,901
92606	194	46.02	8,927
92610	127	55.69	7,072
92612	183	48.51	8,878
92614	199	46.31	9,215
92617	103	50.13	5,163
92618	353	48.80	17,226
92620	788	46.41	36,574
92624	44	65.42	2,879
92625	105	52.04	5,465
92626	359	45.02	16,164
92627	377	47.18	17,788
92629	261	64.66	16,877
92630	444	53.49	23,748
92637	62	53.45	3,314
92646	438	43.95	19,251
92647	449	38.85	17,443
92648	335	42.36	14,190
92649	371	38.47	14,271
92651	300	56.15	16,846
92653	225	56.10	12,623
92655	17	39.20	666
92656	423	56.68	23,974
92657	71	53.41	3,792
92660	242	49.53	11,986
92661	24	50.94	1,223
92662	22	51.00	1,122
92663	136	48.31	6,571
92672	206	74.01	15,246
92673	180	67.02	12,064
92675	258	70.69	18,239
92676	37	55.43	2,051
92677	442	61.12	27,017
92679	225	68.01	15,303
92683	806	36.84	29,690
92688	330	59.49	19,631
92691	423	55.95	23,668
92692	367	57.24	21,008
92694	365	59.77	21,816

92697	1	49.04	49
92701	395	39.82	15,731
92703	126	38.56	4,858
92704	302	42.45	12,819
92705	317	43.08	13,657
92706	121	38.22	4,625
92707	216	42.16	9,107
92708	496	42.06	20,863
92780	287	41.76	11,984
92782	340	44.01	14,963
92801	297	31.17	9,257
92802	202	34.32	6,934
92804	334	32.40	10,822
92805	400	34.20	13,682
92806	234	36.03	8,431
92807	342	40.67	13,910
92808	167	49.52	8,270
92821	379	36.96	14,007
92823	45	42.13	1,896
92831	198	34.37	6,806
92832	271	32.02	8,678
92833	463	30.69	14,207
92835	167	33.50	5,594
92840	204	36.09	7,361
92841	111	34.91	3,875
92843	194	37.48	7,270
92844	117	38.81	4,541
92845	174	32.91	5,726
92861	61	40.65	2,480
92865	160	37.57	6,010
92866	137	39.57	5,421
92867	483	38.64	18,662
92868	201	36.86	7,409
92869	248	43.70	10,837
92870	483	38.23	18,467
92886	498	42.40	21,114
92887	207	45.06	9,327
93510	96	46.30	4,445
93532	11	81.84	900
93534	516	68.47	35,332
93535	332	80.69	26,791
93536	788	78.62	61,956
93543	158	65.39	10,331
93544	10	77.02	770
93550	539	48.66	26,230
93551	847	63.73	53,980
93552	221	61.49	13,590

93553	29	69.53	2,016
93591	35	78.93	2,763
	182,259		3,590,911

19.70

Appendix 7 — Opening Year (2032) Intersection LOS and Queuing Worksheets

La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 5 Opening Year Weekday AM
Report File: H:\...\OpeningYear_AM.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	SB Right	0.719	8.3	A
2	Curson Ave/6th St	Signalized	HCM 6th Edition	NB Left	1.050	59.0	E
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.480	2.2	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.533	7.2	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	SB Left	2.002	269.4	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	3	0	7	30	0	70	7	966	33	33	2102	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	7	30	0	70	7	966	33	33	2102	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	8	0	18	2	249	9	9	542	6
Total Analysis Volume [veh/h]	3	0	7	31	0	72	7	996	34	34	2167	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			3			3			2		
v_di, Inbound Pedestrian Volume crossing m	2			3			3			2		
v_co, Outbound Pedestrian Volume crossing	7			6			7			6		
v_ci, Inbound Pedestrian Volume crossing mi	7			6			7			6		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			3			7		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	69.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	64	0	0	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	8	8	72	72	72	72	72	72
g / C, Green / Cycle	0.09	0.09	0.80	0.80	0.80	0.80	0.80	0.80
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.04	0.53	0.02	0.06	0.59	0.59
s, saturation flow rate [veh/h]	1708	1537	179	1870	1542	548	1870	1862
c, Capacity [veh/h]	211	195	167	1496	1234	377	1496	1489
d1, Uniform Delay [s]	37.19	39.51	12.46	3.84	1.84	10.04	4.33	4.36
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	2.20	0.47	2.36	0.04	0.47	3.20	3.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.53	0.04	0.67	0.03	0.09	0.73	0.74
d, Delay for Lane Group [s/veh]	37.28	41.72	12.93	6.20	1.88	10.51	7.53	7.63
Lane Group LOS	D	D	B	A	A	B	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.20	2.30	0.09	5.47	0.09	0.36	6.89	6.95
50th-Percentile Queue Length [ft/ln]	5.11	57.49	2.37	136.68	2.18	8.98	172.31	173.73
95th-Percentile Queue Length [veh/ln]	0.37	4.14	0.17	9.30	0.16	0.65	11.20	11.27
95th-Percentile Queue Length [ft/ln]	9.20	103.48	4.26	232.54	3.93	16.16	279.95	281.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.28	37.28	37.28	41.72	41.72	41.72	12.93	6.20	1.88	10.51	7.58	7.63
Movement LOS	D	D	D	D	D	D	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	37.28			41.72			6.10			7.62		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	8.29											
Intersection LOS	A											
Intersection V/C	0.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.64	34.64	34.64	34.64
l_p,int, Pedestrian LOS Score for Intersection	1.801	1.789	2.943	2.969
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	469	1319	1319
d_b, Bicycle Delay [s]	26.35	26.36	5.23	5.24
l_b,int, Bicycle LOS Score for Intersection	1.576	1.730	3.271	3.394
Bicycle LOS	A	A	C	C

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	59.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.050

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	433	72	145	83	141	73	23	500	505	175	1678	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	433	72	145	83	141	73	23	500	505	175	1678	88
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	19	38	22	37	19	6	132	133	46	442	23
Total Analysis Volume [veh/h]	456	76	153	87	148	77	24	526	532	184	1766	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			17			18			10		
v_di, Inbound Pedestrian Volume crossing m	10			18			17			10		
v_co, Outbound Pedestrian Volume crossing	20			9			19			8		
v_ci, Inbound Pedestrian Volume crossing mi	19			8			20			9		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			4			1			5		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	24.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	23	23	23	23	27	27	27	27	27	27
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.40	0.14	0.08	0.13	0.10	0.28	0.36	0.35	0.50	0.51
s, saturation flow rate [veh/h]	1136	1615	1133	1735	247	1870	1489	532	1870	1828
c, Capacity [veh/h]	398	604	386	648	120	847	675	232	847	828
d1, Uniform Delay [s]	24.88	13.71	19.02	13.52	30.01	12.50	13.50	26.16	16.42	16.42
k, delay calibration	0.44	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	88.74	0.39	0.29	0.32	3.72	3.41	9.09	23.71	61.04	70.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.15	0.38	0.23	0.35	0.20	0.62	0.79	0.79	1.10	1.12
d, Delay for Lane Group [s/veh]	113.62	14.11	19.32	13.84	33.73	15.91	22.59	49.87	77.46	87.09
Lane Group LOS	F	B	B	B	C	B	C	D	F	F
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.30	2.08	0.96	2.00	0.45	5.38	6.71	4.06	24.05	25.73
50th-Percentile Queue Length [ft/ln]	382.50	51.88	23.98	50.11	11.37	134.62	167.71	101.62	601.30	643.27
95th-Percentile Queue Length [veh/ln]	23.60	3.74	1.73	3.61	0.82	9.19	10.96	7.32	34.31	36.96
95th-Percentile Queue Length [ft/ln]	590.10	93.39	43.16	90.19	20.46	229.76	273.90	182.91	857.70	923.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	113.62	14.11	14.11	19.32	13.84	13.84	33.73	15.91	22.59	49.87	82.02	87.09
Movement LOS	F	B	B	B	B	B	C	B	C	D	F	F
d_A, Approach Delay [s/veh]	80.35			15.37			19.59			79.36		
Approach LOS	F			B			B			E		
d_I, Intersection Delay [s/veh]	58.99											
Intersection LOS	E											
Intersection V/C	1.050											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.683	2.116	3.585	2.914
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.69	9.08	9.10
l_b,int, Bicycle LOS Score for Intersection	2.690	2.074	3.345	3.245
Bicycle LOS	B	B	C	C

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	2.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	7	3	938	14	6	1396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	3	938	14	6	1396
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	258	4	2	384
Total Analysis Volume [veh/h]	8	3	1031	15	7	1534
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		20		0	
v_di, Inbound Pedestrian Volume crossing m	0		19		0	
v_co, Outbound Pedestrian Volume crossing	20		20		19	
v_ci, Inbound Pedestrian Volume crossing mi	20		20		20	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	1		0		2	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	2	2	77	77	77	77
g / C, Green / Cycle	0.02	0.02	0.85	0.85	0.85	0.85
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.29	0.01	0.01	0.43
s, saturation flow rate [veh/h]	1188	1556	3560	1552	538	3560
c, Capacity [veh/h]	30	39	3035	1323	489	3035
d1, Uniform Delay [s]	43.03	42.82	1.38	0.99	2.63	1.72
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.67	0.82	0.30	0.02	0.05	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.08	0.34	0.01	0.01	0.51
d, Delay for Lane Group [s/veh]	47.70	43.64	1.68	1.00	2.68	2.32
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.21	0.07	0.70	0.02	0.03	1.31
50th-Percentile Queue Length [ft/ln]	5.30	1.84	17.48	0.44	0.73	32.87
95th-Percentile Queue Length [veh/ln]	0.38	0.13	1.26	0.03	0.05	2.37
95th-Percentile Queue Length [ft/ln]	9.54	3.31	31.47	0.79	1.32	59.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.70	43.64	1.68	1.00	2.68	2.32
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	46.59		1.67		2.32	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.25					
Intersection LOS	A					
Intersection V/C	0.480					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	295.73	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.960	2.804	0.000
Crosswalk LOS	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.39	13.40
I_b,int, Bicycle LOS Score for Intersection	1.560	2.423	2.831
Bicycle LOS	A	B	C

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	78	49	896	56	29	1340
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	49	896	56	29	1340
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	13	241	15	8	360
Total Analysis Volume [veh/h]	84	53	963	60	31	1441
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6		1		7	
v_di, Inbound Pedestrian Volume crossing m	7		1		6	
v_co, Outbound Pedestrian Volume crossing	18		17		1	
v_ci, Inbound Pedestrian Volume crossing mi	17		18		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	12	67	67	67	67
g / C, Green / Cycle	0.14	0.75	0.75	0.75	0.75
(v / s)_i Volume / Saturation Flow Rate	0.08	0.27	0.28	0.06	0.40
s, saturation flow rate [veh/h]	1702	1870	1826	551	3560
c, Capacity [veh/h]	235	1396	1363	419	2657
d1, Uniform Delay [s]	36.34	3.98	4.02	7.07	4.86
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.62	0.74	0.79	0.34	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.37	0.38	0.07	0.54
d, Delay for Lane Group [s/veh]	40.96	4.73	4.81	7.42	5.66
Lane Group LOS	D	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	2.71	2.75	0.26	4.46
50th-Percentile Queue Length [ft/ln]	77.07	67.82	68.65	6.53	111.57
95th-Percentile Queue Length [veh/ln]	5.55	4.88	4.94	0.47	7.93
95th-Percentile Queue Length [ft/ln]	138.73	122.08	123.57	11.75	198.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.96	40.96	4.76	4.81	7.42	5.66
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	40.96		4.77		5.70	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	7.17					
Intersection LOS	A					
Intersection V/C	0.533					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	1.870	2.752	2.857
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.16	11.14	11.14
l_b,int, Bicycle LOS Score for Intersection	1.786	2.404	2.774
Bicycle LOS	A	B	C

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	269.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.002

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	156	441	337	486	263	63	63	952	13	83	1003	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	100
Total Hourly Volume [veh/h]	156	441	337	486	263	63	63	952	13	83	1003	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	116	89	128	69	17	17	251	3	22	264	4
Total Analysis Volume [veh/h]	164	464	355	512	277	66	66	1002	14	87	1056	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	7			22			23			7		
v_di, Inbound Pedestrian Volume crossing m	7			23			22			7		
v_co, Outbound Pedestrian Volume crossing	14			15			13			14		
v_ci, Inbound Pedestrian Volume crossing mi	13			14			14			15		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			4			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.58	1.53	0.13	0.27	0.27	0.16	0.30	0.01
s, saturation flow rate [veh/h]	1685	560	526	1870	1858	555	3560	1509
c, Capacity [veh/h]	690	278	221	937	931	242	1784	756
d1, Uniform Delay [s]	28.84	31.73	27.48	15.34	15.35	26.75	15.87	11.28
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	199.07	943.43	3.42	2.26	2.29	4.13	1.45	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.42	3.08	0.30	0.54	0.54	0.36	0.59	0.02
d, Delay for Lane Group [s/veh]	227.92	975.15	30.91	17.61	17.64	30.89	17.33	11.33
Lane Group LOS	F	F	C	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	52.84	78.99	1.37	7.28	7.26	1.81	7.54	0.17
50th-Percentile Queue Length [ft/ln]	1320.97	1974.85	34.27	182.11	181.47	45.13	188.55	4.14
95th-Percentile Queue Length [veh/ln]	79.61	131.81	2.47	11.71	11.68	3.25	12.05	0.30
95th-Percentile Queue Length [ft/ln]	1990.31	3295.25	61.68	292.77	291.93	81.23	301.15	7.45

Movement, Approach, & Intersection Results

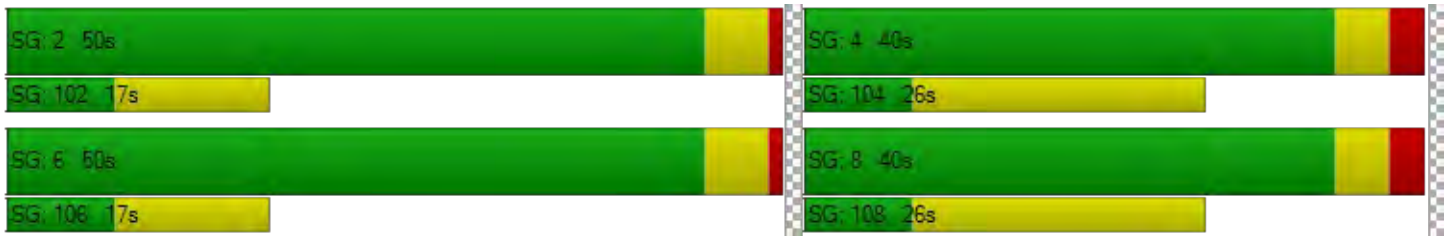
d_M, Delay for Movement [s/veh]	227.92	227.92	227.92	975.15	975.15	975.15	30.91	17.62	17.64	30.89	17.33	11.33
Movement LOS	F	F	F	F	F	F	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	227.92			975.15			18.43			18.26		
Approach LOS	F			F			B			B		
d_I, Intersection Delay [s/veh]	269.41											
Intersection LOS	F											
Intersection V/C	2.002											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.502	2.540	2.994	3.831
Crosswalk LOS	B	B	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.14	17.15	11.15	11.16
l_b,int, Bicycle LOS Score for Intersection	3.182	2.970	2.452	2.598
Bicycle LOS	C	C	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 6 Opening Year Weekday Midday

Report File: H:\...\OpeningYear_Midday.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	NB Left	0.683	8.5	A
2	Curson Ave/6th St	Signalized	HCM 6th Edition	SB Left	0.643	16.3	B
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.405	3.3	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.435	5.5	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	1.237	183.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	52	1	51	9	0	17	10	911	68	45	1169	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	1	51	9	0	17	10	911	68	45	1169	10
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	14	2	0	5	3	242	18	12	311	3
Total Analysis Volume [veh/h]	55	1	54	10	0	18	11	969	72	48	1244	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			4			4			13		
v_di, Inbound Pedestrian Volume crossing m	13			4			4			12		
v_co, Outbound Pedestrian Volume crossing	32			15			32			14		
v_ci, Inbound Pedestrian Volume crossing mi	32			14			32			15		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			1			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	2.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	9	9	42	42	42	42	42	42
g / C, Green / Cycle	0.15	0.15	0.69	0.69	0.69	0.69	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.07	0.02	0.02	0.52	0.05	0.09	0.34	0.34
s, saturation flow rate [veh/h]	1484	1597	442	1870	1485	542	1870	1863
c, Capacity [veh/h]	311	320	333	1292	1026	282	1292	1287
d1, Uniform Delay [s]	23.29	22.09	8.24	5.95	3.00	16.18	4.32	4.32
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.68	0.12	0.18	4.04	0.13	1.31	1.31	1.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.09	0.03	0.75	0.07	0.17	0.49	0.49
d, Delay for Lane Group [s/veh]	23.97	22.21	8.43	9.99	3.14	17.49	5.63	5.64
Lane Group LOS	C	C	A	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.39	0.33	0.08	5.96	0.21	0.56	2.59	2.59
50th-Percentile Queue Length [ft/ln]	34.87	8.32	2.04	149.05	5.17	14.11	64.86	64.78
95th-Percentile Queue Length [veh/ln]	2.51	0.60	0.15	9.97	0.37	1.02	4.67	4.66
95th-Percentile Queue Length [ft/ln]	62.77	14.98	3.67	249.16	9.31	25.40	116.75	116.60

Movement, Approach, & Intersection Results

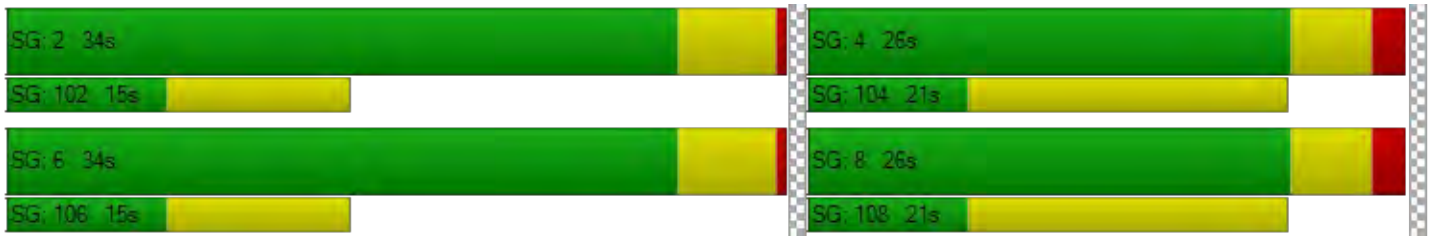
d_M, Delay for Movement [s/veh]	23.97	23.97	23.97	22.21	22.21	22.21	8.43	9.99	3.14	17.49	5.64	5.64
Movement LOS	C	C	C	C	C	C	A	A	A	B	A	A
d_A, Approach Delay [s/veh]	23.97			22.21			9.50			6.07		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	8.49											
Intersection LOS	A											
Intersection V/C	0.683											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	20.01
l_p,int, Pedestrian LOS Score for Intersection	1.873	1.733	2.817	2.692
Crosswalk LOS	A	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	703	703	977	977
d_b, Bicycle Delay [s]	12.61	12.62	7.86	7.86
l_b,int, Bicycle LOS Score for Intersection	1.741	1.606	3.295	2.635
Bicycle LOS	A	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	322	56	310	42	39	54	38	519	176	81	582	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	322	56	310	42	39	54	38	519	176	81	582	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	15	82	11	10	14	10	137	46	21	153	13
Total Analysis Volume [veh/h]	339	59	326	44	41	57	40	546	185	85	613	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			10			11			12		
v_di, Inbound Pedestrian Volume crossing m	12			11			10			12		
v_co, Outbound Pedestrian Volume crossing	21			14			20			14		
v_ci, Inbound Pedestrian Volume crossing mi	20			14			21			14		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			3			2			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	22	22	22	22	27	27	27	27	27	27
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.46	0.46	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.26	0.25	0.04	0.06	0.05	0.29	0.12	0.12	0.18	0.18
s, saturation flow rate [veh/h]	1280	1549	986	1663	765	1870	1485	721	1870	1809
c, Capacity [veh/h]	494	572	240	614	357	856	680	270	856	828
d1, Uniform Delay [s]	20.43	15.89	24.20	12.69	15.08	12.47	9.99	21.36	10.77	10.79
k, delay calibration	0.20	0.17	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.04	2.12	0.36	0.12	0.64	3.63	0.99	3.04	1.36	1.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.67	0.18	0.16	0.11	0.64	0.27	0.32	0.39	0.40
d, Delay for Lane Group [s/veh]	23.48	18.01	24.56	12.81	15.72	16.10	10.98	24.40	12.13	12.21
Lane Group LOS	C	B	C	B	B	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.52	4.23	0.56	0.81	0.43	5.63	1.48	1.22	2.86	2.80
50th-Percentile Queue Length [ft/ln]	112.91	105.87	14.10	20.32	10.69	140.72	37.01	30.62	71.56	70.11
95th-Percentile Queue Length [veh/ln]	8.00	7.61	1.02	1.46	0.77	9.52	2.66	2.20	5.15	5.05
95th-Percentile Queue Length [ft/ln]	200.04	190.24	25.39	36.58	19.25	238.00	66.62	55.11	128.81	126.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.48	18.01	18.01	24.56	12.81	12.81	15.72	16.10	10.98	24.40	12.17	12.21
Movement LOS	C	B	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	20.57			16.45			14.85			13.56		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	16.27											
Intersection LOS	B											
Intersection V/C	0.643											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.375	2.070	3.107	2.574
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.68	11.68	9.09	9.08
l_b,int, Bicycle LOS Score for Intersection	2.754	1.794	2.832	2.178
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	11	23	1169	13	6	1003
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	23	1169	13	6	1003
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	6	314	3	2	270
Total Analysis Volume [veh/h]	12	25	1257	14	6	1078
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		46		0	
v_di, Inbound Pedestrian Volume crossing m	0		45		0	
v_co, Outbound Pedestrian Volume crossing	59		58		45	
v_ci, Inbound Pedestrian Volume crossing mi	58		59		46	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		3		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	5	5	74	74	74	74
g / C, Green / Cycle	0.06	0.06	0.82	0.82	0.82	0.82
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.35	0.01	0.01	0.30
s, saturation flow rate [veh/h]	1195	1559	3560	1444	434	3560
c, Capacity [veh/h]	73	96	2907	1179	377	2907
d1, Uniform Delay [s]	40.04	40.27	2.34	1.53	4.57	2.17
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.04	1.43	0.47	0.02	0.08	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.26	0.43	0.01	0.02	0.37
d, Delay for Lane Group [s/veh]	41.07	41.70	2.81	1.55	4.65	2.54
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.27	0.56	1.83	0.03	0.04	1.46
50th-Percentile Queue Length [ft/ln]	6.77	14.03	45.84	0.75	0.97	36.38
95th-Percentile Queue Length [veh/ln]	0.49	1.01	3.30	0.05	0.07	2.62
95th-Percentile Queue Length [ft/ln]	12.18	25.25	82.52	1.35	1.74	65.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.07	41.70	2.81	1.55	4.65	2.54
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	41.50		2.80		2.55	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.29					
Intersection LOS	A					
Intersection V/C	0.405					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	125.68	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.967	2.760	0.000
Crosswalk LOS	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.97	13.41	13.39
l_b,int, Bicycle LOS Score for Intersection	1.560	2.608	2.454
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	5.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	38	34	1133	54	29	971
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	34	1133	54	29	971
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	9	305	15	8	261
Total Analysis Volume [veh/h]	41	37	1218	58	31	1044
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	5		12		5	
v_di, Inbound Pedestrian Volume crossing m	5		11		5	
v_co, Outbound Pedestrian Volume crossing	48		47		11	
v_ci, Inbound Pedestrian Volume crossing mi	47		48		12	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		2		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	10	69	69	69	69
g / C, Green / Cycle	0.11	0.77	0.77	0.77	0.77
(v / s)_i Volume / Saturation Flow Rate	0.05	0.34	0.35	0.07	0.29
s, saturation flow rate [veh/h]	1685	1870	1823	433	3560
c, Capacity [veh/h]	193	1439	1403	347	2740
d1, Uniform Delay [s]	36.95	3.63	3.67	7.18	3.38
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.75	0.99	1.06	0.51	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.44	0.45	0.09	0.38
d, Delay for Lane Group [s/veh]	39.70	4.62	4.74	7.69	3.78
Lane Group LOS	D	A	A	A	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.72	3.17	3.23	0.27	2.27
50th-Percentile Queue Length [ft/ln]	43.05	79.28	80.67	6.84	56.74
95th-Percentile Queue Length [veh/ln]	3.10	5.71	5.81	0.49	4.09
95th-Percentile Queue Length [ft/ln]	77.49	142.71	145.21	12.32	102.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.70	39.70	4.68	4.74	7.69	3.78
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	39.70		4.68		3.90	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.46					
Intersection LOS	A					
Intersection V/C	0.435					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	1.840	2.706	2.831
Crosswalk LOS	A	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.18	11.15	11.15
l_b,int, Bicycle LOS Score for Intersection	1.688	2.612	2.446
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	183.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.237

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	277	597	255	167	112	104	94	1007	24	40	613	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	76
Total Hourly Volume [veh/h]	277	597	255	167	112	104	94	1007	24	40	613	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	157	67	44	29	27	25	265	6	11	161	4
Total Analysis Volume [veh/h]	292	628	268	176	118	109	99	1060	25	42	645	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	24			46			47			24		
v_di, Inbound Pedestrian Volume crossing m	24			47			46			24		
v_co, Outbound Pedestrian Volume crossing	42			56			42			55		
v_ci, Inbound Pedestrian Volume crossing mi	42			55			42			56		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			4			3			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.83	0.45	0.13	0.29	0.29	0.08	0.18	0.01
s, saturation flow rate [veh/h]	1424	899	765	1870	1843	520	3560	1413
c, Capacity [veh/h]	594	401	361	937	924	221	1784	708
d1, Uniform Delay [s]	29.18	29.44	20.65	15.75	15.80	25.91	13.64	11.28
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	456.11	46.20	1.88	2.63	2.71	1.90	0.57	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.00	1.01	0.27	0.58	0.59	0.19	0.36	0.02
d, Delay for Lane Group [s/veh]	485.29	75.65	22.53	18.38	18.51	27.81	14.21	11.34
Lane Group LOS	F	F	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	88.03	14.00	1.66	8.04	8.01	0.82	3.91	0.17
50th-Percentile Queue Length [ft/ln]	2200.79	349.95	41.41	200.92	200.26	20.38	97.74	4.16
95th-Percentile Queue Length [veh/ln]	140.86	20.20	2.98	12.69	12.65	1.47	7.04	0.30
95th-Percentile Queue Length [ft/ln]	3521.49	505.07	74.53	317.15	316.30	36.69	175.94	7.48

Movement, Approach, & Intersection Results

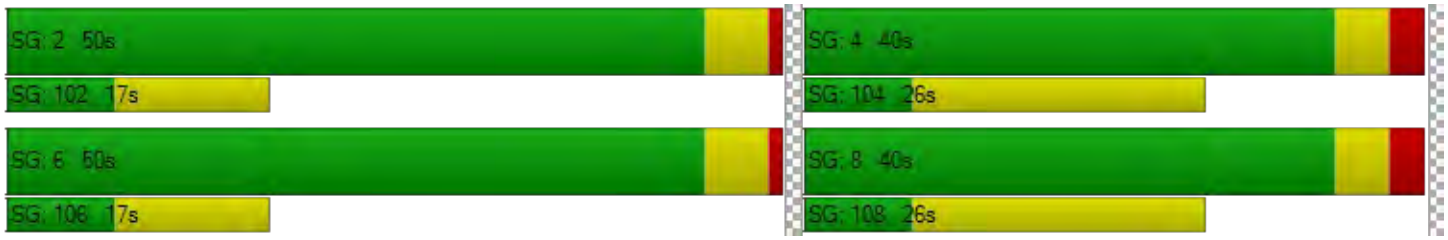
d_M, Delay for Movement [s/veh]	485.29	485.29	485.29	75.65	75.65	75.65	22.53	18.44	18.51	27.81	14.21	11.34
Movement LOS	F	F	F	E	E	E	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	485.29			75.65			18.79			14.95		
Approach LOS	F			E			B			B		
d_I, Intersection Delay [s/veh]	183.95											
Intersection LOS	F											
Intersection V/C	1.237											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.443	2.451	3.149	3.182
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.11	17.15	11.16	11.14
l_b,int, Bicycle LOS Score for Intersection	3.520	2.225	2.536	2.202
Bicycle LOS	D	B	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 7 Opening Year Weekday PM
Report File: H:\...\OpeningYear_PM.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	NB Left	0.799	11.3	B
2	Curson Ave/6th St	Signalized	HCM 6th Edition	NB Right	1.071	54.7	D
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.650	5.8	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.664	8.3	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	1.674	249.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	80	0	78	14	0	27	38	1072	29	16	1013	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	0	78	14	0	27	38	1072	29	16	1013	12
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	21	4	0	7	10	288	8	4	272	3
Total Analysis Volume [veh/h]	86	0	84	15	0	29	41	1153	31	17	1089	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6			9			10			6		
v_di, Inbound Pedestrian Volume crossing m	6			10			9			6		
v_co, Outbound Pedestrian Volume crossing	16			18			16			18		
v_ci, Inbound Pedestrian Volume crossing mi	16			18			16			18		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	64	0	0	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	13	13	67	67	67	67	67	67
g / C, Green / Cycle	0.14	0.14	0.75	0.75	0.75	0.75	0.75	0.75
(v / s)_i Volume / Saturation Flow Rate	0.11	0.03	0.08	0.62	0.02	0.04	0.30	0.30
s, saturation flow rate [veh/h]	1529	1567	511	1870	1524	473	1870	1860
c, Capacity [veh/h]	279	278	396	1403	1143	232	1403	1395
d1, Uniform Delay [s]	36.79	33.92	7.13	7.31	2.86	21.55	3.98	3.98
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.15	0.26	0.52	5.54	0.04	0.62	0.83	0.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.16	0.10	0.82	0.03	0.07	0.39	0.39
d, Delay for Lane Group [s/veh]	38.94	34.19	7.65	12.85	2.90	22.17	4.81	4.82
Lane Group LOS	D	C	A	B	A	C	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.69	0.86	0.35	12.24	0.12	0.29	2.95	2.94
50th-Percentile Queue Length [ft/ln]	92.31	21.46	8.85	305.96	3.00	7.20	73.74	73.53
95th-Percentile Queue Length [veh/ln]	6.65	1.54	0.64	17.98	0.22	0.52	5.31	5.29
95th-Percentile Queue Length [ft/ln]	166.16	38.62	15.93	449.39	5.40	12.96	132.73	132.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.94	38.94	38.94	34.19	34.19	34.19	7.65	12.85	2.90	22.17	4.81	4.82
Movement LOS	D	D	D	C	C	C	A	B	A	C	A	A
d_A, Approach Delay [s/veh]	38.94			34.19			12.43			5.08		
Approach LOS	D			C			B			A		
d_I, Intersection Delay [s/veh]	11.35											
Intersection LOS	B											
Intersection V/C	0.799											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.64	34.64	34.64	34.64
l_p,int, Pedestrian LOS Score for Intersection	1.845	1.820	2.895	2.730
Crosswalk LOS	A	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	469	1319	1319
d_b, Bicycle Delay [s]	26.35	26.35	5.22	5.23
l_b,int, Bicycle LOS Score for Intersection	1.840	1.632	3.581	2.483
Bicycle LOS	A	A	D	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	54.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.071

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	363	85	546	75	73	41	52	923	195	96	628	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	363	85	546	75	73	41	52	923	195	96	628	98
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	22	141	19	19	11	13	238	50	25	162	25
Total Analysis Volume [veh/h]	374	88	563	77	75	42	54	952	201	99	647	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			16			16			10		
v_di, Inbound Pedestrian Volume crossing m	10			16			16			10		
v_co, Outbound Pedestrian Volume crossing	30			10			30			9		
v_ci, Inbound Pedestrian Volume crossing mi	30			9			30			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			2			5		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	17.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	23	23	23	23	27	27	27	27	27	27
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.30	0.42	0.10	0.07	0.08	0.51	0.14	0.20	0.20	0.21
s, saturation flow rate [veh/h]	1250	1553	776	1732	711	1870	1452	487	1870	1758
c, Capacity [veh/h]	486	581	122	647	320	847	658	120	847	796
d1, Uniform Delay [s]	21.43	18.79	30.01	12.62	16.77	16.42	10.28	30.01	11.29	11.34
k, delay calibration	0.26	0.47	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.04	74.55	5.30	0.13	1.14	70.95	1.20	45.07	1.74	1.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	1.12	0.63	0.18	0.17	1.12	0.31	0.83	0.45	0.46
d, Delay for Lane Group [s/veh]	27.47	93.35	35.31	12.75	17.90	87.37	11.48	75.08	13.03	13.24
Lane Group LOS	C	F	D	B	B	F	B	E	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	5.56	19.00	1.24	0.97	0.63	26.38	1.66	2.87	3.42	3.31
50th-Percentile Queue Length [ft/ln]	138.91	475.09	31.02	24.22	15.85	659.59	41.49	71.66	85.55	82.67
95th-Percentile Queue Length [veh/ln]	9.42	28.16	2.23	1.74	1.14	37.82	2.99	5.16	6.16	5.95
95th-Percentile Queue Length [ft/ln]	235.56	703.89	55.84	43.59	28.53	945.47	74.68	128.99	153.99	148.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.47	93.35	93.35	35.31	12.75	12.75	17.90	87.37	11.48	75.08	13.12	13.24
Movement LOS	C	F	F	D	B	B	B	F	B	E	B	B
d_A, Approach Delay [s/veh]	69.31			21.71			71.62			20.38		
Approach LOS	E			C			E			C		
d_I, Intersection Delay [s/veh]	54.68											
Intersection LOS	D											
Intersection V/C	1.071											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.513	2.137	3.252	2.809
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.67	9.09	9.10
l_b,int, Bicycle LOS Score for Intersection	3.251	1.880	3.551	2.258
Bicycle LOS	C	A	D	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	5.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	32	37	1885	38	18	1047
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	37	1885	38	18	1047
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	10	501	10	5	278
Total Analysis Volume [veh/h]	34	39	2005	40	19	1114
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		70		0	
v_di, Inbound Pedestrian Volume crossing m	0		70		0	
v_co, Outbound Pedestrian Volume crossing	65		64		70	
v_ci, Inbound Pedestrian Volume crossing mi	64		65		70	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		6		3	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	8	8	71	71	71	71
g / C, Green / Cycle	0.08	0.08	0.79	0.79	0.79	0.79
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.56	0.03	0.09	0.31
s, saturation flow rate [veh/h]	1177	1589	3560	1427	206	3560
c, Capacity [veh/h]	100	135	2823	1131	181	2823
d1, Uniform Delay [s]	38.80	38.62	4.42	1.98	12.90	2.81
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.00	1.17	1.54	0.06	1.16	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.29	0.71	0.04	0.11	0.39
d, Delay for Lane Group [s/veh]	40.80	39.79	5.96	2.04	14.07	3.22
Lane Group LOS	D	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.76	0.84	5.84	0.11	0.26	2.01
50th-Percentile Queue Length [ft/ln]	18.89	21.09	145.90	2.80	6.62	50.26
95th-Percentile Queue Length [veh/ln]	1.36	1.52	9.80	0.20	0.48	3.62
95th-Percentile Queue Length [ft/ln]	34.01	37.96	244.95	5.03	11.92	90.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.80	39.79	5.96	2.04	14.07	3.22
Movement LOS	D	D	A	A	B	A
d_A, Approach Delay [s/veh]	40.26		5.88		3.40	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.79					
Intersection LOS	A					
Intersection V/C	0.650					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	81.06	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.010	2.922	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.43	13.41
l_b,int, Bicycle LOS Score for Intersection	1.560	3.247	2.494
Bicycle LOS	A	C	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	35	51	1885	45	24	1017
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	51	1885	45	24	1017
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	13	496	12	6	268
Total Analysis Volume [veh/h]	37	54	1984	47	25	1071
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6		14		7	
v_di, Inbound Pedestrian Volume crossing m	7		14		6	
v_co, Outbound Pedestrian Volume crossing	42		41		14	
v_ci, Inbound Pedestrian Volume crossing mi	41		42		14	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		7		5	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	11	68	68	68	68
g / C, Green / Cycle	0.13	0.76	0.76	0.76	0.76
(v / s)_i Volume / Saturation Flow Rate	0.05	0.54	0.55	0.12	0.30
s, saturation flow rate [veh/h]	1662	1870	1847	209	3560
c, Capacity [veh/h]	209	1418	1401	170	2700
d1, Uniform Delay [s]	36.35	5.74	5.83	16.64	3.75
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.88	3.12	3.30	1.82	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.72	0.73	0.15	0.40
d, Delay for Lane Group [s/veh]	39.24	8.87	9.13	18.46	4.19
Lane Group LOS	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.99	8.22	8.38	0.41	2.57
50th-Percentile Queue Length [ft/ln]	49.85	205.41	209.44	10.22	64.29
95th-Percentile Queue Length [veh/ln]	3.59	12.92	13.12	0.74	4.63
95th-Percentile Queue Length [ft/ln]	89.74	322.94	328.11	18.40	115.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.24	39.24	9.00	9.13	18.46	4.19
Movement LOS	D	D	A	A	B	A
d_A, Approach Delay [s/veh]	39.24		9.00		4.52	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.33					
Intersection LOS	A					
Intersection V/C	0.664					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	1.829	2.896	2.962
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.17	11.18	11.17
l_b,int, Bicycle LOS Score for Intersection	1.710	3.235	2.464
Bicycle LOS	A	C	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	249.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.674

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	332	751	309	179	167	62	155	1709	56	49	654	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	86
Total Hourly Volume [veh/h]	332	751	309	179	167	62	155	1709	56	49	654	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	198	81	47	44	16	41	450	15	13	172	1
Total Analysis Volume [veh/h]	349	791	325	188	176	65	163	1799	59	52	688	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	20			36			36			20		
v_di, Inbound Pedestrian Volume crossing m	20			36			36			20		
v_co, Outbound Pedestrian Volume crossing	20			31			19			31		
v_ci, Inbound Pedestrian Volume crossing mi	19			31			20			31		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	5			3			5			4		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	1.02	0.49	0.22	0.50	0.50	0.21	0.19	0.00
s, saturation flow rate [veh/h]	1437	876	747	1870	1840	247	3560	1457
c, Capacity [veh/h]	598	392	348	937	922	80	1784	730
d1, Uniform Delay [s]	29.16	29.55	23.66	22.19	22.38	44.85	13.84	11.20
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	656.83	73.19	4.49	27.44	31.50	33.89	0.63	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.45	1.09	0.47	0.99	1.01	0.65	0.39	0.01
d, Delay for Lane Group [s/veh]	685.99	102.74	28.15	49.64	53.88	78.74	14.47	11.22
Lane Group LOS	F	F	C	D	F	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	122.04	16.63	3.17	24.81	25.75	1.90	4.24	0.05
50th-Percentile Queue Length [ft/ln]	3050.92	415.70	79.31	620.19	643.72	47.60	105.91	1.29
95th-Percentile Queue Length [veh/ln]	196.86	24.72	5.71	32.98	34.28	3.43	7.61	0.09
95th-Percentile Queue Length [ft/ln]	4921.59	617.94	142.76	824.40	856.96	85.69	190.30	2.31

Movement, Approach, & Intersection Results

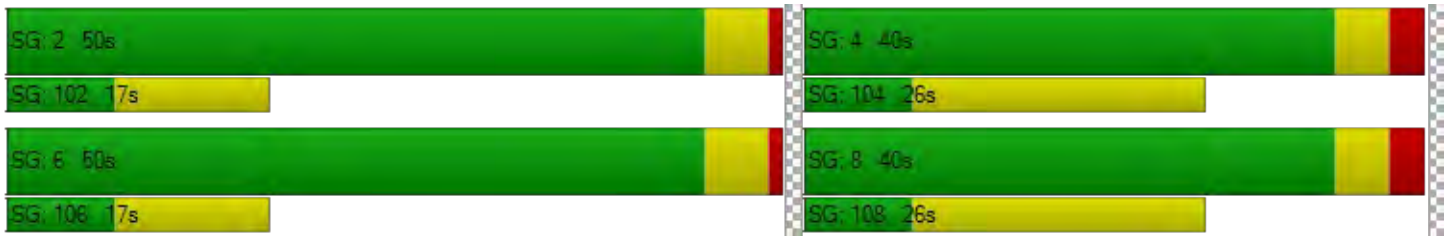
d_M, Delay for Movement [s/veh]	685.99	685.99	685.99	102.74	102.74	102.74	28.15	51.69	53.88	78.74	14.47	11.22
Movement LOS	F	F	F	F	F	F	C	D	D	E	B	B
d_A, Approach Delay [s/veh]	685.99			102.74			49.85			18.94		
Approach LOS	F			F			D			B		
d_I, Intersection Delay [s/veh]	249.77											
Intersection LOS	F											
Intersection V/C	1.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.642	2.665	3.405	3.353
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.15	17.14	11.17	11.17
l_b,int, Bicycle LOS Score for Intersection	3.977	2.267	3.227	2.245
Bicycle LOS	D	B	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 8 Opening Year Weekend Midday

Report File: H:\...\OpeningYear_Saturday.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	WB Left	0.774	11.3	B
2	Curson Ave/6th St	Signalized	HCM 6th Edition	SB Left	0.534	14.3	B
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.371	3.9	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.426	8.6	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	1.267	211.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	100	0	86	17	0	40	28	978	149	90	1246	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	0	86	17	0	40	28	978	149	90	1246	6
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	0	22	4	0	10	7	255	39	23	324	2
Total Analysis Volume [veh/h]	104	0	90	18	0	42	29	1019	155	94	1298	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	8			1			2			8		
v_di, Inbound Pedestrian Volume crossing m	8			2			1			8		
v_co, Outbound Pedestrian Volume crossing	20			16			19			15		
v_ci, Inbound Pedestrian Volume crossing mi	19			15			20			16		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	2.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	10	10	40	40	40	40	40	40
g / C, Green / Cycle	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.13	0.04	0.07	0.54	0.10	0.20	0.35	0.35
s, saturation flow rate [veh/h]	1546	1663	422	1870	1511	478	1870	1866
c, Capacity [veh/h]	363	370	306	1243	1004	223	1243	1240
d1, Uniform Delay [s]	23.03	21.17	10.05	7.42	3.74	22.96	5.18	5.19
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.22	0.20	0.61	6.13	0.33	5.74	1.59	1.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.16	0.09	0.82	0.15	0.42	0.52	0.53
d, Delay for Lane Group [s/veh]	24.25	21.38	10.66	13.55	4.07	28.70	6.77	6.78
Lane Group LOS	C	C	B	B	A	C	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.51	0.70	0.25	8.13	0.55	1.55	3.24	3.24
50th-Percentile Queue Length [ft/ln]	62.78	17.46	6.29	203.18	13.80	38.63	80.96	80.92
95th-Percentile Queue Length [veh/ln]	4.52	1.26	0.45	12.80	0.99	2.78	5.83	5.83
95th-Percentile Queue Length [ft/ln]	113.01	31.43	11.32	320.06	24.85	69.54	145.72	145.65

Movement, Approach, & Intersection Results

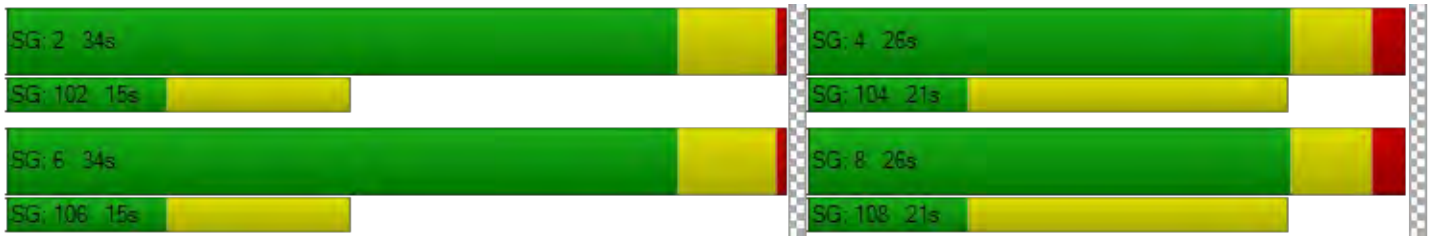
d_M, Delay for Movement [s/veh]	24.25	24.25	24.25	21.38	21.38	21.38	10.66	13.55	4.07	28.70	6.78	6.78
Movement LOS	C	C	C	C	C	C	B	B	A	C	A	A
d_A, Approach Delay [s/veh]	24.25			21.38			12.26			8.25		
Approach LOS	C			C			B			A		
d_I, Intersection Delay [s/veh]	11.30											
Intersection LOS	B											
Intersection V/C	0.774											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	20.01
l_p,int, Pedestrian LOS Score for Intersection	2.042	1.780	2.941	2.750
Crosswalk LOS	B	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	703	703	977	977
d_b, Bicycle Delay [s]	12.61	12.62	7.86	7.87
l_b,int, Bicycle LOS Score for Intersection	1.880	1.659	3.545	2.713
Bicycle LOS	A	A	D	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	263	49	262	53	60	35	43	462	168	92	563	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	49	262	53	60	35	43	462	168	92	563	61
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	13	67	14	15	9	11	118	43	23	144	16
Total Analysis Volume [veh/h]	268	50	267	54	61	36	44	471	171	94	574	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			14			15			13		
v_di, Inbound Pedestrian Volume crossing m	13			15			14			12		
v_co, Outbound Pedestrian Volume crossing	29			17			28			17		
v_ci, Inbound Pedestrian Volume crossing mi	28			17			29			17		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			1			1			4		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	20	20	20	20	30	30	30	30	30	30
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.49	0.49	0.49	0.49	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.05	0.06	0.06	0.25	0.12	0.12	0.17	0.18
s, saturation flow rate [veh/h]	1272	1543	1045	1727	785	1870	1467	779	1870	1783
c, Capacity [veh/h]	448	515	250	576	399	922	723	349	922	879
d1, Uniform Delay [s]	20.94	16.77	24.26	14.12	13.20	10.31	8.64	17.03	9.32	9.35
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	1.20	0.43	0.14	0.56	2.02	0.77	1.89	1.05	1.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.62	0.22	0.17	0.11	0.51	0.24	0.27	0.35	0.36
d, Delay for Lane Group [s/veh]	22.22	17.97	24.69	14.25	13.75	12.33	9.41	18.93	10.37	10.48
Lane Group LOS	C	B	C	B	B	B	A	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.38	3.45	0.70	0.87	0.43	4.02	1.22	1.13	2.45	2.39
50th-Percentile Queue Length [ft/ln]	84.46	86.25	17.41	21.66	10.71	100.62	30.55	28.37	61.13	59.73
95th-Percentile Queue Length [veh/ln]	6.08	6.21	1.25	1.56	0.77	7.24	2.20	2.04	4.40	4.30
95th-Percentile Queue Length [ft/ln]	152.03	155.25	31.34	38.98	19.27	181.12	54.99	51.06	110.03	107.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.22	17.97	17.97	24.69	14.25	14.25	13.75	12.33	9.41	18.93	10.42	10.48
Movement LOS	C	B	B	C	B	B	B	B	A	B	B	B
d_A, Approach Delay [s/veh]	19.92			17.99			11.69			11.52		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.31											
Intersection LOS	B											
Intersection V/C	0.534											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.347	2.080	2.964	2.553
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.66	9.08	9.09
l_b,int, Bicycle LOS Score for Intersection	2.525	1.809	2.692	2.162
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	8	43	998	27	2	916
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	43	998	27	2	916
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	12	274	7	1	252
Total Analysis Volume [veh/h]	9	47	1097	30	2	1007
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		46		0	
v_di, Inbound Pedestrian Volume crossing m	0		45		0	
v_co, Outbound Pedestrian Volume crossing	52		51		45	
v_ci, Inbound Pedestrian Volume crossing mi	51		52		46	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		4	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	7	7	72	72	72	72
g / C, Green / Cycle	0.08	0.08	0.80	0.80	0.80	0.80
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.31	0.02	0.00	0.28
s, saturation flow rate [veh/h]	1226	1589	3560	1457	497	3560
c, Capacity [veh/h]	94	121	2854	1168	419	2854
d1, Uniform Delay [s]	38.67	39.55	2.56	1.81	4.58	2.47
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	2.02	0.39	0.04	0.02	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.39	0.38	0.03	0.00	0.35
d, Delay for Lane Group [s/veh]	39.11	41.57	2.96	1.85	4.60	2.82
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.19	1.05	1.79	0.08	0.01	1.59
50th-Percentile Queue Length [ft/ln]	4.87	26.17	44.85	1.91	0.31	39.67
95th-Percentile Queue Length [veh/ln]	0.35	1.88	3.23	0.14	0.02	2.86
95th-Percentile Queue Length [ft/ln]	8.77	47.11	80.72	3.44	0.57	71.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.11	41.57	2.96	1.85	4.60	2.82
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	41.17		2.93		2.82	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.85					
Intersection LOS	A					
Intersection V/C	0.371					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	125.68	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.971	2.717	0.000
Crosswalk LOS	A	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.39	13.41
l_b,int, Bicycle LOS Score for Intersection	1.560	2.489	2.392
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	45	64	939	95	49	860
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	64	939	95	49	860
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	17	255	26	13	234
Total Analysis Volume [veh/h]	49	70	1021	103	53	935
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	23		22		24	
v_di, Inbound Pedestrian Volume crossing m	24		22		23	
v_co, Outbound Pedestrian Volume crossing	48		48		22	
v_ci, Inbound Pedestrian Volume crossing mi	48		48		22	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		1		5	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	18	62	62	62	62
g / C, Green / Cycle	0.20	0.69	0.69	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.07	0.30	0.32	0.11	0.26
s, saturation flow rate [veh/h]	1663	1870	1775	501	3560
c, Capacity [veh/h]	330	1283	1218	335	2443
d1, Uniform Delay [s]	31.14	6.33	6.48	12.11	6.01
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.36	1.09	1.26	1.01	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.44	0.46	0.16	0.38
d, Delay for Lane Group [s/veh]	32.49	7.42	7.74	13.11	6.46
Lane Group LOS	C	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.32	4.36	4.49	0.65	3.29
50th-Percentile Queue Length [ft/ln]	58.10	109.05	112.34	16.22	82.26
95th-Percentile Queue Length [veh/ln]	4.18	7.79	7.97	1.17	5.92
95th-Percentile Queue Length [ft/ln]	104.58	194.68	199.25	29.19	148.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.49	32.49	7.56	7.74	13.11	6.46
Movement LOS	C	C	A	A	B	A
d_A, Approach Delay [s/veh]	32.49		7.58		6.82	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	8.57					
Intersection LOS	A					
Intersection V/C	0.426					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	1.924	2.644	2.790
Crosswalk LOS	A	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.18	11.14	11.16
l_b,int, Bicycle LOS Score for Intersection	1.756	2.487	2.375
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	211.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.267

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	238	614	217	151	197	131	114	859	27	35	525	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	9
Total Hourly Volume [veh/h]	238	614	217	151	197	131	114	859	27	35	525	62
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	165	58	41	53	35	31	231	7	9	141	17
Total Analysis Volume [veh/h]	256	660	233	162	212	141	123	924	29	38	565	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	20			53			53			21		
v_di, Inbound Pedestrian Volume crossing m	21			53			53			20		
v_co, Outbound Pedestrian Volume crossing	36			51			36			50		
v_ci, Inbound Pedestrian Volume crossing mi	36			50			36			51		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			3			3			6		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.90	0.51	0.16	0.26	0.26	0.06	0.16	0.05
s, saturation flow rate [veh/h]	1282	1013	783	1870	1837	589	3560	1394
c, Capacity [veh/h]	539	440	380	937	920	259	1784	699
d1, Uniform Delay [s]	29.29	29.06	20.26	15.01	15.05	23.20	13.27	11.66
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	516.14	98.93	2.25	1.99	2.06	1.19	0.47	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.13	1.17	0.32	0.51	0.52	0.15	0.32	0.10
d, Delay for Lane Group [s/veh]	545.43	127.98	22.50	17.00	17.11	24.39	13.74	11.93
Lane Group LOS	F	F	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	88.89	21.79	2.06	6.68	6.64	0.67	3.33	0.72
50th-Percentile Queue Length [ft/ln]	2222.29	544.68	51.57	167.01	165.96	16.83	83.21	18.06
95th-Percentile Queue Length [veh/ln]	143.54	32.55	3.71	10.92	10.86	1.21	5.99	1.30
95th-Percentile Queue Length [ft/ln]	3588.51	813.78	92.82	272.98	271.60	30.30	149.79	32.50

Movement, Approach, & Intersection Results

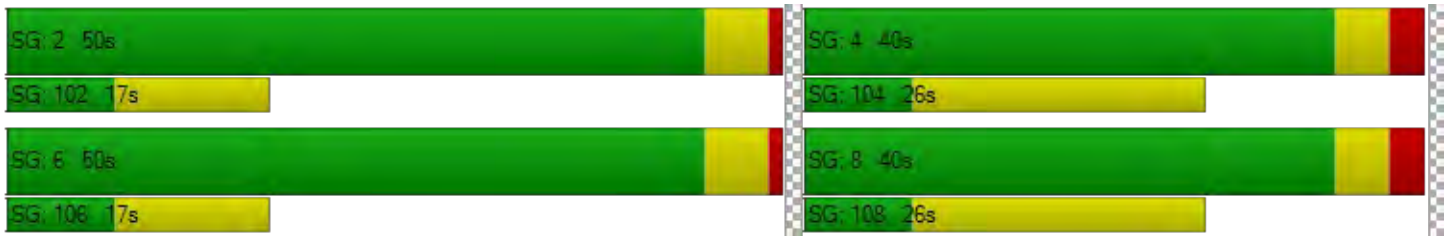
d_M, Delay for Movement [s/veh]	545.43	545.43	545.43	127.98	127.98	127.98	22.50	17.05	17.11	24.39	13.74	11.93
Movement LOS	F	F	F	F	F	F	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	545.43			127.98			17.68			14.16		
Approach LOS	F			F			B			B		
d_I, Intersection Delay [s/veh]	211.47											
Intersection LOS	F											
Intersection V/C	1.267											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.464	2.559	3.061	3.020
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.14	17.14	11.16	11.18
l_b,int, Bicycle LOS Score for Intersection	3.455	2.409	2.447	2.120
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix 8 —

Opening Year (2032) With Project Intersection LOS and Queuing Worksheets

La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 9 Opening Year + Project Weekday AM
Report File: H:\...\OpeningYearwithProject_AM.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	SB Right	0.719	8.3	A
2	Curson Ave/6th St	Signalized	HCM 6th Edition	NB Left	1.050	59.0	E
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.480	2.2	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.533	7.2	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	SB Left	2.002	269.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	3	0	7	30	0	70	7	969	36	33	2102	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	7	30	0	70	7	969	36	33	2102	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	8	0	18	2	250	9	9	542	6
Total Analysis Volume [veh/h]	3	0	7	31	0	72	7	999	37	34	2167	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			3			3			2		
v_di, Inbound Pedestrian Volume crossing m	2			3			3			2		
v_co, Outbound Pedestrian Volume crossing	7			6			7			6		
v_ci, Inbound Pedestrian Volume crossing mi	7			6			7			6		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			3			7		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	69.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	64	0	0	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	8	8	72	72	72	72	72	72
g / C, Green / Cycle	0.09	0.09	0.80	0.80	0.80	0.80	0.80	0.80
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.04	0.53	0.02	0.06	0.59	0.59
s, saturation flow rate [veh/h]	1708	1537	179	1870	1542	544	1870	1862
c, Capacity [veh/h]	211	195	167	1496	1234	375	1496	1489
d1, Uniform Delay [s]	37.19	39.51	12.46	3.86	1.84	10.11	4.33	4.36
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	2.20	0.47	2.38	0.05	0.48	3.20	3.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.53	0.04	0.67	0.03	0.09	0.73	0.74
d, Delay for Lane Group [s/veh]	37.28	41.72	12.93	6.23	1.88	10.59	7.53	7.63
Lane Group LOS	D	D	B	A	A	B	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.20	2.30	0.09	5.50	0.10	0.36	6.89	6.95
50th-Percentile Queue Length [ft/ln]	5.11	57.49	2.37	137.62	2.38	9.02	172.31	173.73
95th-Percentile Queue Length [veh/ln]	0.37	4.14	0.17	9.35	0.17	0.65	11.20	11.27
95th-Percentile Queue Length [ft/ln]	9.20	103.48	4.26	233.82	4.28	16.24	279.95	281.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.28	37.28	37.28	41.72	41.72	41.72	12.93	6.23	1.88	10.59	7.58	7.63
Movement LOS	D	D	D	D	D	D	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	37.28			41.72			6.13			7.62		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	8.29											
Intersection LOS	A											
Intersection V/C	0.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.64	34.64	34.64	34.64
l_p,int, Pedestrian LOS Score for Intersection	1.802	1.789	2.944	2.970
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	469	1319	1319
d_b, Bicycle Delay [s]	26.35	26.36	5.23	5.24
l_b,int, Bicycle LOS Score for Intersection	1.576	1.730	3.281	3.394
Bicycle LOS	A	A	C	C

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	59.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.050

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	433	72	145	83	141	73	23	500	505	176	1678	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	433	72	145	83	141	73	23	500	505	176	1678	88
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	19	38	22	37	19	6	132	133	46	442	23
Total Analysis Volume [veh/h]	456	76	153	87	148	77	24	526	532	185	1766	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			17			18			10		
v_di, Inbound Pedestrian Volume crossing m	10			18			17			10		
v_co, Outbound Pedestrian Volume crossing	20			9			19			8		
v_ci, Inbound Pedestrian Volume crossing mi	19			8			20			9		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			4			1			5		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	24.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	23	23	23	23	27	27	27	27	27	27
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.40	0.14	0.08	0.13	0.10	0.28	0.36	0.35	0.50	0.51
s, saturation flow rate [veh/h]	1136	1615	1133	1735	247	1870	1489	532	1870	1828
c, Capacity [veh/h]	398	604	386	648	120	847	675	232	847	828
d1, Uniform Delay [s]	24.88	13.71	19.02	13.52	30.01	12.50	13.50	26.18	16.42	16.42
k, delay calibration	0.44	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	88.74	0.39	0.29	0.32	3.72	3.41	9.09	24.15	61.04	70.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.15	0.38	0.23	0.35	0.20	0.62	0.79	0.80	1.10	1.12
d, Delay for Lane Group [s/veh]	113.62	14.11	19.32	13.84	33.73	15.91	22.59	50.33	77.46	87.09
Lane Group LOS	F	B	B	B	C	B	C	D	F	F
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.30	2.08	0.96	2.00	0.45	5.38	6.71	4.11	24.05	25.73
50th-Percentile Queue Length [ft/ln]	382.50	51.88	23.98	50.11	11.37	134.62	167.71	102.67	601.30	643.27
95th-Percentile Queue Length [veh/ln]	23.60	3.74	1.73	3.61	0.82	9.19	10.96	7.39	34.31	36.96
95th-Percentile Queue Length [ft/ln]	590.10	93.39	43.16	90.19	20.46	229.76	273.90	184.80	857.70	923.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	113.62	14.11	14.11	19.32	13.84	13.84	33.73	15.91	22.59	50.33	82.02	87.09
Movement LOS	F	B	B	B	B	B	C	B	C	D	F	F
d_A, Approach Delay [s/veh]	80.35			15.37			19.59			79.38		
Approach LOS	F			B			B			E		
d_I, Intersection Delay [s/veh]	59.01											
Intersection LOS	E											
Intersection V/C	1.050											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.685	2.116	3.585	2.914
Crosswalk LOS	B	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.69	9.08	9.10
l_b,int, Bicycle LOS Score for Intersection	2.690	2.074	3.345	3.246
Bicycle LOS	B	B	C	C

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	2.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	7	3	941	14	6	1396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	3	941	14	6	1396
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	259	4	2	384
Total Analysis Volume [veh/h]	8	3	1034	15	7	1534
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		20		0	
v_di, Inbound Pedestrian Volume crossing m	0		19		0	
v_co, Outbound Pedestrian Volume crossing	20		20		19	
v_ci, Inbound Pedestrian Volume crossing mi	20		20		20	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	1		0		2	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	2	2	77	77	77	77
g / C, Green / Cycle	0.02	0.02	0.85	0.85	0.85	0.85
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.29	0.01	0.01	0.43
s, saturation flow rate [veh/h]	1188	1556	3560	1552	536	3560
c, Capacity [veh/h]	30	39	3035	1323	487	3035
d1, Uniform Delay [s]	43.03	42.82	1.38	0.99	2.64	1.72
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.67	0.82	0.31	0.02	0.05	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.08	0.34	0.01	0.01	0.51
d, Delay for Lane Group [s/veh]	47.70	43.64	1.68	1.00	2.69	2.32
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.21	0.07	0.70	0.02	0.03	1.31
50th-Percentile Queue Length [ft/ln]	5.30	1.84	17.56	0.44	0.73	32.87
95th-Percentile Queue Length [veh/ln]	0.38	0.13	1.26	0.03	0.05	2.37
95th-Percentile Queue Length [ft/ln]	9.54	3.31	31.60	0.79	1.32	59.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.70	43.64	1.68	1.00	2.69	2.32
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	46.59		1.68		2.32	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.25					
Intersection LOS	A					
Intersection V/C	0.480					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	295.73	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.960	2.805	0.000
Crosswalk LOS	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.39	13.40
l_b,int, Bicycle LOS Score for Intersection	1.560	2.425	2.831
Bicycle LOS	A	B	C

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	78	49	899	56	29	1340
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	49	899	56	29	1340
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	13	242	15	8	360
Total Analysis Volume [veh/h]	84	53	967	60	31	1441
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6		1		7	
v_di, Inbound Pedestrian Volume crossing m	7		1		6	
v_co, Outbound Pedestrian Volume crossing	18		17		1	
v_ci, Inbound Pedestrian Volume crossing mi	17		18		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	12	67	67	67	67
g / C, Green / Cycle	0.14	0.75	0.75	0.75	0.75
(v / s)_i Volume / Saturation Flow Rate	0.08	0.27	0.28	0.06	0.40
s, saturation flow rate [veh/h]	1702	1870	1826	549	3560
c, Capacity [veh/h]	235	1396	1363	417	2657
d1, Uniform Delay [s]	36.34	3.99	4.02	7.09	4.86
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.62	0.75	0.80	0.35	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.37	0.38	0.07	0.54
d, Delay for Lane Group [s/veh]	40.96	4.74	4.82	7.44	5.66
Lane Group LOS	D	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	2.73	2.76	0.26	4.46
50th-Percentile Queue Length [ft/ln]	77.07	68.19	69.03	6.54	111.57
95th-Percentile Queue Length [veh/ln]	5.55	4.91	4.97	0.47	7.93
95th-Percentile Queue Length [ft/ln]	138.73	122.75	124.25	11.78	198.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.96	40.96	4.78	4.82	7.44	5.66
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	40.96		4.78		5.70	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	7.17					
Intersection LOS	A					
Intersection V/C	0.533					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	1.870	2.753	2.857
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.16	11.14	11.14
l_b,int, Bicycle LOS Score for Intersection	1.786	2.407	2.774
Bicycle LOS	A	B	C

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	269.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.002

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	156	441	337	486	263	63	66	952	13	83	1003	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	101
Total Hourly Volume [veh/h]	156	441	337	486	263	63	66	952	13	83	1003	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	116	89	128	69	17	17	251	3	22	264	4
Total Analysis Volume [veh/h]	164	464	355	512	277	66	69	1002	14	87	1056	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	7			22			23			7		
v_di, Inbound Pedestrian Volume crossing m	7			23			22			7		
v_co, Outbound Pedestrian Volume crossing	14			15			13			14		
v_ci, Inbound Pedestrian Volume crossing mi	13			14			14			15		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			4			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.58	1.53	0.13	0.27	0.27	0.16	0.30	0.01
s, saturation flow rate [veh/h]	1685	560	526	1870	1858	555	3560	1509
c, Capacity [veh/h]	690	278	221	937	931	242	1784	756
d1, Uniform Delay [s]	28.84	31.73	27.66	15.34	15.35	26.75	15.87	11.28
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	199.07	943.43	3.64	2.26	2.29	4.13	1.45	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.42	3.08	0.31	0.54	0.54	0.36	0.59	0.02
d, Delay for Lane Group [s/veh]	227.92	975.15	31.31	17.61	17.64	30.89	17.33	11.33
Lane Group LOS	F	F	C	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	52.84	78.99	1.45	7.28	7.26	1.81	7.54	0.17
50th-Percentile Queue Length [ft/ln]	1320.97	1974.85	36.13	182.11	181.47	45.13	188.55	4.14
95th-Percentile Queue Length [veh/ln]	79.61	131.81	2.60	11.71	11.68	3.25	12.05	0.30
95th-Percentile Queue Length [ft/ln]	1990.31	3295.25	65.03	292.77	291.93	81.23	301.15	7.45

Movement, Approach, & Intersection Results

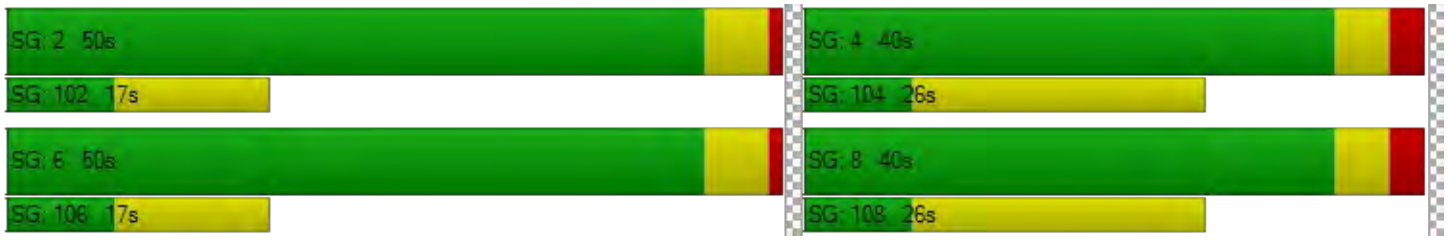
d_M, Delay for Movement [s/veh]	227.92	227.92	227.92	975.15	975.15	975.15	31.31	17.62	17.64	30.89	17.33	11.33
Movement LOS	F	F	F	F	F	F	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	227.92			975.15			18.49			18.26		
Approach LOS	F			F			B			B		
d_I, Intersection Delay [s/veh]	269.24											
Intersection LOS	F											
Intersection V/C	2.002											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.502	2.546	2.995	3.833
Crosswalk LOS	B	B	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.14	17.15	11.15	11.16
l_b,int, Bicycle LOS Score for Intersection	3.182	2.970	2.455	2.599
Bicycle LOS	C	C	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 10 Opening Year + Project Weekday Midday

Report File: H:\...\OpeningYearwithProject_Midday.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	NB Left	0.744	10.2	B
2	Curson Ave/6th St	Signalized	HCM 6th Edition	WB Left	0.651	16.4	B
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.413	3.3	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.442	5.5	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	1.286	206.1	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	102	1	51	9	0	17	10	941	95	45	1201	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	1	51	9	0	17	10	941	95	45	1201	10
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	0	14	2	0	5	3	250	25	12	319	3
Total Analysis Volume [veh/h]	109	1	54	10	0	18	11	1001	101	48	1278	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			4			4			13		
v_di, Inbound Pedestrian Volume crossing m	13			4			4			12		
v_co, Outbound Pedestrian Volume crossing	32			15			32			14		
v_ci, Inbound Pedestrian Volume crossing mi	32			14			32			15		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			1			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	2.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	10	10	40	40	40	40	40	40
g / C, Green / Cycle	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.11	0.02	0.03	0.54	0.07	0.09	0.35	0.35
s, saturation flow rate [veh/h]	1499	1648	428	1870	1482	511	1870	1863
c, Capacity [veh/h]	358	365	313	1249	990	242	1249	1244
d1, Uniform Delay [s]	22.83	20.93	9.32	7.11	3.53	19.19	5.05	5.05
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.92	0.09	0.21	5.47	0.21	1.83	1.53	1.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.08	0.04	0.80	0.10	0.20	0.52	0.52
d, Delay for Lane Group [s/veh]	23.74	21.01	9.53	12.59	3.74	21.02	6.58	6.59
Lane Group LOS	C	C	A	B	A	C	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.09	0.32	0.09	7.56	0.34	0.64	3.12	3.12
50th-Percentile Queue Length [ft/ln]	52.18	8.01	2.22	189.05	8.51	16.03	78.02	77.93
95th-Percentile Queue Length [veh/ln]	3.76	0.58	0.16	12.07	0.61	1.15	5.62	5.61
95th-Percentile Queue Length [ft/ln]	93.92	14.42	4.00	301.79	15.31	28.86	140.43	140.28

Movement, Approach, & Intersection Results

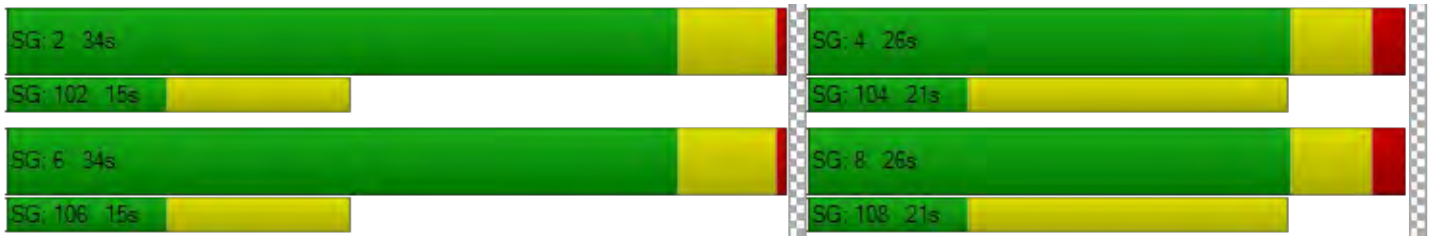
d_M, Delay for Movement [s/veh]	23.74	23.74	23.74	21.01	21.01	21.01	9.53	12.59	3.74	21.02	6.58	6.59
Movement LOS	C	C	C	C	C	C	A	B	A	C	A	A
d_A, Approach Delay [s/veh]	23.74			21.01			11.75			7.10		
Approach LOS	C			C			B			A		
d_I, Intersection Delay [s/veh]	10.24											
Intersection LOS	B											
Intersection V/C	0.744											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	20.01
l_p,int, Pedestrian LOS Score for Intersection	1.913	1.733	2.923	2.708
Crosswalk LOS	A	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	703	703	977	977
d_b, Bicycle Delay [s]	12.61	12.62	7.86	7.86
l_b,int, Bicycle LOS Score for Intersection	1.830	1.606	3.396	2.663
Bicycle LOS	A	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	322	56	310	42	39	54	38	531	176	87	582	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	322	56	310	42	39	54	38	531	176	87	582	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	15	82	11	10	14	10	140	46	23	153	13
Total Analysis Volume [veh/h]	339	59	326	44	41	57	40	559	185	92	613	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			10			11			12		
v_di, Inbound Pedestrian Volume crossing m	12			11			10			12		
v_co, Outbound Pedestrian Volume crossing	21			14			20			14		
v_ci, Inbound Pedestrian Volume crossing mi	20			14			21			14		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			3			2			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	22	22	22	22	27	27	27	27	27	27
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.46	0.46	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.26	0.25	0.04	0.06	0.05	0.30	0.12	0.13	0.18	0.18
s, saturation flow rate [veh/h]	1280	1549	986	1663	765	1870	1485	713	1870	1809
c, Capacity [veh/h]	494	572	240	614	357	856	680	263	856	828
d1, Uniform Delay [s]	20.43	15.89	24.20	12.69	15.08	12.60	9.99	22.04	10.77	10.79
k, delay calibration	0.20	0.17	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.04	2.12	0.36	0.12	0.64	3.87	0.99	3.65	1.36	1.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.67	0.18	0.16	0.11	0.65	0.27	0.35	0.39	0.40
d, Delay for Lane Group [s/veh]	23.48	18.01	24.56	12.81	15.71	16.47	10.98	25.69	12.13	12.21
Lane Group LOS	C	B	C	B	B	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.52	4.23	0.56	0.81	0.43	5.85	1.48	1.37	2.86	2.80
50th-Percentile Queue Length [ft/ln]	112.91	105.87	14.10	20.32	10.69	146.20	37.01	34.31	71.56	70.11
95th-Percentile Queue Length [veh/ln]	8.00	7.61	1.02	1.46	0.77	9.81	2.66	2.47	5.15	5.05
95th-Percentile Queue Length [ft/ln]	200.04	190.24	25.39	36.58	19.25	245.34	66.62	61.75	128.81	126.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.48	18.01	18.01	24.56	12.81	12.81	15.71	16.47	10.98	25.69	12.17	12.21
Movement LOS	C	B	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	20.57			16.45			15.13			13.81		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	16.43											
Intersection LOS	B											
Intersection V/C	0.651											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.387	2.070	3.109	2.579
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.68	11.68	9.09	9.08
l_b,int, Bicycle LOS Score for Intersection	2.754	1.794	2.853	2.184
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	11	23	1193	13	6	1070
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	23	1193	13	6	1070
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	6	321	3	2	288
Total Analysis Volume [veh/h]	12	25	1283	14	6	1151
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		46		0	
v_di, Inbound Pedestrian Volume crossing m	0		45		0	
v_co, Outbound Pedestrian Volume crossing	59		58		45	
v_ci, Inbound Pedestrian Volume crossing mi	58		59		46	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		3		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	5	5	74	74	74	74
g / C, Green / Cycle	0.06	0.06	0.82	0.82	0.82	0.82
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.36	0.01	0.01	0.32
s, saturation flow rate [veh/h]	1195	1559	3560	1444	424	3560
c, Capacity [veh/h]	73	96	2907	1179	368	2907
d1, Uniform Delay [s]	40.04	40.27	2.37	1.53	4.67	2.24
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.04	1.43	0.49	0.02	0.08	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.26	0.44	0.01	0.02	0.40
d, Delay for Lane Group [s/veh]	41.07	41.70	2.86	1.55	4.75	2.65
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.27	0.56	1.89	0.03	0.04	1.60
50th-Percentile Queue Length [ft/ln]	6.77	14.03	47.35	0.75	0.98	40.06
95th-Percentile Queue Length [veh/ln]	0.49	1.01	3.41	0.05	0.07	2.88
95th-Percentile Queue Length [ft/ln]	12.18	25.25	85.23	1.35	1.77	72.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.07	41.70	2.86	1.55	4.75	2.65
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	41.50		2.84		2.66	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.33					
Intersection LOS	A					
Intersection V/C	0.413					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	125.68	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.967	2.779	0.000
Crosswalk LOS	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.97	13.41	13.39
l_b,int, Bicycle LOS Score for Intersection	1.560	2.630	2.514
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	5.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	38	34	1157	54	29	1038
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	34	1157	54	29	1038
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	9	311	15	8	279
Total Analysis Volume [veh/h]	41	37	1244	58	31	1116
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	5		12		5	
v_di, Inbound Pedestrian Volume crossing m	5		11		5	
v_co, Outbound Pedestrian Volume crossing	48		47		11	
v_ci, Inbound Pedestrian Volume crossing mi	47		48		12	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		2		1	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	10	69	69	69	69
g / C, Green / Cycle	0.11	0.77	0.77	0.77	0.77
(v / s)_i Volume / Saturation Flow Rate	0.05	0.35	0.36	0.07	0.31
s, saturation flow rate [veh/h]	1685	1870	1824	423	3560
c, Capacity [veh/h]	193	1439	1404	338	2740
d1, Uniform Delay [s]	36.95	3.66	3.71	7.35	3.48
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.75	1.03	1.10	0.54	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.45	0.46	0.09	0.41
d, Delay for Lane Group [s/veh]	39.70	4.69	4.82	7.88	3.93
Lane Group LOS	D	A	A	A	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.72	3.27	3.33	0.28	2.50
50th-Percentile Queue Length [ft/ln]	43.05	81.82	83.26	6.97	62.51
95th-Percentile Queue Length [veh/ln]	3.10	5.89	5.99	0.50	4.50
95th-Percentile Queue Length [ft/ln]	77.49	147.27	149.87	12.55	112.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.70	39.70	4.75	4.82	7.88	3.93
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	39.70		4.76		4.04	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.51					
Intersection LOS	A					
Intersection V/C	0.442					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	1.840	2.730	2.847
Crosswalk LOS	A	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.18	11.15	11.15
l_b,int, Bicycle LOS Score for Intersection	1.688	2.634	2.506
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	206.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.286

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	277	597	271	185	112	171	118	1007	24	40	613	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	85
Total Hourly Volume [veh/h]	277	597	271	185	112	171	118	1007	24	40	613	16
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	157	71	49	29	45	31	265	6	11	161	4
Total Analysis Volume [veh/h]	292	628	285	195	118	180	124	1060	25	42	645	17
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	24			46			47			24		
v_di, Inbound Pedestrian Volume crossing m	24			47			46			24		
v_co, Outbound Pedestrian Volume crossing	42			56			42			55		
v_ci, Inbound Pedestrian Volume crossing mi	42			55			42			56		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			4			3			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.88	0.54	0.16	0.29	0.29	0.08	0.18	0.01
s, saturation flow rate [veh/h]	1372	919	764	1870	1843	520	3560	1413
c, Capacity [veh/h]	574	407	361	937	924	221	1784	708
d1, Uniform Delay [s]	29.23	29.59	21.46	15.75	15.80	25.91	13.64	11.29
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	501.01	115.73	2.59	2.63	2.71	1.90	0.57	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.10	1.21	0.34	0.58	0.59	0.19	0.36	0.02
d, Delay for Lane Group [s/veh]	530.24	145.32	24.06	18.38	18.51	27.81	14.21	11.35
Lane Group LOS	F	F	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	92.23	22.08	2.17	8.04	8.01	0.82	3.91	0.18
50th-Percentile Queue Length [ft/ln]	2305.67	551.89	54.28	200.90	200.28	20.38	97.74	4.42
95th-Percentile Queue Length [veh/ln]	148.31	33.52	3.91	12.69	12.65	1.47	7.04	0.32
95th-Percentile Queue Length [ft/ln]	3707.83	837.94	97.70	317.13	316.32	36.69	175.94	7.95

Movement, Approach, & Intersection Results

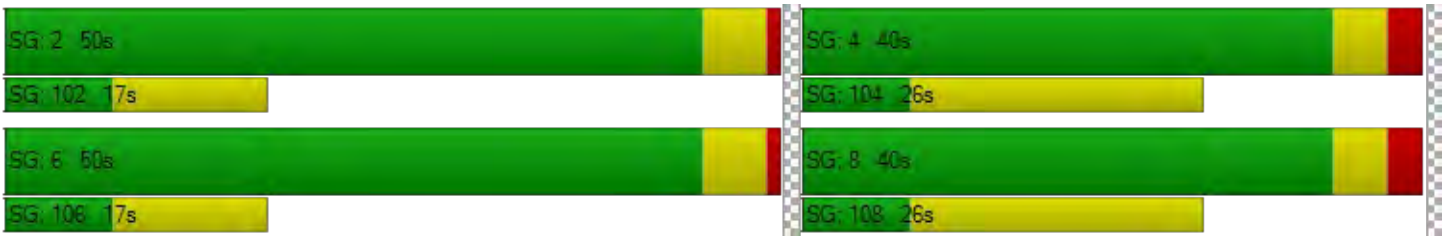
d_M, Delay for Movement [s/veh]	530.24	530.24	530.24	145.32	145.32	145.32	24.06	18.44	18.51	27.81	14.21	11.35
Movement LOS	F	F	F	F	F	F	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	530.24			145.32			19.02			14.95		
Approach LOS	F			F			B			B		
d_I, Intersection Delay [s/veh]	206.07											
Intersection LOS	F											
Intersection V/C	1.286											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.452	2.547	3.168	3.229
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.11	17.15	11.16	11.14
l_b,int, Bicycle LOS Score for Intersection	3.548	2.373	2.557	2.211
Bicycle LOS	D	B	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 11 Opening Year + Project Weekday PM
Report File: H:\...\OpeningYearwithProject_PM.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	NB Left	0.815	12.3	B
2	Curson Ave/6th St	Signalized	HCM 6th Edition	NB Right	1.074	55.3	E
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Left	0.651	5.8	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.665	8.3	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	1.692	257.1	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	97	0	78	14	0	27	38	1076	33	16	1025	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	0	78	14	0	27	38	1076	33	16	1025	12
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	0	21	4	0	7	10	289	9	4	276	3
Total Analysis Volume [veh/h]	104	0	84	15	0	29	41	1157	35	17	1102	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6			9			10			6		
v_di, Inbound Pedestrian Volume crossing m	6			10			9			6		
v_co, Outbound Pedestrian Volume crossing	16			18			16			18		
v_ci, Inbound Pedestrian Volume crossing mi	16			18			16			18		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	64	0	0	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	14	14	66	66	66	66	66	66
g / C, Green / Cycle	0.15	0.15	0.74	0.74	0.74	0.74	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.12	0.03	0.08	0.62	0.02	0.04	0.30	0.30
s, saturation flow rate [veh/h]	1520	1566	505	1870	1523	470	1870	1860
c, Capacity [veh/h]	296	295	384	1382	1126	216	1382	1375
d1, Uniform Delay [s]	36.33	33.05	7.79	8.02	3.13	23.61	4.36	4.36
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.25	0.23	0.56	6.17	0.05	0.71	0.88	0.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.15	0.11	0.84	0.03	0.08	0.40	0.40
d, Delay for Lane Group [s/veh]	38.57	33.28	8.35	14.19	3.18	24.33	5.24	5.25
Lane Group LOS	D	C	A	B	A	C	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.08	0.84	0.38	13.39	0.15	0.31	3.23	3.22
50th-Percentile Queue Length [ft/ln]	102.01	21.11	9.39	334.65	3.65	7.63	80.75	80.52
95th-Percentile Queue Length [veh/ln]	7.34	1.52	0.68	19.39	0.26	0.55	5.81	5.80
95th-Percentile Queue Length [ft/ln]	183.62	37.99	16.90	484.65	6.57	13.74	145.34	144.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.57	38.57	38.57	33.28	33.28	33.28	8.35	14.19	3.18	24.33	5.25	5.25
Movement LOS	D	D	D	C	C	C	A	B	A	C	A	A
d_A, Approach Delay [s/veh]	38.57			33.28			13.69			5.53		
Approach LOS	D			C			B			A		
d_I, Intersection Delay [s/veh]	12.27											
Intersection LOS	B											
Intersection V/C	0.815											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.64	34.64	34.64	34.64
l_p,int, Pedestrian LOS Score for Intersection	1.856	1.820	2.929	2.734
Crosswalk LOS	A	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	469	1319	1319
d_b, Bicycle Delay [s]	26.35	26.35	5.22	5.23
l_b,int, Bicycle LOS Score for Intersection	1.870	1.632	3.594	2.494
Bicycle LOS	A	A	D	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	55.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.074

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	363	85	546	75	73	41	52	927	195	97	628	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	363	85	546	75	73	41	52	927	195	97	628	98
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	22	141	19	19	11	13	239	50	25	162	25
Total Analysis Volume [veh/h]	374	88	563	77	75	42	54	956	201	100	647	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			16			16			10		
v_di, Inbound Pedestrian Volume crossing m	10			16			16			10		
v_co, Outbound Pedestrian Volume crossing	30			10			30			9		
v_ci, Inbound Pedestrian Volume crossing mi	30			9			30			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			2			5		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	17.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	23	23	23	23	27	27	27	27	27	27
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.30	0.42	0.10	0.07	0.08	0.51	0.14	0.21	0.20	0.21
s, saturation flow rate [veh/h]	1250	1553	776	1732	711	1870	1452	486	1870	1758
c, Capacity [veh/h]	486	581	122	647	320	847	658	120	847	796
d1, Uniform Delay [s]	21.43	18.79	30.01	12.62	16.77	16.42	10.28	30.01	11.29	11.34
k, delay calibration	0.26	0.47	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.04	74.55	5.30	0.13	1.14	72.76	1.20	46.42	1.74	1.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	1.12	0.63	0.18	0.17	1.13	0.31	0.83	0.45	0.46
d, Delay for Lane Group [s/veh]	27.47	93.35	35.31	12.75	17.90	89.18	11.48	76.44	13.03	13.24
Lane Group LOS	C	F	D	B	B	F	B	E	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	5.56	19.00	1.24	0.97	0.63	26.81	1.66	2.93	3.42	3.31
50th-Percentile Queue Length [ft/ln]	138.91	475.09	31.02	24.22	15.85	670.24	41.49	73.14	85.55	82.67
95th-Percentile Queue Length [veh/ln]	9.42	28.16	2.23	1.74	1.14	38.46	2.99	5.27	6.16	5.95
95th-Percentile Queue Length [ft/ln]	235.56	703.89	55.84	43.59	28.53	961.58	74.68	131.64	154.00	148.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.47	93.35	93.35	35.31	12.75	12.75	17.90	89.18	11.48	76.44	13.12	13.24
Movement LOS	C	F	F	D	B	B	B	F	B	E	B	B
d_A, Approach Delay [s/veh]	69.31			21.71			73.10			20.60		
Approach LOS	E			C			E			C		
d_I, Intersection Delay [s/veh]	55.29											
Intersection LOS	E											
Intersection V/C	1.074											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.515	2.137	3.253	2.810
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.67	9.09	9.10
l_b,int, Bicycle LOS Score for Intersection	3.251	1.880	3.558	2.259
Bicycle LOS	C	A	D	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	5.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	32	37	1889	38	18	1070
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	37	1889	38	18	1070
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	10	502	10	5	285
Total Analysis Volume [veh/h]	34	39	2010	40	19	1138
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		70		0	
v_di, Inbound Pedestrian Volume crossing m	0		70		0	
v_co, Outbound Pedestrian Volume crossing	65		64		70	
v_ci, Inbound Pedestrian Volume crossing mi	64		65		70	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		6		3	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	8	8	71	71	71	71
g / C, Green / Cycle	0.08	0.08	0.79	0.79	0.79	0.79
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.56	0.03	0.09	0.32
s, saturation flow rate [veh/h]	1177	1589	3560	1427	205	3560
c, Capacity [veh/h]	100	135	2823	1131	180	2823
d1, Uniform Delay [s]	38.80	38.62	4.43	1.98	12.99	2.83
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.00	1.17	1.56	0.06	1.18	0.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.29	0.71	0.04	0.11	0.40
d, Delay for Lane Group [s/veh]	40.80	39.79	5.99	2.04	14.16	3.26
Lane Group LOS	D	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.76	0.84	5.87	0.11	0.27	2.07
50th-Percentile Queue Length [ft/ln]	18.89	21.09	146.78	2.80	6.65	51.87
95th-Percentile Queue Length [veh/ln]	1.36	1.52	9.84	0.20	0.48	3.73
95th-Percentile Queue Length [ft/ln]	34.01	37.96	246.12	5.03	11.97	93.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.80	39.79	5.99	2.04	14.16	3.26
Movement LOS	D	D	A	A	B	A
d_A, Approach Delay [s/veh]	40.26		5.91		3.44	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.80					
Intersection LOS	A					
Intersection V/C	0.651					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	81.06	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.010	2.928	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.43	13.41
l_b,int, Bicycle LOS Score for Intersection	1.560	3.251	2.514
Bicycle LOS	A	C	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	35	51	1889	45	24	1040
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	51	1889	45	24	1040
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	13	497	12	6	274
Total Analysis Volume [veh/h]	37	54	1988	47	25	1095
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	6		14		7	
v_di, Inbound Pedestrian Volume crossing m	7		14		6	
v_co, Outbound Pedestrian Volume crossing	42		41		14	
v_ci, Inbound Pedestrian Volume crossing mi	41		42		14	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		7		5	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	11	68	68	68	68
g / C, Green / Cycle	0.13	0.76	0.76	0.76	0.76
(v / s)_i Volume / Saturation Flow Rate	0.05	0.54	0.55	0.12	0.31
s, saturation flow rate [veh/h]	1662	1870	1847	208	3560
c, Capacity [veh/h]	209	1418	1401	169	2700
d1, Uniform Delay [s]	36.35	5.76	5.85	16.72	3.79
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.88	3.14	3.32	1.84	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.72	0.73	0.15	0.41
d, Delay for Lane Group [s/veh]	39.24	8.90	9.17	18.56	4.24
Lane Group LOS	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.99	8.25	8.42	0.41	2.66
50th-Percentile Queue Length [ft/ln]	49.85	206.37	210.43	10.26	66.39
95th-Percentile Queue Length [veh/ln]	3.59	12.97	13.18	0.74	4.78
95th-Percentile Queue Length [ft/ln]	89.74	324.17	329.38	18.46	119.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.24	39.24	9.03	9.17	18.56	4.24
Movement LOS	D	D	A	A	B	A
d_A, Approach Delay [s/veh]	39.24		9.04		4.56	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.34					
Intersection LOS	A					
Intersection V/C	0.665					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	1.829	2.903	2.966
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.17	11.18	11.17
l_b,int, Bicycle LOS Score for Intersection	1.710	3.238	2.484
Bicycle LOS	A	C	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	257.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.692

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	332	751	314	185	167	85	159	1709	56	49	654	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	86
Total Hourly Volume [veh/h]	332	751	314	185	167	85	159	1709	56	49	654	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	198	83	49	44	22	42	450	15	13	172	2
Total Analysis Volume [veh/h]	349	791	331	195	176	89	167	1799	59	52	688	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	20			36			36			20		
v_di, Inbound Pedestrian Volume crossing m	20			36			36			20		
v_co, Outbound Pedestrian Volume crossing	20			31			19			31		
v_ci, Inbound Pedestrian Volume crossing mi	19			31			20			31		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	5			3			5			4		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	1.04	0.52	0.22	0.50	0.50	0.21	0.19	0.00
s, saturation flow rate [veh/h]	1419	882	746	1870	1840	247	3560	1457
c, Capacity [veh/h]	592	394	347	937	922	80	1784	730
d1, Uniform Delay [s]	29.18	29.62	23.83	22.19	22.38	44.85	13.84	11.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	674.04	99.54	4.71	27.44	31.50	33.89	0.63	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.49	1.17	0.48	0.99	1.01	0.65	0.39	0.01
d, Delay for Lane Group [s/veh]	703.22	129.16	28.54	49.64	53.88	78.74	14.47	11.23
Lane Group LOS	F	F	C	D	F	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	123.49	19.59	3.28	24.81	25.75	1.90	4.24	0.06
50th-Percentile Queue Length [ft/ln]	3087.26	489.75	82.01	620.19	643.72	47.60	105.91	1.54
95th-Percentile Queue Length [veh/ln]	199.35	29.59	5.90	32.98	34.28	3.43	7.61	0.11
95th-Percentile Queue Length [ft/ln]	4983.67	739.82	147.61	824.40	856.96	85.69	190.31	2.78

Movement, Approach, & Intersection Results

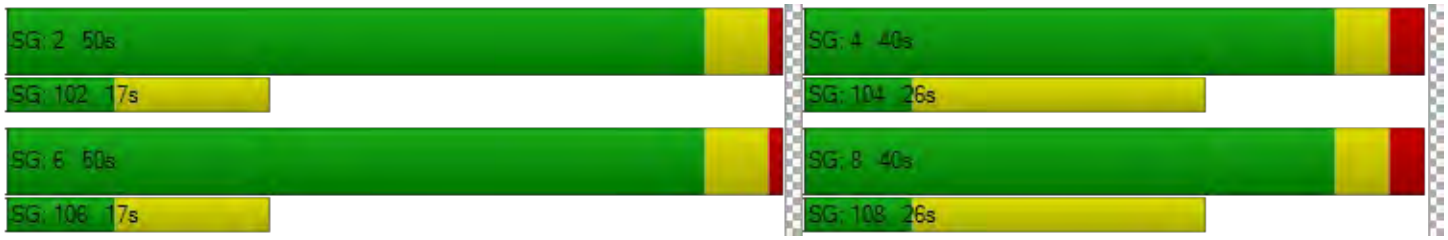
d_M, Delay for Movement [s/veh]	703.22	703.22	703.22	129.16	129.16	129.16	28.54	51.69	53.88	78.74	14.47	11.23
Movement LOS	F	F	F	F	F	F	C	D	D	E	B	B
d_A, Approach Delay [s/veh]	703.22			129.16			49.84			18.93		
Approach LOS	F			F			D			B		
d_I, Intersection Delay [s/veh]	257.10											
Intersection LOS	F											
Intersection V/C	1.692											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.645	2.688	3.410	3.365
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.15	17.14	11.17	11.17
l_b,int, Bicycle LOS Score for Intersection	3.987	2.319	3.230	2.246
Bicycle LOS	D	B	C	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



La Brea Tar Pits Museum Master Plan EIR

Vistro File: H:\...\26066_Vistro_20220404.vistro
Scenario 12 Opening Year + Project Weekend Midday

Report File: H:\...\OpeningYearwithProject_Saturday.pdf
6/30/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Ogden Dr/LACMA Parking Garage/6th St	Signalized	HCM 6th Edition	WB Left	0.829	14.0	B
2	Curson Ave/6th St	Signalized	HCM 6th Edition	SB Left	0.539	14.4	B
3	Ogden Dr/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.381	3.9	A
4	Spaulding Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Right	0.436	8.7	A
5	Curson Ave/Wilshire Blvd	Signalized	HCM 6th Edition	NB Thru	1.292	226.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Ogden Dr/LACMA Parking Garage/6th St

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	60.00	140.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	LACMA Parking Garage			S Ogden Drive			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	135	0	86	17	0	40	28	1019	185	90	1269	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	0	86	17	0	40	28	1019	185	90	1269	6
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	0	22	4	0	10	7	265	48	23	330	2
Total Analysis Volume [veh/h]	141	0	90	18	0	42	29	1061	193	94	1322	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	8			1			2			8		
v_di, Inbound Pedestrian Volume crossing m	8			2			1			8		
v_co, Outbound Pedestrian Volume crossing	20			16			19			15		
v_ci, Inbound Pedestrian Volume crossing mi	19			15			20			16		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			1			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	2.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.9	0.0	0.0	4.9	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	8	0	0	8	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.90	4.90	4.70	4.70	4.70	4.70	4.70	4.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.90	2.90	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	12	12	39	39	39	39	39	39
g / C, Green / Cycle	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.15	0.04	0.07	0.57	0.13	0.21	0.36	0.36
s, saturation flow rate [veh/h]	1531	1646	413	1870	1509	443	1870	1866
c, Capacity [veh/h]	401	406	285	1199	967	175	1199	1196
d1, Uniform Delay [s]	22.32	19.97	11.58	8.94	4.40	27.79	6.00	6.00
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.31	0.17	0.71	9.75	0.46	11.25	1.85	1.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.15	0.10	0.89	0.20	0.54	0.55	0.55
d, Delay for Lane Group [s/veh]	23.63	20.14	12.30	18.69	4.87	39.04	7.85	7.86
Lane Group LOS	C	C	B	B	A	D	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.97	0.67	0.28	10.80	0.80	1.84	3.79	3.79
50th-Percentile Queue Length [ft/ln]	74.15	16.79	6.94	270.11	20.04	46.09	94.82	94.79
95th-Percentile Queue Length [veh/ln]	5.34	1.21	0.50	16.20	1.44	3.32	6.83	6.82
95th-Percentile Queue Length [ft/ln]	133.47	30.22	12.48	404.88	36.07	82.96	170.67	170.61

Movement, Approach, & Intersection Results

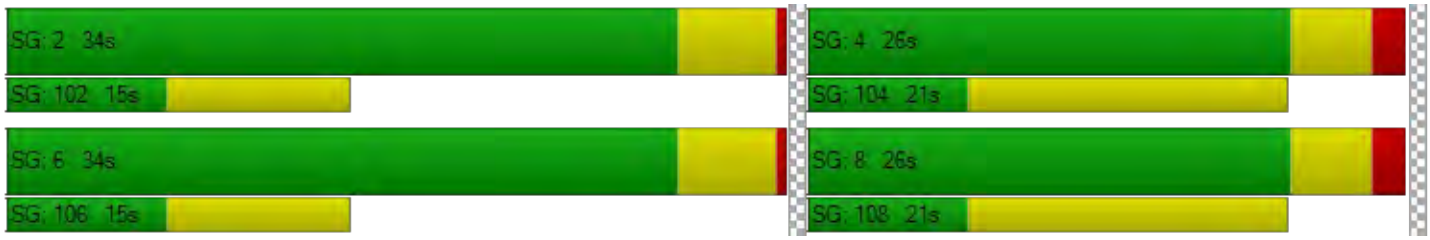
d_M, Delay for Movement [s/veh]	23.63	23.63	23.63	20.14	20.14	20.14	12.30	18.69	4.87	39.04	7.86	7.86
Movement LOS	C	C	C	C	C	C	B	B	A	D	A	A
d_A, Approach Delay [s/veh]	23.63			20.14			16.46			9.92		
Approach LOS	C			C			B			A		
d_I, Intersection Delay [s/veh]	13.98											
Intersection LOS	B											
Intersection V/C	0.829											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	20.01
l_p,int, Pedestrian LOS Score for Intersection	2.079	1.780	3.022	2.766
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	703	703	977	977
d_b, Bicycle Delay [s]	12.61	12.62	7.86	7.87
l_b,int, Bicycle LOS Score for Intersection	1.941	1.659	3.677	2.733
Bicycle LOS	A	A	D	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Curson Ave/6th St

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.539

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	40.00	100.00	100.00	100.00	100.00	40.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			W 6th Street			W 6th Street		
Base Volume Input [veh/h]	263	49	262	53	60	35	43	470	168	100	563	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	49	262	53	60	35	43	470	168	100	563	61
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	13	67	14	15	9	11	120	43	26	144	16
Total Analysis Volume [veh/h]	268	50	267	54	61	36	44	480	171	102	574	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	12			14			15			13		
v_di, Inbound Pedestrian Volume crossing m	13			15			14			12		
v_co, Outbound Pedestrian Volume crossing	29			17			28			17		
v_ci, Inbound Pedestrian Volume crossing mi	28			17			29			17		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			1			1			4		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	31.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	20	0	0	20	0	0	30	0	0	30	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Split [s]	0	28	0	0	28	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.1	0.0	0.0	5.6	0.0
Walk [s]	0	9	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	16	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.4	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	5.40	5.40	5.40	5.40	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.40	3.40	3.40	3.40	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	20	20	20	20	30	30	30	30	30	30
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.49	0.49	0.49	0.49	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.05	0.06	0.06	0.26	0.12	0.13	0.17	0.18
s, saturation flow rate [veh/h]	1272	1543	1045	1727	785	1870	1467	773	1870	1783
c, Capacity [veh/h]	448	515	250	576	399	922	723	344	922	879
d1, Uniform Delay [s]	20.94	16.77	24.26	14.12	13.20	10.37	8.64	17.47	9.32	9.35
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	1.20	0.43	0.14	0.56	2.10	0.77	2.20	1.05	1.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.62	0.22	0.17	0.11	0.52	0.24	0.30	0.35	0.36
d, Delay for Lane Group [s/veh]	22.22	17.97	24.69	14.25	13.75	12.47	9.41	19.66	10.37	10.48
Lane Group LOS	C	B	C	B	B	B	A	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.38	3.45	0.70	0.87	0.43	4.14	1.22	1.26	2.45	2.39
50th-Percentile Queue Length [ft/ln]	84.46	86.25	17.41	21.66	10.71	103.38	30.55	31.59	61.13	59.73
95th-Percentile Queue Length [veh/ln]	6.08	6.21	1.25	1.56	0.77	7.44	2.20	2.27	4.40	4.30
95th-Percentile Queue Length [ft/ln]	152.03	155.25	31.34	38.98	19.27	186.09	54.99	56.87	110.04	107.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.22	17.97	17.97	24.69	14.25	14.25	13.75	12.47	9.41	19.66	10.42	10.48
Movement LOS	C	B	B	C	B	B	B	B	A	B	B	B
d_A, Approach Delay [s/veh]	19.92			17.99			11.80			11.70		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.39											
Intersection LOS	B											
Intersection V/C	0.539											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	20.01	20.01	20.01	18.41
l_p,int, Pedestrian LOS Score for Intersection	2.361	2.080	2.965	2.557
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	753	900	900
d_b, Bicycle Delay [s]	11.67	11.66	9.08	9.09
l_b,int, Bicycle LOS Score for Intersection	2.525	1.809	2.706	2.168
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Ogden Dr/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	70.00	100.00	90.00	120.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	S Ogden Drive		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	8	43	1030	27	2	963
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	43	1030	27	2	963
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	12	283	7	1	265
Total Analysis Volume [veh/h]	9	47	1132	30	2	1058
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		46		0	
v_di, Inbound Pedestrian Volume crossing m	0		45		0	
v_co, Outbound Pedestrian Volume crossing	52		51		45	
v_ci, Inbound Pedestrian Volume crossing mi	51		52		46	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		4	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.3	0.0	1.0	0.0	0.0	1.0
Split [s]	44	0	46	0	0	46
Vehicle Extension [s]	3.0	0.0	4.1	0.0	0.0	5.2
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	24	0	13	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.9	0.0	3.1	0.0	0.0	3.1
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.90	5.90	5.10	5.10	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.90	3.90	3.10	3.10	3.10	3.10
g_i, Effective Green Time [s]	7	7	72	72	72	72
g / C, Green / Cycle	0.08	0.08	0.80	0.80	0.80	0.80
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.32	0.02	0.00	0.30
s, saturation flow rate [veh/h]	1226	1589	3560	1457	481	3560
c, Capacity [veh/h]	94	121	2854	1168	406	2854
d1, Uniform Delay [s]	38.67	39.55	2.60	1.81	4.71	2.52
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	2.02	0.41	0.04	0.02	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.39	0.40	0.03	0.00	0.37
d, Delay for Lane Group [s/veh]	39.11	41.57	3.01	1.85	4.73	2.89
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.19	1.05	1.88	0.08	0.01	1.70
50th-Percentile Queue Length [ft/ln]	4.87	26.17	46.97	1.91	0.32	42.55
95th-Percentile Queue Length [veh/ln]	0.35	1.88	3.38	0.14	0.02	3.06
95th-Percentile Queue Length [ft/ln]	8.77	47.11	84.54	3.44	0.58	76.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.11	41.57	3.01	1.85	4.73	2.89
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	41.17		2.98		2.90	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.88					
Intersection LOS	A					
Intersection V/C	0.381					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	125.68	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.971	2.734	0.000
Crosswalk LOS	A	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	847	909	909
d_b, Bicycle Delay [s]	14.96	13.39	13.41
l_b,int, Bicycle LOS Score for Intersection	1.560	2.518	2.434
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Spaulding Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	S Spaulding Avenue		Wilshire Boulevard		Wilshire Boulevard	
Base Volume Input [veh/h]	45	64	971	95	49	907
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	64	971	95	49	907
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	17	264	26	13	246
Total Analysis Volume [veh/h]	49	70	1055	103	53	986
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	23		22		24	
v_di, Inbound Pedestrian Volume crossing m	24		22		23	
v_co, Outbound Pedestrian Volume crossing	48		48		22	
v_ci, Inbound Pedestrian Volume crossing mi	48		48		22	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		1		5	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	6	0	0	2
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	9	0	10	0	0	10
Maximum Green [s]	30	0	40	0	0	40
Amber [s]	3.6	0.0	4.1	0.0	0.0	4.1
All red [s]	2.0	0.0	0.7	0.0	0.0	0.7
Split [s]	40	0	50	0	0	50
Vehicle Extension [s]	4.9	0.0	4.4	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	22	0	8	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	3.6	0.0	2.8	0.0	0.0	2.8
Minimum Recall	No		Yes			Yes
Maximum Recall	No		No			No
Pedestrian Recall	No		Yes			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	0.0	20.0	0.0	0.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.60	2.80	2.80	2.80	2.80
g_i, Effective Green Time [s]	18	62	62	62	62
g / C, Green / Cycle	0.20	0.69	0.69	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.07	0.31	0.33	0.11	0.28
s, saturation flow rate [veh/h]	1663	1870	1778	485	3560
c, Capacity [veh/h]	330	1283	1220	324	2443
d1, Uniform Delay [s]	31.14	6.41	6.57	12.47	6.12
k, delay calibration	0.22	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.36	1.15	1.33	1.08	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.45	0.47	0.16	0.40
d, Delay for Lane Group [s/veh]	32.49	7.56	7.89	13.55	6.62
Lane Group LOS	C	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.32	4.56	4.70	0.66	3.54
50th-Percentile Queue Length [ft/ln]	58.10	113.94	117.40	16.60	88.53
95th-Percentile Queue Length [veh/ln]	4.18	8.06	8.25	1.20	6.37
95th-Percentile Queue Length [ft/ln]	104.58	201.46	206.25	29.88	159.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.49	32.49	7.71	7.89	13.55	6.62
Movement LOS	C	C	A	A	B	A
d_A, Approach Delay [s/veh]	32.49		7.73		6.98	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	8.66					
Intersection LOS	A					
Intersection V/C	0.436					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	1.924	2.665	2.804
Crosswalk LOS	A	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	765	1005	1005
d_b, Bicycle Delay [s]	17.18	11.14	11.16
l_b,int, Bicycle LOS Score for Intersection	1.756	2.515	2.417
Bicycle LOS	A	B	B

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Curson Ave/Wilshire Blvd

Control Type:	Signalized	Delay (sec / veh):	226.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.292

Intersection Setup

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	110.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S Curson Avenue			S Curson Avenue			Wilshire Boulevard			Wilshire Boulevard		
Base Volume Input [veh/h]	238	614	232	163	197	178	146	859	27	35	525	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	11
Total Hourly Volume [veh/h]	238	614	232	163	197	178	146	859	27	35	525	73
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	165	62	44	53	48	39	231	7	9	141	20
Total Analysis Volume [veh/h]	256	660	249	175	212	191	157	924	29	38	565	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	20			53			53			21		
v_di, Inbound Pedestrian Volume crossing m	21			53			53			20		
v_co, Outbound Pedestrian Volume crossing	36			51			36			50		
v_ci, Inbound Pedestrian Volume crossing mi	36			50			36			51		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	3			3			3			6		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	51.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	40	0	0	40	0
Amber [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.1	0.0	0.0	4.7	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.6	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	2.9	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.60	4.90	4.90	4.90	4.90	4.90	4.90
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.60	2.90	2.90	2.90	2.90	2.90	2.90
g_i, Effective Green Time [s]	34	34	45	45	45	45	45	45
g / C, Green / Cycle	0.38	0.38	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.92	0.57	0.20	0.26	0.26	0.06	0.16	0.06
s, saturation flow rate [veh/h]	1268	1011	776	1870	1837	589	3560	1394
c, Capacity [veh/h]	533	438	377	937	920	259	1784	699
d1, Uniform Delay [s]	29.30	29.19	21.41	15.01	15.05	23.20	13.27	11.74
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	539.55	158.54	3.36	1.99	2.06	1.19	0.47	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.19	1.32	0.42	0.51	0.52	0.15	0.32	0.11
d, Delay for Lane Group [s/veh]	568.84	187.73	24.77	17.00	17.11	24.39	13.74	12.07
Lane Group LOS	F	F	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	91.45	28.99	2.81	6.68	6.64	0.67	3.33	0.85
50th-Percentile Queue Length [ft/ln]	2286.27	724.74	70.36	167.00	165.97	16.83	83.22	21.19
95th-Percentile Queue Length [veh/ln]	147.91	44.53	5.07	10.92	10.86	1.21	5.99	1.53
95th-Percentile Queue Length [ft/ln]	3697.77	1113.30	126.65	272.97	271.62	30.30	149.79	38.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	568.84	568.84	568.84	187.73	187.73	187.73	24.77	17.05	17.11	24.39	13.74	12.07
Movement LOS	F	F	F	F	F	F	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	568.84			187.73			18.15			14.14		
Approach LOS	F			F			B			B		
d_I, Intersection Delay [s/veh]	226.65											
Intersection LOS	F											
Intersection V/C	1.292											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.60	34.60	34.60	34.60
l_p,int, Pedestrian LOS Score for Intersection	2.472	2.661	3.077	3.048
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	766	1004	1004
d_b, Bicycle Delay [s]	17.14	17.14	11.16	11.18
l_b,int, Bicycle LOS Score for Intersection	3.482	2.513	2.475	2.131
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-