



APPENDIX E

RELATED PROJECT TRIP GENERATION

VICTORY PLAZA AT THE GLEN
RELATED PROJECTS

No.	Location	Project	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
1	6906 N Vesper Ave	24 Condos	141	2	9	11	8	4	12
2	14803 W Vanowen St	16 Condos	94	1	6	7	6	3	9
3	14612 W Gilmore St	16 Condos	94	1	6	7	6	3	9
4	5632 N Hazeltine Ave	26 Condos	152	2	10	12	9	4	13
5	NoHo Artwalk	915 Condos	5362	64	339	403	320	156	476
		32,500 retail	1396	20	13	33	59	63	122
6	12626 W Burbank Blvd	24 Condo Conv	-20	0	-1	-1	-2	-1	-3
7	11941 W Burbank Blvd	19 Condos	111	1	7	8	7	3	10
8	5229 N Laurel Canyon Blvd	40 Student addition	52	9	8	17	0	0	0
9	13130 W Burbank Blvd	12 Apts destroyed; 10 Classrooms	744	144	93	237	21	30	51
10	7137N Tyrone Ave	225 Charter School 6-8 Grade	365	65	54	119	18	16	34
11	14343 W Burbank Blvd	15 Condos	88	1	6	7	5	3	8
12	7346 N Woodman Ave	61 Condos	357	4	23	27	21	10	31
13	14322 W Valerio St	44 Condos	258	3	16	19	15	7	22
14	13850 Sherman Way	18 Condos	105	1	7	8	6	3	9
15	14117 W Vanowen ST	118 Condos	691	8	44	52	41	21	62
16	14121 W Erwin St	4 Condos	23	0	1	2	1	1	2
17	6244 N Matilija Ave	3 Single Family Dwellings	29	1	2	3	2	1	3
18	6047 N Fulton Ave	50 Students	242	23	21	44	21	23	44
19	5401 N MORELLA Ave	10 Condos	59	1	4	4	4	2	6
20	13719 W Oxnard St	37 Condos	217	3	14	17	13	6	19
21	5430 N Bellingham Ave	21 Condos	123	1	8	9	7	4	11
22	12425 W Victory Blvd	54 Condos	715	9	45	54	43	21	64
23	12132 W Hart St	18 Condos	105	1	7	8	6	3	9
24	11828 W HAMLIN St	5 Condos	29	0	2	2	2	1	3
25	13148 Victory Blvd	9 Condos	53	1	3	4	3	2	5
26	Victory Blvd Mix Use	90,000 sf office	4054	83	63	146	195	215	410
	13115 W Victory Blvd	20,000 sf retail							
		10,000 restaurant							
		110 Apartments							
27	6853 N Hazeltine Ave	18 Condos	105	1	7	8	6	3	9
28	13224 W Victory Blvd	6 Condos	35	0	2	2	2	1	3
29	4915 N Whitsett	20 Apartments	134	2	8	10	8	4	12
30	5254 N Wilkinson	6 Apartment	40	1	2	3	2	1	3
31	12200 W Hart St	3 Single Family Dwellings	29	1	2	3	2	1	3
32	6909 N Woodman	10 Condos	59	1	4	5	4	2	6

VICTORY PLAZA AT THE GLEN
RELATED PROJECTS

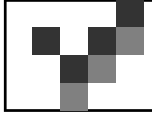
No.	Location	Project	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
33	7214 Whitsett Av	upgrade gas station	187	16	13	29	13	13	26
34	Valley Plaza Shop Center	775,000 sf Retail	33279	488	310	798	1395	1511	2906
35	Laurel Plaza	742 Condos	4348	52	275	326	260	126	386
36	6250 N Fulton Ave	20 Condos	117	1	7	9	7	3	10
37	14803 W Vanowen St	16 Condos	94	1	6	7	6	3	8
38	5258 N Corteen Pl	10 Condos	59	1	4	5	4	2	6
39	11025 W Weddington St	940 Condos	5508	66	348	414	329	160	489
40	11860 W Chandler Blvd	31 Condos	182	2	11	14	11	5	16
41	10812 W Magnolia Blvd	31 Condos	182	2	11	14	11	5	16
42	14412 W Killion St	45 Condos	264	3	17	20	16	8	23
43	11709 W Kittridge St	140 Condos	820	10	52	62	49	24	73
		16,000 sf Retail	687	10	6	16	29	31	60
44	11135 W Weddington St	292 Condos	1711	20	108	128	102	50	152
45	12014 W Magnolia Blvd	12 Condos	70	1	4	5	4	2	6
46	6818 N Van Nuys Blvd	96 Condos	563	7	36	42	34	16	50
47	5325 N Cartwright Ave	15 Condos	88	1	6	7	5	3	8
48	5226 N Cartwright Ave	15 Condos	88	1	6	7	5	3	8
49	11936 W Magnolia Blvd	44 Condos	258	3	16	19	15	7	23
50	10850 W Riverside Dr	56 Condos	328	4	21	25	20	10	29
		11,325 sf Retail	486	7	5	12	20	22	42
51	14604 W Gault St	16 Condos	94	1	6	7	6	3	8
52	5053 N Bakman Ave	31 Condos	182	2	11	14	11	5	16
53	11945 W Magnolia Blvd	36 Apartments	242	4	15	18	14	8	22
		97 Condos	568	7	36	43	34	16	50
54	11016 W Hartsook St	60 Condos	352	4	22	26	21	10	31
55	11146 W Huston Ave	14 Condos	82	1	5	6	5	2	7
56	5051 N Fair Ave	24 Condos	141	2	9	11	8	4	12
57	10826 W Kling St	12 Condos	70	1	4	5	4	2	6
58	10800 W Blix St	9 Condos	53	1	3	4	3	2	5
59	10601 W Riverside Dr	13,327 sf Retail	572	8	5	14	24	26	50
		82 Condos	481	6	30	36	29	14	43
60	6940 N Sepulveda Blvd	98 Apartments	659	10	40	50	39	22	61

VICTORY PLAZA AT THE GLEN
RELATED PROJECTS

No.	Location	Project	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
61	14422 W Haynes St	25 Apartments	168	3	10	13	10	6	16
62	5031 N Fair Ave	308 Apartments	2070	31	126	157	123	68	191
63	11947 W Albers St	121 Condos	709	8	45	53	42	21	63
64	11935 W Magnolia Blvd	78 Condos	457	5	29	34	27	13	41
65	11925 W Kling St	36 Condos	211	3	13	16	13	6	19
66	4545 N Colfax Ave	12 Condos	70	1	4	5	4	2	6
67	5253 N Ben Ave	17 Condos	100	1	6	7	6	3	9
68	15159 W Saticoy St	164 Condos	961	11	61	72	57	28	85
69	5300 Sepulveda Blvd	26 Condos	152	2	10	11	9	4	14
70	10740 W Kling St	13 Condos	76	1	5	6	5	2	7
71	13850 Sherman Way	18 Condos	105	1	7	8	6	3	9
72	11003 W Otsego St	48 Condos	281	3	18	21	17	8	25
73	12005 W Albers St	123 Condos	721	9	46	54	43	21	64
74	11433 W Albers St	38 Condos	223	3	14	17	13	6	20
75	7847 N Sepulveda Blvd	50 Condos	293	4	19	22	18	9	26
76	6736 N Clybourn Ave	104 Condos	609	7	38	46	36	18	54
77	14649 W Saticoy St	30 Student Day Care	134	13	11	24	12	13	25
78	4904 N Vineland	58 Condos	340	4	21	26	20	10	30
79	11212 Camarillo St	28 Condos	164	2	10	12	10	5	15
80	11957 W Riverside Dr	18 Condos	105	1	7	8	6	3	9
81	11274 W La Maida St	12 Condos	70	1	4	5	4	2	6
82	14637 W Magnolia Blvd	18 Condos	105	1	7	8	6	3	9
83	11935 W Riverside Dr	18 Condos	105	1	7	8	6	3	9
84	5305 N Bellingham Ave	12 Condos	70	1	4	5	4	2	6
85	5056 N Laurel Canyon Blvd	12 Condos	70	1	4	5	4	2	6
86	10858 W Peach Grove St	10 Condos	59	1	4	4	4	2	5

VICTORY PLAZA AT THE GLEN
RELATED PROJECTS

No.	Location	Project	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
87	11342 W Burbank Blvd	64 Room Hotel	571	25	18	43	22	23	45
88	5357 N Denny Ave	24 Condos	141	2	9	11	8	4	12
89	NoHo Art Wave	1,000,000 sf office	11010	1360	190	1550	250	1240	1490
		157,000 Retail	6742	99	63	162	283	306	589
		200 apartments	1344	20	82	102	80	44	124
90	NoHo Commons	1,100 seats Theater	1936	0	0	0	33	44	77
		100,000 office	1101	136	19	155	25	124	149
		150 apartments	1008	15	61	77	60	33	93



Overland Traffic Consultants, Inc.

APPENDIX F

SIGNAL WARRANT ANALYSIS & CONCEPTUAL IMPROVEMENT PLAN

122. COMMERCIAL MIXED USE DEVELOPMENT AROUND TRANSIT CENTERS

Credit Factor:

- 122.1 Dwellings: 6.2 per Dwelling Unit (DU)
- 122.2 Retail Uses: 29.2 per 1000 Gross Square Feet (GSF)
- 122.3 Non-Retail Uses: 12.9 per 1000 Gross Square Feet (GSF)

Qualifying Criteria:

- Project must be located within a one-quarter mile radius of an existing or planned transit center
- Minimum project floor area ratio (FAR) must be 2.0 per gross acre
- Floor area devoted to residential uses must be 30% minimum
- Uses must be located on the same parcel

Credit Milestones: See Section 100 of this appendix.

Value Assignment Methodology [Source]:

- Vehicle Trip Reduction Factor: 20%
- Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
- Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
- Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

References:

- *Draft Final Trip Reduction Ordinance Handbook, SCAQMD*, May 1993.
- *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
- *America's Suburban Centers: The Land Use Transportation Link*, R. Cervero. 1989.
- *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.


Example Calculation:

First, determine project meets qualifying criteria. Total value is the combined value per dwelling unit (DU) and per 1000 gross square feet (GSF) of commercial uses provided by the project. For example:

For a commercial mixed use project near a transit center, containing 35 dwelling units, 10,000 GSF of retail and 100,000 GSF of non-retail, the credit value is:

$$(35 \text{ DU's} * 6.2 \text{ points per unit}) + (10,000 \text{ GSF/retail} * 29.2 \text{ points per 1000/GSF}) + (100,000 \text{ GSF/non-retail} * 12.9 \text{ points per 1000/GSF})$$

$$(35 * 6.2) + (10 * 29.2) + (100 * 12.9) = 1799 \text{ total points}$$

 Department of Transportation	MANUAL OF POLICIES AND PROCEDURES	SECTION NO. 353	
	SUBJECT MORSE AVENUE & VICTORY BOULEVARD WARRANTS FOR TRAFFIC SIGNALS FUTURE WITH PROJECT CONDITIONS	DATE 7/08	
		DIST.	ORIGINATOR LC
		PAGE 1 of 9	

option 1 calc

The warrants for the installation of traffic signals shall be based on those stated in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD) as modified by the latest edition of the California Supplement. The exceptions are that three collisions will be used in-lieu of five collisions for Warrant 7. Further, in Warrants 1, 2, & 3 the right turning traffic that is delayed less than 45 seconds under Stop control shall be subtracted from the side-street volume since they would not benefit from traffic signal control.

The traffic signal warrants are as follows:

- Warrant 1 - Eight-Hour Vehicular Volume
- Warrant 2 - Four-Hour Vehicular Volume
- Warrant 3 - Peak Hour
- Warrant 4 - Pedestrian Volume
- Warrant 5 - School Crossing
- Warrant 6 - Coordinated Signal System
- Warrant 7 - Collision Experience
- Warrant 8 - Roadway Network
- Warrant 9 - Midblock Crosswalk
- Warrant 10 - Smart Pedestrian Warning Device Warrant Met
- Warrant 11 - New Intersections

Although the installation of a traffic signal should be considered if one or more of the above warrants are satisfied, the satisfaction of a warrant is not necessarily justification for a signal. The engineering study must come to the conclusion that installation of a signal will improve the overall safety and/or operation of the intersection before a signal is approved. Traffic patterns and roadway characteristics may allow safe and efficient operation without signal installations. For example, right-turning vehicles may safely enter available lanes without conflicting with through vehicles when and where there are adequate and frequent gaps in the main street traffic flow. The gaps must be sufficient to allow vehicles and pedestrians to safely enter the roadway without unreasonable delay. Thus, for analysis purposes in Warrants 1, 2 and 3, if right turning vehicles are delayed less than 45 seconds under stop control and there were fewer than 2 right turn collisions in the most recent 12 month period then those vehicles shall be subtracted from the side street volume.

Signal installations are normally reserved for access to the City's identified highway system. In some instances, the highway system may not be fully developed, or may be carrying lighter traffic volumes resulting in the determination that stop sign installation will adequately serve an identified need for assignment of right of way.

TRAFFIC SIGNAL WARRANTS

CALC LC DATE 7/08
 CHK _____ DATE _____

Major St: Victory Boulevard Critical Approach Speed 39 - 41 mph
 Minor St: Morse Avenue

Critical speed of major street traffic > 40 mph RURAL or ≤ 40 mph URBAN
 In built up area of isolated community of < 10,000 pop. RURAL or > 10,000 URBAN
 Location is Urban RURAL (®) URBAN (U)

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

100% SATISFIED Yes No
 80% SATISFIED Yes No

APPROACH LANES	Minimum Requirements (80% SHOWN IN BRACKETS)				Right Turn Reduction application Minor Street = <u>100%</u>					HOUR
	U	R	U	R	7-8 AM	8-9 AM		4-5 PM	5-6 PM	
	1		2 OR MORE							
Both Apprchs. Major Street *	500 (400)	350 (280)	600 (480)	420 (336)	4222	3918		4879	4926	
Highest Apprch. Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	127	127		444	444	

Note that if Condition A is 100% satisfied, then the criteria for Warrant 1 is satisfied and Condition B and the combination of Conditions A and B are not needed.

Condition B - Interruption of Continuous Traffic

100% SATISFIED Yes No
 80% SATISFIED Yes No

APPROACH LANES	Minimum Requirements (80% SHOWN IN BRACKETS)				Right Turn Reduction application Minor Street = <u>100%</u>					HOUR
	U	R	U	R	7-8 AM	8-9 AM		4-5 PM	5-6 PM	
	1		2 OR MORE							
Both Apprchs. Major Street *	750 (600)	525 (420)	900 (720)	630 (504)	4222	3918		4879	4926	
Highest Apprch. Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	127	127		444	444	

Note that if Condition B is 100% satisfied, then the criteria for Warrant 1 is satisfied and the combination of Conditions A and B is not needed.

* Major Street Traffic Volumes from Existing Counts during time period increased by ambient growth and related projects from traffic study.

In applying Condition A and Condition B, the major street and minor street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Combination of Conditions A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. INTERRUPTION OF CONTINUOUS TRAFFIC		

These major street and minor street volumes shall be for the same 8 hours for Conditions A and B. However, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor-street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes No

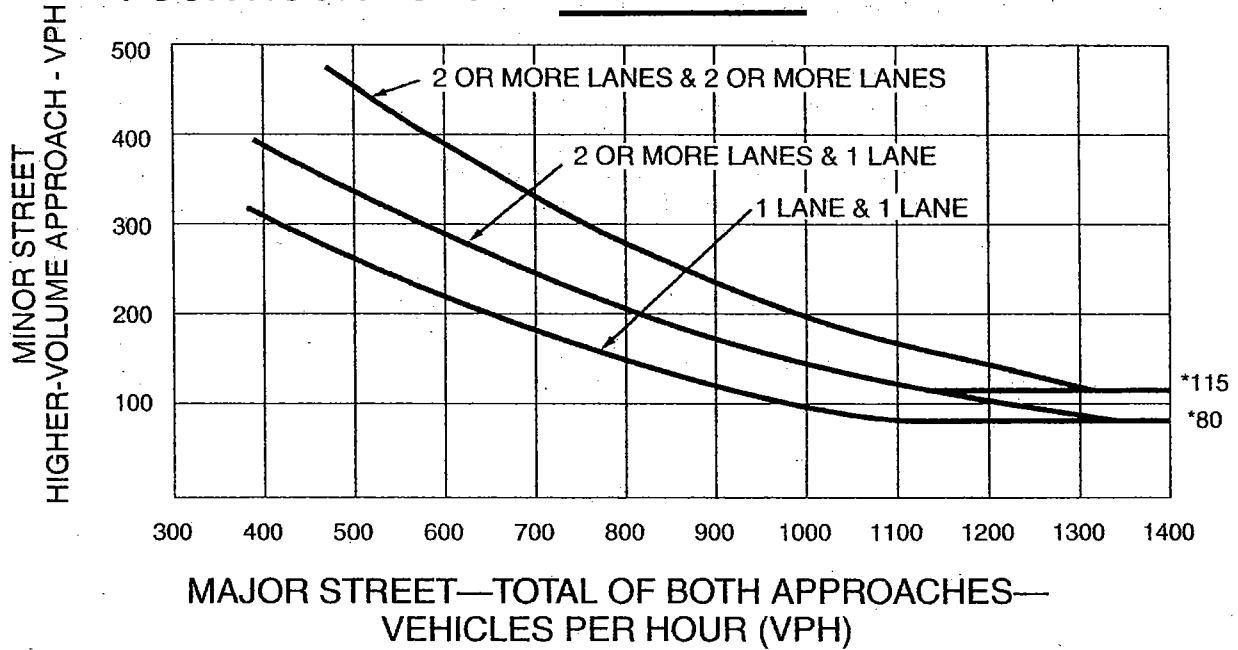
Right Turn Reduction application Minor Street = 100%

Approach Lanes	Right Turn Reduction application Minor Street = <u>100%</u>						HOUR
	One	2 or more	7-8 AM	8-9 AM	4-5 PM	5-6 PM	
Both Approaches, Major Street *		X	4222	3918	4879	4926	
Highest Approach, Minor Street	X		127	127	444	444	

* Refer to Fig. A (URBAN AREAS) OR Fig. B (70% FACTOR) to determine if this warrant is satisfied.

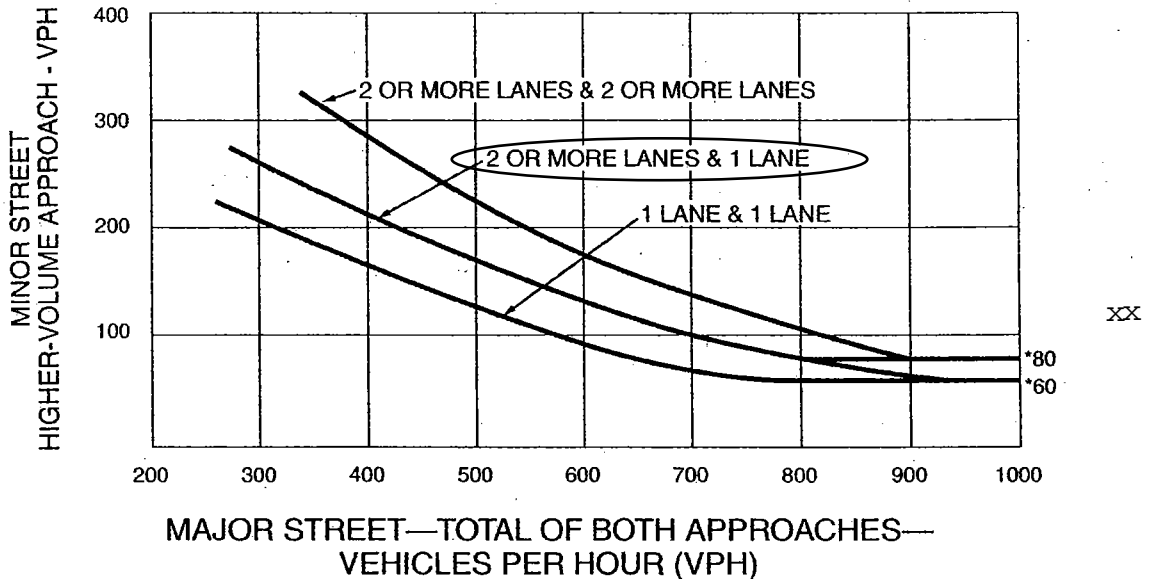
Note that on the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Figure A
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

Figure B
FOUR HOUR VOLUME WARRANT 2 - 170% FACTOR
Critical speed of major street traffic > 40 mph



NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour

PART A OR PART B SATISFIED Yes No

PART A

SATISFIED Yes No

(All parts 1, 2, and 3 below must be satisfied)

1. The total stopped time delay experienced by the traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach or five vehicle-hours for a two lane approach; AND Yes No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND Yes No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. Yes No

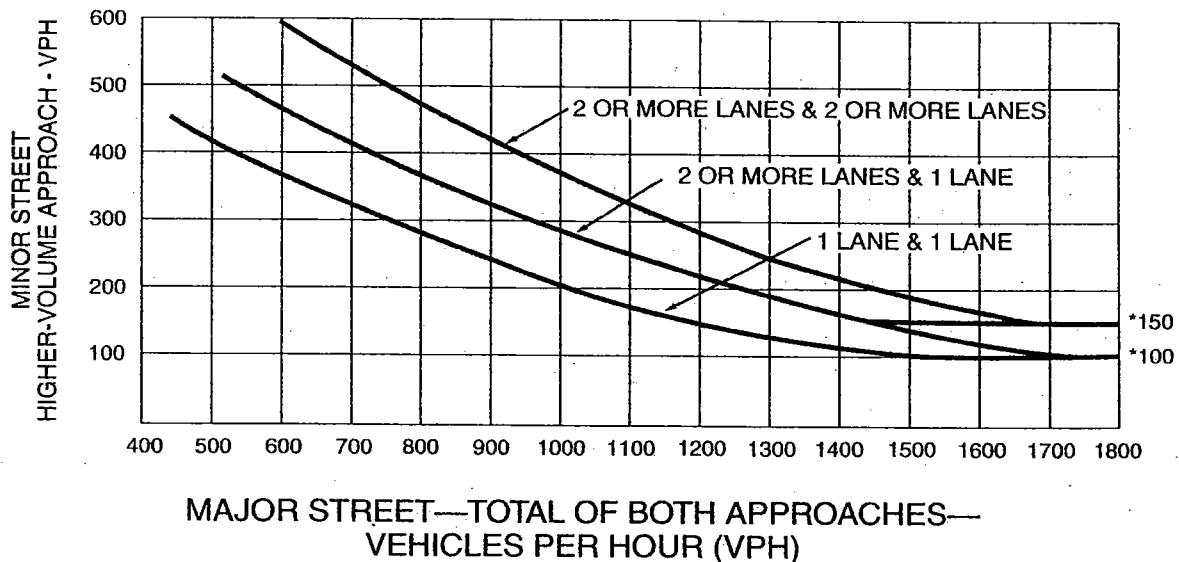
PART B

SATISFIED* Yes No

Approach Lanes	HOUR			
	One	2 or more	4-5 PM	5-6 PM
Both Approaches, Major Street *		X	4879	4926
Highest Approach, Minor Street	X		444	444

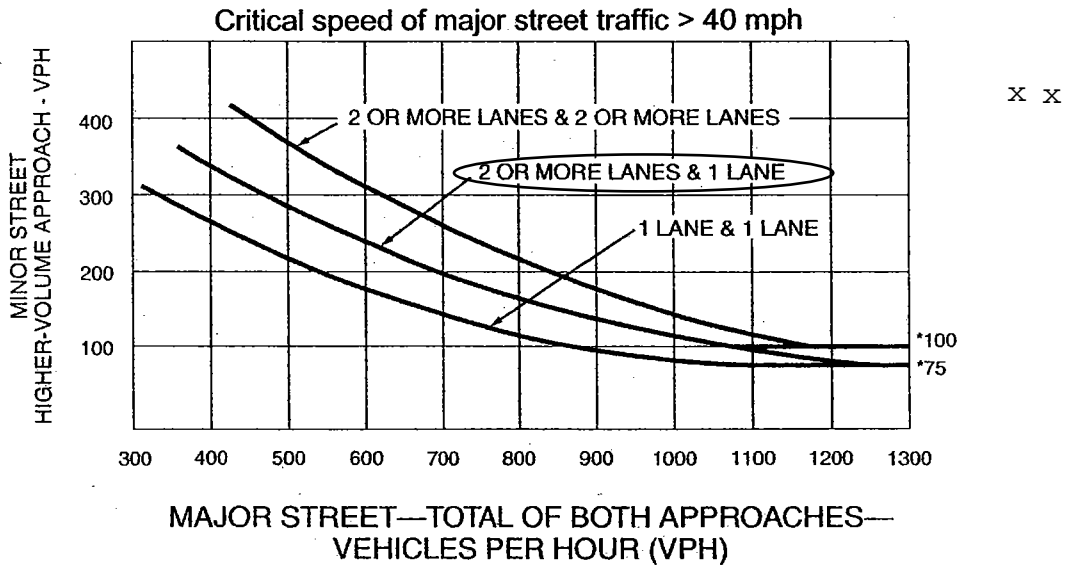
* Refer to Fig. C (URBAN AREAS) OR Fig. D (70% FACTOR) to determine if this warrant is satisfied.

Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

Figure D
PEAK HOUR VOLUME WARRANT 3 - 70% FACTOR



* NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 4 - Pedestrian Volume

100% SATISFIED Yes No

This warrant is intended for application where the traffic volume on the major street is so heavy that pedestrians experience excessive delay in crossing the major street. A traffic signal shall be considered if all four requirements are met:

REQUIREMENTS	FULFILLED
Pedestrian volume crossing the major street is 100 or more for each of any four hours or is 190 or more during any one hour; <u>AND</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
There are less than 60 gaps per hour in the major street traffic stream of adequate length for pedestrians to cross; <u>AND</u>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The nearest traffic signal along the major street is located more than 300 feet away; <u>AND</u>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The new traffic signal will not seriously disrupt progressive traffic flow on the major street.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The pedestrian volume crossing the major street may be reduced as much as 50 percent if the average crossing speed of pedestrians is less than 4 feet per second.

WARRANT 5 - School Crossing

(Both parts must be satisfied)

SATISFIED Yes No

Hour			
Gaps vs Minutes	Minutes Children Using Crossing		
	Number of Adequate Gaps		
School Age Pedestrians Crossing Street			

Gaps < Minutes SATISFIED Yes No

Children ≥ 20/hr SATISFIED Yes No

PART B

Distance to Nearest Controlled Crossing

Is nearest controlled crossing more than 600 feet away?

SATISFIED Yes No

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes No

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1000 FEET	N _____ ft, S _____ ft, E 660 ft, W 660 ft	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
ON ISOLATED ONE WAY STREET OR STREET WITH ONE WAY TRAFFIC SIGNIFICANCE AND ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING AND SPEED CONTROL WOULD BE LOST		<input type="checkbox"/> <input checked="" type="checkbox"/>
ON 2-WAY STREET WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL, PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM		<input type="checkbox"/> <input checked="" type="checkbox"/>

WARRANT 7 - Crash Experience

(All parts must be satisfied)

100% SATISFIED Yes No

REQUIREMENT	WARRANT	✓	FULFILLED
ONE WARRANT SATISFIED 80%	WARRANT 1 - MINIMUM VEHICULAR VOLUME		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
SIGNAL WILL NOT SERIOUSLY DISRUPT PROGRESSIVE TRAFFIC FLOW			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE COLLISION FREQUENCY			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
COLLISIONS WITHIN A 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO CORRECTION			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
MINIMUM REQUIREMENT	NUMBER OF COLLISIONS DATES OF QUALIFYING COLLISIONS		
3 OR MORE DURING MOST RECENT 12-MONTH PERIOD; OR 2 PER YEAR DURING MOST RECENT 3-YEAR PERIOD			

WARRANT 8 - Roadway Network
(All parts must be satisfied)

SATISFIED Yes No

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES ALL APPROACHES		✓	FULFILLED
1000 VEH / HR	During Typical Weekday Peak Hour <u>5000</u> Veh/Hr			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. Of a Sat. And/or Sun _____ Veh/Hr			
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST	MINOR ST	
PART OF HIGHWAY SYSTEM SERVING AS PRINCIPAL NETWORK FOR THROUGH TRAFFIC		✓		
RURAL OR SUBURBAN HIGHWAY OUTSIDE OF, ENTERING, OR TRAVERSING A CITY		✓		
APPEARS AS MAJOR ROUTE ON AN OFFICIAL PLAN		✓		
ANY MAJOR ROUTE CHARACTERISTICS MET, BOTH STREETS				Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

WARRANT 9 - Midblock Crosswalk
PART A
(All parts must be satisfied)

SATISFIED Yes No

REQUIREMENTS	FULFILLED
A midblock marked crosswalk is to be authorized or retained for the purpose of consolidating midblock crossings to a single, preferred point; and	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The nearest controlled crossing is at least 300 feet away; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The street to be crossed is at least 40 feet wide; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The Pedestrian Volume Guideline of MPP Section 344 is satisfied *	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

PART B
(All parts must be satisfied)

REQUIREMENTS	FULFILLED
A midblock marked crosswalk is to be authorized or retained on an arterial street for the purpose of consolidating midblock crossings to a single, preferred point; and	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The nearest controlled crossing is at least 300 feet away; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The street to be crossed is at least 56 feet wide; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The Pedestrian Volume Guideline of MPP Section 344 is satisfied *	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

* The total number of pedestrian units crossing at or near a location (within the middle half of the block) is 40 or more during the peak pedestrian hour or is 30 or more per hour during each of any two hours during any average day. Children who appear to be under 13 years or older persons who appear to be over 64 years and disabled persons counts as 2 pedestrians.

If the Pedestrian Volume Guideline of MPP Section 344 is almost satisfied but there are special facilities such as a school, church, medical center or clinic, recreation center or playground, public library, or post office which make it desirable to consolidate midblock crossings to a single preferred point, this can be used as a justification.

WARRANT 10 - Smart Pedestrian Warning Device Warrant Met SATISFIED Yes No

If a location meets the guidelines for the installation of a Smart Pedestrian Warning Device as described on MPP Section 354 and is within 600 feet upstream and downstream of a traffic signal, then a traffic signal shall be installed rather than a Smart Pedestrian Warning Device.

WARRANT 11 - New Intersections N/A SATISFIED Yes No

URBAN _____ RURAL _____					
1. Minimum Vehicular Volume 100% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/> 80% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/>		Minimum Requirements			
Number of lanes for moving traffic on each approach		EADT on major street (total of both approaches)		EADT on higher volume minor-street approach (one direction only)	
Major Street	Minor Street	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 _____	1 _____	8,000	5,600	2,400	1,680
2 or more _____	1 _____	9,600	6,720	2,400	1,680
2 or more _____	2 or more _____	9,600	6,720	3,200	2,240
1 _____	2 or more _____	8,000	5,600	3,200	2,240
2. Interruption of Continuous Traffic 100% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/> 80% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/>		EADT on major street (total of both approaches)		EADT on higher volume minor-street approach (one direction only)	
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Major Street	Minor Street				
1 _____	1 _____	12,000	8,400	1,200	850
2 or more _____	1 _____	14,400	10,080	1,200	850
2 or more _____	2 or more _____	14,400	10,080	1,600	1,120
1 _____	2 or more _____	12,000	8,400	1,600	1,120
3. Combination SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/> No one warrant satisfied but following warrants fulfilled 80% or more _____ 1 2		2 Warrants Satisfied 80%			

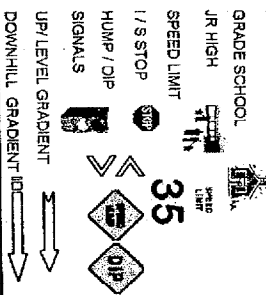
NOTE: Estimated Average Daily Traffic (EADT) to be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.



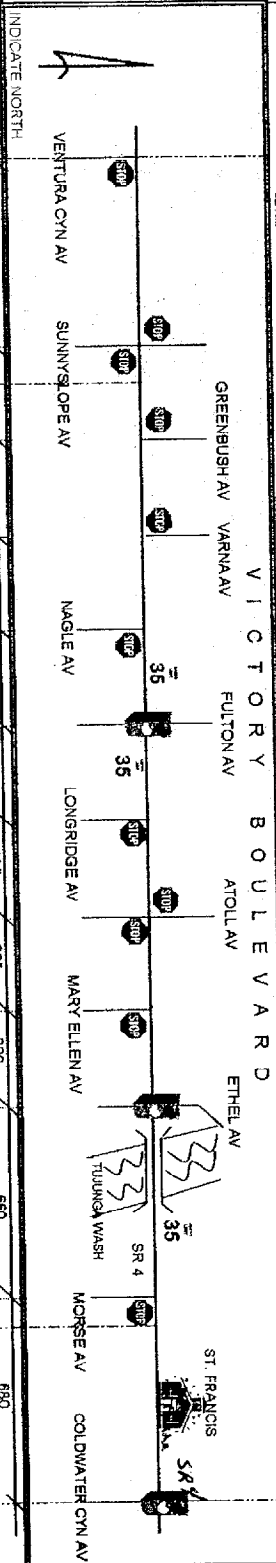
ENGINEERING AND TRAFFIC SURVEY
SPEED ZONING
City of Los Angeles
 Department of Transportation

STREET BETWEEN AND
Victory Boulevard
C/L E/O Clybourn Avenue
San Diego Freeway (405)

LEGEND



DISTANCE IN FEET



CRITICAL SPEED (MPH)
LOWER LIMIT OF PACE (MPH)

SPEED RELATED ACCIDENT DATA

	SUB-TOTAL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
INJURY	57	1	1	3	1	1	1	1	1	1	10	6	1	1	1	1	6	11	1	1	1
PROP DAM ONLY	32	1	1	1	3	1	1	1	1	1	1	1	1	4	1	1	6	1	1	1	2
SUB-TOTAL	89	2	2	4	4	2	2	2	2	2	11	7	2	5	2	12	12	2	2	2	3

24 MONTH ACCIDENT HISTORY
 INJURY ACCIDENT RATE
 TO ACCMMVM

ROAD CHARACTERISTICS
 DEVELOPMENT
 ROADWAY WIDTH (FEET)
 NUMBER OF STRIPED LANES
 TYPE OF DIVISION STRIP
 PARKING REGULATIONS N - E
 PARKING REGULATIONS S - W
 AVERAGE DAILY TRAFFIC
 TRAFFIC SIGNAL DATA
 LEGAL DISTRICT

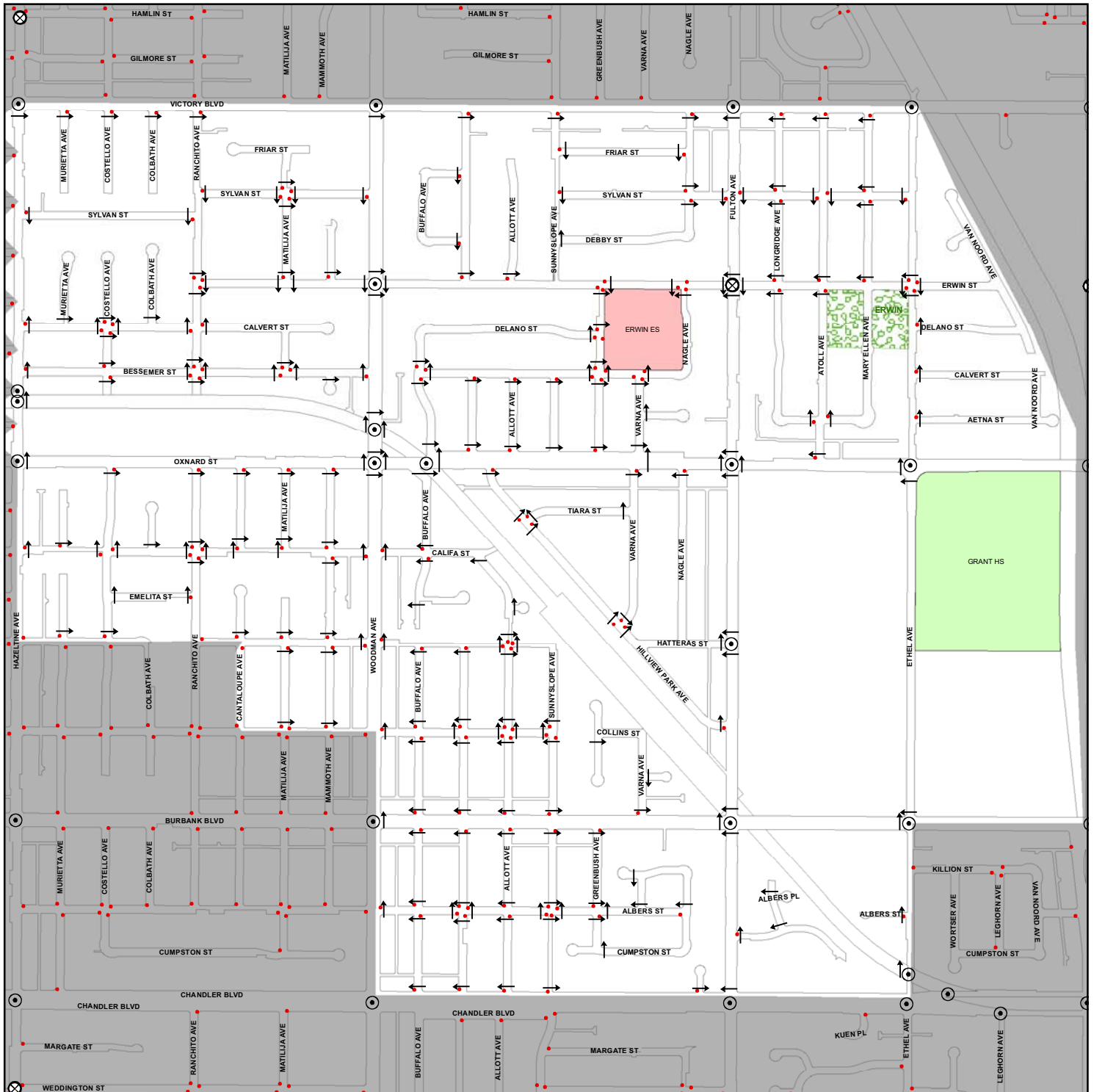
DEVELOPMENT	ROADWAY WIDTH (FEET)	NUMBER OF STRIPED LANES	TYPE OF DIVISION STRIP	PARKING REGULATIONS N - E	PARKING REGULATIONS S - W	AVERAGE DAILY TRAFFIC	TRAFFIC SIGNAL DATA	LEGAL DISTRICT
MULTI FAMILY RESIDENTIAL / BUSINESS	74'	6	2 WAY LEFT TURN CHANNELIZATION	TANS 4PM-7PM, 2HRS 8AM-4PM	TANS 7AM-9AM, 4PM-7PM, 2HRS 9AM-4PM	PRETIMED	BUSINESS PER SECS 235, 240 CVC	ACTUATED
BUSINESS	77'	4	TANSAT	TANSAT	TANSAT	PRETIMED	BUSINESS PER SECS 235, 240 CVC	ACTUATED
BUSINESS	74'	4	TANSAT	TANSAT	TANSAT	PRETIMED	BUSINESS PER SECS 235, 240 CVC	ACTUATED

EXISTING SIGNED ZONE
PROPOSED LIMIT



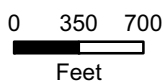
35 MPH

PEDESTRIAN ROUTES FOR ERWIN STREET ELEMENTARY SCHOOL



Legend

- Recommended Crossing
- Stop Sign
- ⊙ Traffic Signal
- ⊗ Crossing Guard
- ⚡ Flashing Warning Light
- XXXX Stairs or Walkway
- ⌒ Pedestrian Bridge
- ⌒ Pedestrian Tunnel
- 🌳 Parks



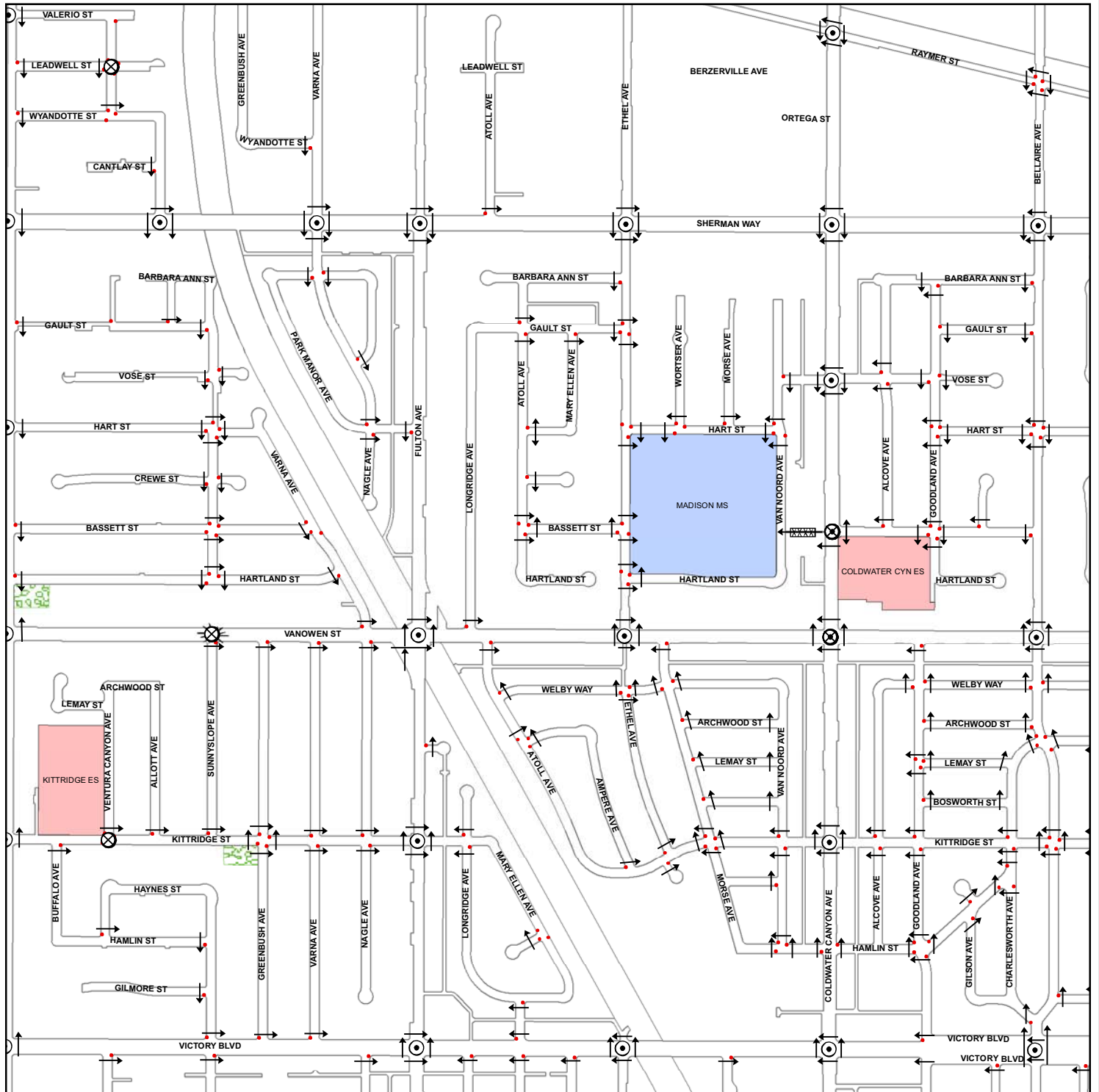
Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

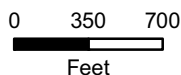
Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, seleccione la ruta mas segura de su casa a la Escuela y marquelo con un lapiz o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarse con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruya a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

PEDESTRIAN ROUTES FOR JAMES MADISON MIDDLE SCHOOL



Legend

- Recommended Crossing
- Stop Sign
- ⊙ Traffic Signal
- ⊗ Crossing Guard
- ⚡ Flashing Warning Light
- XXXX Stairs or Walkway
- ⌒ Pedestrian Bridge
- ⌒ Pedestrian Tunnel
- 🌳 Parks



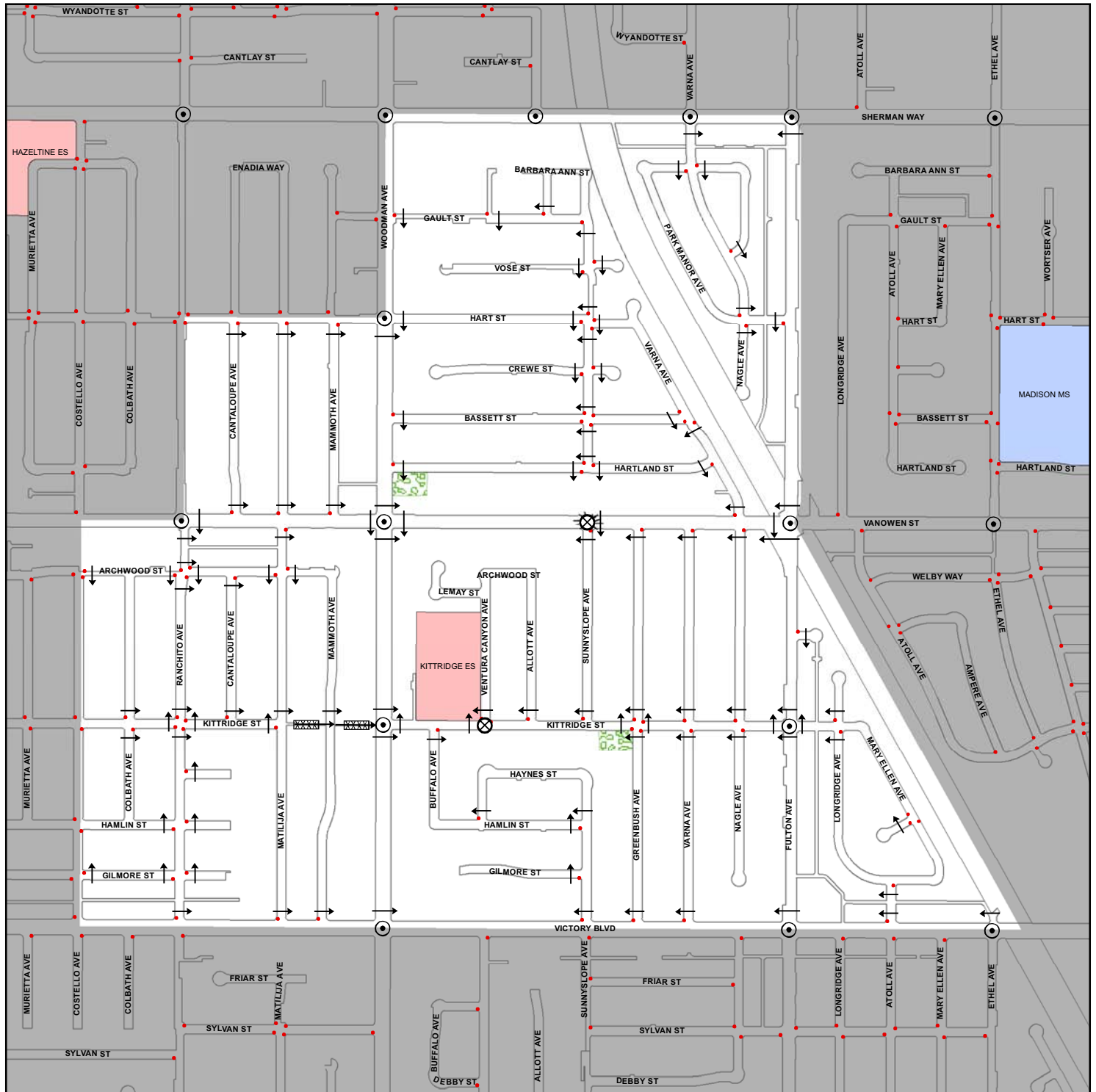
Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

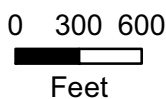
Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, seleccione la ruta mas segura de su casa a la Escuela y marquelo con un lapiz o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarse con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

PEDESTRIAN ROUTES FOR KITTRIDGE STREET ELEMENTARY SCHOOL



Legend

- Recommended Crossing
- Stop Sign
- Traffic Signal
- Crossing Guard
- Flashing Warning Light
- Stairs or Walkway
- Pedestrian Bridge
- Pedestrian Tunnel
- Parks




Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, seleccione la ruta mas segura de su casa a la Escuela y marquelo con un lapis o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarse con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

 Department of Transportation	MANUAL OF POLICIES AND PROCEDURES	SECTION NO. 353	
	SUBJECT COLDWATER CANYON & HAMLIN STREET WARRANTS FOR TRAFFIC SIGNALS FUTURE WITH PROJECT WITH ADD AREA option 1 calcs	DATE 7/08	
		DIST.	ORIGINATOR LC
		PAGE 1 of 9	

The warrants for the installation of traffic signals shall be based on those stated in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD) as modified by the latest edition of the California Supplement. The exceptions are that three collisions will be used in-lieu of five collisions for Warrant 7. Further, in Warrants 1, 2, & 3 the right turning traffic that is delayed less than 45 seconds under Stop control shall be subtracted from the side-street volume since they would not benefit from traffic signal control.

The traffic signal warrants are as follows:

- Warrant 1 - Eight-Hour Vehicular Volume
- Warrant 2 - Four-Hour Vehicular Volume
- Warrant 3 - Peak Hour
- Warrant 4 - Pedestrian Volume
- Warrant 5 - School Crossing
- Warrant 6 - Coordinated Signal System
- Warrant 7 - Collision Experience
- Warrant 8 - Roadway Network
- Warrant 9 - Midblock Crosswalk
- Warrant 10 - Smart Pedestrian Warning Device Warrant Met
- Warrant 11 - New Intersections

Although the installation of a traffic signal should be considered if one or more of the above warrants are satisfied, the satisfaction of a warrant is not necessarily justification for a signal. The engineering study must come to the conclusion that installation of a signal will improve the overall safety and/or operation of the intersection before a signal is approved. Traffic patterns and roadway characteristics may allow safe and efficient operation without signal installations. For example, right-turning vehicles may safely enter available lanes without conflicting with through vehicles when and where there are adequate and frequent gaps in the main street traffic flow. The gaps must be sufficient to allow vehicles and pedestrians to safely enter the roadway without unreasonable delay. Thus, for analysis purposes in Warrants 1, 2 and 3, if right turning vehicles are delayed less than 45 seconds under stop control and there were fewer than 2 right turn collisions in the most recent 12 month period then those vehicles shall be subtracted from the side street volume.

Signal installations are normally reserved for access to the City's identified highway system. In some instances, the highway system may not be fully developed, or may be carrying lighter traffic volumes resulting in the determination that stop sign installation will adequately serve an identified need for assignment of right of way.

TRAFFIC SIGNAL WARRANTS

CALC LC DATE 7/08
 CHK _____ DATE _____

Major St: Coldwater Canyon Avenue Critical Approach Speed 39 - 40 mph
 Minor St: Hamlin Street

Critical speed of major street traffic > 40 mph RURAL or ≤ 40 mph URBAN
 In built up area of isolated community of < 10,000 pop. RURAL or > 10,000 URBAN
 Location is Urban RURAL (®) URBAN (U)

WARRANT 1 - Eight - Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

100% SATISFIED Yes No
 80% SATISFIED Yes No

APPROACH LANES	Minimum Requirements (80% SHOWN IN BRACKETS)				Right Turn Reduction application Minor Street = <u>100%</u>						HOUR
	U	R	U	R	7-8 AM	8-9 AM			4-5 PM	5-6 PM	
	1		2 OR MORE								
Both Apprchs. Major Street *	500 (400)	350 (280)	600 (480)	420 (336)	1413	1549			1761	1834	
Highest Apprch. Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	14	14			16	16	

Note that if Condition A is 100% satisfied, then the criteria for Warrant 1 is satisfied and Condition B and the combination of Conditions A and B are not needed.

Condition B - Interruption of Continuous Traffic

100% SATISFIED Yes No
 80% SATISFIED Yes No

APPROACH LANES	Minimum Requirements (80% SHOWN IN BRACKETS)				Right Turn Reduction application Minor Street = <u>100%</u>						HOUR
	U	R	U	R	7-8 AM	8-9 AM			4-5 PM	5-6 PM	
	1		2 OR MORE								
Both Apprchs. Major Street *	750 (600)	525 (420)	900 (720)	630 (504)	1413	1549			1761	1834	
Highest Apprch. Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	14	14			16	16	

Note that if Condition B is 100% satisfied, then the criteria for Warrant 1 is satisfied and the combination of Conditions A and B is not needed.

* Major Street Traffic Volumes from Existing Counts during time period increased by ambient growth and related projects from traffic study.

In applying Condition A and Condition B, the major street and minor street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Combination of Conditions A & B SATISFIED YES NO

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. INTERRUPTION OF CONTINUOUS TRAFFIC		

These major street and minor street volumes shall be for the same 8 hours for Conditions A and B. However, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor-street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes No

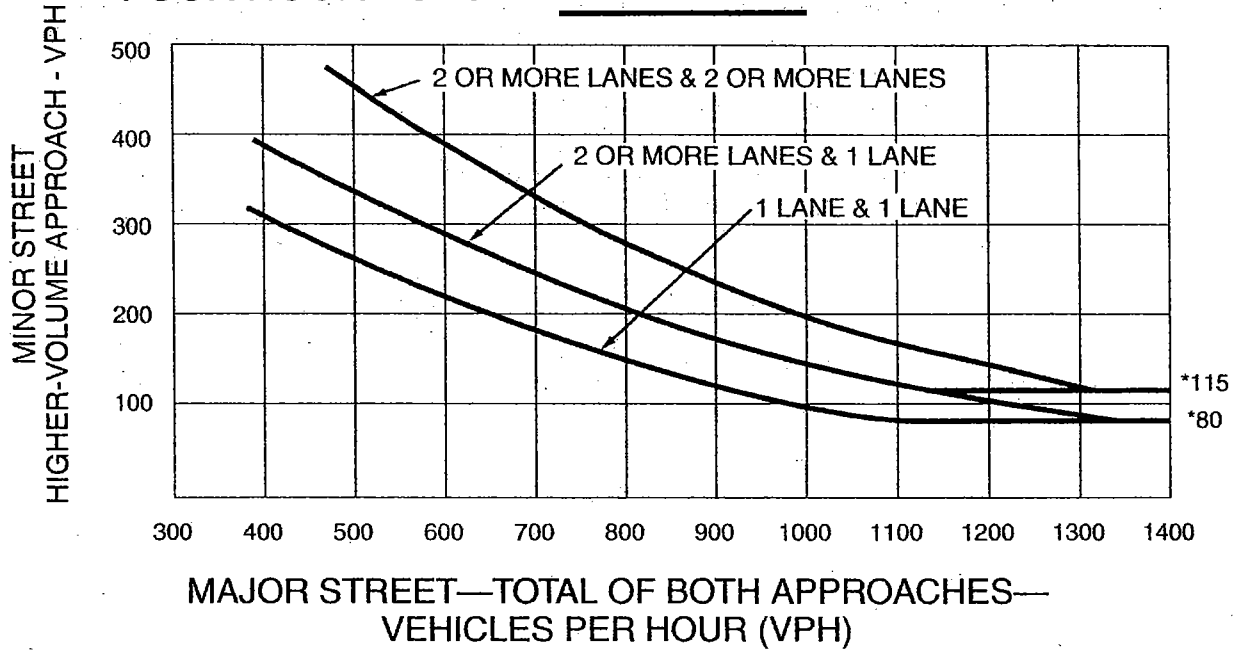
Right Turn Reduction application Minor Street = 100%

Approach Lanes	Right Turn Reduction application Minor Street = <u>100%</u>				HOUR	
	One	2 or more	7-8 AM	8-9 AM	4-5 PM	5-6 PM
Both Approaches, Major Street *		X	1413	1549	1761	1834
Highest Approach, Minor Street	X		14	14	16	16

* Refer to Fig. A (URBAN AREAS) OR Fig. B (70% FACTOR) to determine if this warrant is satisfied.

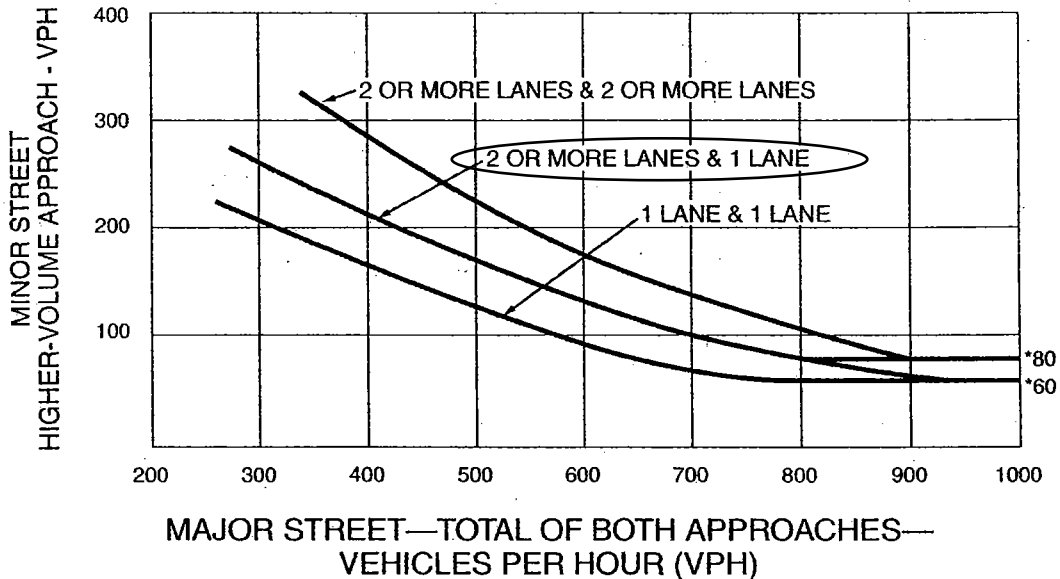
Note that on the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Figure A
FOUR HOUR VOLUME WARRANT 2 - URBAN AREAS



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

Figure B
FOUR HOUR VOLUME WARRANT 2 - 170% FACTOR
Critical speed of major street traffic > 40 mph



NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour

PART A OR PART B SATISFIED Yes No

PART A

SATISFIED Yes No

(All parts 1, 2, and 3 below must be satisfied)

1. The total stopped time delay experienced by the traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach or five vehicle-hours for a two lane approach; AND Yes No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND Yes No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. Yes No

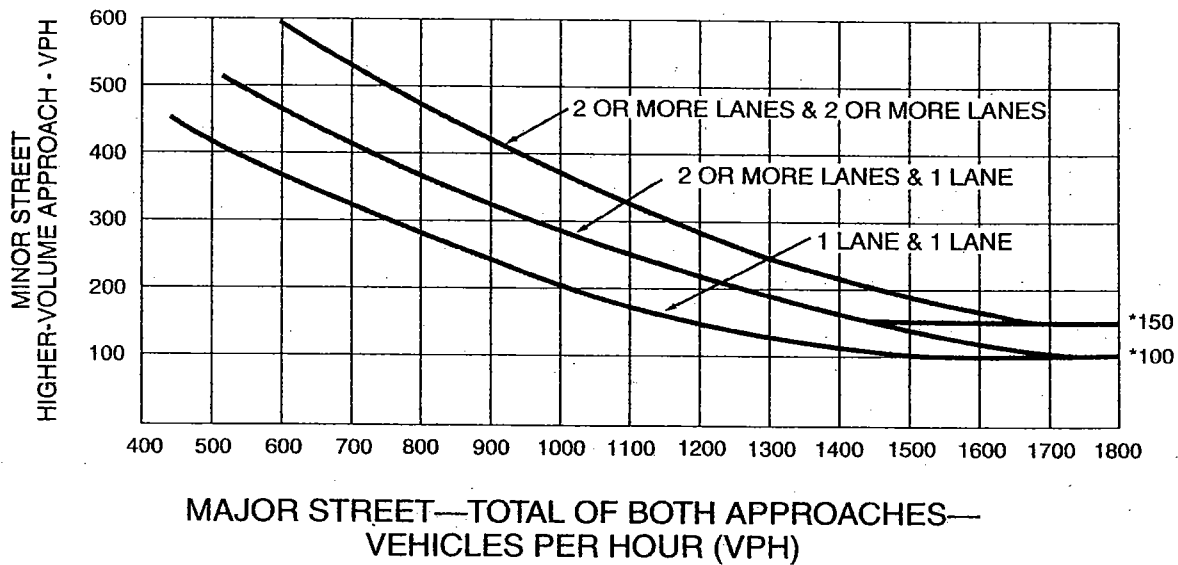
PART B

SATISFIED* Yes No

Approach Lanes	Approach Lanes		HOUR	
	One	2 or more	4-5 PM	5-6 PM
Both Approaches, Major Street *		X	1761	1834
Highest Approach, Minor Street	X		16	16

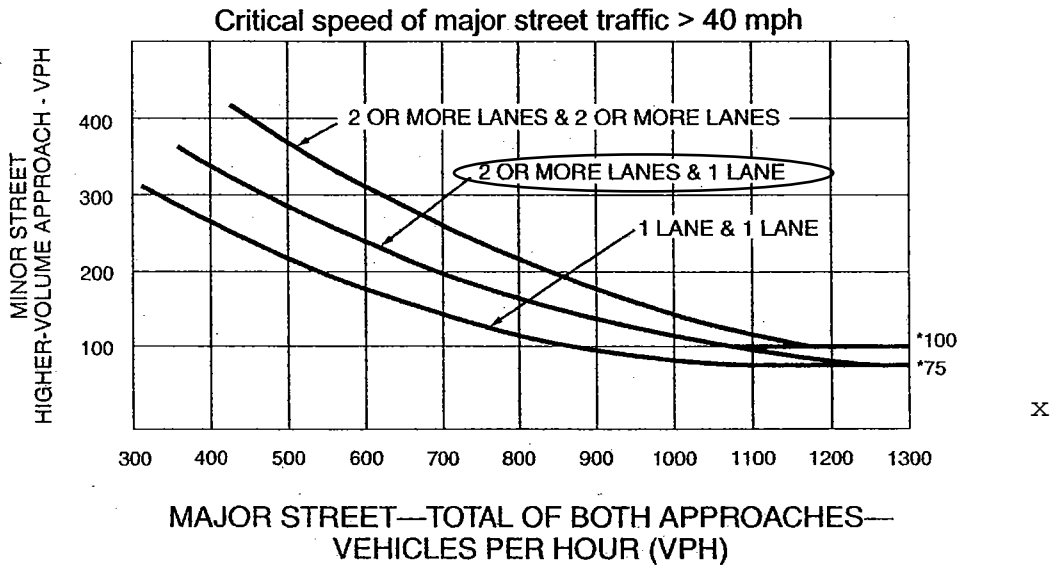
* Refer to Fig. C (URBAN AREAS) OR Fig. D (70% FACTOR) to determine if this warrant is satisfied.

Figure C
PEAK HOUR VOLUME WARRANT 3 - URBAN AREAS



*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

Figure D
PEAK HOUR VOLUME WARRANT 3 - 70% FACTOR



* NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 4 - Pedestrian Volume

100% SATISFIED Yes No

This warrant is intended for application where the traffic volume on the major street is so heavy that pedestrians experience excessive delay in crossing the major street. A traffic signal shall be considered if all four requirements are met:

REQUIREMENTS	FULFILLED
Pedestrian volume crossing the major street is 100 or more for each of any four hours or is 190 or more during any one hour; <u>AND</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
There are less than 60 gaps per hour in the major street traffic stream of adequate length for pedestrians to cross; <u>AND</u>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The nearest traffic signal along the major street is located more than 300 feet away; <u>AND</u>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The new traffic signal will not seriously disrupt progressive traffic flow on the major street.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The pedestrian volume crossing the major street may be reduced as much as 50 percent if the average crossing speed of pedestrians is less than 4 feet per second.

WARRANT 5 - School Crossing

(Both parts must be satisfied)

SATISFIED Yes No

Hour			
Gaps vs Minutes	Minutes Children Using Crossing		
	Number of Adequate Gaps		
School Age Pedestrians Crossing Street			

Gaps < Minutes SATISFIED Yes No

Children \geq 20/hr SATISFIED Yes No

PART B

Distance to Nearest Controlled Crossing

Is nearest controlled crossing more than 600 feet away?

SATISFIED Yes No

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes No

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1000 FEET	N _____ ft, S _____ ft, E 660 ft, W 660 ft	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
ON ISOLATED ONE WAY STREET OR STREET WITH ONE WAY TRAFFIC SIGNIFICANCE AND ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING AND SPEED CONTROL WOULD BE LOST		<input type="checkbox"/> <input checked="" type="checkbox"/>
ON 2-WAY STREET WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL, PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM		<input type="checkbox"/> <input checked="" type="checkbox"/>

WARRANT 7 - Crash Experience

(All parts must be satisfied)

100% SATISFIED Yes No

REQUIREMENT	WARRANT	✓	FULFILLED
ONE WARRANT SATISFIED 80%	WARRANT 1 - MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
SIGNAL WILL NOT SERIOUSLY DISRUPT PROGRESSIVE TRAFFIC FLOW			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE COLLISION FREQUENCY			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
COLLISIONS WITHIN A 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO CORRECTION			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
MINIMUM REQUIREMENT	NUMBER OF COLLISIONS DATES OF QUALIFYING COLLISIONS		
3 OR MORE DURING MOST RECENT 12-MONTH PERIOD; OR 2 PER YEAR DURING MOST RECENT 3-YEAR PERIOD			

WARRANT 8 - Roadway Network
(All parts must be satisfied)

SATISFIED Yes No

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES ALL APPROACHES		✓	FULFILLED
1000 VEH / HR	During Typical Weekday Peak Hour <u>2150</u> Veh/Hr			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. Of a Sat. And/or Sun _____ Veh/Hr			
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST	MINOR ST	
PART OF HIGHWAY SYSTEM SERVING AS PRINCIPAL NETWORK FOR THROUGH TRAFFIC		✓		
RURAL OR SUBURBAN HIGHWAY OUTSIDE OF, ENTERING, OR TRAVERSING A CITY		✓		
APPEARS AS MAJOR ROUTE ON AN OFFICIAL PLAN		✓		
ANY MAJOR ROUTE CHARACTERISTICS MET, BOTH STREETS				Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

WARRANT 9 - Midblock Crosswalk
PART A
(All parts must be satisfied)

SATISFIED Yes No

REQUIREMENTS	FULFILLED
A midblock marked crosswalk is to be authorized or retained for the purpose of consolidating midblock crossings to a single, preferred point; and	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The nearest controlled crossing is at least 300 feet away; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The street to be crossed is at least 40 feet wide; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The Pedestrian Volume Guideline of MPP Section 344 is satisfied *	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

PART B
(All parts must be satisfied)

REQUIREMENTS	FULFILLED
A midblock marked crosswalk is to be authorized or retained on an arterial street for the purpose of consolidating midblock crossings to a single, preferred point; and	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The nearest controlled crossing is at least 300 feet away; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The street to be crossed is at least 56 feet wide; and	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The Pedestrian Volume Guideline of MPP Section 344 is satisfied *	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

* The total number of pedestrian units crossing at or near a location (within the middle half of the block) is 40 or more during the peak pedestrian hour or is 30 or more per hour during each of any two hours during any average day. Children who appear to be under 13 years or older persons who appear to be over 64 years and disabled persons counts as 2 pedestrians.

If the Pedestrian Volume Guideline of MPP Section 344 is almost satisfied but there are special facilities such as a school, church, medical center or clinic, recreation center or playground, public library, or post office which make it desirable to consolidate midblock crossings to a single preferred point, this can be used as a justification.

WARRANT 10 - Smart Pedestrian Warning Device Warrant Met SATISFIED Yes No

If a location meets the guidelines for the installation of a Smart Pedestrian Warning Device as described on MPP Section 354 and is within 600 feet upstream and downstream of a traffic signal, then a traffic signal shall be installed rather than a Smart Pedestrian Warning Device.

WARRANT 11 - New Intersections N/A SATISFIED Yes No

URBAN _____ RURAL _____					
1. Minimum Vehicular Volume 100% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/> 80% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/>		Minimum Requirements			
Number of lanes for moving traffic on each approach		EADT on major street (total of both approaches)		EADT on higher volume minor-street approach (one direction only)	
Major Street	Minor Street	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 _____	1 _____	8,000	5,600	2,400	1,680
2 or more _____	1 _____	9,600	6,720	2,400	1,680
2 or more _____	2 or more _____	9,600	6,720	3,200	2,240
1 _____	2 or more _____	8,000	5,600	3,200	2,240
2. Interruption of Continuous Traffic 100% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/> 80% SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/>		EADT on major street (total of both approaches)		EADT on higher volume minor-street approach (one direction only)	
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Major Street	Minor Street				
1 _____	1 _____	12,000	8,400	1,200	850
2 or more _____	1 _____	14,400	10,080	1,200	850
2 or more _____	2 or more _____	14,400	10,080	1,600	1,120
1 _____	2 or more _____	12,000	8,400	1,600	1,120
3. Combination SATISFIED Yes <input type="checkbox"/> No <input type="checkbox"/> No one warrant satisfied but following warrants fulfilled 80% or more _____ 1 _____ 2		2 Warrants Satisfied 80%			

NOTE: Estimated Average Daily Traffic (EADT) to be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.



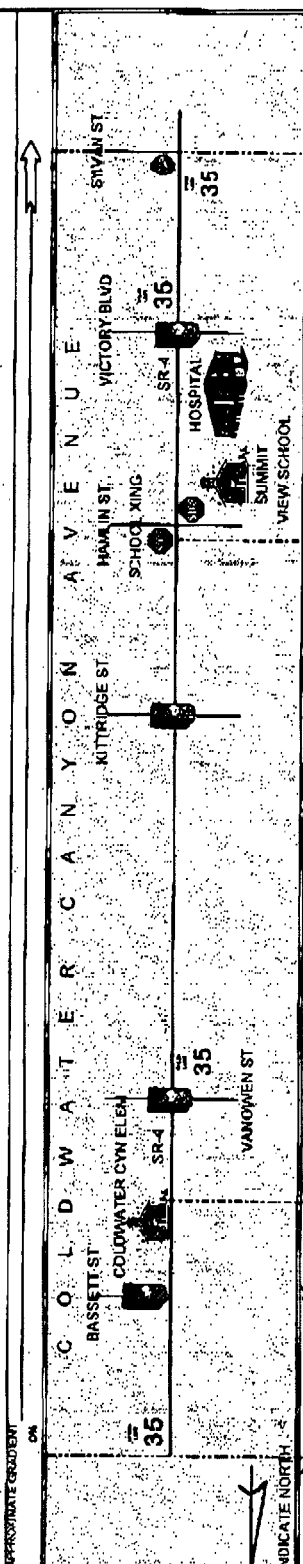
ENGINEERING AND TRAFFIC SURVEY
SPEED ZONING
City of Los Angeles
 Department of Transportation

STREET BETWEEN AND
Coldwater Canyon Avenue
Roscoe Boulevard
Mulholland Drive

Miles: 7.0 Sheet 4 of 3 sheets
 Senior / Principal TE _____
 Date: _____

LEGEND

- GRADE SCHOOL
- HOSPITAL
- SPEED LIMIT 35
- I/S STOP
- HUMP / DIP
- SIGNALS
- UP/LEVEL GRADIENT
- DOWNHILL GRADIENT



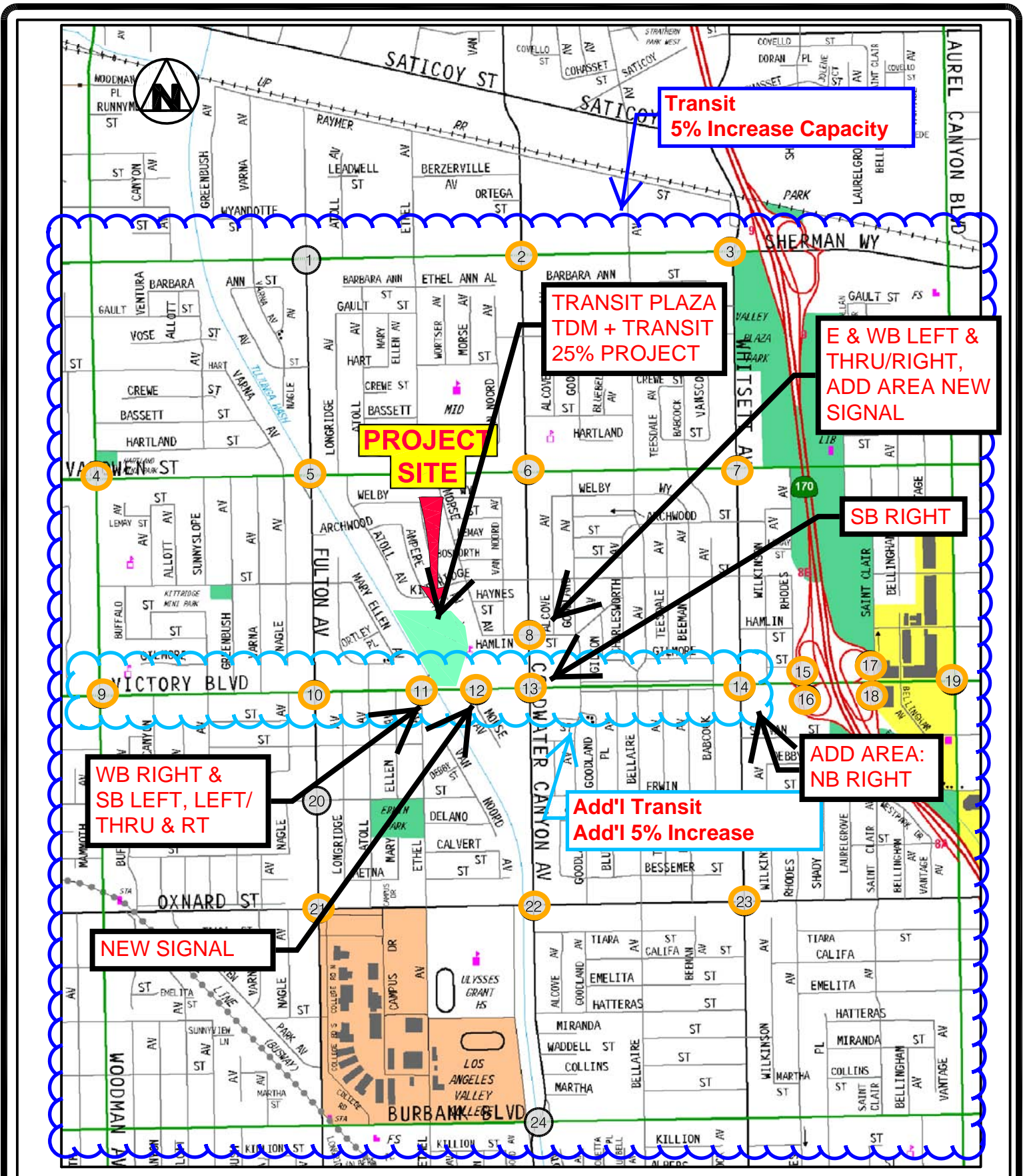
INDICATE NORTH

CRITICAL SPEED (MPH)	LOWER LIMIT OF PACE (MPH)	SPEED RELATED	ACCIDENT DATA		SUB-TOTAL
			INJURY	PROP DAM ONLY	
36	29	36	1	1	67
38	31	38	12	8	28
40	33	40	12	1	29

24 MONTH ACCIDENT HISTORY
 INJURY ACCIDENT RATE TO ACC/MVM

ROAD CHARACTERISTICS	DEVELOPMENT	ROADWAY WIDTH (FEET)	NUMBER OF DIVISION LANES	TYPE OF DIVISION STRIP	PARKING REGULATIONS N - E	PARKING REGULATIONS S - W	AVERAGE DAILY TRAFFIC	TRAFFIC SIGNAL DATA	LEGAL DISTRICT	EXISTING SIGNED ZONE	PROPOSED LIMIT
	SINGLE & MULTI FAMILY RESIDENTIAL	64	66	4	NO PARKING 8 - 10 AM MONDAY	NO PARKING 8 - 10 AM TUESDAY	22369	ACTUATED	BUSINESS & RESIDENTIAL PER SEC'S 235, 240 CVC	35 MPH	
	BUSINESS	56	56	4	NO PARKING 8 - 10 AM MONDAY	NO PARKING 8 - 10 AM TUESDAY		ACTUATED			
	SIN & MULTI RESIDENTIAL				NO PARK 8-10 AM MON	NO PARK 8-10 AM TUE		PRETIMED			

ROAD CHARACTERISTICS	DEVELOPMENT	ROADWAY WIDTH (FEET)	NUMBER OF DIVISION LANES	TYPE OF DIVISION STRIP	PARKING REGULATIONS N - E	PARKING REGULATIONS S - W	AVERAGE DAILY TRAFFIC	TRAFFIC SIGNAL DATA	LEGAL DISTRICT	EXISTING SIGNED ZONE	PROPOSED LIMIT
	SINGLE & MULTI FAMILY RESIDENTIAL	64	66	4	NO PARKING 8 - 10 AM MONDAY	NO PARKING 8 - 10 AM TUESDAY	22369	ACTUATED	BUSINESS & RESIDENTIAL PER SEC'S 235, 240 CVC	35 MPH	
	BUSINESS	56	56	4	NO PARKING 8 - 10 AM MONDAY	NO PARKING 8 - 10 AM TUESDAY		ACTUATED			
	SIN & MULTI RESIDENTIAL				NO PARK 8-10 AM MON	NO PARK 8-10 AM TUE		PRETIMED			

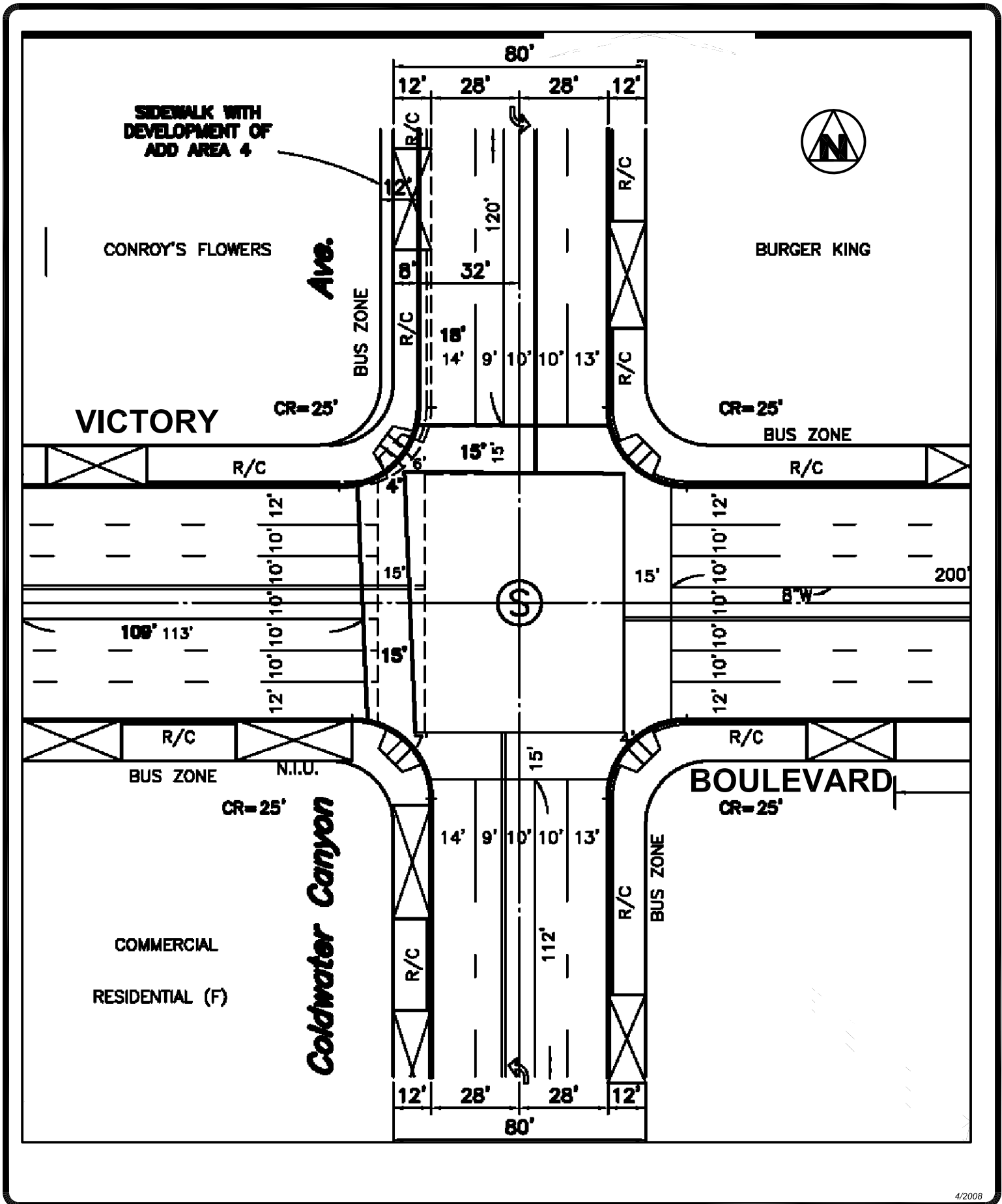


○ Significant Traffic Impact

**THE PLAZA @ THE GLEN
PROJECT MITIGATION**

Overland Traffic Consultants, Inc.

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



4/2008

CONCEPTUAL IMPROVEMENT PLAN
COLDWATER CANYON & VICTORY BOULEVARD


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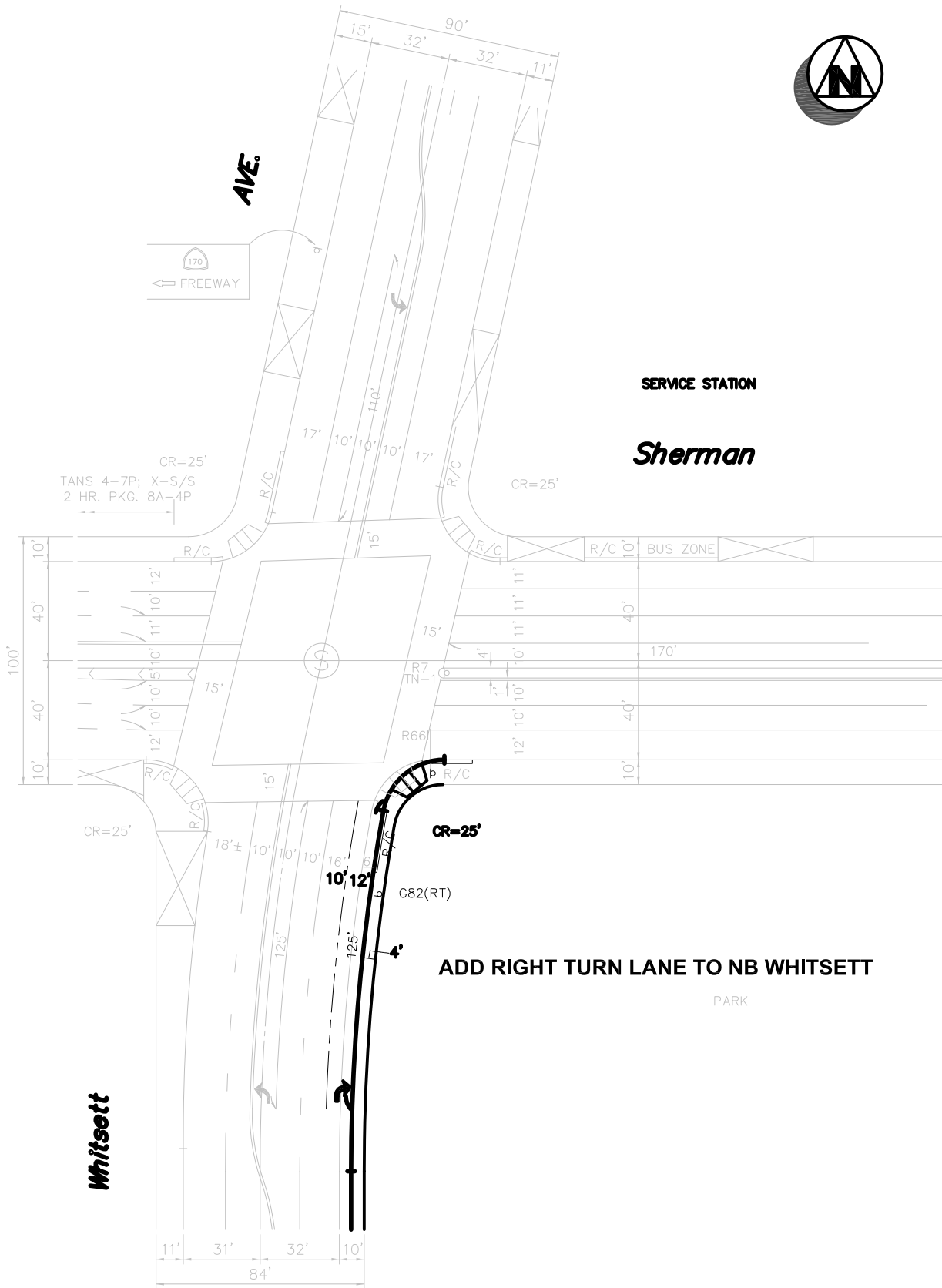


AVE.



SERVICE STATION

Sherman



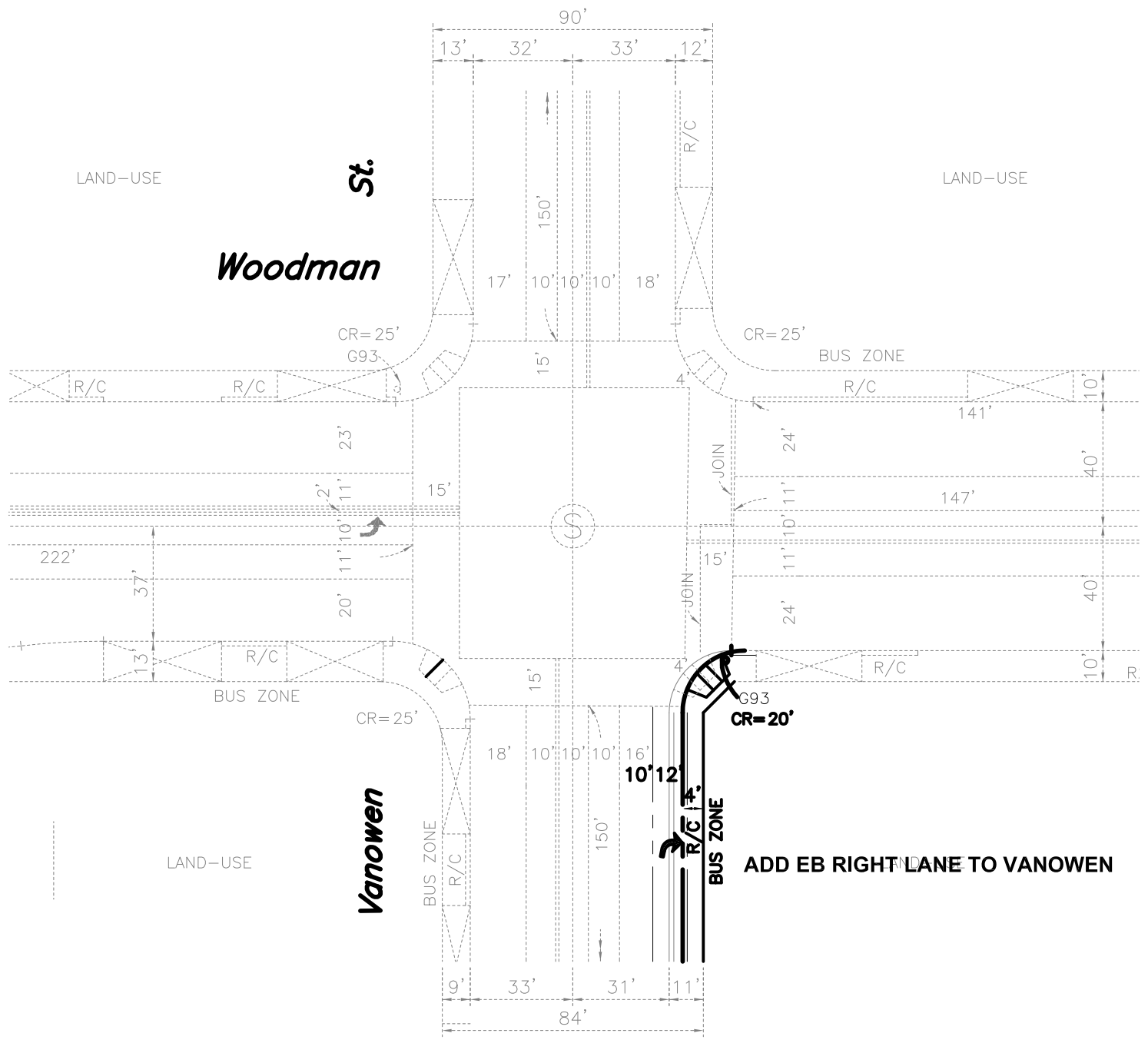
Whitsett

ADD RIGHT TURN LANE TO NB WHITSETT

PARK

**CONCEPTUAL IMPROVEMENT PLAN
WHITSETT AVE & SHERMAN WAY**

 **Overland Traffic Consultants, Inc.**
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(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



LAND-USE

LAND-USE

St.
Woodman

CR=25'
G93

CR=25'

BUS ZONE

222'

37'

BUS ZONE

CR=25'

LAND-USE

Vanowen

BUS ZONE

G93
CR=20'

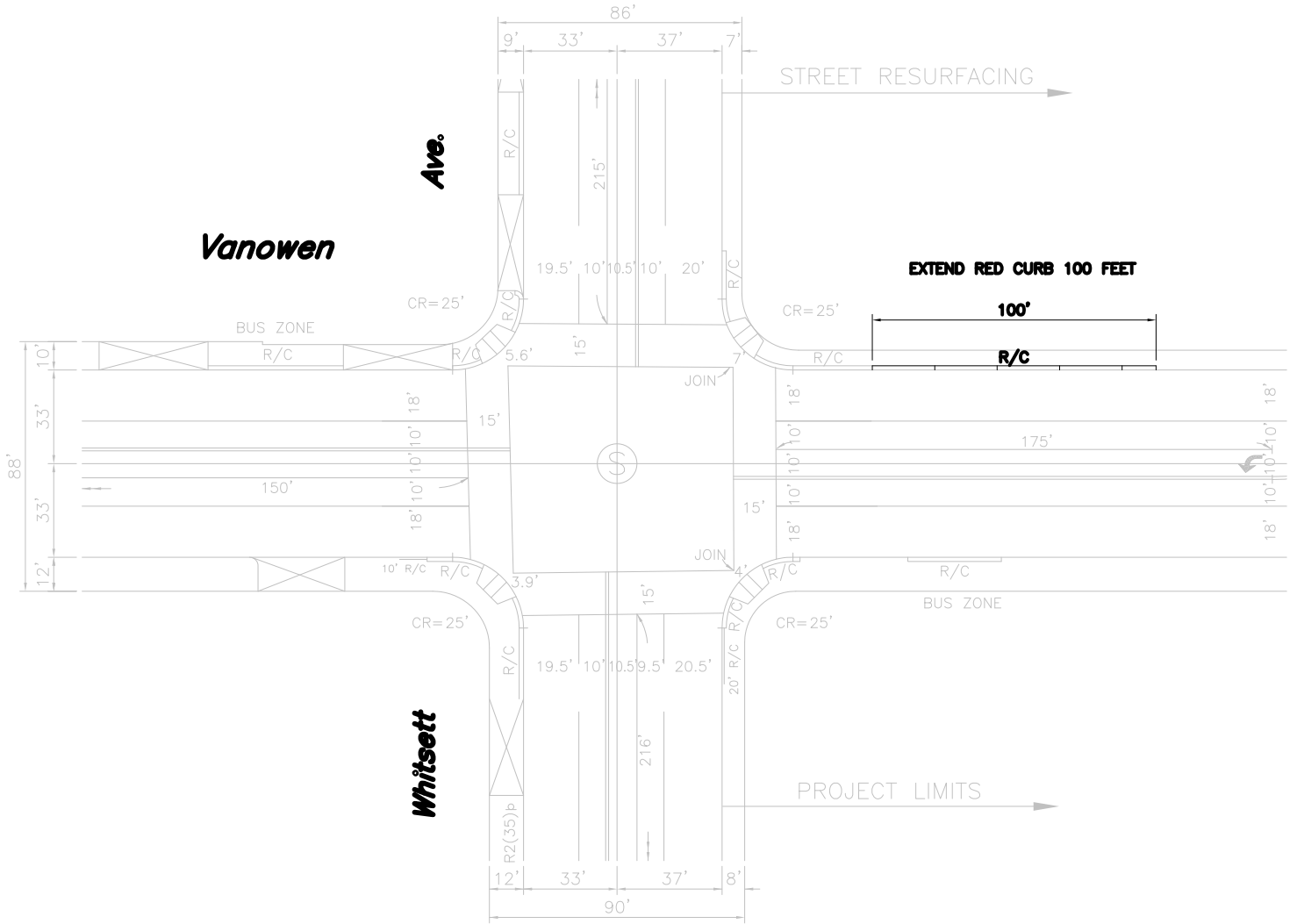
ADD EB RIGHT LANE TO VANOWEN

**CONCEPTUAL IMPROVEMENT PLAN
VANOWEN STREET & WOODMAN AVENUE**



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07/2008

**CONCEPTUAL IMPROVEMENT PLAN
WHITSETT AVENUE & VANOWEN STREET**



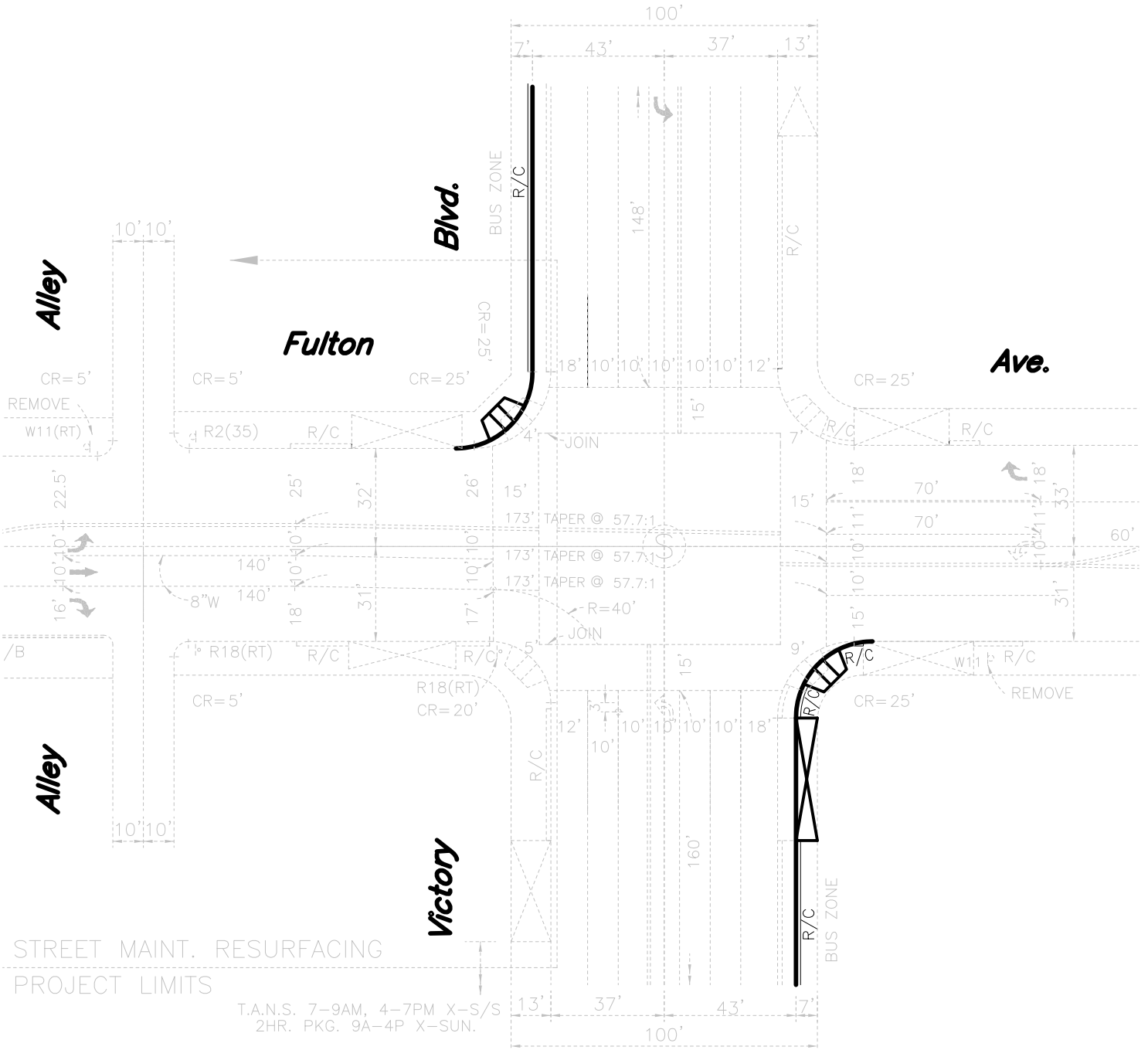
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WIDEN THE RIGHT TURN LANE BY 6 FEET



WIDEN THE RIGHT TURN LANE BY 6 FEET

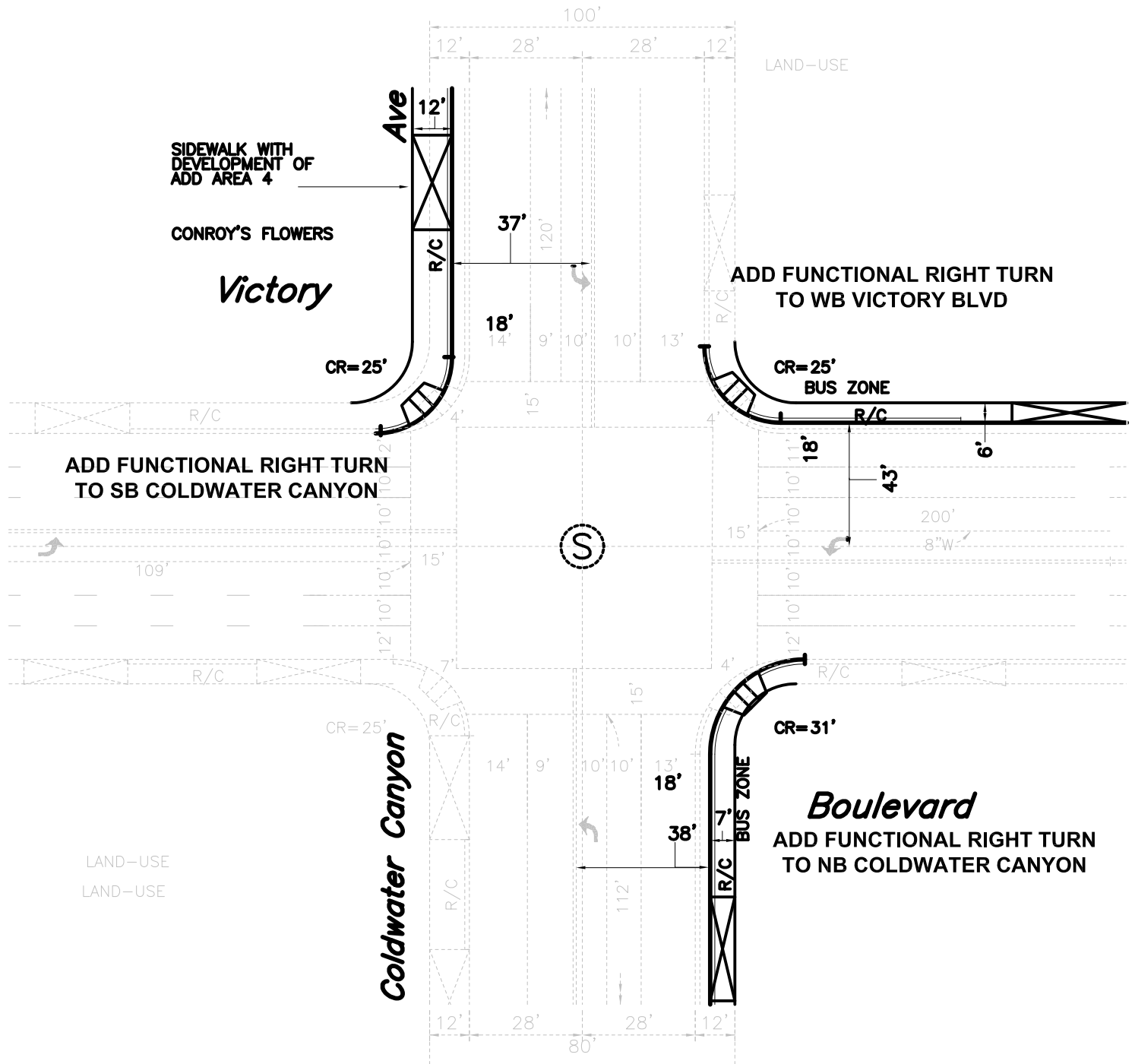
07/2008

**CONCEPTUAL IMPROVEMENT PLAN
FULTON AVENUE & VICTORY BOULEVARD**



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DATE

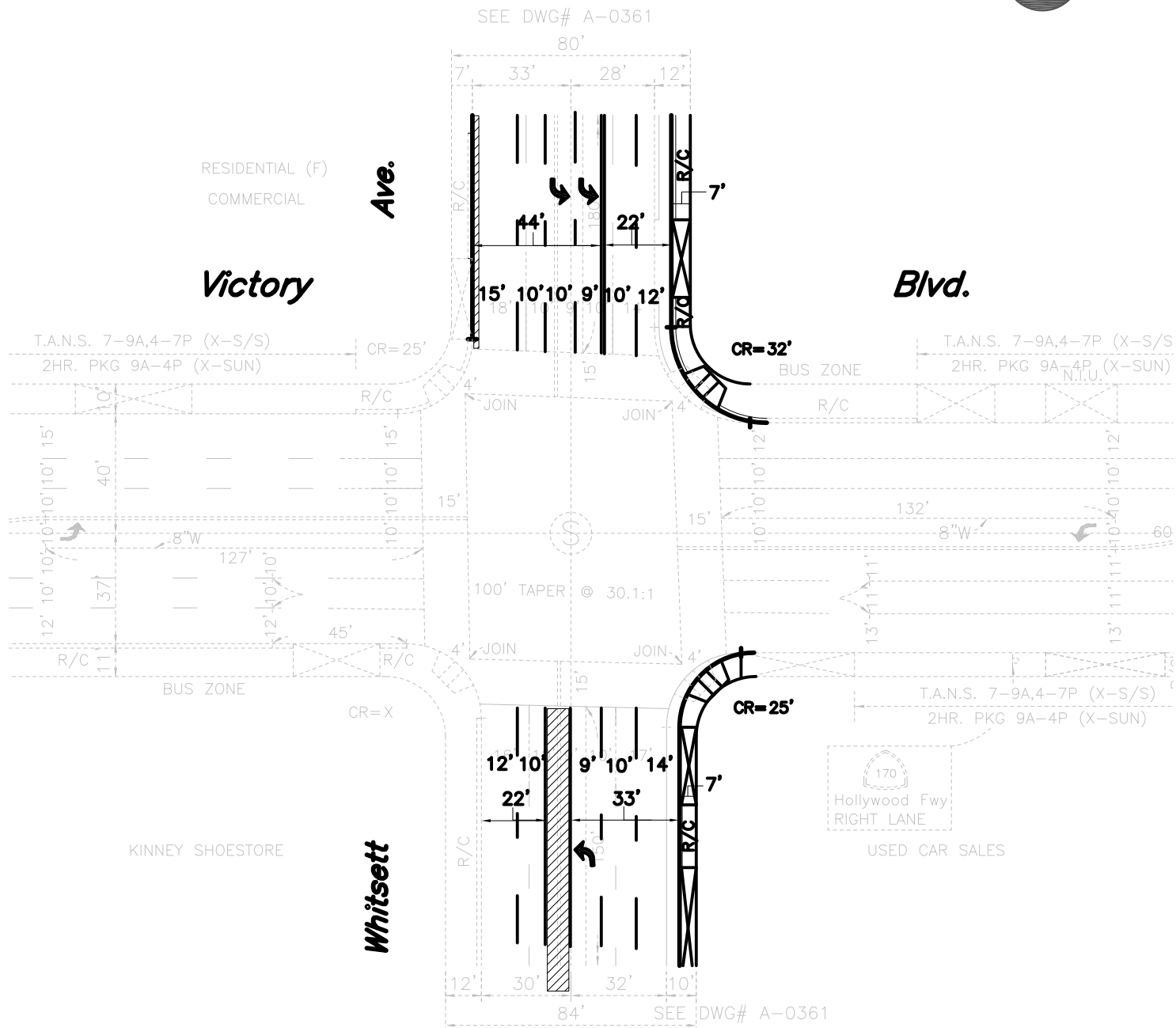
**CONCEPTUAL IMPROVEMENT PLAN
COLDWATER CANYON & VICTORY BOULEVARD**



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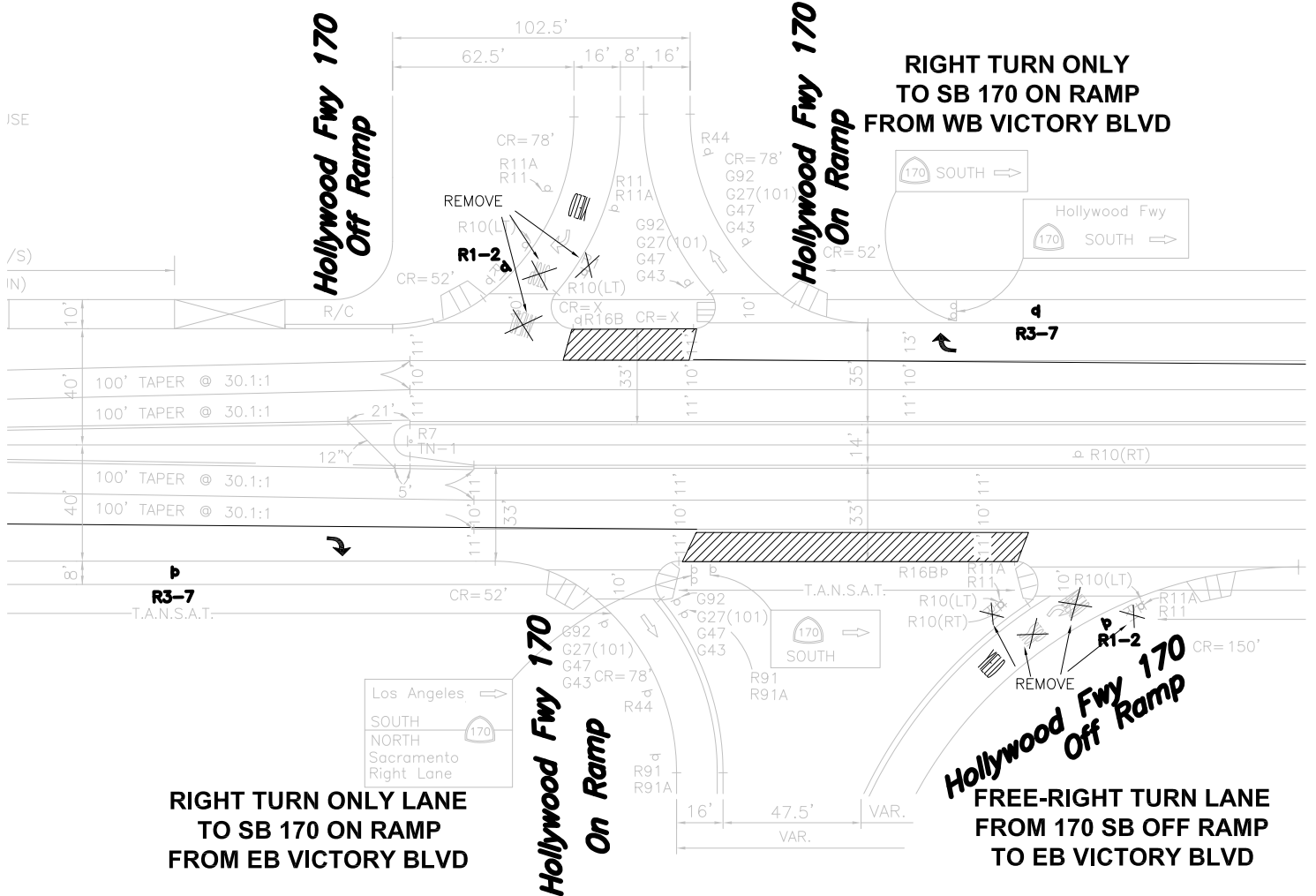
27201 Tourney Road, #206, Santa Clarita, CA 91355
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**ADD DUAL LEFT TURN LANES TO SB WHISETT
REDUCE WIDTH OF NE SIDWALK**





**FREE-RIGHT TURN LANE
FROM 170 SB OFF RAMP
TO WB VICTORY BLVD**



**RIGHT TURN ONLY LANE
TO SB 170 ON RAMP
FROM EB VICTORY BLVD**

**FREE-RIGHT TURN LANE
FROM 170 SB OFF RAMP
TO EB VICTORY BLVD**

**CONCEPTUAL IMPROVEMENT PLAN
170 FREEWAY SB ON/OFF RAMPS & VICTORY BLVD**

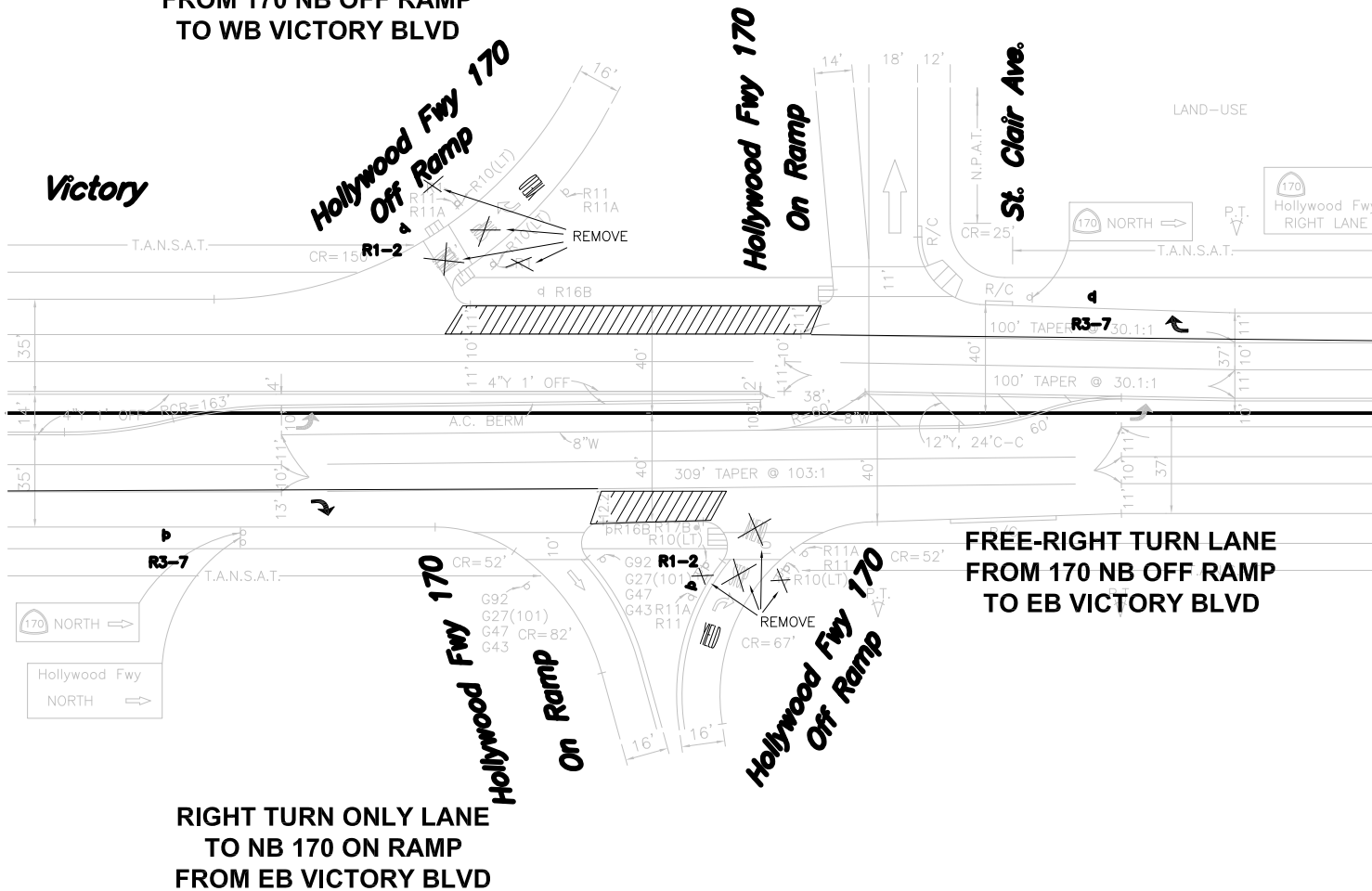


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**RIGHT TURN ONLY LANE
TO NB 170 ON RAMP / ST CLAIR AVE
FROM WB VICTORY BLVD**

**FREE-RIGHT TURN LANE
FROM 170 NB OFF RAMP
TO WB VICTORY BLVD**



**RIGHT TURN ONLY LANE
TO NB 170 ON RAMP
FROM EB VICTORY BLVD**

**CONCEPTUAL IMPROVEMENT PLAN
170 FREEWAY NB ON/OFF RAMPS & VICTORY BLVD**



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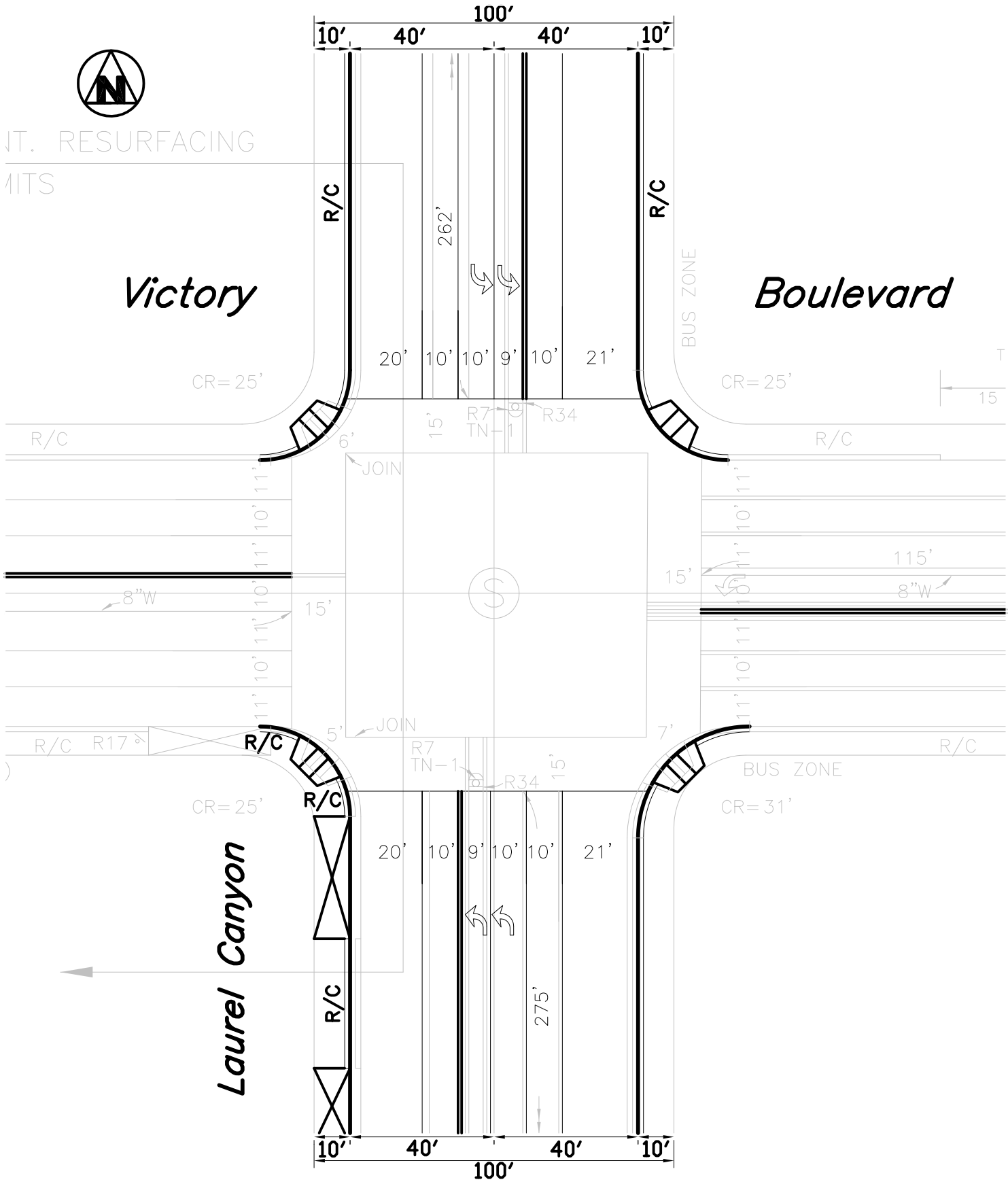


MIT. RESURFACING
MITS

Victory

Boulevard

Laurel Canyon



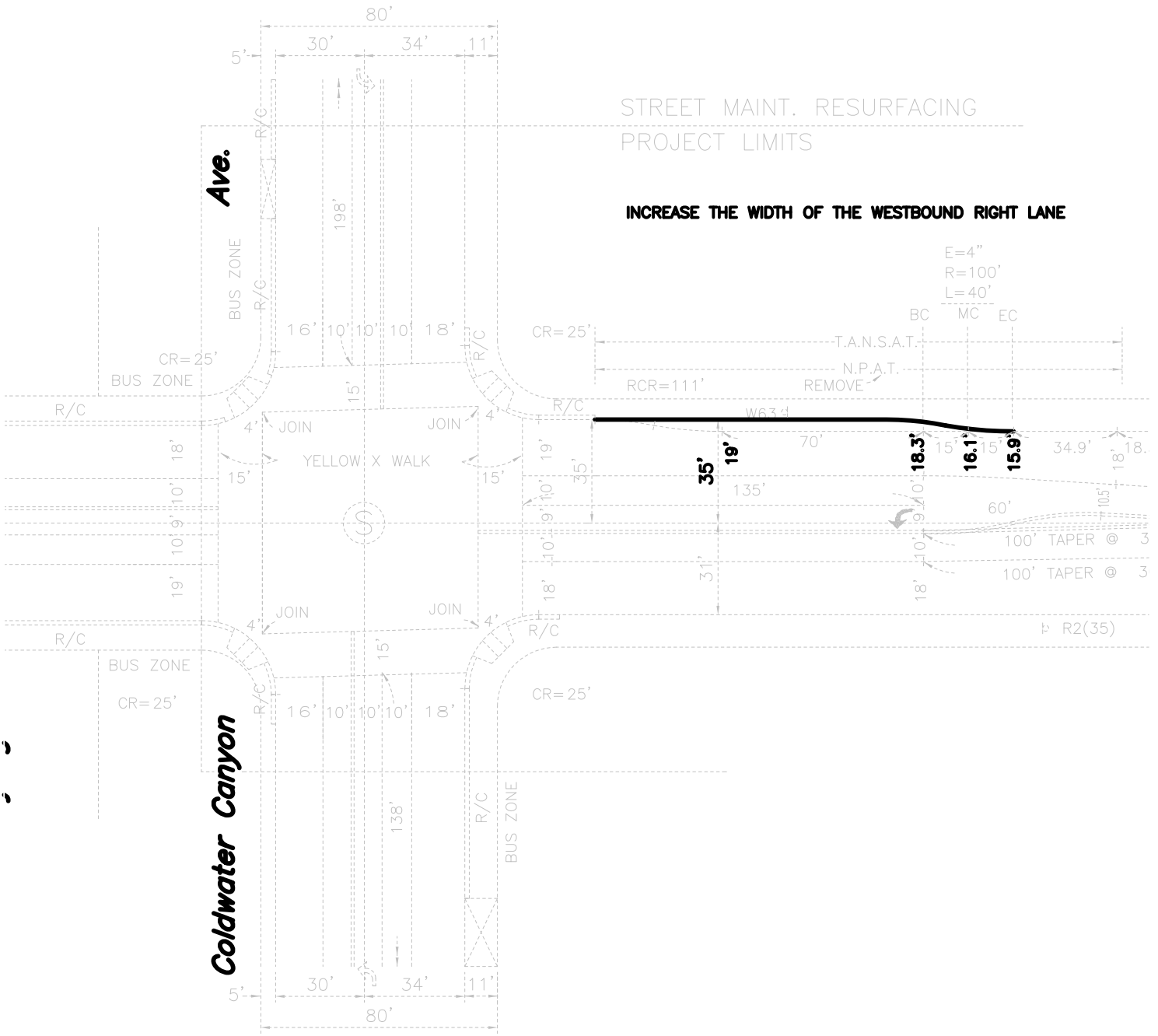
07/2008

**CONCEPTUAL IMPROVEMENT PLAN
LAUREL CANYON BOULEVARD & VICTORY BOULEVARD**



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07/2008

**CONCEPTUAL IMPROVEMENT PLAN
COLDWATER CANYON AVENUE & OXNARD STREET**



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NO GEOMETTRIC PLAN READILY AVAILABLE

07/2008

**CONCEPTUAL IMPROVEMENT PLAN
WHITSETT AVENUE & OXNARD STREET**



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