



Agenda Item #: _____

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Cohen and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Richard Thompson, Director of Community Development
Angelica Ochoa, Assistant Planner

DATE: August 4, 2009

SUBJECT: Consideration of a Determination that the City is in Compliance With the Program Requirements of the 2009 Congestion Management Program (CMP) for Los Angeles County as Prepared by the Metropolitan Transportation Authority (MTA).

RECOMMENDATION:

Staff recommends that the City Council **CONDUCT** the public hearing and **ADOPT** Resolution No. 6204 demonstrating the City's compliance with the program requirements of the 2009 Congestion Management Program (CMP).

FISCAL IMPLICATION:

Local jurisdictions are required to meet the program requirements identified in the CMP to continue to be eligible to receive Section 2105 gas tax funding. The City annually receives approximately \$220,000 in Section 2105 Local Gas Tax Subvention funds.

BACKGROUND:

Los Angeles is one of thirty-two counties within the state required to develop a Congestion Management Program. The main goal of the CMP is to mitigate traffic impacts in the county associated with new development. The MTA is the agency responsible for preparing the CMP for Los Angeles County. The CMP is Federally mandated under the provisions of the 1992 Intermodal Surface Transportation Efficiency Act (ISTEA) which requires the development of congestion management programs.

A public hearing notice was published in the Beach Reporter on July 16, 2009 as part of the CMP implementation responsibilities. The local compliance process requires certification through the adoption of a Resolution of Compliance, and submittal of a Local Development Report (LDR). A Resolution of Compliance is attached as Exhibit A, and the LDR is attached as Exhibit B.

DISCUSSION:

Local Responsibility

The MTA assigns traffic mitigation measures to individual jurisdictions based upon development activity. Each jurisdiction is responsible for monitoring new developments and mitigating impacts on an annual basis. The MTA has established a point system which places a specific debit value (traffic impact) for each type of development and which establishes a mitigation goal for the jurisdiction. This system ensures that jurisdictions responsible for impacts will be assigned mitigation responsibilities for each project.

The CMP includes mitigation strategies which are categorized as land use, transportation demand management, transit, transportation system management, and capital improvement strategies for example, street widening at Sepulveda Boulevard and Rosecrans Avenue, double left turn lanes added at Sepulveda Boulevard and Manhattan Beach Boulevard, and Sepulveda Boulevard and Artesia Boulevard. Implementing these strategies would generate credits to offset debits accrued by new development. The intent of the CMP is to establish credit values through the implementation of mitigation measures and, thus maintain a credit balance. The City currently has a credit balance of 2,008 points toward new development activity for future years. Since 2003, the City of Manhattan Beach has not accrued new credits or debits because the program has been suspended.

2009 Changes

Since 2003, MTA (Metro) has been conducting a Congestion Mitigation Fee Study to determine the feasibility of implementing a countywide impact fee to meet CMP requirements. A feasibility report that includes guidelines for the congestion mitigation fee was approved by the Metro Board in September 2008. Metro will continue to work with local jurisdictions towards establishing this new system and will replace the credit/debit system currently in place. Until this study is complete, Metro has suspended the credit/debit program and the necessity to mitigate development impacts or generate credits.

For 2009, the City's credit balance will remain the same. The attached LDR for 2009 reports new development activity and demolitions. MTA staff has indicated that any new development activity reported this year will not be counted retroactively if the MTA decides to continue the credit/debit program at a future date. In order to stay in compliance, the City must continue to report their development activity through the Local Development Report (LDR).

2009 Local Development Report

The reporting period for the current Local Development Report covers June 1, 2008 through May 31, 2009. The City of Manhattan Beach LDR is attached as Exhibit B. The following summarizes the contents of this report.

- 1) Deficiency Plan Status Summary: This item (Section I, pg. 1) provides a summary of the City's CMP compliance for the required reporting period. The summary indicates the total number of units and square footage of new commercial development categories after subtracting demolitions.
- 2) New Development Activity Report: This section (Section I, pg. 2) summarizes the City's development activity for the reporting period. This section is comprised of three reports, these are:

- a) New Development Activity (Section I, pg. 2) - This section quantifies the total number of building permits issued between June 1, 2008 and May 31, 2009 by land use type.
 - b) New Development Adjustments (Section I, pg. 3) - This section quantifies the total number of demolitions between June 1, 2008 and May 31, 2009 by land use type.
 - c) Exempted Development Activity (Section I, pg. 4) – This section quantifies the total number of exemptions between June 1, 2008 and May 31, 2009.
- 3) CMP Highway Monitoring Data: This documents details the results of the City's biennial highway monitoring data for 2009. This report complies with the CMP requirements and is completed every odd numbered year.

CONCLUSION:

Per the requested Local Development Report, and the adoption of the attached resolution, the City of Manhattan Beach is in compliance with the 2009 Congestion Management Program requirements.

Attachments: Exhibit A Resolution of Compliance No. 6204
Exhibit B Local Development Report 2008-2009
Exhibit C 2008-2009 Non-residential development activity
Exhibit D 2008-2009 Residential development activity
Exhibit E CMP Highway Monitoring data

CC: Jim Arndt, Director of Public Works
Steve Finton, City Engineer

RESOLUTION NO. 6204

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, FINDING THE CITY TO BE IN CONFORMANCE WITH THE CONGESTION MANAGEMENT PROGRAM (CMP) AND ADOPTING THE CMP LOCAL DEVELOPMENT REPORT, IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65089

WHEREAS, CMP statute requires the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), acting as the Congestion Management Agency for Los Angeles County, to annually determine that the County and cities within the County are conforming to all CMP requirements; and

WHEREAS, LACMTA requires submittal of the CMP Local Development Report by September 1 of each year; and

WHEREAS, the City Council held a noticed public hearing on August 4, 2009.

NOW, THEREFORE, THE CITY COUNCIL FOR THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City has taken all of the following actions, and that the City is in conformance with all applicable requirements of the 2004 CMP adopted by the LACMTA Board on July 22, 2004.

By June 15, of odd-numbered years, the City will conduct annual traffic counts and calculated levels of service for selected arterial intersections, consistent with the requirements identified in the CMP Highway and Roadway System chapter.

The City has locally adopted and continues to implement a transportation demand management ordinance, consistent with the minimum requirements identified in the CMP Transportation Demand Management chapter.

The City has locally adopted and continues to implement a land use analysis program, consistent with the minimum requirements identified in the CMP Land Use Analysis Program chapter.

The City has adopted a Local Development Report, attached hereto and made a part hereof, consistent with the requirements identified in the 2004 CMP. This report balances traffic congestion impacts due to growth within the City with transportation improvements, and demonstrates that the City is meeting its responsibilities under the Countywide Deficiency Plan consistent with the LACMTA Board adopted 2003 Short Range Transportation Plan.

SECTION 2. That the City Clerk shall certify to the adoption of this Resolution and shall forward a copy of this Resolution to the Los Angeles County Metropolitan Transportation Authority.

SECTION 3. The City Clerk shall make this resolution available for public inspection within thirty (30) days of the date this Resolution is adopted.

PASSED, APPROVED AND ADOPTED this 4th day of August, 2009.

Ayes:
Noes:
Absent:
Abstain:

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

City of Manhattan Beach
2009 CMP Local Development Report
Reporting Period: JUNE 1, 2008 - MAY 31, 2009

Date Prepared: July 22, 2009

Contact: Angelica Ochoa, Assistant Planner
 Phone Number: (310) 802-5517

**CONGESTION MANAGEMENT PROGRAM
 FOR LOS ANGELES COUNTY**

2009 DEFICIENCY PLAN SUMMARY¹

*** IMPORTANT: All "#value!" cells on this page are automatically calculated.
 Please do not enter data in these cells.**

DEVELOPMENT TOTALS

RESIDENTIAL DEVELOPMENT ACTIVITY

Dwelling Units

Single Family Residential	(2.00)
Multi-Family Residential	0.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

1,000 Net Sq.Ft.²

Commercial (less than 300,000 sq.ft.)	(8.72)
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

1,000 Net Sq.Ft.²

Lodging	0.00
Industrial	0.00
Office (less than 50,000 sq.ft.)	11.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	0.00
Government	0.00
Institutional/Educational	18.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Daily Trips

ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

EXEMPTED DEVELOPMENT TOTALS

Exempted Dwelling Units	0
Exempted Non-residential sq. ft. (in 1,000s)	0

1. Note: Please change dates on this form for later years.

2. Net square feet is the difference between new development and adjustments entered on pages 2 and 3.

City of Manhattan Beach
2009 CMP Local Development Report
Reporting Period: JUNE 1, 2008 - MAY 31, 2009

Date Prepared: July 22, 2009

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 1: NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY

Category	Dwelling Units
Single Family Residential	33.00
Multi-Family Residential	10.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	0.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	0.00
Office (less than 50,000 sq.ft.)	11.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	0.00
Government	0.00
Institutional/Educational	18.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Description (Attach additional sheets if necessary)	Daily Trips
	0
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

City of Manhattan Beach
2009 CMP Local Development Report
Reporting Period: JUNE 1, 2008 - MAY 31, 2009

Date Prepared: July 22, 2009

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 2: NEW DEVELOPMENT ADJUSTMENTS

IMPORTANT: Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure with the reporting period.

RESIDENTIAL DEVELOPMENT ADJUSTMENTS

Category	Dwelling Units
Single Family Residential	35.00
Multi-Family Residential	10.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	8.72
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	0.00
Office (less than 50,000 sq.ft.)	0.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	0.00
Government	0.00
Institutional/Educational	0.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Description (Attach additional sheets if necessary)	Daily Trips
	0
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

City of Manhattan Beach
2009 CMP Local Development Report
Reporting Period: JUNE 1, 2008 - MAY 31, 2009

Date Prepared: July 22, 2009

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 3: EXEMPTED DEVELOPMENT ACTIVITY
(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)

Low/Very Low Income Housing	<input type="text" value="0"/>	Dwelling Units
High Density Residential Near Rail Stations	<input type="text" value="0"/>	Dwelling Units
Mixed Use Developments Near Rail Stations	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Reconstruction of Buildings Damaged in April 1992 Civil Unrest	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Total Dwelling Units	<input type="text" value="0"/>	
Total Non-residential sq. ft. (in 1,000s)	<input type="text" value="0"/>	

Section I, Page 4

Exempted Development Definitions:

- Low/Very Low Income Housing: As defined by the California Department of Housing and Community Development as follows:
 - Low-Income: equal to or less than 80% of the County median income, with adjustments for family size.
 - Very Low-Income: equal to or less than 50% of the County median income, with adjustments for family size.
- High Density Residential Near Rail Stations: Development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
- Mixed Uses Near Rail Stations: Mixed-use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
- Development Agreements: Projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
- Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of > or = to 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
- Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the LDR.

**2008-2009 Congestion Management Program
Non-residential Development Activity**

New Construction			
Month	Address	Description	Square Footage
2008			
August	930 Manhattan Beach Boulevard	Mixed Use/Office	848
December	1243 Artesia Boulevard	Church Educational Building	18,000
2009			
March	1129 N Sepulveda Boulevard	Bank Building	4,010
April	818 Manhattan Beach Boulevard	Office Building	6,142
Demolition			
Month	Address	Description	Square Footage
2008			
June	930 Manhattan Beach Boulevard	Commercial Building	2,033
June	1100 Manhattan Beach Boulevard	Gas Station	3,906
2009			
February	818 Manhattan Beach Boulevard	Commercial Building	2,790

2008-2009 Congestion Management Program

Residential Development Activity

Months	SFR Demo	SFR New	Multi Demo	Multi New
June	0	1	0	4
July	4	0	2	0
August	7	6	4	6
September	6	6	0	0
October	3	7	2	0
November	1	4	0	0
December	4	1	0	0
January	1	4	2	0
February	0	1	0	0
March	2	2	0	0
April	4	0	0	0
May	3	1	0	0
Totals	35	33	10	10



City of Manhattan Beach

Community Development

Phone: (310) 802-5500
FAX: (310) 802-5501
TDD: (310) 546-3501

June 9, 2009

Stacy Alameida
CMP Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza - M/S 99-23-2
Los Angeles, CA 90012-2952

Dear Ms. Alameida:

The City of Manhattan Beach hereby transmits results of our biennial highway monitoring, collected in accordance with the requirements of the Congestion Management Program. The enclosed Level of Service calculations are summarized as follows:

<u>Intersection</u>	<u>Date</u>	<u>Peak Hour</u>	<u>V/C Ratio</u>	<u>LOS</u>
Sepulveda Boulevard & Rosecrans Avenue	05-21-09	7:15-8:15 AM	0.996	E
	05-27-09	7:45-8:45 AM	<u>1.008</u>	F
	AM Peak Hour Average		1.002	F
	05-21-09	5:00-6:00 PM	0.911	E
	05-27-09	5:00-6:00 PM	<u>0.901</u>	E
	PM Peak Hour Average		0.906	E

If you have any questions, please contact me at (562) 908-6254.

Sincerely,

Erik Zandvliet
City Traffic Engineer

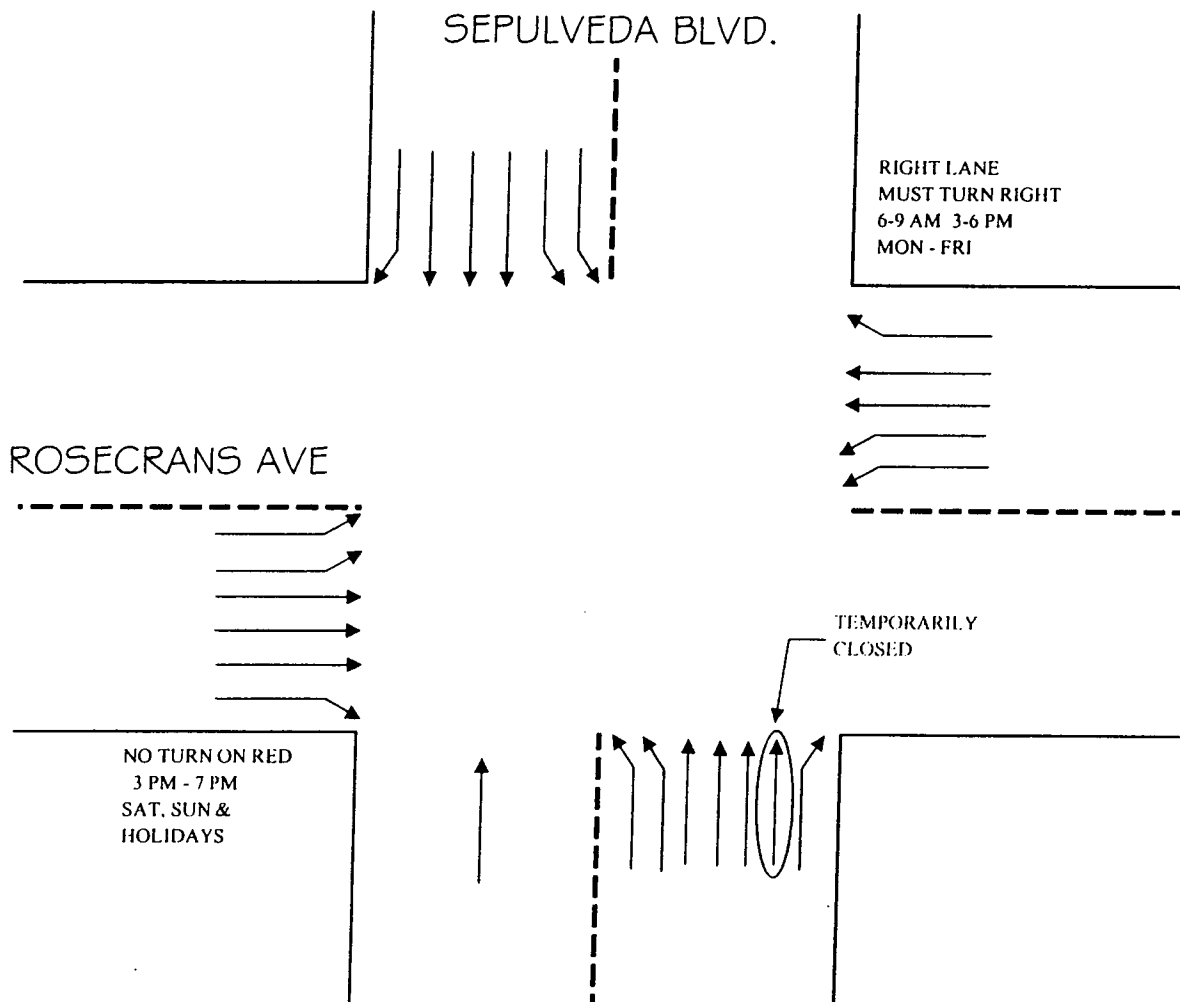
Enclosure

INTERSECTION LAYOUT

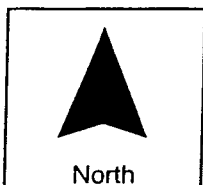
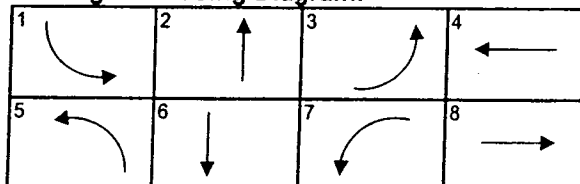
Intersection: SEPULVEDA BLVD & ROSECRANS AVE

Date: 5/19/2009 **Drawn By:** JA

CMP Monitoring Station No: 110



Signal Phasing Diagram:



KEY:

- 1.
- 2.

INTERSECTION CAPACITY UTILIZATION CALCULATION SHEET

Intersection: Sepulveda Boulevard at Rosecrans Avenue						
Count Date: 5/21/2009			Peak Hour: 7:15 - 8:15 AM			
Analyst: J.A.			Agency: City of Manhattan Beach			
CMP Monitoring Station:		110				
Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical Movements	Total
NB Left	209	2	2880	0.073	x	0.671
NB Thru	2711	3	4800	0.565		
NB Right	349	1	1600	0.218		
SB Left	304	2	2880	0.106	x	
SB Thru	1018	3	4800	0.212		
SB Right	88	1	1600	0.055		
EB Left	301	2	2880	0.105	x	0.225
EB Thru	552	3	4800	0.115		
EB Right	105	1	1600	0.066		
WB Left	287	2	2880	0.100	x	
WB Thru	385	2	3200	0.120		
WB Right	342	1	1600	0.214		
Sum of Critical V/C Ratios						0.896
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.996
Level of Service (LOS) - Refer to table below						E

Notes:	Comments:	LOS	Maximum V/C Ratio
1. Per lane Capacity = 1,600 VPH		A	0.6
2. Dual turn lane Capacity = 2,880 VPH		B	0.7
3. Intersection Type: 4-Way X		C	0.8
T		D	0.9
Split N/S		E	1.0
Split E/W		F	n/a

INTERSECTION CAPACITY UTILIZATION CALCULATION SHEET

Intersection: Sepulveda Boulevard at Rosecrans Avenue						
Count Date: 5/27/2009			Peak Hour: 7:45 - 8:45 AM			
Analyst: J.A.			Agency: City of Manhattan Beach			
CMP Monitoring Station:		110				
Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical Movements	Total
NB Left	204	2	2880	0.071	x	0.698
NB Thru	2956	3	4800	0.616		
NB Right	400	1	1600	0.250		
SB Left	237	2	2880	0.082	x	
SB Thru	900	3	4800	0.188		
SB Right	103	1	1600	0.064		
EB Left	298	2	2880	0.103	x	0.210
EB Thru	609	3	4800	0.127		
EB Right	139	1	1600	0.087		
WB Left	238	2	2880	0.083	x	
WB Thru	276	2	3200	0.086		
WB Right	379	1	1600	0.237		
Sum of Critical V/C Ratios						0.908
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						1.008
Level of Service (LOS) - Refer to table below						F

Notes:	Comments:	LOS	Maximum V/C Ratio
1. Per lane Capacity = 1,600 VPH		A	0.6
2. Dual turn lane Capacity = 2,880 VPH		B	0.7
3. Intersection Type: 4-Way X		C	0.8
T		D	0.9
Split N/S		E	1.0
Split E/W		F	n/a

INTERSECTION CAPACITY UTILIZATION CALCULATION SHEET

Intersection: Sepulveda Boulevard at Rosecrans Avenue						
Count Date: 5/21/2009			Peak Hour: 5:00 - 6:00 PM			
Analyst: J.A.			Agency: City of Manhattan Beach			
CMP Monitoring Station:		110				
Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical Movements	Total
NB Left	281	2	2880	0.098	x	0.529
NB Thru	1293	3	4800	0.269		
NB Right	352	1	1600	0.220		
SB Left	565	2	2880	0.196	x	
SB Thru	2071	3	4800	0.431		
SB Right	585	1	1600	0.366		
EB Left	209	2	2880	0.073	x	0.282
EB Thru	509	3	4800	0.106		
EB Right	126	1	1600	0.079		
WB Left	404	2	2880	0.140	x	
WB Thru	669	2	3200	0.209		
WB Right	450	1	1600	0.281		
Sum of Critical V/C Ratios						0.811
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.911
Level of Service (LOS) - Refer to table below						E

Notes:	Comments:	LOS	Maximum V/C Ratio
1. Per lane Capacity = 1,600 VPH		A	0.6
2. Dual turn lane Capacity = 2,880 VPH		B	0.7
3. Intersection Type: 4-Way X		C	0.8
T		D	0.9
Split N/S		E	1.0
Split E/W		F	n/a

INTERSECTION CAPACITY UTILIZATION CALCULATION SHEET

Intersection: Sepulveda Boulevard at Rosecrans Avenue						
Count Date: 5/27/2009			Peak Hour: 5:00 - 6:00 PM			
Analyst: J.A.			Agency: City of Manhattan Beach			
CMP Monitoring Station:		110				
Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical Movements	Total
NB Left	273	2	2880	0.095	x	0.547
NB Thru	1268	3	4800	0.264		
NB Right	293	1	1600	0.183		
SB Left	517	2	2880	0.180	x	
SB Thru	2169	3	4800	0.452		
SB Right	563	1	1600	0.352		
EB Left	216	2	2880	0.075	x	0.254
EB Thru	487	3	4800	0.101		
EB Right	148	1	1600	0.093		
WB Left	385	2	2880	0.134	x	
WB Thru	573	2	3200	0.179		
WB Right	410	1	1600	0.256		
Sum of Critical V/C Ratios						0.801
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.901
Level of Service (LOS) - Refer to table below						E

Notes:	Comments:	LOS	Maximum V/C Ratio
1. Per lane Capacity = 1,600 VPH		A	0.6
2. Dual turn lane Capacity = 2,880 VPH		B	0.7
3. Intersection Type: 4-Way X		C	0.8
T		D	0.9
Split N/S		E	1.0
Split E/W		F	n/a

Intersection Turning Movement

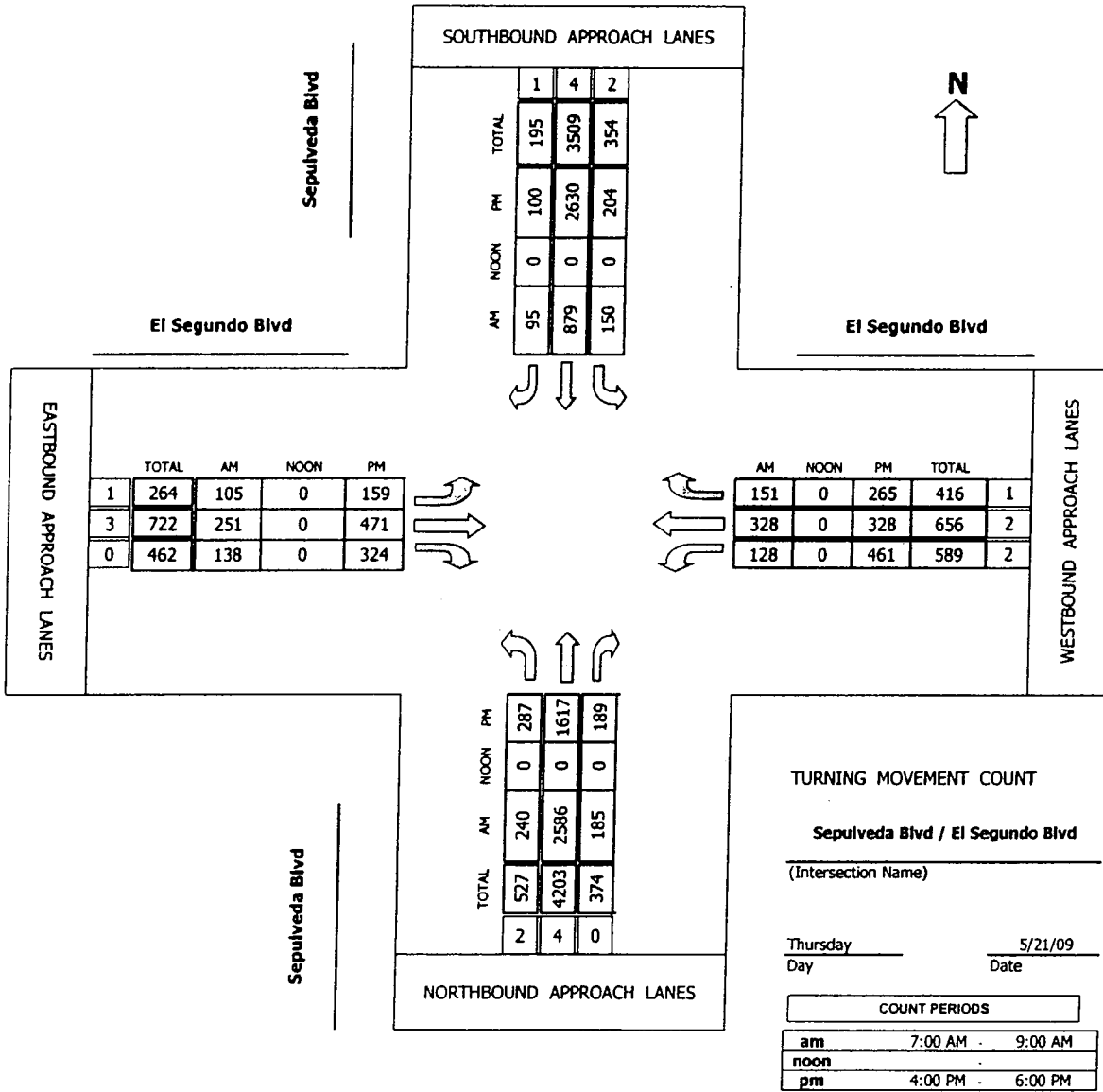
Prepared by:



National Data & Surveying Services

TMC Summary of Sepulveda Blvd/El Segundo Blvd

Project #: 09-5212-002



CONTROL: Signalized

AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 5/21/2009

LOCATION: City of El Segundo

E-W STREET: El Segundo Blvd

DAY: THURSDAY

PROJECT# 09-5212-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	4	0	2	4	1	1	3	0	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	54	471	38	23	156	21	19	67	22	20	56	25	972
7:15 AM	65	674	44	26	184	19	21	59	25	19	61	33	1230
7:30 AM	48	579	52	42	187	23	25	58	29	30	83	39	1195
7:45 AM	81	668	37	34	272	24	28	71	43	28	104	38	1428
8:00 AM	46	665	52	48	236	29	31	63	41	51	80	41	1383
8:15 AM	42	552	38	38	207	20	33	65	33	25	66	57	1176
8:30 AM	30	537	48	52	245	25	28	55	37	31	65	39	1192
8:45 AM	43	556	29	39	225	28	31	68	29	48	75	35	1206
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	409	4702	338	302	1712	189	216	506	259	252	590	307	9782

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	240	2586	185	150	879	95	105	251	138	128	328	151	5236
PEAK HR. FACTOR:		0.958			0.852			0.870			0.882		0.917

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 5/21/2009

LOCATION: City of El Segundo

E-W STREET: El Segundo Blvd

DAY: THURSDAY

PROJECT# 09-5212-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	4	0	2	4	1	1	3	0	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	52	280	15	42	392	10	26	57	46	64	39	25	1048
4:15 PM	46	336	27	29	437	19	44	95	75	114	82	57	1361
4:30 PM	58	431	29	38	554	18	26	90	61	105	68	53	1531
4:45 PM	60	349	34	53	589	26	41	87	78	141	98	62	1618
5:00 PM	84	393	51	44	566	33	51	158	80	121	81	66	1728
5:15 PM	69	466	47	58	777	28	45	106	85	129	69	64	1943
5:30 PM	76	401	47	44	614	19	37	104	74	118	81	83	1698
5:45 PM	58	357	44	58	673	20	26	103	85	93	97	52	1666
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	503	3013	294	366	4602	173	296	800	584	885	615	462	12593

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	287	1617	189	204	2630	100	159	471	324	461	328	265	7035
PEAK HR. FACTOR:		0.899			0.850			0.825			0.934		0.905

CONTROL: Signalized

Intersection Turning Movement

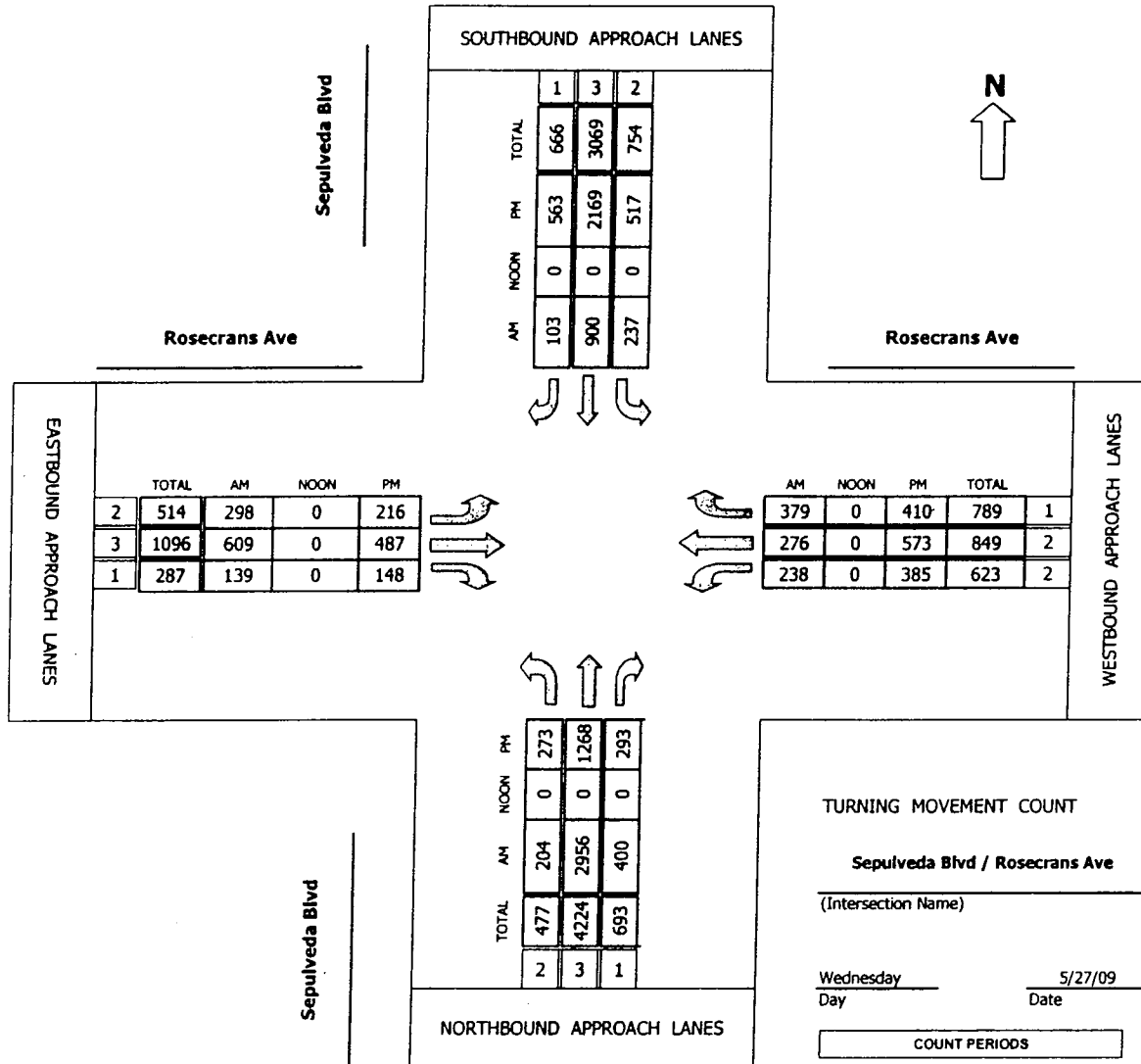
Prepared by:



National Data & Surveying Services

TMC Summary of Sepulveda Blvd/Rosecrans Ave

Project #: 09-5212-001



TURNING MOVEMENT COUNT

Sepulveda Blvd / Rosecrans Ave

(Intersection Name)

Wednesday 5/27/09
Day Date

COUNT PERIODS	
am	7:00 AM - 9:00 AM
noon	
pm	4:00 PM - 6:00 PM

CONTROL: Signalized

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 5/27/2009

LOCATION: City of Manhattan Beach

E-W STREET: Rosecrans Ave

DAY: WEDNESDAY

PROJECT# 09-5212-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	3	1	2	3	1	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	38	672	63	28	149	16	41	94	16	57	51	62	1287
7:15 AM	41	763	72	29	177	15	43	119	28	62	68	100	1517
7:30 AM	42	701	75	41	211	31	64	135	48	53	68	87	1556
7:45 AM	61	775	92	56	257	30	62	143	54	67	73	116	1786
8:00 AM	47	694	106	63	215	19	91	171	25	61	58	76	1626
8:15 AM	59	791	113	71	205	24	65	126	27	42	66	85	1674
8:30 AM	37	696	89	47	223	30	80	169	33	68	79	102	1653
8:45 AM	38	666	125	82	245	18	59	132	28	60	83	103	1639
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	363	5758	735	417	1682	183	505	1089	259	470	546	731	12738

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	204	2956	400	237	900	103	298	609	139	238	276	379	6739
PEAK HR. FACTOR:		0.924			0.904			0.911			0.872		0.943

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 5/27/2009

LOCATION: City of Manhattan Beach

E-W STREET: Rosecrans Ave

DAY: WEDNESDAY

PROJECT# 09-5212-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	3	1	2	3	1	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	42	274	71	102	501	70	47	123	40	126	88	106	1590
4:15 PM	54	354	92	143	537	55	36	102	30	94	86	91	1674
4:30 PM	56	285	58	118	546	52	53	109	39	117	113	96	1642
4:45 PM	36	364	77	140	632	75	51	92	26	71	92	71	1727
5:00 PM	79	270	93	123	571	92	62	152	34	124	134	111	1845
5:15 PM	69	385	80	132	508	131	48	117	39	79	133	101	1822
5:30 PM	63	262	54	127	530	198	61	134	39	101	156	96	1821
5:45 PM	62	351	66	135	560	142	45	84	36	81	150	102	1814
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	461	2545	591	1020	4385	815	403	913	283	793	952	774	13935

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	273	1268	293	517	2169	563	216	487	148	385	573	410	7302
PEAK HR. FACTOR:		0.859			0.950			0.858			0.927		0.989

CONTROL: Signalized