



Agenda Item #: _____

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: David N. Carmany, City Manager

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

DATE: August 2, 2011

SUBJECT: Consideration of a Determination that the City is in Compliance With the Program Requirements of the 2011 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. 6326 demonstrating the City's compliance with the program requirements of the 2011 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 \$200,000 in Section 2105 Local Gas Tax Subvention funds.

BACKGROUND:

The main goal of the CMP is to mitigate traffic impacts in the county associated with new development. The Metropolitan Transportation Agency (MTA) is the agency responsible for monitoring and implementing the CMP for Los Angeles County. All local jurisdictions that receive Section 2105 Gas Tax funds are required to maintain and continue their CMP conformance.

A public hearing notice was published in the Beach Reporter on July 21, 2011 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

Each jurisdiction is responsible for monitoring new developments and mitigating impacts on an annual basis. The MTA assigns traffic mitigation measures to individual jurisdictions based upon development activity. The MTA 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, some of these improvements, which the City has completed the design phase and will be constructing next year (2012) include, adding dual westbound to southbound left turn lanes at Sepulveda Boulevard and Marine Avenue and adding a fourth eastbound right turn lane on Rosecrans Avenue between Redondo Avenue and Manhattan Gateway. 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 and will remain the same for 2011. Since 2003, the City of Manhattan Beach has not accrued new credits or debits because the program has been suspended.

2011 Changes

Since 2003, MTA has been conducting a Congestion Mitigation Fee Study to determine the feasibility of implementing a countywide impact fee to meet CMP requirements. Until this study is complete, MTA has suspended the credit/debit program and the necessity to mitigate development impacts or generate credits. MTA will continue to work with local jurisdictions towards establishing this new system and plans to replace the credit/debit system currently in place.

The attached LDR for 2011 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 and preserve the City's eligibility for gas tax funds, the City must continue to report their development activity through the Local Development Report (LDR).

2011 Local Development Report

The reporting period for the current LDR covers June 1, 2010 through May 31, 2011. 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, 2010 and May 31, 2011 by land use type.

- b) New Development Adjustments (Section I, pg. 3) - This section quantifies the total number of demolitions between June 1, 2010 and May 31, 2011 by land use type.
 - c) Exempted Development Activity (Section I, pg. 4) – This section quantifies the total number of exemptions between June 1, 2010 and May 31, 2011.
- 3) CMP Highway Monitoring Data: This documents details the results of the City’s biennial highway monitoring data for 2011. This report complies with the CMP requirements and is completed every odd numbered year.

CONCLUSION:

With the adoption of the attached Resolution, and submittal of the Local Development Report (LDR), the City of Manhattan Beach is in compliance with the 2011 Congestion Management Program requirements.

- Attachments:
- Exhibit A Resolution of Compliance No. 6326
 - Exhibit B Local Development Report 2010-2011
 - Exhibit C 2010-2011 Non-residential development activity
 - Exhibit D 2010-2011 Residential development activity
 - Exhibit E CMP Highway Monitoring Data

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

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RESOLUTION NO. 6326

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 2, 2011.

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 2010 CMP adopted by the LACMTA Board on October 28, 2010.

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 2010 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 2nd day of August, 2011.

Ayes:
Noes:
Absent:
Abstain:

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

City of Manhattan Beach
2011 CMP Local Development Report
Reporting Period: JUNE 1, 2010 - MAY 31, 2011

Date Prepared: July 22, 2011

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

**CONGESTION MANAGEMENT PROGRAM
 FOR LOS ANGELES COUNTY**

2011 DEFICIENCY PLAN SUMMARY

*** 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	1.00
Multi-Family Residential	(12.00)
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

1,000 Net Sq.Ft.²

Commercial (less than 300,000 sq.ft.)	0.44
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.)	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

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

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

EXHIBIT B
 CC Mtg. 8/2/11

City of Manhattan Beach
2011 CMP Local Development Report
Reporting Period: JUNE 1, 2010 - MAY 31, 2011

Date Prepared: July 22, 2011

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	40.00
Multi-Family Residential	6.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	0.44
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 (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

City of Manhattan Beach
2011 CMP Local Development Report
Reporting Period: JUNE 1, 2010 - MAY 31, 2011

Date Prepared: July 22, 2011

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	39.00
Multi-Family Residential	18.00
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.)	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 (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

City of Manhattan Beach
2011 CMP Local Development Report
Reporting Period: JUNE 1, 2010 - MAY 31, 2011

Date Prepared: July 22, 2011

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	0	Dwelling Units
High Density Residential Near Rail Stations	0	Dwelling Units
Mixed Use Developments Near Rail Stations	0	1,000 Gross Square Feet
	0	Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	0	1,000 Gross Square Feet
	0	Dwelling Units
Reconstruction of Buildings Damaged due to "calamity"	0	1,000 Gross Square Feet
	0	Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	0	1,000 Gross Square Feet
	0	Dwelling Units
Total Dwelling Units	0	
Total Non-residential sq. ft. (in 1,000s)	0	

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Exempted Development Definitions:

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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.

**2010-2011 Congestion Management Program
Non-residential Development Activity**

New Construction			
Month	Address	Description	Square Footage
2011			
January	627 Aviation Way	Mixed Use – 1 Commercial	441

EXHIBIT C
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2010-2011 Congestion Management Program

Residential Development Activity

Months	SFR Demo	SFR New	Multi Demo	Multi New
June	2	3	0	0
July	3	1	2	0
August	0	1	0	0
September	5	2	4	0
October	2	6	0	2
November	0	1	0	0
December	3	3	4	0
January	2	1	4	2
February	4	3	2	0
March	7	5	0	2
April	4	9	0	0
May	7	5	2	0
Totals	39	40	18	6

EXHIBIT D
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City of Manhattan Beach

Community Development

1400 Highland Avenue
Manhattan Beach, CA 90266

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

May 2, 2011

Stacy Alameida
CMP Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza MS 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	04-20-11	7:45-8:45 AM	0.874	D
	04-21-11	7:45-8:45 AM	<u>0.861</u>	D
	AM Peak Hour Average		0.868	D
	04-20-11	5:00-6:00 PM	0.987	E
	04-21-11	4:45-5:45 PM	<u>1.032</u>	F
	PM Peak Hour Average		1.010	F

Please contact Mr. Jack Rydell, our City Traffic Engineer at (310) 802-5515 if you have any questions.

Sincerely,

Richard Thompson
Director Community Development

Enclosure

Visit the City of Manhattan Beach web site at www.citymb.info

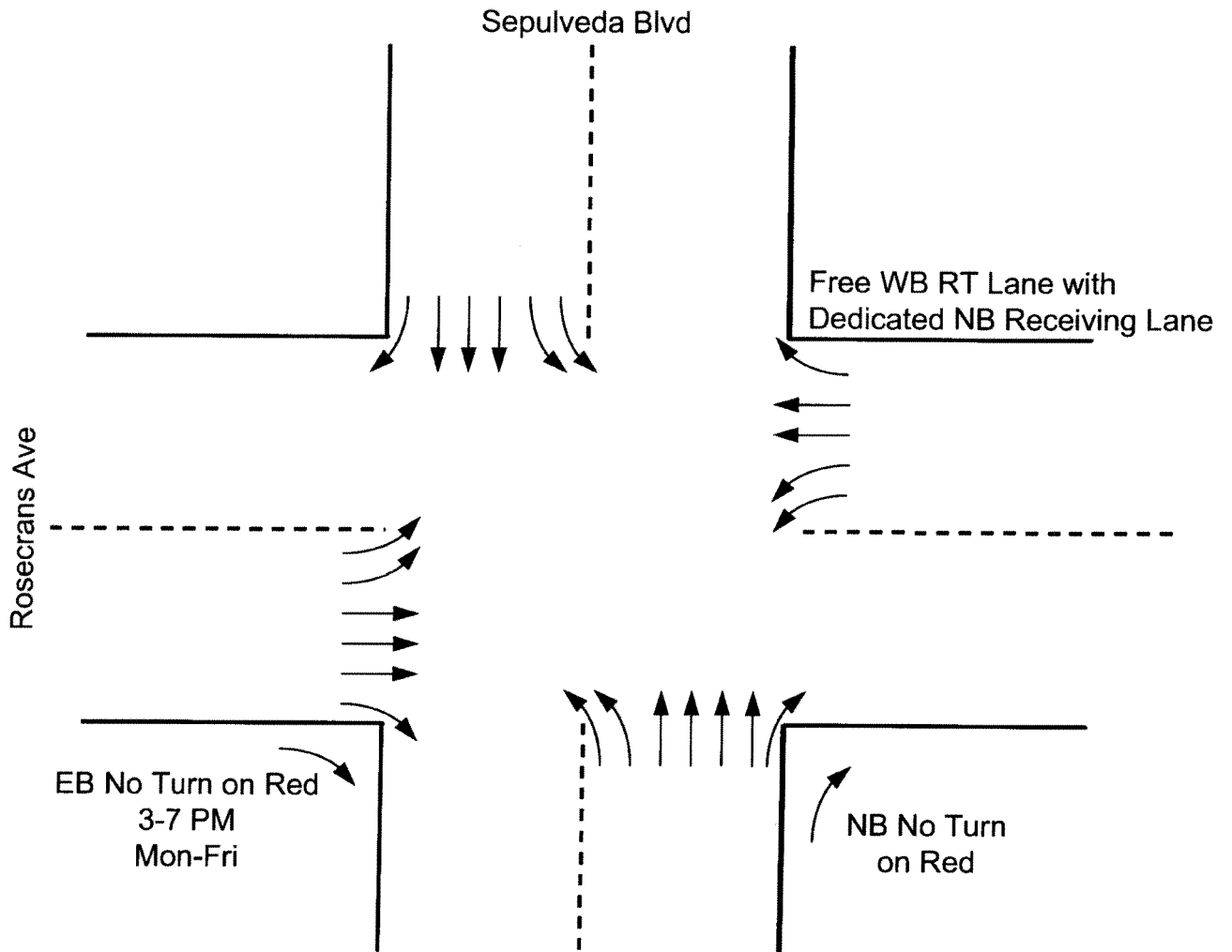
EXHIBIT E
CCMH. 8/2/11

INTERSECTION LAYOUT

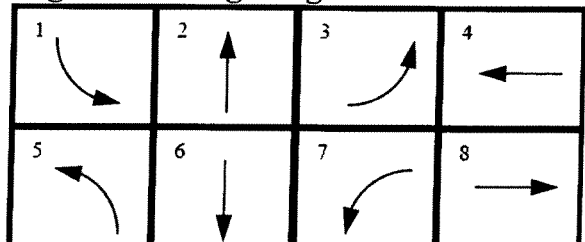
Intersection: Sepulveda Boulevard and Rosecrans Avenue

Date: 04-26-11 **Drawn By:** JR

CMP Monitoring Station No.: 110



Signal Phasing Diagram:



KEY:

- 1.
- 2.

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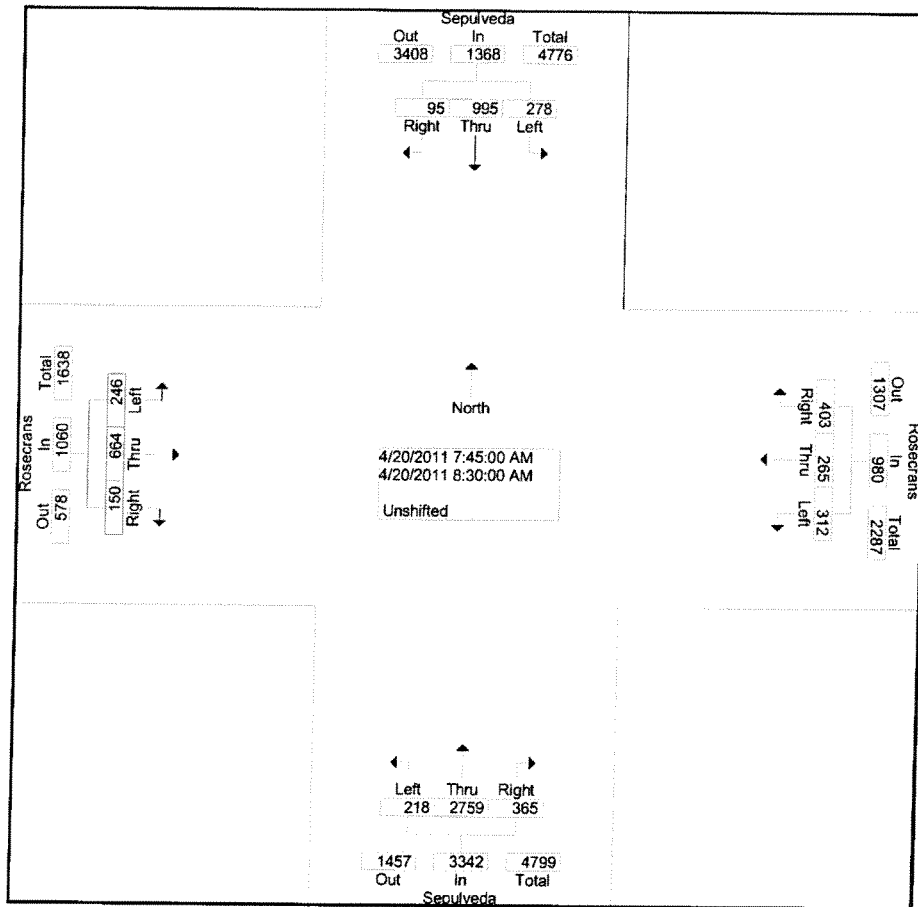
File Name : RoseSepulveda_A
Site Code : 00000000
Start Date : 4/20/2011
Page No : 1

Start Time	Sepulveda Southbound			Rosecrans Westbound			Sepulveda Northbound			Rosecrans Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	21	133	24	32	41	76	32	700	66	37	78	22	1262
07:15 AM	33	190	24	62	65	68	48	632	62	60	105	15	1364
07:30 AM	29	224	26	58	52	112	38	787	98	58	90	21	1593
07:45 AM	64	271	27	86	75	109	64	612	84	64	186	53	1695
Total	147	818	101	238	233	365	182	2731	310	219	459	111	5914
08:00 AM	54	244	29	69	57	114	57	766	86	60	146	33	1715
08:15 AM	86	223	21	83	79	102	49	624	81	74	170	32	1624
08:30 AM	74	257	18	74	54	78	48	757	114	48	162	32	1716
08:45 AM	70	199	17	69	75	96	43	603	120	67	201	39	1599
Total	284	923	85	295	265	390	197	2750	401	249	679	136	6654
04:00 PM	140	478	53	124	114	114	51	289	83	53	123	33	1655
04:15 PM	167	526	57	117	107	136	69	363	93	47	102	55	1839
04:30 PM	129	515	63	139	108	119	62	327	66	61	112	30	1731
04:45 PM	133	638	75	132	125	136	69	329	77	42	107	32	1895
Total	569	2157	248	512	454	505	251	1308	319	203	444	150	7120
05:00 PM	137	611	87	148	143	143	63	353	76	52	133	44	1990
05:15 PM	144	675	121	111	128	145	74	350	66	41	105	37	1997
05:30 PM	126	570	122	121	141	179	67	308	73	62	113	28	1910
05:45 PM	132	612	119	124	152	146	78	328	52	60	130	29	1962
Total	539	2468	449	504	564	613	282	1339	267	215	481	138	7859
Grand Total	1539	6366	883	1549	1516	1873	912	8128	1297	886	2063	535	27547
Apprch %	17.5	72.4	10.0	31.4	30.7	37.9	8.8	78.6	12.5	25.4	59.2	15.4	
Total %	5.6	23.1	3.2	5.6	5.5	6.8	3.3	29.5	4.7	3.2	7.5	1.9	

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File Name : RoseSepulveda_A
Site Code : 00000000
Start Date : 4/20/2011
Page No : 2

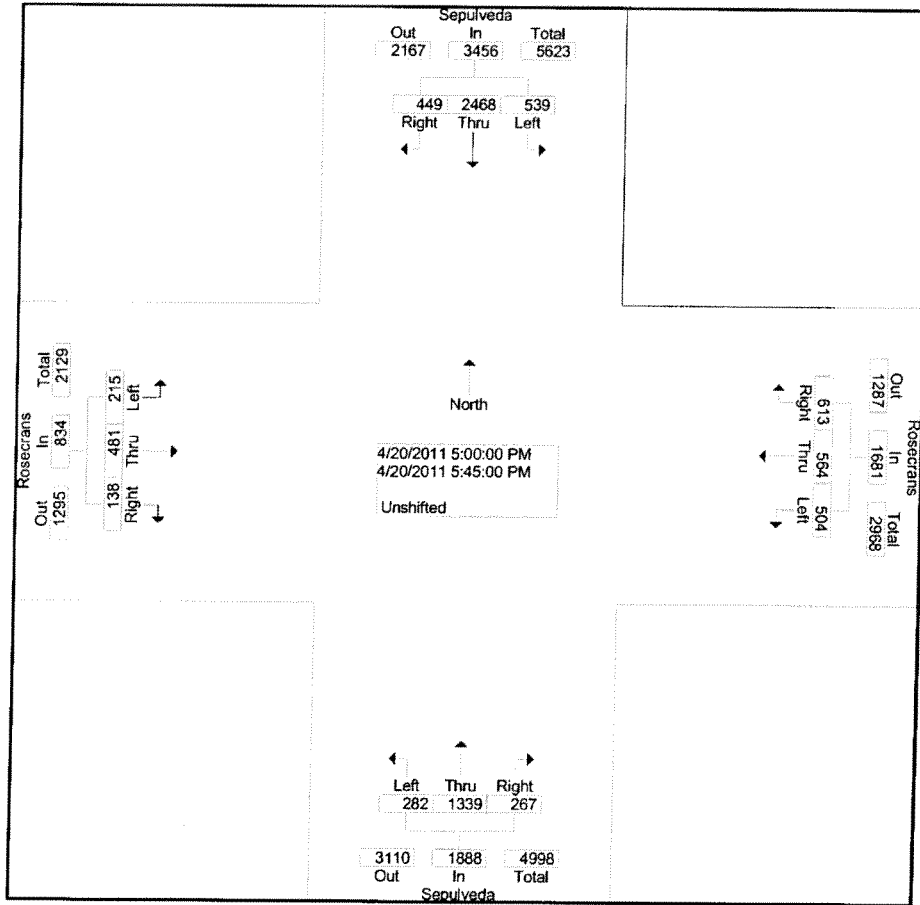
Start Time	Sepulveda Southbound				Rosecrans Westbound				Sepulveda Northbound				Rosecrans Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	278	995	95	1368	312	265	403	980	218	2759	365	3342	246	664	150	1060	6750
Percent	20.3	72.7	6.9		31.8	27.0	41.1		6.5	82.6	10.9		23.2	62.6	14.2		
08:30																	
Volume	74	257	18	349	74	54	78	206	48	757	114	919	48	162	32	242	1716
Peak Factor																	
High Int.	07:45 AM				07:45 AM				08:30 AM				07:45 AM				0.983
Volume	64	271	27	362	86	75	109	270	48	757	114	919	64	186	53	303	
Peak Factor	0.945								0.907				0.909				0.875



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File Name : RoseSepulveda_A
Site Code : 00000000
Start Date : 4/20/2011
Page No : 3

Start Time	Sepulveda Southbound				Rosecrans Westbound				Sepulveda Northbound				Rosecrans Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	539	2468	449	3456	504	564	613	1681	282	1339	267	1888	215	481	138	834	7859
Percent	15.6	71.4	13.0		30.0	33.6	36.5		14.9	70.9	14.1		25.8	57.7	16.5		
05:15																	
Volume	144	675	121	940	111	128	145	384	74	350	66	490	41	105	37	183	1997
Peak Factor	0.984																
High Int.	05:15 PM																
Volume	144	675	121	940	121	141	179	441	63	353	76	492	52	133	44	229	
Peak Factor	0.919								0.953				0.959				0.910



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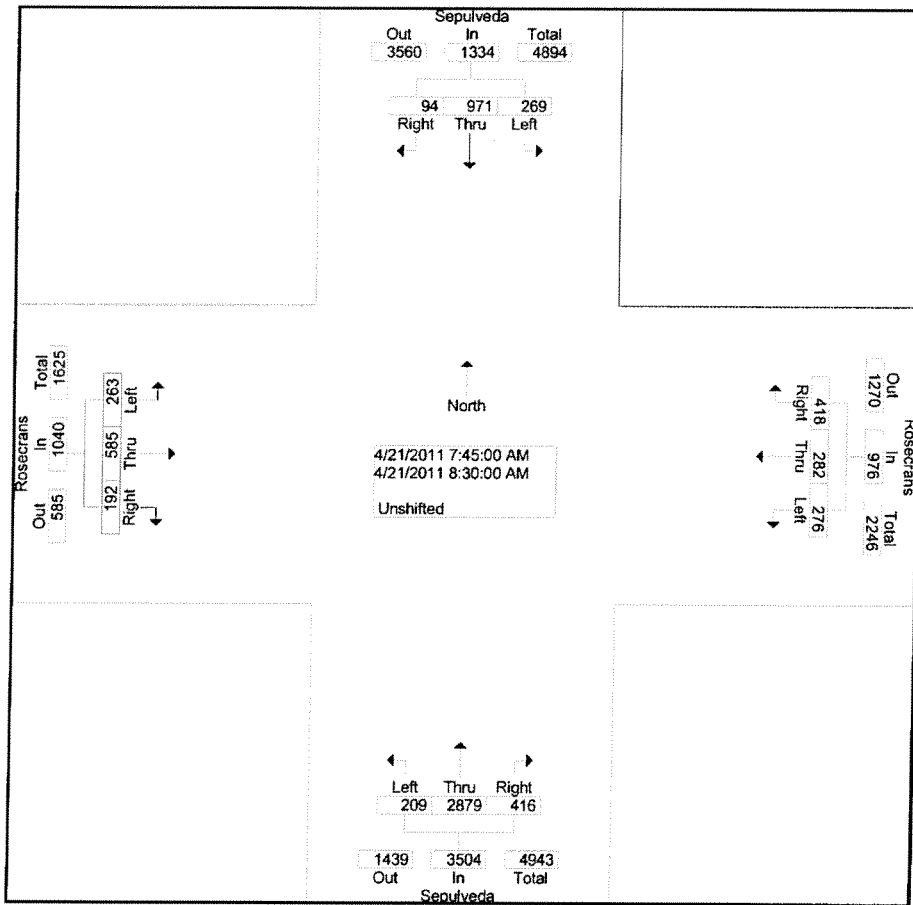
File Name : RoseSepulveda
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Start Time	Sepulveda Southbound			Rosecrans Westbound			Sepulveda Northbound			Rosecrans Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	18	143	30	39	58	77	45	666	58	39	77	18	1268
07:15 AM	27	182	24	70	66	74	49	601	74	52	103	18	1340
07:30 AM	36	247	27	55	75	99	36	737	80	53	89	35	1569
07:45 AM	58	257	26	74	86	109	58	642	86	76	159	67	1698
Total	139	829	107	238	285	359	188	2646	298	220	428	138	5875
08:00 AM	52	237	28	65	61	103	52	797	110	58	120	47	1730
08:15 AM	83	219	20	69	77	105	54	682	100	77	155	39	1680
08:30 AM	76	258	20	68	58	101	45	758	120	52	151	39	1746
08:45 AM	81	222	23	75	82	96	49	590	96	76	206	29	1625
Total	292	936	91	277	278	405	200	2827	426	263	632	154	6781
04:00 PM	132	496	66	120	117	118	51	316	89	62	150	52	1769
04:15 PM	155	544	71	134	109	159	55	332	92	41	102	46	1840
04:30 PM	135	533	65	159	136	152	65	362	73	58	143	50	1931
04:45 PM	155	652	88	158	144	145	68	355	87	48	102	43	2045
Total	577	2225	290	571	506	574	239	1365	341	209	497	191	7585
05:00 PM	141	647	97	141	152	153	88	352	86	55	127	40	2079
05:15 PM	145	694	124	125	134	160	62	361	68	35	97	35	2040
05:30 PM	152	627	120	151	134	184	59	325	80	54	106	36	2028
05:45 PM	133	614	141	120	139	159	61	357	63	46	109	36	1978
Total	571	2582	482	537	559	656	270	1395	297	190	439	147	8125
Grand Total	1579	6572	970	1623	1628	1994	897	8233	1362	882	1996	630	28366
Apprch %	17.3	72.1	10.6	30.9	31.0	38.0	8.5	78.5	13.0	25.1	56.9	18.0	
Total %	5.6	23.2	3.4	5.7	5.7	7.0	3.2	29.0	4.8	3.1	7.0	2.2	

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File Name : RoseSepulveda
Site Code : 00000000
Start Date : 4/21/2011
Page No : 2

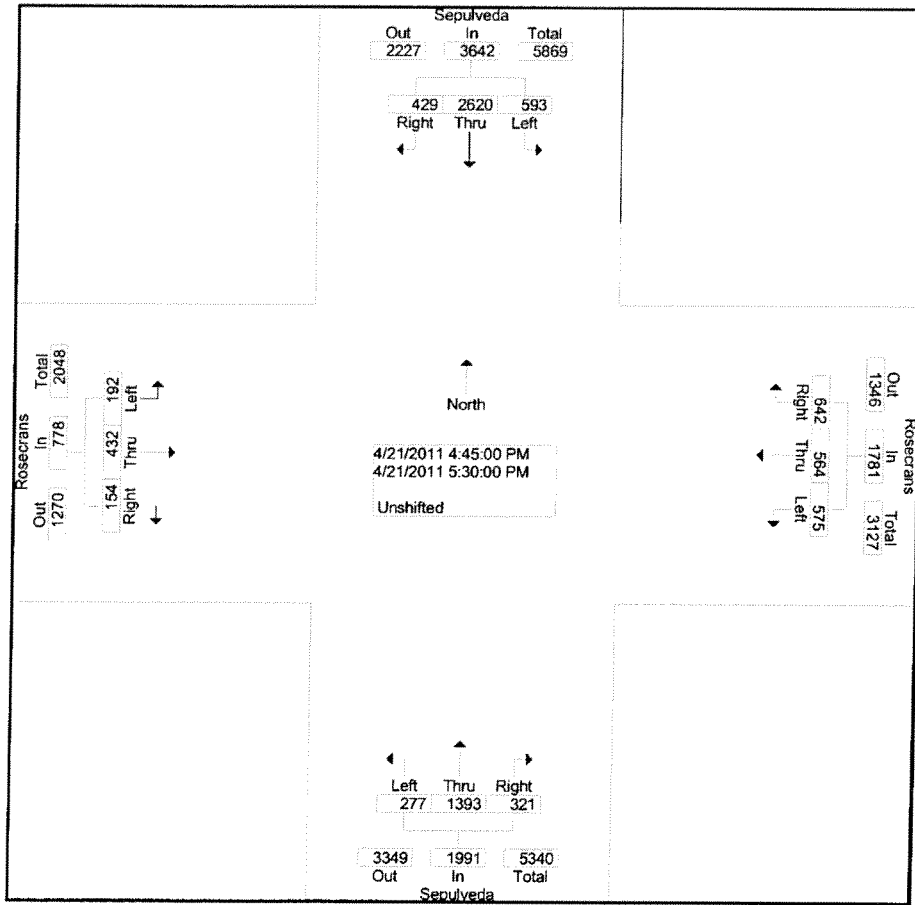
Start Time	Sepulveda Southbound				Rosecrans Westbound				Sepulveda Northbound				Rosecrans Eastbound				Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																				
Intersection	07:45 AM																			
Volume	269	971	94	1334	276	282	418	976	209	2879	416	3504	263	585	192	1040	6854			
Percent	20.2	72.8	7.0		28.3	28.9	42.8		6.0	82.2	11.9		25.3	56.3	18.5					
08:30																				
Volume	76	258	20	354	68	58	101	227	45	758	120	923	52	151	39	242	1746			
Peak Factor	0.981																			
High Int.	08:30 AM																			
Volume	76	258	20	354	07:45 AM	74	86	109	269	08:00 AM	52	797	110	959	07:45 AM	76	159	67	302	
Peak Factor	0.942								0.907				0.913				0.861			



City Traffic Counters
626.256.4171

File Name : RoseSepulveda
Site Code : 00000000
Start Date : 4/21/2011
Page No : 3

Start Time	Sepulveda Southbound				Rosecrans Westbound				Sepulveda Northbound				Rosecrans Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	593	2620	429	3642	575	564	642	1781	277	1393	321	1991	192	432	154	778	8192
Percent	16.3	71.9	11.8		32.3	31.7	36.0		13.9	70.0	16.1		24.7	55.5	19.8		
05:00																	
Volume	141	647	97	885	141	152	153	446	88	352	86	526	55	127	40	222	2079
Peak Factor	0.985																
High Int.	05:15 PM																
Volume	145	694	124	963	151	134	184	469	88	352	86	526	55	127	40	222	
Peak Factor	0.945				0.949				0.946				0.876				



INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection: Sepulveda Boulevard and Rosecrans Avenue
Count Date: 04/20/11 **Peak Hour:** 7:45 – 8:45 AM
Analyst: JR **Agency:** City of Manhattan Beach
CMP Monitoring Station #: 110

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	218	2	2880	0.076			
NB Thru	2759	4	6400	0.431	←		
NB Right	365	1	1600	0.228			
SB Left	278	2	2880	0.097	←		
SB Thru	995	3	4800	0.207			
SB Right	95	1	1600	0.059			
EB Left	246	2	2880	0.085			
EB Thru	664	3	4800	0.138	←		
EB Right	150	1	1600	0.094			
WB Left	312	2	2880	0.108	←		
WB Thru	265	2	3200	0.083			
WB Right	403	1	1600	0.252			
Sum of Critical V/C Ratios							0.774
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)						0.874	
Level of Service (LOS) - Refer to table below						D	

Notes:

- Per lane Capacity = 1,600 VPH
- Dual turn lane Capacity = 2,880 VPH

LOS	V/C Range
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	> 1.00

INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection: Sepulveda Boulevard and Rosecrans Avenue
Count Date: 04/20/11 **Peak Hour:** 5:00 – 6:00 PM
Analyst: JR **Agency:** City of Manhattan Beach
CMP Monitoring Station #: 110

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	282	2	2880	0.098	←		
NB Thru	1339	4	6400	0.209			
NB Right	267	1	1600	0.167			
SB Left	539	2	2880	0.187			
SB Thru	2468	3	4800	0.514	←		
SB Right	449	1	1600	0.281			
EB Left	215	2	2880	0.075			
EB Thru	481	3	4800	0.100	←		
EB Right	138	1	1600	0.086			
WB Left	504	2	2880	0.175	←		
WB Thru	564	2	3200	0.176			
WB Right	613	1	1600	0.383			
Sum of Critical V/C Ratios							0.887
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)							0.987
Level of Service (LOS) - Refer to table below							E

Notes:

1. Per lane Capacity = 1,600 VPH
2. Dual turn lane Capacity = 2,880 VPH

LOS	V/C Range
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	> 1.00

INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection: Sepulveda Boulevard and Rosecrans Avenue
Count Date: 04/21/11 **Peak Hour:** 7:45 – 8:45 AM
Analyst: JR **Agency:** City of Manhattan Beach
CMP Monitoring Station #: 110

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	209	2	2880	0.073			
NB Thru	2879	4	6400	0.450	←		
NB Right	416	1	1600	0.260			
SB Left	269	2	2880	0.093	←		
SB Thru	971	3	4800	0.202			
SB Right	94	1	1600	0.059			
EB Left	263	2	2880	0.091			
EB Thru	585	3	4800	0.122	←		
EB Right	192	1	1600	0.120			
WB Left	276	2	2880	0.096	←		
WB Thru	282	2	3200	0.088			
WB Right	418	1	1600	0.261			
Sum of Critical V/C Ratios							0.761
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)							0.861
Level of Service (LOS) - Refer to table below							D

Notes:

- Per lane Capacity = 1,600 VPH
- Dual turn lane Capacity = 2,880 VPH

LOS	V/C Range
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	> 1.00

INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection: Sepulveda Boulevard and Rosecrans Avenue
Count Date: 04/21/11 **Peak Hour:** 4:45 – 5:45 PM
Analyst: JR **Agency:** City of Manhattan Beach
CMP Monitoring Station #: 110

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	277	2	2880	0.096	←		
NB Thru	1393	4	6400	0.218			
NB Right	321	1	1600	0.201			
SB Left	593	2	2880	0.206			
SB Thru	2620	3	4800	0.546	←		
SB Right	429	1	1600	0.268			
EB Left	192	2	2880	0.067			
EB Thru	432	3	4800	0.090	←		
EB Right	154	1	1600	0.096			
WB Left	575	2	2880	0.200	←		
WB Thru	564	2	3200	0.176			
WB Right	642	1	1600	0.401			
Sum of Critical V/C Ratios							0.932
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)							1.032
Level of Service (LOS) - Refer to table below							F

Notes:

- Per lane Capacity = 1,600 VPH
- Dual turn lane Capacity = 2,880 VPH

LOS	V/C Range
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	> 1.00