



The Village at Porter Ranch to Provide Best In Class Destination Retail

Tuesday, September 8, 2015

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Porter Ranch turned out in droves for the Big Reveal of the planned retail and entertainment center to be called The Village at Porter Ranch. Shapell Liberty Investment Properties presented their plan at the Porter Ranch Neighborhood Council meeting September 2 for the large swath of land at the corner of Rinaldi and Porter Ranch Drive.

The presentation was kicked off to a standing room only crowd by Councilmember Mitchell Englander who reminded the everyone that the project had been approved by the City in 1990, well before his time, back when "Shapell owned Everything. Like Everything." The ship has sailed on this project and now the focus is on how to make it a gathering place for Porter Ranch. In his quest to ensure the development of an upscale center for the community he has worked with Shapell, discarded countless vanilla proposals and even attended the International Shopping Center Convention.

John Love, Vice President, Commercial at Shapell began his presentation by explaining that the project was originally designed in 2005 with 2 million square feet in retail and entertainment space. In 2010 it was reduced to 400,000 square feet and today the plan calls for 345,000 square feet. While Shapell is approved to build 2 million square feet, they are choosing to move forward with a reduced footprint, as they feel that is the right design for this space. It should be noted that the current plan of 1,200 parking spaces actually calls for more spaces than the 2010 plan which had 1,100 full size spaces.


The retail area would be accessed from Rinaldi along a main street with diagonal parking, and adjacent stores. The main street ends in a roundabout/traffic circle adjacent to the village green, a gathering spot and possible location for concerts and ice skating. The main street could be closed off to car traffic to extend the footprint of a farmers market or other event.

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SUBMIT

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Meetings

PRNC Board Meeting

Wed, Sep 14, 2016, 6:00 PM
Porter Ranch Community School Multi Purpose Room

PRNC Board Meeting

Wed, Oct 12, 2016, 6:00 PM
Porter Ranch Community School Multi Purpose Room

PRNC Board Meeting

Wed, Nov 9, 2016, 6:00 PM
Porter Ranch Community School Multi Purpose Room

PRNC Board Meeting & Holiday Party

Wed, Dec 14, 2016, 6:00 PM
Porter Ranch Community School Multi Purpose Room

Events

Porter Ranch Library Book Discussion

Sat, Sep 3, 2016, 10:00 AM
Porter Ranch Library

Neighborhood Watch - East of Tampa

Tue, Sep 13, 2016, 7:00 PM
St. Euphrasia Church

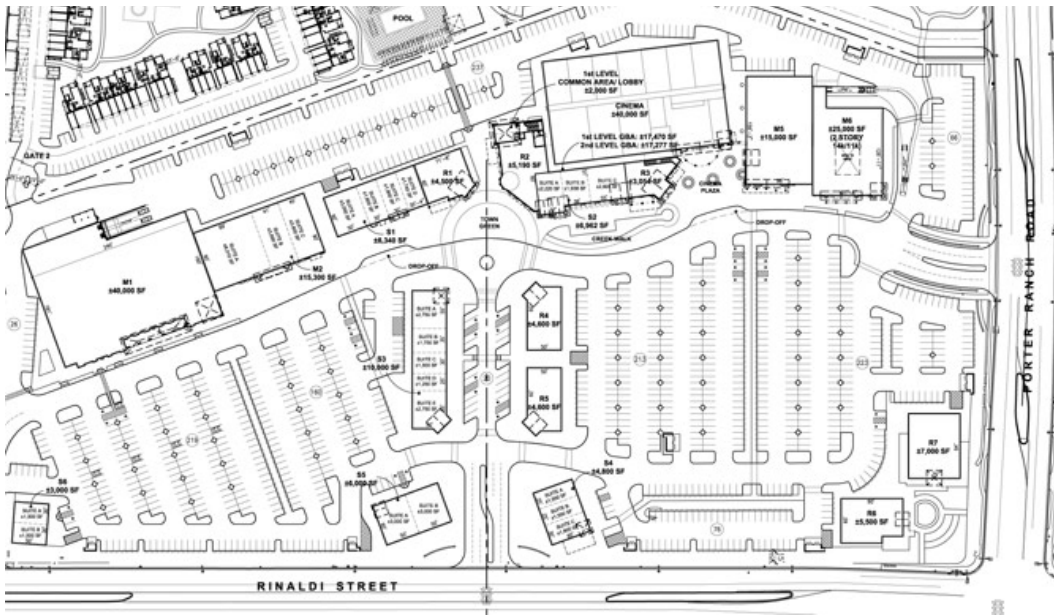
Neighborhood Watch - West of Tampa

Thu, Sep 22, 2016, 7:00 PM
St. John Eudes

Congress of Neighborhoods

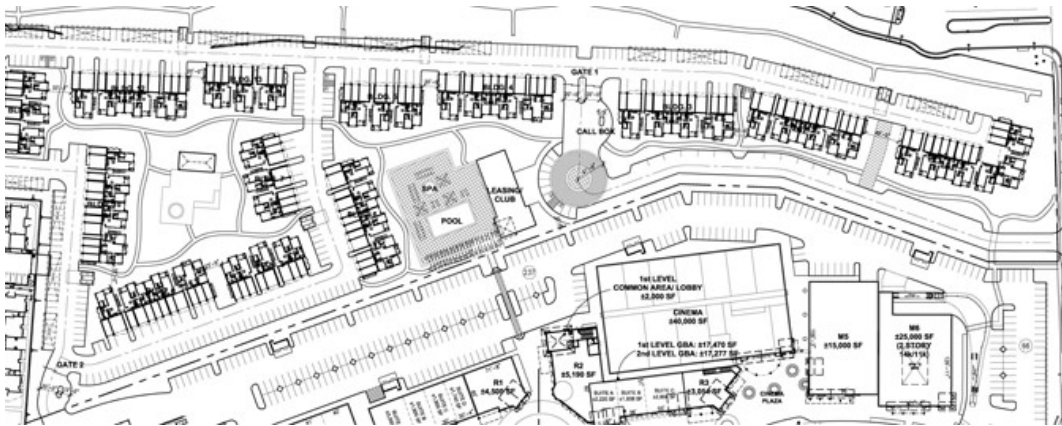
Sat, Sep 24, 2016, 7:30 AM
City Hall

Family Festival



Above: Layout of the Village

Along the north of the property would be the primary retail and entertainment destinations, with possibly a market on the west end, an 800 seat, 10 screen movie theater and community room near the village green and a few larger stores adjacent to Porter Ranch Drive. Additional stores and restaurants would be located near the Rinaldi entrance and at the corner of Porter Ranch Drive. Cars can enter across from Toys R Us where there will be a signal and at two places on Rinaldi, one of which will have a signal.



Above: Layout of the apartments

North of the retail area will be 12 apartment buildings, resident parking, and a pool. Across the street to the south, the plan calls for a five story hotel with 105 rooms, in the style of a Residence Inn, more retail and restaurants opposite the main street entrance, and a three story 50,000 square foot office building across from the current medical building, which is 70,000 square feet. The intent is to focus on the construction of the main village area first before proceeding to the development to the south of Rinaldi.



Above: Layout of south of Rinaldi, hotel, retail, office building

The lead architects on the project, Architects Orange, have designed the space to be pedestrian and bike friendly connecting with the Aldea residences and with the apartments by footpath. The main street sidewalk is extra wide creating opportunities for retailers and restaurants to use the sidewalks for patio seating or display of merchandise. Love likened the architecture to California Wine Country with exteriors in wood, corrugated metal and stone. As part of their emphasis on creating a destination, they brought in a wind consultant to identify how to best configure the space to minimize the impacts of Porter Ranch winds.

When outlining the timeline of the project, Love mentioned that plans for the project have been submitted to the City for approval. Shapell is currently seeking input from the community. If you have any feedback you would like to provide, you may send it to board@prnc.org, where it will be forwarded to Shapell. They expect to begin signing tenants in the next 30-60 days, have the plans approved by the end of 2015, break ground fall 2016, and open late 2017-early 2018.

Among the many questions posed by meeting attendees, were those concerned about solar and water usage. Shapell responded that roofs would be solar ready, but they would not finalize the solar as many tenants may already have national solar agreements in place. The landscaping is planned to be drought tolerant with the exception of the green itself. Watering will use grey water which will be built into the system. Shapell explained that it would be counterproductive to use permeable paving, as the soil on the property is not permeable. Water would just pool on the pavement.

Further, some were concerned about having apartments, rather than condos for sale, suggesting that apartments were not suitable for the site. In response, Love answered that the apartments would be high end apartments and an excellent entry point for new families to move into the area. They might then move up to condos and then houses.

Wrapping up, Love hinted that after or concurrently with construction they may remodel some aspects of the Town Center improving the shade, adding amenities and increasing patio gathering opportunities.

Overall, the crowd was excited to hear about the new plans for high end retail, dining and entertainment experiences in Porter Ranch.

Wendy Moore for the Porter Ranch Neighborhood Council

[Detailed Village Overview](#)

[Leasing site for the Village at Porter Ranch](#)

[Future Website for The Village at Porter Ranch](#)



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The Porter Ranch Neighborhood Council is an organization that is officially certified by the City of Los Angeles to increase our influence with City lawmakers and departments to improve our community.

The PRNC came about as a result of Los Angeles City Charter Reform and interested stakeholders in our community. The Board is elected by stakeholders and holds monthly meetings, usually on the first Wednesday of the month. The agenda is emailed to those who subscribe (see the green box in the upper corner), on our website here and posted at 11280 Corbin Avenue, Northridge, CA 91326 on a bulletin board facing Corbin street.

The Board is comprised of volunteers who want to help you make Porter Ranch a better place to live, work and grow. We can't do it for you, but we can do it with you.

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September 7, 2015

RE: Plans for "The Village at Porter Ranch"

To Whom It May Concern:

This is to advise that on Wednesday September 2, 2015 there was a joint meeting held between the Porter Ranch Neighborhood Council and its Land Use Committee. At the meeting a representative from Shapell Industries presented plans for a high end retail center on the northwest and southwest corners of Porter Ranch Dr. and Rinaldi Blvd called "The Village." The presentation was thorough and the Land Use Committee members discussed the matter. A motion to approve advising the Porter Ranch Neighborhood Council to write this letter of support was voted on with six of the six members voting "yes."

At the same meeting the Porter Ranch Neighborhood Council heard the recommendation by the Land Use Committee, discussed the matter, and voted to write this letter with six of the seven present members voting "yes."

Thus we would like to convey that the Porter Ranch Neighborhood Council supports the presented plans for The Village in Porter Ranch. If you have any questions or concerns please feel free to contact me at ericnam@prnc.org. Thank you.

Sincerely,

Eric Nam

Secretary - Porter Ranch Neighborhood Council

Chair - Porter Ranch Neighborhood Council Land Use Committee

ORDINANCE NO. 182035

An ordinance amending Section 80.81 of the Los Angeles Municipal Code to change the speed limit on Mason Avenue in the City of Los Angeles.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. Subdivision M of Subsection (2) of Section 80.81 of the Los Angeles Municipal Code is amended by deleting the following:

On Mason Avenue between Tulsa Street and Victory Boulevard.

Sec. 2. Subdivision M of Subsection (3) of Section 80.81 of the Los Angeles Municipal Code is amended to add the following in alphabetical order:

Mason Avenue between Trentino Lane and Victory Boulevard.

2/12 Ordinance Adopted
1/08 LADOT Signed
4/01 Data Collected

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of JAN 24 2012.

JUNE LAGMAY, City Clerk

By [Signature] Deputy

Approved FEB 06 2012

[Signature] Mayor

Approved as to Form and Legality

ROCKARD J. DELGADILLO, City Attorney

By [Signature]
SHELLEY I. SMITH
Assistant City Attorney

Date 2/30/08

File No. 08-2174

M:\General Counsel (GC)\SHELLEY SMITH\ORDINANCES\Speed Limit on Maron Ave Ord.doc

DECLARATION OF POSTING ORDINANCE

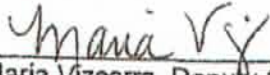
I, MARIA VIZCARRA, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 182035 – Amending Section 80.81 of the Los Angeles Municipal Code to change the speed limit on Mason Avenue in the City of Los Angeles - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **January 24, 2012** and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **February 8, 2012** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **February 8, 2012** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **8th** day of **February 2012** at Los Angeles, California.



Maria Vizcarra, Deputy City Clerk

Ordinance Effective Date: March 19, 2012

Council File No. 08-2174

ENGINEERING REPORT

Engineering and Traffic Survey for Mason Avenue between Trentino Lane (private street) and Victory Boulevard

Mason Avenue between Trentino Lane, a private street, and Victory Boulevard is a designated Secondary Highway with a length of 6.8 miles. Currently, there is an existing posted speed limit of 35 miles-per-hour (m.p.h.) on Mason Avenue between Tulsa Street and Victory Boulevard, and no posted speed limit between Trentino Lane and Tulsa Street.

Mason Avenue between Sorrento Lane and Victory Boulevard is striped for two lanes of traffic in each direction with a roadway width varying from 62 to 76 feet with the exception of two small portions where the street narrows to 50 feet. Left-turn channelization is present at most of the signalized intersections. Development on Mason Avenue between Trentino Lane and Devonshire Street, and Nordhoff Street and Victory Boulevard is mainly single family residential. Commercial and light industrial uses front Mason Avenue between Devonshire Street and Nordhoff Street.

Mason Avenue between Trentino Lane and Nordhoff Street

Between Trentino Lane and Nordhoff Street, a distance of 3.8 miles, the current speed limit on this portion of Mason Avenue is 35 m.p.h. However, all of the observed critical speeds range between 39 and 44 m.p.h. with an average speed of 42 m.p.h. According to the requirements for setting speed limits described in the California Manual on Uniform Traffic Control Devices (MUTCD), the speed limit on this portion of Mason Avenue should be set at 40 m.p.h. The injury accident rate is in the normal range and there are no observed conditions that objectively could be considered as not readily apparent to motorists. Accordingly, any speed limit reduction below the proposed 40 m.p.h. speed limit would not be justified.

If the current 35 m.p.h. speed limit were to be retained then 72 percent of the motorists would be considered as speed violators. In the absence of other factors, this high rate of violators would be unreasonable and would not distinguish occasional violators from the majority of reasonable drivers

Mason Avenue between Nordhoff Street and Victory Boulevard

Between Nordhoff Street and Victory Boulevard, a distance of 3.0 miles, the current speed limit on this portion of Mason Avenue is 35 m.p.h. However, all of the observed critical speeds range between 40 and 47 m.p.h. with an average speed of 44 m.p.h. According to the requirements for setting speed limits described in the California MUTCD, the speed limit on this portion of Mason Avenue should be set at 45 m.p.h. However, approximately 80 percent of the injury accidents (94 out of 118) during the most recent 24-month period have occurred in this section of roadway even though this segment represents only 45 percent of the total length surveyed. The average injury accident rate along this 3.0 miles segment was calculated to be 3.12 accidents per million vehicle miles of travel (acc/mvm) over a recent 24-month period. The 3.12 average injury accident rate is in the upper end of the normal range on comparable streets in the City. Thus, the higher than average injury

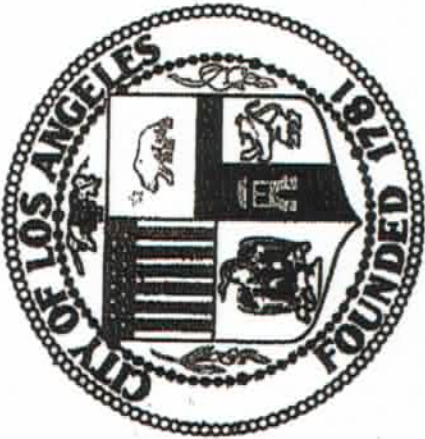
accident rate indicates that the higher speed limit would not be appropriate. Therefore, a reduction of five m.p.h. is justified

If the current 35 m.p.h. speed limit were to be retained then 79 percent of the motorists would be considered as speed violators. In the absence of other factors, this high rate of violators would be unreasonable and would not distinguish occasional violators from the majority of reasonable drivers.

Therefore, for the reasons described above, the Department recommends that the speed limit on Mason Avenue between Trentino Lane and Tulsa Street be established at 40 m.p.h. and between Tulsa Street and Victory Boulevard be increased from the existing 35 m.p.h. to 40 m.p.h.

Approved by: John E. Fisher Title: for Principal Transportation Engineer

Date: January 3, 2008



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

DETAILED LOCATION:

STREET
BETWEEN
AND

Mason Avenue
Trentino Lane (Pvt)
Victory Boulevard

Number of Sheets 9

Sheet 1 of 9

SPEED STUDIES / FIELD WORK BY
OTHER STUDIES BY
REVIEWED BY SURVEY SECTION
REVIEWED BY SURVEY ENGINEER
RECOMMENDED BY DISTRICT ENGINEER

Signatures

J. Cenulle
Survey

Albert Proescholdt

Rashid Tanjiri

ENGINEERING AND TRAFFIC SURVEY
(PER SECTION 627 CVC) COMPLETED AND APPROVED
BY SENIOR / PRINCIPAL TRANSPORTATION ENGINEER

John S. Fisher 1-3-08
Date

EFFECTIVE DATE 3/19/12 per (select one below)
 a Traffic Control Report (TCR) or
 Ordinance # 182035

NOTE: The validity period of this Speed Zone has been modified
by California Vehicle Code Section 22352 if shown on the Addendum.

ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING

City of Los Angeles
Department of Transportation

STREET BETWEEN AND
: Mason Avenue
: Trentino Lane (Pvt)
: Victory Boulevard

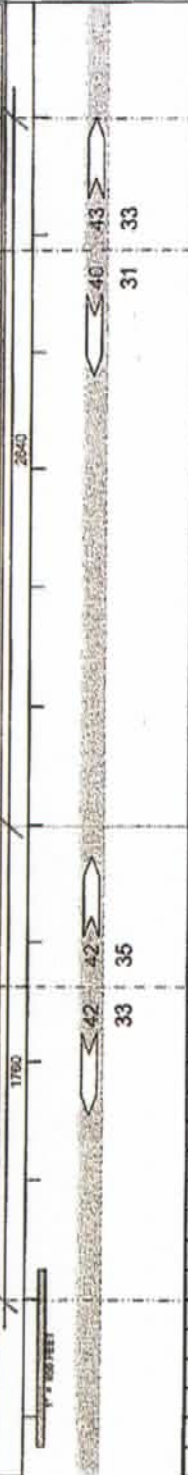
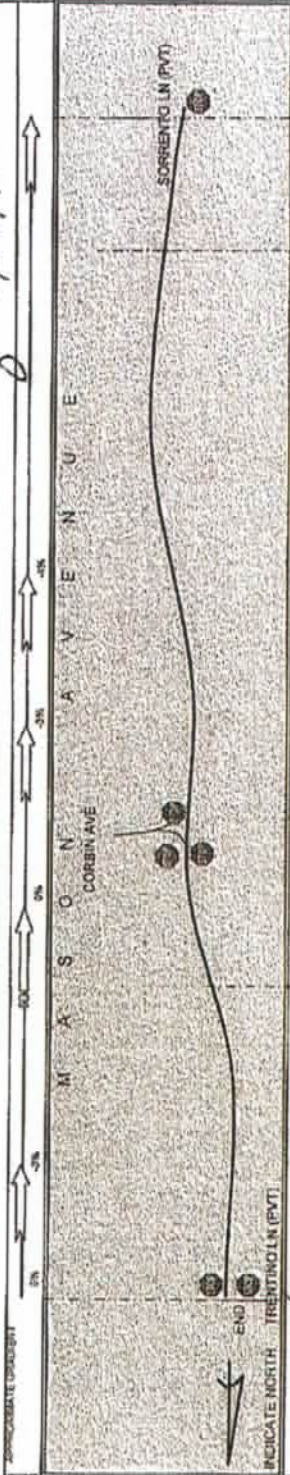
Miles: 5.6 Sheet 2 of 9 sheets

8 3/19/12



LEGEND

- GRADE SCHOOL
- JR HIGH
- SPEED LIMIT 35
- 1/5 STOP
- HUMP / DIP
- SIGNALS
- UP/LEVEL GRADIENT
- DOWNHILL GRADIENT



CRITICAL SPEED (MPH)	LOWER LIMIT OF PACE (MPH)	SPEED RELATED
33	42	43
33	42	43
31	40	43

ACCIDENT DATA

TOTAL	318
INJURY	43
PROP DAM ONLY	

24 MONTH ACCIDENT HISTORY
01-01-2006 TO 01-01-2012
INJURY ACCIDENT RATE 1.31 ACC/MVM

ROAD CHARACTERISTICS	DEVELOPMENT
ROADWAY WIDTH (FEET)	SINGLE FAMILY RESIDENTIAL (NO DRIVEWAY ACCESS)
NUMBER OF STRIPED LANES	66
TYPE OF DIVISION STRIP	4 PLUS BIKE LANES
PARKING REGULATIONS N - E	LT CHANNELIZATION
PARKING REGULATIONS S - W	RAISED MEDIAN
AVERAGE DAILY TRAFFIC	TANSAT
TRAFFIC SIGNAL DATA	TANSAT
LEGAL DISTRICT	STATE MAXIMUM PER SEC 22548 CVC
EXISTING SIGNED ZONE	NONE POSTED (Not in LAMC)
PROPOSED LIMIT	40 mph

ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING
City of Los Angeles
Department of Transportation



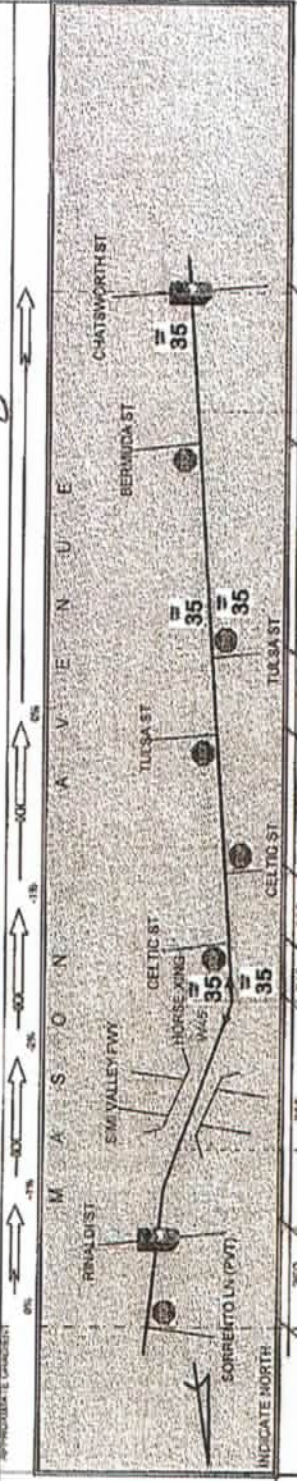
STREET BETWEEN AND : **Mason Avenue**
: **Trentino Lane (Pvt)**
AND : **Victory Boulevard**

Miles: 6.6 Sheet 3 of 9 sheets

8/3/19/12

LEGEND

- GRADE SCHOOL
- JR HIGH
- SPEED LIMIT 35
- 11/8 STOP
- HUMP / DIP
- SIGNALS
- UP / LEVEL GRADIENT
- DOWNHILL GRADIENT



DISTANCE IN FEET

360	350	300	270	225	210	165	100	0
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CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

SPEED RELATED

ACCIDENT DATA

INJURY

PROP DAM ONLY

24 MONTH ACCIDENT HISTORY

42	35	33	41	37	37	44	44	37	37
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ROAD CHARACTERISTICS

DEVELOPMENT	SINGLE FAMILY RESIDENTIAL (NO DRIVEWAY ACCESS)	
ROADWAY WIDTH (FEET)	66	
NUMBER OF STRIPED LANES	4	
TYPE OF DIVISION STRIP	TWO WAY LEFT TURN CHANNELIZATION	
PARKING REGULATIONS N - E	NONE	
PARKING REGULATIONS S - W	NONE	
AVERAGE DAILY TRAFFIC	5038	
TRAFFIC SIGNAL DATA	ACTUATED	ACTUATED
LEGAL DISTRICT	STATE MAXIMUM PER SEC 22349 CVC	ACTUATED
EXISTING SIGNED ZONE	POSTED as 35 MPR (Not in LAMC)	35 MPH Per LAMC 80.81 (2)
PROPOSED LIMIT		40 mph

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



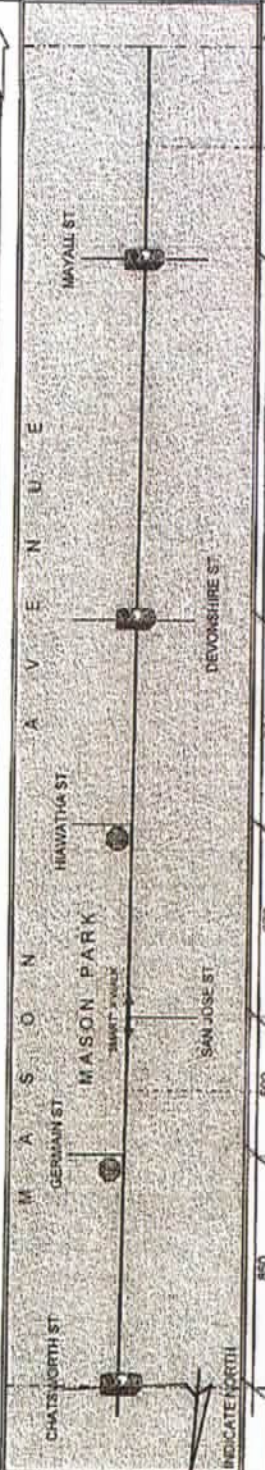
STREET BETWEEN AND
Mason Avenue
Trentino Lane (Pvt)
Victory Boulevard

Miles: 8.6 Sheet 4 of 9 sheets

8/3/19/12

LEGEND

- GRADE SCH
- JR HIGH
- SPEED LIMIT 35
- 1/2 STOP
- HUMP / DIP
- SIGNALS
- UP / LEVEL GRADIENT
- DOWN / HILL GRADIENT



DISTANCE IN FEET

850	750	670	570	500	430	350
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CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

ACCIDENT DATA

INJURY	PROP DAM ONLY	SUB-TOTAL
16	1	17

24 MONTH ACCIDENT HISTORY

1	2	1	5	1	1	2
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ROAD CHARACTERISTICS

DEVELOPMENT	SINGLE FAMILY RESIDENTIAL (NO ACCESS EX. SIDE STREETS)	BUSINESS	SINGLE FAMILY RESIDENTIAL
ROADWAY WIDTH (FEET)	66	66	66
NUMBER OF STRIPED LANES	4		
TYPE OF DIVISION STRIP	TWO WAY LEFT TURN CHANNELIZATION		
PARKING REGULATIONS N - E	NONE		
PARKING REGULATIONS S - W	NONE		
AVERAGE DAILY TRAFFIC	14411	18002	
TRAFFIC SIGNAL DATA	ACTUATED	PRETIMED	ACTUATED
LEGAL DISTRICT	STATE MAXIMUM PER SEC 22349 CVC	BUSINESS PER SEC 235 CVC	RESIDENTIAL PER SEC 515 CVC
EXISTING SIGNED ZONE	35 MPH per LAMC 80.81 (2)		
PROPOSED LIMIT	40 mph		

ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING
City of Los Angeles
Department of Transportation



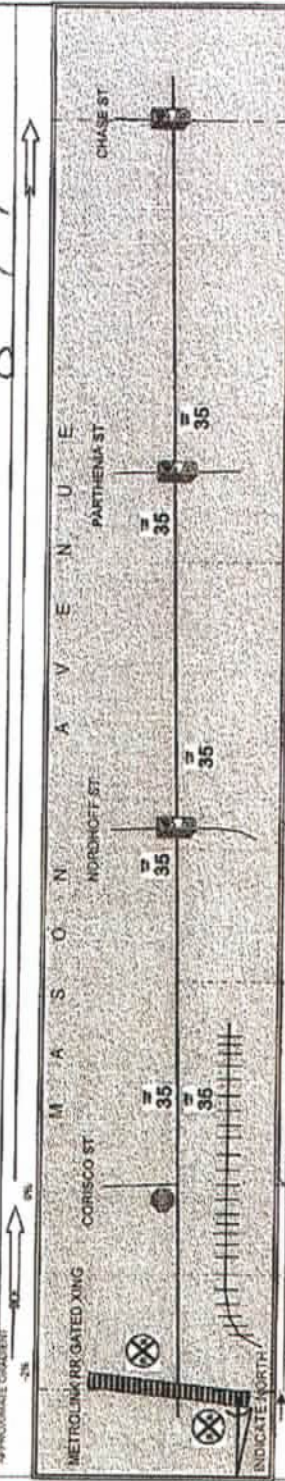
STREET BETWEEN AND
: **Mason Avenue**
: **Trentino Lane (Pvt)**
: **Victory Boulevard**

Miles: 8.8 Sheet 6 of 9 sheets

8 3/19/12

LEGEND

- GRADE SCH
- JR HIGH
- SPEED LIMIT 35
- 1/2 STOP
- HUMP / DIP
- SIGNALS
- UP LEVEL GRADIENT
- DOWNHILL GRADIENT
- DISTANCE IN FEET



CRITICAL SPEED (MPH)	LOWER LIMIT OF PACE (MPH)	ACCIDENT DATA	TOTAL
44	42	INJURY	18
35	33	PROP DAM ONLY	3
29	31	24 MONTH ACCIDENT HISTORY	

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	EXISTING SIGNED ZONE	PROPOSED LIMIT
BUSINESS	BUSINESS	64	4	DOUBLE CENTERLINE	NONE	2 HOUR PARKING BA - EP	16000	PRETIMED	BUSINESS PER SEC'S 235, 240 CVC	35 MPH per LAMC 60.81 (2)	40 mph
RESIDENTIAL (NO ACCESS)	RESIDENTIAL (NO ACCESS)	62	4	DOUBLE CENTERLINE WITH FLARE LY AT INTERSECTIONS	NONE	NPAT	16000	PRETIMED	STATE MAXIMUM PER SEC 22346 CVC		

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	EXISTING SIGNED ZONE	PROPOSED LIMIT
74	4	LT CHALK	NONE	NONE	16000	PRETIMED	BUSINESS PER SEC'S 235, 240 CVC	35 MPH per LAMC 60.81 (2)	40 mph

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

STREET BETWEEN AND
Mason Avenue
Trentino Lane (Pvt)
Victory Boulevard

Miles: 5.6 Sheet 7 of 9 sheets

8/3/19/12

LEGEND

- GRADE SIGN
- JR HIGH
- SPEED LIMIT 35
- 1/5 STOP
- HUMP / DIP
- SIGNALS
- UP / LEVEL GRADIENT
- DOWNBELL GRADIENT

DISTANCE IN FEET



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

SPEED RELATED

ACCIDENT DATA

INJURY	15
PROP DAM ONLY	4

24 MONTH ACCIDENT HISTORY

1300	670	550	880
45	47	37	37
37	37	35	37
44	48		

ROAD CHARACTERISTICS

DEVELOPMENT	SINGLE FAMILY RESIDENTIAL (LIMITED ACCESS)
ROADWAY WIDTH (FEET)	62
NUMBER OF STRIPED LANES	4
TYPE OF DIVISION STRIP	DOUBLE CENTERLINE WITH FLARE LT AT SIGNALS
PARKING REGULATIONS N - E	NONE
PARKING REGULATIONS S - W	NONE
AVERAGE DAILY TRAFFIC	18700
TRAFFIC SIGNAL DATA	PRETIMED
LEGAL DISTRICT	STATE MAXIMUM PER SEC 22349 CVC
EXISTING SIGNED ZONE	35 MPH Def LAMC 80.81 (2)
PROPOSED LIMIT	40 mph



ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING
City of Los Angeles
Department of Transportation

STREET
BETWEEN
AND

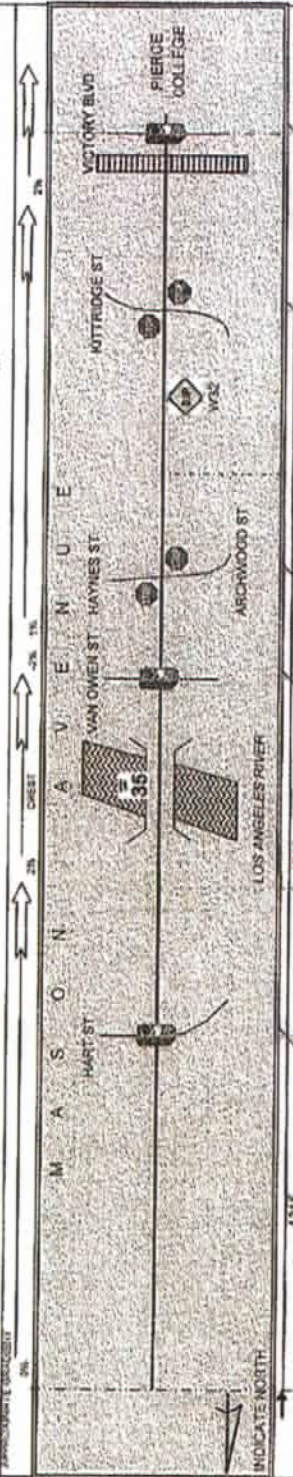
Mason Avenue
Trentino Lane (Pvt)
Victory Boulevard

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8/3/19/12

LEGEND

- GRADE SCH
- JR HIGH
- SPEED LIMIT **35**
- 1/5 STOP
- HUMP / DIP
- SIGNALS
- UPH LEVEL GRADIENT
- DOWNHILL GRADIENT
- DISTANCE IN FEET



CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

SPEED RELATED

ACCIDENT DATA

INJURY

PROP DAM ONLY

24 MONTH ACCIDENT HISTORY

1315	1315	376	900	635
40	40	44	44	35
33	37	33	33	35

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

EXISTING SIGNED ZONE

PROPOSED LIMIT

66	62	50	62	76
RESIDENTIAL (NO ACCESS)	DOUBLE CENTERLINE	NONE	NONE	TANSAT
NONE	NONE	NONE	ACTUATED	TANSAT
ACTUATED	STATE MAXIMUM PER SEC 22349 CVC	PRETIMED	PRETIMED	TANSAT
35 MPH DSG LAMC 80.81 (2)	40 mph	10344	10344	10344

City of Los Angeles Department of Transportation TRAFFIC SURVEY SECTION		Route Mason Avenue 1925 to 1238		Date 12/26/05 Wednesday	
MPH	VEH FREQ	VEH FREQ	VEH FREQ	%TOT	%TOT
64-69	0	0	0	0	0
62-63	0	0	0	0	0
60-61	0	0	0	0	0
58-59	0	0	0	0	0
56-57	0	0	0	0	0
54-55	0	0	0	0	0
52-53	0	0	0	0	0
50-51	0	0	0	0	0
48-49	0	0	0	0	0
46-47	1	1	1	2	2
44-45	8	8	4	10	8
42-43	3	3	5	10	8
40-41	5	5	10	10	18
38-39	7	7	12	14	24
36-37	10	10	17	20	34
34-35	5	5	8	10	18
32-33	6	6	4	10	18
30-31	5	5	4	10	18
28-29	2	2	1	4	7
26-27	1	1	0	2	3
24-25	1	1	0	2	3
22-23	1	1	0	2	3
20-21	1	1	0	2	3
18-19	1	1	0	2	3
16-17	0	0	0	0	0
14-15	0	0	0	0	0
12-13	0	0	0	0	0
10-11	0	0	0	0	0

SUM=	VEHICLES	VEHICLES	VEHICLES	VEHICLES
COUNT=	12	10	38	38
L VAR=	8	8	12	12
STD=	2	2	4	4
STATISTICS:	Average	37	37	37
	Mode	42	42	42
	60% Thru	42	42	42
	80% Thru	42	42	42
	% Over	18	18	18
	% In Pkcs	64	64	64
	% Under	18	18	18
	Range	23	23	23
	Vel Code	515	515	515
	Postng Sp	35	35	35

City of Los Angeles Department of Transportation TRAFFIC SURVEY SECTION		Route Mason Avenue 13 Loc 14:30 to 18:39		Date 12/27/05 Thursday	
MPH	VEH FREQ	VEH FREQ	VEH FREQ	%TOT	%TOT
64-69	0	0	0	0	0
62-63	0	0	0	0	0
60-61	0	0	0	0	0
58-59	0	0	0	0	0
56-57	0	0	0	0	0
54-55	0	0	0	0	0
52-53	0	0	0	0	0
50-51	0	0	0	0	0
48-49	0	0	0	0	0
46-47	1	1	1	2	2
44-45	2	2	4	4	8
42-43	1	1	7	7	14
40-41	5	5	9	10	18
38-39	8	8	14	16	28
36-37	7	7	14	16	28
34-35	8	8	14	16	28
32-33	7	7	14	16	28
30-31	5	5	9	10	18
28-29	4	4	8	9	16
26-27	1	1	2	2	4
24-25	1	1	2	2	4
22-23	0	0	0	0	0
20-21	0	0	0	0	0
18-19	0	0	0	0	0
16-17	0	0	0	0	0
14-15	0	0	0	0	0
12-13	0	0	0	0	0
10-11	0	0	0	0	0

SUM=	VEHICLES	VEHICLES	VEHICLES	VEHICLES
COUNT=	11	12	38	38
L VAR=	8	8	12	12
STD=	2	2	4	4
STATISTICS:	Average	36	36	36
	Mode	34	34	34
	60% Thru	40	40	40
	80% Thru	41	41	41
	% Over	18	18	18
	% In Pkcs	72	72	72
	% Under	18	18	18
	Range	27	27	27
	Vel Code	516	516	516
	Postng Sp	35	35	35

City of Los Angeles
 Department of Transportation
TRAFFIC SURVEY SECTION

Route: **Mason Avenue**
 US Loc: **416 Germain Street**
 Time Road: **15:00 to 15:45** Date: **02/15/81** Day: **Thu**

MPH	WBWB	VEH FREQUENCY	%TOT	EB/SB	VEH FREQUENCY	%TOT
: 54-60 :			0			0
: 52-62 :			0			0
: 50-64 :			0			0
: 48-66 :			0			0
: 46-68 :			0			0
: 44-70 :			0			0
: 42-72 :			0			0
: 40-74 :			0			0
: 38-76 :			0			0
: 36-78 :			0			0
: 34-80 :			0			0
: 32-82 :			0			0
: 30-84 :			0			0
: 28-86 :			0			0
: 26-88 :			0			0
: 24-90 :			0			0
: 22-92 :			0			0
: 20-94 :			0			0
: 18-96 :			0			0
: 16-98 :			0			0
: 14-100 :			0			0
: 12-102 :			0			0
: 10-104 :			0			0
: 8-106 :			0			0
: 6-108 :			0			0
: 4-110 :			0			0
: 2-112 :			0			0
: 0-114 :			0			0
: 0-116 :			0			0
: 0-118 :			0			0
: 0-120 :			0			0
: 0-122 :			0			0
: 0-124 :			0			0
: 0-126 :			0			0
: 0-128 :			0			0
: 0-130 :			0			0
: 0-132 :			0			0
: 0-134 :			0			0
: 0-136 :			0			0
: 0-138 :			0			0
: 0-140 :			0			0
: 0-142 :			0			0
: 0-144 :			0			0
: 0-146 :			0			0
: 0-148 :			0			0
: 0-150 :			0			0
: 0-152 :			0			0
: 0-154 :			0			0
: 0-156 :			0			0
: 0-158 :			0			0
: 0-160 :			0			0
: 0-162 :			0			0
: 0-164 :			0			0
: 0-166 :			0			0
: 0-168 :			0			0
: 0-170 :			0			0
: 0-172 :			0			0
: 0-174 :			0			0
: 0-176 :			0			0
: 0-178 :			0			0
: 0-180 :			0			0
: 0-182 :			0			0
: 0-184 :			0			0
: 0-186 :			0			0
: 0-188 :			0			0
: 0-190 :			0			0
: 0-192 :			0			0
: 0-194 :			0			0
: 0-196 :			0			0
: 0-198 :			0			0
: 0-200 :			0			0
: 0-202 :			0			0
: 0-204 :			0			0
: 0-206 :			0			0
: 0-208 :			0			0
: 0-210 :			0			0
: 0-212 :			0			0
: 0-214 :			0			0
: 0-216 :			0			0
: 0-218 :			0			0
: 0-220 :			0			0
: 0-222 :			0			0
: 0-224 :			0			0
: 0-226 :			0			0
: 0-228 :			0			0
: 0-230 :			0			0
: 0-232 :			0			0
: 0-234 :			0			0
: 0-236 :			0			0
: 0-238 :			0			0
: 0-240 :			0			0
: 0-242 :			0			0
: 0-244 :			0			0
: 0-246 :			0			0
: 0-248 :			0			0
: 0-250 :			0			0
: 0-252 :			0			0
: 0-254 :			0			0
: 0-256 :			0			0
: 0-258 :			0			0
: 0-260 :			0			0
: 0-262 :			0			0
: 0-264 :			0			0
: 0-266 :			0			0
: 0-268 :			0			0
: 0-270 :			0			0
: 0-272 :			0			0
: 0-274 :			0			0
: 0-276 :			0			0
: 0-278 :			0			0
: 0-280 :			0			0
: 0-282 :			0			0
: 0-284 :			0			0
: 0-286 :			0			0
: 0-288 :			0			0
: 0-290 :			0			0
: 0-292 :			0			0
: 0-294 :			0			0
: 0-296 :			0			0
: 0-298 :			0			0
: 0-300 :			0			0
: 0-302 :			0			0
: 0-304 :			0			0
: 0-306 :			0			0
: 0-308 :			0			0
: 0-310 :			0			0
: 0-312 :			0			0
: 0-314 :			0			0
: 0-316 :			0			0
: 0-318 :			0			0
: 0-320 :			0			0
: 0-322 :			0			0
: 0-324 :			0			0
: 0-326 :			0			0
: 0-328 :			0			0
: 0-330 :			0			0
: 0-332 :			0			0
: 0-334 :			0			0
: 0-336 :			0			0
: 0-338 :			0			0
: 0-340 :			0			0
: 0-342 :			0			0
: 0-344 :			0			0
: 0-346 :			0			0
: 0-348 :			0			0
: 0-350 :			0			0
: 0-352 :			0			0
: 0-354 :			0			0
: 0-356 :			0			0
: 0-358 :			0			0
: 0-360 :			0			0
: 0-362 :			0			0
: 0-364 :			0			0
: 0-366 :			0			0
: 0-368 :			0			0
: 0-370 :			0			0
: 0-372 :			0			0
: 0-374 :			0			0
: 0-376 :			0			0
: 0-378 :			0			0
: 0-380 :			0			0
: 0-382 :			0			0
: 0-384 :			0			0
: 0-386 :			0			0
: 0-388 :			0			0
: 0-390 :			0			0
: 0-392 :			0			0
: 0-394 :			0			0
: 0-396 :			0			0
: 0-398 :			0			0
: 0-400 :			0			0
: 0-402 :			0			0
: 0-404 :			0			0
: 0-406 :			0			0
: 0-408 :			0			0
: 0-410 :			0			0
: 0-412 :			0			0
: 0-414 :			0			0
: 0-416 :			0			0
: 0-418 :			0			0
: 0-420 :			0			0
: 0-422 :			0			0
: 0-424 :			0			0
: 0-426 :			0			0
: 0-428 :			0			0
: 0-430 :			0			0
: 0-432 :			0			0
: 0-434 :			0			0
: 0-436 :			0			0
: 0-438 :			0			0
: 0-440 :			0			0
: 0-442 :			0			0
: 0-444 :			0			0
: 0-446 :			0			0
: 0-448 :			0			0
: 0-450 :			0			0
: 0-452 :			0			0
: 0-454 :			0			0
: 0-456 :			0			0
: 0-458 :			0			0
: 0-460 :			0			0
: 0-462 :			0			0
: 0-464 :			0			0
: 0-466 :			0			0
: 0-468 :			0			0
: 0-470 :			0			0
: 0-472 :			0			0
: 0-474 :			0			0
: 0-476 :			0			0
: 0-478 :			0			0
: 0-480 :			0			0
: 0-482 :			0			0
: 0-484 :			0			0
: 0-486 :			0			0
: 0-488 :			0			0
: 0-490 :			0			0
: 0-492 :			0			0
: 0-494 :			0			0
: 0-496 :			0			0
: 0-498 :			0			0
: 0-500 :			0			0
: 0-502 :			0			0
: 0-504 :			0			0
: 0-506 :			0			0
: 0-508 :			0			0
: 0-510 :			0			0
: 0-512 :			0			0
: 0-514 :			0			0
: 0-516 :			0			0
: 0-518 :			0			0
: 0-520 :			0			0
: 0-522 :			0			0
: 0-524 :			0			0
: 0-526 :			0			0
: 0-528 :			0			0
: 0-530 :			0			0
: 0-532 :			0			0
: 0-534 :			0			0
: 0-536 :			0			0
: 0-538 :			0			0
: 0-540 :			0			0
: 0-542 :			0			0
: 0-544 :			0			0
: 0-546 :			0			0
: 0-548 :			0			0
: 0-550 :			0			0
: 0-552 :			0			0
: 0-554 :			0			0
: 0-556 :			0			0
: 0-558 :			0			0
: 0-560 :			0			0
: 0-562 :			0			0
: 0-564 :			0			0
: 0-566 :			0			0
: 0-568 :			0			0
: 0-570 :			0			0
: 0-572 :			0			0
: 0-574 :			0			0
: 0-576 :			0			0
: 0-578 :			0			0
: 0-580 :			0			0
: 0-582 :			0			0
: 0-584 :			0			0
: 0-586 :			0			0
: 0-588 :			0			0
: 0-590 :			0			0
: 0-592 :			0			0
: 0-594 :			0			0
: 0-596 :			0			0
: 0-598 :			0			0
: 0-600 :			0			0
: 0-602 :			0			0
: 0-604 :			0			0
: 0-606 :			0			0
: 0-608 :			0			0
: 0-610 :			0			0
:						

City of Los Angeles Department of Transportation TRAFFIC SURVEY SECTION		Route 18 Loc Time Road		Mason Avenue 370 Lizards Street 12-45 to 13:25		Date 8/4/91 Wed	
MPH	WB/EB	VEH FREQUENCY	%TOT	E/WSB	VEH FREQUENCY	%TOT	W/SOT
: 64-65 :			0				0
: 65-66 :			0				0
: 66-67 :			0				0
: 67-68 :			0				0
: 68-69 :			0				0
: 69-70 :			0				0
: 70-71 :			0				0
: 71-72 :			0				0
: 72-73 :			0				0
: 73-74 :			0				0
: 74-75 :			0				0
: 75-76 :			0				0
: 76-77 :			0				0
: 77-78 :			0				0
: 78-79 :			0				0
: 79-80 :			0				0
: 80-81 :			0				0
: 81-82 :			0				0
: 82-83 :			0				0
: 83-84 :			0				0
: 84-85 :			0				0
: 85-86 :			0				0
: 86-87 :			0				0
: 87-88 :			0				0
: 88-89 :			0				0
: 89-90 :			0				0
: 90-91 :			0				0
: 91-92 :			0				0
: 92-93 :			0				0
: 93-94 :			0				0
: 94-95 :			0				0
: 95-96 :			0				0
: 96-97 :			0				0
: 97-98 :			0				0
: 98-99 :			0				0
: 99-100 :			0				0
: 100-101 :			0				0
: 101-102 :			0				0
: 102-103 :			0				0
: 103-104 :			0				0
: 104-105 :			0				0
: 105-106 :			0				0
: 106-107 :			0				0
: 107-108 :			0				0
: 108-109 :			0				0
: 109-110 :			0				0
: 110-111 :			0				0
: 111-112 :			0				0
: 112-113 :			0				0
: 113-114 :			0				0
: 114-115 :			0				0
: 115-116 :			0				0
: 116-117 :			0				0
: 117-118 :			0				0
: 118-119 :			0				0
: 119-120 :			0				0
: 120-121 :			0				0
: 121-122 :			0				0
: 122-123 :			0				0
: 123-124 :			0				0
: 124-125 :			0				0
: 125-126 :			0				0
: 126-127 :			0				0
: 127-128 :			0				0
: 128-129 :			0				0
: 129-130 :			0				0
: 130-131 :			0				0
: 131-132 :			0				0
: 132-133 :			0				0
: 133-134 :			0				0
: 134-135 :			0				0
: 135-136 :			0				0
: 136-137 :			0				0
: 137-138 :			0				0
: 138-139 :			0				0
: 139-140 :			0				0
: 140-141 :			0				0
: 141-142 :			0				0
: 142-143 :			0				0
: 143-144 :			0				0
: 144-145 :			0				0
: 145-146 :			0				0
: 146-147 :			0				0
: 147-148 :			0				0
: 148-149 :			0				0
: 149-150 :			0				0
: 150-151 :			0				0
: 151-152 :			0				0
: 152-153 :			0				0
: 153-154 :			0				0
: 154-155 :			0				0
: 155-156 :			0				0
: 156-157 :			0				0
: 157-158 :			0				0
: 158-159 :			0				0
: 159-160 :			0				0
: 160-161 :			0				0
: 161-162 :			0				0
: 162-163 :			0				0
: 163-164 :			0				0
: 164-165 :			0				0
: 165-166 :			0				0
: 166-167 :			0				0
: 167-168 :			0				0
: 168-169 :			0				0
: 169-170 :			0				0
: 170-171 :			0				0
: 171-172 :			0				0
: 172-173 :			0				0
: 173-174 :			0				0
: 174-175 :			0				0
: 175-176 :			0				0
: 176-177 :			0				0
: 177-178 :			0				0
: 178-179 :			0				0
: 179-180 :			0				0
: 180-181 :			0				0
: 181-182 :			0				0
: 182-183 :			0				0
: 183-184 :			0				0
: 184-185 :			0				0
: 185-186 :			0				0
: 186-187 :			0				0
: 187-188 :			0				0
: 188-189 :			0				0
: 189-190 :			0				0
: 190-191 :			0				0
: 191-192 :			0				0
: 192-193 :			0				0
: 193-194 :			0				0
: 194-195 :			0				0
: 195-196 :			0				0
: 196-197 :			0				0
: 197-198 :			0				0
: 198-199 :			0				0
: 199-200 :			0				0
: 200-201 :			0				0
: 201-202 :			0				0
: 202-203 :			0				0
: 203-204 :			0				0
: 204-205 :			0				0
: 205-206 :			0				0
: 206-207 :			0				0
: 207-208 :			0				0
: 208-209 :			0				0
: 209-210 :			0				0
: 210-211 :			0				0
: 211-212 :			0				0
: 212-213 :			0				0
: 213-214 :			0				0
: 214-215 :			0				0
: 215-216 :			0				0
: 216-217 :			0				0
: 217-218 :			0				0
: 218-219 :			0				0
: 219-220 :			0				0
: 220-221 :			0				0
: 221-222 :			0				0
: 222-223 :			0				0
: 223-224 :			0				0
: 224-225 :			0				0
: 225-226 :			0				0
: 226-227 :			0				0
: 227-228 :			0				0
: 228-229 :			0				0
: 229-230 :			0				0
: 230-231 :			0				0
: 231-232 :			0				0
: 232-233 :			0				0
: 233-234 :			0				0
: 234-235 :			0				0
: 235-236 :			0				0
: 236-237 :			0				0
: 237-238 :			0				0
: 238-239 :			0				0
: 239-240 :			0				0
: 240-241 :			0				0
: 241-242 :			0				0
: 242-243 :			0				0
: 243-244 :			0				0
: 244-245 :			0				0
: 245-246 :			0				0
: 246-247 :			0				0
: 247-248 :			0				0
: 248-249 :			0				0
: 249-250 :			0				0
: 250-251 :			0				0
: 251-252 :			0				0
: 252-253 :			0				0
: 253-254 :			0				0
: 254-255 :			0				0
: 255-256 :			0				0
: 256-257 :			0				0
: 257-258 :			0				0
: 258-259 :			0				0
: 259-260 :			0				0
: 260-261 :			0				0
: 261-262 :			0				0
: 262-263 :			0				0
: 263-264 :			0				0
: 264-265 :			0				0
: 265-266 :			0				0
: 266-267 :			0				0
: 267-268 :			0				0
: 268-269 :			0				0
: 269-270 :			0				0
: 270-271 :			0				0
: 271-272 :			0				0
: 272-273 :			0				0
: 273-274 :			0				0
: 274-275 :			0				0
: 275-276 :			0				0
: 276-277 :			0				0
: 277-278 :			0				0
: 278-279 :			0				0
: 279-280 :			0				0
: 280-281 :			0				0
: 281-282 :			0				0
: 282-283 :			0				0
: 283-284 :			0				0
: 284-285 :			0				0
: 285-286 :			0				0
: 286-287 :			0				0
: 287-288 :			0				0
: 288-289 :			0				0
: 289-290 :			0				0
: 290-291 :			0				0
: 291-292 :			0				0
: 292-293 :			0				0
: 293-294 :			0				0
: 294-295 :			0				0
: 295-296 :			0				0
: 296-297 :			0				0
: 297-298 :			0				0
: 298-299 :			0				0
: 299-300 :			0				0
: 300-301 :			0				0
: 301-302 :			0				0
: 302-303 :			0				0
: 303-304 :			0				0
: 304-305 :			0				0
: 305-306 :			0				0
: 306-307 :			0				0
: 307-308 :			0				0
: 308-309 :							

City of Los Angeles Department of Transportation TRAFFIC SURVEY SECTION		Route 115 Loc 14:00 to 14:30	Revolts Mason Avenue 14:00 to 14:30	Date 11/13/03 Thursday
MPH	VEH FREQ	%TOT	VEH FREQ	%TOT
: 64-65 :		0		0
: 62-63 :		0		0
: 60-61 :		0		0
: 58-59 :		0		0
: 56-57 :		0		0
: 54-55 :		0		0
: 52-53 :		0		0
: 50-51 :		0		0
: 48-49 :		0		0
: 46-47 :		0		0
: 44-45 :		0		0
: 42-43 :		0		0
: 40-41 :		0		0
: 38-39 :		0		0
: 36-37 :		0		0
: 34-35 :		0		0
: 32-33 :		0		0
: 30-31 :		0		0
: 28-29 :		0		0
: 26-27 :		0		0
: 24-25 :		0		0
: 22-23 :		0		0
: 20-21 :		0		0
: 18-19 :		0		0
: 16-17 :		0		0
: 14-15 :		0		0
: 12-13 :		0		0
: 10-11 :		0		0

SUM=	40	VEHICLES	50	VEHICLES
COUNT=	10	SPEED BINS	12	SPEED BINS
L VAR=	11	MPH/VEH	10	MPH/VEH
STD=	2	MPH/VEH	2	MPH/VEH

STATISTICS:	DIRECTION	W/B/BS	DIRECTION	E/B/BS
Average	40	MPH	38	MPH
Median	35	MPH	37	MPH
Modal	10	VEH AT	11	VEH AT
85% Thru	44	MPH	42	MPH
TOTAL P/CA	35	MPH THRU	33	MPH THRU
% Over	18	%	18	%
% Under	76	%	72	%
% in P/CA	6	%	10	%
Range	25	MPH TO	25	MPH TO
Veh Code	Business	CVC	Business	CVC
Posted Sp	35	MPH	235, 240	MPH

Weather:	Clear	Check:	AP
PLEASE INCLUDE THOMAS GUIDE PAGE 563 07 TO FACILITATE COMPUTER PROCESSING			

City of Los Angeles Department of Transportation TRAFFIC SURVEY SECTION		Route 115 Loc 14:00 to 18:00	Revolts Mason Avenue 14:00 to 18:00	Date 11/18/02 Monday
MPH	VEH FREQ	%TOT	VEH FREQ	%TOT
: 64-65 :		0		0
: 62-63 :		0		0
: 60-61 :		0		0
: 58-59 :		0		0
: 56-57 :		0		0
: 54-55 :		0		0
: 52-53 :		0		0
: 50-51 :		0		0
: 48-49 :		0		0
: 46-47 :		0		0
: 44-45 :		0		0
: 42-43 :		0		0
: 40-41 :		0		0
: 38-39 :		0		0
: 36-37 :		0		0
: 34-35 :		0		0
: 32-33 :		0		0
: 30-31 :		0		0
: 28-29 :		0		0
: 26-27 :		0		0
: 24-25 :		0		0
: 22-23 :		0		0
: 20-21 :		0		0
: 18-19 :		0		0
: 16-17 :		0		0
: 14-15 :		0		0
: 12-13 :		0		0
: 10-11 :		0		0

SUM=	50	VEHICLES	50	VEHICLES
COUNT=	12	SPEED BINS	11	SPEED BINS
L VAR=	7	MPH/VEH	8	MPH/VEH
STD=	2	MPH/VEH	2	MPH/VEH

STATISTICS:	DIRECTION	W/B/BS	DIRECTION	E/B/BS
Average	35	MPH	35	MPH
Median	34	MPH	34	MPH
Modal	9	VEH AT	8	VEH AT
85% Thru	41	MPH	39	MPH
TOTAL P/CA	29	MPH THRU	31	MPH THRU
% Over	26	%	14	%
% Under	62	%	63	%
% in P/CA	12	%	18	%
Range	25	MPH TO	25	MPH TO
Veh Code		CVC		CVC
Posted Sp		MPH		MPH

Weather:	Clear	Check:	AP
PLEASE INCLUDE THOMAS GUIDE PAGE 530 01 TO FACILITATE COMPUTER PROCESSING			

City of Los Angeles Department of Transportation TRAFFIC SURVEY SECTION		Mason Avenue into Parkhurst Street 3+50 to 10+10		Results IS Loc Time Post	11/13/02 Tuesday
MPH	WBNS	VEH FREQUENCY	EB/5B	%TOT	Day
: 64-65 :				0	0
: 62-63 :				0	0
: 60-61 :				0	0
: 58-59 :				0	0
: 56-57 :				0	0
: 54-55 :				0	0
: 52-53 :				0	0
: 50-51 :				0	0
: 48-49 :	1	K		2	0
: 46-47 :	2	XX		4	0
: 44-45 :	2	XX		4	0
: 42-43 :	4	XXX		8	0
: 40-41 :	8	XXXXXXXXXX		16	0
: 38-39 :	8	XXXXXXXXXX		16	0
: 36-37 :	12	XXXXXXXXXXXX		24	0
: 34-35 :	7	XXXXXX		14	0
: 32-33 :	3	XXX		6	0
: 30-31 :	3	XXX		6	0
: 28-29 :				0	0
: 26-27 :				0	0
: 24-25 :				0	0
: 22-23 :				0	0
: 20-21 :				0	0
: 18-19 :				0	0
: 16-17 :				0	0
: 14-15 :				0	0
: 12-13 :				0	0
: 10-11 :				0	0

SUM= 60 VEHICLES
 COUNT= 10 SPEED BINS
 L VAR= 11 MPH/VEH
 STD= 2 MPH/VEH

STATISTICS:
 Average: 39 MPH
 Median: 37 MPH
 Mode: 42 MPH
 85% Tile: 42 MPH
 10M-P90: 35 MPH
 % Over: 10 %
 % In P90: 78 %
 % Under: 12 %
 Range: 31 MPH
 Veh Code: CVC
 Posted Sp: MPH

DEV FR AVG 2 MPH
 DEG ANG DEV 3 MPH
 DIRECTION
 VEHICLES 39
 SPEED BINS 10
 MPH/VEH 11
 MPH/VEH 2

DEV FR AVG 3 MPH
 DEG ANG DEV 3 MPH
 DIRECTION
 VEHICLES 38
 SPEED BINS 14
 MPH/VEH 14
 MPH/VEH 3

DEV FR AVG 3 MPH
 DEG ANG DEV 3 MPH
 DIRECTION
 VEHICLES 37
 SPEED BINS 14
 MPH/VEH 14
 MPH/VEH 3

DEV FR AVG 47 MPH
 DEG ANG DEV 31 MPH
 DIRECTION
 VEHICLES 31
 SPEED BINS 12
 MPH/VEH 12
 MPH/VEH 31

Weather: Clear
 Checker: AP

PLEASE INCLUDE THOMAS GUIDE PAGE 530 01
TO FACILITATE COMPUTER PROCESSING

City of Los Angeles Department of Transportation TRAFFIC SURVEY SECTION		Mason Avenue into Schumacher Street 9+38 to 62+45		Results IS Loc Time Post	11/13/02 Tuesday
MPH	WBNS	VEH FREQUENCY	EB/5B	%TOT	Day
: 64-65 :				0	0
: 62-63 :				0	0
: 60-61 :				0	0
: 58-59 :				0	0
: 56-57 :				0	0
: 54-55 :				0	0
: 52-53 :				0	0
: 50-51 :	1	K		2	0
: 48-49 :	2	XX		4	0
: 46-47 :	2	XX		4	0
: 44-45 :	3	XXX		6	0
: 42-43 :	9	XXXXXXXXXX		18	0
: 40-41 :	8	XXXXXXXXXX		16	0
: 38-39 :	8	XXXXXXXXXX		16	0
: 36-37 :	11	XXXXXXXXXXXX		22	0
: 34-35 :	2	XX		4	0
: 32-33 :				0	0
: 30-31 :	1	K		2	0
: 28-29 :				0	0
: 26-27 :				0	0
: 24-25 :				0	0
: 22-23 :				0	0
: 20-21 :				0	0
: 18-19 :				0	0
: 16-17 :				0	0
: 14-15 :				0	0
: 12-13 :				0	0
: 10-11 :				0	0

SUM= 50 VEHICLES
 COUNT= 10 SPEED BINS
 L VAR= 13 MPH/VEH
 STD= 3 MPH/VEH

STATISTICS:
 Average: 41 MPH
 Median: 40 MPH
 Mode: 45 MPH
 85% Tile: 45 MPH
 10M-P90: 37 MPH
 % Over: 12 %
 % In P90: 82 %
 % Under: 6 %
 Range: 31 MPH
 Veh Code: Residential
 Posted Sp: MPH

DEV FR AVG 3 MPH
 DEG ANG DEV 3 MPH
 DIRECTION
 VEHICLES 41
 SPEED BINS 10
 MPH/VEH 13
 MPH/VEH 3

DEV FR AVG 3 MPH
 DEG ANG DEV 3 MPH
 DIRECTION
 VEHICLES 43
 SPEED BINS 11
 MPH/VEH 12
 MPH/VEH 2

DEV FR AVG 41 MPH
 DEG ANG DEV 37 MPH
 DIRECTION
 VEHICLES 41
 SPEED BINS 11
 MPH/VEH 12
 MPH/VEH 2

DEV FR AVG 48 MPH
 DEG ANG DEV 37 MPH
 DIRECTION
 VEHICLES 48
 SPEED BINS 12
 MPH/VEH 12
 MPH/VEH 37

Weather: Clear
 Checker: AP

PLEASE INCLUDE THOMAS GUIDE PAGE 530 02
TO FACILITATE COMPUTER PROCESSING

Dist	Route	County	Postmile	Description	Back		Ahead	
					Peak Hour	Peak Month	Peak Hour	Peak Month
7	118	VEN	14.686	GRIMES CANYON ROAD	1800	21200	18600	22800
7	118	VEN	17.494	MOORPARK, WEST JCT. RTE. 23	2650	31500	29000	38500
7	118	VEN	17.905	MOORPARK, EAST JCT. RTE. 23	3200	38500	35000	80000
7	118	VEN	19.127	MOORPARK, PRINCETON AVENUE	6900	80000	77000	84000
7	118	VEN	19.981	MOORPARK, COLLINS DRIVE	7100	84000	82000	80000
7	118	VEN	23.022	SIMI VALLEY, MADERA ROAD	7300	80000	78000	97000
7	118	VEN	23.821	SIMI VALLEY, FIRST STREET	8900	97000	95000	112000
7	118	VEN	24.808	SIMI VALLEY, ERRINGER ROAD	10300	112000	110000	127000
7	118	VEN	25.813	SIMI VALLEY, SYCAMORE DRIVE	12100	127000	124000	135000
7	118	VEN	27.304	SIMI VALLEY, TAPO CANYON ROAD	11400	135000	128000	141000
7	118	VEN	28.815	SIMI VALLEY, STEARNS STREET	12400	141000	134000	136000
7	118	VEN	29.563	SIMI VALLEY, YOSEMITE STREET	11900	136000	129000	130000
7	118	VEN	30.521	SIMI VALLEY, KUEHNER DRIVE	11400	130000	123000	120000
7	118	VEN	32.427	SIMI VALLEY, ROCKY PEAK ROAD	11600	120000	117000	120000
7	118	VEN	32.6	VENTURA/LOS ANGELES COUNTY LINE	11600	120000	117000	117000
7	118	LA	0	VENTURA/LOS ANGELES COUNTY LINE				
7	118	LA	1.799	LOS ANGELES, JCT. RTE. 27	11600	120000	117000	126000
7	118	LA	2.68	LOS ANGELES, DE SOTO AVENUE	12600	131000	128000	14000
7	118	LA	3.864	LOS ANGELES, PORTER RANCH DR/WINNETKA AVE	14000	151000	148000	154000
7	118	LA	4.639	LOS ANGELES, TAMPA AVENUE	15400	165000	162000	177000
7	118	LA	5.804	LOS ANGELES, RESEDA BOULEVARD	17700	193000	189000	195000
7	118	LA	6.8	LOS ANGELES, WHITE OAK AVENUE	19500	216000	212000	19500
7	118	LA	7.8	LOS ANGELES, BALBOA BOULEVARD	19500	217000	212000	20400
7	118	LA	8.343	LOS ANGELES, HAYVENHURST AVENUE	20400	226000	221000	20500
7	118	LA	9.037	LOS ANGELES, WOODLEY AVENUE	20500	243000	237000	19600
7	118	LA	9.805	LOS ANGELES, JCT. RTE. 405	19600	236000	230000	19700
7	118	LA	10.997	R BEGIN RIGHT ALIGN				9900
7	118	LA	11.447	R LOS ANGELES, JCT. RTE. 5	9900	116000	113000	7200
7	118	LA	11.822	R LOS ANGELES, END RIGHT ALIGN	7200	81000	78000	
7	118	LA	10.997	L LOS ANGELES, BEGIN LEFT ALIGN				7200
7	118	LA	11.822	L LOS ANGELES, END LEFT ALIGN	7200	81000	78000	

Dist	Route	County	Postmile	Description	Back		Ahead			
					Peak Hour	Peak Month	Peak Hour	Peak Month		
7	405	LA	25.947	CULVER CITY, JCT. RTE. 90	19200	310000	302000	19900	318000	312000
7	405	LA	27.2	CULVER CITY, CULVER BOULEVARD	19900	318000	312000	20200	322000	316000
7	405	LA	27.964	CULVER CITY, JCT. RTE. 187	20200	322000	316000	21600	334000	319000
7	405	LA	29.538	LOS ANGELES, JCT. RTE. 10	21600	334000	319000	21900	316000	298000
7	405	LA	30.183	LOS ANGELES, OLYMPIC BOULEVARD	21900	316000	298000	23300	337000	319000
7	405	LA	30.856	LOS ANGELES, JCT. RTE. 2	23300	337000	319000	22100	316000	300000
7	405	LA	31.542	LOS ANGELES, WILSHIRE BOULEVARD	22100	316000	300000	20700	294000	279000
7	405	LA	32.502	LOS ANGELES, WATERFORD ST/MONTANA AVE	20700	294000	279000	19900	286000	271000
7	405	LA	32.996	LOS ANGELES, SUNSET BOULEVARD	19900	286000	271000	17900	282000	274000
7	405	LA	33.29	LOS ANGELES, MORAGA DRIVE	17900	282000	274000	17900	287000	278000
7	405	LA	34.764	LOS ANGELES, GETTY CENTER DRIVE	18000	288000	279000	18200	287000	279000
7	405	LA	37.026	LOS ANGELES, MULHOLLAND DRIVE	18200	287000	279000	18300	287000	278000
7	405	LA	39.432	LOS ANGELES, JCT. RTE. 101	18300	287000	278000	14700	215000	209000
7	405	LA	40.285	LOS ANGELES, BURBANK BOULEVARD	14700	215000	209000	14600	217000	209000
7	405	LA	41.359	LOS ANGELES, VICTORY BOULEVARD	14600	217000	209000	14600	213000	208000
7	405	LA	42.364	LOS ANGELES, SHERMAN WAY	14600	213000	208000	14800	217000	212000
7	405	LA	43.756	LOS ANGELES, ROSCOE BOULEVARD	15200	221000	217000	15300	221000	214000
7	405	LA	44.735	LOS ANGELES, NORDHOFF STREET	15300	221000	214000	14900	217000	212000
7	405	LA	46.85	LOS ANGELES, JCT. RTE. 118	14900	217000	212000	10000	146000	143000
7	405	LA	47.239	LOS ANGELES, SAN FERNANDO MISSION BLVD	10000	146000	143000	10600	143000	136000
7	405	LA	47.754	LOS ANGELES, RINALDI STREET	10600	143000	136000	9400	137000	134000
7	405	LA	48.643	LOS ANGELES, JCT. RTE. 5	9400	137000	134000			
4	505	SOL	R 0	VACAVILLE, JCT. RTE. 80				3650	37500	32500
4	505	SOL	R 1.45	VACA VALLEY PARKWAY	3650	37500	32500	3100	31500	27500
4	505	SOL	R 3.075	MIDWAY ROAD	3100	31500	27500	2600	27000	23300
4	505	SOL	R 5.586	ALLENDALE ROAD	2600	27000	23300	2550	26000	22600
4	505	SOL	R 10.626	SOLANO/YOLO COUNTY LINE	2500	25500	22100			
3	505	YOL	0	SOLANO/YOLO COUNTY LINE				2500	25000	21900
3	505	YOL	0.396	JCT. RTE. 128 WEST	2450	25000	21900	2250	22200	17400
3	505	YOL	4.026	COUNTY ROAD 29A	2150	22200	17400	2100	21800	17300
3	505	YOL	6.534	COUNTY ROAD 27	2100	21800	17300	1900	20000	17000

Dist Route	County	Postmile	Description	Back		Ahead	
				Peak Hour	Peak Month	Peak Hour	Peak Month
7 405	LA	25.947	CULVER CITY, JCT. RTE. 90	19200	310000	302000	318000
7 405	LA	27.2	CULVER CITY, CULVER BOULEVARD	19900	318000	312000	322000
7 405	LA	27.964	CULVER CITY, JCT. RTE. 187	20200	322000	316000	334000
7 405	LA	29.538	LOS ANGELES, JCT. RTE. 10	21600	334000	319000	316000
7 405	LA	30.183	LOS ANGELES, OLYMPIC BOULEVARD	21900	316000	298000	337000
7 405	LA	30.856	LOS ANGELES, JCT. RTE. 2	23300	337000	319000	316000
7 405	LA	31.542	LOS ANGELES, WILSHIRE BOULEVARD	22100	316000	300000	294000
7 405	LA	32.502	LOS ANGELES, WATERFORD ST/MONTANA AVE	20700	294000	279000	19900
7 405	LA	32.996	LOS ANGELES, SUNSET BOULEVARD	19900	286000	271000	17900
7 405	LA	33.29	LOS ANGELES, MORAGA DRIVE	17900	282000	274000	17900
7 405	LA	34.764	LOS ANGELES, GETTY CENTER DRIVE	18000	288000	279000	18200
7 405	LA	37.026	LOS ANGELES, MULHOLLAND DRIVE	18200	287000	279000	18300
7 405	LA	39.432	LOS ANGELES, JCT. RTE. 101	18300	287000	278000	14700
7 405	LA	40.285	LOS ANGELES, BURBANK BOULEVARD	14700	215000	209000	14600
7 405	LA	41.359	LOS ANGELES, VICTORY BOULEVARD	14600	217000	209000	14600
7 405	LA	42.364	LOS ANGELES, SHERMAN WAY	14600	213000	208000	14800
7 405	LA	43.756	LOS ANGELES, ROSCOE BOULEVARD	15200	221000	217000	15300
7 405	LA	44.735	LOS ANGELES, NORDHOFF STREET	15300	221000	214000	14900
7 405	LA	46.85	LOS ANGELES, JCT. RTE. 118	14900	217000	212000	10000
7 405	LA	47.239	LOS ANGELES, SAN FERNANDO MISSION BLVD	10000	146000	143000	10600
7 405	LA	47.754	LOS ANGELES, RINALDI STREET	10600	143000	136000	9400
7 405	LA	48.643	LOS ANGELES, JCT. RTE. 5	9400	137000	134000	
4 505	SOL R	0	VACAVILLE, JCT. RTE. 80				3650
4 505	SOL R	1.45	VACA VALLEY PARKWAY	3650	37500	32500	3100
4 505	SOL R	3.075	MIDWAY ROAD	3100	31500	27500	2600
4 505	SOL R	5.586	ALLENDALE ROAD	2600	27000	23300	2550
4 505	SOL R	10.626	SOLANO/YOLO COUNTY LINE	2500	25500	22100	
3 505	YOL	0	SOLANO/YOLO COUNTY LINE				2500
3 505	YOL	0.396	JCT. RTE. 128 WEST	2450	25000	21900	2250
3 505	YOL	4.026	COUNTY ROAD 29A	2150	22200	17400	2100
3 505	YOL	6.534	COUNTY ROAD 27	2100	21800	17300	1900

Dist	Route	County	Postmile	Description	Back		Ahead	
					Peak Hour	Peak Month	Peak Hour	Peak Month
7	101	LA	19.217	LOS ANGELES, BALBOA BOULEVARD	19600	298000	19800	305000
7	101	LA	20.225	LOS ANGELES, WHITE OAK AVENUE	19800	305000	19200	291000
7	101	LA	21.252	LOS ANGELES, RESEDA BOULEVARD	19200	291000	19000	283000
7	101	LA	22.254	LOS ANGELES, TAMPA AVENUE	19000	283000	18600	272000
7	101	LA	23.264	LOS ANGELES, WINNETKA AVENUE	18600	272000	18300	262000
7	101	LA	24.311	LOS ANGELES, DE SOTO AVENUE	18300	262000	18300	257000
7	101	LA	24.851	LOS ANGELES, CANOGA AVENUE	18300	257000	16600	230000
7	101	LA	25.337	LOS ANGELES, JCT. RTE. 27	16600	230000	14100	207000
7	101	LA	25.755	LOS ANGELES, VENTURA BOULEVARD	14100	207000	14200	205000
7	101	LA	26.86	LOS ANGELES, WOODLAKE AVENUE	14200	205000	15000	212000
7	101	LA	27.364	LOS ANGELES, MULHOLLAND DRIVE	15000	212000	14500	202000
7	101	LA	28.287	CALABASAS, PARKWAY CALABASAS	14500	202000	13600	187000
7	101	LA	31.058	CALABASAS, LAS VIRGENES CANYON ROAD	13600	187000	12200	174000
7	101	LA	31.917	CALABASAS, LOST HILLS ROAD	12200	174000	12800	180000
7	101	LA	32.79	AGOURA HILLS, LIBERTY CANYON ROAD	12800	180000	13000	181000
7	101	LA	33.688	AGOURA HILLS, CHESEBRO/PALO COMADO CANYON	13000	181000	12800	175000
7	101	LA	35.035	AGOURA HILLS, KANAN ROAD	12800	175000	12800	172000
7	101	LA	36.18	AGOURA HILLS, REYES ADOBE ROAD	12800	172000	13300	177000
7	101	LA	37.536	WESTLAKE VILLAGE, LINDERO CANYON ROAD	13300	177000	11400	181000
7	101	LA	38.19	LOS ANGELES/VENTURA COUNTY LINE	11400	181000		
7	101	VEN	0	LOS ANGELES/VENTURA COUNTY LINE			11400	181000
7	101	VEN	0.701	THOUSAND OAKS, JCT. RTE. 23 SOUTH	11400	181000	13100	177000
7	101	VEN	1.622	THOUSAND OAKS, HAMPSHIRE ROAD	13100	177000	14200	190000
7	101	VEN	3.107	THOUSAND OAKS, JCT. RTE. 23 NORTH	14200	190000	13600	180000
7	101	VEN	4.06	THOUSAND OAKS, MOORPARK ROAD	13600	180000	13300	173000
7	101	VEN	5.046	THOUSAND OAKS, LYNN ROAD	13300	173000	12300	169000
7	101	VEN	6.186	THOUSAND OAKS, VENTU PARK ROAD	12300	169000	11300	152000
7	101	VEN	7.017	THOUSAND OAKS, BORCHARD ROAD	11300	152000	10800	144000
7	101	VEN	7.885	THOUSAND OAKS, WENDY DRIVE	10800	144000	9500	129000
7	101	VEN	10.738	CAMARILLO, CAMARILLO SPRINGS ROAD	9500	129000	9400	128000
7	101	VEN	12.298	CAMARILLO, PLEASANT VALLEY ROAD	9400	128000	9700	133000