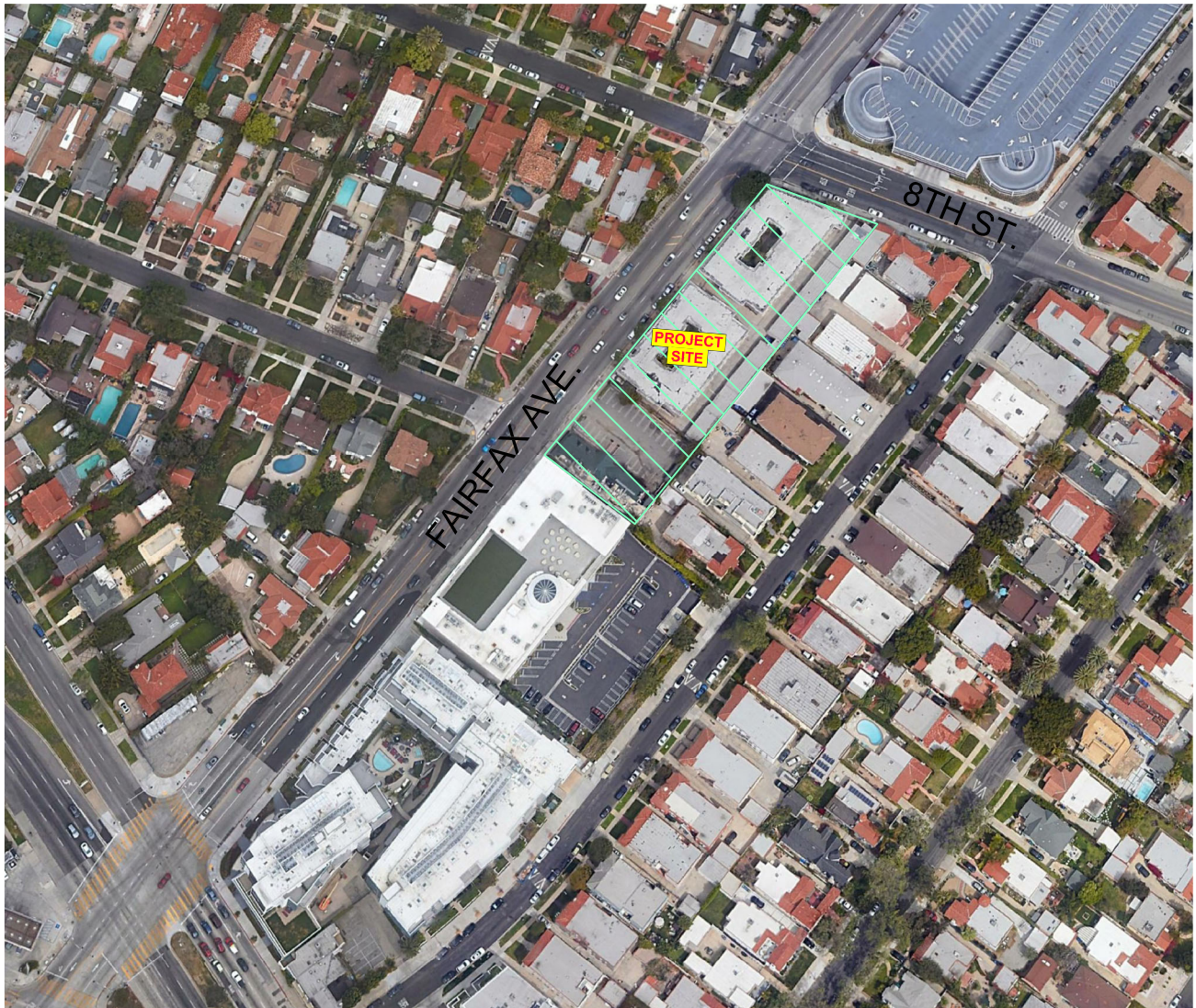


TRANSPORTATION ASESMENT RESIDENTIAL MIXED - USE BUILDING

Located at 830 - 840 S. Fairfax Avenue
in the City of Los Angeles



Prepared by:
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December 2019

TRANSPORTATION ASSESSMENT
FOR MIXED – USE PROJECT
(DIR-2019-7299-TOC-SPR, ENV-2019-7300-EAF,
LADOT CEN 19-48898)

Located at 830 - 840 S. Fairfax Avenue
in the Wilshire Community Plan Area
of the City of Los Angeles

Prepared by:

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December 2019



EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed - use project located at 830 – 840 Fairfax Avenue in the Wilshire Community Plan Area, see the following aerial view for the project's location.

The Department of Transportation (LADOT) has determined that a Transportation Assessment is required for this mixed – use project (see LADOT MOU Appendix A).

Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impacts under the State's California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743).

The new CEQA guidelines for evaluating transportation impacts will no longer focus on measuring automobile delay and level of service (LOS). SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. By state law, SB 743 must be adopted by the local agencies by July 2020.

The process also adds another layer of non - CEQA analysis and review for projects. The authority for requiring non - CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority.



Project Description

The project is located at 830 - 840 Fairfax Avenue in the Wilshire Community Plan area of Los Angeles. The lot area is approximately 44,602 square feet in size (1.024 acres) and currently contains two apartment buildings (21 units and 19 units) and an existing 3,829 square foot restaurant/lounge (Tom Bergin's Tavern). The apartment buildings and associated carport structure will be removed but Tom Bergin's will remain.

The mixed – use project consists of 181 residential units, 28 units affordable units, a 1,600 square foot restaurant and a 750 square foot small restaurant.

Parking and Access

The project will provide 239 automotive parking spaces in three levels of parking (38 parking spaces for the commercial which includes 23 replacement spaces for Tom Bergin's and 201 parking spaces for the residential units). Approximately 146 bike spaces are also planned (130 long term and 16 short term spaces).

Three vehicular driveways on Fairfax Avenue and one on 8th Street will be removed. New vehicle access to the parking garage will be provided via one driveway on Fairfax Avenue south of 8th Street and one driveway on 8th Street east of Fairfax Avenue.

Findings

Based on the following review of the new CEQA guidelines, no CEQA VMT impacts or significant circulation and access (non - CEQA) deficiencies were identified for the mixed - use project. Furthermore, potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.



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CHAPTER 1

INTRODUCTION

The focus of this study is to evaluate the potential traffic impact created by the increase in vehicle miles traveled (VMT) and any access and circulation deficiencies associated with the mixed – use project.

Pursuant to new LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips or increase in VMT will be required to prepare a Transportation Assessment.

The proposed project generates more than 250 daily vehicle trips and increases VMT at the site.

CEQA Review - LADOT has developed a program to calculate VMT, the VMT Calculator is a tool designed to measure whether a development project exceeds the VMT thresholds established by the City of Los Angeles. The program reports daily vehicle trips, household VMT per capita, and work VMT per employee. The VMT program also calculates VMT reductions for implementing transportation demand management (TDM) strategies.

NON - CEQA - The non - CEQA analysis for the circulation and access review evaluates traffic conditions at the project's driveways and nearby intersections for existing and future traffic conditions.

In addition, potential conflicts with other development projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects.



CHAPTER 2

PROJECT DESCRIPTION

Project Description

The project to be analyzed is located at 830 – 840 Fairfax Avenue (southeast corner of Fairfax Avenue and 8th Street) in the Wilshire Community Plan area of Los Angeles. The lot area is approximately 44,602 square feet in size (1.024 acres) and currently contains two apartment buildings (21 units and 19 units) and an existing 3,829 square foot restaurant/lounge (Tom Bergin's Tavern). The apartment buildings and associated carport structure will be removed but Tom Bergin's will remain.

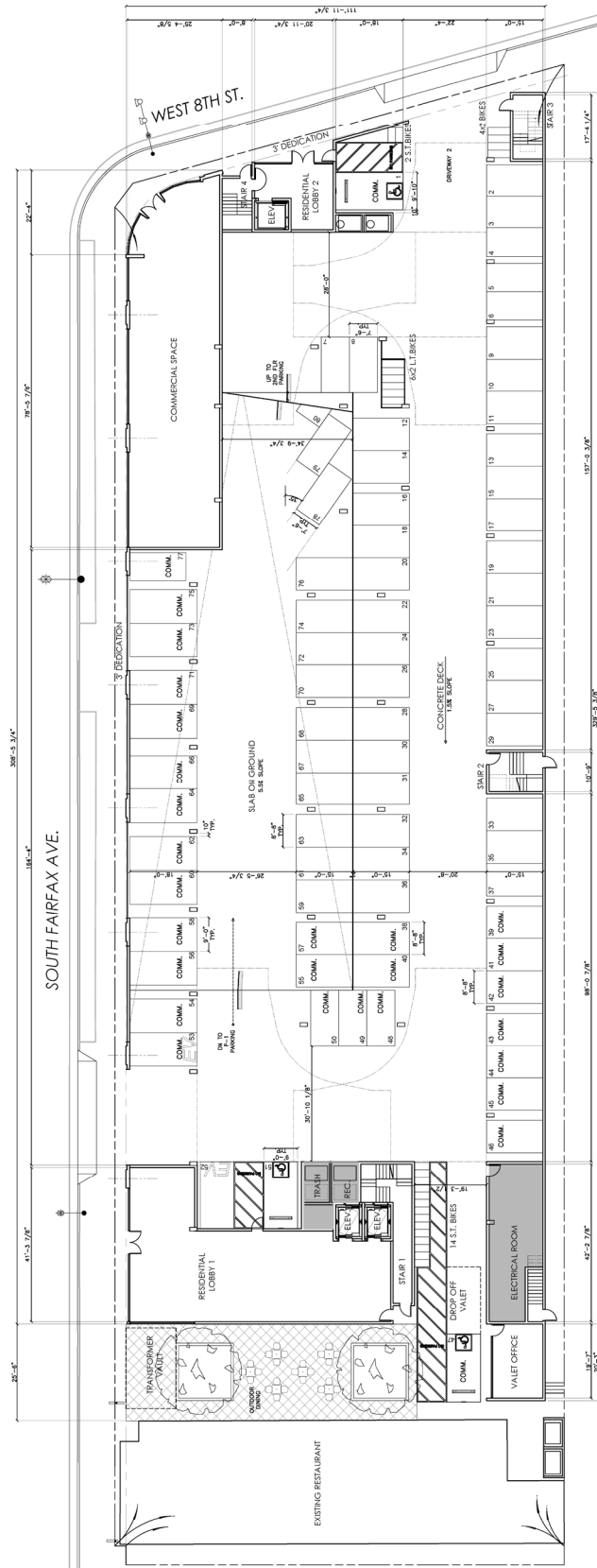
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Parking and Access

The project will provide 239 automotive parking spaces (38 parking spaces for the commercial includes 23 replacement spaces for Tom Bergin's and 201 parking spaces for the residential units) in three levels of parking. Approximately 146 bike spaces (130 long term and 16 short term spaces) are also planned.

Three driveways on Fairfax Avenue and one driveway on 8th Street will be removed. New vehicle access to the parking garage will be provided via one driveway on Fairfax Avenue south of 8th Street and one driveway on 8th Street east of Fairfax Avenue.

Figures 2a thru 2c illustrate the project site plan.



1ST FLOOR PLAN

PARKING COUNT			TOTAL	
STATION	COMMERCIAL	RESIDENTIAL		
	11	1	12	12

SCALE: 3/32"=1'

FIGURE 2a

11/2019

SITE PLAN GROUND LEVEL



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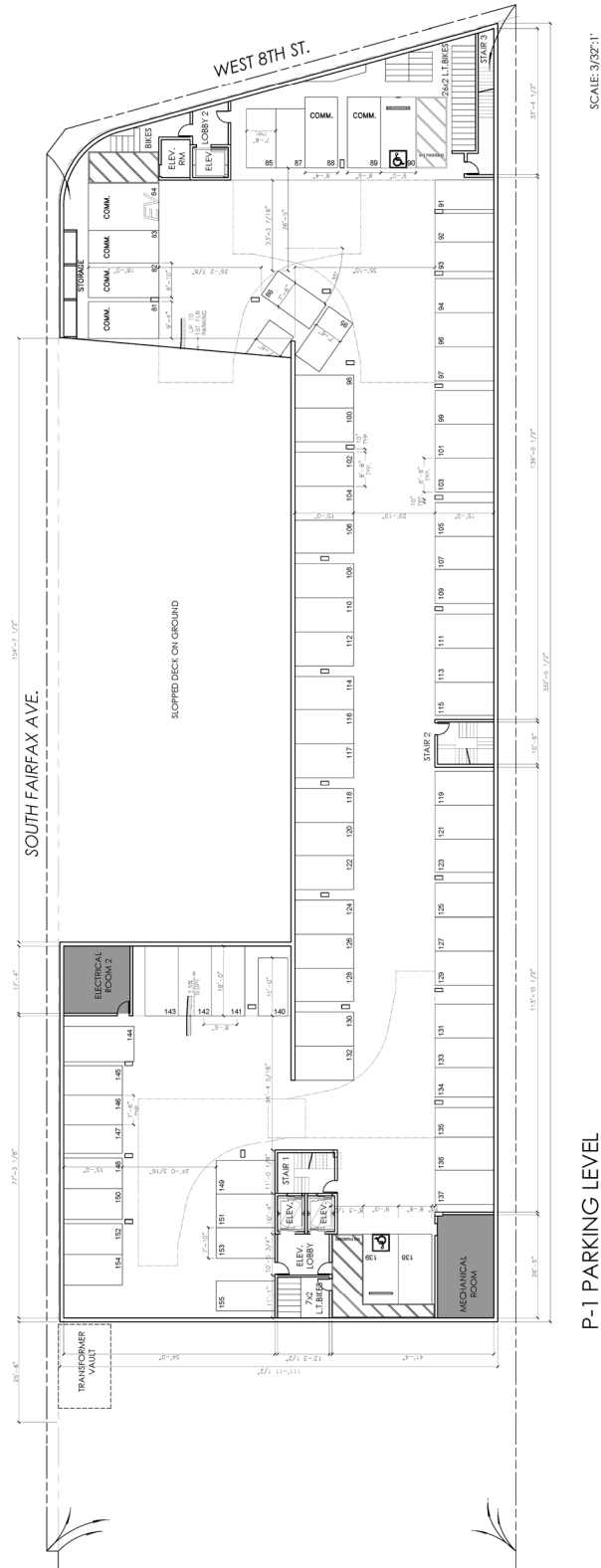


FIGURE 2b

SITE PLAN
PARKING LEVEL P-1



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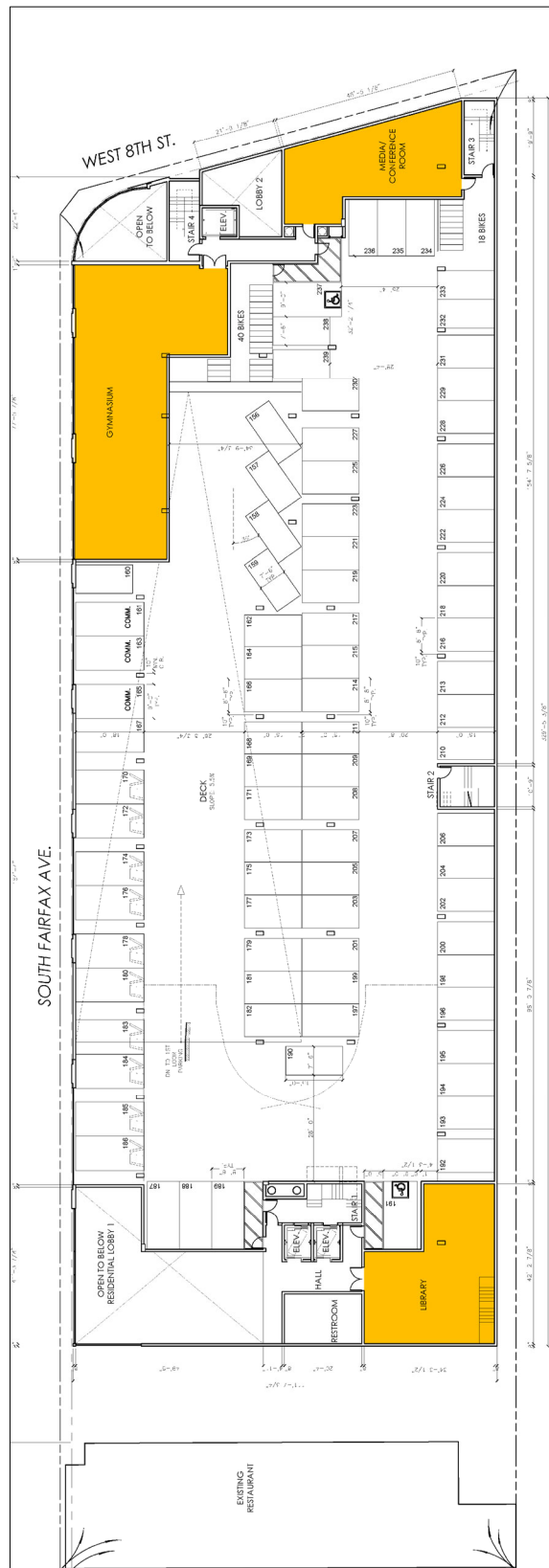


FIGURE 2c

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SITE PLAN
LEVEL 2



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CHAPTER 3

PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

Traffic - generating characteristics have been surveyed by the Institute of Transportation Engineers (ITE) and published in a handbook titled Trip Generation Manual, 10th Edition. This publication of traffic generation data is the industry standard for estimating traffic for different land uses. In addition, LADOT has adopted traffic rates for affordable apartments. The project traffic is estimated at 890 net daily trips with 70 morning and 76 afternoon peak hour trips, as shown by the trip rates in Table 1 and trip generation in Table 2.

Table 1
Traffic Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
933	Restaurant Fast Food (per 1,000 s.f.)	346.23	60%	40%	25.10	50%	50%	28.34
932	Restaurant (per 1,000 s.f.)	112.18	55%	45%	9.94	62%	38%	9.77
220	Apartments low rise (per unit)	7.32	23%	77%	0.46	63%	37%	0.56
221	Apartments mid-rise (per unit)	5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable Apartments (per unit)	4.08	40%	60%	0.50	55%	45%	0.34

Table 2
Estimated Project Traffic Generation

ITE			Daily	AM Peak Hour			PM Peak Hour		
Code	Description	Size	Traffic	In	Out	Total	In	Out	Total
Proposed Project									
221	Apartments mid-rise (per unit)	181 units	985	17	48	65	49	31	80
	Transit/Walk	15%	(148)	(3)	(7)	(10)	(7)	(5)	(12)
933	Restaurant Fast Food (per 1,000 s.f.)	750 sf	260	11	8	19	11	10	21
	Transit/Walk	15%	(39)	(2)	(1)	(3)	(2)	(1)	(3)
	Pass By	50%	(110)	(5)	(3)	(8)	(5)	(4)	(9)
932	Restaurant (per 1,000 s.f.)	1,600 sf	179	9	7	16	10	6	16
	Transit/Walk	15%	(27)	(1)	(1)	(2)	(1)	(1)	(2)
	Pass By	20%	(31)	(2)	(1)	(3)	(2)	(1)	(3)
LADOT	Affordable Apartments (per unit)	28 units	114	6	8	14	5	5	10
	Street Traffic		1,183	30	58	88	58	40	98
	Driveway Traffic		1,324	37	62	99	65	45	110
Existing									
220	Apartments	40 units	293	4	14	18	13	9	22
	Net Street Traffic		890	26	44	70	45	31	76
	Net Driveway Traffic		1,031	33	48	81	52	36	88



CHAPTER 4

CEQA TRANSPORTATION ASSESSMENT

Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. In accordance with the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review. Below are the updated environmental checklist questions.

- I. **Environmental Checklist Threshold T - 1:** Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

Projects shall be evaluated for conformance with adopted City's transportation plans and policies for all travel modes. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, including vehicular, transit, bicycle and pedestrian facilities will generally be considered consistent.

Screening Criteria for Threshold T - 1

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

- 1.1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the VMT calculator for screening purposes, the proposed project will generate 775 net vehicle trips (931 - 156) without any TDM strategies. See Appendix F for VMT Worksheets.

- 1.2 Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?

Yes, Pursuant to the Mobility Element street standards, a 3 - foot dedication but no roadway widening would be required for Fairfax Avenue. A 3 - foot dedication but no roadway widening would also be required for 8th Street.

1.3 Is the project on a lot that is ½ acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the Mobility Plan 2035)?

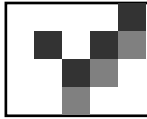
YES, The site is approximately 1.024 acres (44,602 square feet). Fairfax Avenue is designated an Avenue II roadway. Eight Street is designated a Collector street. The project's Fairfax Avenue frontage is approximately 362.76 feet in length and 124.49 feet in length along 8th Street.

CEQA Threshold T - 1 Finding

Notwithstanding the project adds vehicle trips and VMT, the proposed project does not obstruct or conflict with the City development policies and standards for the transportation system, such as the Mobility Plan 2035, Vision Zero or other planned transportation improvements. The project is not located on a High Injury Network street. Furthermore, the project is in a Transit Priority area land consistent with the objectives of the Purple Line Transit Neighborhood Plan.

A cumulative impact could occur if the project as well as other future development projects located on the same block were to preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. No other development projects are proposed on the same block. Four other related projects within a one-half mile radius of the project site were found in the cumulative analysis review for this project. (See Appendix G related project information).

Therefore, the project does not have a significant transportation impact under CEQA Threshold T-1.



- II. **Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled VMT. LADOT has developed the following screening and impact criteria to address this question.

Screening Criteria for Threshold T - 2.1

2.1-1 Would the project generate a net increase of 250 or more daily vehicle trips (same as Threshold question 1.1)

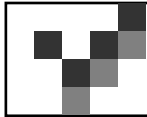
Yes, Using the VMT calculator for screening purposes, the proposed project will generate 775 net vehicle trips (931 - 156) without any TDM strategies.

2.1-2. Would the project generate a net increase in daily VMT? Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

Yes, Using the VMT calculator version 1.2, the new mixed - use project would generate a net 4,744 daily VMT (5,663 – 919). TDM strategies are not considered in the screening criteria. Appendix F contains the VMT reports.

2.1-2. Would the Project located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

No, The location of the project is within a half mile of a future fixed rail or fixed guideway transit station. A Purple Line Station is under construction on the southside of Wilshire Boulevard between Orange Avenue and Ogden Drive less than one-quarter mile away. Furthermore, the project will not replace residential units with a smaller number of residential units, in fact, the project will add a net 169 residential units (add 209 units and remove 40 residential units).



CEQA Threshold T - 2.1 Finding

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located.

This project is in the Central APC sub - area which limits daily household VMT per capita to a threshold of 6.0 and a daily work VMT per employee threshold of 7.6 (15% below the existing VMT for the Central APC).

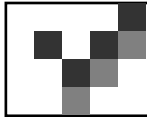
In addition to the above screening criteria, the portion of, or the entirety of a project that contains small scale (less than 50,000 s.f.) local serving retail/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination can be made for the small scale retail/restaurant portion of the mixed – use project.

Therefore, only the project's residential daily household VMT per capita is considered for the Central APC threshold criteria.

Results of the proposed project's VMT calculation shows a daily household VMT per capita value of Central APC threshold value of 6.0 with selected TDM strategies as part of the project.

Note that the daily household VMT per capita is determined by the home - based production VMT from the MXD model combined with selected TDM strategies that are part of the project. This VMT is then divided by the number of people living within the project to get the VMT per capita value.

This project includes TDM measures that reduce VMT. The reduced parking, unbundled parking, and bike parking features are regulatory compliance measures under the TOC Program and Zoning Code. The TDM measures that are part of the project are:



Reduced Parking Supply - This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by *direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code*. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Reductions in parking supply could also include reductions in parking requirements due to variances sought by a project. This strategy is appropriate for use in all land-use contexts and all types of development and applies to all trip types.

Unbundle Parking - This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of \$75 per month and paid by the vehicle owners/drivers.

Bike Parking - Projects providing short - term and long - term bicycle parking spaces in accordance with LAMC Section 12.21A.16 qualify for this measure.

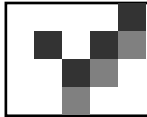
- III. **Environmental Checklist Threshold T- 3.1:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

Screening Criteria for Threshold T- 3.1

3.1 Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

Yes, The project is proposing to replace 3 driveways on Fairfax Avenue with one new driveway and relocate one driveway on 8th Street.



3.2 Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

Yes, Pursuant to the Mobility Element street standards, a 3 - foot dedication but no roadway widening would be required for Fairfax Avenue. A 3 - foot dedication but no roadway widening would also be required for 8th Street.

CEQA Threshold T - 3.1 Finding

The project does not involve any design features that are unusual for the area or any incompatible uses. Project access on Fairfax Avenue has been reduced from 3 driveways to one driveway. This Fairfax Avenue driveway will be served by a median left – turn lane on Fairfax Avenue. These changes to the site access will improve traffic conditions by reducing the number of vehicle conflict points to and from Fairfax Avenue. No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. The proposed Fairfax Avenue dedication will increase the sidewalk width by 3' from 10' to 13' providing for improved visibility and safer pedestrian environment.
2. A median left – turn lane is provided on Fairfax Avenue for project access.
3. The proposed 8th Street dedication will increase the sidewalk width by 3' from 8' to 11' providing for improved visibility and safer pedestrian environment.
4. The site is a corner lot. The proposed access on 8th Street, a collector street is placed as far as possible from the Fairfax Avenue intersection and located approximately at the existing driveway location.

CHAPTER 5

NON - CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect of the environment. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non - CEQA assessment.

Pursuant to the TAG, a delay - based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

ENVIRONMENTAL SETTING

Land Use

The project is in the Wilshire Community Plan and Mid-City West Neighborhood Council area which consists of residential, commercial, industrial, open space and public facilities. The community plan area is 8,962 acres with 23.3% single family, 31.1% multiple family, 13.6% commercial, 0.4% industrial and 31.6% devoted to open space/public facilities and streets. The land use map and land use summary table for the Wilshire Community Plan area are provided in Appendix B.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations. Appendix C contains the City of Los Angeles street standards, network maps and recent photos of the study intersections.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; and the standard for a local street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Fairfax Avenue is north – south Avenue II street which calls for a 56 - foot roadway on 86 feet of right - of - way (28 - foot half roadway and 43 - foot half right - of - way). Fairfax Avenue is currently developed to a 30 - foot half roadway and 40 - foot half right - of - way. Fairfax Avenue provides two lanes in each direction, median left – left turn and on-street parking on portions of the roadway. Fairfax Avenue is included in the Transit Enhanced Network, the Tier 3 Bike Network and Pedestrian Network.

8th Street is east – west Collector street which calls for a 40 - foot roadway on 66 feet of right - of - way (20 - foot half roadway and 33 - foot half right - of - way). Eight Street is currently developed to a 22 - foot half roadway and 30 - foot half right - of - way.

According to the Mobility Element Street standards for 8th Street, a 3-foot dedication but



no street widening would be required adjacent to the project site. Eight Street provides one lane in each direction and parking. At its intersection with Fairfax Avenue, 8th Street is signalized and provides one lane eastbound and 3 lanes on its approach to Fairfax Avenue. A secondary access to the Pedersen Automotive Museum parking garage is also provided on 8th Street east of Fairfax Avenue. The west leg of the intersection is Del Valle Drive, a Local street which is one-way westbound with a partial intersection closure at Fairfax Avenue preventing traffic from turning right or left from Fairfax Avenue. Eight Street and Del Valle Drive have been identified in the Neighborhood Enhanced Network map.

Wilshire Boulevard is an east – west Avenue I roadway with 2 lanes in each direction and a bus lane in each direction. Wilshire Boulevard is listed on the Transit Enhanced, Bicycle Lane Network and Pedestrian Enhanced District maps.

Olympic Boulevard is an east – west street designated a Boulevard II Divided Scenic roadway in the Mobility Plan 2035. Three lanes and bike lanes are provided in each direction. The roadway also provides a raised median island and on- street parking. Olympic Boulevard is designated as Vehicle Enhanced street.

San Vicente Boulevard is an east – west Collector street providing one lane in each direction and parking. It is a jogged intersection with a traffic signal at its intersection with Lincoln Boulevard. San Vicente Boulevard is listed on the Bicycle Lane Network map as Tier 1 bicycle lane street.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), Antelope Valley Commuter Line 786 and the City of Los Angeles DASH Transit service. Multiple transit lines (local, Rapid and Rail) are available near – by to serve the future project.

The project site is less than 800 feet from the intersection of Wilshire Boulevard and Fairfax Avenue, a major transit stop, which is an intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods). The transit service maps are illustrated in Appendix D.



Local and Rapid Transit Service

The nearest transit stop is Metro Line 217 at the corner of 8th Street and Fairfax Avenue. Other nearby transit routes include: two Metro lines (Routes 20 and 217), Rapid lines (Routes 720 and 780) and LADOT DASH Fairfax line. Transit services are also available farther south along Olympic Boulevard.

Regional Rail Service

Under construction is the Metro Purple Line Transit project which will provide a station on the southside of Wilshire Boulevard between Orange Avenue and Ogden Drive less than one-quarter mile away.

- Transfer opportunities are available to/from the project area by these local and regional transit lines. The projected level of transit ridership by the project will not adversely affect the current or future ridership capacity of the transit services in the area

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit, Neighborhood and Pedestrian Enhanced Districts)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle – Enhanced Network, Transit – Enhanced Network, Bicycle – Enhanced Network and Neighborhood – Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle – Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access.



Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all - day lane conversions of parking, and all - day turning movement restrictions or permanent access control.

- Olympic Boulevard is designated as Vehicle Enhanced street in the VEN.

Transit – Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Wilshire Boulevard is designated as a Comprehensive Transit Enhanced street which typically include transit vehicles operating in an all – day exclusive bus lane.
- Fairfax Avenue is designated as a Moderate Transit Enhanced street - typically include bus stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic.

Bicycle – Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.

- No bike paths are identified in the study area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- San Vicente Boulevard is listed on the Bicycle Lane Network map as Tier 1 bicycle lane street.
- Wilshire Boulevard is listed on the Bicycle Lane Network map as Tier 2 bicycle lane street.
- Fairfax Avenue is listed on the Bicycle Lane Network map as Tier 3 bicycle lane street.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right - of - way with the vehicle.

- No bike routes are identified in the study area.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists.

- Eight Street and Del Valle Drive have been identified in the NEN.

Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area has been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on

foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

- Wilshire Boulevard, Fairfax Avenue and Olympic Boulevard have been identified in the PED map

Mobility Plan Element Network Maps and the 2010 Bicycle Plan maps are included in Appendix E.

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit facilities assessments are intended to determine a project's potential effect on pedestrian, bicycle and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The project will not remove, modify or degrade any pedestrian, bicycle and transit facilities in the vicinity of the proposed project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). A 3 - foot dedication on both adjacent streets would improve pedestrian mobility by providing wider sidewalks and visibility.

Project Intensification of Use

The project is located on Fairfax Avenue which is designated an Avenue I roadway and is included in the Transit Enhanced Network, Bike Enhanced and Pedestrian Enhanced Networks. No bike facilities are currently located along this segment of Fairfax Avenue, but are identified as a potential future Tier 3 bike facility. Pedestrian facilities i.e., sidewalk will be widened between 3 feet in width adjacent to the project site. An existing traffic signal with marked crosswalks on the north and east provide a safe pedestrian crossing at the intersection of Fairfax Avenue and 8th Street.

Per the VMT calculator, the project would have a residential population of approximately 496 person and 11 employees. This level of intensification would not require any additional facilities to be constructed.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic - related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

This segment of Fairfax Avenue is not part of the High Injury Network, see Appendix C.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.

Operational Evaluation –

Criteria - Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to “gridlock” congestion. For the purposes of this section, “gridlock” is

defined as the condition where traffic queues between closely - spaced intersections and impedes the flow of traffic through upstream intersections.

Evaluation - The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements.

The circulation level of service evaluation has been prepared using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades in terms of vehicle delay are shown in Table 3.

Table 3
Level of Service Definitions

<u>LOS</u>	<u>HCM (delay in seconds)</u>	<u>Operating Conditions</u>
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Analysis of Existing and Future Traffic Conditions

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the project. Traffic conditions at the proposed driveways on Fairfax Avenue and at 8th Street have been evaluated for future cumulative conditions as shown in the Table 4 below. As shown, the proposed driveways are expected to operate at LOS C or better during both the afternoon and morning peak hours.

Table 4
Traffic Conditions for Project Driveways

<u>Intersection</u>	<u>Peak Hour</u>	<u>Future (2023) With Project</u>	
		<u>Delay</u>	<u>LOS</u>
Fairfax Avenue & Project Driveway	AM	17.9	C
	PM	17.1	C
8th Street & Project Driveway	AM	14.3	B
	PM	17.3	C

The circulation deficiency evaluation has been calculated at 5 nearby intersections. The project's traffic effect on these intersections has been calculated by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and 2023 study year. Intersections studied are listed below:

1. Fairfax Avenue and Wilshire Boulevard;
2. Fairfax Avenue and 8th Street / Del Valle Drive;
3. Fairfax Avenue and San Vicente Boulevard;
4. Fairfax Avenue and Olympic Boulevard; and
5. Olympic Boulevard and San Vicente Boulevard.

Table 5 contains the results of the existing plus project traffic conditions at the five study intersections.

Table 5
Existing + Project Traffic Conditions

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>Existing + Project</u>	
			<u>Delay</u>	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>
1	Fairfax Avenue & Wilshire Boulevard	AM	81.6	F	81.9	F
		PM	65.9	E	66.7	E
2	Fairfax Avenue & 8th Street / Del Valle Dr	AM	8.6	A	9.2	A
		PM	14.2	B	16.2	B
3	Fairfax Avenue & San Vicente Boulevard	AM	20.8	C	21.0	C
		PM	24.3	C	25.0	C
4	Fairfax Avenue & Olympic Boulevard	AM	33.3	C	37.7	D
		PM	21.4	C	21.6	C
5	Olympic Boulevard & San Vicente Boulevard	AM	26.9	C	26.9	C
		PM	29.3	C	29.3	C

The future cumulative analysis includes other foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. It should be noted that this project or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed projects. Table 6 contains the results of the future cumulative plus project traffic conditions at the five study intersections.

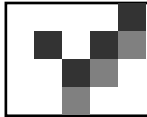


Table 6
Future Cumulative + Project Traffic Conditions

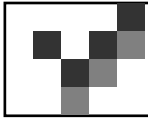
No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay	LOS	Delay	LOS
1	Fairfax Avenue & Wilshire Boulevard	AM	99.6	F	100.2	F
		PM	86.7	F	87.5	F
2	Fairfax Avenue & 8th Street / Del Valle Dr	AM	9.6	A	9.8	A
		PM	19.4	B	23.6	C
3	Fairfax Avenue & San Vicente Boulevard	AM	21.4	C	21.6	C
		PM	24.6	C	24.6	C
4	Fairfax Avenue & Olympic Boulevard	AM	48.4	D	50.1	D
		PM	23.0	C	23.9	C
5	Olympic Boulevard & San Vicente Boulevard	AM	27.7	C	27.8	C
		PM	29.7	C	31.2	C

The locations of four related projects and the peak hour trips generated are shown in Appendix G. Appendix H contains the study intersection characteristics, traffic peak hour data, project traffic assignment, existing and future traffic flow maps and LOS worksheets.

Findings

Based on the traffic conditions analysis, no project access and circulation constraints have been identified. The project's traffic would not contribute to unacceptable queuing on Fairfax Avenue or 8th Street or would cause or substantially extend queuing at the project's driveways.

The results of this evaluation show that the mixed - use project will not create any non - CEQA traffic deficiencies on the existing streets or near - by intersections, pedestrian, bicycle, and transit facilities.



Safety Evaluation

Replacing three existing driveways on Fairfax Avenue with one driveway will improve access conditions and reduce the number of vehicle conflicts with pedestrians and other vehicles along Fairfax Avenue. A median left turn lane provides access from Fairfax Avenue. No access deficiencies are apparent in the site access plans which would be considered significant.

Passenger Loading Evaluation

All parking is located on – site in a parking garage. It is anticipated that all loading will occur from within the parking garage where a valet loading area has been identified on the ground level. In addition, there is an existing passenger loading zone on Fairfax Avenue near the Tom Bergin's Tavern.

Construction Overview

As part of the project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The project's potential construction impacts may involve temporary construction activities within a roadway that would cause lane or street closures and a temporary loss of on - street parking. However, most of the construction activity would occur on – site.

Construction workers are typically expected to arrive at the project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed that truck hauling will be limited to off peak hours. As part of the project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no significant levels of construction worker and / or truck traffic should occur on the street system during the peak hours of traffic.

Temporary traffic impacts from construction may occur during the non - peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.



Construction activities are expected to be contained within the existing project site. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.

During demolition, truck traffic would be coming to and going from the project site throughout the day (except for peak hours), with truck staging occurring on - site through most of the construction period. No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment.

The project applicant will be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

APPENDIX A

LADOT MOU FORM



Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: 830 - 840 Fairfax Avenue

Project Address: 800 S. Fairfax Avenue

Project Description: Construct 209 apartments (181 market rate units and 28 affordable units), 1,600 sf restaurant and 750 sf small restaurant. Remove 40 apartments.

LADOT Project Case Number: CEN19-18898 Project Site Plan attached? (Required) ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 20 % S 15 % E 32 % W 33 %

Illustration of Project trip distribution percentages at Study intersections attached? (Required) ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10TH EDITION

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	
Transportation Demand Management		<input checked="" type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	
Previous Land Use		<input checked="" type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	
Pass-By Trip	<input checked="" type="checkbox"/>	

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

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u>26</u>	<u>44</u>	<u>70</u>
PM Trips	<u>45</u>	<u>31</u>	<u>76</u>

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023

Ambient Growth Rate: 1% % Per Yr.

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

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS (May be subject to LADOT revision after access, safety and circulation analysis)

- | | |
|--|---|
| 1 <u>Fairfax Avenue and Wilshire Boulevard</u> | 2 <u>Fairfax Avenue and 8th Street</u> |
| 3 <u>Fairfax Avenue and San Vicente Boulevard</u> | 4 <u>Fairfax Avenue and Olympic Boulevard</u> |
| 5 <u>Olympic Boulevard and San Vicente Boulevard</u> | |

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



IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

CONSULTANT

Name: Overland Traffic Consultants, Inc. Attn: Jerry Overland

Address: 24325 Main Street #202, Santa Clarita CA 91321

Phone Number: (310) 930-3303, (661) 799-8423

E-Mail: Jerry@overlandtraffic.com

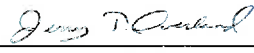

DEVELOPER

Wiseman Residential, Attn: Michael Cohanzad

11601 Santa Monica Blvd, Los Angeles, CA 90025

(310) 914-5555

Michael@wisemanresidential.com

Approved by: x <u></u>	<u>10-1-2019</u>	x <u></u>	<u>10/15/2019</u>
Consultant's Representative	Date	LADOT Representative	*Date

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

APPENDIX B

COMMUNITY PLAN LAND USE MAPS



WILSHIRE
SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					2,078	23.2
	Very Low I	RE20, RA	23	1.1		
	Very Low II	RE15, RE11	347	16.7		
	Low I	RE9	118	5.7		
	Low II	R1, RS, RD6	1,590	76.5		
Multiple Family					2,788	31.1
	Low Medium I	R2,RD3, RD4,RZ3, RZ4,	571	20.5		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	305	11.0		
	Medium	R3	1,145	41.1		
	High Medium	R4	767	27.5		
COMMERCIAL					1,222	13.6
	Limited	CR, C1, C1.5, P	49	4.0		
	General	C1.5, C2, C4, P	347	28.4		
	Neighborhood	C1, C1.5, C2, C4, P	311	25.4		
	Community	CR, C2, C4, P, PB	183	15.0		
	Regional Center	CR, C1.5, C2, C4,R3, R4,	332	27.2		
INDUSTRIAL					40	0.4
	Limited	CM, MR1, M1, P	40	100.0		
OPEN SPACE/PUBLIC FACILITIES					412	4.6
	Open Space	OS, A1	190	46.1		
	Public Facilities	PF	222	53.9		
STREETS					2,422	27.0
	Private Street		38	1.6		
	Public Street		2,384	98.4		
TOTAL					8,962	100.0

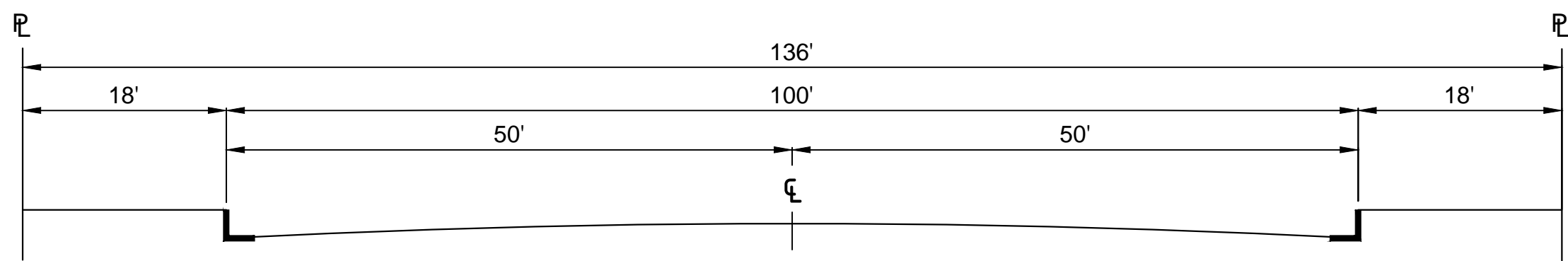
APPENDIX C

STREET STANDARDS, CIRCULATION AND HIGH INJURY NETWORK MAP

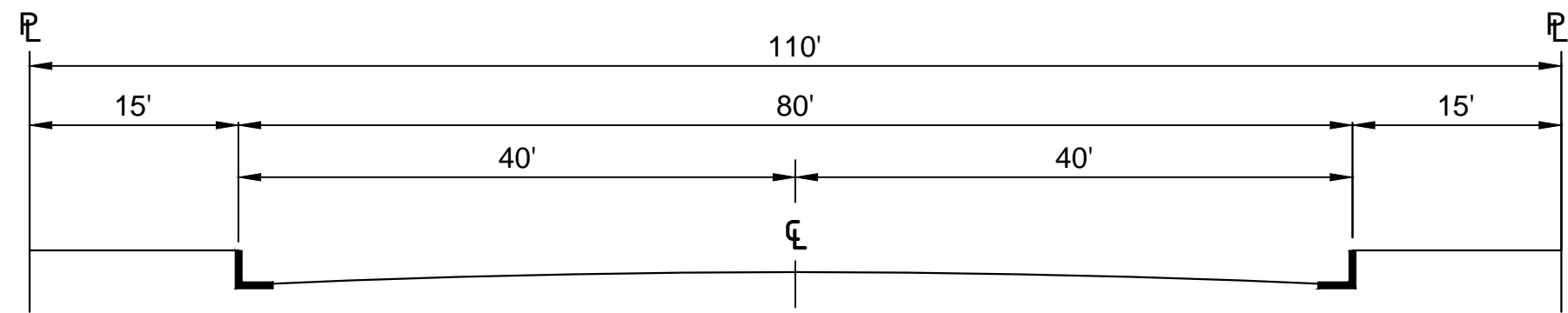
PROJECT LOCATION CIRCULATION ELEMENT IN WILSHIRE COMMUNITY PLAN AREA



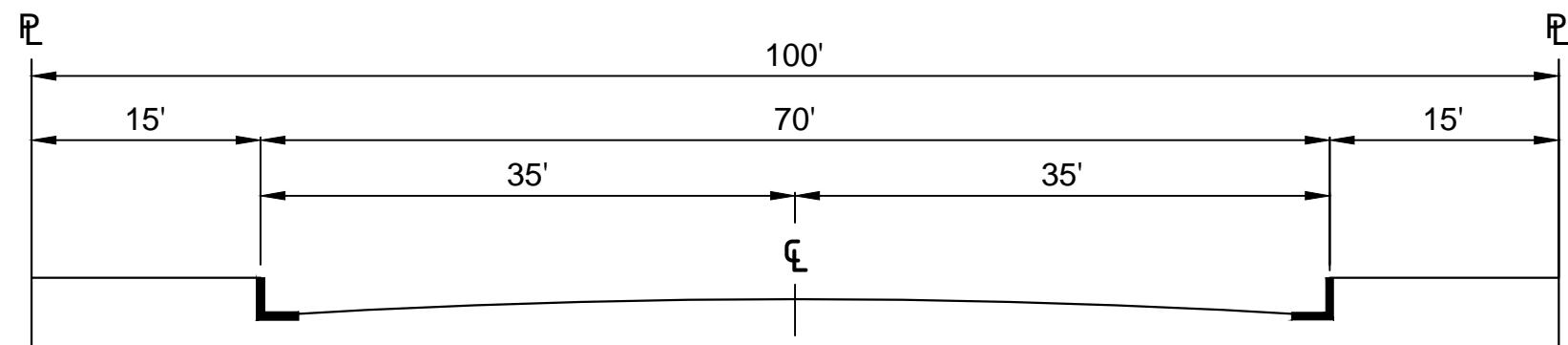
ARTERIAL STREETS



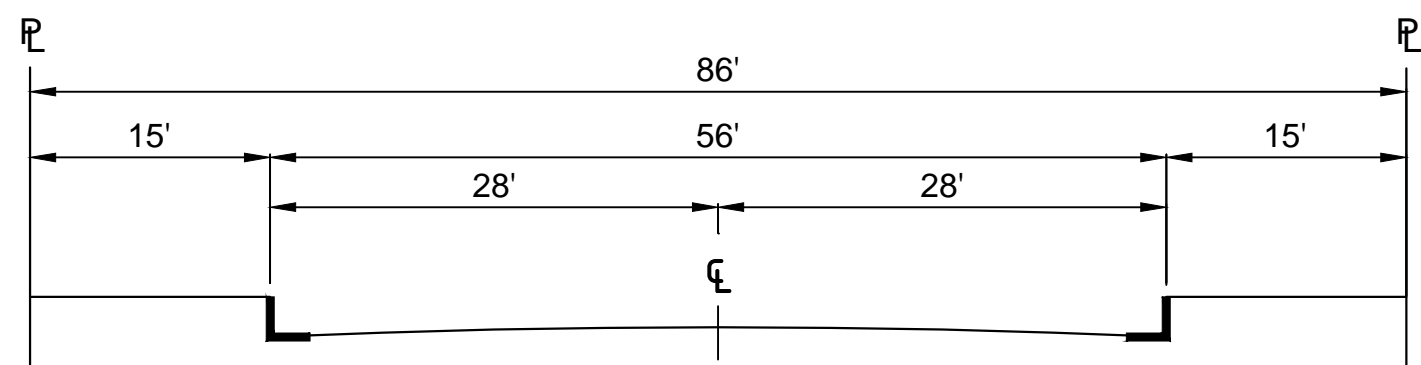
BOULEVARD I (MAJOR HIGHWAY CLASS I)



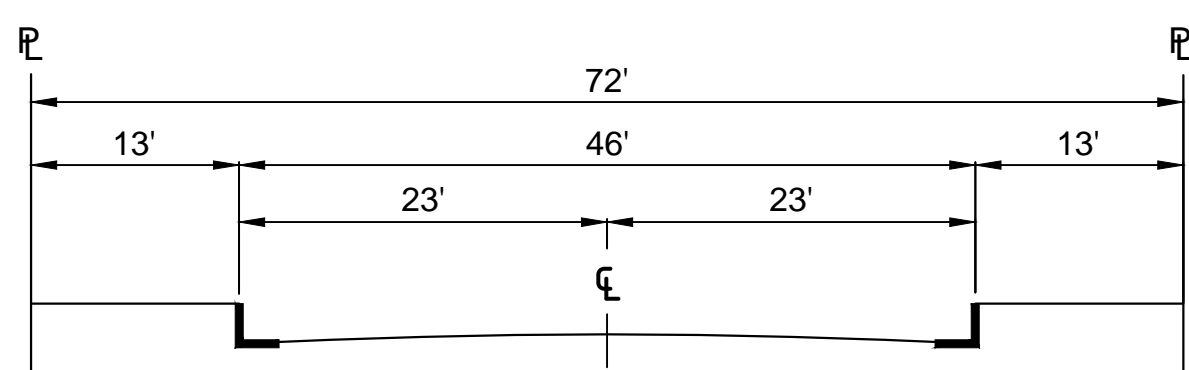
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)




AVENUE II (SECONDARY HIGHWAY)

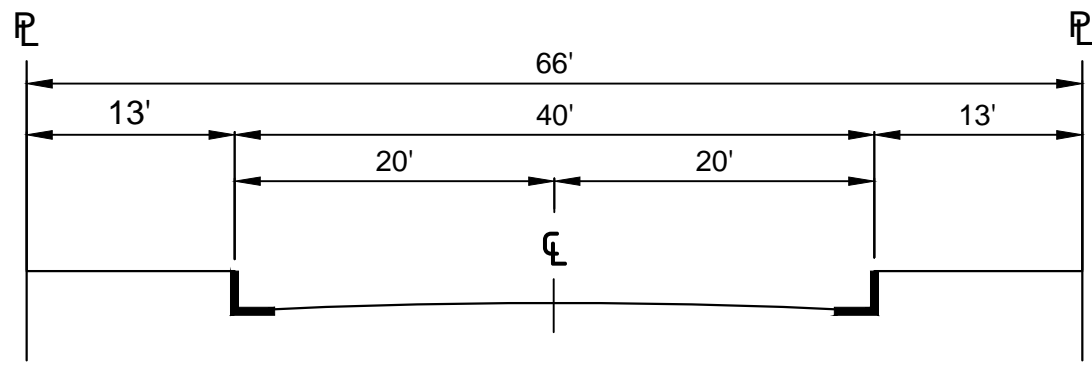


AVENUE III (SECONDARY HIGHWAY)

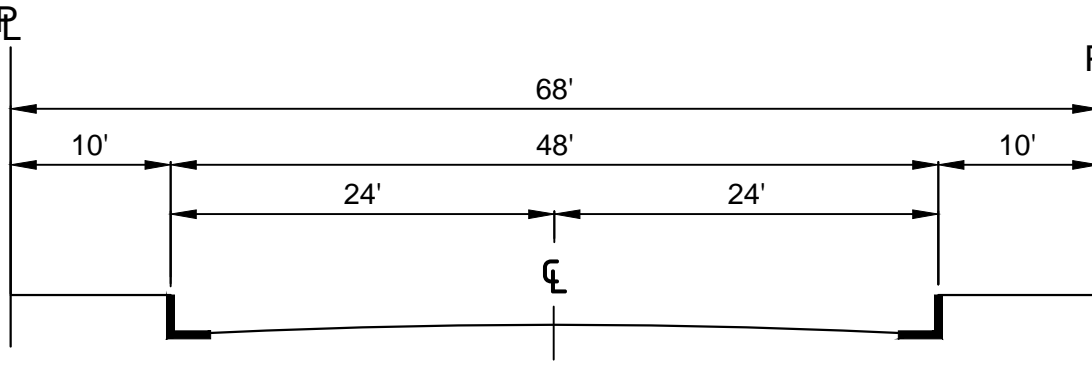
THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
--- DRAFT --- STANDARD STREET DIMENSIONS				STANDARD PLAN S-470-1	
PREPARED HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SUBMITTED SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	APPROVED		SUPERSEDES	REFERENCES
		GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER		D-22549 S-470-0	
		DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER		VAULT INDEX NUMBER:	
		DIRECTOR OF PLANNING DATE		SHEET 1 OF 4 SHEETS	

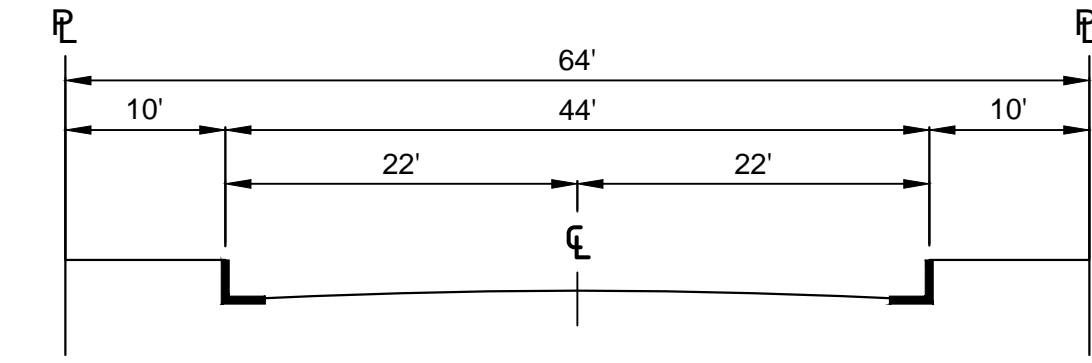
NON-ARTERIAL STREETS



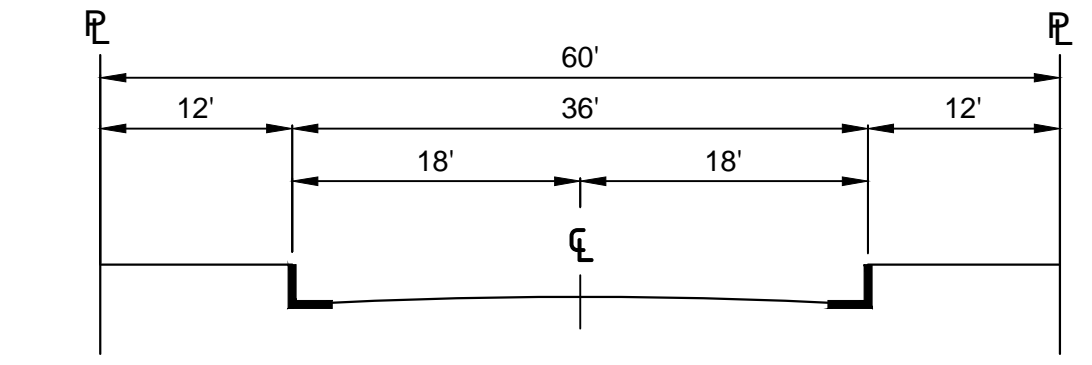
COLLECTOR STREET



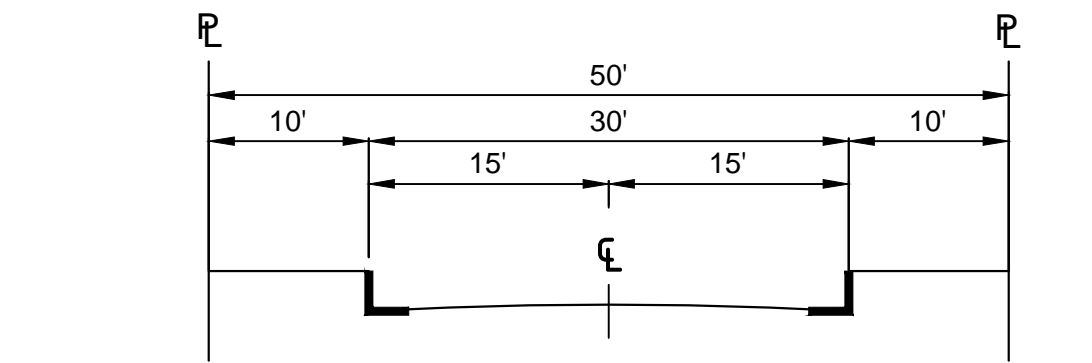
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

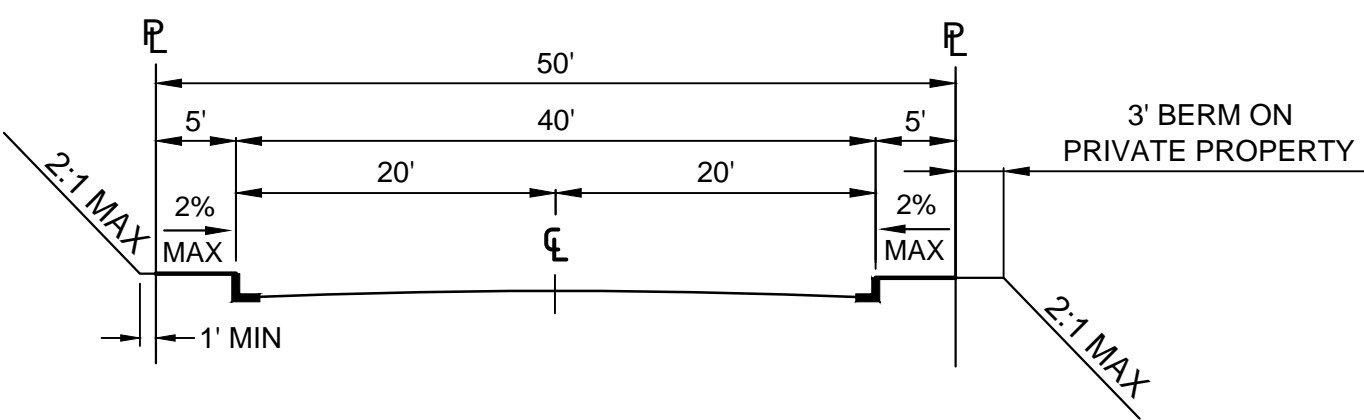


LOCAL STREET - STANDARD

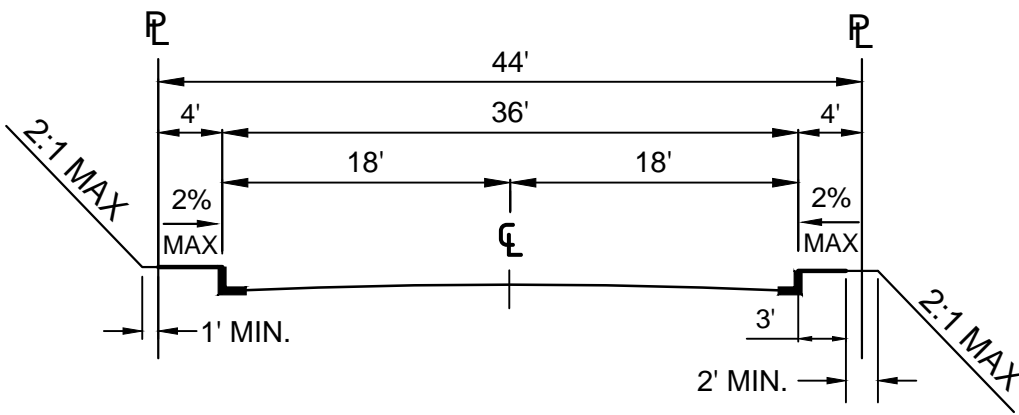


LOCAL STREET - LIMITED

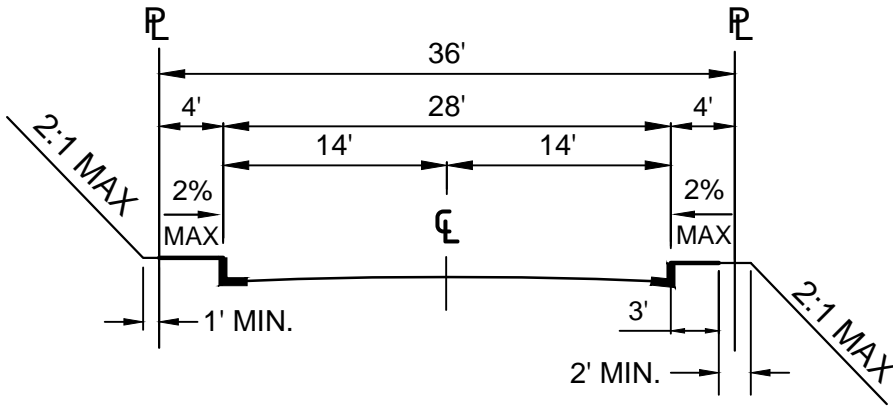
HILLSIDE STREETS



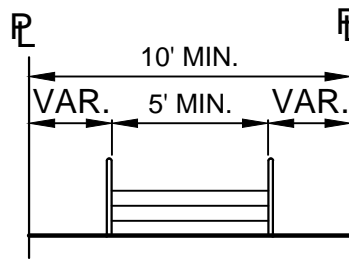
HILLSIDE COLLECTOR



HILLSIDE LOCAL



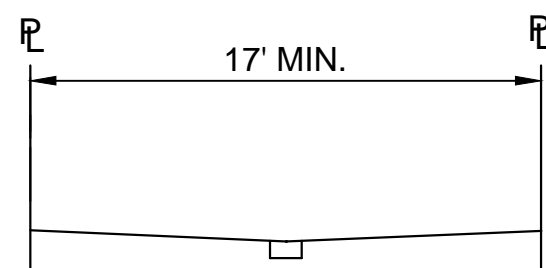
HILLSIDE LIMITED STANDARD



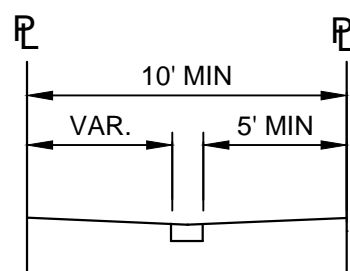
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

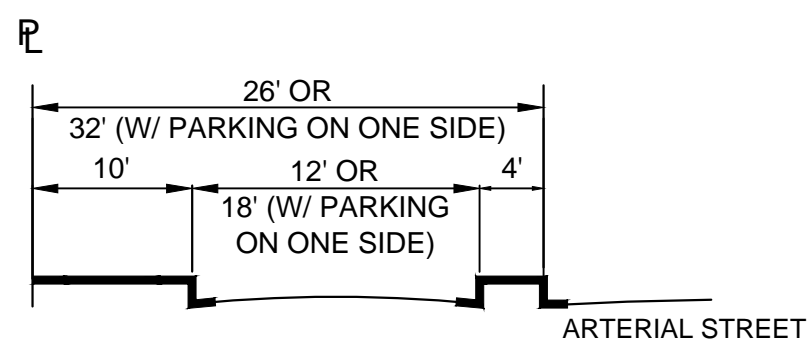
OTHER PUBLIC RIGHTS-OF-WAY



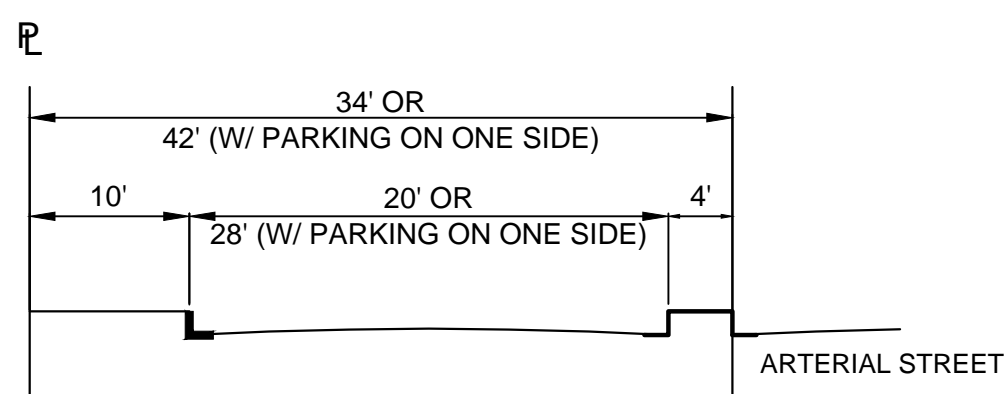
SHARED STREET



PEDESTRIAN WALKWAY

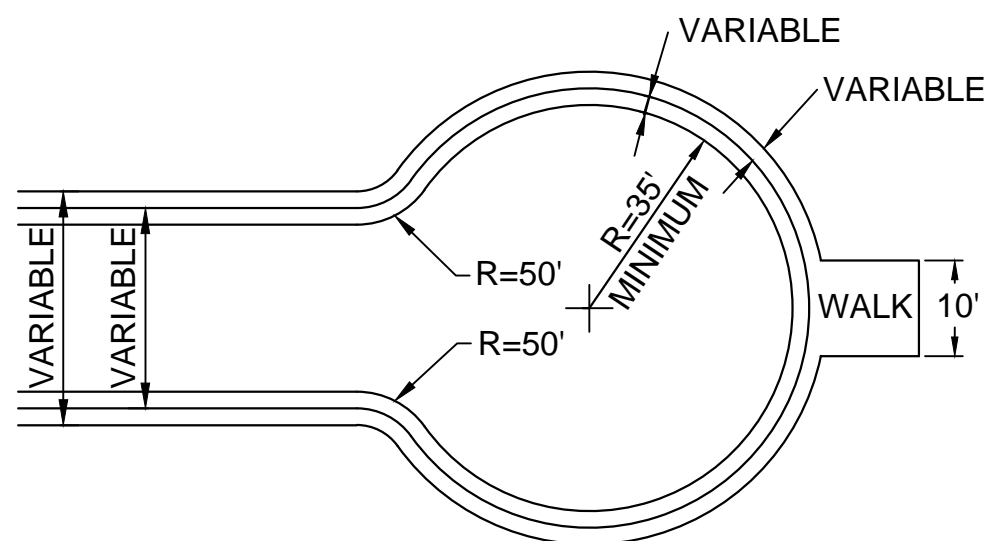


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

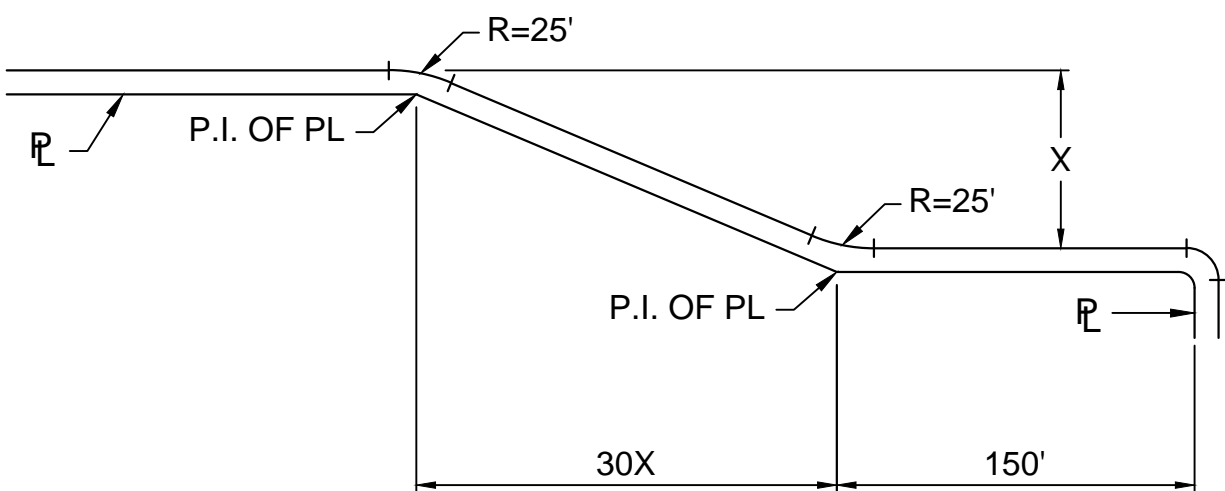
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

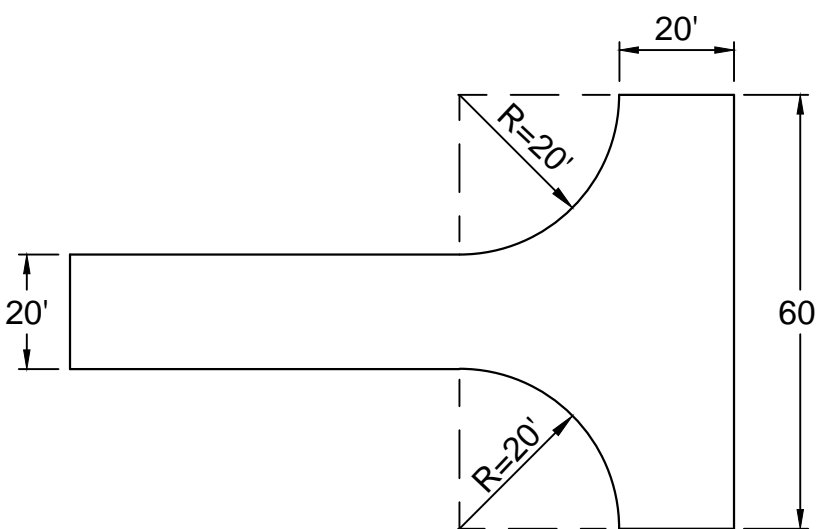
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB.
ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

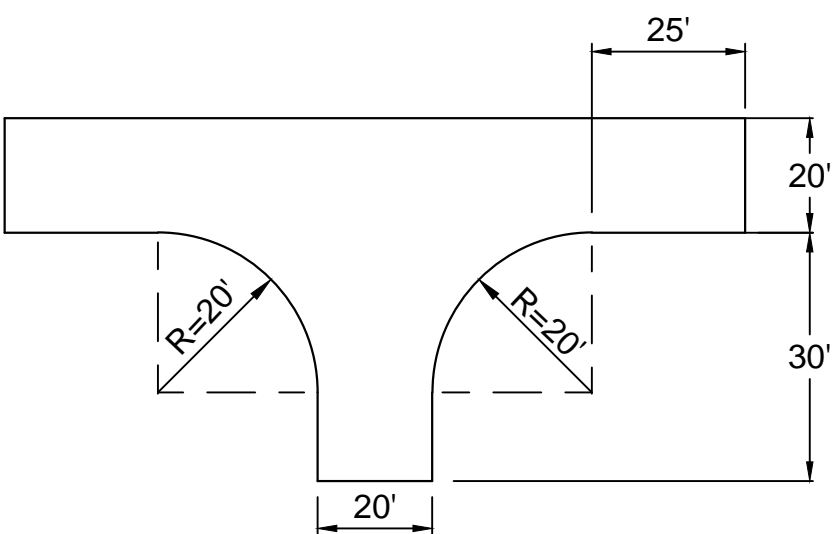


STANDARD FLARE SECTION
(PLAN VIEW)

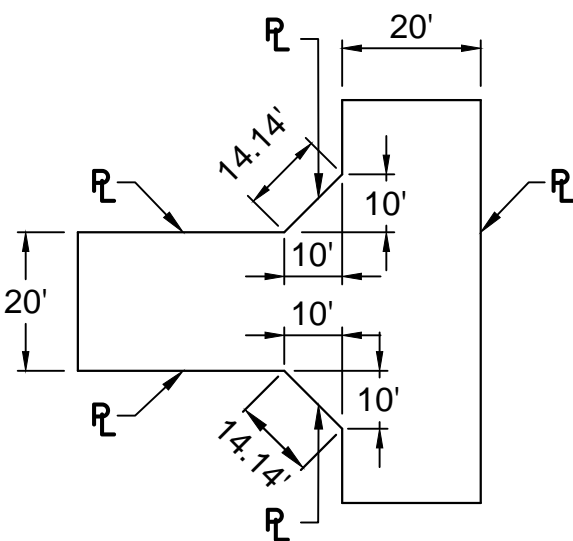
ALLEYS



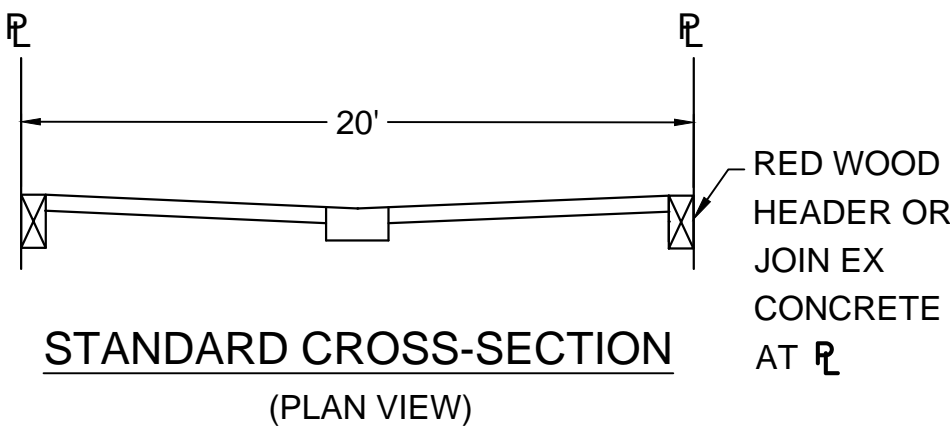
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)



9/2019

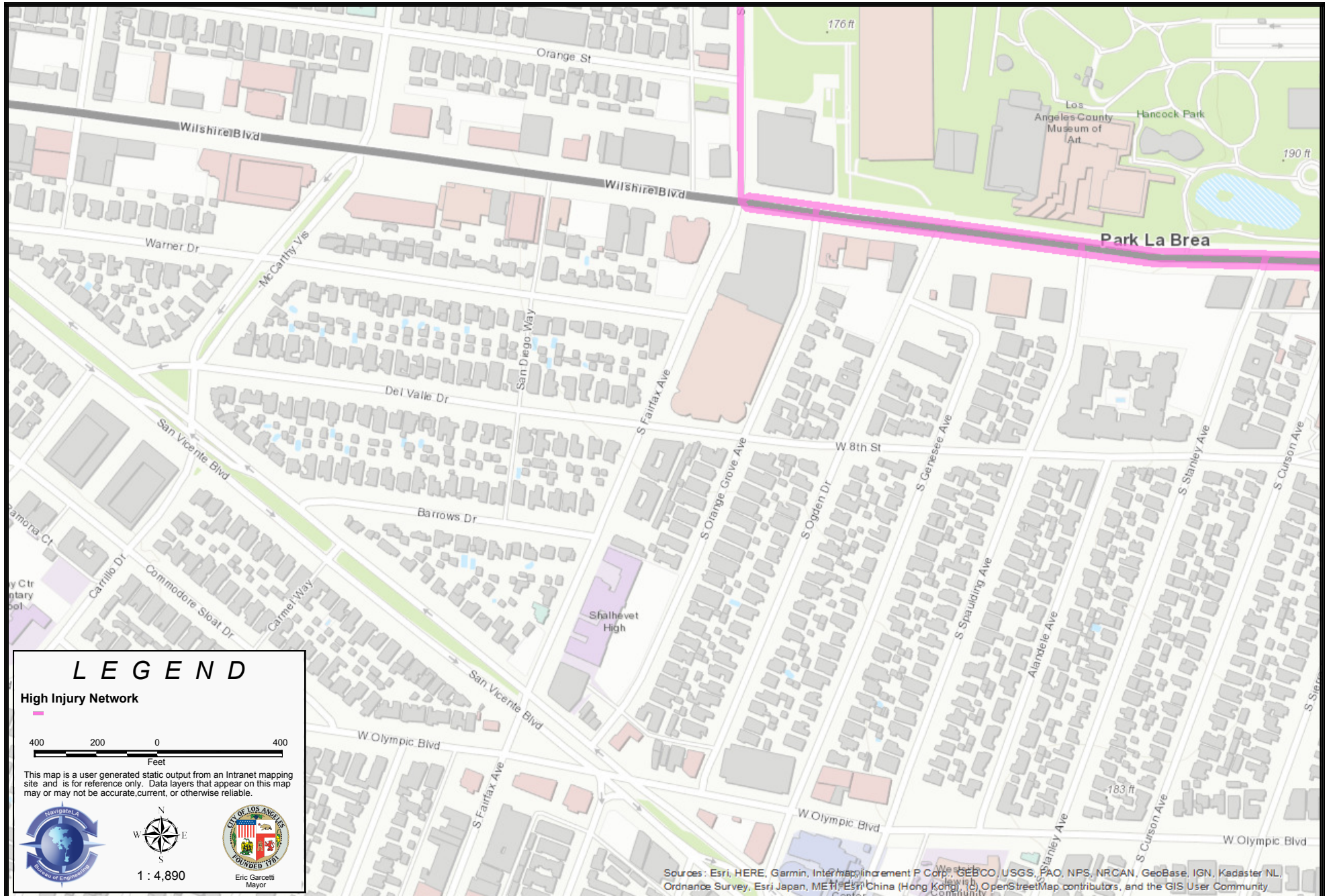
132B177 CADASTRAL MAP



Overland Traffic Consultants, Inc.

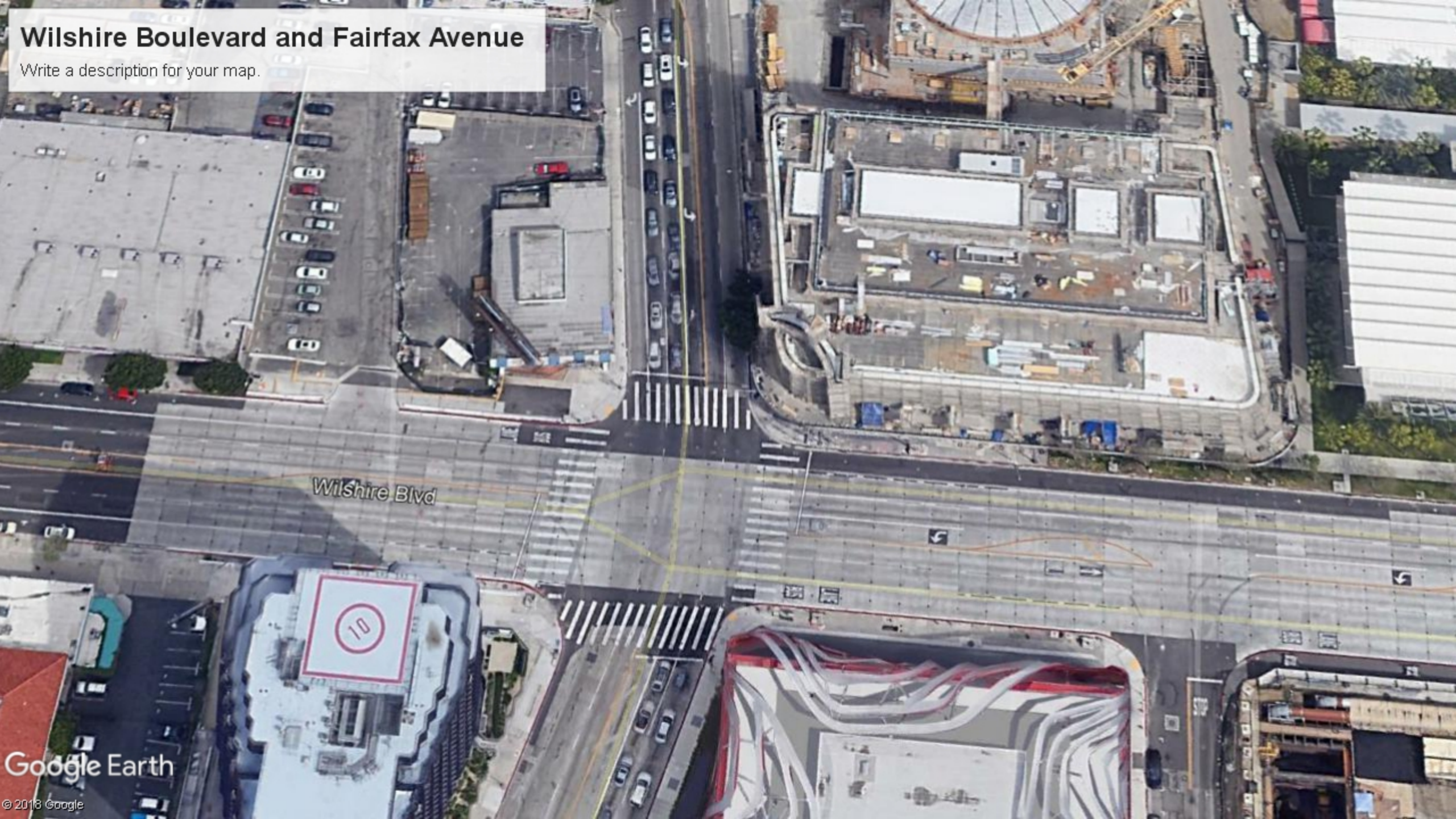
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com

HIGH INJURY NETWORK



Wilshire Boulevard and Fairfax Avenue

Write a description for your map.



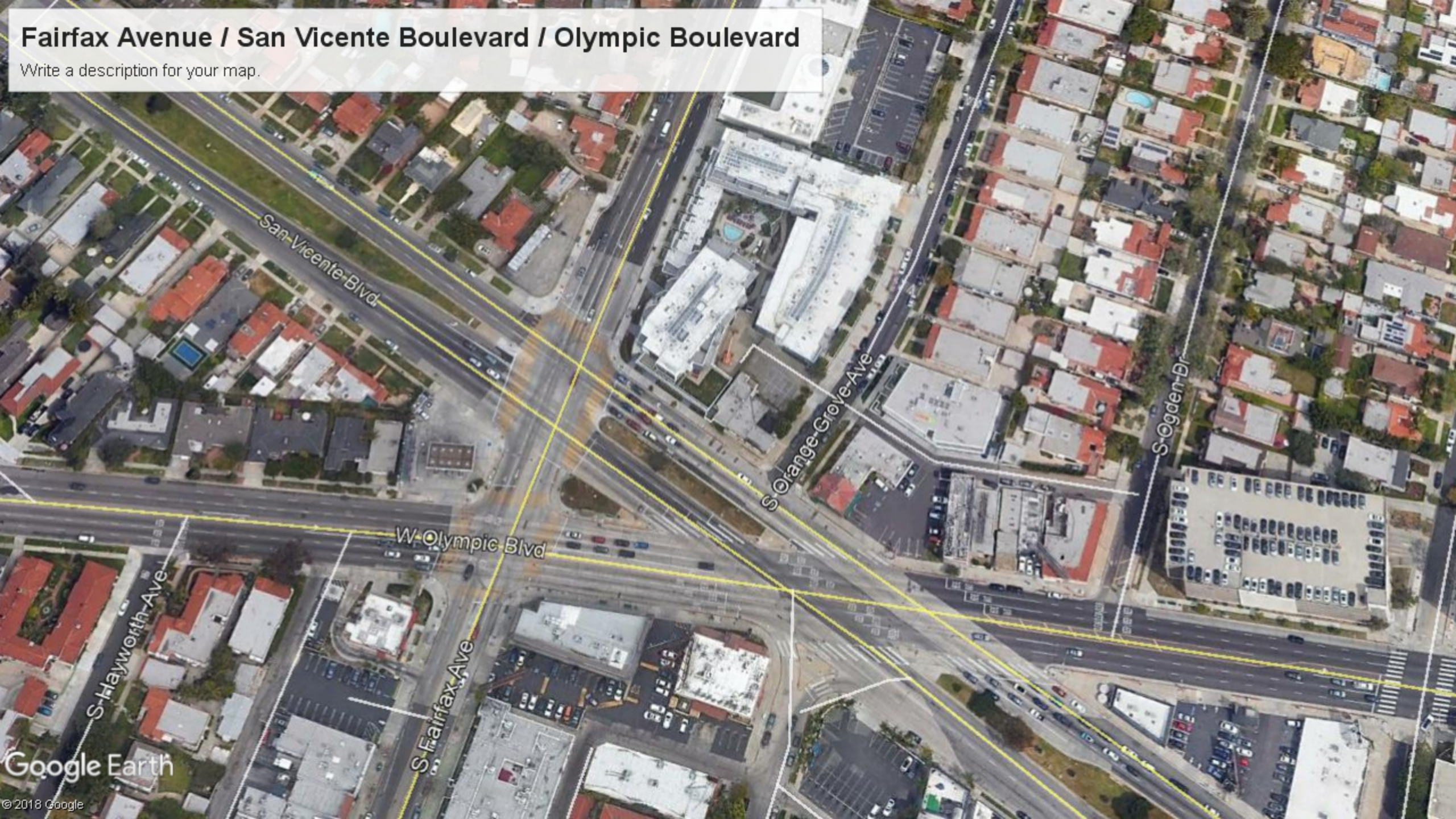
Fairfax Avenue and 8th Street / Del Valle Drive

Write a description for your map.



Fairfax Avenue / San Vicente Boulevard / Olympic Boulevard

Write a description for your map.



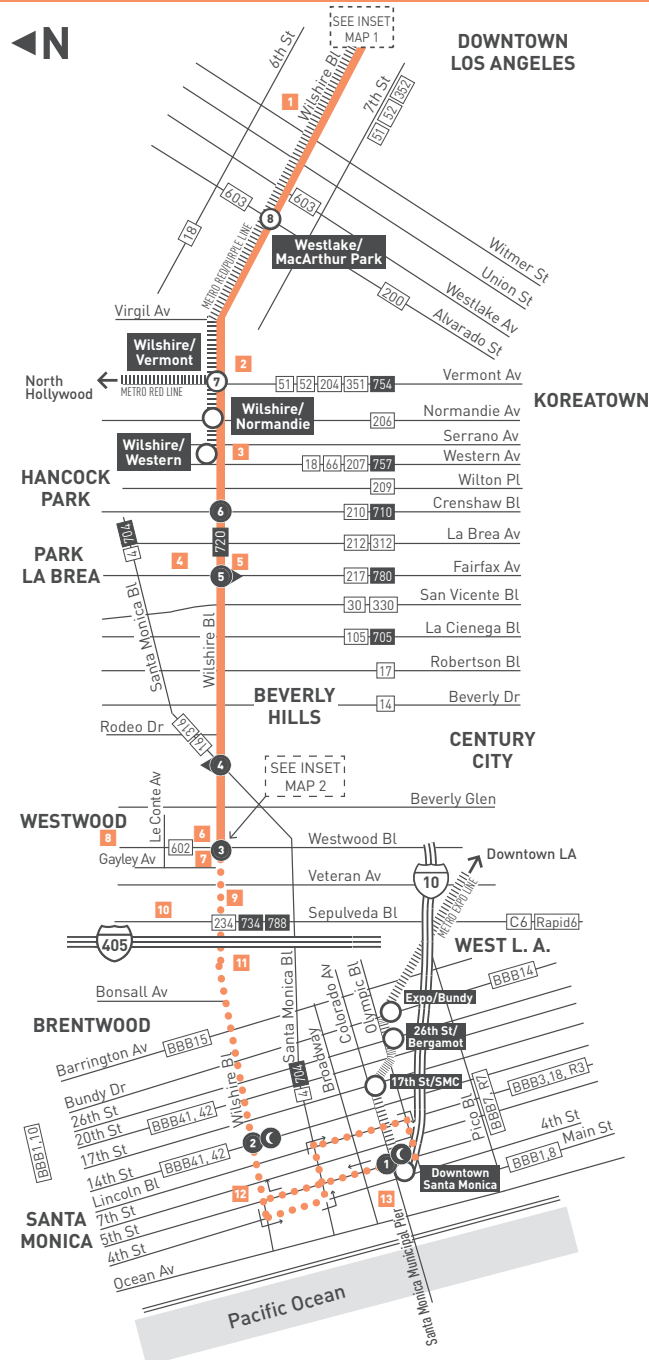
APPENDIX D

TRANSIT ROUTES

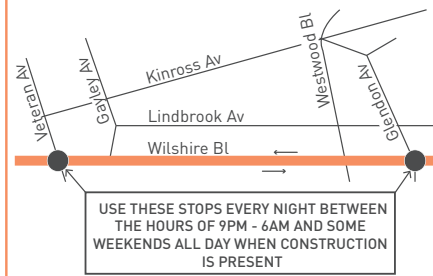


PROJECT LOCATION
METRO TRANSIT SYSTEM MAP

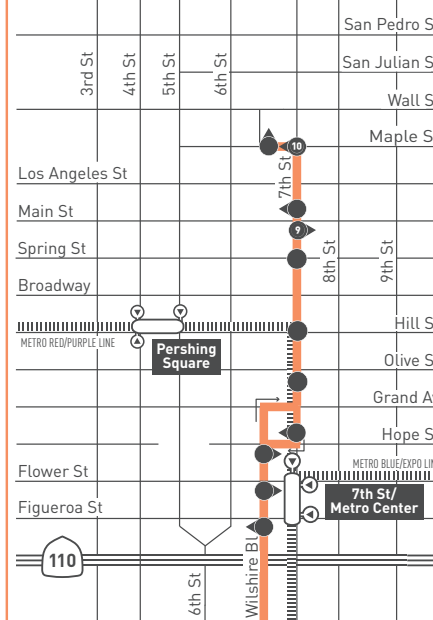
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com



INSET MAP 2 - WESTWOOD



INSET MAP 1 - DOWNTOWN LOS ANGELES

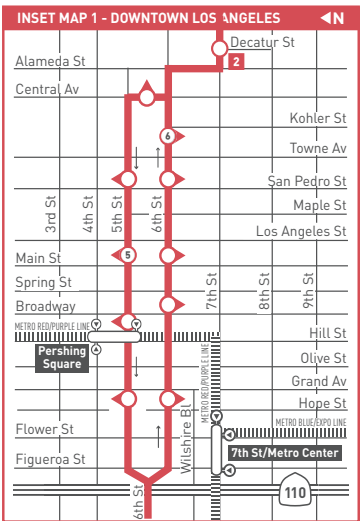
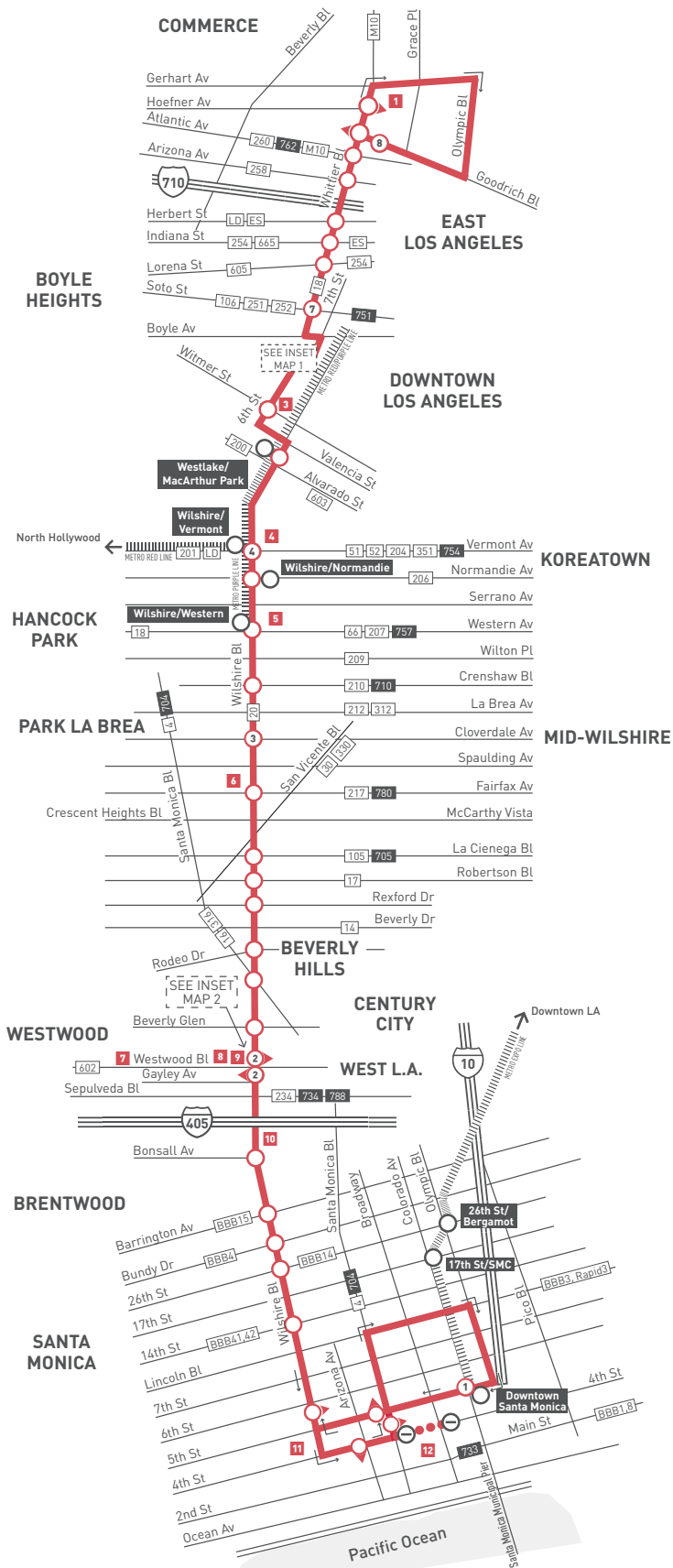


INSET 1 - DOWNTOWN LOS ANGELES



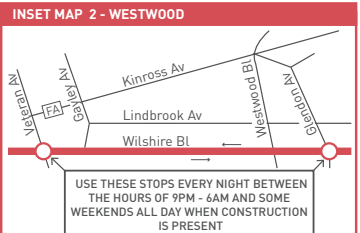
MAP NOTES

- Good Samaritan Hospital**
- Wilshire/Vermont Customer Center**
- Wiltern Theatre**
- LA County Museum of Art**
- Petersen Automotive Museum**
- Armand Hammer Museum**
- Westwood Bl & Wilshire Bl**
Metro 20, 234, 602, 720, 734, 788, AV 786; BBB 1, 2, 3M, 8, Rapid 12; C6; Rapid 6; CE 534, 573; SC 792, 797
- UCLA**
- Federal Building**
- LA National Cemetery**
- Veteran's Hospital**
- 4th St & Wilshire Bl**
BBB 2, 3, 5, 9; Rapid 3
- Third Street Promenade**
Metro 4, 534, 704, 720, BBB1, 7, 8; Rapid 7, 10



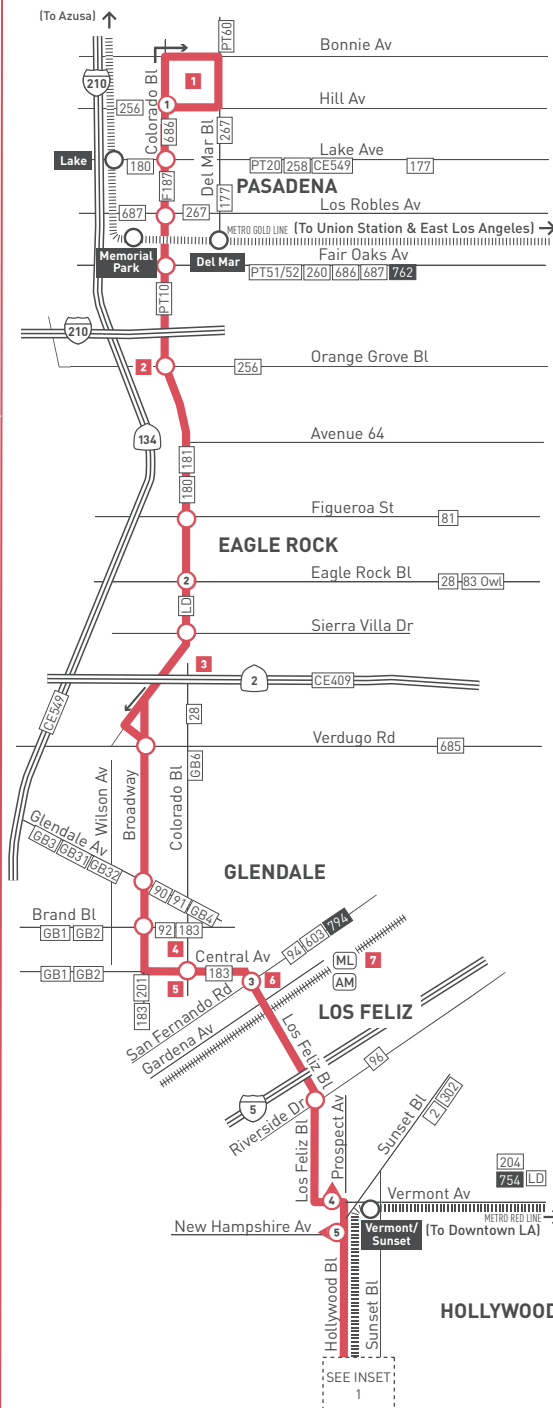
- LEGEND**
- Line 720 Route
 - Line 720 Route Ending at 4th & Broadway
 - Rapid Stop
 - Rapid Stop - Single Direction Only
 - # Rapid Stop Timepoint
 - #→ Rapid Stop Timepoint - Single Direction Only
 - ⊖ Discharge Only
 - ||||| Metro Rail
 - /○ Metro Rail Station
 - ⤵ Metro Rail Station Entrance
 - AV Antelope Valley Transit Authority
 - BBB Santa Monica's Big Blue Bus
 - C Culver CityBus
 - CE LADOT Commuter Express
 - FA LAX FlyAway
 - ES El Sol Shuttle
 - LD LADOT DASH
 - M Montebello Bus Lines
 - SC Santa Clarita Transit

- MAP NOTES**
- 1 Commerce Center**
 - 2 Greyhound Bus Terminal**
 - 3 Good Samaritan Hospital**
 - 4 Wilshire/Vermont Customer Center**
 - 5 Wilshire Theatre**
 - 6 LA County Museum of Art**
 - 7 UCLA**
 - 8 Westwood Village**
Metro 2, 20, 234 (late nights, early mornings & weekends), 302, 602, 720, 734, 788; AV786; BBB1, 2, 8; Rapid 12, 17, 18; C6; Rapid 6; CE431, 534; CE573; SC792, 797
 - 9 Hammer Museum**
 - 10 Veteran's Hospital**
 - 11 4th St & Wilshire Bl**
BBB2, 3, 9; Rapid 3
 - 12 Third Street Promenade**
Metro 4 Owl, 20 Owl, 534, 704, 720; BBB1, 2, 3, 5, 7, 8, 9, 18; Rapid 3, 7, Rapid 10





ROUTE MAP



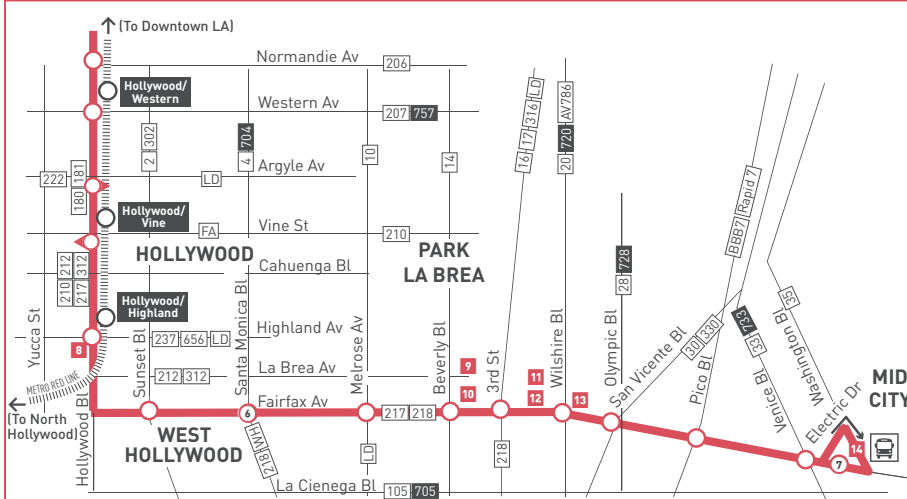
LEGEND

- Line 780 Route
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint Single Direction Only
- Rapid Stop
- Rapid Stop Single Direction Only
- Metro Rail/Busway Station
- Transit Center
- Map Notes
- Connecting Line
- Rapid Connecting Line
- Amtrak
- Metrolink
- LAX FlyAway
- AV Antelope Valley Transit Authority
- C Culver CityBus
- F Foothill Transit
- GB Glendale Beeline
- CE LADOT Commuter Express
- LD LADOT DASH
- PT Pasadena Transit
- BBB Santa Monica Big Blue Bus
- WH West Hollywood City Line

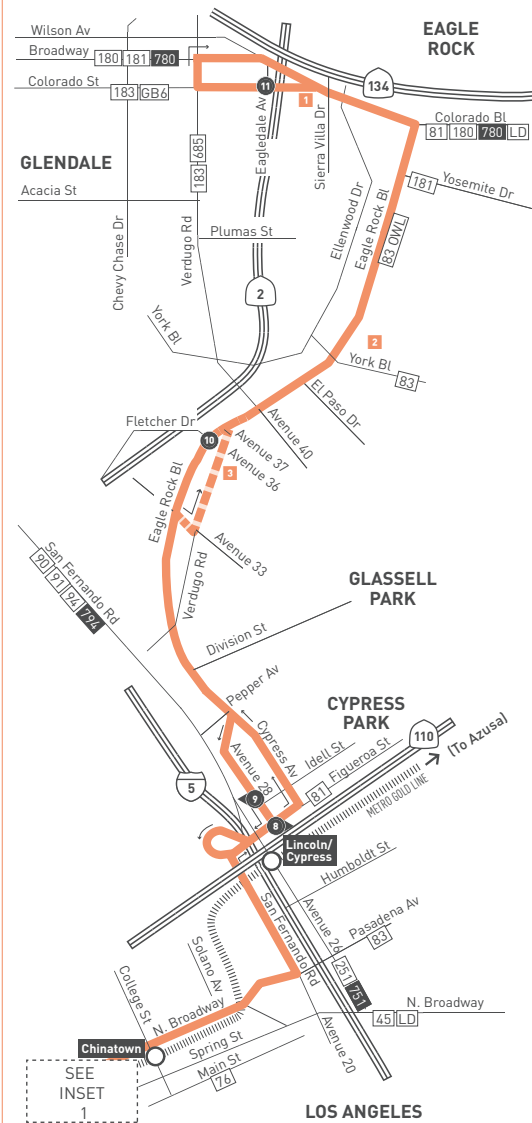
MAP NOTES

- 1 Pasadena City College**
- 2 Norton Simon Museum**
- 3 Eagle Rock Plaza**
- 4 The Americana at Brand**
- 5 Glendale Galleria**
- 6 Glendale Transportation Center**
Metro 183;
GB1, GB2, GB11, GB12,
- 7 Glendale Station**
Metrolink Ventura County Line,
Antelope Valley Line; Amtrak;
- 8 Hollywood & Highland Center**
- 9 The Grove**
- 10 Farmer's Market**
- 11 La Brea Tar Pits**
- 12 LA County Museum of Art**
- 13 Petersen Automotive Museum**
- 14 Washington/Fairfax Transit Hub**
Metro 35, 37, 38, 105, 217, 705,
780; C1, C4; CE437

INSET 1 - HOLLYWOOD - WASHINGTON/FAIRFAX TRANSIT HUB



ROUTE MAP



LEGEND

- Line 28 Route
- Line 28 Westbound Shortline
- Line 28 Eastbound Shortline
- Metro Rail
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Map Notes
- Connecting Line
- Rapid Connecting Line
- Amtrak
- Metrolink
- LAX FlyAway
- Antelope Valley Transit Authority
- Culver CityBus
- Glendale Beeline
- LADOT Commuter Express
- LADOT DASH
- Santa Clarita Transit
- Santa Monica Big Blue Bus

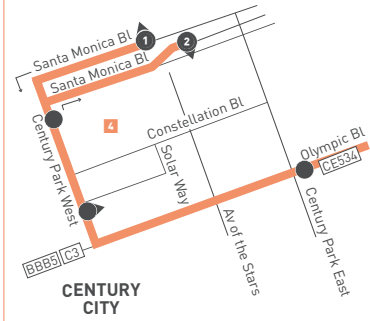
INSET 1 - DOWNTOWN LOS ANGELES

- Metro Rail Station
- Metro Rail Station Entrance

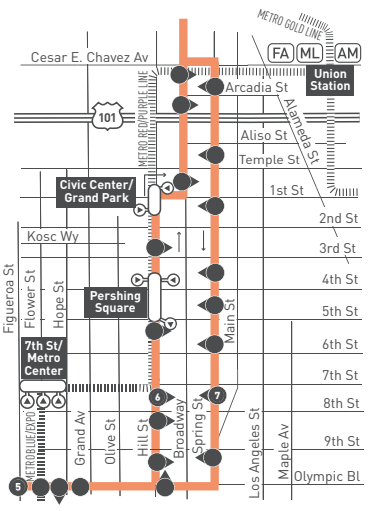
MAP NOTES

- Eagle Rock Plaza
- Occidental College
- Glassell Park Recreation Center
- Westfield Century City

INSET 2 - CENTURY CITY

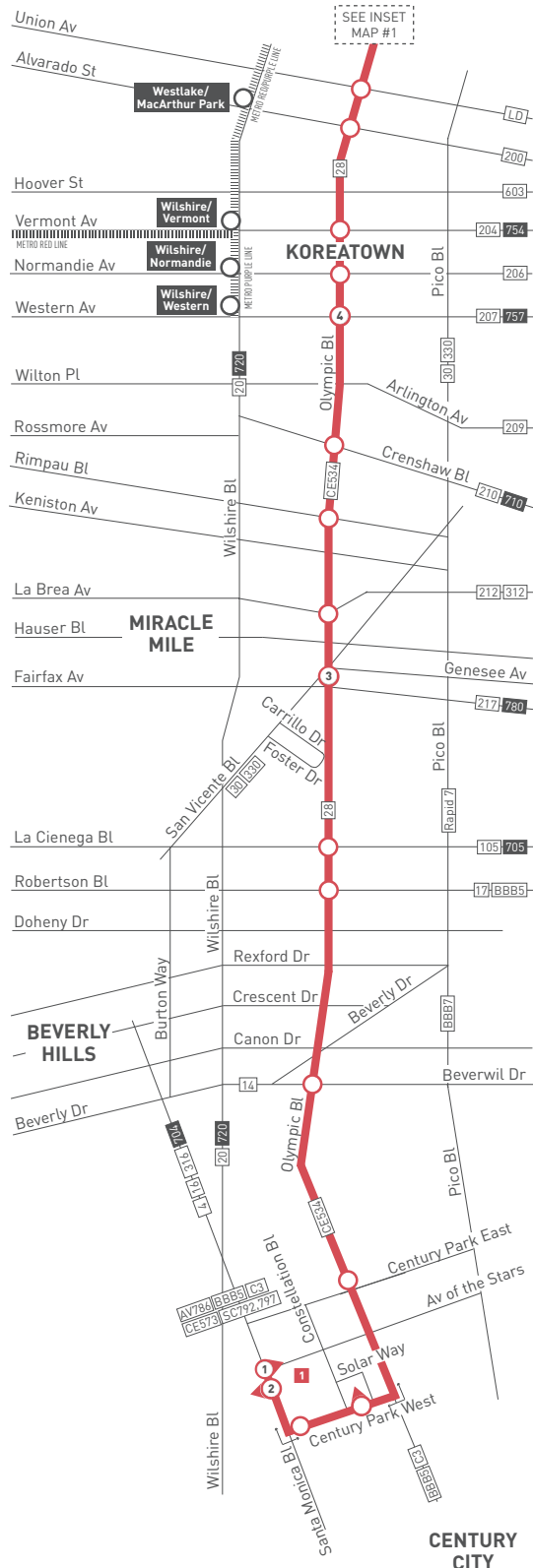


INSET 1 - DOWNTOWN LOS ANGELES

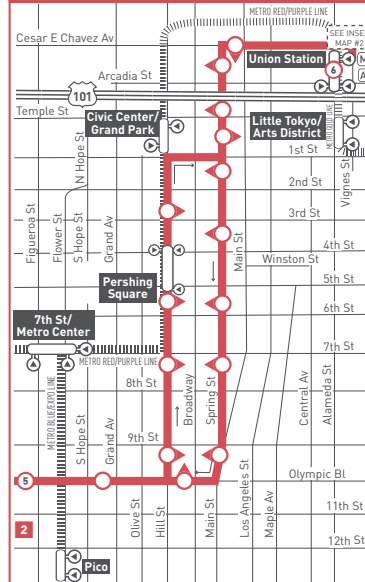




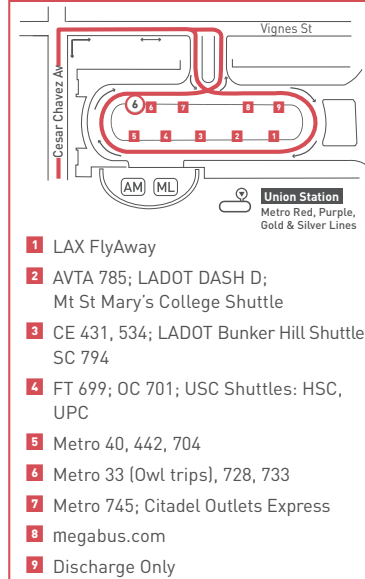
DOWNTOWN LOS ANGELES



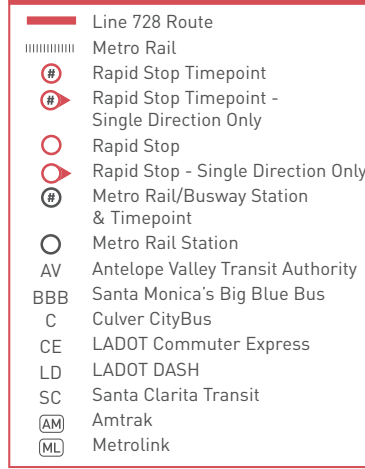
INSET MAP 1 - DOWNTOWN LOS ANGELES



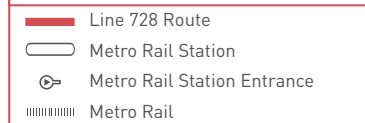
INSET MAP 2 - PATSAOURAS BUS PLAZA



LEGEND

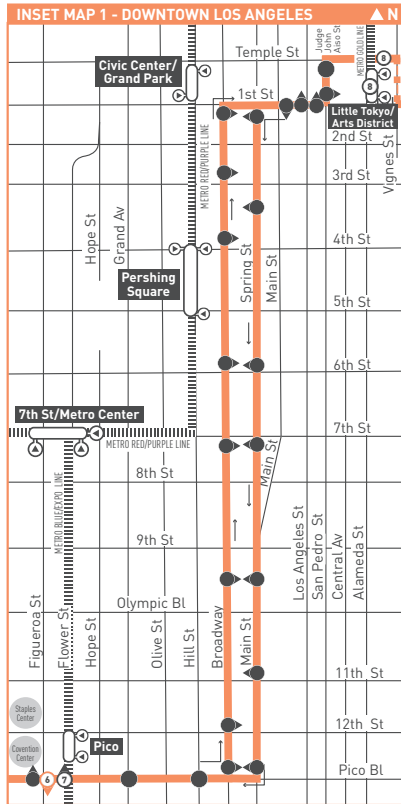


INSET 1 - DOWNTOWN LOS ANGELES





Line 330
Limited Stop Area
between Rimpau &
Figueroa
(Monday to Friday Only)



INSET 1 - DOWNTOWN LOS ANGELES

- Line 30/330 Route
- Line 30 Route Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

- Line 30/330 Route
- Line 30 Route Only
- Eastbound Trips Travel North on San Vicente Bl from Santa Monica Bl to Sunset Bl Loop. Westbound Trips End at Santa Monica Bl and San Vicente Bl.
- Transit Center
- Limited Stop
- Limited Stop Timepoint
- Limited Stop Timepoint - Single Direction Only
- Metro Rail
- Metro Rail Station
- Metro Rail / Busway Station & Timepoint
- BBB Santa Monica's Big Blue Bus
- M Montebello Bus Lines
- R Big Blue Bus Rapid

MAP NOTES

- 1 Indiana Station**
Metro 30, 106, 254, 665
- 2 Pico/Rimpau Transit Center**
Metro 30, 330; BBB 7, Rapid 7
- 3 Beverly Center**
- 4 Cedars - Sinai Medical Center**

WESTBOUND TO CEDARS-SINAI / HACIA EL OESTE A CEDARS-SINAI					
	LEAVES/SALE LA BREA & 6TH E	FAIRFAX & 3RD D	MELROSE & FAIRFAX C	LA CIENEGA & MELROSE B	ARRIVES/LLEGA 3RD & SHERBOURNE A
MONDAY-FRIDAY/LUNES-VIERNES					
FIRST BUS / PRIMER AUTOBÚS	6:00am	6:08	6:12	6:15	6:20
30	then every 30 minutes until /después cada 30 minutos hasta				
LAST BUS / ÚLTIMO AUTOBÚS	7:00pm	7:08	7:12	7:15	7:20
SATURDAY & SUNDAY/SÁBADO Y DOMINGO					
FIRST BUS / PRIMER AUTOBÚS	9:00am	9:08	9:12	9:15	9:20
30	then every 30 minutes until /después cada 30 minutos hasta				
LAST BUS / EL ÚLTIMO AUTOBÚS	6:30pm	6:38	6:42	6:45	6:50

EASTBOUND TO WILSHIRE BOULEVARD / HACIA EL ESTE A WILSHIRE BOULEVARD					
	LEAVES/SALE 3RD & SHERBOURNE A	LA CIENEGA & MELROSE B	MELROSE & FAIRFAX C	FAIRFAX & 3RD D	ARRIVES/LLEGA LA BREA & 6TH E
MONDAY-FRIDAY/LUNES-VIERNES					
FIRST BUS / PRIMER AUTOBÚS	6:00am	6:07	6:13	6:20	6:30
30	then every 30 minutes until /después cada 30 minutos hasta				
LAST BUS / EL ÚLTIMO AUTOBÚS	7:00pm	7:07	7:13	7:20	7:30
SATURDAY & SUNDAY/SÁBADO Y DOMINGO					
FIRST BUS / PRIMER AUTOBÚS	9:00am	9:07	9:13	9:20	9:30
30	then every 30 minutes until /después cada 30 minutos hasta				
LAST BUS / EL ÚLTIMO AUTOBÚS	6:30pm	6:37	6:43	6:50	7:00

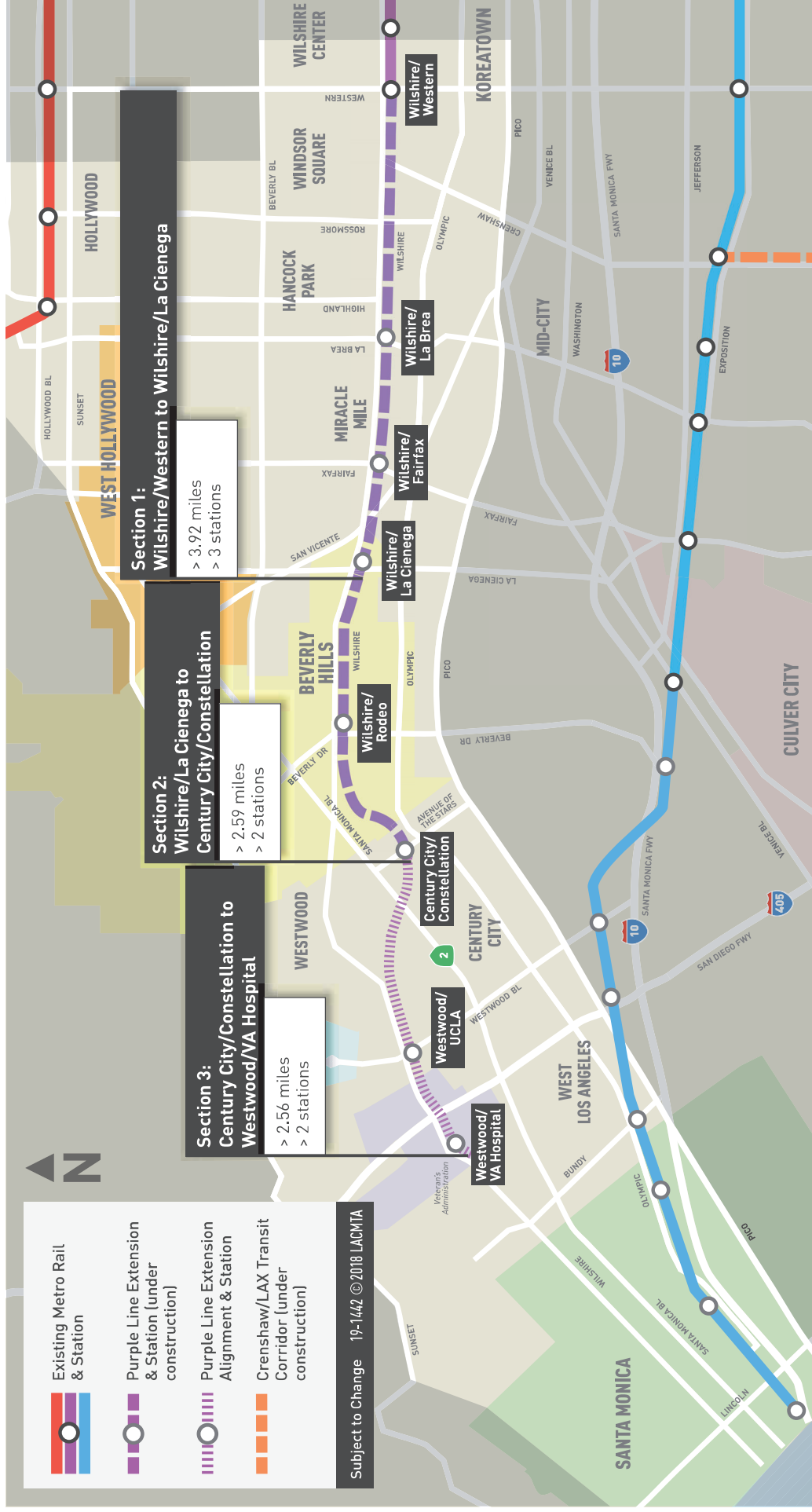
Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./
Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordos a otros servicios.

LADOT complies with all federal requirements under Title VI, which prohibits discrimination on the basis of race, color or national origin. Any person who believes that he or she has been subjected to unlawful discrimination under Title VI may file a complaint by visiting the website at ladottransit.com, by picking up a complaint form at the LADOT Transit Store at 201 Los Angeles St., Space 18B, Los Angeles, CA 90012, by contacting the Title VI Liaison at ladot.titlevi@lacity.org, or by calling 213-473-7743./
LADOT cumple con todos los requisitos federales estipulados por el Título VI, que prohíbe la discriminación en base de raza, color ó nacionalidad. Toda persona que considere que ha sido víctima de un acto discriminatorio del Título VI puede descargar un formulario de quejas en el sitio de web ladottransit.com o puede recoger un formulario en la LADOT Transit Store en 201 N. Los Angeles St. Space 18B, Los Angeles, CA 90012, también puede hacerlo por correo electrónico a ladot.titlevi@lacity.org ó pueden llamar al 213.473.7743.



- DASH Fairfax Route
- - - Metro Rapid Bus Route
- ▲ Bus Stop (Parada de Autobús)
- ◁ Multiple Route Stop (Parada de Rutas Múltiples)
- Points of Interest (Puntos de Interés)
- A** Time Point (Punto Clave de Horario)
- T** Free Transfer Point to eastbound DASH Fairfax (El punto de Transbordo gratis al este DASH Fairfax)

Metro Purple Line Extension



786

Monday-Friday Only
PM times in bold

A.M. Runs

Southbound to Century City / West L.A.

P.M. Runs

Northbound to Palmdale/Lancaster

Depart Owen Memorial Park	Depart Palmdale Transportation Center	A	B	C	D	E	F	
4:00	4:15	5:45	5:55	6:03	6:10	6:16	6:24	RUN 1
4:30	4:50	6:20	6:30	6:38	6:45	6:51	6:59	RUN 2
4:50	5:10	6:40	6:50	6:58	7:05	7:11	7:19	RUN 3
								RUN 4
								RUN 5

A.M. Runs 4 & 5 head the opposite direction.

Southbound to Century City / West L.A.

Depart Owen Memorial Park	Depart Palmdale Transportation Center	F	E	D	C	B	A	
5:20	5:35	7:10	7:20	7:25	7:36	7:56	8:01	RUN 4
5:40	6:00	7:35	7:45	7:50	8:01	8:21	8:26	RUN 5

Morning stop locations: Owen Memorial Park; Palmdale Transportation Center; Gayley & Strathmore - UCLA; Gayley & Landfair Ave; Le Conte Ave & Westwood; Westwood & Weyburn Ave; Westwood & Lindbrook; Santa Monica Blvd & Century Park East; Wilshire & Santa Monica; Wilshire & Camden Dr; Wilshire & Rexford; Wilshire & Doheny; Wilshire & La Peer; Wilshire & Robertson; Wilshire & Gale; Wilshire & La Jolla; Wilshire & Spaulding; Wilshire & Masselin; La Brea & 6th; La Brea & Beverly; La Brea & Melrose; La Brea & Santa Monica.

A.M. Runs 4 & 5 will also service the V.A. Medical Center.

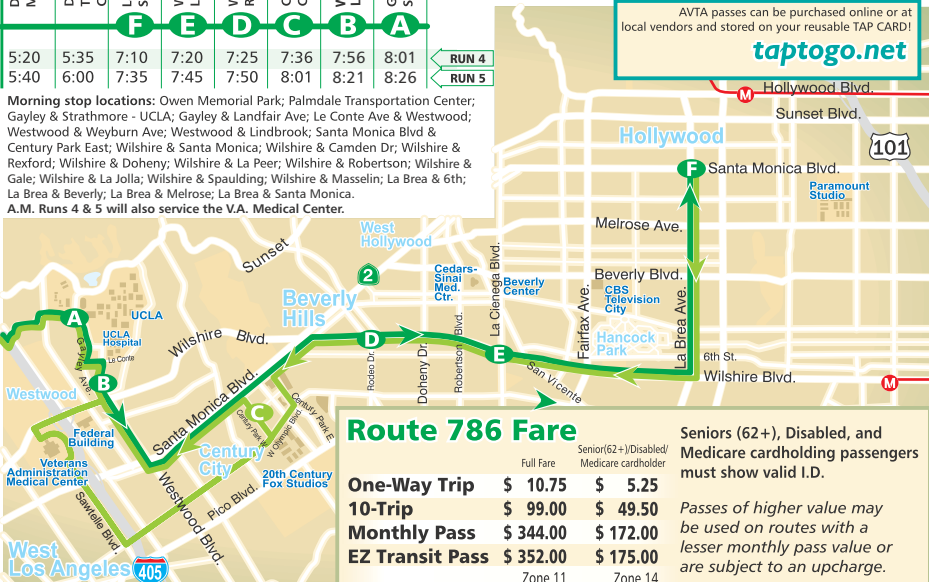
Santa Monica Blvd. & La Brea Ave.	Wilshire Blvd. & La Jolla Ave.	Wilshire Blvd. & Rodeo Dr.	Century Park E. & Constellation	Westwood & Lindbrook	Gayley & Strathmore (UCLA)	Arrive Palmdale Transportation Center	Arrive Owen Memorial Park
2:50	3:00	3:05	3:18	3:28	3:38	4:58	5:13
3:20	3:30	3:35	3:48	4:11	4:21	5:41	5:56
4:00	4:10	4:15	4:28	4:51	5:01	6:26	6:41
4:20	4:30	4:35	4:48	5:01	5:11	6:36	6:51
4:50	5:07	5:12	5:25	5:38	5:48	7:13	7:28

Afternoon stop locations: La Brea & Santa Monica; La Brea & Melrose; La Brea & Beverly; Wilshire & Cloverdale; Wilshire & Masselin; Wilshire & Fairfax; Wilshire & La Jolla; Wilshire & Gale; Wilshire & Robertson; Wilshire & La Peer; Wilshire & Doheny; Wilshire & Canon; Wilshire & Rodeo; Santa Monica & Wilshire; Century Park E. & Santa Monica; Century Park E. & Constellation; Century Park W & Solar Way; Wilshire & Lindbrook; Gayley & Landfair Ave; Gayley & Strathmore (UCLA); Palmdale Transportation Center; Owen Memorial Park.

P.M. Runs 2 & 3 will also service the V.A. Medical Center.

AVTA passes can be purchased online or at local vendors and stored on your reusable TAP CARD!

taptogo.net



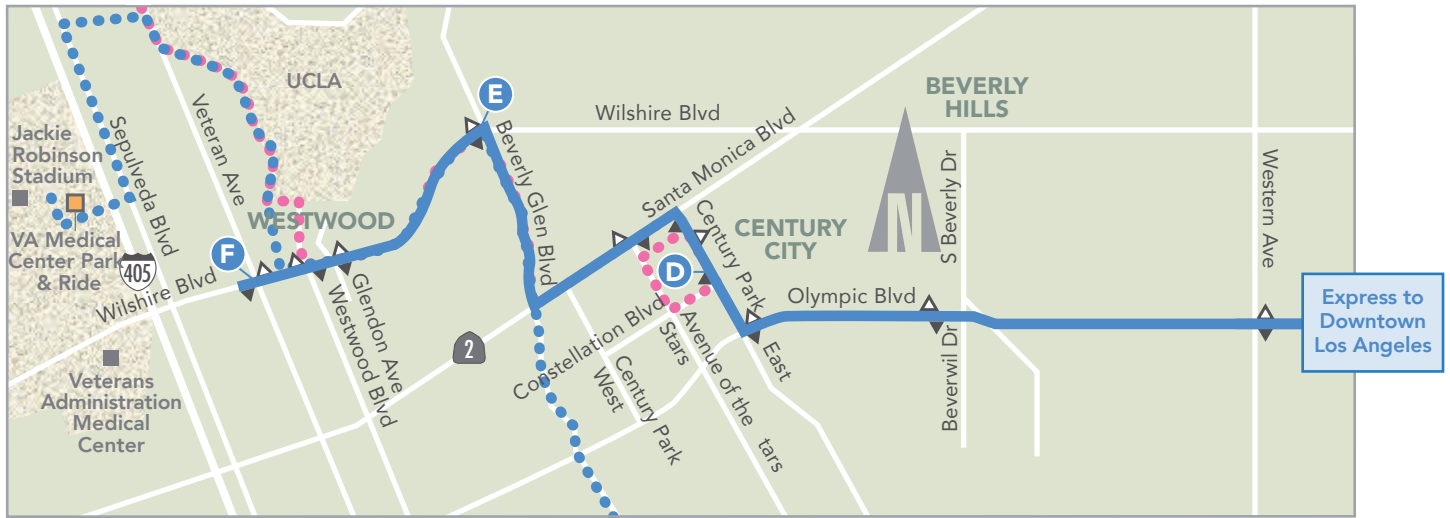
Route 786 Fare

	Full Fare	Senior(62+)/Disabled/ Medicare cardholder
One-Way Trip	\$ 10.75	\$ 5.25
10-Trip	\$ 99.00	\$ 49.50
Monthly Pass	\$ 344.00	\$ 172.00
EZ Transit Pass	\$ 352.00	\$ 175.00
	Zone 11	Zone 14

Seniors (62+), Disabled, and Medicare cardholding passengers must show valid I.D.

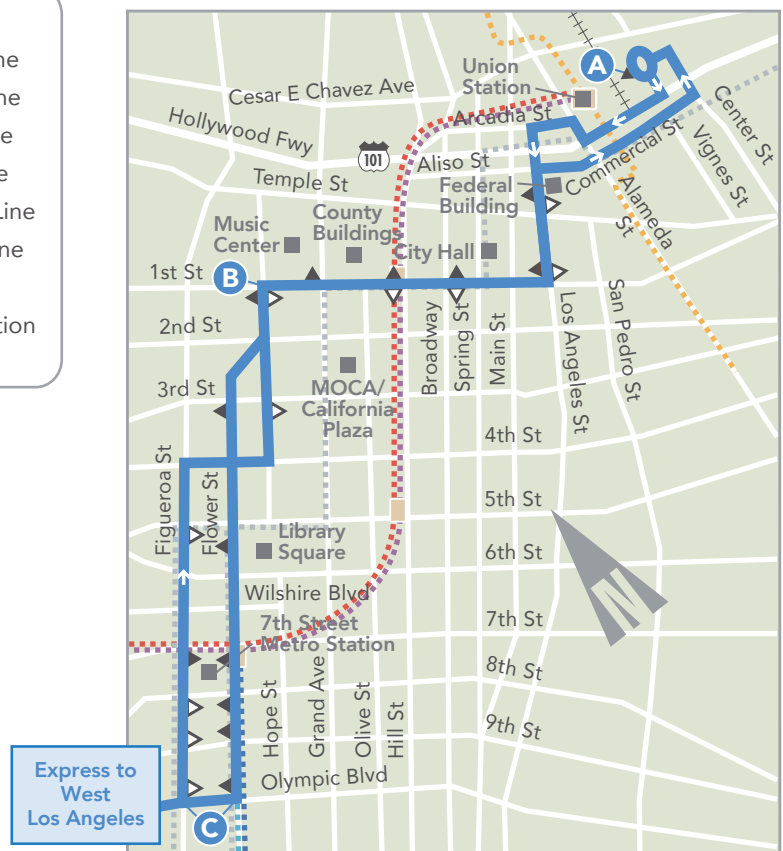
Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

WEST LOS ANGELES/CENTURY CITY/WESTWOOD



Commuter Express Route 534	Park & Ride
Commuter Express Route 431	Metro Gold Line
Commuter Express Route 573	Metro Expo Line
Bus Stop	Metro Blue Line
Drop-off Only	Metro Red Line
Time Point	Metro Purple Line
Points of Interest	Metro Silver Line
	Metrolink
	Metro Rail Station

DOWNTOWN LOS ANGELES

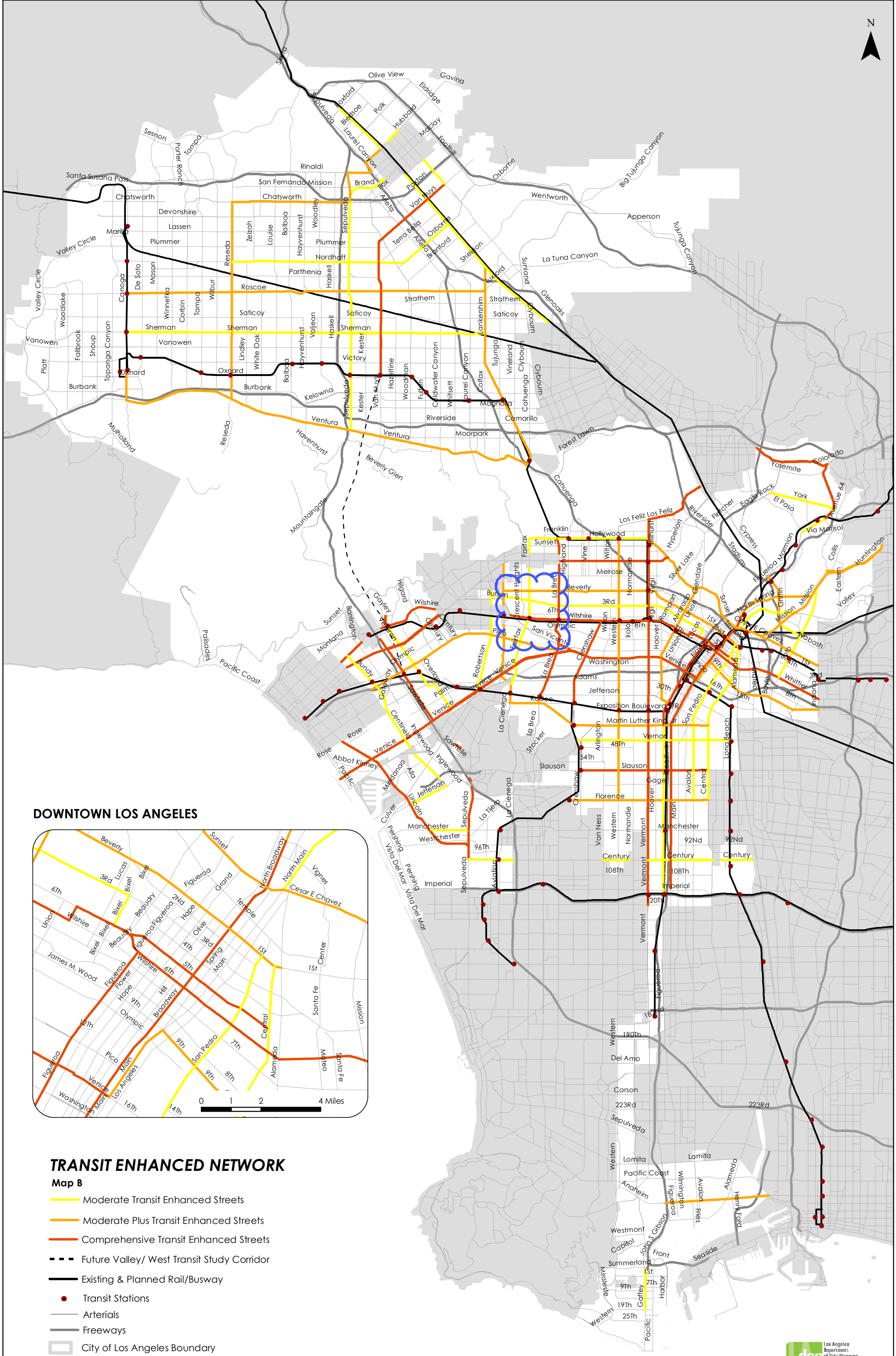


UNION STATION

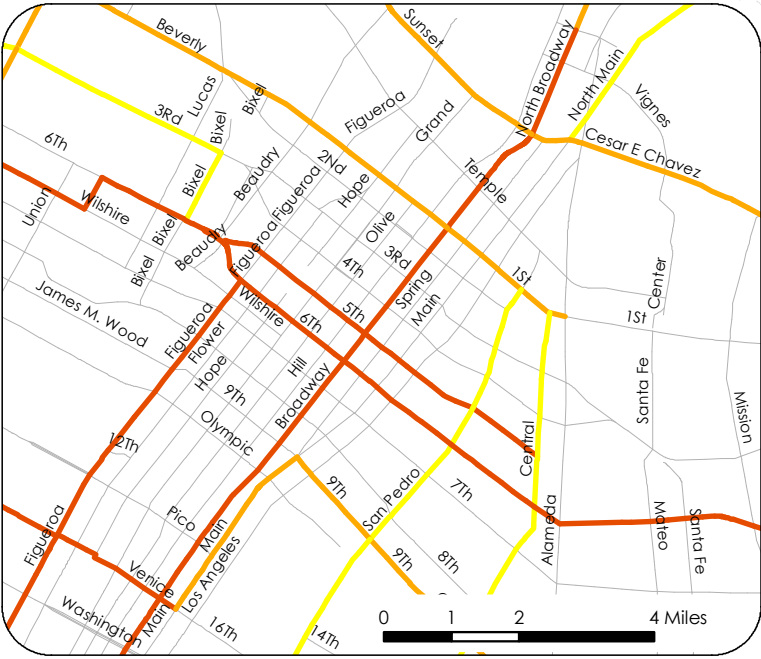
Commuter Express 534 buses stop at Bus Stop No. 3 in the Patsaouras Transit Plaza.

APPENDIX E

MOBILITY NETWORK MAPS



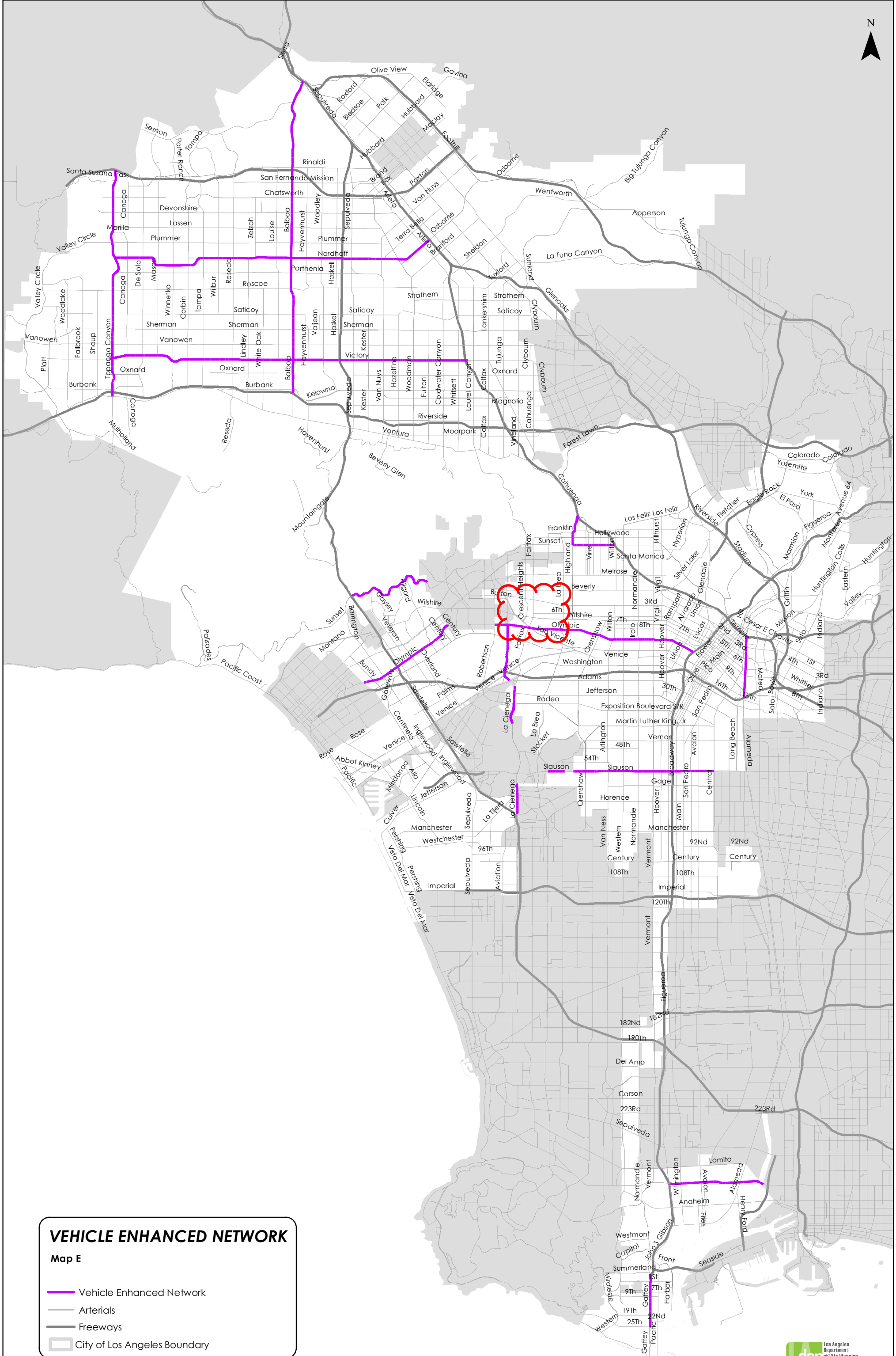
DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary



VEHICLE ENHANCED NETWORK

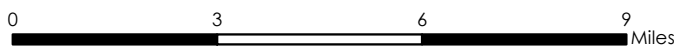
Map E

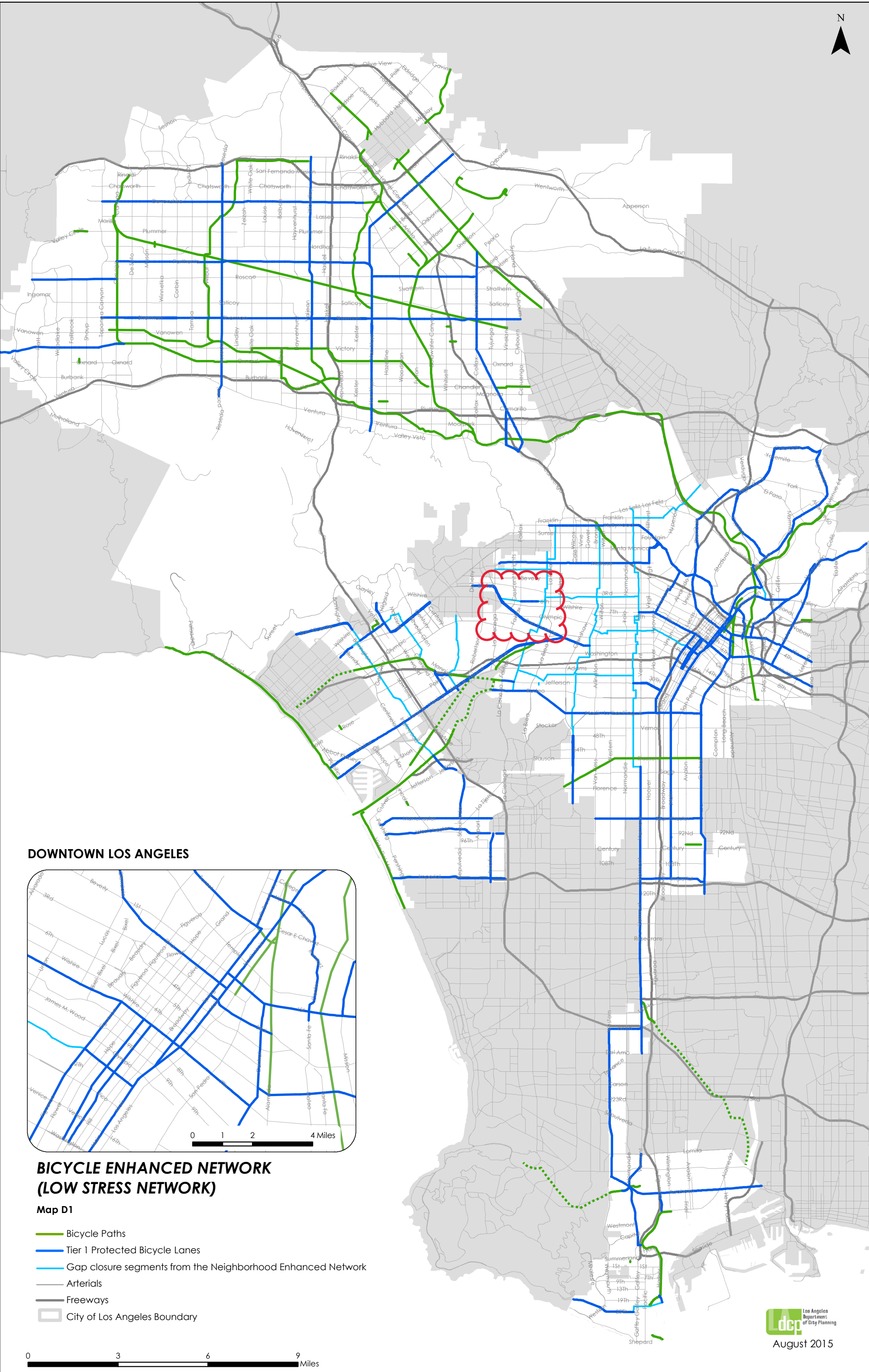
Vehicle Enhanced Network

Arterials

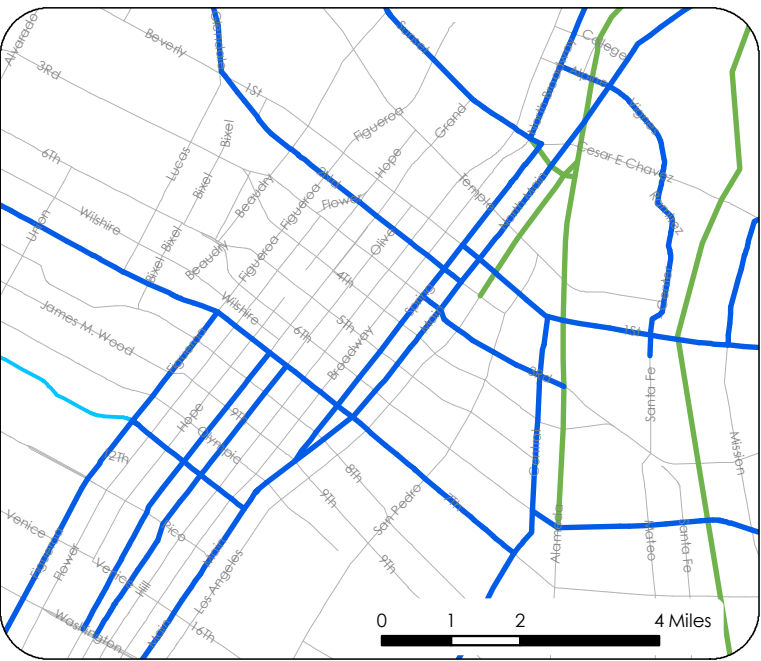
Freeways

City of Los Angeles Boundary





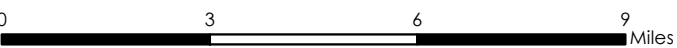
DOWNTOWN LOS ANGELES

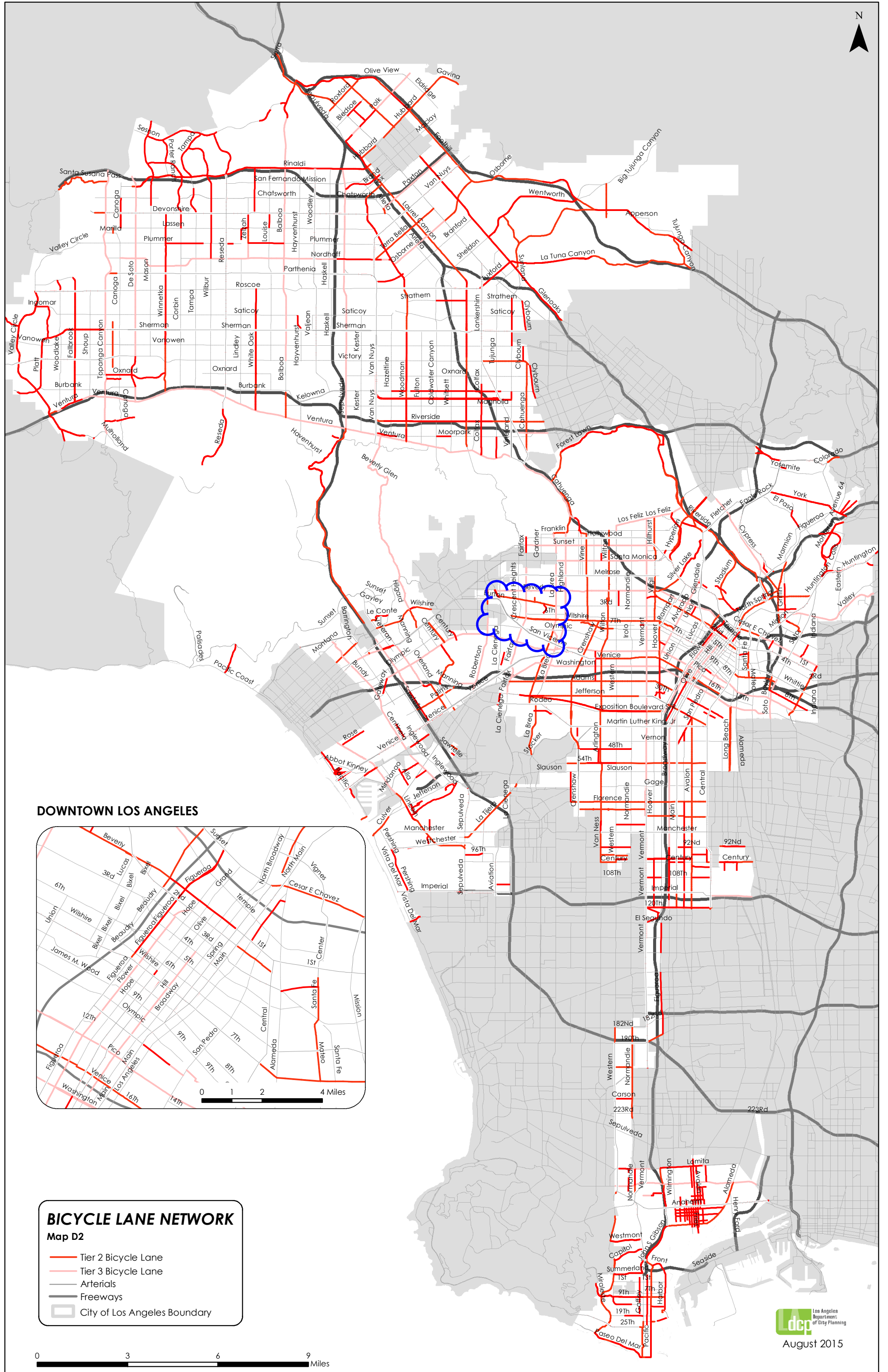


**BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)**

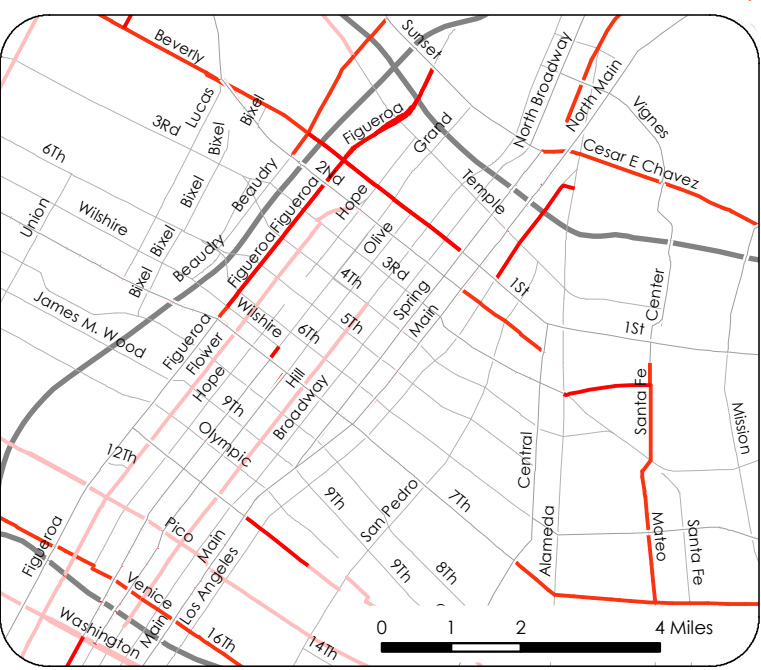
Map D1

- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- Gap closure segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary





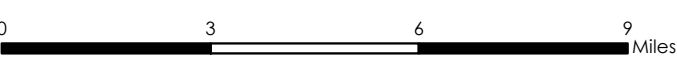
DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

Map D2




- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary



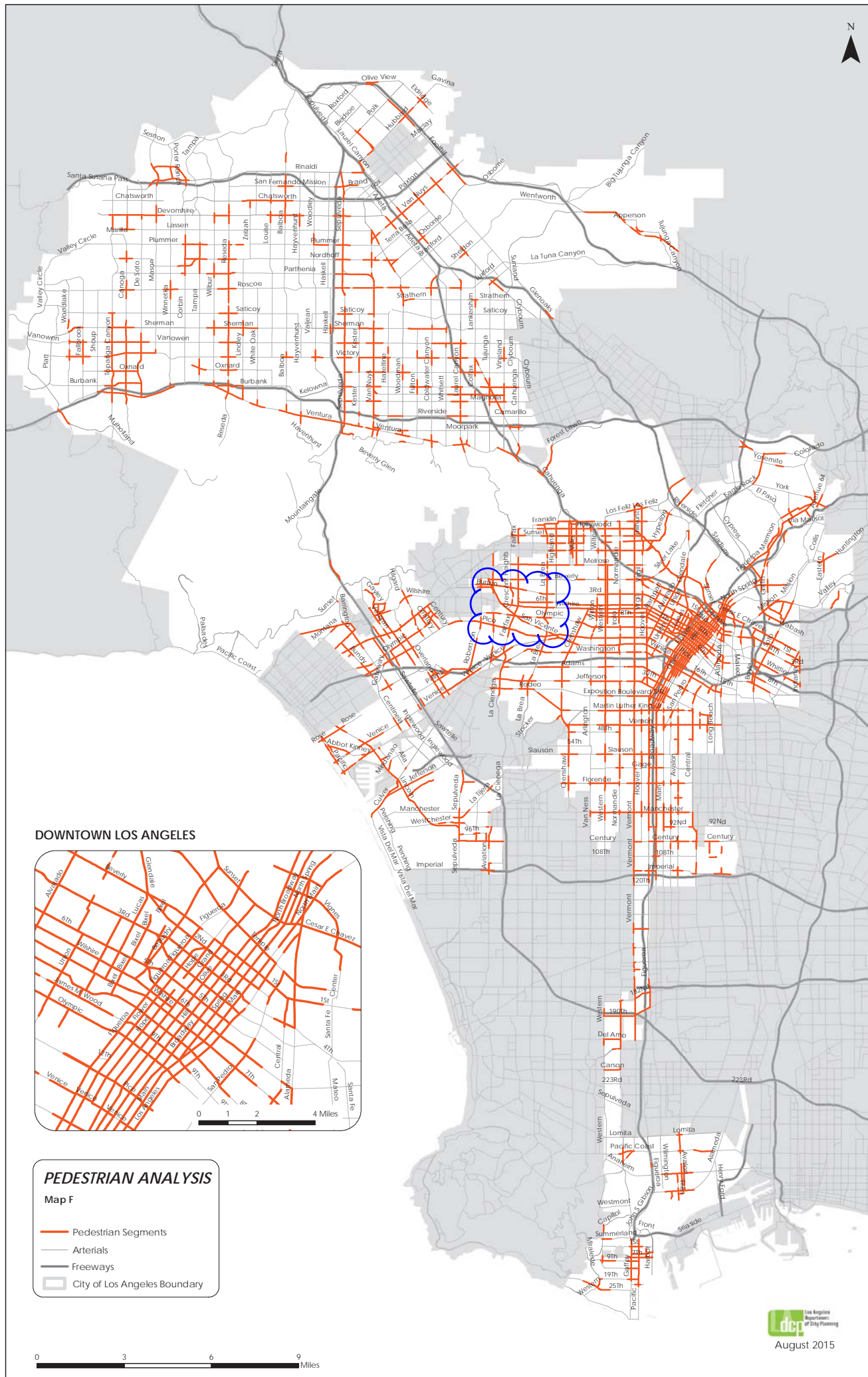


NEIGHBORHOOD ENHANCED NETWORK- CENTRAL, EAST & SOUTH SUBAREA

Map C4

-  Neighborhood Network
-  Arterials
-  City of Los Angeles Boundary

0 1 2 3 Miles

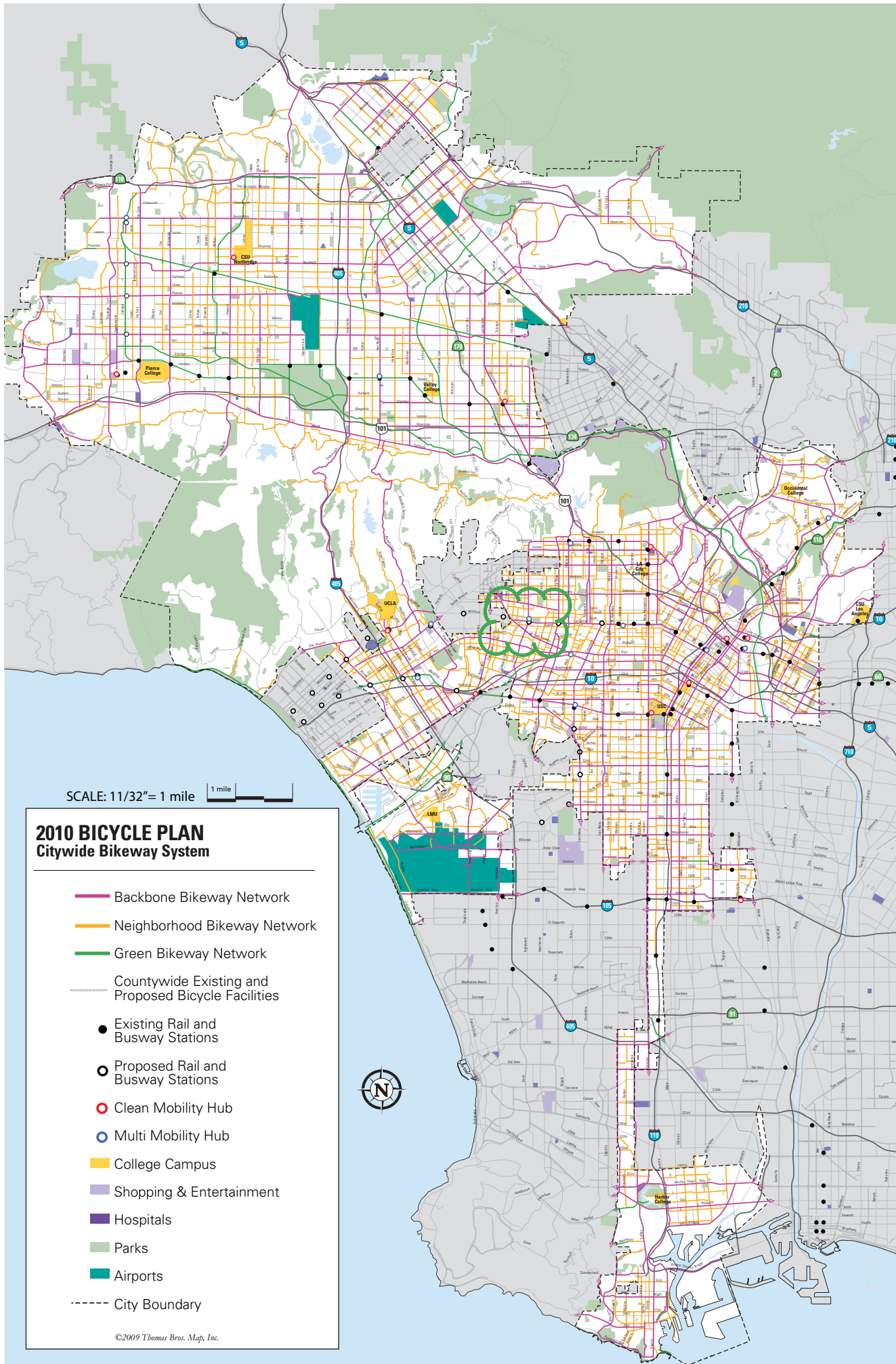


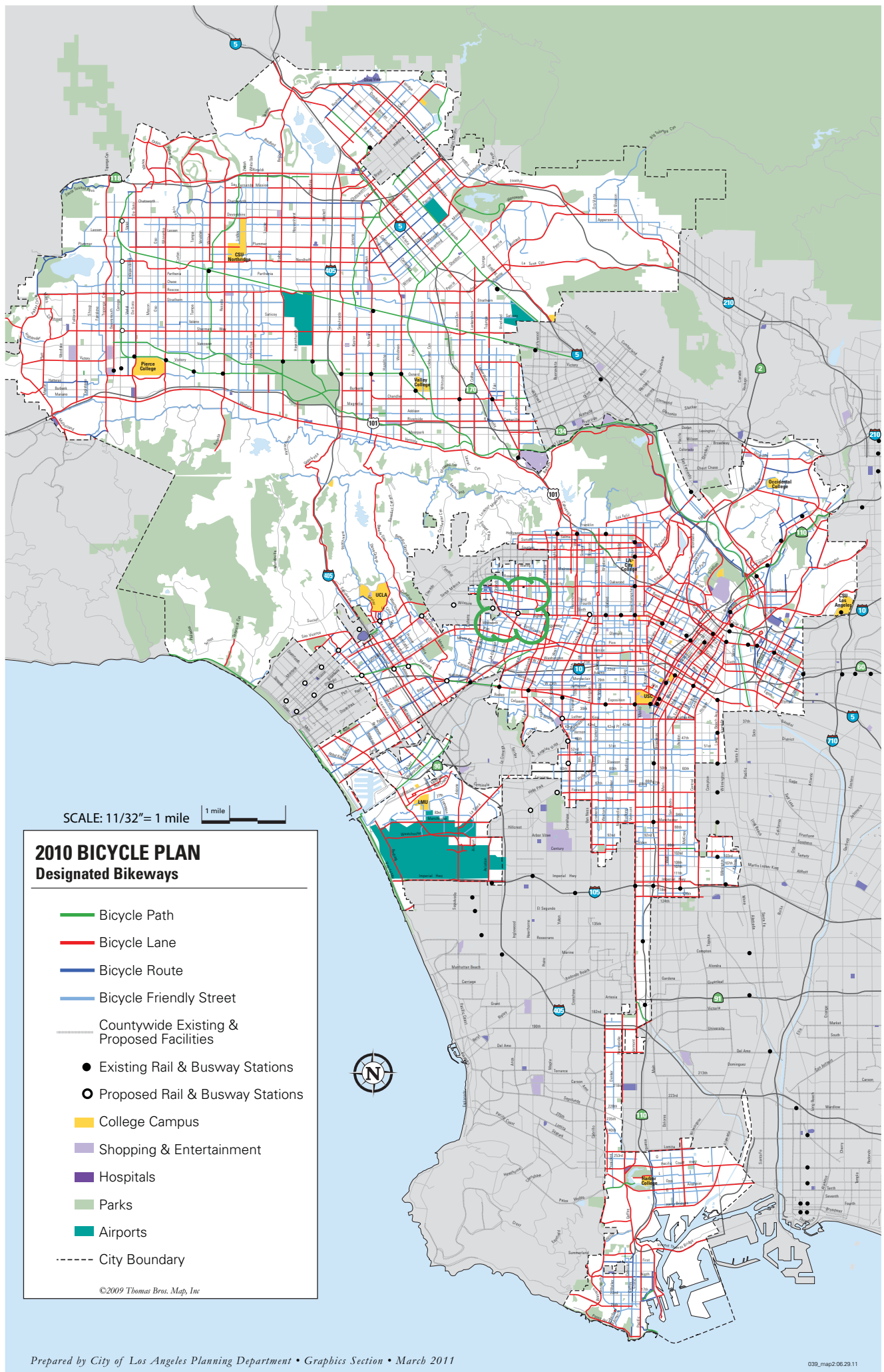
DOWNTOWN LOS ANGELES



PEDESTRIAN ANALYSIS
Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary





APPENDIX F

VMT REPORT

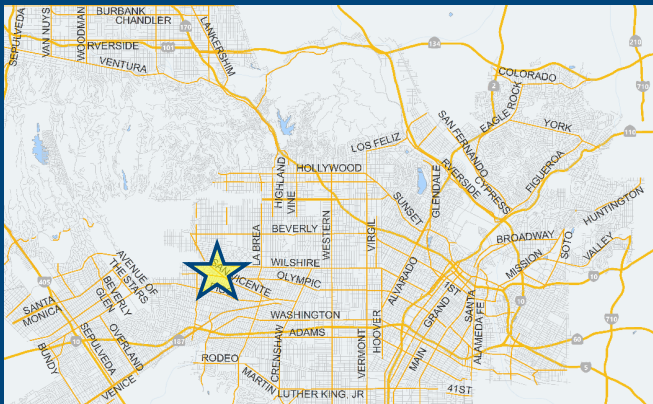
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 800 S Fairfax Avenue
 Scenario: [www](#)
 Address: 800 S FAIRFAX AVE, 90036



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	40	DU
Housing Multi-Family	40	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Fast-Food Restaurant	0.75	ksf
Housing Multi-Family	181	DU
Retail High-Turnover Sit-Down Restaurant	1.6	ksf
Retail Fast-Food Restaurant	0.75	ksf
Housing Affordable Housing - Family	28	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

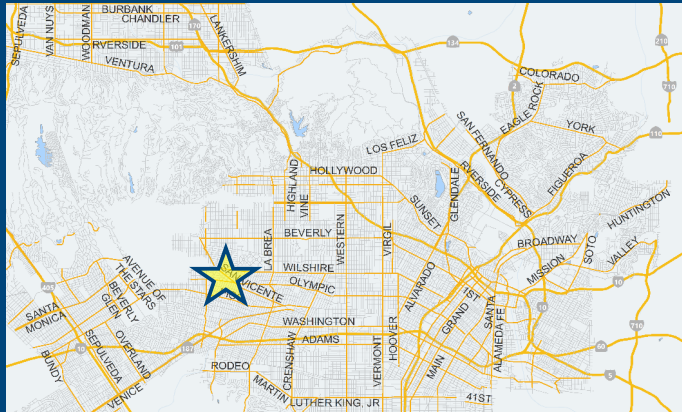
Existing Land Use	Proposed Project
156 Daily Vehicle Trips	931 Daily Vehicle Trips
919 Daily VMT	5,663 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	775 Net Daily Trips
The net increase in daily VMT ≤ 0	4,744 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2,350 ksf
The proposed project is required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: 800 S Fairfax Avenue
Scenario:
Address: 800 S FAIRFAX AVE, 90036



TDM Strategies

Select each section to show individual strategies

Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

No

Max Work Based TDM Achieved?

No

No

A Parking

Reduce Parking Supply

city code parking provision for the project site

☒ Proposed Prj ☐ Mitigation actual parking provision for the project site

Unbundle Parking

☒ Proposed Prj ☐ Mitigation monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation percent of employees eligible

Price Workplace Parking

daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project

With Mitigation

787
Daily Vehicle Trips

787
Daily Vehicle Trips

4,815
Daily VMT

4,815
Daily VMT

6.0
Household VMT per Capita

6.0
Household VMT per Capita

N/A
Work VMT per Employee

N/A
Work VMT per Employee

Significant VMT Impact?

Household: No
Threshold = 6.0
15% Below APC

Household: No
Threshold = 6.0
15% Below APC

Work: N/A
Threshold = 7.6
15% Below APC

Work: N/A
Threshold = 7.6
15% Below APC

Proposed Project Land Use Type

Value	Unit
Housing Multi-Family	181 DU
Retail High-Turnover Sit-Down Restaurant	1.6 ksf
Retail Fast-Food Restaurant	0.75 ksf
Housing Affordable Housing - Family	28 DU

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019

Project Name: 800 S Fairfax Avenue

Project Scenario:

Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	181	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	28	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	1.600	ksf
	Fast-Food Restaurant	0.750	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019

Project Name: 800 S Fairfax Avenue

Project Scenario:

Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

Analysis Results			
Total Employees: 11			
Total Population: 496			
Proposed Project		With Mitigation	
787	Daily Vehicle Trips	787	Daily Vehicle Trips
4,815	Daily VMT	4,815	Daily VMT
6	Household VMT per Capita	6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 20, 2019

Project Name: 800 S Fairfax Avenue

Project Scenario:

Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	293	293
		Actual parking provision (spaces)	239	239
	Unbundle parking	Monthly cost for parking (\$)	\$75	\$75
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 20, 2019

Project Name: 800 S Fairfax Avenue

Project Scenario:

Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle Degree of implementation (low, medium, high)	0	0
	Employees and residents eligible (%)	0%	0%
	Transit subsidies Employees and residents eligible (%)	0%	0%
Education & Encouragement	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
	Voluntary travel behavior change program Employees and residents participating (%)	0%	0%
	Promotions and marketing Employees and residents participating (%)	0%	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 20, 2019

Project Name: 800 S Fairfax Avenue

Project Scenario:

Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute Program	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 20, 2019

Project Name: 800 S Fairfax Avenue

Project Scenario:

Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 20, 2019
 Project Name: 800 S Fairfax Avenue
 Project Scenario:
 Project Address: 800 S FAIRFAX AVE, 90036



TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	9%	9%	0%	0%	9%	9%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 20, 2019
 Project Name: 800 S Fairfax Avenue
 Project Scenario:
 Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		18%	18%	10%	10%	18%	18%	10%	10%	10%	10%	10%	10%
MAX. TDM EFFECT		18%	18%	10%	10%	18%	18%	10%	10%	10%	10%	10%	10%

$$= \text{Minimum } (X\%, 1-[(1-A)*(1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1-[(1-A)*(1-B)...])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2019

Project Name: 800 S Fairfax Avenue

Project Scenario:

Project Address: 800 S FAIRFAX AVE, 90036



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	281	-27.8%	203	6.5	1,827	1,320
Home Based Other Production	752	-40.8%	445	5.2	3,910	2,314
Non-Home Based Other Production	43	-14.0%	37	7.3	314	270
Home-Based Work Attraction	17	-64.7%	6	8.0	136	48
Home-Based Other Attraction	234	-41.9%	136	7.0	1,638	952
Non-Home Based Other Attraction	118	-11.9%	104	7.3	861	759

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-17.9%	167	1,084	-17.9%	167	1,084
Home Based Other Production	-17.9%	365	1,900	-17.9%	365	1,900
Non-Home Based Other Production	-9.8%	33	244	-9.8%	33	244
Home-Based Work Attraction	-9.8%	5	43	-9.8%	5	43
Home-Based Other Attraction	-9.8%	123	859	-9.8%	123	859
Non-Home Based Other Attraction	-9.8%	94	685	-9.8%	94	685

MXD VMT Methodology Per Capita & Per Employee

Total Population: 496

Total Employees: 11

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	2,984	2,984
Total Home Based Work Attraction VMT	43	43
Total Home Based VMT Per Capita	6.0	6.0
Total Work Based VMT Per Employee	N/A	N/A

APPENDIX G

RELATED PROJECT INFORMATION

RELATED PROJECT LIST
830 Fairfax Avenue

RELATED PROJECT TRAFFIC GENERATION

No.	Project	Use	Size	Location	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
						<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
1	Academy Musuem of Motion Pictures	visitors employees store restaurant	5,000 135 3,000 sf 6,000 sf	6067 Wilshire Boulevard	2,763	251	176	428	61	263	324
2	Residential	apartments	48 Units	5891 Olympic Boulevard	326	4	14	18	13	8	21
3	LACMA Renovations	museum	less 24,571 sf	5905 Wilshire Boulevard	668	43	2	45	15	53	68
4	Mixed - Use	apartments affordable restaurant	51 Units 6 Units 1,596 sf	6001 Olympic Boulevard	99	6	13	19	5	-2	3

APPENDIX H

TRAFFIC VOLUME DATA, FIGURES AND LEVEL OF SERVICE WORKSHEETS

TRAFFIC VOLUME DATA

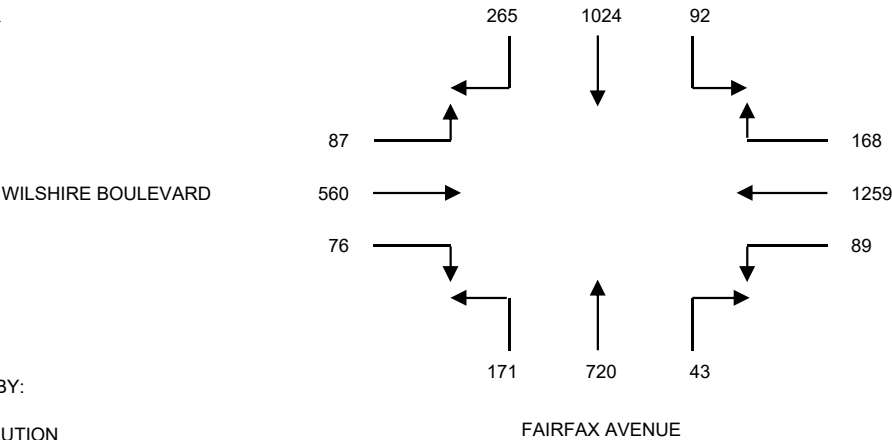
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 1_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	30	219	8	17	251	5	16	121	21	11	85	13
0715-0730	49	220	12	21	275	15	14	145	30	10	76	10
0730-0745	51	204	11	30	332	27	11	157	39	13	110	13
0745-0800	61	230	17	55	313	23	18	199	44	19	141	15
0800-0815	88	250	25	40	289	22	11	184	42	17	141	22
0815-0830	61	270	23	37	330	21	16	183	44	13	129	21
0830-0845	53	245	20	44	325	23	8	162	30	21	159	19
0845-0900	63	259	24	47	315	23	8	191	55	25	131	25
0900-0915	57	220	29	54	322	18	12	152	47	20	143	25
0915-0930	68	252	38	48	274	20	7	179	41	20	135	29
0930-0945	50	257	24	31	288	18	12	192	42	28	151	38
0945-1000	77	227	33	33	222	22	10	198	47	31	128	34

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	191	873	48	123	1171	70	59	622	134	53	412	51	3807
0715-0815	249	904	65	146	1209	87	54	685	155	59	468	60	4141
0730-0830	261	954	76	162	1264	93	56	723	169	62	521	71	4412
0745-0845	263	995	85	176	1257	89	53	728	160	70	570	77	4523
0800-0900	265	1024	92	168	1259	89	43	720	171	76	560	87	4554
0815-0915	234	994	96	182	1292	85	44	688	176	79	562	90	4522
0830-0930	241	976	111	193	1236	84	35	684	173	86	568	98	4485
0845-0945	238	988	115	180	1199	79	39	714	185	93	560	117	4507
0900-1000	252	956	124	166	1106	78	41	721	177	99	557	126	4403

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

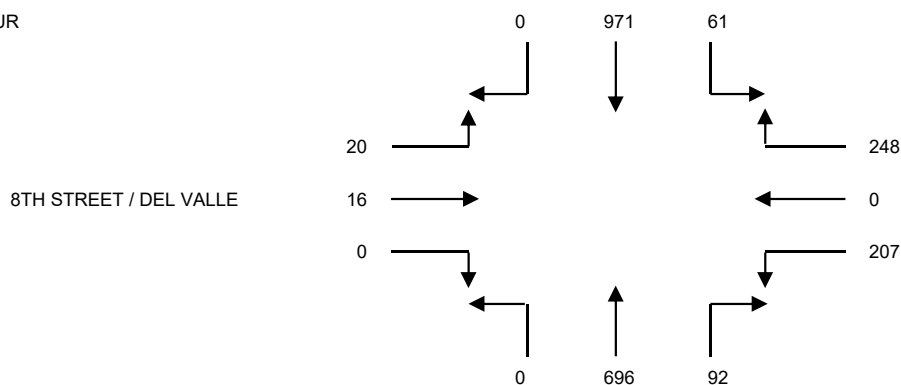
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W 8TH STREET / DEL VALLE
 FILE NUMBER: 2_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	0	191	5	25	0	32	17	122	0	0	3	1
0715-0730	0	203	9	31	0	39	23	135	0	1	0	3
0730-0745	0	229	6	59	0	39	15	186	0	1	5	4
0745-0800	0	233	14	43	0	37	16	192	0	4	5	2
0800-0815	0	253	13	56	0	47	22	171	0	0	4	2
0815-0830	0	246	15	57	0	43	30	159	0	1	5	6
0830-0845	0	224	12	66	0	58	24	149	0	0	2	3
0845-0900	0	270	19	68	0	40	21	174	0	0	3	4
0900-0915	0	231	14	62	0	56	25	196	0	0	8	8
0915-0930	0	246	16	52	0	53	22	177	0	0	3	5
0930-0945	0	228	19	55	0	35	21	162	0	0	7	10
0945-1000	0	221	25	40	0	33	25	155	0	2	4	5

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	0	856	34	158	0	147	71	635	0	6	13	10	1930
0715-0815	0	918	42	189	0	162	76	684	0	6	14	11	2102
0730-0830	0	961	48	215	0	166	83	708	0	6	19	14	2220
0745-0845	0	956	54	222	0	185	92	671	0	5	16	13	2214
0800-0900	0	993	59	247	0	188	97	653	0	1	14	15	2267
0815-0915	0	971	60	253	0	197	100	678	0	1	18	21	2299
0830-0930	0	971	61	248	0	207	92	696	0	0	16	20	2311
0845-0945	0	975	68	237	0	184	89	709	0	0	21	27	2310
0900-1000	0	926	74	209	0	177	93	690	0	2	22	28	2221

A.M. PEAK HOUR
0830-0930



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

FAIRFAX AVENUE

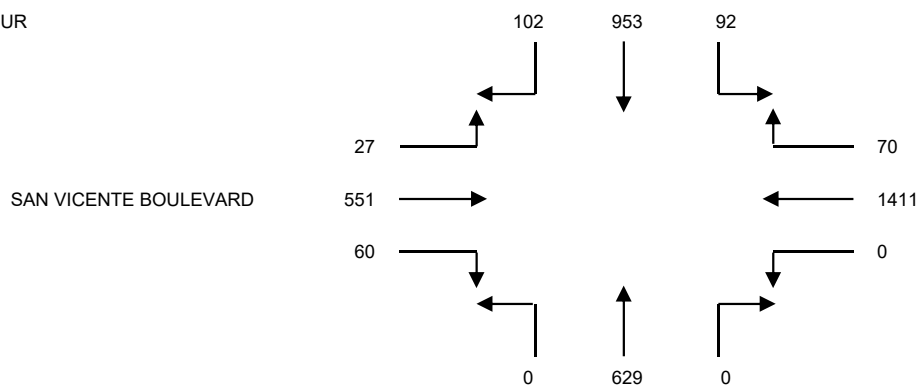
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W SAN VICENTE BOULEVARD
 FILE NUMBER: 3_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	6	227	24	21	299	0	0	111	0	5	68	7
0715-0730	12	236	20	20	301	0	0	141	0	9	78	10
0730-0745	12	244	13	23	386	0	0	151	0	18	93	5
0745-0800	18	231	22	29	333	0	0	154	0	19	119	5
0800-0815	22	239	29	20	383	0	0	149	0	14	146	9
0815-0830	20	259	21	10	339	0	0	159	0	18	136	5
0830-0845	29	213	16	18	363	0	0	165	0	15	147	5
0845-0900	31	242	26	22	326	0	0	156	0	13	122	8
0900-0915	29	228	21	19	370	0	0	160	0	16	134	13
0915-0930	29	241	19	22	349	0	0	142	0	19	124	8
0930-0945	20	216	20	31	372	0	0	153	0	16	118	7
0945-1000	22	200	28	20	336	0	0	134	0	13	105	11

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	48	938	79	93	1319	0	0	557	0	51	358	27	3470
0715-0815	64	950	84	92	1403	0	0	595	0	60	436	29	3713
0730-0830	72	973	85	82	1441	0	0	613	0	69	494	24	3853
0745-0845	89	942	88	77	1418	0	0	627	0	66	548	24	3879
0800-0900	102	953	92	70	1411	0	0	629	0	60	551	27	3895
0815-0915	109	942	84	69	1398	0	0	640	0	62	539	31	3874
0830-0930	118	924	82	81	1408	0	0	623	0	63	527	34	3860
0845-0945	109	927	86	94	1417	0	0	611	0	64	498	36	3842
0900-1000	100	885	88	92	1427	0	0	589	0	64	481	39	3765

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

FAIRFAX AVENUE

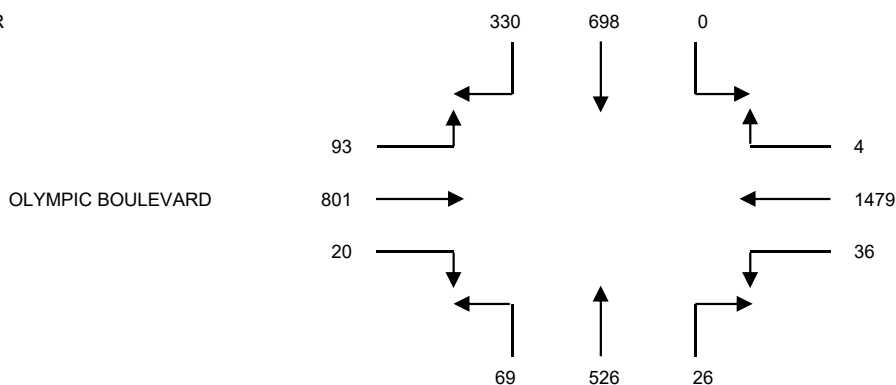
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W OLYMPIC BOULEVARD
 FILE NUMBER: 4_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	65	170	0	0	348	3	13	108	17	5	90	11
0715-0730	80	181	0	1	362	11	10	138	18	3	121	13
0730-0745	84	172	0	1	370	18	10	118	20	2	175	19
0745-0800	92	180	0	2	363	10	7	148	23	3	183	16
0800-0815	81	162	0	1	383	13	8	119	20	5	191	22
0815-0830	68	185	0	0	359	8	4	135	16	7	213	21
0830-0845	89	171	0	1	374	5	7	124	10	5	214	34
0845-0900	84	176	0	0	319	8	5	135	13	3	218	22
0900-0915	85	160	0	2	306	8	9	124	14	1	222	22
0915-0930	77	173	0	1	263	9	5	139	10	2	204	27
0930-0945	71	145	0	1	287	11	5	127	12	5	203	21
0945-1000	80	148	0	2	275	12	10	118	19	3	197	21

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	321	703	0	4	1443	42	40	512	78	13	569	59	3784
0715-0815	337	695	0	5	1478	52	35	523	81	13	670	70	3959
0730-0830	325	699	0	4	1475	49	29	520	79	17	762	78	4037
0745-0845	330	698	0	4	1479	36	26	526	69	20	801	93	4082
0800-0900	322	694	0	2	1435	34	24	513	59	20	836	99	4038
0815-0915	326	692	0	3	1358	29	25	518	53	16	867	99	3986
0830-0930	335	680	0	4	1262	30	26	522	47	11	858	105	3880
0845-0945	317	654	0	4	1175	36	24	525	49	11	847	92	3734
0900-1000	313	626	0	6	1131	40	29	508	55	11	826	91	3636

A.M. PEAK HOUR
 0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

FAIRFAX AVENUE

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S SAN VICENTE BOULEVARD
 E/W OLYMPIC BOULEVARD
 FILE NUMBER: 5_AM

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG		
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC
	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11
15 MINUTE TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH
0700-0715	2	88	0	48	284	0	5	1	278	68	2	29	70
0715-0730	2	108	0	55	290	0	7	2	260	72	2	33	85
0730-0745	3	121	0	111	318	0	5	0	252	66	2	58	123
0745-0800	6	138	0	122	288	0	6	1	242	69	1	30	165
0800-0815	4	146	0	128	323	0	10	1	273	66	2	39	172
0815-0830	8	167	0	116	322	0	5	0	267	51	3	48	180
0830-0845	2	184	0	113	336	0	10	0	264	39	1	32	198
0845-0900	4	154	0	127	280	0	15	2	250	36	0	21	201
0900-0915	7	135	0	133	268	0	22	1	255	42	4	29	200
0915-0930	6	134	0	139	255	0	15	1	225	20	2	20	205
0930-0945	6	145	0	140	260	0	13	0	276	28	2	25	187
0945-1000	5	149	0	132	242	0	9	0	264	34	3	26	194

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG			TOTALS
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC	
	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11	
1 HOUR TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH	
0700-0800	13	455	0	336	1180	0	23	4	1032	275	7	150	443	3918
0715-0815	15	513	0	416	1219	0	28	4	1027	273	7	160	545	4207
0730-0830	21	572	0	477	1251	0	26	2	1034	252	8	175	640	4458
0745-0845	20	635	0	479	1269	0	31	2	1046	225	7	149	715	4578
0800-0900	18	651	0	484	1261	0	40	3	1054	192	6	140	751	4600
0815-0915	21	640	0	489	1206	0	52	3	1036	168	8	130	779	4532
0830-0930	19	607	0	512	1139	0	62	4	994	137	7	102	804	4387
0845-0945	23	568	0	539	1063	0	65	4	1006	126	8	95	793	4290
0900-1000	24	563	0	544	1025	0	59	2	1020	124	11	100	786	4258

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

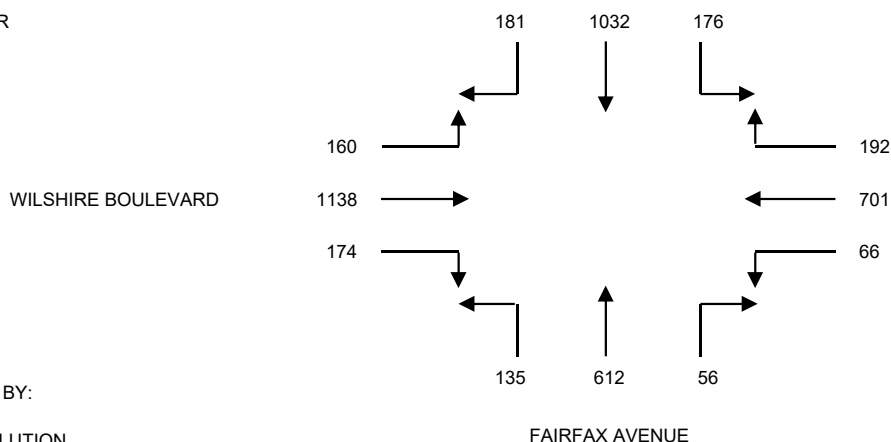
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 1_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	51	239	32	52	145	13	13	178	35	26	207	33
0315-0330	49	230	59	59	155	15	13	159	30	30	203	22
0330-0345	35	232	39	58	169	13	18	153	24	42	245	34
0345-0400	45	246	41	46	157	19	19	164	34	37	226	32
0400-0415	57	237	58	31	149	17	17	141	26	44	247	43
0415-0430	51	279	58	40	153	20	13	163	29	31	252	36
0430-0445	38	250	37	32	168	15	10	154	40	21	288	37
0445-0500	45	266	41	30	154	17	14	156	34	30	281	36
0500-0515	37	248	55	42	168	13	12	143	36	44	303	31
0515-0530	59	257	43	56	198	19	16	171	36	37	283	36
0530-0545	43	245	40	58	176	15	11	139	34	55	297	50
0545-0600	42	282	38	36	159	19	17	159	29	38	255	43

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	180	947	171	215	626	60	63	654	123	135	881	121	4176
0315-0415	186	945	197	194	630	64	67	617	114	153	921	131	4219
0330-0430	188	994	196	175	628	69	67	621	113	154	970	145	4320
0345-0445	191	1012	194	149	627	71	59	622	129	133	1013	148	4348
0400-0500	191	1032	194	133	624	69	54	614	129	126	1068	152	4386
0415-0515	171	1043	191	144	643	65	49	616	139	126	1124	140	4451
0430-0530	179	1021	176	160	688	64	52	624	146	132	1155	140	4537
0445-0545	184	1016	179	186	696	64	53	609	140	166	1164	153	4610
0500-0600	181	1032	176	192	701	66	56	612	135	174	1138	160	4623

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
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 FAX: 626-446-2877

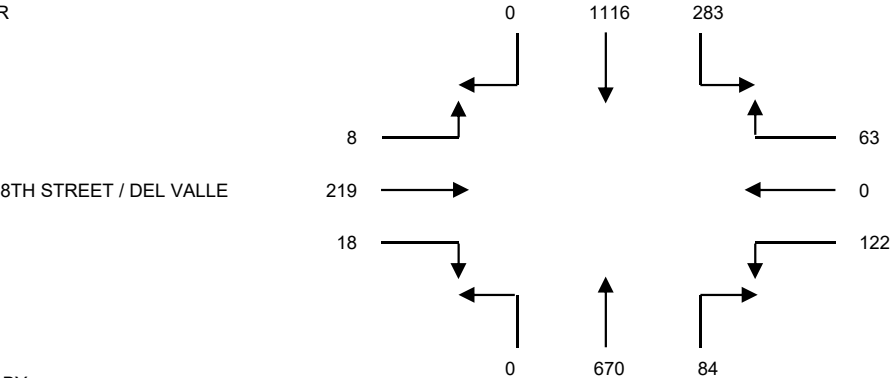
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W 8TH STREET / DEL VALLE
 FILE NUMBER: 2_PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	0	221	51	18	0	23	19	160	0	0	32	0
0315-0330	0	237	57	20	0	18	21	150	0	2	30	1
0330-0345	0	265	61	22	0	19	20	158	0	2	36	1
0345-0400	0	268	58	20	0	15	17	161	0	5	37	1
0400-0415	0	280	86	31	0	22	25	177	0	7	55	2
0415-0430	0	239	64	21	0	20	20	143	0	3	62	3
0430-0445	0	251	56	15	0	22	36	162	0	5	66	0
0445-0500	0	291	57	15	0	30	24	185	0	5	56	2
0500-0515	0	293	85	16	0	39	22	163	0	8	46	5
0515-0530	0	251	68	19	0	28	20	157	0	3	60	1
0530-0545	0	281	73	13	0	25	18	165	0	2	57	0
0545-0600	0	252	66	10	0	29	20	158	0	3	49	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	0	991	227	80	0	75	77	629	0	9	135	3	2226
0315-0415	0	1050	262	93	0	74	83	646	0	16	158	5	2387
0330-0430	0	1052	269	94	0	76	82	639	0	17	190	7	2426
0345-0445	0	1038	264	87	0	79	98	643	0	20	220	6	2455
0400-0500	0	1061	263	82	0	94	105	667	0	20	239	7	2538
0415-0515	0	1074	262	67	0	111	102	653	0	21	230	10	2530
0430-0530	0	1086	266	65	0	119	102	667	0	21	228	8	2562
0445-0545	0	1116	283	63	0	122	84	670	0	18	219	8	2583
0500-0600	0	1077	292	58	0	121	80	643	0	16	212	6	2505

P.M. PEAK HOUR
 0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

FAIRFAX AVENUE

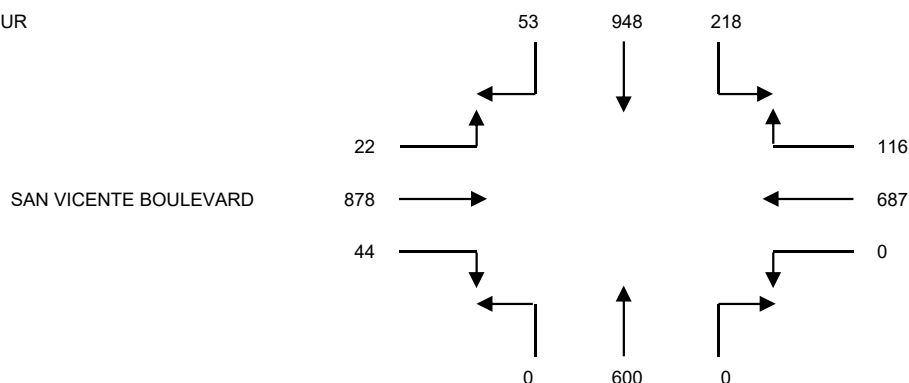
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W SAN VICENTE BOULEVARD
 FILE NUMBER: 3_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	9	204	61	36	177	0	0	140	0	9	212	4
0315-0330	12	211	48	43	168	0	0	141	0	16	233	3
0330-0345	15	218	40	36	164	0	0	132	0	10	228	7
0345-0400	9	225	34	28	171	0	0	153	0	10	216	7
0400-0415	11	231	46	31	172	0	0	143	0	8	219	8
0415-0430	8	208	44	39	161	0	0	141	0	8	224	3
0430-0445	9	229	55	26	161	0	0	136	0	10	231	7
0445-0500	13	222	47	33	169	0	0	162	0	14	227	4
0500-0515	12	261	62	32	172	0	0	154	0	7	206	8
0515-0530	19	236	54	25	185	0	0	148	0	13	214	3
0530-0545	16	213	48	24	163	0	0	137	0	19	197	1
0545-0600	17	248	44	26	160	0	0	144	0	15	202	2

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	45	858	183	143	680	0	0	566	0	45	889	21	3430
0315-0415	47	885	168	138	675	0	0	569	0	44	896	25	3447
0330-0430	43	882	164	134	668	0	0	569	0	36	887	25	3408
0345-0445	37	893	179	124	665	0	0	573	0	36	890	25	3422
0400-0500	41	890	192	129	663	0	0	582	0	40	901	22	3460
0415-0515	42	920	208	130	663	0	0	593	0	39	888	22	3505
0430-0530	53	948	218	116	687	0	0	600	0	44	878	22	3566
0445-0545	60	932	211	114	689	0	0	601	0	53	844	16	3520
0500-0600	64	958	208	107	680	0	0	583	0	54	819	14	3487

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
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FAIRFAX AVENUE

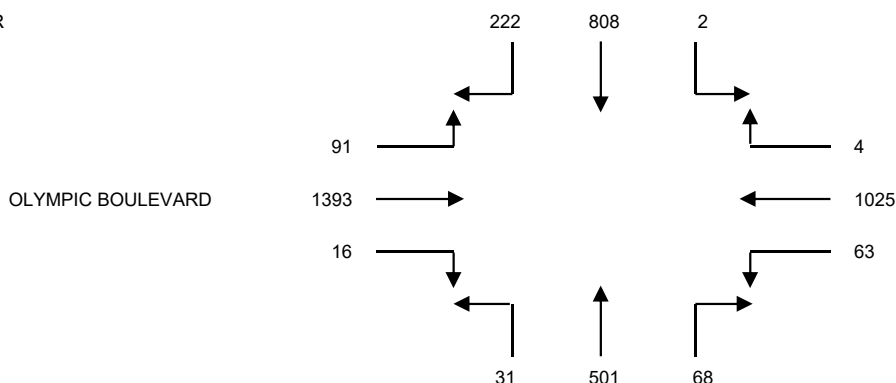
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S FAIRFAX AVENUE
 E/W OLYMPIC BOULEVARD
 FILE NUMBER: 4_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	59	182	1	2	236	17	13	116	10	10	280	25
0315-0330	59	183	0	2	201	16	9	112	11	8	320	38
0330-0345	62	175	0	3	213	15	5	115	7	4	366	30
0345-0400	42	153	0	0	208	14	11	117	6	4	353	26
0400-0415	50	198	1	1	243	19	12	116	13	8	355	25
0415-0430	51	186	0	1	223	14	8	128	8	3	343	35
0430-0445	69	193	0	1	230	12	9	112	5	5	374	33
0445-0500	58	170	1	0	237	10	14	121	5	3	354	24
0500-0515	63	185	1	1	282	13	19	131	4	4	350	26
0515-0530	50	207	0	1	243	18	18	122	7	2	326	21
0530-0545	54	210	0	0	254	17	14	130	11	2	362	24
0545-0600	55	206	1	2	246	15	17	118	9	8	355	20

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	222	693	1	7	858	62	38	460	34	26	1319	119	3839
0315-0415	213	709	1	6	865	64	37	460	37	24	1394	119	3929
0330-0430	205	712	1	5	887	62	36	476	34	19	1417	116	3970
0345-0445	212	730	1	3	904	59	40	473	32	20	1425	119	4018
0400-0500	228	747	2	3	933	55	43	477	31	19	1426	117	4081
0415-0515	241	734	2	3	972	49	50	492	22	15	1421	118	4119
0430-0530	240	755	2	3	992	53	60	486	21	14	1404	104	4134
0445-0545	225	772	2	2	1016	58	65	504	27	11	1392	95	4169
0500-0600	222	808	2	4	1025	63	68	501	31	16	1393	91	4224

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

FAIRFAX AVENUE

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S SAN VICENTE BOULEVARD
 E/W OLYMPIC BOULEVARD
 FILE NUMBER: 5_PM

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG		
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC
15 MINUTE	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH
0300-0315	3	254	0	60	189	0	16	0	149	27	0	58	241
0315-0330	5	276	0	54	203	0	25	0	173	26	0	58	250
0330-0345	2	281	0	52	210	0	30	0	150	20	2	58	283
0345-0400	3	269	0	63	208	0	39	0	168	17	3	75	300
0400-0415	2	288	0	59	192	0	28	0	150	21	1	59	307
0415-0430	1	264	0	44	224	0	28	3	153	28	2	76	301
0430-0445	3	283	0	52	218	0	24	1	135	20	3	68	291
0445-0500	4	292	0	70	232	0	31	1	165	23	0	58	288
0500-0515	1	276	0	58	239	0	40	0	140	26	0	50	299
0515-0530	1	254	0	44	241	0	42	1	155	26	4	63	328
0530-0545	3	264	0	40	242	0	36	0	124	23	2	69	315
0545-0600	0	266	0	49	220	0	40	1	154	28	0	52	300

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG			
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC	
1 HOUR	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH	TOTALS
0300-0400	13	1080	0	229	810	0	110	0	640	90	5	249	1074	4300
0315-0415	12	1114	0	228	813	0	122	0	641	84	6	250	1140	4410
0330-0430	8	1102	0	218	834	0	125	3	621	86	8	268	1191	4464
0345-0445	9	1104	0	218	842	0	119	4	606	86	9	278	1199	4474
0400-0500	10	1127	0	225	866	0	111	5	603	92	6	261	1187	4493
0415-0515	9	1115	0	224	913	0	123	5	593	97	5	252	1179	4515
0430-0530	9	1105	0	224	930	0	137	3	595	95	7	239	1206	4550
0445-0545	9	1086	0	212	954	0	149	2	584	98	6	240	1230	4570
0500-0600	5	1060	0	191	942	0	158	2	573	103	6	234	1242	4516

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: FAIRFAX AVENUE / WILSHIRE BOULEVARD

FILE: 1AMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	10	23	17	8
0715-0730	7	17	14	25
0730-0745	27	16	13	8
0745-0800	13	15	18	13
0800-0815	17	19	20	7
0815-0830	10	11	10	11
0830-0845	27	14	27	29
0845-0900	15	17	30	18
0900-0915	25	17	19	14
0915-0930	12	13	22	9
0930-0945	21	15	20	6
0945-1000	18	19	25	16

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	2	0	1	0
0715-0730	0	1	0	1
0730-0745	1	0	2	1
0745-0800	0	2	1	0
0800-0815	1	1	0	4
0815-0830	2	0	0	1
0830-0845	0	1	1	2
0845-0900	2	0	0	2
0900-0915	2	1	2	1
0915-0930	3	2	3	2
0930-0945	0	0	1	1
0945-1000	1	2	2	2

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	57	71	62	54	244
0715-0815	64	67	65	53	249
0730-0830	67	61	61	39	228
0745-0845	67	59	75	60	261
0800-0900	69	61	87	65	282
0815-0915	77	59	86	72	294
0830-0930	79	61	98	70	308
0845-0945	73	62	91	47	273
0900-1000	76	64	86	45	271

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	3	3	4	2	12
0715-0815	2	4	3	6	15
0730-0830	4	3	3	6	16
0745-0845	3	4	2	7	16
0800-0900	5	2	1	9	17
0815-0915	6	2	3	6	17
0830-0930	7	4	6	7	24
0845-0945	7	3	6	6	22
0900-1000	6	5	8	6	25

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: FAIRFAX AVENUE / WILSHIRE BOULEVARD

FILE: 1PMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	32	27	33	22
0315-0330	24	29	27	20
0330-0345	19	27	62	13
0345-0400	13	17	52	12
0400-0415	19	13	33	18
0415-0430	63	99	42	11
0430-0445	30	31	48	17
0445-0500	37	36	42	10
0500-0515	37	24	61	17
0515-0530	26	34	36	17
0530-0545	27	37	38	26
0545-0600	23	29	42	21

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	0	3	1	0
0315-0330	2	0	0	0
0330-0345	0	0	3	1
0345-0400	1	0	1	2
0400-0415	0	0	3	4
0415-0430	4	4	1	1
0430-0445	3	0	4	1
0445-0500	6	1	0	5
0500-0515	0	0	5	3
0515-0530	0	0	2	2
0530-0545	3	2	2	3
0545-0600	2	1	2	2

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	88	100	174	67	429
0315-0415	75	86	174	63	398
0330-0430	114	156	189	54	513
0345-0445	125	160	175	58	518
0400-0500	149	179	165	56	549
0415-0515	167	190	193	55	605
0430-0530	130	125	187	61	503
0445-0545	127	131	177	70	505
0500-0600	113	124	177	81	495

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	3	3	5	3	14
0315-0415	3	0	7	7	17
0330-0430	5	4	8	8	25
0345-0445	8	4	9	8	29
0400-0500	13	5	8	11	37
0415-0515	13	5	10	10	38
0430-0530	9	1	11	11	32
0445-0545	9	3	9	13	34
0500-0600	5	3	11	10	29

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: FAIRFAX AVENUE / 8TH STREET - DEL VALLE

FILE: 2AMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	1	1	0	1
0715-0730	1	2	0	0
0730-0745	1	4	0	1
0745-0800	3	4	0	1
0800-0815	0	6	0	1
0815-0830	2	6	0	3
0830-0845	3	4	0	1
0845-0900	0	9	0	1
0900-0915	0	5	0	1
0915-0930	1	4	0	0
0930-0945	5	4	0	0
0945-1000	0	9	0	0

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	0	1	0	1
0715-0730	0	1	0	1
0730-0745	1	0	0	0
0745-0800	0	0	0	1
0800-0815	0	1	0	5
0815-0830	0	0	0	0
0830-0845	1	0	0	1
0845-0900	1	0	0	0
0900-0915	0	1	0	0
0915-0930	0	1	0	2
0930-0945	0	2	0	0
0945-1000	0	1	0	4

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	6	11	0	3	20
0715-0815	5	16	0	3	24
0730-0830	6	20	0	6	32
0745-0845	8	20	0	6	34
0800-0900	5	25	0	6	36
0815-0915	5	24	0	6	35
0830-0930	4	22	0	3	29
0845-0945	6	22	0	2	30
0900-1000	6	22	0	1	29

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	1	2	0	3	6
0715-0815	1	2	0	7	10
0730-0830	1	1	0	6	8
0745-0845	1	1	0	7	9
0800-0900	2	1	0	6	9
0815-0915	2	1	0	1	4
0830-0930	2	2	0	3	7
0845-0945	1	4	0	2	7
0900-1000	0	5	0	6	11

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: FAIRFAX AVENUE / 8TH STREET - DEL VALLE

FILE: 2PMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	2	4	0	2
0315-0330	2	3	0	1
0330-0345	2	3	0	3
0345-0400	4	4	0	3
0400-0415	4	7	0	5
0415-0430	2	7	0	4
0430-0445	4	2	0	2
0445-0500	1	8	0	4
0500-0515	5	6	0	4
0515-0530	4	9	0	7
0530-0545	4	7	0	3
0545-0600	3	7	0	4

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	0	0	0	1
0315-0330	2	0	0	0
0330-0345	0	2	0	1
0345-0400	0	0	0	0
0400-0415	3	0	0	1
0415-0430	1	1	0	2
0430-0445	0	3	0	1
0445-0500	1	2	0	1
0500-0515	0	2	0	2
0515-0530	1	1	0	0
0530-0545	1	1	0	3
0545-0600	0	0	0	2

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	10	14	0	9	33
0315-0415	12	17	0	12	41
0330-0430	12	21	0	15	48
0345-0445	14	20	0	14	48
0400-0500	11	24	0	15	50
0415-0515	12	23	0	14	49
0430-0530	14	25	0	17	56
0445-0545	14	30	0	18	62
0500-0600	16	29	0	18	63

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	2	2	0	2	6
0315-0415	5	2	0	2	9
0330-0430	4	3	0	4	11
0345-0445	4	4	0	4	12
0400-0500	5	6	0	5	16
0415-0515	2	8	0	6	16
0430-0530	2	8	0	4	14
0445-0545	3	6	0	6	15
0500-0600	2	4	0	7	13

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: FAIRFAX AVENUE / SAN VICENTE BOULEVARD

FILE: 3AMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	4	15	0	2
0715-0730	3	5	0	1
0730-0745	5	7	0	5
0745-0800	6	7	0	3
0800-0815	3	5	0	3
0815-0830	1	5	0	2
0830-0845	4	4	0	3
0845-0900	3	13	0	10
0900-0915	2	7	0	8
0915-0930	3	11	0	6
0930-0945	2	15	0	4
0945-1000	0	10	0	3

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	1	0	0	0
0715-0730	3	0	0	1
0730-0745	1	0	0	0
0745-0800	1	1	2	0
0800-0815	1	1	0	4
0815-0830	0	0	0	1
0830-0845	3	1	1	1
0845-0900	0	1	0	0
0900-0915	0	0	0	0
0915-0930	1	2	0	4
0930-0945	1	0	0	0
0945-1000	0	1	0	0

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	18	34	0	11	63
0715-0815	17	24	0	12	53
0730-0830	15	24	0	13	52
0745-0845	14	21	0	11	46
0800-0900	11	27	0	18	56
0815-0915	10	29	0	23	62
0830-0930	12	35	0	27	74
0845-0945	10	46	0	28	84
0900-1000	7	43	0	21	71

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	6	1	2	1	10
0715-0815	6	2	2	5	15
0730-0830	3	2	2	5	12
0745-0845	5	3	3	6	17
0800-0900	4	3	1	6	14
0815-0915	3	2	1	2	8
0830-0930	4	4	1	5	14
0845-0945	2	3	0	4	9
0900-1000	2	3	0	4	9

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: FAIRFAX AVENUE / SAN VICENTE BOULEVARD

FILE: 3PMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	0	3	0	4
0315-0330	3	7	0	6
0330-0345	2	10	0	6
0345-0400	7	8	0	5
0400-0415	1	10	0	8
0415-0430	0	6	0	3
0430-0445	8	15	0	2
0445-0500	6	9	0	8
0500-0515	2	5	0	4
0515-0530	10	3	0	17
0530-0545	1	7	0	6
0545-0600	6	4	0	3

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	0	3	0	0
0315-0330	0	0	0	2
0330-0345	1	0	0	2
0345-0400	1	0	0	1
0400-0415	0	0	0	5
0415-0430	0	3	2	0
0430-0445	2	2	2	2
0445-0500	0	0	1	3
0500-0515	1	0	0	4
0515-0530	0	0	2	3
0530-0545	0	0	0	3
0545-0600	0	1	1	2

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	12	28	0	21	61
0315-0415	13	35	0	25	73
0330-0430	10	34	0	22	66
0345-0445	16	39	0	18	73
0400-0500	15	40	0	21	76
0415-0515	16	35	0	17	68
0430-0530	26	32	0	31	89
0445-0545	19	24	0	35	78
0500-0600	19	19	0	30	68

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	2	3	0	5	10
0315-0415	2	0	0	10	12
0330-0430	2	3	2	8	15
0345-0445	3	5	4	8	20
0400-0500	2	5	5	10	22
0415-0515	3	5	5	9	22
0430-0530	3	2	5	12	22
0445-0545	1	0	3	13	17
0500-0600	1	1	3	12	17

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: FAIRFAX AVENUE / OLYMPIC BOULEVARD

FILE: 4AMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	3	8	18	4
0715-0730	2	20	15	2
0730-0745	7	25	13	6
0745-0800	3	16	23	5
0800-0815	4	13	11	11
0815-0830	2	8	11	12
0830-0845	3	5	15	5
0845-0900	5	15	14	5
0900-0915	1	4	6	7
0915-0930	3	13	6	3
0930-0945	4	10	8	7
0945-1000	2	6	4	4

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	0	1	1	2
0715-0730	1	1	0	1
0730-0745	0	0	1	0
0745-0800	0	1	0	0
0800-0815	1	0	1	2
0815-0830	1	0	0	3
0830-0845	1	2	0	0
0845-0900	0	2	2	3
0900-0915	0	0	0	1
0915-0930	0	1	1	2
0930-0945	2	0	1	1
0945-1000	1	0	0	1

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	15	69	69	17	170
0715-0815	16	74	62	24	176
0730-0830	16	62	58	34	170
0745-0845	12	42	60	33	147
0800-0900	14	41	51	33	139
0815-0915	11	32	46	29	118
0830-0930	12	37	41	20	110
0845-0945	13	42	34	22	111
0900-1000	10	33	24	21	88

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	1	3	2	3	9
0715-0815	2	2	2	3	9
0730-0830	2	1	2	5	10
0745-0845	3	3	1	5	12
0800-0900	3	4	3	8	18
0815-0915	2	4	2	7	15
0830-0930	1	5	3	6	15
0845-0945	2	3	4	7	16
0900-1000	3	1	2	5	11

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: FAIRFAX AVENUE / OLYMPIC BOULEVARD

FILE: 4PMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	9	17	21	19
0315-0330	4	6	21	7
0330-0345	2	10	19	4
0345-0400	2	11	22	4
0400-0415	3	19	19	7
0415-0430	1	13	6	9
0430-0445	7	7	13	4
0445-0500	1	11	12	11
0500-0515	0	12	27	11
0515-0530	7	19	18	6
0530-0545	5	17	20	13
0545-0600	2	12	8	11

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	0	0	1	1
0315-0330	0	0	0	3
0330-0345	0	0	0	0
0345-0400	1	3	1	0
0400-0415	0	2	1	1
0415-0430	0	0	1	0
0430-0445	0	0	2	1
0445-0500	2	2	0	3
0500-0515	1	2	1	1
0515-0530	0	2	1	5
0530-0545	0	1	1	1
0545-0600	1	2	1	3

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	17	44	83	34	178
0315-0415	11	46	81	22	160
0330-0430	8	53	66	24	151
0345-0445	13	50	60	24	147
0400-0500	12	50	50	31	143
0415-0515	9	43	58	35	145
0430-0530	15	49	70	32	166
0445-0545	13	59	77	41	190
0500-0600	14	60	73	41	188

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	1	3	2	4	10
0315-0415	1	5	2	4	12
0330-0430	1	5	3	1	10
0345-0445	1	5	5	2	13
0400-0500	2	4	4	5	15
0415-0515	3	4	4	5	16
0430-0530	3	6	4	10	23
0445-0545	3	7	3	10	23
0500-0600	2	7	4	10	23

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: SAN VICENTE BOULEVARD / OLYMPIC BOULEVARD

FILE: 5AMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	1	0	2	0
0715-0730	0	0	2	0
0730-0745	1	0	2	0
0745-0800	0	0	3	0
0800-0815	3	0	4	0
0815-0830	0	0	7	0
0830-0845	2	0	4	0
0845-0900	1	0	6	0
0900-0915	1	0	7	0
0915-0930	1	0	2	0
0930-0945	0	0	1	0
0945-1000	0	0	2	0

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	1	0
0745-0800	0	0	0	0
0800-0815	1	0	3	0
0815-0830	0	0	0	0
0830-0845	0	0	2	0
0845-0900	1	0	1	0
0900-0915	1	0	1	0
0915-0930	0	0	1	0
0930-0945	0	0	0	0
0945-1000	1	0	0	0

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	2	0	9	0	11
0715-0815	4	0	11	0	15
0730-0830	4	0	16	0	20
0745-0845	5	0	18	0	23
0800-0900	6	0	21	0	27
0815-0915	4	0	24	0	28
0830-0930	5	0	19	0	24
0845-0945	3	0	16	0	19
0900-1000	2	0	12	0	14

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	0	0	1	0	1
0715-0815	1	0	4	0	5
0730-0830	1	0	4	0	5
0745-0845	1	0	5	0	6
0800-0900	2	0	6	0	8
0815-0915	2	0	4	0	6
0830-0930	2	0	5	0	7
0845-0945	2	0	3	0	5
0900-1000	2	0	2	0	4

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
 DATE: THURSDAY, MAY 30, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: SAN VICENTE BOULEVARD / OLYMPIC BOULEVARD

FILE: 5PMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	2	0	10	0
0315-0330	2	0	5	0
0330-0345	3	0	3	0
0345-0400	2	0	7	0
0400-0415	1	0	4	0
0415-0430	2	0	3	0
0430-0445	2	0	4	0
0445-0500	5	0	2	0
0500-0515	1	0	3	0
0515-0530	2	0	7	0
0530-0545	5	0	7	0
0545-0600	3	0	7	0

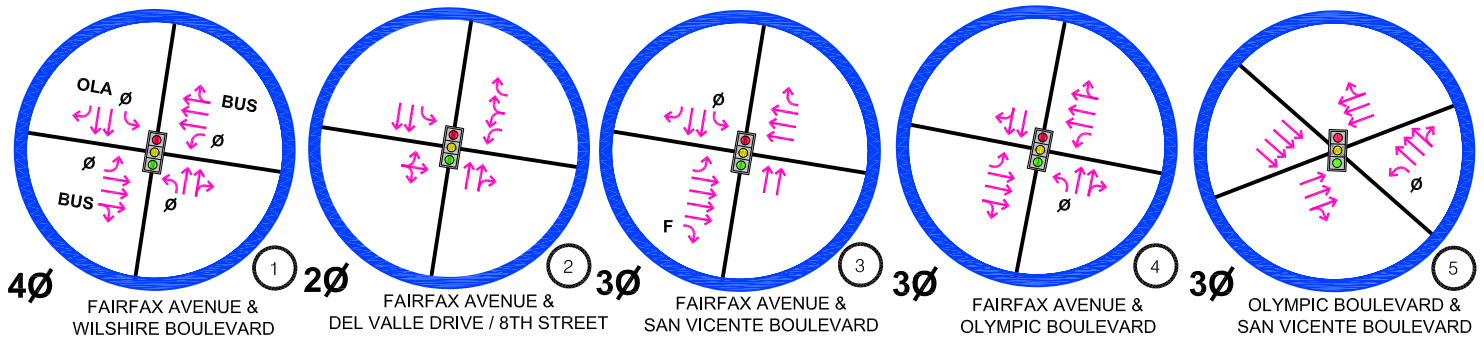
15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	1	0	1	0
0315-0330	1	0	1	0
0330-0345	0	0	0	0
0345-0400	1	0	2	0
0400-0415	1	0	1	0
0415-0430	1	0	0	0
0430-0445	2	0	0	0
0445-0500	1	0	0	0
0500-0515	1	0	0	0
0515-0530	1	0	0	0
0530-0545	1	0	0	0
0545-0600	1	0	1	0

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	9	0	25	0	34
0315-0415	8	0	19	0	27
0330-0430	8	0	17	0	25
0345-0445	7	0	18	0	25
0400-0500	10	0	13	0	23
0415-0515	10	0	12	0	22
0430-0530	10	0	16	0	26
0445-0545	13	0	19	0	32
0500-0600	11	0	24	0	35

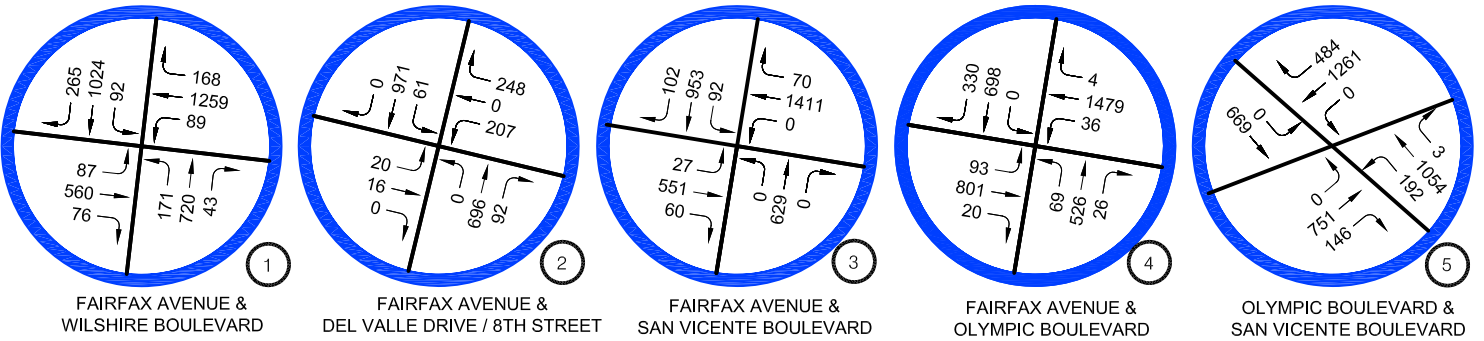
1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	3	0	4	0	7
0315-0415	3	0	4	0	7
0330-0430	3	0	3	0	6
0345-0445	5	0	3	0	8
0400-0500	5	0	1	0	6
0415-0515	5	0	0	0	5
0430-0530	5	0	0	0	5
0445-0545	4	0	0	0	4
0500-0600	4	0	1	0	5

TRAFFIC VOLUME FIGURES

LANE CONFIGURATION



AM PEAK HOUR TRAFFIC VOLUME



PM PEAK HOUR TRAFFIC VOLUME

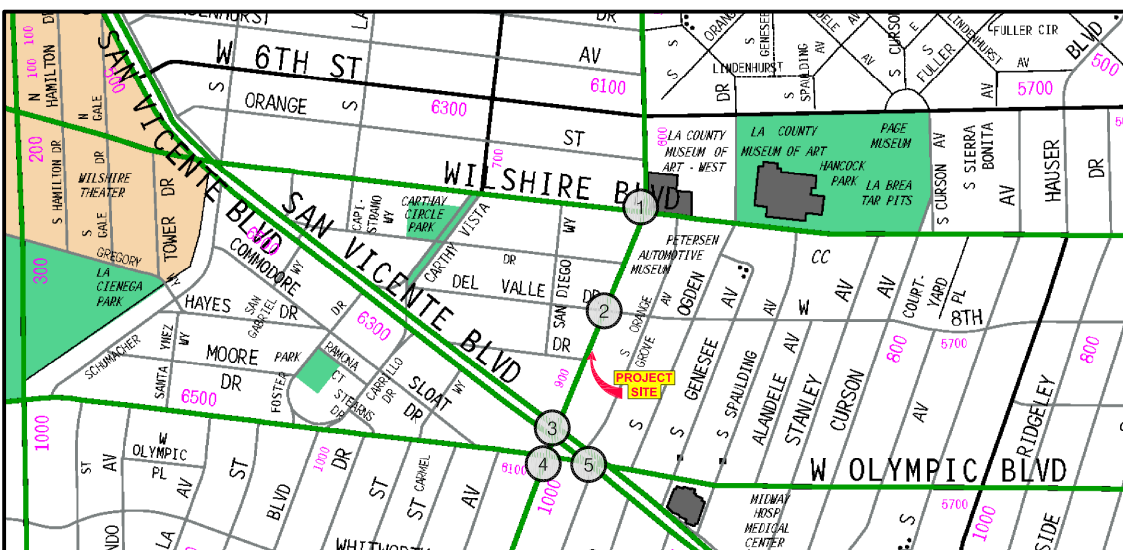
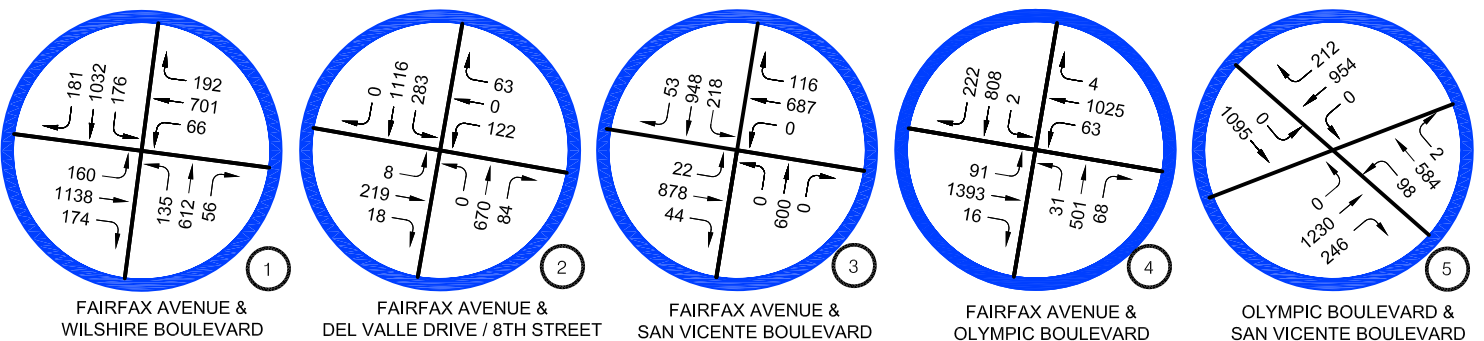


FIGURE 3

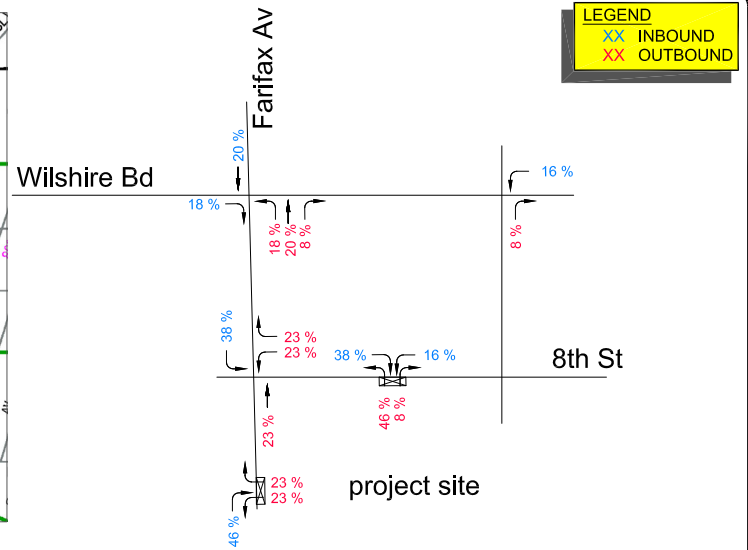
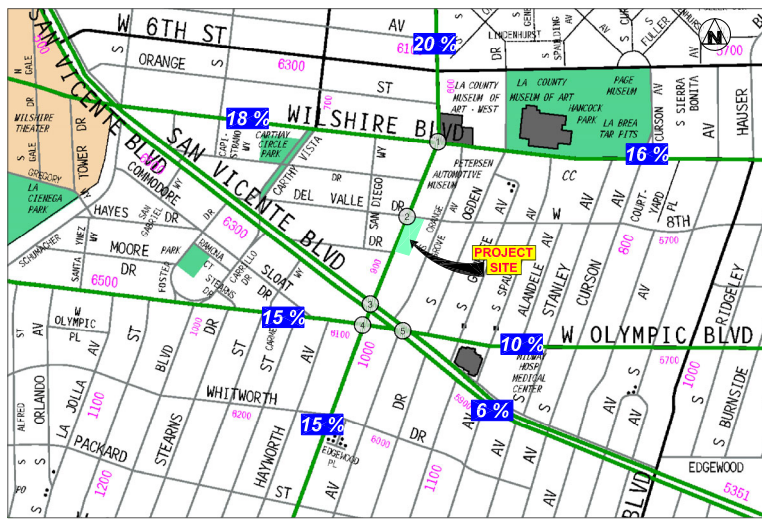
9/2019

STUDY INTERSECTION LANE CONFIGURATIONS AND PEAK HOUR TRAFFIC VOLUME

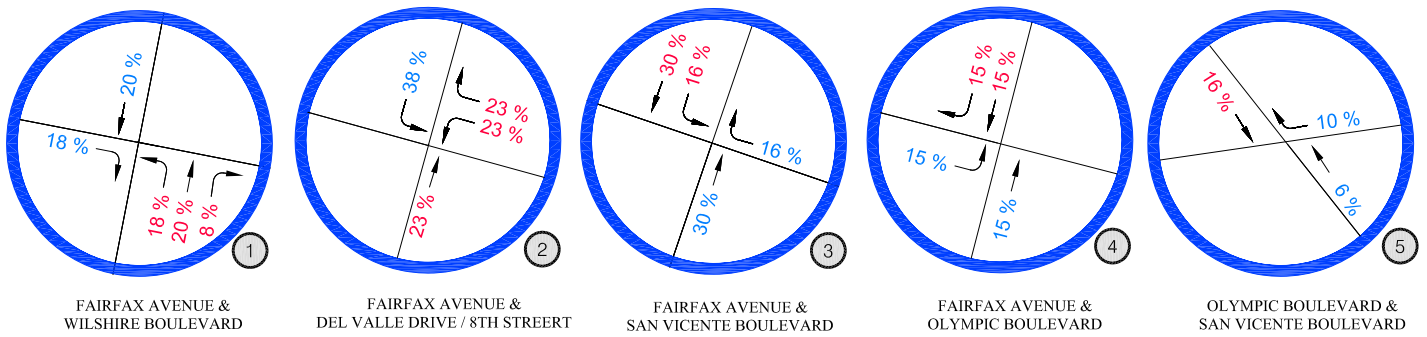


Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



PROJECT TRIP DISTRIBUTION PERCENTAGES

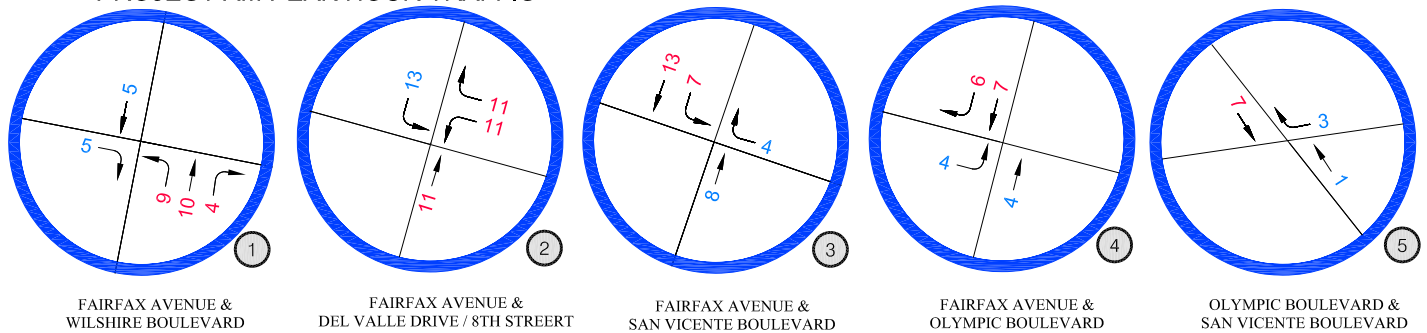


PROJECT TRIPS - In / (Out)

NET ADJACENT AM PEAK HOUR TRIPS			NET ADJACENT PM PEAK HOUR TRIPS		
IN	OUT	TOTAL	IN	OUT	TOTAL
33	48	70	52	36	88

NET STREET AM PEAK HOUR TRIPS			NET STREET PM PEAK HOUR TRIPS		
IN	OUT	TOTAL	IN	OUT	TOTAL
26	44	70	45	31	76

PROJECT AM PEAK HOUR TRAFFIC



PROJECT PM PEAK HOUR TRAFFIC

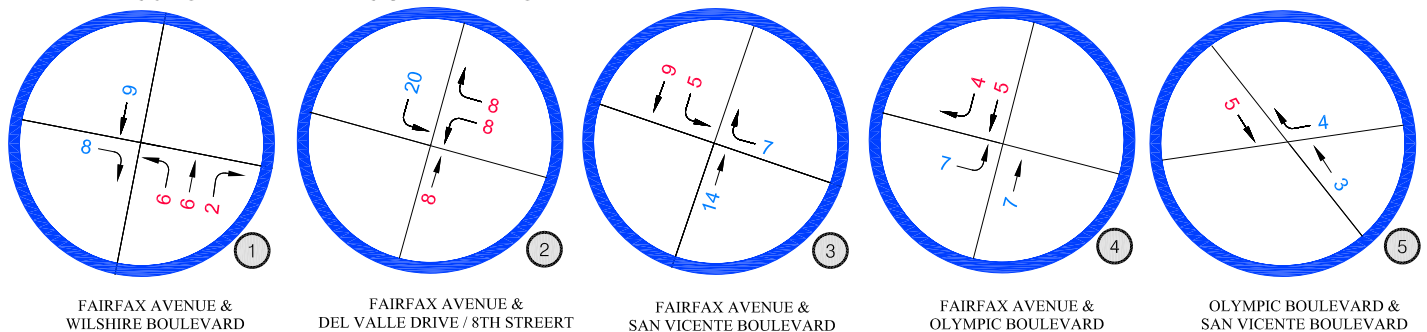


FIGURE 4

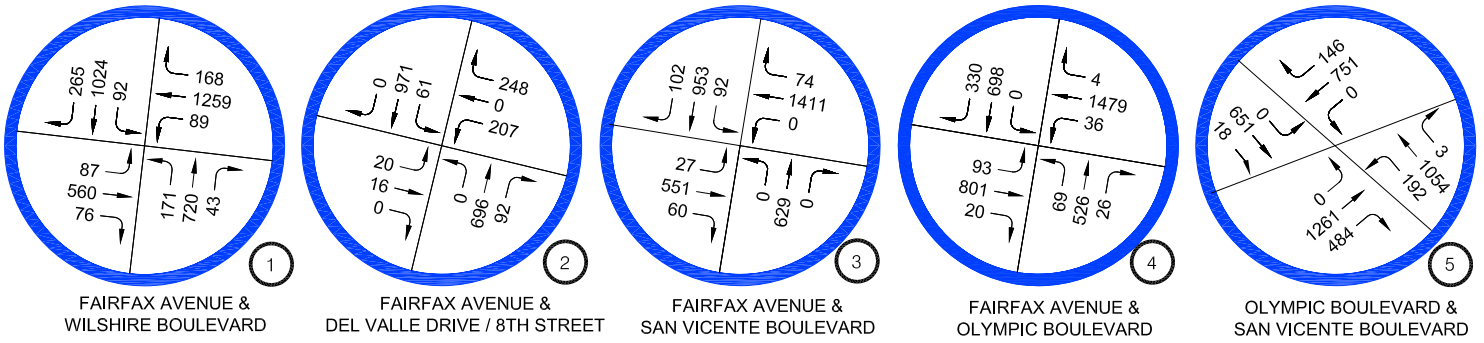
PROJECT PEAK HOUR TRAFFIC VOLUME DISTRIBUTION AND ASSIGNMENT



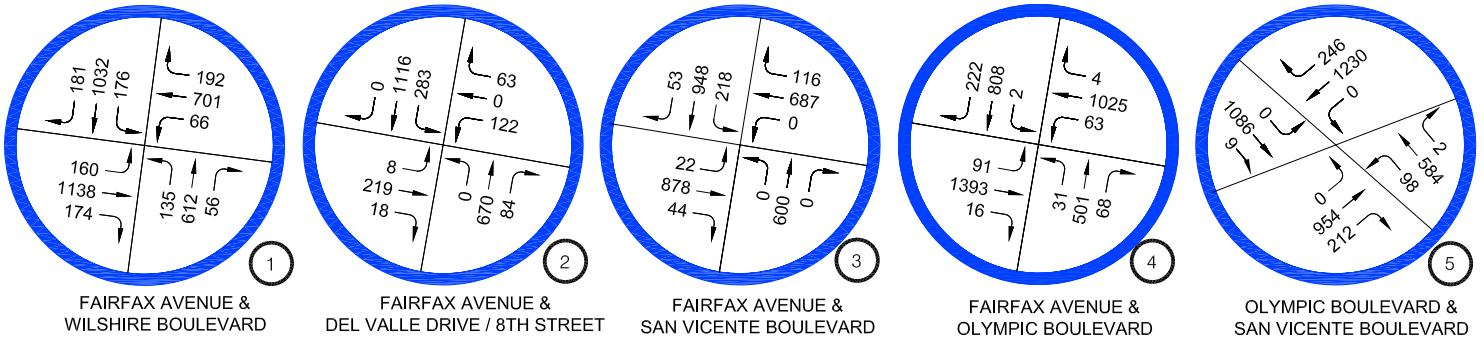
Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 799 - 8423, otc@overlandtraffic.com

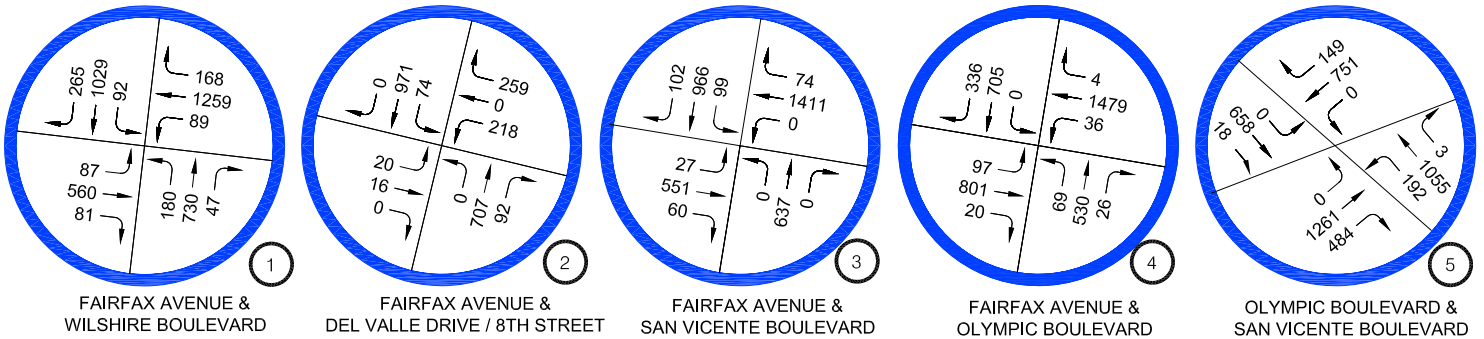
AM PEAK HOUR TRAFFIC VOLUME (EXISTING)



PM PEAK HOUR TRAFFIC VOLUME (EXISTING)



AM PEAK HOUR TRAFFIC VOLUME (EXISTING + PROJECT)



PM PEAK HOUR TRAFFIC VOLUME (EXISTING + PROJECT)

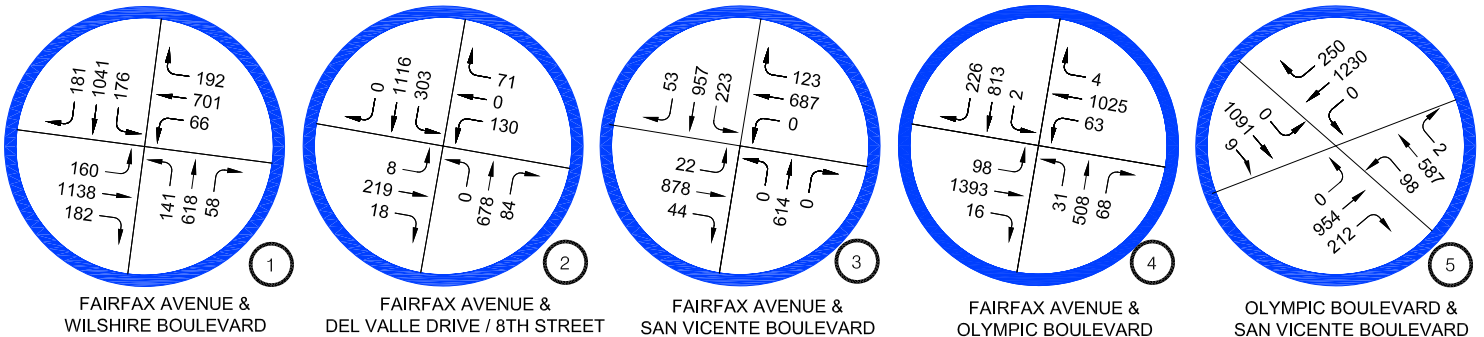


FIGURE 5

12/2019

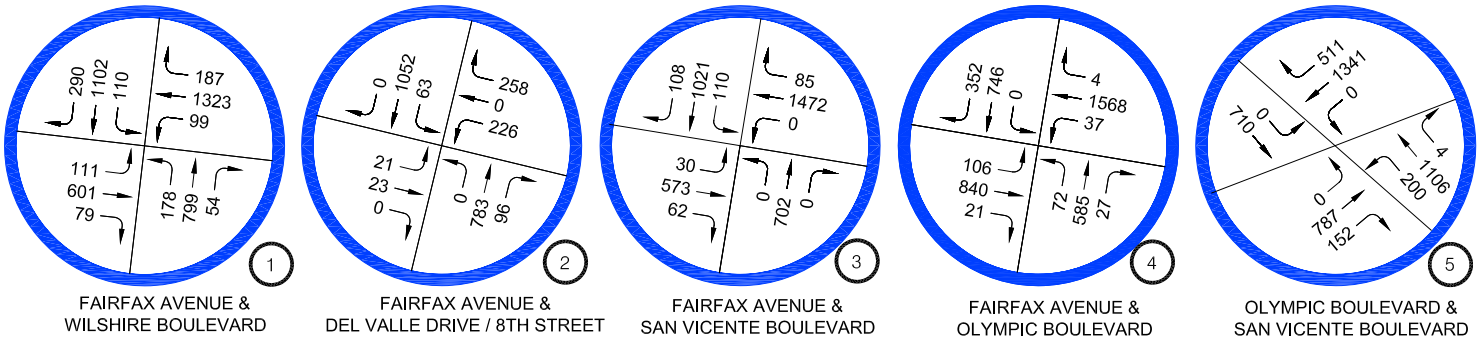
EXISTING AND EXISTING + PROJECT
PEAK HOUR TRAFFIC VOLUME



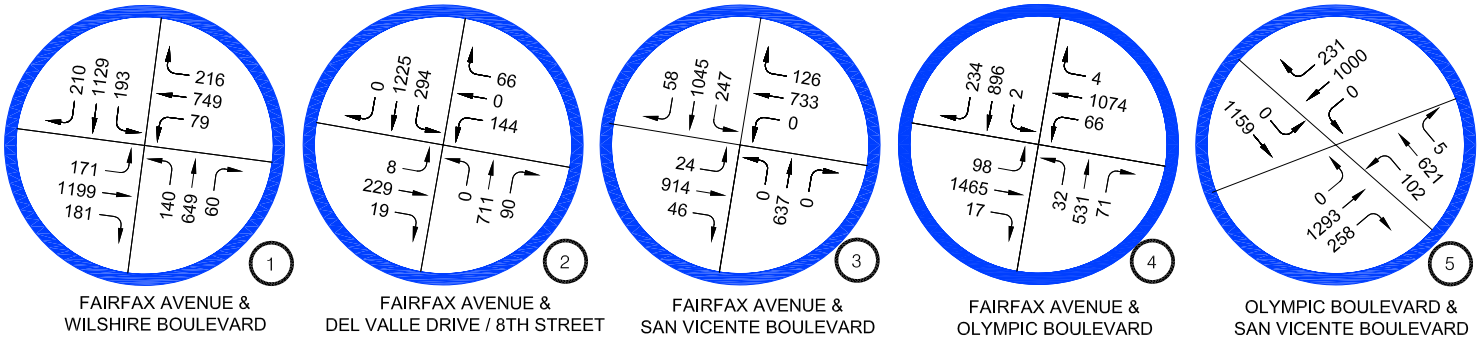
Overland Traffic Consultants, Inc.

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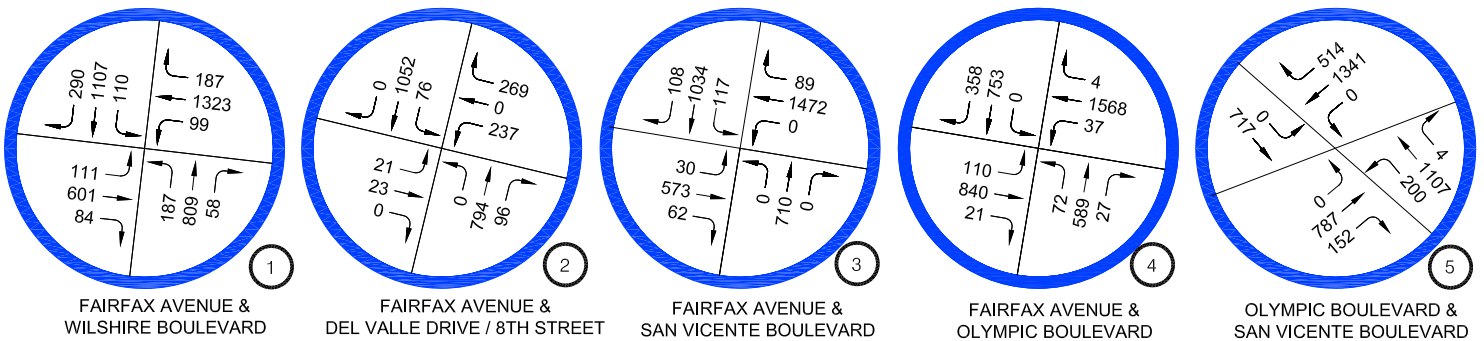
AM PEAK HOUR TRAFFIC VOLUME (WITHOUT PROJECT)



PM PEAK HOUR TRAFFIC VOLUME (WITHOUT PROJECT)



AM PEAK HOUR TRAFFIC VOLUME (CUMULATIVE + PROJECT)



PM PEAK HOUR TRAFFIC VOLUME (CUMULATIVE + PROJECT)

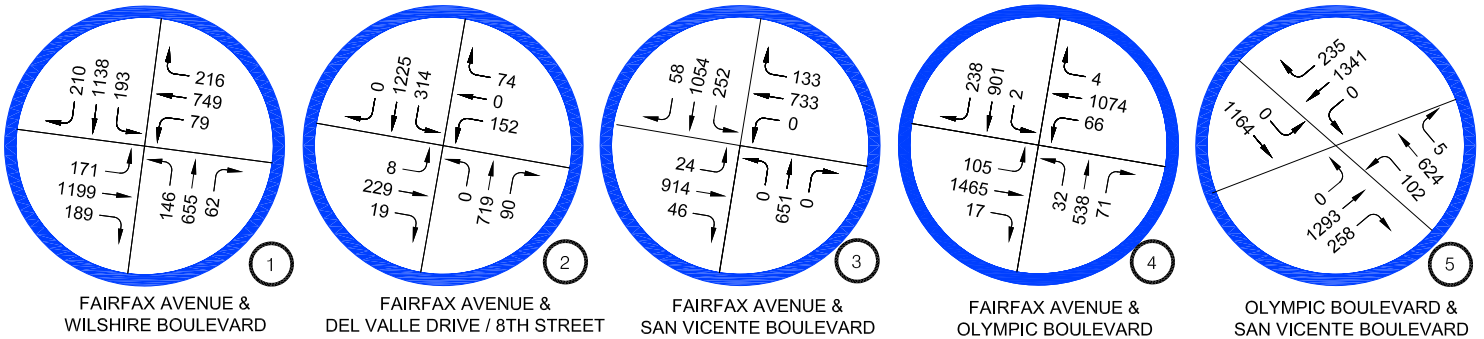


FIGURE 6

12/2019

FUTURE CUMULATIVE WITHOUT AND WITH PROJECT
PEAK HOUR TRAFFIC VOLUME



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DRIVEWAY LOS WORKSHEETS

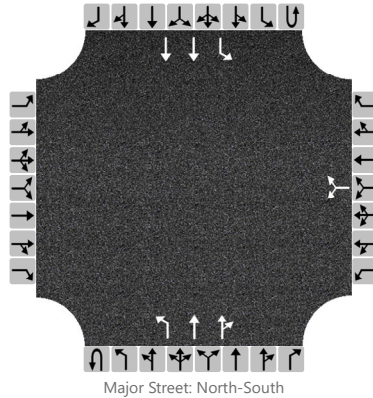
WITH PROJECT FAIRFAX AVENUE PEAK HOUR

HCS7 Two-Way Stop-Control Report

General Information

Analyst	jto	Intersection	Fairfax Avenue driveway
Agency/Co.	otc	Jurisdiction	la
Date Performed	12/24/2019	East/West Street	Fairfax Driveway
Analysis Year	2023	North/South Street	Fairfax Avenue
Time Analyzed	am peak hour future	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	830 Fairfax		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	2	0	0	1	2	0
Configuration							LR			L	T	TR		L	T	
Volume, V (veh/h)						11		11		0	879	15		0	1278	
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only				1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9		4.1				4.1		
Critical Headway (sec)						6.86		6.96		4.16				4.16		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							24			0				0		
Capacity, c (veh/h)							302			484				699		
v/c Ratio							0.08			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)							0.3			0.0				0.0		
Control Delay (s/veh)							17.9			12.4				10.2		
Level of Service, LOS							C			B				B		
Approach Delay (s/veh)					17.9				0.0				0.0			
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

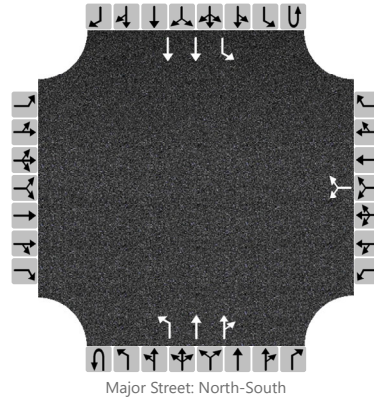
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/24/2019
Analysis Year	2023
Time Analyzed	pm peak hour future
Intersection Orientation	North-South
Project Description	830 Fairfax

Site Information

Intersection	Fairfax Avenue driveway
Jurisdiction	la
East/West Street	Fairfax Driveway
North/South Street	Fairfax Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	2	0	0	1	2	0
Configuration							LR			L	T	TR		L	T	
Volume, V (veh/h)						8		8		0	801	24		0	1369	
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9		4.1				4.1		
Critical Headway (sec)						6.86		6.96		4.16				4.16		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							17			0				0		
Capacity, c (veh/h)							316			443				746		
v/c Ratio							0.06			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)							0.2			0.0				0.0		
Control Delay (s/veh)							17.1			13.1				9.8		
Level of Service, LOS							C			B				A		
Approach Delay (s/veh)					17.1				0.0				0.0			
Approach LOS					C											

WITH PROJECT 8TH STREET PEAK HOUR

HCS7 Two-Way Stop-Control Report

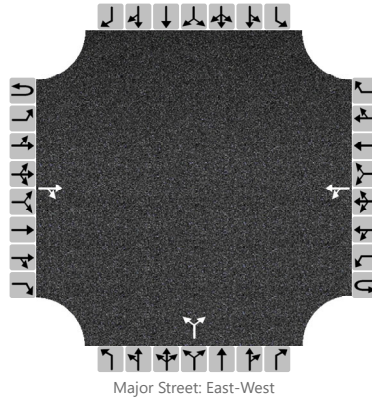
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/24/2019
Analysis Year	2023
Time Analyzed	am peak hour future
Intersection Orientation	East-West
Project Description	830 Fairfax

Site Information

Intersection	8th Street driveway
Jurisdiction	la
East/West Street	8th Street
North/South Street	8th Street driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			182	13		5	484			22		4				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

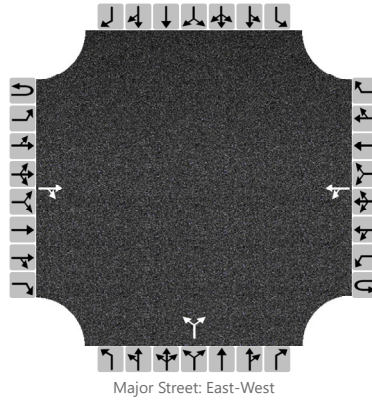
Flow Rate, v (veh/h)						5					28					
Capacity, c (veh/h)						1351					415					
v/c Ratio						0.00					0.07					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						7.7					14.3					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.1				14.3							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	jto	Intersection	8th Street driveway
Agency/Co.	otc	Jurisdiction	la
Date Performed	12/24/2019	East/West Street	8th Street
Analysis Year	2023	North/South Street	8th Street driveway
Time Analyzed	pm peak hour future	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	830 Fairfax		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			613	20		8	210			16		3				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9					21					
Capacity, c (veh/h)						901					312					
v/c Ratio						0.01					0.07					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						9.0					17.3					
Level of Service, LOS						A					C					
Approach Delay (s/veh)					0.4				17.3							
Approach LOS									C							

























EXISTING HCS WORKSHEETS

EXISTING AM PEAK HOUR

HCM 6th Signalized Intersection Summary

2: Wilshire Bd




















12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	560	76	89	1259	168	171	720	43	92	1024	265
Future Volume (veh/h)	87	560	76	89	1259	168	171	720	43	92	1024	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	609	83	97	1368	183	186	783	47	100	1113	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	998	392	323	999	393	252	1023	61	128	1051	534
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.08	0.30	0.30	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1397	1781	3554	1396	1781	3388	203	1781	3554	1463
Grp Volume(v), veh/h	95	609	83	97	1368	183	186	411	419	100	1113	288
Grp Sat Flow(s),veh/h/ln	1781	1777	1397	1781	1777	1396	1781	1777	1815	1781	1777	1463
Q Serve(g_s), s	2.4	9.5	2.9	2.4	18.0	6.9	4.7	13.4	13.4	3.5	18.9	10.0
Cycle Q Clear(g_c), s	2.4	9.5	2.9	2.4	18.0	6.9	4.7	13.4	13.4	3.5	18.9	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	226	998	392	323	999	393	252	537	548	128	1051	534
V/C Ratio(X)	0.42	0.61	0.21	0.30	1.37	0.47	0.74	0.77	0.77	0.78	1.06	0.54
Avail Cap(c_a), veh/h	252	999	393	348	999	393	252	537	548	139	1051	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.0	17.6	15.3	23.0	19.0	16.8	20.3	20.3	29.2	22.5	16.4
Incr Delay (d2), s/veh	1.2	1.1	0.3	0.5	172.4	0.9	10.3	9.4	9.3	22.8	44.9	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.8	0.9	0.9	30.8	2.2	2.4	6.5	6.6	2.3	13.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.1	17.9	15.9	195.4	19.9	27.2	29.7	29.6	52.0	67.4	20.2
LnGrp LOS	B	C	B	B	F	B	C	C	C	D	F	C
Approach Vol, veh/h		787			1648			1016			1501	
Approach Delay, s/veh		20.4			165.3			29.2			57.3	
Approach LOS		C			F			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	23.8	8.6	22.5	9.5	23.4	8.6	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	5.5	15.4	4.4	11.5	6.7	20.9	4.4	20.0				
Green Ext Time (p_c), s	0.0	1.3	0.0	2.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			81.6									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St













12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	16	0	207	0	248	0	696	20	61	971	0
Future Volume (vph)	20	16	0	207	0	248	0	696	20	61	971	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.90	0.85		1.00		1.00	1.00	
Flt Protected		0.97		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1809		1681	1482	1478		3524		1749	3539	
Flt Permitted		0.80		0.73	0.89	1.00		1.00		0.34	1.00	
Satd. Flow (perm)		1487		1295	1336	1478		3524		622	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	17	0	225	0	270	0	757	22	66	1055	0
RTOR Reduction (vph)	0	0	0	0	67	67	0	4	0	0	0	0
Lane Group Flow (vph)	0	39	0	171	98	92	0	775	0	66	1055	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		10.8		10.8	10.8	10.8		25.2		25.2	25.2	
Effective Green, g (s)		10.8		10.8	10.8	10.8		25.2		25.2	25.2	
Actuated g/C Ratio		0.24		0.24	0.24	0.24		0.56		0.56	0.56	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		356		310	320	354		1973		348	1981	
v/s Ratio Prot								0.22			c0.30	
v/s Ratio Perm		0.03		c0.13	0.07	0.06				0.11		
v/c Ratio		0.11		0.55	0.31	0.26		0.39		0.19	0.53	
Uniform Delay, d1		13.3		15.0	14.0	13.9		5.6		4.9	6.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		2.1	0.5	0.4		0.6		1.2	1.0	
Delay (s)		13.5		17.1	14.6	14.3		6.2		6.1	7.2	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		13.5			15.3			6.2			7.2	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		8.6										
HCM 2000 Volume to Capacity ratio		0.54										
Actuated Cycle Length (s)		45.0										
Intersection Capacity Utilization		47.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: San Vicente Bd




















12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↰	↑↑	↱	↰	↑↑↑	↱		↑↑↑	↱
Traffic Volume (veh/h)	0	629	0	92	953	102	27	551	60	0	1411	70
Future Volume (veh/h)	0	629	0	92	953	102	27	551	60	0	1411	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	684	0	100	1036	111	29	599	65	0	1534	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1402	0	127	1814	785	117	2571	633	0	2040	620
Arrive On Green	0.00	0.79	0.00	0.07	0.51	0.51	0.40	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	3741	0	1781	3554	1538	315	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	684	0	100	1036	111	29	599	65	0	1534	76
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1538	315	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	6.6	0.0	5.5	20.1	3.8	8.7	6.2	2.6	0.0	25.8	3.1
Cycle Q Clear(g_c), s	0.0	6.6	0.0	5.5	20.1	3.8	34.5	6.2	2.6	0.0	25.8	3.1
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1402	0	127	1814	785	117	2571	633	0	2040	620
V/C Ratio(X)	0.00	0.49	0.00	0.79	0.57	0.14	0.25	0.23	0.10	0.00	0.75	0.12
Avail Cap(c_a), veh/h	0	1402	0	187	1814	785	137	2992	737	0	2374	722
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.83	0.00	0.86	0.86	0.86	1.00	1.00	1.00	0.00	0.85	0.85
Uniform Delay (d), s/veh	0.0	7.1	0.0	45.7	16.9	12.9	40.6	19.9	18.8	0.0	25.8	19.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	11.1	1.1	0.3	1.1	0.0	0.1	0.0	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.0	2.8	8.1	1.4	0.7	2.3	0.9	0.0	10.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.1	0.0	56.8	18.0	13.2	41.7	19.9	18.9	0.0	26.8	19.0
LnGrp LOS	A	A	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		684			1247			693			1610	
Approach Delay, s/veh		8.1			20.7			20.7			26.4	
Approach LOS		A			C			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.6	43.9		44.5		55.5		44.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	29.0		46.5		44.0		46.5				
Max Q Clear Time (g_c+I1), s	7.5	8.6		36.5		22.1		27.8				
Green Ext Time (p_c), s	0.1	4.7		3.5		8.4		11.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.8								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

5: Fairfax Ave & Olympic Ave













12/20/2019

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	93	801	20	36	1479	4	69	526	26	0	698	330	
Future Volume (veh/h)	93	801	20	36	1479	4	69	526	26	0	698	330	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	
Adj Flow Rate, veh/h	101	871	22	39	1608	4	75	572	28	0	759	359	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2	
Cap, veh/h	162	2583	65	322	2655	7	89	1391	68	0	716	338	
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.05	0.41	0.41	0.00	0.62	0.62	
Sat Flow, veh/h	314	5114	129	620	5258	13	1781	3435	168	0	2405	1091	
Grp Volume(v), veh/h	101	579	314	39	1041	571	75	295	305	0	583	535	
Grp Sat Flow(s),veh/h/ln	314	1702	1839	620	1702	1867	1781	1777	1826	0	1777	1625	
Q Serve(g_s), s	28.7	10.2	10.2	4.0	21.8	21.8	4.2	11.9	11.9	0.0	31.0	31.0	
Cycle Q Clear(g_c), s	50.5	10.2	10.2	14.2	21.8	21.8	4.2	11.9	11.9	0.0	31.0	31.0	
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67	
Lane Grp Cap(c), veh/h	162	1719	929	322	1719	943	89	720	740	0	551	504	
V/C Ratio(X)	0.62	0.34	0.34	0.12	0.61	0.61	0.84	0.41	0.41	0.00	1.06	1.06	
Avail Cap(c_a), veh/h	162	1719	929	322	1719	943	89	720	740	0	551	504	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00	0.00	0.79	0.79	
Uniform Delay (d), s/veh	37.2	14.8	14.8	19.0	17.6	17.6	47.1	21.2	21.2	0.0	19.0	19.0	
Incr Delay (d2), s/veh	7.2	0.1	0.2	0.1	0.3	0.5	48.3	1.7	1.7	0.0	50.7	53.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.8	3.8	4.2	0.6	8.2	9.1	3.0	5.2	5.3	0.0	14.7	13.8	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	44.4	14.9	15.0	19.1	17.9	18.2	95.4	23.0	22.9	0.0	69.7	72.2	
LnGrp LOS	D	B	B	B	B	B	F	C	C	A	F	F	
Approach Vol, veh/h	994			1651				675				1118	
Approach Delay, s/veh	17.9			18.0				31.0				70.9	
Approach LOS	B			B				C				E	
Timer - Assigned Phs	2			4		5	6	8					
Phs Duration (G+Y+Rc), s	45.0			55.0		9.5	35.5	55.0					
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	40.0			50.5		5.0	30.5	50.5					
Max Q Clear Time (g_c+I1), s	13.9			52.5		6.2	33.0	23.8					
Green Ext Time (p_c), s	3.9			0.0		0.0	0.0	14.1					
Intersection Summary													
HCM 6th Ctrl Delay	33.3												
HCM 6th LOS	C												

HCM 6th Signalized Intersection Summary

17: San Vicente Bd

12/20/2019
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	751	146	0	1261	484	0	669	0	192	1054	3
Future Volume (veh/h)	0	751	146	0	1261	484	0	669	0	192	1054	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	816	159	0	1371	526	0	727	0	209	1146	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1899	367	0	1613	611	0	1822	0	244	2447	6
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44	0.00	0.28	0.00	0.14	0.47	0.47
Sat Flow, veh/h	0	4439	825	0	3795	1374	0	6958	0	1781	5258	14
Grp Volume(v), veh/h	0	649	326	0	1286	611	0	727	0	209	742	407
Grp Sat Flow(s),veh/h/ln	0	1702	1692	0	1702	1597	0	1609	0	1781	1702	1868
Q Serve(g_s), s	0.0	13.1	13.3	0.0	33.7	34.4	0.0	9.1	0.0	11.5	14.9	14.9
Cycle Q Clear(g_c), s	0.0	13.1	13.3	0.0	33.7	34.4	0.0	9.1	0.0	11.5	14.9	14.9
Prop In Lane	0.00		0.49	0.00		0.86	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1513	752	0	1513	710	0	1822	0	244	1584	869
V/C Ratio(X)	0.00	0.43	0.43	0.00	0.85	0.86	0.00	0.40	0.00	0.86	0.47	0.47
Avail Cap(c_a), veh/h	0	1583	787	0	1583	743	0	1822	0	347	1584	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.97	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.1	19.1	0.0	24.8	25.0	0.0	29.0	0.0	42.2	18.3	18.3
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	4.4	9.8	0.0	0.6	0.0	13.5	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.1	0.0	13.9	14.4	0.0	3.6	0.0	5.9	5.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.2	19.5	0.0	29.2	34.8	0.0	29.6	0.0	55.7	19.3	20.1
LnGrp LOS	A	B	B	A	C	C	A	C	A	E	B	C
Approach Vol, veh/h		975			1897			727			1358	
Approach Delay, s/veh		19.3			31.0			29.6			25.1	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.0		49.0	18.2	32.8		49.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		44.0		46.5	19.5	20.0		46.5				
Max Q Clear Time (g_c+I1), s		16.9		15.3	13.5	11.1		36.4				
Green Ext Time (p_c), s		8.9		7.8	0.3	3.3		8.0				
Intersection Summary												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									

EXISTING + PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary

2: Wilshire Bd




















12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	560	81	89	1259	168	180	730	47	92	1029	265
Future Volume (veh/h)	87	560	81	89	1259	168	180	730	47	92	1029	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	609	88	97	1368	183	196	793	51	100	1118	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	998	392	323	999	393	252	1018	65	128	1051	534
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.08	0.30	0.30	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1397	1781	3554	1396	1781	3371	217	1781	3554	1463
Grp Volume(v), veh/h	95	609	88	97	1368	183	196	418	426	100	1118	288
Grp Sat Flow(s),veh/h/ln	1781	1777	1397	1781	1777	1396	1781	1777	1811	1781	1777	1463
Q Serve(g_s), s	2.4	9.5	3.1	2.4	18.0	6.9	5.0	13.7	13.7	3.5	18.9	10.0
Cycle Q Clear(g_c), s	2.4	9.5	3.1	2.4	18.0	6.9	5.0	13.7	13.7	3.5	18.9	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	226	998	392	323	999	393	252	537	547	128	1051	534
V/C Ratio(X)	0.42	0.61	0.22	0.30	1.37	0.47	0.78	0.78	0.78	0.78	1.06	0.54
Avail Cap(c_a), veh/h	252	999	393	348	999	393	252	537	547	139	1051	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.0	17.7	15.3	23.0	19.0	16.9	20.4	20.4	29.2	22.5	16.4
Incr Delay (d2), s/veh	1.2	1.1	0.3	0.5	172.4	0.9	13.3	9.9	9.7	22.8	46.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.8	1.0	0.9	30.8	2.2	2.7	6.7	6.8	2.3	14.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.1	18.0	15.9	195.4	19.9	30.2	30.3	30.1	52.0	69.0	20.2
LnGrp LOS	B	C	B	B	F	B	C	C	C	D	F	C
Approach Vol, veh/h	792		1648				1040		1506			
Approach Delay, s/veh	20.4		165.3				30.2		58.5			
Approach LOS	C		F				C		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	23.8	8.6	22.5	9.5	23.4	8.6	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	5.5	15.7	4.4	11.5	7.0	20.9	4.4	20.0				
Green Ext Time (p_c), s	0.0	1.2	0.0	2.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	81.9											
HCM 6th LOS	F											
Notes												

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St













12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	16	0	218	0	259	0	707	20	74	971	0
Future Volume (vph)	20	16	0	218	0	259	0	707	20	74	971	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.90	0.85		1.00		1.00	1.00	
Flt Protected		0.97		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1809		1681	1485	1478		3524		1750	3539	
Flt Permitted		0.81		0.73	0.89	1.00		1.00		0.33	1.00	
Satd. Flow (perm)		1506		1295	1339	1478		3524		599	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	17	0	237	0	282	0	768	22	80	1055	0
RTOR Reduction (vph)	0	0	0	0	62	62	0	3	0	0	0	0
Lane Group Flow (vph)	0	39	0	178	110	107	0	787	0	80	1055	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Effective Green, g (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		408		351	363	400		1863		316	1871	
v/s Ratio Prot								0.22			c0.30	
v/s Ratio Perm		0.03		c0.14	0.08	0.07				0.13		
v/c Ratio		0.10		0.51	0.30	0.27		0.42		0.25	0.56	
Uniform Delay, d1		12.3		13.9	13.0	12.9		6.4		5.8	7.1	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.2	0.5	0.4		0.7		1.9	1.2	
Delay (s)		12.4		15.0	13.5	13.3		7.1		7.7	8.4	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		12.4			13.9			7.1			8.3	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.2										
HCM 2000 Volume to Capacity ratio		0.54										
Actuated Cycle Length (s)		45.0										
Intersection Capacity Utilization		48.0%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: San Vicente Bd




















12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↵	↑↑	↵	↵	↑↑↑	↵		↑↑↑	↵
Traffic Volume (veh/h)	0	637	0	99	966	102	27	551	60	0	1411	74
Future Volume (veh/h)	0	637	0	99	966	102	27	551	60	0	1411	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	692	0	108	1050	111	29	599	65	0	1534	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1388	0	136	1819	787	116	2562	631	0	2033	618
Arrive On Green	0.00	0.78	0.00	0.08	0.51	0.51	0.40	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	3741	0	1781	3554	1538	313	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	692	0	108	1050	111	29	599	65	0	1534	80
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1538	313	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	7.0	0.0	6.0	20.5	3.8	8.8	6.2	2.6	0.0	25.8	3.3
Cycle Q Clear(g_c), s	0.0	7.0	0.0	6.0	20.5	3.8	34.6	6.2	2.6	0.0	25.8	3.3
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1388	0	136	1819	787	116	2562	631	0	2033	618
V/C Ratio(X)	0.00	0.50	0.00	0.79	0.58	0.14	0.25	0.23	0.10	0.00	0.75	0.13
Avail Cap(c_a), veh/h	0	1388	0	205	1819	787	134	2927	721	0	2323	706
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.81	0.81	0.81	1.00	1.00	1.00	0.00	0.85	0.85
Uniform Delay (d), s/veh	0.0	7.4	0.0	45.4	16.9	12.8	40.8	20.0	18.9	0.0	25.9	19.1
Incr Delay (d2), s/veh	0.0	1.0	0.0	9.7	1.1	0.3	1.1	0.0	0.1	0.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.0	3.0	8.2	1.3	0.7	2.3	0.9	0.0	10.3	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.5	0.0	55.1	18.0	13.1	41.9	20.0	19.0	0.0	27.0	19.2
LnGrp LOS	A	A	A	E	B	B	D	C	B	A	C	B
Approach Vol, veh/h		692			1269			693			1614	
Approach Delay, s/veh		8.5			20.7			20.8			26.6	
Approach LOS		A			C			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.1	43.6		44.3		55.7		44.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	29.0		45.5		45.0		45.5				
Max Q Clear Time (g_c+I1), s	8.0	9.0		36.6		22.5		27.8				
Green Ext Time (p_c), s	0.1	4.8		3.2		8.6		10.8				
Intersection Summary												
HCM 6th Ctrl Delay				21.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary













5: Fairfax Ave & Olympic Ave

12/20/2019

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	97	801	20	36	1479	4	69	530	26	0	705	336	
Future Volume (veh/h)	97	801	20	36	1479	4	69	530	26	0	705	336	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	
Adj Flow Rate, veh/h	105	871	22	39	1608	4	75	576	28	0	766	365	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2	
Cap, veh/h	167	2634	66	330	2708	7	89	1357	66	0	691	329	
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.05	0.40	0.40	0.00	0.60	0.60	
Sat Flow, veh/h	314	5115	129	620	5258	13	1781	3436	167	0	2398	1095	
Grp Volume(v), veh/h	105	579	314	39	1041	571	75	297	307	0	590	541	
Grp Sat Flow(s),veh/h/ln	314	1702	1839	620	1702	1867	1781	1777	1826	0	1777	1623	
Q Serve(g_s), s	30.1	9.9	10.0	3.9	21.4	21.4	4.2	12.2	12.2	0.0	30.0	30.0	
Cycle Q Clear(g_c), s	51.5	9.9	10.0	13.9	21.4	21.4	4.2	12.2	12.2	0.0	30.0	30.0	
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67	
Lane Grp Cap(c), veh/h	167	1753	947	330	1753	962	89	702	721	0	533	487	
V/C Ratio(X)	0.63	0.33	0.33	0.12	0.59	0.59	0.84	0.42	0.43	0.00	1.11	1.11	
Avail Cap(c_a), veh/h	167	1753	947	330	1753	962	89	702	721	0	533	487	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	
Upstream Filter(l)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00	0.00	0.78	0.78	
Uniform Delay (d), s/veh	36.4	14.2	14.2	18.2	16.9	16.9	47.1	22.0	22.0	0.0	20.0	20.0	
Incr Delay (d2), s/veh	7.4	0.1	0.2	0.1	0.2	0.4	48.3	1.9	1.8	0.0	67.6	70.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.9	3.7	4.1	0.6	8.0	8.8	3.0	5.3	5.5	0.0	17.1	16.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	43.8	14.3	14.4	18.3	17.2	17.4	95.4	23.9	23.8	0.0	87.6	90.4	
LnGrp LOS	D	B	B	B	B	B	F	C	C	A	F	F	
Approach Vol, veh/h	998			1651				679				1131	
Approach Delay, s/veh	17.4			17.3				31.7				89.0	
Approach LOS	B			B				C				F	
Timer - Assigned Phs	2			4		5	6	8					
Phs Duration (G+Y+Rc), s	44.0			56.0		9.5	34.5	56.0					
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	39.0			51.5		5.0	29.5	51.5					
Max Q Clear Time (g_c+I1), s	14.2			53.5		6.2	32.0	23.4					
Green Ext Time (p_c), s	3.9			0.0		0.0	0.0	14.5					
Intersection Summary													
HCM 6th Ctrl Delay	37.7												
HCM 6th LOS	D												

HCM 6th Signalized Intersection Summary 17: San Vicente Bd

12/20/2019
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	751	146	0	1261	487	0	676	0	192	1055	3
Future Volume (veh/h)	0	751	146	0	1261	487	0	676	0	192	1055	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	816	159	0	1371	529	0	735	0	209	1147	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1900	367	0	1611	614	0	1820	0	244	2445	6
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44	0.00	0.28	0.00	0.14	0.47	0.47
Sat Flow, veh/h	0	4439	825	0	3789	1380	0	6958	0	1781	5258	14
Grp Volume(v), veh/h	0	649	326	0	1288	612	0	735	0	209	743	407
Grp Sat Flow(s),veh/h/ln	0	1702	1692	0	1702	1596	0	1609	0	1781	1702	1868
Q Serve(g_s), s	0.0	13.1	13.2	0.0	33.8	34.5	0.0	9.2	0.0	11.5	14.9	14.9
Cycle Q Clear(g_c), s	0.0	13.1	13.2	0.0	33.8	34.5	0.0	9.2	0.0	11.5	14.9	14.9
Prop In Lane	0.00		0.49	0.00		0.86	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1515	753	0	1515	710	0	1820	0	244	1583	869
V/C Ratio(X)	0.00	0.43	0.43	0.00	0.85	0.86	0.00	0.40	0.00	0.86	0.47	0.47
Avail Cap(c_a), veh/h	0	1583	787	0	1583	742	0	1820	0	347	1583	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.97	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	19.1	0.0	24.8	25.0	0.0	29.0	0.0	42.2	18.3	18.3
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	4.5	9.9	0.0	0.6	0.0	13.5	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.1	0.0	13.9	14.4	0.0	3.6	0.0	5.9	5.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.2	19.5	0.0	29.3	34.9	0.0	29.7	0.0	55.7	19.3	20.1
LnGrp LOS	A	B	B	A	C	C	A	C	A	E	B	C
Approach Vol, veh/h		975			1900			735			1359	
Approach Delay, s/veh		19.3			31.1			29.7			25.1	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.0		49.0	18.2	32.8		49.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		44.0		46.5	19.5	20.0		46.5				
Max Q Clear Time (g_c+I1), s		16.9		15.2	13.5	11.2		36.5				
Green Ext Time (p_c), s		9.0		7.8	0.3	3.3		8.0				
Intersection Summary												
HCM 6th Ctrl Delay				26.9								
HCM 6th LOS				C								

EXISTING PM PEAK HOUR

HCM 6th Signalized Intersection Summary

2: Wilshire Bd

12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1138	174	66	701	192	135	612	56	176	1032	181
Future Volume (veh/h)	160	1138	174	66	701	192	135	612	56	176	1032	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	1.00		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1237	189	72	762	209	147	665	61	191	1122	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1062	421	213	985	387	252	931	85	139	1014	540
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1407	1781	3554	1394	1781	3265	299	1781	3554	1460
Grp Volume(v), veh/h	174	1237	189	72	762	209	147	361	365	191	1122	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1407	1781	1777	1394	1781	1777	1787	1781	1777	1460
Q Serve(g_s), s	4.5	19.1	7.0	1.8	12.6	8.2	3.7	11.7	11.7	5.0	18.3	6.4
Cycle Q Clear(g_c), s	4.5	19.1	7.0	1.8	12.6	8.2	3.7	11.7	11.7	5.0	18.3	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	297	1062	421	213	985	387	252	507	510	139	1014	540
V/C Ratio(X)	0.59	1.16	0.45	0.34	0.77	0.54	0.58	0.71	0.72	1.37	1.11	0.36
Avail Cap(c_a), veh/h	297	1062	421	252	999	392	252	507	510	139	1014	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	22.4	18.2	17.3	21.3	19.7	16.7	20.5	20.5	29.5	22.9	15.0
Incr Delay (d2), s/veh	3.0	84.4	0.8	0.9	3.8	1.5	3.2	7.7	7.7	206.3	62.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	19.7	2.2	0.7	5.3	2.6	1.6	5.5	5.6	10.0	15.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	106.9	18.9	18.2	25.0	21.1	19.9	28.2	28.2	235.8	85.2	16.9
LnGrp LOS	B	F	B	B	C	C	B	C	C	F	F	B
Approach Vol, veh/h	1600			1043			873			1510		
Approach Delay, s/veh	87.0			23.8			26.8			95.3		
Approach LOS	F			C			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	22.8	8.1	23.6	9.5	22.8	9.5	22.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.0	13.7	3.8	21.1	5.7	20.3	6.5	14.6				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay 65.9

HCM 6th LOS E


Notes

User approved changes to right turn type.

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St













12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔	↔		↔		↔	↔	
Traffic Volume (vph)	8	219	18	122	0	63	0	670	84	283	1116	0
Future Volume (vph)	8	219	18	122	0	63	0	670	84	283	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1595	1478		3480		1751	3539	
Flt Permitted		0.99		0.54	0.61	1.00		1.00		0.32	1.00	
Satd. Flow (perm)		1826		950	1024	1478		3480		581	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	238	20	133	0	68	0	728	91	308	1213	0
RTOR Reduction (vph)	0	8	0	0	27	45	0	16	0	0	0	0
Lane Group Flow (vph)	0	259	0	69	44	16	0	803	0	308	1213	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.5		11.5	11.5	11.5		24.5		24.5	24.5	
Effective Green, g (s)		11.5		11.5	11.5	11.5		24.5		24.5	24.5	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		466		242	261	377		1894		316	1926	
v/s Ratio Prot								0.23			0.34	
v/s Ratio Perm		c0.14		0.07	0.04	0.01				c0.53		
v/c Ratio		0.56		0.29	0.17	0.04		0.42		0.97	0.63	
Uniform Delay, d1		14.5		13.4	13.0	12.6		6.1		9.9	7.1	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.4		0.7	0.3	0.0		0.7		44.6	1.6	
Delay (s)		16.0		14.1	13.3	12.6		6.8		54.6	8.7	
Level of Service		B		B	B	B		A		D	A	
Approach Delay (s)		16.0			13.4			6.8			18.0	
Approach LOS		B			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			45.0				Sum of lost time (s)			9.0		
Intersection Capacity Utilization			70.8%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: San Vicente Bd


























12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↰	↑↑	↱	↰	↑↑↑	↱		↑↑↑	↱
Traffic Volume (veh/h)	0	600	0	218	948	53	22	878	44	0	687	116
Future Volume (veh/h)	0	600	0	218	948	53	22	878	44	0	687	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	652	0	237	1030	58	24	954	48	0	747	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1708	0	276	2417	1051	128	1479	364	0	1174	355
Arrive On Green	0.00	0.96	0.00	0.15	0.68	0.68	0.23	0.23	0.23	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	634	6434	1585	0	5274	1543
Grp Volume(v), veh/h	0	652	0	237	1030	58	24	954	48	0	747	126
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	634	1609	1585	0	1702	1543
Q Serve(g_s), s	0.0	1.1	0.0	13.0	13.1	1.2	3.6	13.4	2.4	0.0	14.2	7.8
Cycle Q Clear(g_c), s	0.0	1.1	0.0	13.0	13.1	1.2	17.8	13.4	2.4	0.0	14.2	7.8
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1708	0	276	2417	1051	128	1479	364	0	1174	355
V/C Ratio(X)	0.00	0.38	0.00	0.86	0.43	0.06	0.19	0.65	0.13	0.00	0.64	0.36
Avail Cap(c_a), veh/h	0	1708	0	472	2417	1051	144	1641	404	0	1302	393
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(l)	0.00	0.91	0.00	0.76	0.76	0.76	1.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	1.0	0.0	41.2	7.2	5.3	43.2	34.8	30.6	0.0	42.2	39.2
Incr Delay (d2), s/veh	0.0	0.6	0.0	6.1	0.4	0.1	0.7	0.8	0.2	0.0	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	6.1	4.5	0.4	0.6	5.3	0.9	0.0	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.6	0.0	47.3	7.6	5.4	43.9	35.6	30.7	0.0	43.0	39.8
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		652			1325			1026			873	
Approach Delay, s/veh		1.6			14.6			35.5			42.5	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	52.5		27.5		72.5		27.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	15.0	3.1		19.8		15.1		16.2				
Green Ext Time (p_c), s	0.5	5.0		3.2		10.1		3.8				
Intersection Summary												
HCM 6th Ctrl Delay				24.3								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

5: Fairfax Ave & Olympic Ave













12/20/2019

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  			  			 			 		
Traffic Volume (veh/h)	91	1393	16	63	1025	4	31	501	68	2	808	222	
Future Volume (veh/h)	91	1393	16	63	1025	4	31	501	68	2	808	222	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	0.98		0.93	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	99	1514	17	68	1114	4	34	545	74	2	878	241	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	214	2263	25	141	2284	8	54	1481	200	36	1059	290	
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.80	0.80	0.80	
Sat Flow, veh/h	503	5201	58	340	5251	19	1781	3119	422	1	2652	725	
Grp Volume(v), veh/h	99	991	540	68	722	396	34	309	310	620	0	501	
Grp Sat Flow(s),veh/h/ln	503	1702	1856	340	1702	1866	1781	1777	1763	1869	0	1509	
Q Serve(g_s), s	17.6	23.2	23.2	20.0	15.2	15.2	1.9	11.1	11.2	0.0	0.0	19.9	
Cycle Q Clear(g_c), s	32.8	23.2	23.2	43.1	15.2	15.2	1.9	11.1	11.2	19.7	0.0	19.9	
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.48	
Lane Grp Cap(c), veh/h	214	1481	807	141	1481	812	54	844	838	783	0	603	
V/C Ratio(X)	0.46	0.67	0.67	0.48	0.49	0.49	0.62	0.37	0.37	0.79	0.00	0.83	
Avail Cap(c_a), veh/h	214	1481	807	141	1481	812	89	844	838	783	0	603	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.91	0.00	0.91	
Uniform Delay (d), s/veh	32.0	22.5	22.5	39.7	20.3	20.3	47.9	16.7	16.7	8.0	0.0	8.0	
Incr Delay (d2), s/veh	1.5	1.2	2.1	2.0	0.2	0.4	11.2	1.2	1.3	7.4	0.0	11.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.2	9.2	10.2	1.7	5.9	6.5	1.0	4.7	4.7	4.8	0.0	4.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	33.6	23.7	24.7	41.7	20.5	20.6	59.1	17.9	18.0	15.4	0.0	19.7	
LnGrp LOS	C	C	C	D	C	C	E	B	B	B	A	B	
Approach Vol, veh/h	1630			1186				653				1121	
Approach Delay, s/veh	24.6			21.7				20.1				17.3	
Approach LOS	C			C				C				B	
Timer - Assigned Phs	2			4		5		6		8			
Phs Duration (G+Y+Rc), s	52.0			48.0		7.6		44.4		48.0			
Change Period (Y+Rc), s	4.5			4.5		4.5		4.5		4.5			
Max Green Setting (Gmax), s	47.0			43.5		5.0		37.5		43.5			
Max Q Clear Time (g_c+I1), s	13.2			34.8		3.9		21.9		45.1			
Green Ext Time (p_c), s	4.3			6.4		0.0		7.0		0.0			
Intersection Summary													
HCM 6th Ctrl Delay	21.4												
HCM 6th LOS	C												

HCM 6th Signalized Intersection Summary

17: San Vicente Bd

12/20/2019

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	1230	246	0	954	212	0	1095	0	98	584	2
Future Volume (veh/h)	0	1230	246	0	954	212	0	1095	0	98	584	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1337	267	0	1037	230	0	1190	0	107	635	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1703	340	0	1673	371	0	2494	0	135	2672	8
Arrive On Green	0.00	0.13	0.13	0.00	0.40	0.40	0.00	0.39	0.00	0.08	0.51	0.51
Sat Flow, veh/h	0	4411	847	0	4336	923	0	6958	0	1781	5255	17
Grp Volume(v), veh/h	0	1073	531	0	847	420	0	1190	0	107	411	226
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1686	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	30.5	30.5	0.0	19.8	19.9	0.0	13.9	0.0	5.9	6.8	6.8
Cycle Q Clear(g_c), s	0.0	30.5	30.5	0.0	19.8	19.9	0.0	13.9	0.0	5.9	6.8	6.8
Prop In Lane	0.00		0.50	0.00		0.55	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1367	677	0	1367	677	0	2494	0	135	1731	950
V/C Ratio(X)	0.00	0.78	0.79	0.00	0.62	0.62	0.00	0.48	0.00	0.79	0.24	0.24
Avail Cap(c_a), veh/h	0	1481	733	0	1481	734	0	2494	0	240	1731	950
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.63	0.63	0.00	1.00	1.00	0.00	0.70	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.2	39.2	0.0	23.8	23.9	0.0	23.0	0.0	45.4	13.7	13.7
Incr Delay (d2), s/veh	0.0	1.7	3.4	0.0	0.7	1.4	0.0	0.5	0.0	9.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	14.4	0.0	7.9	8.0	0.0	5.2	0.0	3.0	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.9	42.6	0.0	24.5	25.3	0.0	23.5	0.0	55.2	14.1	14.3
LnGrp LOS	A	D	D	A	C	C	A	C	A	E	B	B
Approach Vol, veh/h		1604			1267			1190			744	
Approach Delay, s/veh		41.4			24.8			23.5			20.1	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.4		44.6	12.1	43.3		44.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		8.8		32.5	7.9	15.9		21.9				
Green Ext Time (p_c), s		4.6		7.6	0.1	6.8		9.4				
Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

EXISTING + PROJECT PM PEAK HOUR

HCM 6th Signalized Intersection Summary

2: Wilshire Bd




















12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1138	182	66	701	192	141	618	58	176	1041	181
Future Volume (veh/h)	160	1138	182	66	701	192	141	618	58	176	1041	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	1.00		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1237	198	72	762	209	153	672	63	191	1132	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1062	421	213	985	387	252	929	87	139	1014	540
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1407	1781	3554	1394	1781	3257	305	1781	3554	1460
Grp Volume(v), veh/h	174	1237	198	72	762	209	153	366	369	191	1132	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1407	1781	1777	1394	1781	1777	1785	1781	1777	1460
Q Serve(g_s), s	4.5	19.1	7.3	1.8	12.6	8.2	3.8	11.9	11.9	5.0	18.3	6.4
Cycle Q Clear(g_c), s	4.5	19.1	7.3	1.8	12.6	8.2	3.8	11.9	11.9	5.0	18.3	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	297	1062	421	213	985	387	252	507	509	139	1014	540
V/C Ratio(X)	0.59	1.16	0.47	0.34	0.77	0.54	0.61	0.72	0.72	1.37	1.12	0.36
Avail Cap(c_a), veh/h	297	1062	421	252	999	392	252	507	509	139	1014	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	22.4	18.3	17.3	21.3	19.7	16.8	20.6	20.6	29.5	22.9	15.0
Incr Delay (d2), s/veh	3.0	84.4	0.8	0.9	3.8	1.5	3.8	8.0	8.0	206.3	66.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	19.7	2.3	0.7	5.3	2.6	1.7	5.7	5.7	10.0	16.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	106.9	19.1	18.2	25.0	21.1	20.6	28.6	28.6	235.8	88.9	16.9
LnGrp LOS	B	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1609			1043			888			1520	
Approach Delay, s/veh		86.6			23.8			27.2			98.0	
Approach LOS		F			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	22.8	8.1	23.6	9.5	22.8	9.5	22.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.0	13.9	3.8	21.1	5.8	20.3	6.5	14.6				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			66.7									
HCM 6th LOS			E									
Notes												
User approved changes to right turn type.												

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St













12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	219	0	130	0	71	0	678	84	303	1116	0
Future Volume (vph)	8	219	0	130	0	71	0	678	84	303	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.98	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1859		1681	1594	1478		3481		1751	3539	
Flt Permitted		0.99		0.57	0.62	1.00		1.00		0.31	1.00	
Satd. Flow (perm)		1842		1000	1032	1478		3481		577	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	238	0	141	0	77	0	737	91	329	1213	0
RTOR Reduction (vph)	0	0	0	0	27	52	0	16	0	0	0	0
Lane Group Flow (vph)	0	247	0	73	49	17	0	812	0	329	1213	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.2		11.2	11.2	11.2		24.8		24.8	24.8	
Effective Green, g (s)		11.2		11.2	11.2	11.2		24.8		24.8	24.8	
Actuated g/C Ratio		0.25		0.25	0.25	0.25		0.55		0.55	0.55	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		458		248	256	367		1918		317	1950	
v/s Ratio Prot								0.23			0.34	
v/s Ratio Perm		c0.13		0.07	0.05	0.01				c0.57		
v/c Ratio		0.54		0.29	0.19	0.05		0.42		1.04	0.62	
Uniform Delay, d1		14.7		13.7	13.3	12.8		5.9		10.1	6.9	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.2		0.7	0.4	0.1		0.7		60.7	1.5	
Delay (s)		15.9		14.4	13.7	12.9		6.6		70.8	8.4	
Level of Service		B		B	B	B		A		E	A	
Approach Delay (s)		15.9			13.7			6.6			21.7	
Approach LOS		B			B			A			C	
Intersection Summary												
HCM 2000 Control Delay		16.2										
HCM 2000 Volume to Capacity ratio		0.88										
Actuated Cycle Length (s)		45.0										
Intersection Capacity Utilization		71.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: San Vicente Bd




















12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↰	↑↑	↱	↰	↑↑↑	↱		↑↑↑	↱
Traffic Volume (veh/h)	0	614	0	223	957	53	22	878	44	0	687	223
Future Volume (veh/h)	0	614	0	223	957	53	22	878	44	0	687	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	667	0	242	1040	58	24	954	48	0	747	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1689	0	281	2409	1047	123	1494	368	0	1185	358
Arrive On Green	0.00	0.95	0.00	0.16	0.68	0.68	0.23	0.23	0.23	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	569	6434	1585	0	5274	1543
Grp Volume(v), veh/h	0	667	0	242	1040	58	24	954	48	0	747	242
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	569	1609	1585	0	1702	1543
Q Serve(g_s), s	0.0	1.5	0.0	13.2	13.3	1.3	4.0	13.4	2.4	0.0	14.2	15.3
Cycle Q Clear(g_c), s	0.0	1.5	0.0	13.2	13.3	1.3	18.2	13.4	2.4	0.0	14.2	15.3
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1689	0	281	2409	1047	123	1494	368	0	1185	358
V/C Ratio(X)	0.00	0.39	0.00	0.86	0.43	0.06	0.19	0.64	0.13	0.00	0.63	0.68
Avail Cap(c_a), veh/h	0	1689	0	472	2409	1047	136	1641	404	0	1302	393
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.90	0.00	0.76	0.76	0.76	1.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	1.3	0.0	41.1	7.3	5.4	43.2	34.6	30.4	0.0	42.0	42.5
Incr Delay (d2), s/veh	0.0	0.6	0.0	6.5	0.4	0.1	0.8	0.7	0.2	0.0	0.8	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	6.3	4.6	0.4	0.6	5.2	0.9	0.0	6.6	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.0	0.0	47.6	7.8	5.5	44.0	35.3	30.6	0.0	42.8	46.5
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		667			1340			1026			989	
Approach Delay, s/veh		2.0			14.9			35.3			43.7	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.2	52.0		27.7		72.3		27.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	15.2	3.5		20.2		15.3		17.3				
Green Ext Time (p_c), s	0.5	5.1		3.0		10.3		3.8				
Intersection Summary												
HCM 6th Ctrl Delay				25.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary













5: Fairfax Ave & Olympic Ave

12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1393	16	63	1025	4	31	508	68	2	813	226
Future Volume (veh/h)	98	1393	16	63	1025	4	31	508	68	2	813	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	0.98		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1514	17	68	1114	4	34	552	74	2	884	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2263	25	141	2284	8	54	1484	198	36	1056	293
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.80	0.80	0.80
Sat Flow, veh/h	503	5201	58	340	5251	19	1781	3124	417	1	2643	733
Grp Volume(v), veh/h	107	991	540	68	722	396	34	313	313	626	0	506
Grp Sat Flow(s),veh/h/ln	503	1702	1856	340	1702	1866	1781	1777	1765	1869	0	1507
Q Serve(g_s), s	19.4	23.2	23.2	20.0	15.2	15.2	1.9	11.2	11.3	0.0	0.0	20.6
Cycle Q Clear(g_c), s	34.6	23.2	23.2	43.1	15.2	15.2	1.9	11.2	11.3	20.3	0.0	20.6
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.49
Lane Grp Cap(c), veh/h	214	1481	807	141	1481	812	54	844	838	783	0	602
V/C Ratio(X)	0.50	0.67	0.67	0.48	0.49	0.49	0.62	0.37	0.37	0.80	0.00	0.84
Avail Cap(c_a), veh/h	214	1481	807	141	1481	812	89	844	838	783	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	32.7	22.5	22.5	39.7	20.3	20.3	47.9	16.7	16.8	8.1	0.0	8.1
Incr Delay (d2), s/veh	1.8	1.2	2.1	2.0	0.2	0.4	11.2	1.3	1.3	7.7	0.0	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	9.2	10.2	1.7	5.9	6.5	1.0	4.7	4.7	4.9	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	23.7	24.7	41.7	20.5	20.6	59.1	18.0	18.0	15.8	0.0	20.4
LnGrp LOS	C	C	C	D	C	C	E	B	B	B	A	C
Approach Vol, veh/h	1638			1186			660			1132		
Approach Delay, s/veh	24.7			21.7			20.1			17.8		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	52.0			48.0		7.6	44.4		48.0			
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5		4.5			
Max Green Setting (Gmax), s	47.0			43.5		5.0	37.5		43.5			
Max Q Clear Time (g_c+I1), s	13.3			36.6		3.9	22.6		45.1			
Green Ext Time (p_c), s	4.3			5.3		0.0	6.9		0.0			
Intersection Summary												
HCM 6th Ctrl Delay	21.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 17: San Vicente Bd

12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	1230	246	0	954	216	0	1100	0	98	587	2
Future Volume (veh/h)	0	1230	246	0	954	216	0	1100	0	98	587	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1337	267	0	1037	235	0	1196	0	107	638	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1703	340	0	1666	377	0	2494	0	135	2672	8
Arrive On Green	0.00	0.13	0.13	0.00	0.40	0.40	0.00	0.39	0.00	0.08	0.51	0.51
Sat Flow, veh/h	0	4411	847	0	4317	939	0	6958	0	1781	5255	16
Grp Volume(v), veh/h	0	1073	531	0	851	421	0	1196	0	107	413	227
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1683	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	30.5	30.5	0.0	19.9	20.0	0.0	14.0	0.0	5.9	6.8	6.8
Cycle Q Clear(g_c), s	0.0	30.5	30.5	0.0	19.9	20.0	0.0	14.0	0.0	5.9	6.8	6.8
Prop In Lane	0.00		0.50	0.00		0.56	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1367	677	0	1367	676	0	2494	0	135	1731	950
V/C Ratio(X)	0.00	0.78	0.79	0.00	0.62	0.62	0.00	0.48	0.00	0.79	0.24	0.24
Avail Cap(c_a), veh/h	0	1481	733	0	1481	732	0	2494	0	240	1731	950
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.63	0.63	0.00	1.00	1.00	0.00	0.70	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.2	39.2	0.0	23.9	23.9	0.0	23.0	0.0	45.4	13.7	13.7
Incr Delay (d2), s/veh	0.0	1.7	3.4	0.0	0.7	1.5	0.0	0.5	0.0	9.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	14.4	0.0	7.9	8.0	0.0	5.3	0.0	3.0	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.9	42.6	0.0	24.6	25.4	0.0	23.5	0.0	55.2	14.1	14.3
LnGrp LOS	A	D	D	A	C	C	A	C	A	E	B	B
Approach Vol, veh/h		1604			1272			1196			747	
Approach Delay, s/veh		41.4			24.8			23.5			20.1	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.4		44.6	12.1	43.3		44.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		8.8		32.5	7.9	16.0		22.0				
Green Ext Time (p_c), s		4.7		7.6	0.1	6.8		9.4				
Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

























FUTURE HCS WORKSHEETS

WITHOUT PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary

2: Wilshire Bd




















12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	601	79	99	1323	187	178	799	54	110	1102	290
Future Volume (veh/h)	111	601	79	99	1323	187	178	799	54	110	1102	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	653	86	108	1438	203	193	868	59	120	1198	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1009	397	317	999	393	252	973	66	139	1030	534
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1399	1781	3554	1396	1781	3356	228	1781	3554	1461
Grp Volume(v), veh/h	121	653	86	108	1438	203	193	460	467	120	1198	315
Grp Sat Flow(s),veh/h/ln	1781	1777	1399	1781	1777	1396	1781	1777	1807	1781	1777	1461
Q Serve(g_s), s	3.0	10.3	3.0	2.7	18.0	7.8	4.9	15.9	15.9	4.3	18.6	11.3
Cycle Q Clear(g_c), s	3.0	10.3	3.0	2.7	18.0	7.8	4.9	15.9	15.9	4.3	18.6	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	236	1009	397	317	999	393	252	515	524	139	1030	534
V/C Ratio(X)	0.51	0.65	0.22	0.34	1.44	0.52	0.77	0.89	0.89	0.86	1.16	0.59
Avail Cap(c_a), veh/h	252	1009	397	338	999	393	252	515	524	139	1030	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.1	17.5	15.4	23.0	19.3	17.0	21.8	21.8	29.2	22.7	16.7
Incr Delay (d2), s/veh	1.7	1.4	0.3	0.6	203.2	1.2	11.6	18.1	17.9	39.0	84.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.1	0.9	1.1	35.1	2.5	2.6	8.6	8.7	3.2	19.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	21.5	17.7	16.1	226.2	20.5	28.6	39.9	39.6	68.1	106.8	21.5
LnGrp LOS	B	C	B	B	F	C	C	D	D	E	F	C
Approach Vol, veh/h		860			1749			1120			1633	
Approach Delay, s/veh		20.8			189.3			37.8			87.5	
Approach LOS		C			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	23.1	8.8	22.7	9.5	23.1	8.9	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.3	17.9	4.7	12.3	6.9	20.6	5.0	20.0				
Green Ext Time (p_c), s	0.0	0.1	0.0	2.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			99.6									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St













12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	23	0	226	0	258	0	783	96	63	1052	0
Future Volume (vph)	21	23	0	226	0	258	0	783	96	63	1052	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.91	0.85		0.98		1.00	1.00	
Flt Protected		0.98		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1817		1681	1492	1478		3481		1755	3539	
Flt Permitted		0.83		0.73	0.87	1.00		1.00		0.25	1.00	
Satd. Flow (perm)		1541		1284	1322	1478		3481		467	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	25	0	246	0	280	0	851	104	68	1143	0
RTOR Reduction (vph)	0	0	0	0	47	47	0	16	0	0	0	0
Lane Group Flow (vph)	0	48	0	180	128	124	0	939	0	68	1143	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Effective Green, g (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		417		348	358	400		1841		246	1871	
v/s Ratio Prot								0.27			c0.32	
v/s Ratio Perm		0.03		c0.14	0.10	0.08				0.15		
v/c Ratio		0.12		0.52	0.36	0.31		0.51		0.28	0.61	
Uniform Delay, d1		12.3		13.9	13.2	13.1		6.8		5.8	7.4	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.3	0.6	0.4		1.0		2.8	1.5	
Delay (s)		12.5		15.2	13.9	13.5		7.8		8.6	8.9	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		12.5			14.2			7.8			8.9	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.6										
HCM 2000 Volume to Capacity ratio		0.58										
Actuated Cycle Length (s)		45.0										
Intersection Capacity Utilization		54.0%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: San Vicente Bd




















12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↰	↑↑	↱	↰	↑↑↑	↱		↑↑↑	↱
Traffic Volume (veh/h)	0	702	0	110	1021	108	30	573	62	0	1472	85
Future Volume (veh/h)	0	702	0	110	1021	108	30	573	62	0	1472	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	763	0	120	1110	117	33	623	67	0	1600	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1304	0	149	1762	762	115	2665	657	0	2115	643
Arrive On Green	0.00	0.73	0.00	0.08	0.50	0.50	0.41	0.41	0.41	0.00	0.41	0.41
Sat Flow, veh/h	0	3741	0	1781	3554	1537	291	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	763	0	120	1110	117	33	623	67	0	1600	92
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1537	291	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	10.0	0.0	6.6	22.9	4.2	10.9	6.3	2.6	0.0	26.7	3.7
Cycle Q Clear(g_c), s	0.0	10.0	0.0	6.6	22.9	4.2	37.7	6.3	2.6	0.0	26.7	3.7
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1304	0	149	1762	762	115	2665	657	0	2115	643
V/C Ratio(X)	0.00	0.59	0.00	0.80	0.63	0.15	0.29	0.23	0.10	0.00	0.76	0.14
Avail Cap(c_a), veh/h	0	1304	0	205	1762	762	121	2799	689	0	2221	676
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.72	0.00	0.77	0.77	0.77	1.00	1.00	1.00	0.00	0.82	0.82
Uniform Delay (d), s/veh	0.0	9.8	0.0	45.0	18.5	13.8	41.0	19.0	17.9	0.0	25.0	18.2
Incr Delay (d2), s/veh	0.0	1.4	0.0	11.8	1.3	0.3	1.4	0.0	0.1	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.0	3.4	9.3	1.5	0.8	2.3	0.9	0.0	10.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.1	0.0	56.8	19.8	14.1	42.4	19.0	18.0	0.0	26.2	18.3
LnGrp LOS	A	B	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		763			1347			723			1692	
Approach Delay, s/veh		11.1			22.6			20.0			25.8	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.9	41.2		45.9		54.1		45.9				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	31.0		43.5		47.0		43.5				
Max Q Clear Time (g_c+I1), s	8.6	12.0		39.7		24.9		28.7				
Green Ext Time (p_c), s	0.1	5.2		1.8		9.1		9.9				
Intersection Summary												
HCM 6th Ctrl Delay				21.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

5: Fairfax Ave & Olympic Ave













12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	840	21	37	1568	4	72	585	27	0	746	352
Future Volume (veh/h)	106	840	21	37	1568	4	72	585	27	0	746	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	115	913	23	40	1704	4	78	636	29	0	811	383
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	157	2685	68	323	2761	6	89	1327	60	0	671	315
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.05	0.38	0.38	0.00	0.58	0.58
Sat Flow, veh/h	286	5115	129	596	5259	12	1781	3448	157	0	2407	1087
Grp Volume(v), veh/h	115	607	329	40	1103	605	78	327	338	0	622	572
Grp Sat Flow(s),veh/h/ln	286	1702	1840	596	1702	1867	1781	1777	1828	0	1777	1623
Q Serve(g_s), s	29.7	10.3	10.3	4.2	22.8	22.8	4.4	13.9	13.9	0.0	29.0	29.0
Cycle Q Clear(g_c), s	52.5	10.3	10.3	14.5	22.8	22.8	4.4	13.9	13.9	0.0	29.0	29.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67
Lane Grp Cap(c), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	471
V/C Ratio(X)	0.73	0.34	0.34	0.12	0.62	0.62	0.88	0.48	0.48	0.00	1.21	1.22
Avail Cap(c_a), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.00	0.75	0.75
Uniform Delay (d), s/veh	39.0	13.7	13.7	17.9	16.7	16.7	47.2	23.2	23.2	0.0	21.0	21.0
Incr Delay (d2), s/veh	16.0	0.1	0.2	0.1	0.3	0.5	56.9	2.4	2.3	0.0	106.5	111.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.8	4.2	0.6	8.5	9.3	3.3	6.1	6.3	0.0	22.5	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	13.8	13.9	18.0	16.9	17.2	104.1	25.6	25.5	0.0	127.5	132.0
LnGrp LOS	E	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h	1051			1748			743			1194		
Approach Delay, s/veh	18.4			17.0			33.8			129.6		
Approach LOS	B			B			C			F		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	43.0			57.0		9.5	33.5	57.0				
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	38.0			52.5		5.0	28.5	52.5				
Max Q Clear Time (g_c+I1), s	15.9			54.5		6.4	31.0	24.8				
Green Ext Time (p_c), s	4.2			0.0		0.0	0.0	15.5				
Intersection Summary												
HCM 6th Ctrl Delay	48.4											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

17: San Vicente Bd

12/20/2019

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	787	152	0	1341	511	0	710	0	200	1106	4
Future Volume (veh/h)	0	787	152	0	1341	511	0	710	0	200	1106	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	855	165	0	1458	555	0	772	0	217	1202	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1975	379	0	1683	628	0	1685	0	252	2355	8
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46	0.00	0.26	0.00	0.14	0.45	0.45
Sat Flow, veh/h	0	4446	820	0	3812	1360	0	6958	0	1781	5254	17
Grp Volume(v), veh/h	0	679	341	0	1360	653	0	772	0	217	779	427
Grp Sat Flow(s),veh/h/ln	0	1702	1694	0	1702	1600	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	13.4	13.6	0.0	35.8	37.1	0.0	10.1	0.0	11.9	16.4	16.4
Cycle Q Clear(g_c), s	0.0	13.4	13.6	0.0	35.8	37.1	0.0	10.1	0.0	11.9	16.4	16.4
Prop In Lane	0.00		0.48	0.00		0.85	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1572	782	0	1572	739	0	1685	0	252	1526	837
V/C Ratio(X)	0.00	0.43	0.44	0.00	0.87	0.88	0.00	0.46	0.00	0.86	0.51	0.51
Avail Cap(c_a), veh/h	0	1617	805	0	1617	760	0	1685	0	330	1526	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.1	18.1	0.0	24.1	24.5	0.0	31.0	0.0	42.0	19.7	19.7
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	5.1	11.8	0.0	0.9	0.0	16.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	5.2	0.0	14.8	15.7	0.0	4.0	0.0	6.3	6.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.3	18.5	0.0	29.2	36.2	0.0	31.8	0.0	58.4	21.0	22.0
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	C	C
Approach Vol, veh/h		1020			2013			772			1423	
Approach Delay, s/veh		18.3			31.5			31.8			27.0	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.3		50.7	18.6	30.7		50.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		47.5	18.5	20.0		47.5				
Max Q Clear Time (g_c+I1), s		18.4		15.6	13.9	12.1		39.1				
Green Ext Time (p_c), s		9.2		8.3	0.2	3.2		7.1				
Intersection Summary												
HCM 6th Ctrl Delay				27.7								
HCM 6th LOS				C								

WITH PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary

2: Wilshire Bd





















12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	601	84	99	1323	187	187	809	58	110	1107	290
Future Volume (veh/h)	111	601	84	99	1323	187	187	809	58	110	1107	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	653	91	108	1438	203	203	879	63	120	1203	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1009	397	317	999	393	252	969	69	139	1030	534
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1399	1781	3554	1396	1781	3341	239	1781	3554	1461
Grp Volume(v), veh/h	121	653	91	108	1438	203	203	467	475	120	1203	315
Grp Sat Flow(s),veh/h/ln	1781	1777	1399	1781	1777	1396	1781	1777	1804	1781	1777	1461
Q Serve(g_s), s	3.0	10.3	3.2	2.7	18.0	7.8	5.0	16.2	16.2	4.3	18.6	11.3
Cycle Q Clear(g_c), s	3.0	10.3	3.2	2.7	18.0	7.8	5.0	16.2	16.2	4.3	18.6	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	236	1009	397	317	999	393	252	515	523	139	1030	534
V/C Ratio(X)	0.51	0.65	0.23	0.34	1.44	0.52	0.81	0.91	0.91	0.86	1.17	0.59
Avail Cap(c_a), veh/h	252	1009	397	337	999	393	252	515	523	139	1030	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.1	17.5	15.4	23.0	19.3	17.6	21.9	21.9	29.2	22.7	16.7
Incr Delay (d2), s/veh	1.7	1.4	0.3	0.6	203.2	1.2	15.1	19.7	19.5	39.0	86.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.1	1.0	1.1	35.1	2.5	3.0	9.0	9.1	3.2	19.4	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	21.5	17.8	16.1	226.2	20.5	32.6	41.6	41.4	68.1	108.8	21.5
LnGrp LOS	B	C	B	B	F	C	C	D	D	E	F	C
Approach Vol, veh/h		865			1749			1145			1638	
Approach Delay, s/veh		20.8			189.3			39.9			89.0	
Approach LOS		C			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	23.1	8.8	22.7	9.5	23.1	8.9	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.3	18.2	4.7	12.3	7.0	20.6	5.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			100.2									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St













12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	23	0	237	0	269	0	794	96	76	1052	0
Future Volume (vph)	21	23	0	237	0	269	0	794	96	76	1052	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.91	0.85		0.98		1.00	1.00	
Flt Protected		0.98		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1817		1681	1493	1478		3482		1755	3539	
Flt Permitted		0.83		0.73	0.87	1.00		1.00		0.25	1.00	
Satd. Flow (perm)		1538		1284	1320	1478		3482		456	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	25	0	258	0	292	0	863	104	83	1143	0
RTOR Reduction (vph)	0	0	0	0	44	44	0	16	0	0	0	0
Lane Group Flow (vph)	0	48	0	188	140	134	0	951	0	83	1143	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.4		12.4	12.4	12.4		23.6		23.6	23.6	
Effective Green, g (s)		12.4		12.4	12.4	12.4		23.6		23.6	23.6	
Actuated g/C Ratio		0.28		0.28	0.28	0.28		0.52		0.52	0.52	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		423		353	363	407		1826		239	1856	
v/s Ratio Prot								0.27			c0.32	
v/s Ratio Perm		0.03		c0.15	0.11	0.09				0.18		
v/c Ratio		0.11		0.53	0.39	0.33		0.52		0.35	0.62	
Uniform Delay, d1		12.2		13.8	13.2	13.0		7.0		6.2	7.5	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.5	0.7	0.5		1.1		4.0	1.5	
Delay (s)		12.3		15.4	13.9	13.5		8.1		10.2	9.1	
Level of Service		B		B	B	B		A		B	A	
Approach Delay (s)		12.3			14.3			8.1			9.1	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.8										
HCM 2000 Volume to Capacity ratio		0.59										
Actuated Cycle Length (s)		45.0										
Intersection Capacity Utilization		54.9%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: San Vicente Bd


























12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↵	↑↑	↵	↵	↑↑↑	↵		↑↑↑	↵
Traffic Volume (veh/h)	0	710	0	117	1034	108	30	573	62	0	1472	89
Future Volume (veh/h)	0	710	0	117	1034	108	30	573	62	0	1472	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	772	0	127	1124	117	33	623	67	0	1600	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1310	0	157	1783	771	112	2626	647	0	2084	634
Arrive On Green	0.00	0.74	0.00	0.09	0.50	0.50	0.41	0.41	0.41	0.00	0.41	0.41
Sat Flow, veh/h	0	3741	0	1781	3554	1537	289	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	772	0	127	1124	117	33	623	67	0	1600	97
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1537	289	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	10.1	0.0	7.0	23.0	4.1	11.1	6.3	2.6	0.0	27.0	3.9
Cycle Q Clear(g_c), s	0.0	10.1	0.0	7.0	23.0	4.1	38.1	6.3	2.6	0.0	27.0	3.9
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1310	0	157	1783	771	112	2626	647	0	2084	634
V/C Ratio(X)	0.00	0.59	0.00	0.81	0.63	0.15	0.29	0.24	0.10	0.00	0.77	0.15
Avail Cap(c_a), veh/h	0	1310	0	223	1783	771	114	2670	658	0	2119	644
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.70	0.00	0.76	0.76	0.76	1.00	1.00	1.00	0.00	0.82	0.82
Uniform Delay (d), s/veh	0.0	9.6	0.0	44.8	18.1	13.4	41.9	19.4	18.3	0.0	25.5	18.7
Incr Delay (d2), s/veh	0.0	1.4	0.0	10.7	1.3	0.3	1.4	0.0	0.1	0.0	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.0	3.5	9.3	1.5	0.8	2.3	1.0	0.0	10.8	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	0.0	55.4	19.4	13.7	43.4	19.4	18.4	0.0	26.9	18.8
LnGrp LOS	A	B	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		772			1368			723			1697	
Approach Delay, s/veh		11.0			22.3			20.4			26.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.3	41.4		45.3		54.7		45.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	12.5	32.0		41.5		49.0		41.5				
Max Q Clear Time (g_c+I1), s	9.0	12.1		40.1		25.0		29.0				
Green Ext Time (p_c), s	0.1	5.4		0.7		9.6		8.8				
Intersection Summary												
HCM 6th Ctrl Delay				21.6								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

5: Fairfax Ave & Olympic Ave













12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	110	840	21	37	1568	4	72	589	27	0	753	358
Future Volume (veh/h)	110	840	21	37	1568	4	72	589	27	0	753	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	120	913	23	40	1704	4	78	640	29	0	818	389
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	157	2685	68	323	2761	6	89	1328	60	0	669	316
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.05	0.38	0.38	0.00	0.58	0.58
Sat Flow, veh/h	286	5115	129	596	5259	12	1781	3449	156	0	2402	1091
Grp Volume(v), veh/h	120	607	329	40	1103	605	78	329	340	0	629	578
Grp Sat Flow(s),veh/h/ln	286	1702	1840	596	1702	1867	1781	1777	1828	0	1777	1622
Q Serve(g_s), s	29.7	10.3	10.3	4.2	22.8	22.8	4.4	14.0	14.0	0.0	29.0	29.0
Cycle Q Clear(g_c), s	52.5	10.3	10.3	14.5	22.8	22.8	4.4	14.0	14.0	0.0	29.0	29.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67
Lane Grp Cap(c), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	470
V/C Ratio(X)	0.76	0.34	0.34	0.12	0.62	0.62	0.88	0.48	0.48	0.00	1.22	1.23
Avail Cap(c_a), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.00	0.76	0.76
Uniform Delay (d), s/veh	39.5	13.7	13.7	17.9	16.7	16.7	47.2	23.2	23.2	0.0	21.0	21.0
Incr Delay (d2), s/veh	19.7	0.1	0.2	0.1	0.3	0.5	56.9	2.4	2.4	0.0	112.0	117.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.8	4.2	0.6	8.5	9.3	3.3	6.2	6.4	0.0	23.2	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	13.8	13.9	18.0	16.9	17.2	104.1	25.6	25.6	0.0	133.0	138.0
LnGrp LOS	E	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h	1056				1748				747			
Approach Delay, s/veh	19.0				17.0				33.8			
Approach LOS	B				B				C			
Approach LOS									F			
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	43.0			57.0		9.5	33.5	57.0				
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	38.0			52.5		5.0	28.5	52.5				
Max Q Clear Time (g_c+I1), s	16.0			54.5		6.4	31.0	24.8				
Green Ext Time (p_c), s	4.2			0.0		0.0	0.0	15.5				
Intersection Summary												
HCM 6th Ctrl Delay	50.1											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

17: San Vicente Bd

12/20/2019
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	787	152	0	1341	514	0	717	0	200	1107	4
Future Volume (veh/h)	0	787	152	0	1341	514	0	717	0	200	1107	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	855	165	0	1458	559	0	779	0	217	1203	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1977	379	0	1681	632	0	1683	0	252	2353	8
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46	0.00	0.26	0.00	0.14	0.45	0.45
Sat Flow, veh/h	0	4446	820	0	3805	1367	0	6958	0	1781	5254	17
Grp Volume(v), veh/h	0	679	341	0	1363	654	0	779	0	217	779	428
Grp Sat Flow(s),veh/h/ln	0	1702	1694	0	1702	1599	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	13.4	13.5	0.0	35.9	37.2	0.0	10.2	0.0	11.9	16.4	16.4
Cycle Q Clear(g_c), s	0.0	13.4	13.5	0.0	35.9	37.2	0.0	10.2	0.0	11.9	16.4	16.4
Prop In Lane	0.00		0.48	0.00		0.85	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1573	783	0	1573	739	0	1683	0	252	1524	836
V/C Ratio(X)	0.00	0.43	0.44	0.00	0.87	0.89	0.00	0.46	0.00	0.86	0.51	0.51
Avail Cap(c_a), veh/h	0	1617	805	0	1617	760	0	1683	0	330	1524	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.1	18.1	0.0	24.1	24.5	0.0	31.0	0.0	42.0	19.8	19.8
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	5.1	11.9	0.0	0.9	0.0	16.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	5.2	0.0	14.8	15.8	0.0	4.0	0.0	6.3	6.6	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.5	0.0	29.3	36.4	0.0	31.9	0.0	58.4	21.0	22.0
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	C	C
Approach Vol, veh/h		1020			2017			779			1424	
Approach Delay, s/veh		18.3			31.6			31.9			27.0	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.3		50.7	18.6	30.7		50.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		47.5	18.5	20.0		47.5				
Max Q Clear Time (g_c+I1), s		18.4		15.5	13.9	12.2		39.2				
Green Ext Time (p_c), s		9.2		8.3	0.2	3.2		7.0				
Intersection Summary												
HCM 6th Ctrl Delay				27.8								
HCM 6th LOS				C								

PM PEAK HOUR WITHOUT PROJECT

HCM 6th Signalized Intersection Summary

2: Wilshire Bd

12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1199	181	79	749	216	140	649	60	193	1129	210
Future Volume (veh/h)	171	1199	181	79	749	216	140	649	60	193	1129	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	0.99		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	1303	197	86	814	235	152	705	65	210	1227	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1051	416	221	991	389	252	925	85	139	1008	538
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1406	1781	3554	1395	1781	3263	300	1781	3554	1459
Grp Volume(v), veh/h	186	1303	197	86	814	235	152	384	386	210	1227	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1406	1781	1777	1395	1781	1777	1786	1781	1777	1459
Q Serve(g_s), s	4.8	18.9	7.3	2.1	13.7	9.3	3.8	12.6	12.7	5.0	18.2	7.6
Cycle Q Clear(g_c), s	4.8	18.9	7.3	2.1	13.7	9.3	3.8	12.6	12.7	5.0	18.2	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	286	1051	416	221	991	389	252	504	507	139	1008	538
V/C Ratio(X)	0.65	1.24	0.47	0.39	0.82	0.60	0.60	0.76	0.76	1.51	1.22	0.42
Avail Cap(c_a), veh/h	286	1051	416	252	999	392	252	504	507	139	1008	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	22.5	18.5	17.1	21.6	20.0	16.8	20.9	21.0	29.5	22.9	15.5
Incr Delay (d2), s/veh	5.1	116.0	0.8	1.1	5.5	2.6	3.6	9.4	9.4	262.5	107.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	24.1	2.3	0.9	6.0	3.1	1.7	6.1	6.2	12.2	21.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	138.5	19.3	18.2	27.1	22.6	20.5	30.4	30.4	292.0	129.9	17.9
LnGrp LOS	C	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h	1686			1135			922			1665		
Approach Delay, s/veh	111.7			25.5			28.8			135.0		
Approach LOS	F			C			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	22.7	8.4	23.4	9.5	22.7	9.5	22.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.0	14.7	4.1	20.9	5.8	20.2	6.8	15.7				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	86.7
HCM 6th LOS	F




















Notes

User approved changes to right turn type.

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St

12/26/2019













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	229	19	144	0	66	0	711	90	294	1225	0
Future Volume (vph)	8	229	19	144	0	66	0	711	90	294	1225	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1598	1478		3479		1752	3539	
Flt Permitted		0.99		0.53	0.58	1.00		1.00		0.29	1.00	
Satd. Flow (perm)		1826		930	966	1478		3479		535	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	249	21	157	0	72	0	773	98	320	1332	0
RTOR Reduction (vph)	0	8	0	0	26	48	0	17	0	0	0	0
Lane Group Flow (vph)	0	271	0	82	56	17	0	854	0	320	1332	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Effective Green, g (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		482		245	255	390		1863		286	1895	
v/s Ratio Prot								0.25				0.38
v/s Ratio Perm		c0.15		0.09	0.06	0.01				c0.60		
v/c Ratio		0.56		0.33	0.22	0.04		0.46		1.12	0.70	
Uniform Delay, d1		14.3		13.4	12.9	12.3		6.4		10.4	7.8	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.5		0.8	0.4	0.0		0.8		89.1	2.2	
Delay (s)		15.8		14.2	13.3	12.4		7.2		99.5	10.0	
Level of Service		B		B	B	B		A		F	A	
Approach Delay (s)		15.8			13.4			7.2			27.3	
Approach LOS		B			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			19.4				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			45.0				Sum of lost time (s)			9.0		
Intersection Capacity Utilization			73.8%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary

4: San Vicente Bd


























12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↵	↑↑	↵	↵	↑↑↑	↵		↑↑↑	↵
Traffic Volume (veh/h)	0	637	0	247	1045	58	24	914	46	0	733	126
Future Volume (veh/h)	0	637	0	247	1045	58	24	914	46	0	733	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	692	0	268	1136	63	26	993	50	0	797	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1615	0	307	2386	1037	124	1535	378	0	1218	368
Arrive On Green	0.00	0.91	0.00	0.17	0.67	0.67	0.24	0.24	0.24	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	599	6434	1585	0	5274	1544
Grp Volume(v), veh/h	0	692	0	268	1136	63	26	993	50	0	797	137
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	599	1609	1585	0	1702	1544
Q Serve(g_s), s	0.0	2.9	0.0	14.7	15.4	1.4	4.1	13.9	2.5	0.0	15.2	8.4
Cycle Q Clear(g_c), s	0.0	2.9	0.0	14.7	15.4	1.4	19.3	13.9	2.5	0.0	15.2	8.4
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1615	0	307	2386	1037	124	1535	378	0	1218	368
V/C Ratio(X)	0.00	0.43	0.00	0.87	0.48	0.06	0.21	0.65	0.13	0.00	0.65	0.37
Avail Cap(c_a), veh/h	0	1615	0	472	2386	1037	134	1641	404	0	1302	394
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.89	0.00	0.67	0.67	0.67	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	0.0	2.6	0.0	40.3	7.9	5.6	43.6	34.3	29.9	0.0	42.1	39.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	7.8	0.5	0.1	0.8	0.8	0.2	0.0	1.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	7.0	5.4	0.4	0.6	5.5	1.0	0.0	7.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.4	0.0	48.1	8.4	5.7	44.4	35.1	30.1	0.0	43.1	39.6
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		692			1467			1069			934	
Approach Delay, s/veh		3.4			15.5			35.1			42.6	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	21.7	49.9		28.4		71.6		28.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	16.7	4.9		21.3		17.4		17.2				
Green Ext Time (p_c), s	0.6	5.3		2.6		11.7		3.7				
Intersection Summary												
HCM 6th Ctrl Delay				24.6								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary













5: Fairfax Ave & Olympic Ave

12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	98	1465	17	66	1074	4	32	531	71	2	896	234
Future Volume (veh/h)	98	1465	17	66	1074	4	32	531	71	2	896	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1592	18	72	1167	4	35	577	77	2	974	254
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	2106	24	117	2127	7	55	1579	210	36	1154	299
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.03	0.50	0.50	0.86	0.86	0.86
Sat Flow, veh/h	479	5201	59	315	5252	18	1781	3127	416	1	2691	697
Grp Volume(v), veh/h	107	1042	568	72	756	415	35	327	327	676	0	554
Grp Sat Flow(s),veh/h/ln	479	1702	1856	315	1702	1866	1781	1777	1766	1869	0	1520
Q Serve(g_s), s	22.0	26.2	26.3	14.2	17.0	17.0	1.9	11.2	11.2	0.0	0.0	19.1
Cycle Q Clear(g_c), s	39.0	26.2	26.3	40.5	17.0	17.0	1.9	11.2	11.2	18.6	0.0	19.1
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.46
Lane Grp Cap(c), veh/h	185	1379	751	117	1379	756	55	897	892	838	0	652
V/C Ratio(X)	0.58	0.76	0.76	0.62	0.55	0.55	0.63	0.36	0.37	0.81	0.00	0.85
Avail Cap(c_a), veh/h	185	1379	751	117	1379	756	89	897	892	838	0	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	0.89	0.00	0.89
Uniform Delay (d), s/veh	37.7	25.5	25.5	45.6	22.8	22.8	47.9	15.0	15.0	5.4	0.0	5.4
Incr Delay (d2), s/veh	4.5	2.4	4.4	7.1	0.3	0.6	11.3	1.1	1.2	7.4	0.0	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	10.7	12.1	2.0	6.7	7.4	1.0	4.6	4.6	4.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	27.9	29.9	52.7	23.1	23.4	59.2	16.2	16.2	12.7	0.0	17.2
LnGrp LOS	D	C	C	D	C	C	E	B	B	B	A	B
Approach Vol, veh/h	1717			1243			689			1230		
Approach Delay, s/veh	29.5			24.9			18.4			14.8		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	55.0			45.0		7.6	47.4	45.0				
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	50.0			40.5		5.0	40.5	40.5				
Max Q Clear Time (g_c+I1), s	13.2			41.0		3.9	21.1	42.5				
Green Ext Time (p_c), s	4.6			0.0		0.0	8.8	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	23.0											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 17: San Vicente Bd

12/20/2019
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	1293	258	0	1000	231	0	1159	0	102	621	5
Future Volume (veh/h)	0	1293	258	0	1000	231	0	1159	0	102	621	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1405	280	0	1087	251	0	1260	0	111	675	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1745	347	0	1698	392	0	2416	0	140	2609	19
Arrive On Green	0.00	0.14	0.14	0.00	0.41	0.41	0.00	0.38	0.00	0.08	0.50	0.50
Sat Flow, veh/h	0	4414	845	0	4300	953	0	6958	0	1781	5229	39
Grp Volume(v), veh/h	0	1126	559	0	896	442	0	1260	0	111	439	241
Grp Sat Flow(s),veh/h/ln	0	1702	1686	0	1702	1681	0	1609	0	1781	1702	1863
Q Serve(g_s), s	0.0	32.1	32.2	0.0	21.0	21.0	0.0	15.2	0.0	6.1	7.4	7.4
Cycle Q Clear(g_c), s	0.0	32.1	32.2	0.0	21.0	21.0	0.0	15.2	0.0	6.1	7.4	7.4
Prop In Lane	0.00		0.50	0.00		0.57	0.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	1399	693	0	1399	691	0	2416	0	140	1699	930
V/C Ratio(X)	0.00	0.80	0.81	0.00	0.64	0.64	0.00	0.52	0.00	0.79	0.26	0.26
Avail Cap(c_a), veh/h	0	1481	733	0	1481	731	0	2416	0	240	1699	930
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.53	0.53	0.00	1.00	1.00	0.00	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.3	39.4	0.0	23.5	23.5	0.0	24.2	0.0	45.3	14.4	14.4
Incr Delay (d2), s/veh	0.0	1.7	3.5	0.0	0.9	1.8	0.0	0.6	0.0	9.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	15.2	0.0	8.4	8.4	0.0	5.8	0.0	3.1	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.0	42.8	0.0	24.4	25.3	0.0	24.8	0.0	55.0	14.8	15.1
LnGrp LOS	A	D	D	A	C	C	A	C	A	D	B	B
Approach Vol, veh/h		1685			1338			1260			791	
Approach Delay, s/veh		41.6			24.7			24.8			20.5	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.4		45.6	12.4	42.0		45.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		9.4		34.2	8.1	17.2		23.0				
Green Ext Time (p_c), s		5.0		6.9	0.1	6.7		9.7				
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

WITH PROJECT PM PEAK HOUR

HCM 6th Signalized Intersection Summary

2: Wilshire Bd




















12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1199	189	79	749	216	146	655	62	193	1138	210
Future Volume (veh/h)	171	1199	189	79	749	216	146	655	62	193	1138	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	0.99		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	1303	205	86	814	235	159	712	67	210	1237	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1051	416	221	991	389	252	923	87	139	1008	538
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1406	1781	3554	1395	1781	3256	306	1781	3554	1459
Grp Volume(v), veh/h	186	1303	205	86	814	235	159	388	391	210	1237	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1406	1781	1777	1395	1781	1777	1785	1781	1777	1459
Q Serve(g_s), s	4.8	18.9	7.7	2.1	13.7	9.3	4.0	12.8	12.9	5.0	18.2	7.6
Cycle Q Clear(g_c), s	4.8	18.9	7.7	2.1	13.7	9.3	4.0	12.8	12.9	5.0	18.2	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	286	1051	416	221	991	389	252	504	506	139	1008	538
V/C Ratio(X)	0.65	1.24	0.49	0.39	0.82	0.60	0.63	0.77	0.77	1.51	1.23	0.42
Avail Cap(c_a), veh/h	286	1051	416	252	999	392	252	504	506	139	1008	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	22.5	18.6	17.1	21.6	20.0	16.9	21.0	21.0	29.5	22.9	15.5
Incr Delay (d2), s/veh	5.1	116.0	0.9	1.1	5.5	2.6	4.5	9.9	9.9	262.5	111.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	24.1	2.4	0.9	6.0	3.1	1.8	6.3	6.3	12.2	22.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	138.5	19.5	18.2	27.1	22.6	21.4	30.9	30.9	292.0	134.1	17.9
LnGrp LOS	C	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1694			1135			938			1675	
Approach Delay, s/veh		111.3			25.5			29.3			138.1	
Approach LOS		F			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	22.7	8.4	23.4	9.5	22.7	9.5	22.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.0	14.9	4.1	20.9	6.0	20.2	6.8	15.7				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			87.5									
HCM 6th LOS			F									
Notes												
User approved changes to right turn type.												

HCM Signalized Intersection Capacity Analysis

3: Del Valle Dr/8th St













12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	229	19	152	0	74	0	719	90	314	1225	0
Future Volume (vph)	8	229	19	152	0	74	0	719	90	314	1225	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1597	1478		3480		1753	3539	
Flt Permitted		0.99		0.53	0.57	1.00		1.00		0.29	1.00	
Satd. Flow (perm)		1826		930	948	1478		3480		528	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	249	21	165	0	80	0	782	98	341	1332	0
RTOR Reduction (vph)	0	8	0	0	26	53	0	17	0	0	0	0
Lane Group Flow (vph)	0	271	0	86	61	19	0	863	0	341	1332	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Effective Green, g (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		482		245	250	390		1863		282	1895	
v/s Ratio Prot								0.25				0.38
v/s Ratio Perm		c0.15		0.09	0.06	0.01				c0.65		
v/c Ratio		0.56		0.35	0.24	0.05		0.46		1.21	0.70	
Uniform Delay, d1		14.3		13.4	13.0	12.3		6.5		10.4	7.8	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.5		0.9	0.5	0.1		0.8		122.5	2.2	
Delay (s)		15.8		14.3	13.5	12.4		7.3		133.0	10.0	
Level of Service		B		B	B	B		A		F	A	
Approach Delay (s)		15.8			13.5			7.3			35.1	
Approach LOS		B			B			A			D	
Intersection Summary												
HCM 2000 Control Delay			23.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			45.0				Sum of lost time (s)			9.0		
Intersection Capacity Utilization			75.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: San Vicente Bd


























12/20/2019

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↵	↑↑	↵	↵	↑↑↑	↵		↑↑↑	↵
Traffic Volume (veh/h)	0	651	0	252	1054	58	24	914	46	0	733	133
Future Volume (veh/h)	0	651	0	252	1054	58	24	914	46	0	733	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	708	0	274	1146	63	26	993	50	0	797	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1601	0	313	2385	1037	124	1536	378	0	1219	369
Arrive On Green	0.00	0.90	0.00	0.18	0.67	0.67	0.24	0.24	0.24	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	594	6434	1585	0	5274	1544
Grp Volume(v), veh/h	0	708	0	274	1146	63	26	993	50	0	797	145
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	594	1609	1585	0	1702	1544
Q Serve(g_s), s	0.0	3.3	0.0	15.0	15.6	1.4	4.2	13.9	2.5	0.0	15.2	8.9
Cycle Q Clear(g_c), s	0.0	3.3	0.0	15.0	15.6	1.4	19.3	13.9	2.5	0.0	15.2	8.9
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1601	0	313	2385	1037	124	1536	378	0	1219	369
V/C Ratio(X)	0.00	0.44	0.00	0.88	0.48	0.06	0.21	0.65	0.13	0.00	0.65	0.39
Avail Cap(c_a), veh/h	0	1601	0	490	2385	1037	133	1641	404	0	1302	394
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(l)	0.00	0.87	0.00	0.67	0.67	0.67	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	0.0	2.9	0.0	40.2	8.0	5.6	43.6	34.3	29.9	0.0	42.0	39.2
Incr Delay (d2), s/veh	0.0	0.8	0.0	7.4	0.5	0.1	0.8	0.8	0.2	0.0	1.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	7.1	5.4	0.4	0.6	5.5	1.0	0.0	7.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.6	0.0	47.5	8.4	5.7	44.4	35.1	30.1	0.0	43.1	39.8
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		708			1483			1069			942	
Approach Delay, s/veh		3.6			15.6			35.1			42.6	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.1	49.6		28.4		71.6		28.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	27.5	33.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	17.0	5.3		21.3		17.6		17.2				
Green Ext Time (p_c), s	0.6	5.4		2.5		11.8		3.8				
Intersection Summary												
HCM 6th Ctrl Delay				24.6								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary













5: Fairfax Ave & Olympic Ave

12/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	105	1465	17	66	1074	4	32	538	71	0	901	238
Future Volume (veh/h)	105	1465	17	66	1074	4	32	538	71	0	901	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	114	1592	18	72	1167	4	35	585	77	0	979	259
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	209	2314	26	135	2337	8	55	1456	191	0	1074	283
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.00	0.78	0.78
Sat Flow, veh/h	479	5201	59	315	5252	18	1781	3132	411	0	2854	727
Grp Volume(v), veh/h	114	1042	568	72	756	415	35	331	331	0	629	609
Grp Sat Flow(s),veh/h/ln	479	1702	1856	315	1702	1866	1781	1777	1766	0	1777	1711
Q Serve(g_s), s	22.3	24.5	24.5	20.0	15.9	15.9	1.9	12.3	12.3	0.0	26.9	27.5
Cycle Q Clear(g_c), s	38.2	24.5	24.5	44.5	15.9	15.9	1.9	12.3	12.3	0.0	26.9	27.5
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.23	0.00		0.43
Lane Grp Cap(c), veh/h	209	1515	826	135	1515	830	55	826	821	0	691	666
V/C Ratio(X)	0.55	0.69	0.69	0.53	0.50	0.50	0.63	0.40	0.40	0.00	0.91	0.92
Avail Cap(c_a), veh/h	209	1515	826	135	1515	830	89	826	821	0	691	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	0.00	0.88	0.88
Uniform Delay (d), s/veh	33.4	22.2	22.2	41.2	19.8	19.8	47.9	17.6	17.6	0.0	9.8	9.8
Incr Delay (d2), s/veh	2.9	1.3	2.4	3.0	0.2	0.3	11.3	1.4	1.5	0.0	16.4	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.7	10.8	1.9	6.1	6.7	1.0	5.2	5.2	0.0	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	23.5	24.6	44.3	20.0	20.2	59.2	19.0	19.1	0.0	26.2	27.5
LnGrp LOS	D	C	C	D	B	C	E	B	B	A	C	C
Approach Vol, veh/h	1724		1243				697				1238	
Approach Delay, s/veh	24.7		21.5				21.1				26.8	
Approach LOS	C		C				C				C	
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	51.0		49.0		7.6	43.4	49.0					
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	46.0		44.5		5.0	36.5	44.5					
Max Q Clear Time (g_c+I1), s	14.3		40.2		3.9	29.5	46.5					
Green Ext Time (p_c), s	4.6		3.6		0.0	4.4	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary 17: San Vicente Bd

12/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	1293	258	0	1341	231	0	1159	0	102	621	5
Future Volume (veh/h)	0	1293	258	0	1341	231	0	1159	0	102	621	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1405	280	0	1458	251	0	1260	0	111	675	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1745	347	0	1797	309	0	2416	0	140	2609	19
Arrive On Green	0.00	0.14	0.14	0.00	0.41	0.41	0.00	0.38	0.00	0.08	0.50	0.50
Sat Flow, veh/h	0	4414	845	0	4542	752	0	6958	0	1781	5229	39
Grp Volume(v), veh/h	0	1126	559	0	1134	575	0	1260	0	111	439	241
Grp Sat Flow(s),veh/h/ln	0	1702	1686	0	1702	1721	0	1609	0	1781	1702	1863
Q Serve(g_s), s	0.0	32.1	32.2	0.0	29.4	29.5	0.0	15.2	0.0	6.1	7.4	7.4
Cycle Q Clear(g_c), s	0.0	32.1	32.2	0.0	29.4	29.5	0.0	15.2	0.0	6.1	7.4	7.4
Prop In Lane	0.00		0.50	0.00		0.44	0.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	1399	693	0	1399	707	0	2416	0	140	1699	930
V/C Ratio(X)	0.00	0.80	0.81	0.00	0.81	0.81	0.00	0.52	0.00	0.79	0.26	0.26
Avail Cap(c_a), veh/h	0	1481	733	0	1481	749	0	2416	0	240	1699	930
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.53	0.53	0.00	1.00	1.00	0.00	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.3	39.4	0.0	26.0	26.0	0.0	24.2	0.0	45.3	14.4	14.4
Incr Delay (d2), s/veh	0.0	1.7	3.5	0.0	3.4	6.5	0.0	0.6	0.0	9.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	15.2	0.0	12.1	12.9	0.0	5.8	0.0	3.1	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.0	42.8	0.0	29.4	32.6	0.0	24.8	0.0	55.0	14.8	15.1
LnGrp LOS	A	D	D	A	C	C	A	C	A	D	B	B
Approach Vol, veh/h		1685			1709			1260			791	
Approach Delay, s/veh		41.6			30.4			24.8			20.5	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.4		45.6	12.4	42.0		45.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		9.4		34.2	8.1	17.2		31.5				
Green Ext Time (p_c), s		5.0		6.9	0.1	6.7		8.5				
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									