Appendix H

Transportation

Appendix H.1

Transportation Assessment

TRANSPORTATION ASSESSMENT FOR THE SENIOR RESIDENTIAL COMMUNITY AT THE BELLWOOD PROJECT

LOS ANGELES, CALIFORNIA

FEBRUARY 2021
REVISED APRIL 2021

PREPARED FOR

SBLP CENTURY CITY, LLC

PREPARED BY

Gibson
transportation consulting, inc.

TRANSPORTATION ASSESSMENT FOR THE SENIOR RESIDENTIAL COMMUNITY AT THE BELLWOOD PROJECT

LOS ANGELES, CALIFORNIA

February 2021
Revised April 2021

Prepared for:

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Chapter 1
Introduction

This study presents the transportation assessment for the proposed eldercare facility project (Project) located at 10328-10384 and 10341-10381 Bellwood Avenue (Project Site) in the *West Los Angeles Transportation Improvement and Mitigation Specific Plan* (Los Angeles Department of City Planning [LADCP], 1997) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes the development of a 192-unit eldercare facility consisting of 71 independent living units, 75 assisted living units, and 46 memory care units, as well as 50,463 square feet (sf) of ancillary general common areas and amenities for residents. It would replace 112 existing multi-family residential units currently on-site. Up to 140 parking spaces for the Project would be provided within two subterranean parking levels. Access to the Project site would be provided via one full-access driveway on Bellwood Avenue. Additionally, the portion of Bellwood Avenue that currently bifurcates the Project Site would be vacated and realigned as a private street[1], with through public access maintained from both sides of Bellwood Avenue.

The Project is anticipated to be completed in Year 2023. The conceptual Project Site plan is illustrated in Figure 1.

[1] The reconfigured Bellwood Avenue is currently proposed to become a private street; however, in the event Bellwood Avenue remains a public street, the Project would still implement the proposed vacation and realignment and through public access would also be maintained.

PROJECT LOCATION

As shown in Figure 2A, the Project Site is located in West Los Angeles within City Council District 5 and is approximately 2.2 acres comprised of nine contiguous lots on the south side of Bellwood Avenue, which are assigned APN 4315-018-029 to -037, and four contiguous lots on the north side of Bellwood Avenue, which are assigned APN 4315-018-048, in the Los Angeles County Assessor's records. The Project Site includes parcels located generally north/west and east/south of Bellwood Avenue, as well as the portion of Bellwood Avenue that bifurcates the Project Site. The portion of the Project Site located north/west of Bellwood Avenue is generally bounded by hotel uses to the north, Bellwood Avenue and multi-family residential uses to the east and south, and commercial uses to the west. The portion of the Project Site located east/south of Bellwood Avenue is generally bounded by hotel uses and Bellwood Avenue to the north, single-family residential uses to the east and south, and commercial uses to the west.

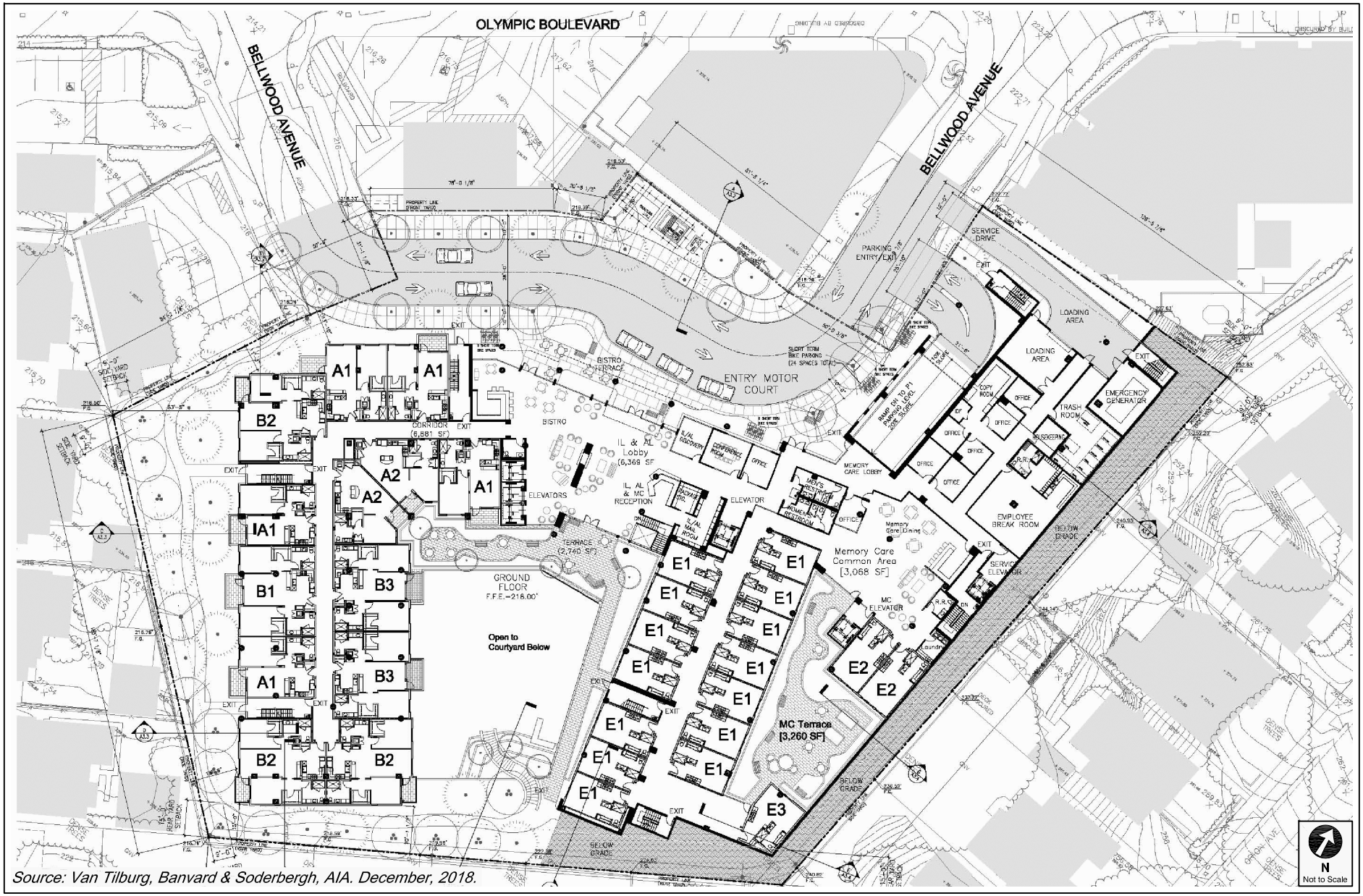
The Project Site is located approximately 1.50 miles east of the San Diego Freeway (I-405) and approximately 1.80 miles north of the Santa Monica Freeway (I-10). The Project lies within an urbanized area consisting primarily of residential, hotel, and commercial uses. In the vicinity of the Project Site, the West Los Angeles community is served by major streets such as Olympic Boulevard, Santa Monica Boulevard, Pico Boulevard, and Beverly Glen Boulevard. Transit bus service is provided along Olympic Boulevard, Pico Boulevard, Santa Monica Boulevard, Beverly Glen Boulevard, and Century Park West.

STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, July 2020) (the TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT in March 2019 and is provided in Appendix A.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this Introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 discusses the methodologies used to forecast Project traffic and the Project-related traffic volumes. Chapter 4 presents the CEQA analysis of transportation impacts. Chapter 5 details the non-CEQA transportation analyses. Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.



Source: Van Tilburg, Banvard & Soderbergh, AIA. December, 2018.

PROJECT SITE PLAN

FIGURE 1

PROJECT SITE LOCATION

FIGURE 2A

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area.

The Existing Conditions analysis includes an assessment of the existing transportation infrastructure and conditions of the Study Area including freeway and street systems, and transit service, as well as pedestrian and bicycle circulation, at the time the MOU was approved in March 2019. An inventory of lane configurations, signal phasing, parking restrictions, etc., for the analyzed intersections was also collected.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2023, which corresponds to projected occupancy of the Project.

STUDY AREA

As shown in Figure 2B, the Study Area includes a geographic area generally bounded by Santa Monica Boulevard to the north, Avenue of the Stars to the east, Pico Boulevard to the south, and Beverly Glen Boulevard to the west, as well as the transportation infrastructure described below. The intersections within the Study Area were selected in consultation with LADOT based on the following factors identified in the TAG:

1. Primary Project driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections adjacent to the Project Site that are integral to the Project's site access and circulation plan

4. Signalized intersections in proximity to the Project Site where 100 or more Project trips would be added

As listed in Table 1, a total of eight signalized intersections located within the City were identified for detailed analysis of the above conditions. The existing lane configurations at the analyzed intersections are provided in Figure 3.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including Arterial Streets and Local Streets that provide regional, sub-regional, or local access and circulation to the Project Site. These transportation facilities generally provide two to four travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 mph on freeways.

Street classifications are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (the Mobility Plan). The Mobility Plan defines specific street standards in an effort to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.

        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, with ROW widths varying from 104-110 feet, and pavement widths from 70-80 feet.

    - Avenues are typically narrower Arterial Streets that pass through both residential and commercial areas and include three categories:

        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.

        - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.

        - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a ROW width of 72 feet and pavement width of 46 feet.

- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph, with a ROW width generally at 65 feet and pavement width of 44 feet.

- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a ROW width of 50-60 feet. Local Streets include two categories:

    - Continuous Local Streets connect to other streets at both ends

    - Non-continuous Local Streets lead to a dead-end

Primary regional access to the Project Site is provided by I-405 and I-10, which generally run in the north-south and east-west directions, respectively. I-405 is located approximately 1.50 miles west of the Project Site. Access to I-405 is provided via interchanges at Wilshire Boulevard, Santa Monica Boulevard, Sawtelle Boulevard, and Sepulveda Boulevard. I-10 is located approximately 1.80 miles south of the Project Site. Access to I-10 is provided via interchanges at Overland Avenue and Manning Avenue. In proximity to the Project Site, the Study Area is served by Arterial Streets including Beverly Glen Boulevard, Santa Monica Boulevard, Olympic Boulevard, and Pico Boulevard. The following is a brief description of the roadways in the Study Area, including their classifications in the Mobility Plan:

Roadways

- Beverly Glen Boulevard – Beverly Glen Boulevard is a designated Avenue I and travels in the north-south direction. It is located west of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at intersections. Travel lanes are generally 11-12 feet wide and the total paved width is 70 feet. Unmetered on-street parking is generally available on both sides of the street within the Study Area.

- Century Park West – Century Park West is a designated Avenue II and travels in the north-south direction. It is located east of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at intersections. Travel lanes are generally 11-12 feet wide and the total paved width is 56 feet. On-street parking is generally not available on this street within the Study Area.

- Avenue of the Stars – Avenue of the Stars is a designated Boulevard II and travels in the north-south direction. It is located east of the Project Site and provides six travel lanes, three lanes in each direction, with left-turn lanes at intersections and a center median. Travel lanes are generally 11-12 feet wide and the total paved width is 80 feet. On-street parking is generally not available on this street within the Study Area.

- Motor Avenue – Motor Avenue is a designated Collector Street and travels in the north-south direction. It is located southeast of the Project Site and provides two travel lanes, one lane in each direction, with left-turn lanes at intersections and a center median. Travel lanes are generally 12 feet wide and the total paved width is 60 feet. Unmetered on-street parking is generally provided on both sides of the street within the Study Area.

- Bellwood Avenue – Bellwood Avenue is a designated Local Street and travels in the east-west direction. It travels through the Project Site and provides access to the existing Project Site driveways. It contains two travel lanes, one lane in each direction. Travel lanes are generally 10 feet wide and the total paved width is 36 feet. Unmetered on-street parking with permit is available on both sides of the street within the Study Area.

- Santa Monica Boulevard – Santa Monica Boulevard is a designated Boulevard II and travels in the east-west direction. Within the Study Area, Santa Monica Boulevard is identified as State Route 2. It is located north of the Project Site and provides six travel lanes, three lanes in each direction, with left-turn lanes at intersections. Travel lanes are generally 11-12 feet wide and the total paved width is 80 feet. On-street parking is generally not available on Santa Monica Boulevard within the Study Area. In addition, an auxiliary one-way eastbound travel lane runs adjacent to Santa Monica Boulevard, where metered on-street parking is provided on both sides within the Study Area.

- Olympic Boulevard – Olympic Boulevard is a designated Boulevard II and travels in the east-west direction. It is located north of the Project Site and provides seven travel lanes, three eastbound lanes and four westbound lanes, with left-turn lanes at intersections. Travel lanes are generally 10-11 feet wide and the total paved width is 80 feet. Unmetered on-street parking is generally available on the north side of the street, with afternoon peak hour restrictions within the Study Area.

- Pico Boulevard – Pico Boulevard is a designated Avenue I and travels in the east-west direction. It is located south of the Project Site and provides six travel lanes, three lanes in

each direction, with left-turn lanes at intersections. Travel lanes are generally 11-12 feet wide and the total paved width is 70 feet. Unmetered on-street parking is generally provided on the north side of the street with afternoon peak hour restrictions, and on the south side of the street with morning and afternoon peak hour restrictions within the Study Area.

As required in the TAG, an inventory was collected of facilities serving pedestrians, bicyclists, and transit riders within the Study Area. The existing intersection mobility facilities at the study intersections are shown in Figure 4. The existing transportation facilities within the Study Area are shown in Figure 5.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 80 points[2].

Currently along the Project frontage, sidewalks along both sides of Bellwood Avenue serving as routes to the Project Site provide connectivity, connecting to pedestrian crossing at intersections within the Study Area. The nearby signalized study intersections provide pedestrian facilities, including curb ramps on all approaches, pedestrian phasing, high-visibility crosswalk striping, and Americans with Disabilities Act (ADA) accessible curb ramps, as shown in Figure 4. In addition, the signalized intersection of Century Park West & Olympic Boulevard provides pedestrian facilities including marked pedestrian crossings on all approaches, pedestrian phasing, and ADA accessible ramps.

Pedestrian destinations within the Study Area of the Project Site are also shown in Figure 5, including local commercial and residential uses located north and east of the Project Site along Olympic Boulevard.

[2] Walk Score (www.walkscore.com) rates the Project Site with a score of 80 of 100 possible points (scores accessed on August 3, 2020 for 10341 Bellwood Avenue). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. It should be noted that in proximity to the Study Area, Santa Monica Boulevard west of Beverly Glen Boulevard has been identified in the HIN as shown in Figure 5. However, the Project is not located along a HIN corridor.

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (Los Angeles Department of City Planning, adopted March 1, 2011) (2010 Bicycle Plan), the existing bicycle system consists of a limited network of bicycle lanes (Class II) and bicycle routes (Class III). Class II bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Class III bicycle routes and bicycle-friendly streets are those where motorists and cyclists share the roadway and there is no separated striping for bicycle travel. Bicycle routes and bicycle-friendly streets are preferably placed on collector and low volume arterial streets. Bicycle routes with shared lane markings, or “sharrows”, remind bicyclists to ride farther from parked cars to prevent collisions, increase awareness of motorists that bicycles may be in the travel lane, and show bicyclists the correct direction of travel.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Bicycle Enhanced Network (Low-Stress Network) (BEN) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths and protected bicycle lanes (Class IV). Class IV protected bicycle lanes including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets, provide further protection from other travel lanes. Class IV networks often provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection

crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. Once implemented, these facilities would offer a safer environment for both cyclists and motorists. The BLN consists of Class II bicycle lanes with striped separation from motorized vehicle traffic.

Within the immediate vicinity of the Project Site, Class II bicycle lanes are provided along Motor Avenue and Santa Monica Boulevard west of Avenue of the Stars as shown in Figure 5.

Existing Transit System

Figure 6 illustrates the existing transit service routes in and around the Study Area, which is served by bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), Culver CityBus, Santa Monica Big Blue Bus, Antelope Valley Transit Authority, Santa Clarita Transit, and LADOT Commuter Express.

Table 2 summarizes the bus lines operating in and around the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The average frequency of transit service during the peak hours was derived from schedule information from each respective transit provider for the stop nearest the Project Site, as well as detailed trip data from April 2019 provided by Metro and schedule information from each respective transit provider.

Bus stops that serve the Project Site (i.e., within 0.25 miles walking distance) are currently provided along Olympic Boulevard at Beverly Glen Boulevard, Kerwood Avenue, and Century Park West. Table 3 summarizes the available capacity of the Culver City and Santa Monica bus systems during the morning and afternoon peak hours, respectively, based on the frequency of service of each line, detailed ridership data provided by the transit provider, and the maximum seated and standing capacity of each bus. As shown in Table 3, based on ridership data from March 2019 provided by Culver City Bus and Santa Monica Big Blue Bus, the transit lines within a 0.25-mile walking distance of the Project Site have available capacity for approximately 660 additional riders during the morning peak hour and 636 riders during the afternoon peak hour.

Existing Traffic Volumes

Intersection turning movement counts during the typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) commuter peak periods were conducted at the eight study intersections in April 2019 prior to the State and City's response to COVID-19 and while local schools were in session, businesses were operational, etc. Additional historical traffic counts at both intersections of Bellwood Avenue at Olympic Boulevard from April 2006 were also reviewed and considered. The existing intersection peak hour traffic volumes, representing Existing Conditions in Year 2019, are illustrated in Figure 7. Traffic count summaries are provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the CEQA Guidelines. Specifically, two options are provided for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> "(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described in detail below, this analysis includes increases to traffic from future projects (option "A" above, the "Related Projects") and from regional growth projections (option "B" above, or ambient growth). The ambient growth factor discussed below likely includes some traffic increases resulting from the Related Projects. Therefore, through some inherent double-counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

The Future without Project traffic volumes, therefore, include ambient growth, which reflects increases in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area.

Ambient Traffic Growth

Existing traffic levels have historically been projected to increase as a result of regional growth and development. Based on discussions with LADOT through the MOU process, an ambient growth factor of 1% per year compounded annually was applied to the Existing Conditions traffic volumes to provide a conservative estimate of future background conditions for Year 2023. The total adjustment applied over the four-year period is 4.06%.

Related Projects

In accordance with the CEQA Guidelines, this study also considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analysis step, the potential impact of the Project is evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts.

The list of Related Projects is based on information provided by LADCP and LADOT in January 2019, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 4 and their approximate locations shown in Figure 8. Though the buildout years of many of these Related Projects are uncertain and may occur beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this Study and conservatively assumed to be completed by the Project buildout Year 2023. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is conservative and, by itself, substantially overestimates the actual traffic volume growth in the West Los Angeles area that would likely occur in the next three years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

Using these assumptions, the potential traffic impacts of the Project were evaluated. Estimating the Related Projects' traffic volume contributions to the study intersections involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). The Related Projects trip generation estimates summarized in Table 4 are conservative in that they do not in every case account for any trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 9 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

Future without Project Traffic Volumes

The Related Projects volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected Project completion year of 2023. As discussed above, this is a conservative approach as many of the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic growth added to existing traffic volumes) for Year 2023 and are shown in Figure 10 for the eight study intersections.

Future Roadway Improvements

The analysis of future conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. However, these improvements depend on the construction of the development projects, which are not guaranteed to be built or may not be completed by Project buildout. Therefore, this analysis conservatively concluded that these improvements would not be implemented by Year 2023.

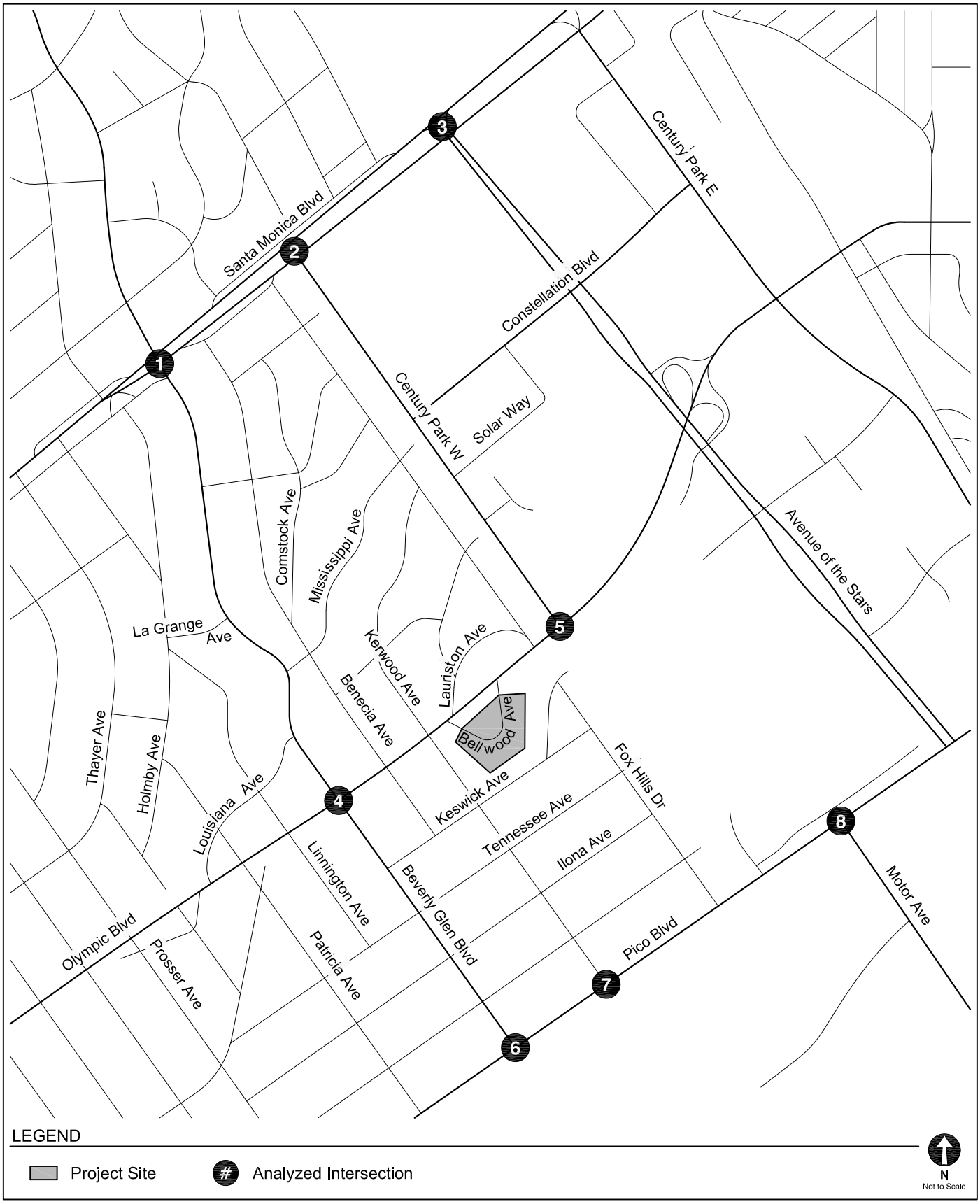
Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made as a result of the Mobility Plan. However, as detailed below, the mobility-enhanced networks included corridors within the Study Area and are depicted in Figure 11:

- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Pico Boulevard and Santa Monica Boulevard within the Study Area have been designated as part of the TEN.

- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. The NEN designates Tennessee Avenue as part of the network.

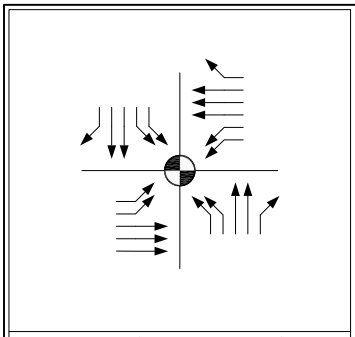
- BEN / BLN: Santa Monica west of Century Park East within the Study Area has been identified as part of the BEN, and Avenue of the Stars, Pico Boulevard, and Beverly Glen Boulevard north of Santa Monica Boulevard as part of the BLN.

- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Beverly Glen Boulevard north of La Grange Avenue and between Louisiana Avenue and Ilona Avenue, Olympic Boulevard west of Benecia Avenue and east of Bellwood Avenue, Century Park West, Avenue of the Stars, Constellation Boulevard, and Santa Monica Boulevard are designated as part of the PED.

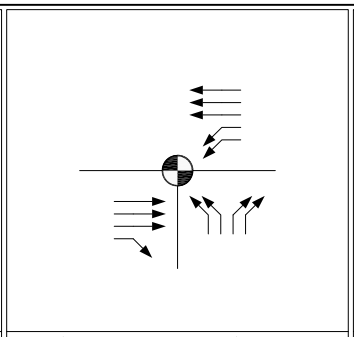


STUDY AREA & ANALYZED INTERSECTIONS

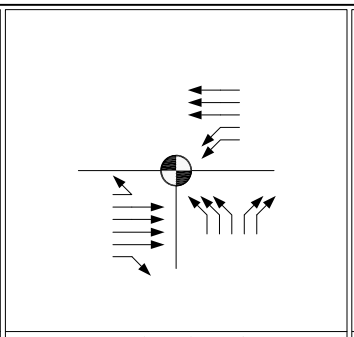
FIGURE 2B



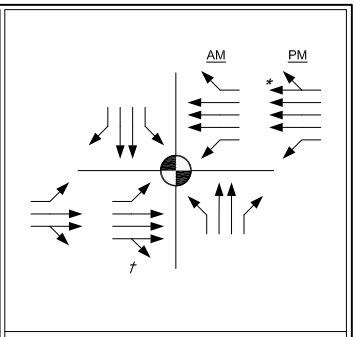
1. Beverly Glen Boulevard & Santa Monica Boulevard



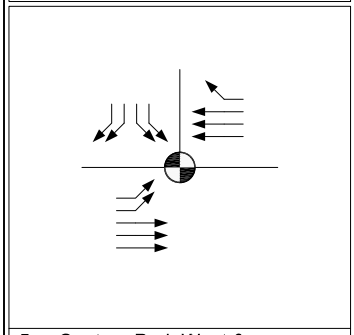
2. Century Park West & Santa Monica Boulevard



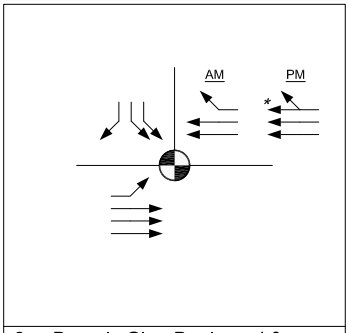
3. Avenue of the Stars & Santa Monica Boulevard



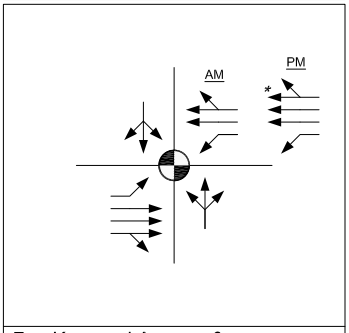
4. Beverly Glen Boulevard & Olympic Boulevard



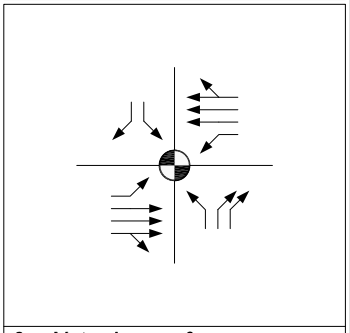
5. Century Park West & Olympic Boulevard



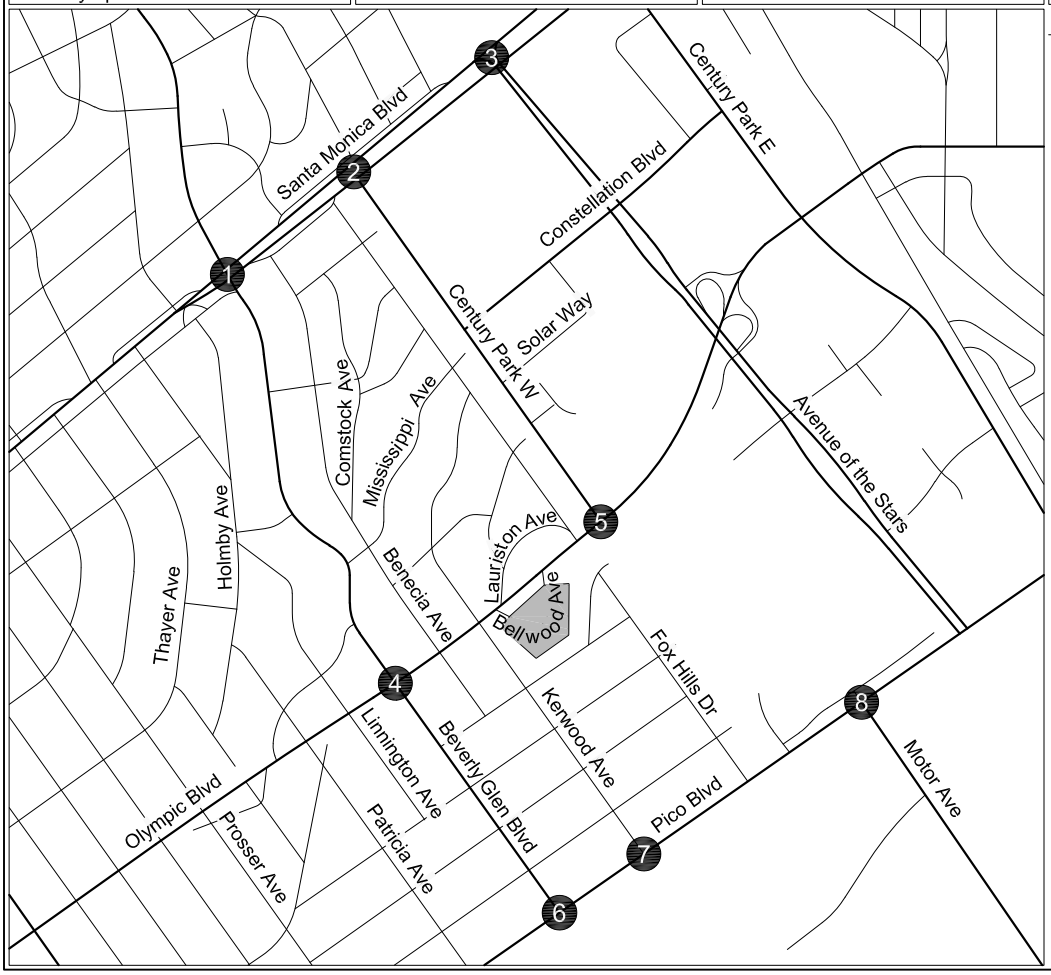
6. Beverly Glen Boulevard & Pico Boulevard



7. Kerwood Avenue & Pico Boulevard



8. Motor Avenue & Pico Boulevard



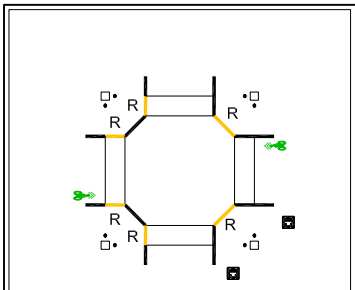
LEGEND

- Project Site
- # Analyzed Intersection
- Traffic Signal
- * PM Peak Hour Parking Restriction
- † Configuration for hours 7am - 7pm

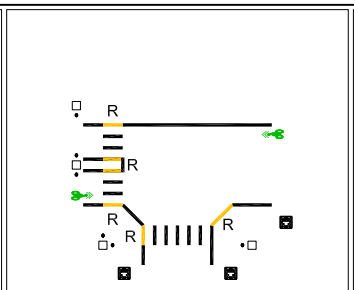
N
Not to Scale

EXISTING INTERSECTION LANE CONFIGURATIONS

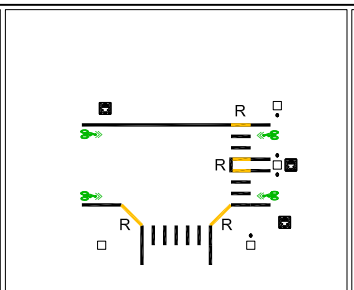
FIGURE 3



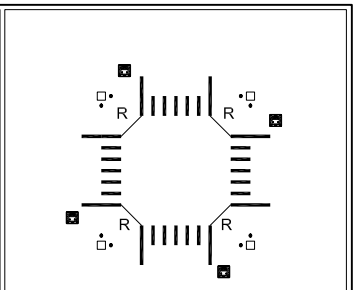
1. Beverly Glen Boulevard & Santa Monica Boulevard



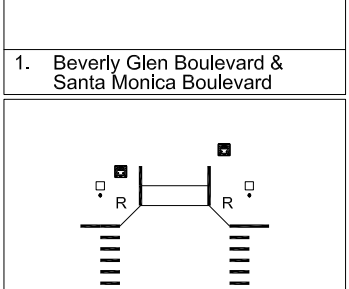
2. Century Park West & Santa Monica Boulevard



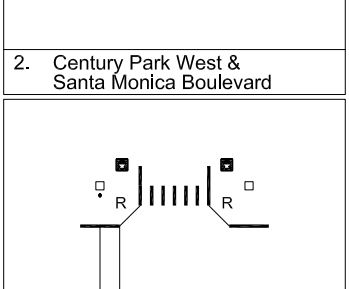
3. Avenue of the Stars & Santa Monica Boulevard



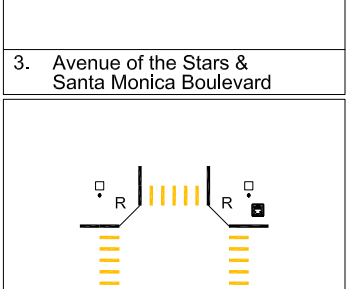
4. Beverly Glen Boulevard & Olympic Boulevard



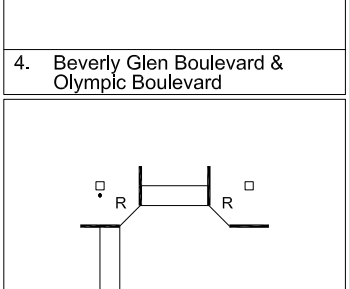
5. Century Park West & Olympic Boulevard



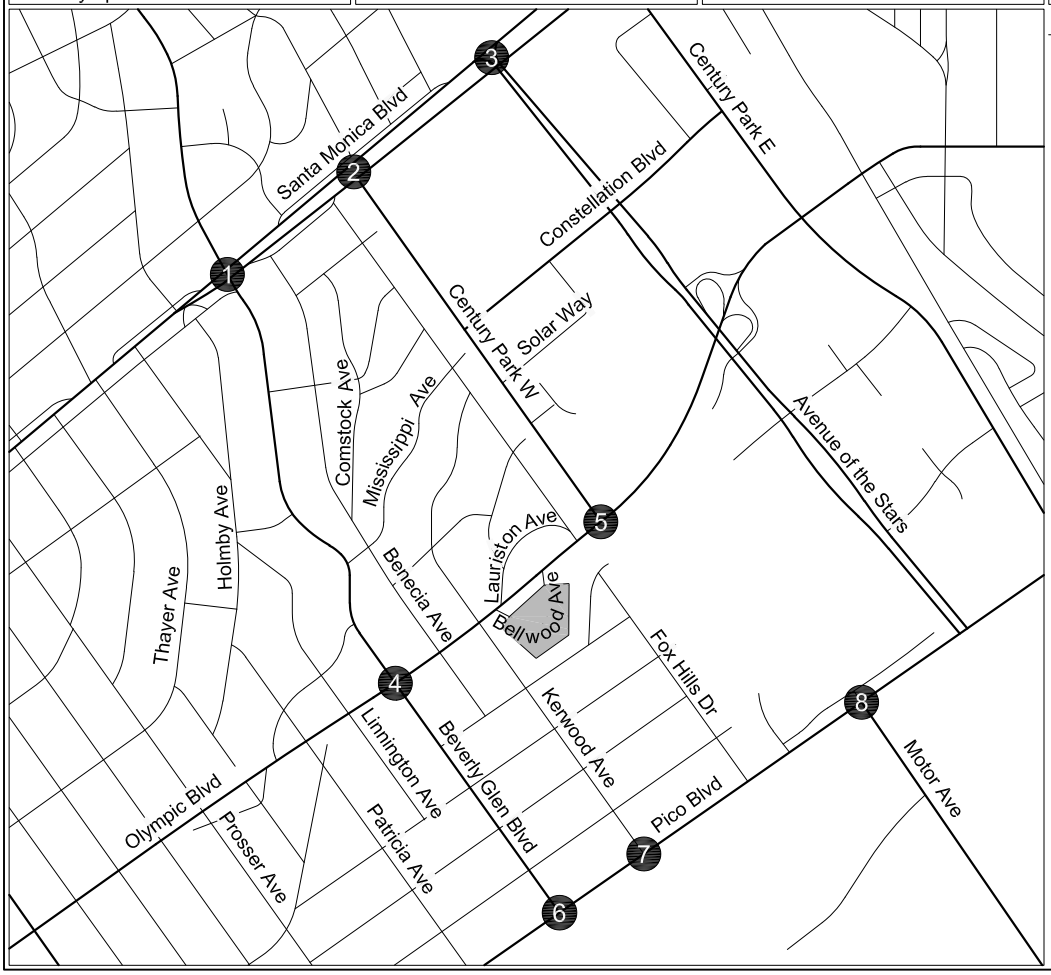
6. Beverly Glen Boulevard & Pico Boulevard



7. Kerwood Avenue & Pico Boulevard



8. Motor Avenue & Pico Boulevard



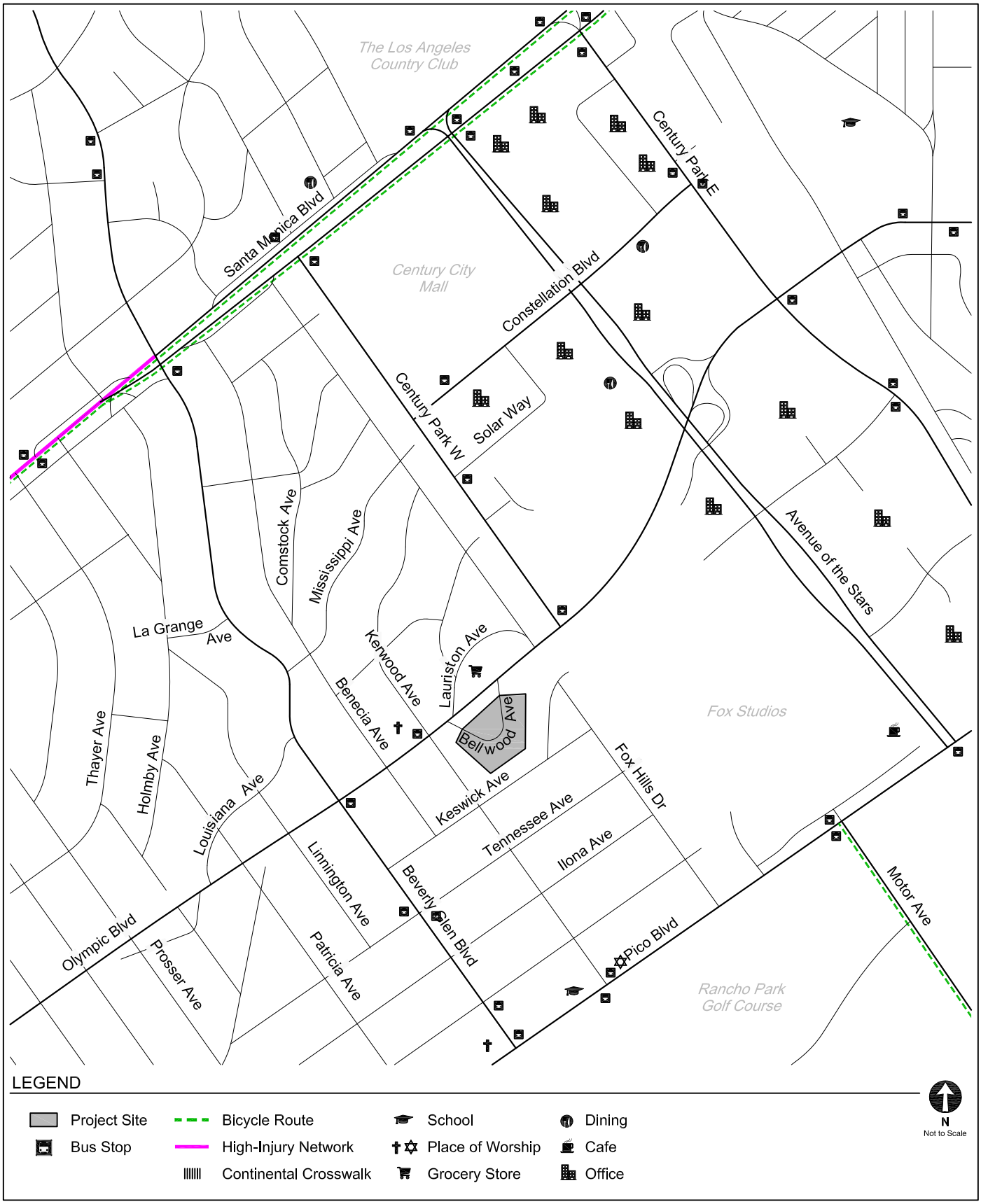
LEGEND

- Project Site
- Analyzed Intersection
- Continental Crosswalk
- Bus Stop
- R Ramp
- Tactile Curb
- Ped Signal
- Ped Call Button
- Bike Lane

N
Not to Scale

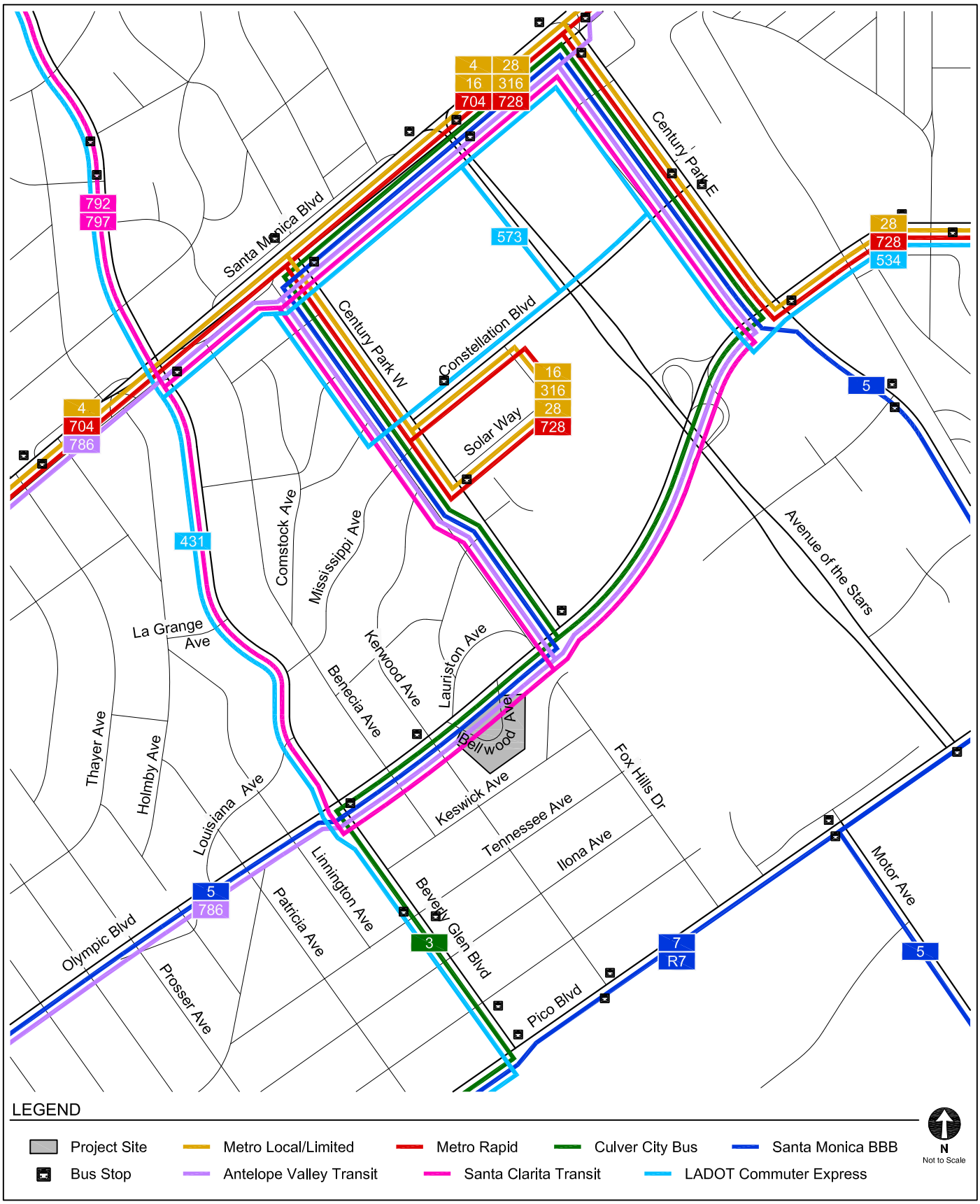
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 4



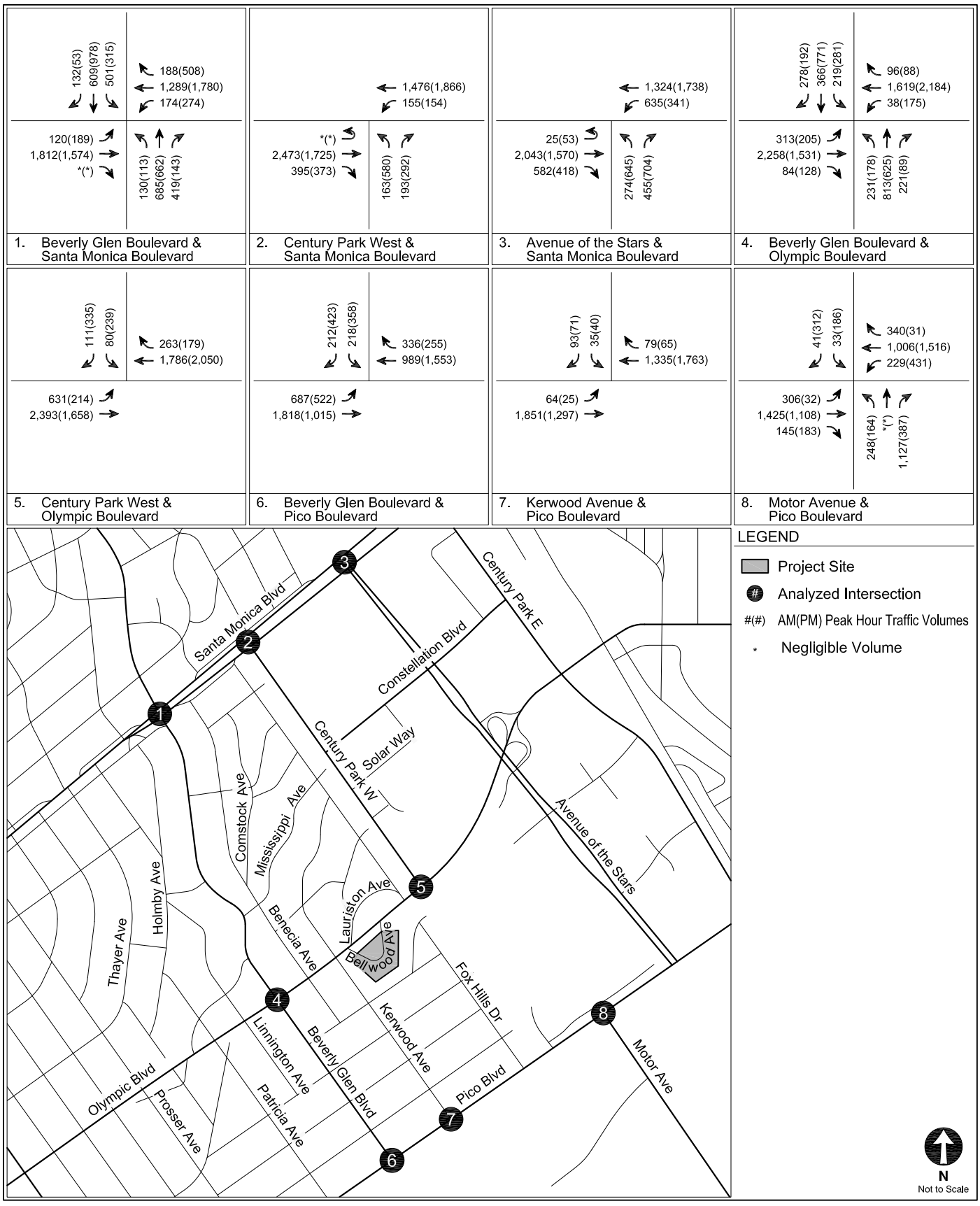
EXISTING TRANSPORTATION FACILITIES & PEDESTRIAN DESTINATIONS

FIGURE 5



EXISTING TRANSIT SERVICE

FIGURE 6

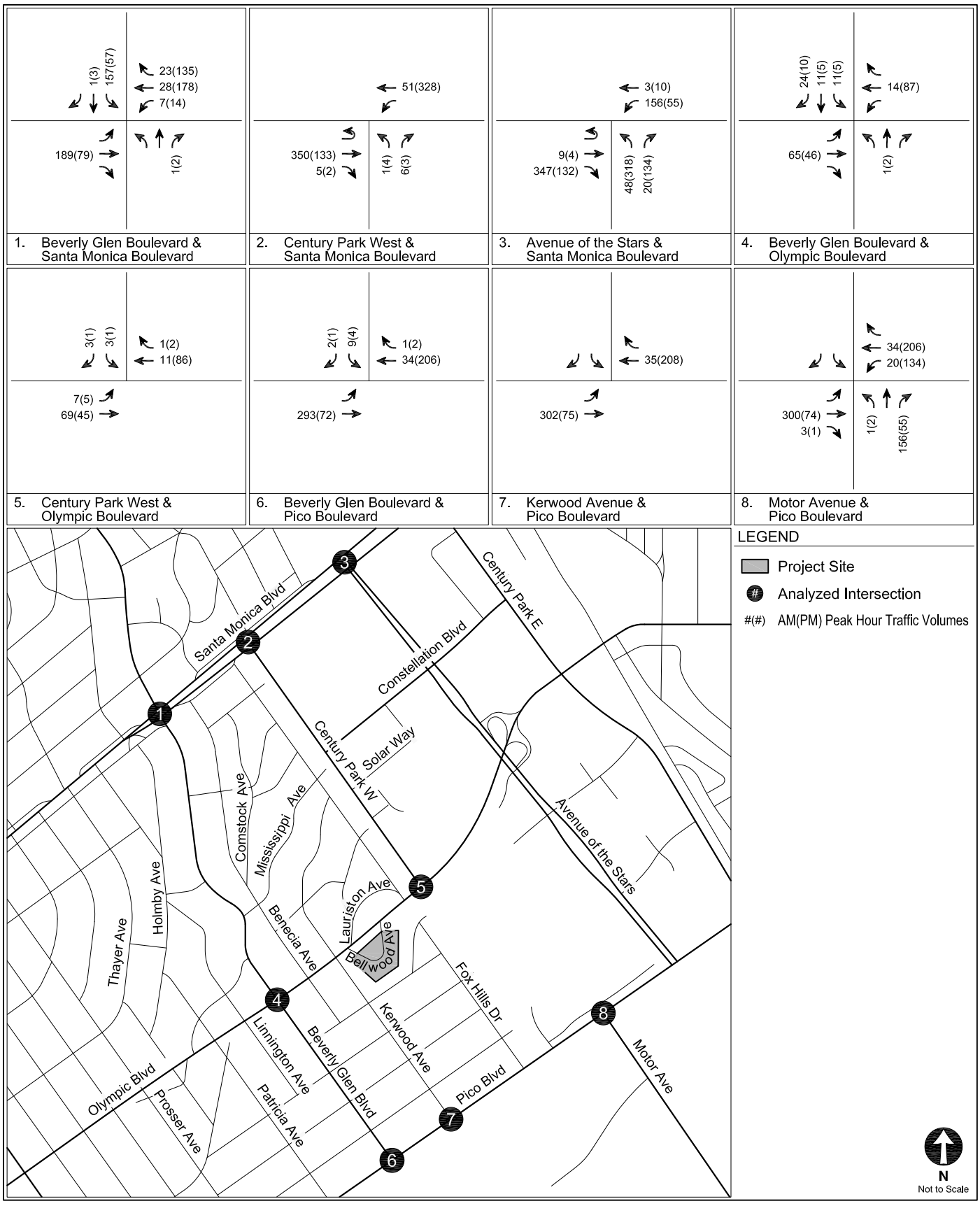


EXISTING CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 7

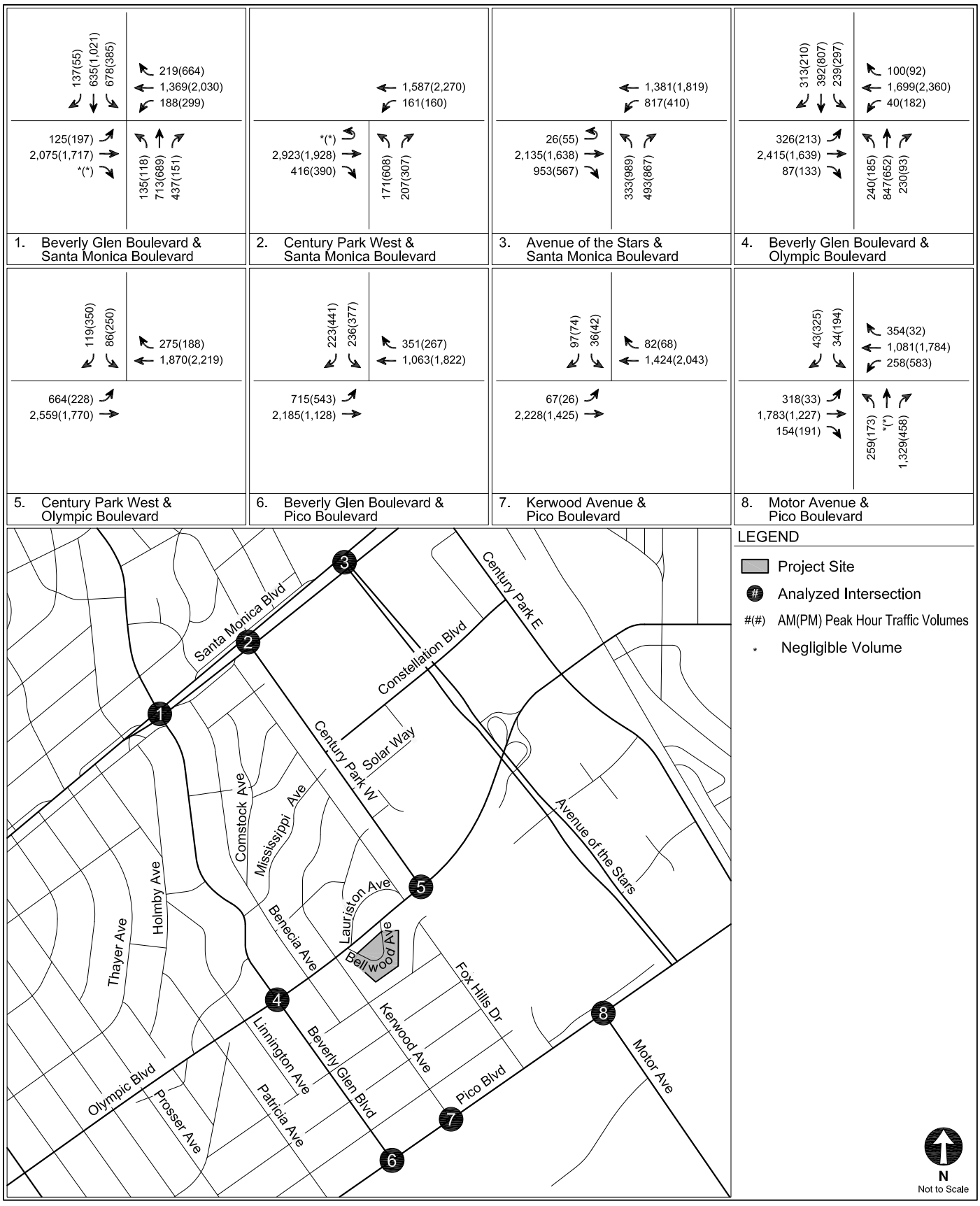
LOCATIONS OF RELATED PROJECTS

FIGURE 8



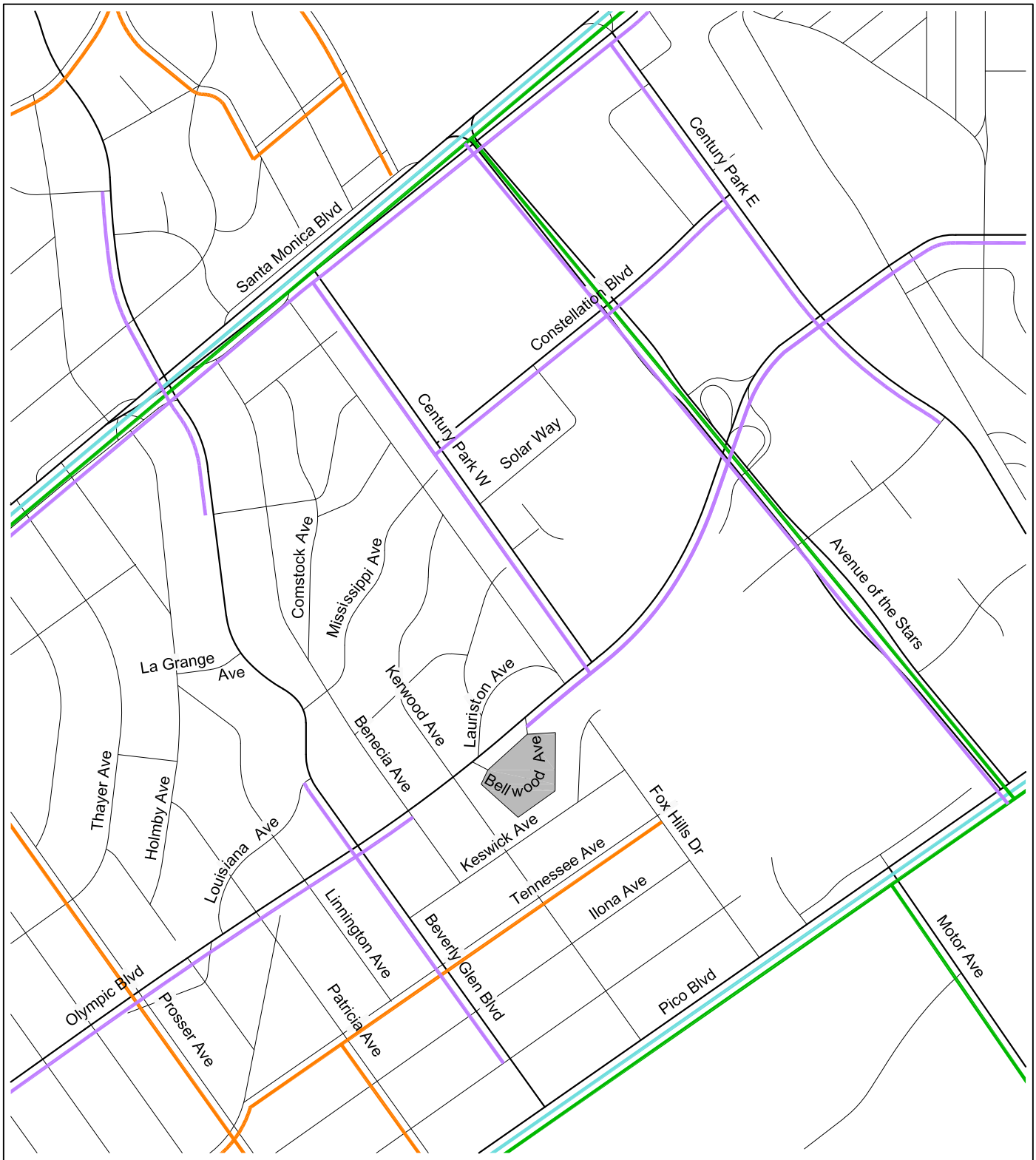
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 10



ROADWAY MODAL PRIORITIES

FIGURE 11

TABLE 1
STUDY INTERSECTIONS

No.	North/South Street	East/West Street	Jurisdiction
1.	Beverly Glen Boulevard	Santa Monica Boulevard	City of Los Angeles / Caltrans
2.	Century Park W	Santa Monica Boulevard	City of Los Angeles / Caltrans
3.	Avenue of the Stars	Santa Monica Boulevard	City of Los Angeles / Caltrans
4.	Beverly Glen Boulevard	Olympic Boulevard	City of Los Angeles
5.	Century Park W	Olympic Boulevard	City of Los Angeles
6.	Beverly Glen Boulevard	Pico Boulevard	City of Los Angeles
7.	Kerwood Avenue	Pico Boulevard	City of Los Angeles
8.	Motor Avenue	Pico Boulevard	City of Los Angeles

TABLE 2
EXISTING TRANSIT SERVICE

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Period		PM Peak Period	
Metro				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
4	Downtown Los Angeles - Santa Monica via Santa Monica Boulevard	Local	24-Hour	13	13	11	13
16	Downtown Los Angeles - Century City via 3rd Street	Local	4:15 AM - 1:30 AM	18	11	15	16
28	Downtown Los Angeles - Eagle Rock - Century City via Olympic Blvd and Eagle Rock Blvd	Local	6:30 AM - 10:00 PM	8	8	8	9
316	Downtown Los Angeles - Century City via 3rd Street	Limited	6:15 AM - 7:00 PM	9	11	11	10
704	Downtown Los Angeles - Santa Monica via Santa Monica Boulevard	Rapid	6:00 AM - 12:00 AM	15	12	13	13
728	Downtown Los Angeles - Century City via West Olympic Boulevard	Rapid	5:00 AM - 9:00 PM	13	13	15	14
Culver CityBus (CC)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
3	Crosstown Culver City	Local	5:30 AM - 11:30 PM	16	14	16	16
Santa Monica Big Blue Bus (BBB)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
5	Santa Monica - Century City - Palms Station Expo Line	Local	6:00 AM - 9:30 PM	27	27	24	22
7	Downtown Santa Monica - Rimpau Transit Center	Local	5:00 AM - 12:30 AM	15	15	15	15
R7	Downtown Santa Monica - Koreatown	Rapid	5:30 AM - 11:15 PM	10	10	10	10
Antelope Valley Transit Authority (AVTA)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
786	Lancaster/Palmdale - Century City/West Los Angeles	Express	4:00 AM - 7:30 PM	N/A	20	24	N/A
Santa Clarita Transit (SC)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
792	Santa Clarita - Century City - UCLA - Westwood	Express	7:00 AM - 6:30 PM	30	N/A	N/A	30
797	Santa Clarita - Century City - UCLA - Westwood	Express	5:15 AM - 9:00 PM	N/A	20	30	N/A
LADOT Commuter Express (CE)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
431	Westwood - Palms - Downtown Los Angeles	Express	6:30 AM - 7:30 PM	30	N/A	N/A	30
534	Westwood - Century City - West Los Angeles - Downtown Los Angeles	Express	7:00 AM - 6:30 PM	23	N/A	N/A	23
573	Westwood - Encino - Mission Hills - Century City	Express	5:30 AM - 8:00 PM	[a]	9	9	[a]

Notes

Metro: Los Angeles County Metropolitan Transportation Authority
LADOT: Los Angeles Department of Transportation
AM Peak from 6 AM - 10 AM
PM Peak from 3 PM - 7 PM
[a] LADOT CE 573 provides one stop in the northbound direction during the AM peak period and southbound direction during the PM peak period.

TABLE 3
EXISTING TRANSIT SERVICE PATRONAGE
LINES WITHIN WALKING DISTANCE [a]

AM Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [b]	**Capacity** [c]	**Average Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Culver City	3	10	50	2	0.04	48	480
Santa Monica BBB	5	5	50	14	0.28	36	180
						Total Residual Capacity in Peak Hour - Bus Line	**660**

PM Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [b]	**Capacity** [c]	**Average Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Culver City	3	9	50	6	0.12	44	396
Santa Monica BBB	5	6	50	10	0.20	40	240
						Total Residual Capacity in Peak Hour - Bus Line	**636**

Notes:

[a] Lines within a 0.25-mile walking distance from the Project Site.

[b] Number of runs in both directions combined during peak hour.

[c] Capacity assumptions based on discussions with agencies:
Culver City Bus - 40 seated / 50 seated and standing.
Santa Monica Big Blue Bus - 40 seated / 50 seated and standing.

[d] Average Load is the average number of people per bus in the peak direction based on ridership data provided by Culver CityBus and Santa Monica Big Blue Bus, March 2019.

[e] Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak hour runs).

TABLE 4
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1.	Westfield Century City NCP Project [b]	10250 W Santa Monica Boulevard	358,881 sf shopping center, 262 condominium units, and -289,460 sf office	5,922	(109)	(68)	(177)	174	190	364
2.	Century City Center [c]	1950 S Avenue of the Stars	725,830 sf office, 4,120 sf ancillary retail, and 1,300 sf mobility hub	4,603	604	83	687	103	501	604
3.	26 Apt to 91 Apt or 116 Apt	10306 W Santa Monica Boulevard	91 or 116 apartments units	432	8	38	46	29	15	44
4.	Century Plaza (Hyatt Regency Hotel)	2025 S Avenue of the Stars	193 condo units, 240-room hotel, 117,647 sf office, 93,814 sf retail, 16,800 sf spa/fitness, and 15,463 sf restaurant	3,690	25	16	41	263	285	548
5.	Apartments	10400 W Santa Monica Boulevard	96 apartment units	702	10	43	53	32	18	50
6.	Fox Studio Master Plan 2016	10201 W Pico Boulevard	additional 1.1 million sf studio building	8,153	915	94	1,009	112	479	591

Notes

[a] Related project information provided by the Los Angeles Department of Transportation in January 2019, Department of City Planning, and recent traffic studies prepared in the area.

[b] For the purposes of providing a more conservative analysis, the related project information reflects the project presented in the *Environmental Impact Report for the New Century Park Project* (Matrix Environmental, Certified June 2009). Since the certification of the EIR, the project was reduced by approximately 70,000 sf and 242 residential units, thus, generating fewer trips during the weekday morning and afternoon peak hours.

[c] For the purposes of providing a more conservative analysis, the related project information reflects the modified Century City Center project that was entitled in January 2015 as part of the Final Subsequent Environmental Impact Report. An alternative residential project was also entitled for this site, which was projected to generate fewer weekday morning and afternoon peak hour trips than the modified Century City project.

Chapter 3
Project Traffic

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project.

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project were estimated using rates published in *Trip Generation Manual,10th Edition*. These rates are based on surveys of similar land uses at sites around the country and are used to calculate the number of vehicle trips traveling to and from the Project Site based on the size of each land use component.

The Project Site is located within walking distance (0.25 miles) of local bus stops. Therefore, appropriate trip generation reductions to account for public transit usage and walking arrivals were made for the existing residential uses in consultation with LADOT and in accordance with the TAG.

As shown in Table 5, after accounting for the removal of the existing uses currently on-site, the Project is estimated to generate 16 fewer net morning peak hour trips (10 inbound, -26 outbound) and nine fewer net afternoon peak hour trips (-16 inbound, seven outbound).

PROJECT TRIP DISTRIBUTION

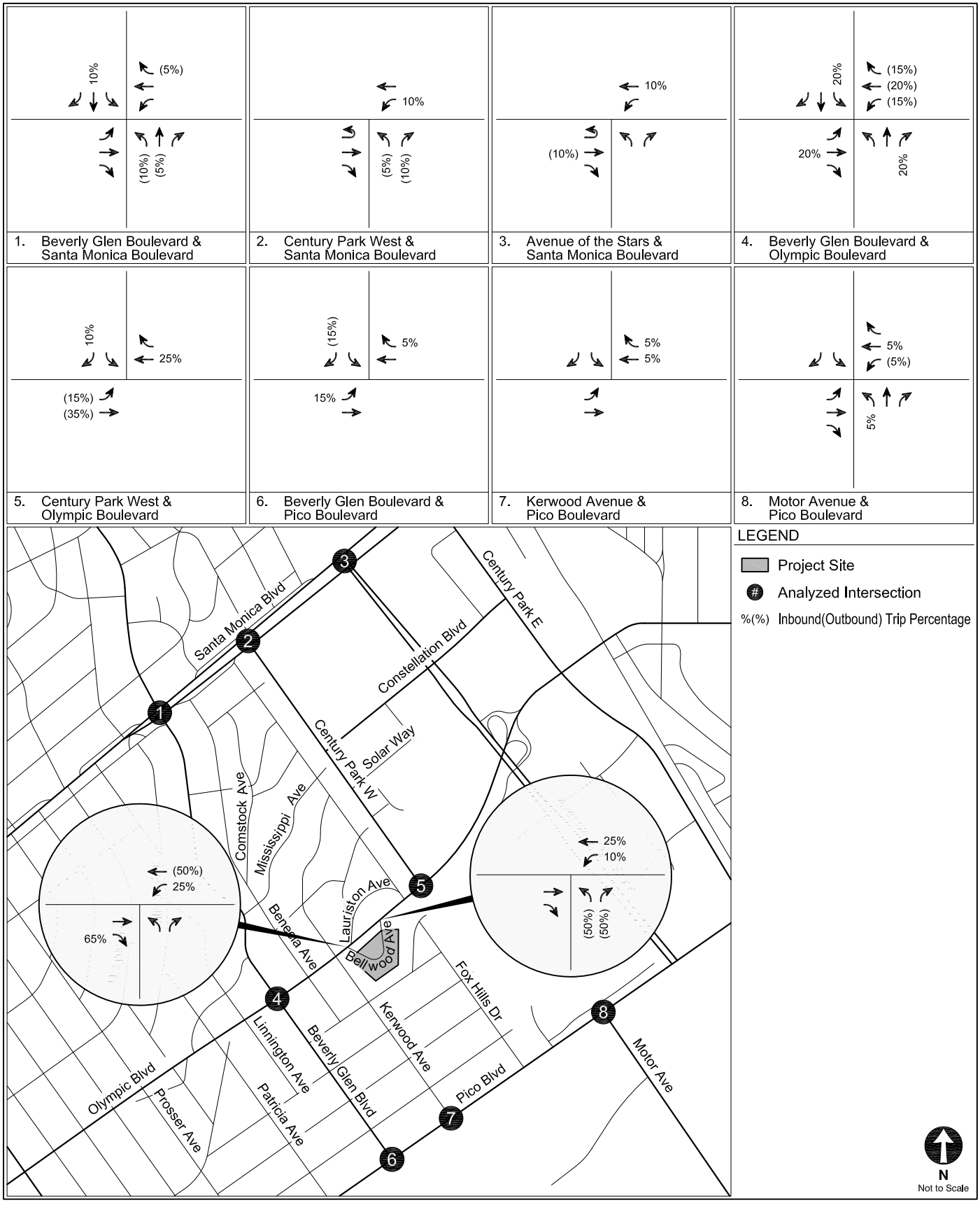
The geographic distribution of trips generated by the Project is dependent on the location of employment and residential centers from which visitors to the Project would be drawn, characteristics of the street system serving the Project Site, the level of accessibility of the routes to and from the Project Site, existing intersection traffic volumes, and the location of the proposed driveways, as well as input from LADOT staff.

The intersection-level trip distribution patterns for the Project are shown in Figure 12. Generally, the pattern is as follows:

- 10% to/from the north
- 40% to/from the east
- 15% to/from the south
- 35% to/from the west

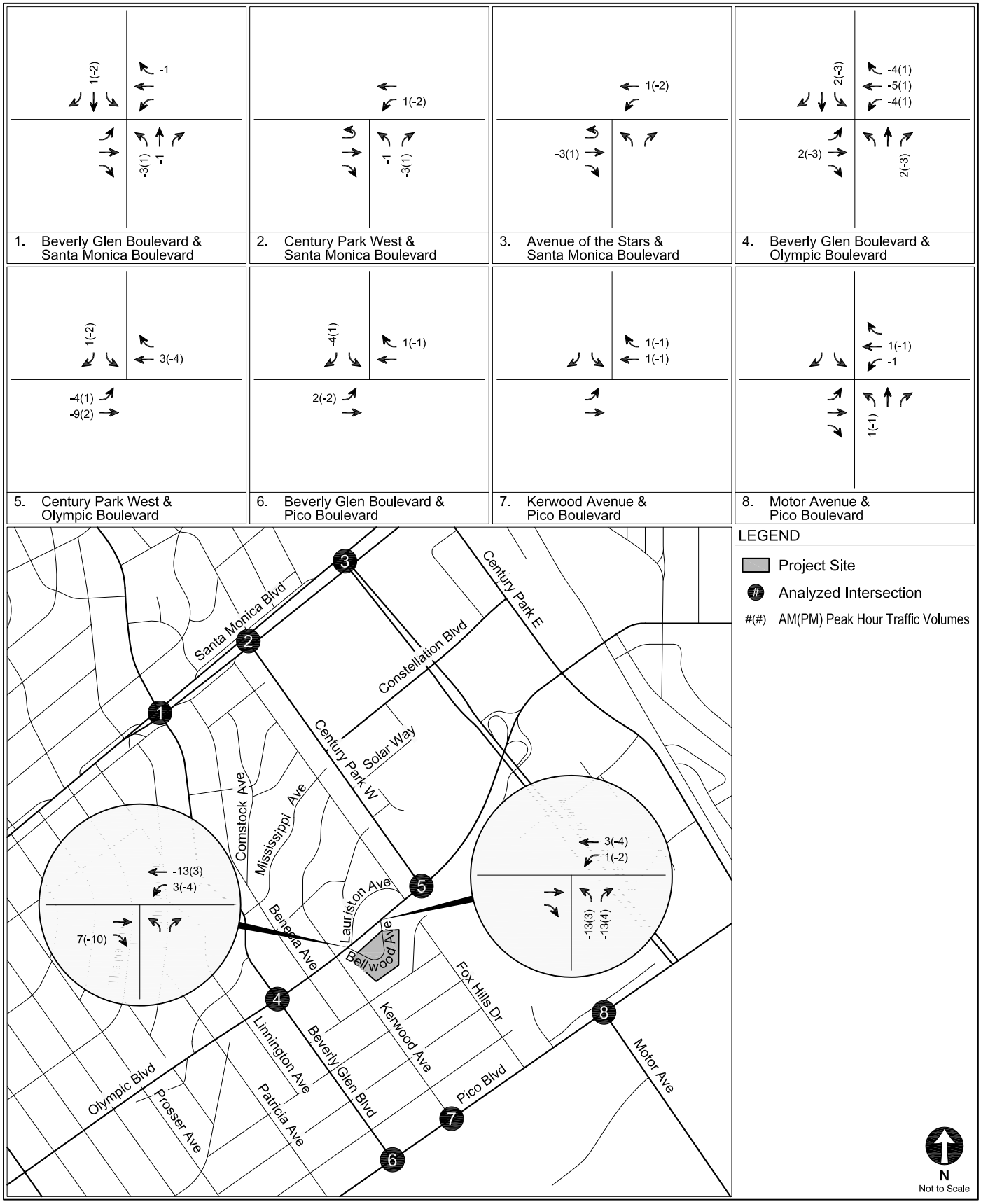
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 5 and the trip distribution pattern shown in Figure 12 were used to assign the Project-generated traffic through the study intersections and remove the traffic generated by the existing uses on-site. Figure 13 illustrates the combined net new traffic generated from the Project at the study intersections during typical weekday morning and afternoon peak hours.



PROJECT TRIP DISTRIBUTION

FIGURE 12



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
13

TABLE 5
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Low-Rise)	220	per du	23%	77%	0.46	63%	37%	0.56
Congregate Care Facility	253	per du	60%	40%	0.07	53%	47%	0.18
Assisted Living	254	per bed	63%	37%	0.19	38%	62%	0.26
Proposed Project								
Independent Living	253	71 du	3	2	5	7	6	13
Assisted Living [b]	254	99 beds	12	7	19	10	16	26
Memory Care [c]	254	46 beds	6	3	9	5	7	12
Subtotal Proposed Project Trips			**21**	**12**	**33**	**22**	**29**	**51**
Existing Uses to be Removed								
Multifamily Housing (Low-Rise)	220	112 du	12	40	52	40	23	63
Less Walk-In/Transit Reduction - 5% [d]			*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Subtotal - Existing Residential			**11**	**38**	**49**	**38**	**22**	**60**
TOTAL NET NEW PROJECT TRIPS			**10**	**(26)**	**(16)**	**(16)**	**7**	**(9)**

Notes

1,000 square feet = ksf.

[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.

[b] The 75 assisted living guestrooms include 51 one-bedroom units and 24 two-bedroom units.

[c] The 46 memory care guestrooms consist only of studio units.

[d] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from a local bus stop, therefore a transit/walk-in reduction is applied to account for transit usage and walking visitor arrivals from the adjacent commercial developments.

Chapter 4
CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the proposed Project may have with adopted City plans and policies and the improvements associated with the potential conflicts and provides the results of a Project vehicle miles traveled (VMT) analysis that addresses State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743).

METHODOLOGY

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- *Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies*
- *Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)*
- *Threshold T-2.2: Substantially Inducing Additional Automobile Travel*
- *Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use*

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A-4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) facilities for the Project is provided in Section 4E.

Section 4A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies Analysis

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet*, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* was completed for the Project and provided in Appendix C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project is consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.

- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, that more provides Angelenos with the optimum variety of mode choices.

- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.

- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.

- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the Mobility Plan is provided in Table 6. As detailed in Chapter 2, the Mobility Plan identifies corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would support the implementation of the Mobility Plan policies.

Vehicular access to the Project's parking would be provided via one driveway from Bellwood Avenue, a designated Local Street. With development of the Project, the portion of Bellwood Avenue that bifurcates the Project Site would be vacated and realigned as a private street. As further detailed in Section 5E, the Project would provide off-street parking to satisfy Los Angeles Municipal Code (LAMC) requirements.

The Project would also enhance pedestrian access within and around the Project Site by widening pedestrian walkways and planting new street trees along Bellwood Avenue. Secured bicycle parking facilities within the Project Site would also be provided. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita for residents and employees compared to the average for the area, as demonstrated in Section 4B. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveway is not proposed along a street with an existing bicycle facility.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table 7. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities along Olympic Boulevard. Further, the Project supports healthy lifestyles by providing bicycle amenities and enhancing the pedestrian environment by providing shade trees, wider pedestrian paths, and landscaping for a more comfortable and inviting environment for pedestrians.

Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the Project would provide a total of 24 short-term and 48 long-term spaces to satisfy the LAMC requirements for on-site bicycle parking supply.

LAMC Section 12.26J Transportation Demand Management (TDM) Ordinance

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects in excess of 25,000 sf. The Project is a senior residential development; therefore, the requirements of LAMC Section 12.26J do not apply to the Project.

Vision Zero Action Plan / Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified street segments as part of the HIN where City projects will be targeted. The Project Site is not located along an HIN, and no Vision Zero safety improvements are planned adjacent to the Project Site.

Nonetheless, the Project improvements to the pedestrian environment would not preclude future Vision Zero safety improvements by the City. Thus, the Project does not conflict with Vision Zero.

Streetscape Plans

There are no streetscape plans adjacent to the Project Site and, therefore, streetscape plans do not apply to the Project.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

Citywide Design Guidelines (Los Angeles City Planning Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. Specifically, *Citywide Design Guidelines* recommends a "Pedestrian-First Design" approach organized around the following guidelines:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

As detailed in Table 8, the Project design includes pedestrian connections and bicycle amenities throughout the Project Site. In addition, adequate sidewalks would be provided, in accordance with the City's Living Streets design considerations. Trees and sidewalk plantings would be

incorporated to provide adequate shade and habitat and provide a more comfortable mobility environment for pedestrians. In addition, vehicular access to the Project Site would be provided separately from the pedestrian and bicycle access points. Thus, the Project design approach would align with the Pedestrian-First Design approach of *Citywide Design Guidelines* to provide a safe, comfortable, and accessible experience for all transportation modes.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects, identified in Table 4, would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. The Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects do not interfere with any of the general policy recommendations and/or pilot proposals and, therefore, there would be no significant Project impact or cumulative impact.

TABLE 6
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** Access to the Project Site would be provided via one full-access driveway on Bellwood Avenue. Additionally, the portion of Bellwood Avenue that currently bifurcates the Project Site would be vacated and realigned, with through public access maintained from both sides of Bellwood Avenue. Separate pedestrian access would be provided via entrances on Bellwood Avenue. Bicyclists would have the same access opportunities as pedestrians.
Policy 1.6 Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**Consistent.** Construction activities associated with the new building and on-site improvements would be maintained on-site. Any temporary impediments to the public right-of-way would be addressed with implementation of the Construction Management Plan.
Chapter 2 - World Class Infrastructure	
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** As part of the Project, Bellwood Avenue would be improved with consideration of the safety of all users, including pedestrians, bicyclists, and vehicles.
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** While this is a Citywide policy, the Project would support its implementation. The realignment of Bellwood Avenue would maintain pedestrian access on both sides of Bellwood Avenue. Streetscape amenities, such as new street trees on Bellwood Avenue and pedestrian-scale lighting fixtures and elements would enhance the pedestrian experience. In addition, the Project would provide improvements to the sidewalks with wider widths along portions of Bellwood Avenue. The Project would also include a bistro courtyard and lobby, providing an active ground floor with pedestrian friendly improvements.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** No access to the Project Site is provided along street segments identified in the Neighborhood Enhanced Network, thereby ensuring that minimum Project traffic would not interfere with the neighborhood character of the surrounding area. In addition, as part of the Project, the portion of Bellwood Avenue that travels through the Project Site would be vacated and realigned. Through public vehicular and pedestrian access would be maintained from both sides of Bellwood Avenue, and a vehicle turn-out adjacent to the building's lobby entrance would be provided along with sidewalk and streetscape improvements. Thus, Bellwood Avenue would continue to serve as a slow speed local street (i.e., 15 to 20 miles per hour).

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6 (cont.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** While this is a Citywide policy, the Project would support its implementation. The Project would result in a net reduction in trips. As such, the Project demand for transit service would not exceed the regional transit system capacity. Thus, the Project would not cause the capacity of the transit system to be substantially exceeded.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** While this is a Citywide policy, the Project would support its implementation. The Project Site is not located adjacent to any roadways designated within the Bicycle Lane Network. In addition, Project visitors and employees arriving by bicycle would have the same access opportunities as pedestrian visitors, with access to the Project Site via improved sidewalks along the realigned Bellwood Avenue, as well as internal pathways with access to the central courtyard and lobby entrances. The Project provides both long-term and short-term bicycle parking amenities.
Policy 2.7 Vehicle Network Provide vehicular access to the regional freeway system.	**Consistent.** This is a citywide policy that does not apply to the Project because no changes to regional access are proposed as part of the Project. Vehicular access to the Project Site would be provided via Bellwood Avenue. Regional access to the Project Site would continue to be provided via Olympic Boulevard to Santa Monica Boulevard, I-10, and I-405.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** An entry motor court/vehicle turn-out area would be provided along Bellwood Avenue adjacent to the Project Site and would be located adjacent to the lobby area. Access to the subterranean parking would occur from one entry/exit driveway located along Bellwood Avenue near the northern boundary of the building. A separate service driveway, providing access to the loading area, would be located on Bellwood Avenue adjacent to the parking entry/exit driveway.
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides a entry motor court/vehicle turn-out area adjacent to the Project lobby entrance along the realigned portion of Bellwood Avenue. The Project also provides infrastructure (enhanced sidewalks, short- and long-term bicycle parking, easy bicycle accessibility to the Project Site) to encourage walking and bicycling.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in consideration of LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6 (cont.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would provide enhanced sidewalks and bicycle parking amenities to promote multi-modal connectivity.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project would provide short-term and long-term bicycle parking within the Project Site that would satisfy the LAMC requirement.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.5 Improved Communication Facilitate communications between citizens and the City in reporting on and receiving responses to non-emergency street improvements.	**Consistent.** As part of the Project's Construction Management Plan, advance notification to the adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of construction, would be provided.
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project would implement Project design features to promote and provide employees, residents, and visitors with opportunities to utilize alternative transportation modes, including enhanced sidewalks and bicycle parking facilities.
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking to accommodate the Project.
Policy 4.14 Wayfinding Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.	**Consistent.** The Project would incorporate illumination for parking, signage, and security purposes.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6 (cont.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** The Project would provide bicycle and pedestrian facilities and connections throughout the Project Site.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project would incorporate Project design features to provide residents, employees, and visitors the opportunity to utilize alternative transportation modes to reduce VMT by reducing the number of single occupancy vehicle trips to the Project Site.
Policy 5.4 Clean Fuels and Vehicles Continue to encourage the adoption of alternative fuels, new mobility technologies, and supporting infrastructure.	**Consistent.** The Project comply with the City requirements for providing electric vehicle charging stations within the proposed parking area, thus, incorporating Project design features to provide residents, employees, and visitors the opportunity to utilize alternative fuels and new mobility technology.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 7
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project would include bicycle amenities and enhance pedestrian access within and around the Project Site by providing improvements to the sidewalks and landscaping within and along the Project perimeter.
Chapter 2 - A City Built for Health	
Policy 2.8 Basic Amenities Promote increased access to basic amenities, which include public restrooms and free drinking water in public spaces, to support active living and access to health-promoting resources.	**Consistent.** The Project would provide open space (14,630 sf) to support active living.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project would incorporate bicycle and pedestrian amenities to the residents, employees, and visitors to promote alternative transprotation modes, thus, reducing green house gas emissions.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 8
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
<u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u> Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **<u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u>** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **<u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u>** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project design includes accessible sidewalks, pedestrian amenities, and a well-designed vehicular access driveway in accordance with the City's design considerations. The Project would provide street trees uniformly within the sidewalk to provide adequate shade, as well as a more comfortable environment for pedestrians. Further, the orientation of the Project design ensures that the Project actively engages with the street and its surrounding uses. The Project driveways would be designed and placed in accordance with City standards so as to not disrupt pedestrian flow on the adjacent sidewalks.

<u>Notes:</u>

[a] Objectives, Policies, Programs, or Plans based on information provided in the Citywide Design Guidelines (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1
Causing Substantial VMT Analysis

Threshold T-2.1 states that a residential project would result in a significant VMT impact if it cannot meet the household VMT per capita threshold of 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it cannot meet the work VMT per employee threshold of 15% below the existing average work VMT per employee for the APC area in which the project is located.

Per Section 2.2.2 of the TAG, a "no impact" determination can be made for a project if either of the following screening criteria are not met for Threshold T-2:

- *T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?*
- *T-2.1-2: Would the project generate a net increase in daily VMT?*

PROJECT VMT ANALYSIS

The Project's land uses and their respective sizes were utilized as the primary input to the VMT Calculator.

The VMT Calculator does not include eldercare facility as a land use option. Therefore, in consultation with LADOT, a custom land use input was developed based on published trip generation rates in *Trip Generation Manual, 10th Edition* and a review of comparable land uses available in the VMT Calculator.

Application of the VMT Calculator showed that the Project is expected to generate a net reduction of 75 daily trips. Therefore, a "no impact" determination can be made for the Project, and no mitigation measures would be required.

The detailed screening output from the VMT Calculator is provided in Appendix D.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on consistency with the air quality and GHG reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate an impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS. The Project would not result in a significant VMT impact, as described above. Therefore, the Project would not result in a cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

Section 4C: Threshold T-2.2
Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

As part of the development of the proposed eldercare facility, the Project includes the vacation and realignment of the portion of Bellwood Avenue that currently bifurcates the Project Site. The realigned Bellwood Avenue would continue to serve the Project Site and would not increase vehicular capacity on the roadway network. The proposed improvement is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and no further evaluation is required.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public ROW or modifications along the public ROW (i.e., street dedications). Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts, with consideration to the following factors: (1) the relative amount of pedestrian activity at Project access points; (2) design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site and the visibility of cars to pedestrians and bicyclists; (3) the type of bicycle facilities the project driveway(s) crosses and the relative level of utilization; (4) the physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts; (5) the Project location, or Project-related changes to the public ROW, relative to proximity to the HIN or a Safe Routes to School program area; (6) and any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

PROJECT ACCESS REVIEW

Driveway Design Features

Vehicular access to the Project Site would be provided along Bellwood Avenue from Olympic Boulevard. The portion of Bellwood Avenue that bifurcates the Project Site would be vacated and realigned as a private street; however, through public and vehicular access would be maintained from both sides of Bellwood Avenue and to/from Olympic Boulevard. Access to the subterranean parking levels would be provided via a driveway along Bellwood Avenue near the northern boundary of the Project Site. A separate service driveway along Bellwood Avenue would be provided adjacent to the driveway to the subterranean parking garage. The driveways would be

placed to provide an adequate pedestrian refuge area between the two driveways. In addition, a vehicular turn-out/motor court would be provided adjacent to the building's lobby entrance.

The driveways and vehicular motor court would be placed along the realigned portion of Bellwood Avenue and would be designed and located at a distance from Olympic Boulevard to limit queue spillovers into the public ROW and interruptions to pedestrian flow and safety. Thus, the Project's driveways would not substantially increase vehicle-vehicle conflicts and would not present any geometric design hazards as it relates to traffic movement.

Pedestrian and Bicycle Activity

The Project would widen portions of the adjacent sidewalks along Bellwood Avenue to create a walkable and attractive pedestrian environment. In addition, paved walkways would be provided internal to the Project Site with access to and from Bellwood Avenue.

Currently, there are no bicycle facilities adjacent to the Project frontage. Within the Study Area, Avenue of the Stars, Pico Boulevard, and Beverly Glen Boulevard north of Santa Monica Boulevard have been identified as part of the BLN. Based on existing intersection volume data collected in April 2019, it was observed that Olympic Boulevard carries fewer than 13 bicycles during the entire span of the six-hour commuter peak periods (7:00 to 10:00 AM and 3:00 to 6:00 PM), as detailed in Appendix B. Therefore, given the minimal bicycle traffic, the driveways would not pose a safety hazard to bicyclists.

Physical Terrain

The Project's design integrates with the sloping topography of the surrounding area. The driveway design would not restrict sight lines, allowing drivers to safely identify approaching vehicles, pedestrians, and bicycles before committing to turn. Driveways are designed to intersect Bellwood Avenue at right angles to allow pedestrians and bicyclists to observe vehicles within the driveways.

The Project would provide private and public open space, landscaped elements, and street trees for shade along the Project perimeter and within the Project Site to create a walkable and attractive pedestrian environment. Pedestrian sidewalks would be improved to provide continuous pedestrian connections on Bellwood Avenue to Olympic Boulevard along the Project frontage.

Project Location

The Project Site is not located adjacent to a street identified as part of the HIN. Additionally, the Safe Routes to School map does not identify any infrastructure improvement projects within the Study Area.

As previously noted, the portion of Bellwood Avenue that bifurcates the Project Site would be vacated and realigned. Through public access would be maintained from both sides of Bellwood Avenue, and the Project would improve the realigned portion of Bellwood Avenue to provide sidewalks on both sides and a 28-foot roadway.

Incompatible Uses

The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and the adjacent uses. None of the Project design elements that are tangential to the adjacent uses are considered incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary

Based on the site plan review and design assumptions, the Project does not present any geometric design hazards related to mobility or pedestrian accessibility.

CUMULATIVE ANALYSIS

None of the Related Projects identified in Table 4 provide access along the same block as the Project. Thus, the Project and Related Projects would not result in a cumulative impact under Threshold T-3.

Section 4E
Freeway Safety Analysis

LADOT has issued *Interim Guidance for Freeway Safety Analysis* (LADOT, May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans freeway facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. The project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes[3].
2. The project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

[3] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce the project's trip generation, investments in active transportation or transit system infrastructure to reduce the project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

FREEWAY SAFETY ANALYSIS

Based on the Project's trip generation estimates and traffic distribution pattern detailed in Chapter 3, which was reviewed and approved by LADOT as part of the Project's MOU, the Project would not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no freeway off-ramp analysis is required, and the Project satisfies the City requirements for a freeway safety analysis of Caltrans facilities.

Chapter 5
Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes sections related to Project traffic, proposed access provisions, safety, and circulation operations, as well as pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also evaluates the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

The four non-CEQA transportation analyses were reviewed in detail in Sections 5A-5D. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 5E.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site.

Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING FACILITIES

Pedestrians and Bicycles

Adjacent to the Project Site, nine-foot wide sidewalks are provided along Bellwood Avenue. Curb ramps for ADA accessibility are provided at both ends of Bellwood Avenue at Olympic Boulevard. Figure 5 shows a map of commercial and institutional facilities within walking distance of the Project Site that could attract pedestrian activity.

No bicycle facilities are currently provided adjacent to the Project Site.

Transit

Although no bus stops are located adjacent to the Project Site, some public transit stops in the vicinity of the Project Site are equipped with shelters (for rain or shade) and/or benches. For example, along westbound Olympic Boulevard, the Big Blue Bus Route 5 bus stop provides

benches immediately west of Kerwood Avenue, but no shelter or benches immediately east of Beverly Glen Boulevard. Along eastbound Olympic Boulevard, the Big Blue Bus Route 5 bus stop provides both shelters and benches immediately west of Beverly Glen Boulevard and benches east of Century Park West.

INTENSIFICATION OF USE

The Project would result in additional pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, the Project would enhance the pedestrian environment by providing a more comfortable pedestrian experience by widening most of the adjacent sidewalks, as well as providing streetscape improvements. The Project would provide bicycle parking for employees, residents, and visitors in accordance with LAMC requirements. Furthermore, the Project is located within a 0.25-mile walking distance of a Big Blue Bus Route 5 bus stop along Olympic Boulevard at Kerwood Avenue that encourages the utilization of public transit. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

Although the Project (and other Related Projects) will cumulatively add transit ridership, as detailed in Table 2, the Study Area is served by several established transit routes. The Project is served by multiple bus lines operated by Big Blue Bus and Culver CityBus along Olympic Boulevard and Century Park West within the Study Area, as well as Santa Monica Boulevard. As shown in Table 3, the total residual capacity of the bus lines within a 0.25-mile walking distance of the Project Site during the morning and afternoon peak hours is approximately 660 additional riders during the morning peak hour and 636 additional riders during the afternoon peak hour. The Project is not expected to generate significant transit-trips during the morning and afternoon peak hour, respectively. Therefore, the adjacent transit capacity can easily accommodate the intensification of transit usage attributable to the Project without significantly absorbing excess capacity.

CONCLUSION

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, the Project would improve the adjacent pedestrian facilities

and promote a more comfortable environment for all users through adequate sidewalk widths, street trees, and enhanced pedestrian connections. The current transit infrastructure has adequate residual capacity to accommodate Project transit trips. The pedestrian, bicycle, and transit activity generated by the Project would not strain the transportation system dedicated to those modes.

Section 5B

Project Access and Circulation Assessment

This section summarizes the site access, safety, and circulation of the Project Site. It includes a quantitative evaluation of the Project's access and circulation operations, including the anticipated LOS at the study intersections and anticipated traffic queues.

PROJECT ACCESS

Vehicles

As previously detailed, the portion of Bellwood Avenue that bifurcates the Project Site would be vacated and realigned as a private street, as shown in Figure 1. Through public access from Olympic Boulevard from both sides of Bellwood Avenue would be maintained with development of the Project.

Vehicular access into the Project's subterranean parking garage would be provided via one full-access driveway along the realigned portion of Bellwood Avenue near the northern boundary of the Project Site. The driveway would be designed to LADOT standards and to minimize queue spillover into the adjacent public ROW. A separate service driveway, providing access to the loading area, would be located adjacent to the parking garage driveway. In addition, a vehicle turn-out area would be provided adjacent to the Project's lobby entrance.

Pedestrians and Bicycles

Pedestrian access to the Project Site would be provided via improved sidewalks along Bellwood Avenue. In addition, pathways would be provided internal to the Project Site with access to the central courtyard and lobby entrances.

The Project access locations would be designed to provide connectivity to adjacent pedestrian facilities to further protect pedestrian safety. The realigned portion of Bellwood Avenue and the Project driveways would be designed to maximize sight distance and safety for all travel modes.

Residents, visitors, and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. In order to support and facilitate bicycle use to and from the Project Site, short-term and long-term bicycle parking spaces would be provided as detailed in Section 5E.

OPERATIONAL EVALUATION

Intersection operation conditions were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of eight signalized study intersections in the vicinity of the Project Site were selected for detailed transportation analysis in consultation with LADOT.

The following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions (Year 2019) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project were built under existing conditions. In this analysis, the Project-generated traffic is added to the Existing Conditions.

- Future with Project Conditions (Year 2023) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project were fully occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2023).

Methodology

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the City to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 9 presents a description of the LOS categories, which range from

excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized intersections. The queue lengths were estimated using Synchro, which reports the 85th percentile queue length for signalized intersections, in feet. The reported queues are calculated using the HCM signalized and unsignalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Appendix E.

Existing with Project Conditions

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 13 were added to the Existing morning and afternoon peak hour traffic volumes shown in Figure 7. The resulting volumes are illustrated in Figure 14 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 10 summarizes the results of the Existing and Existing with Project Conditions during the weekday morning and afternoon peak hours for the eight study intersections. As shown, five of the eight study intersections are anticipated to continue to operate at LOS D or better during both the morning and afternoon peak hours under Existing with Project Conditions. The remaining three study intersections are anticipated to continue to operate at LOS E or F during at least one of the analyzed peak hours.

Future with Project Conditions

All future adjustments, including cumulative traffic growth (i.e., ambient growth and Related Project traffic) and transportation infrastructure improvements described in Chapter 2 were incorporated into this analysis.

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 13 were added to the Future without Project (Year 2023) morning and afternoon peak hour traffic volumes shown in Figure 10. The resulting volumes are illustrated in Figure 15 and represent Future with Project Conditions after development of the Project in Year 2023.

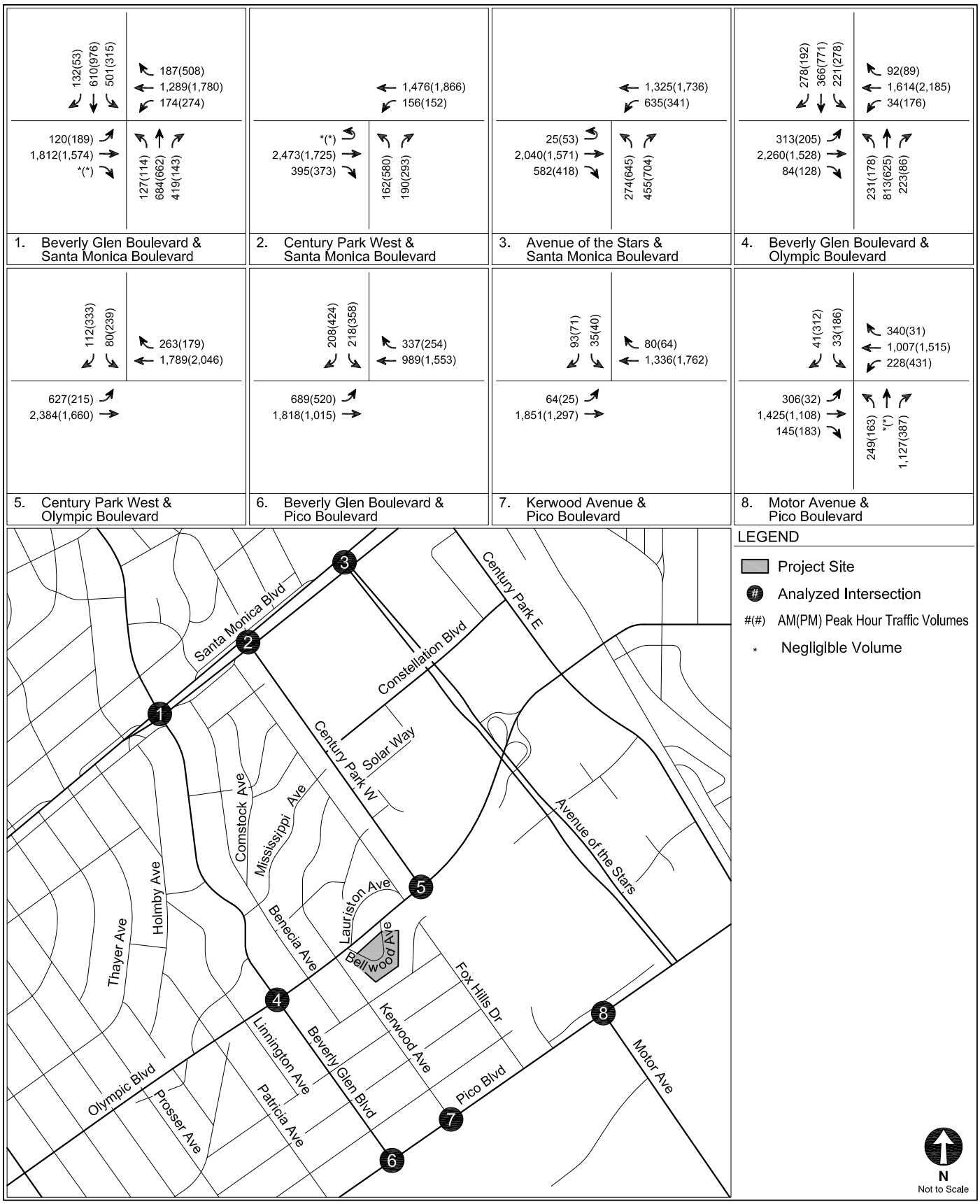
Intersection LOS. Table 11 summarizes the results of the Future without Project (Year 2023) and Future with Project Conditions during the weekday morning and afternoon peak hours for the eight study intersections. As shown, three of the eight study intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Conditions. The remaining five study intersections are anticipated to continue to operate at LOS E or F during at least one of the analyzed peak hours.

INTERSECTION QUEUING ANALYSIS

The study intersections, Project driveway on Bellwood Avenue, and intersections of Olympic Boulevard at both ends of Bellwood Avenue were analyzed to determine whether the lengths of intersection turning lanes were adequate to accommodate vehicle queue lengths.

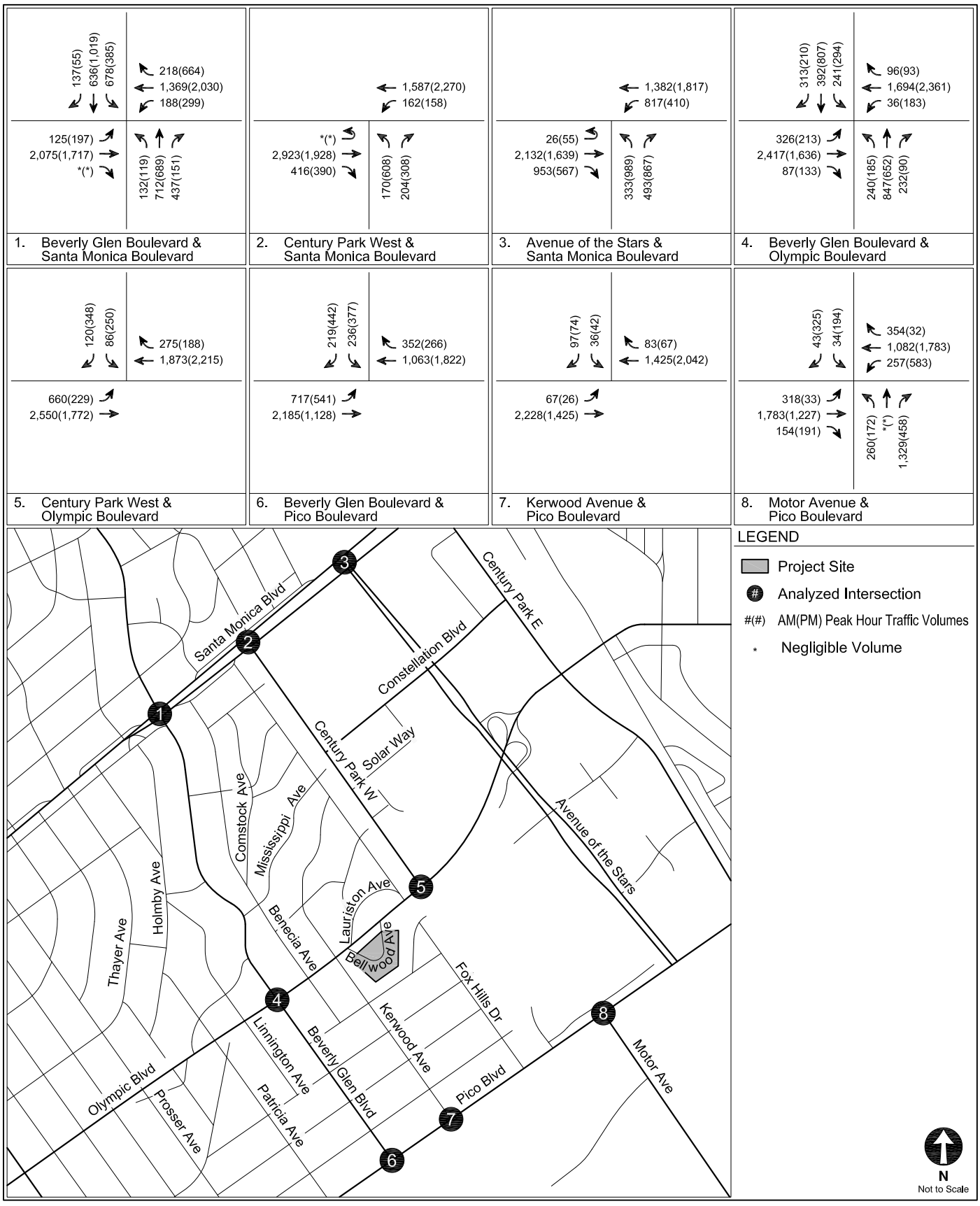
The queue lengths were estimated using Synchro software, which reports the 85th percentile queue length for signalized intersections at each approach lane and the 95th percentile queue length for unsignalized intersections. Synchro queue results reported in vehicle length were converted to feet by multiplying each vehicle by 25 feet to account for the average length of a vehicle plus the distances between vehicles in the queue. The reported queues were calculated using the HCM signalized and unsignalized intersection methodology.

Detailed queuing analysis worksheets are provided in Appendix E.



EXISTING WITH PROJECT CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14



FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 15

TABLE 9
INTERSECTION LEVEL OF SERVICE

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	> 10 and ≤ 15
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	> 15 and ≤ 25
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	> 25 and ≤ 35
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	> 35 and ≤ 50
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50

Notes

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

TABLE 10
EXISTING WITH PROJECT CONDITIONS (YEAR 2019)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
1.	Beverly Glen Boulevard &	AM	68.1	E	68.1	E
[a]	Santa Monica Boulevard	PM	56.9	E	56.8	E
2.	Century Park West &	AM	14.5	B	13.9	B
[a]	Santa Monica Boulevard	PM	22.3	C	22.1	C
3.	Avenue of the Stars &	AM	28.5	C	35.6	D
[a]	Santa Monica Boulevard	PM	27.2	C	34.0	C
4.	Beverly Glen Boulevard &	AM	94.1	F	94.4	F
[a]	Olympic Boulevard	PM	42.6	D	41.8	D
5.	Century Park West &	AM	31.3	C	31.3	C
[a]	Olympic Boulevard	PM	18.7	B	18.7	B
6.	Beverly Glen Boulevard &	AM	58.4	E	58.5	E
[a]	Pico Boulevard	PM	61.3	E	61.1	E
7.	Kerwood Avenue &	AM	11.6	B	11.5	B
[a]	Pico Boulevard	PM	7.5	A	7.5	A
8.	Motor Avenue &	AM	23.1	C	23.0	C
[a]	Pico Boulevard	PM	28.7	C	28.7	C

Notes
Delay is measured in seconds per vehicle
LOS = Level of service
[a] Signalized intersection analyzed based on the HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

TABLE 11
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Beverly Glen Boulevard &	AM	113.6	F	113.6	F
[a]	Santa Monica Boulevard	PM	88.4	F	88.5	F
2.	Century Park West &	AM	12.7	B	14.4	B
[a]	Santa Monica Boulevard	PM	23.7	C	23.6	C
3.	Avenue of the Stars &	AM	66.2	E	61.4	E
[a]	Santa Monica Boulevard	PM	33.4	C	31.8	C
4.	Beverly Glen Boulevard &	AM	117.1	F	117.3	F
[a]	Olympic Boulevard	PM	54.2	D	54.0	D
5.	Century Park West &	AM	39.6	D	39.4	D
[a]	Olympic Boulevard	PM	23.4	C	23.3	C
6.	Beverly Glen Boulevard &	AM	66.7	E	66.8	E
[a]	Pico Boulevard	PM	85.6	F	85.2	F
7.	Kerwood Avenue &	AM	21.5	C	14.3	B
[a]	Pico Boulevard	PM	7.9	A	7.9	A
8.	Motor Avenue &	AM	33.1	C	21.4	C
[a]	Pico Boulevard	PM	63.4	E	63.5	E

Notes
Delay is measured in seconds per vehicle
LOS = Level of service
[a] Signalized intersection analyzed based on the HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

Section 5C
Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The residential street cut-through analysis determines potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets.

Section 3.5.2 of the TAG provides a list of questions to assess whether the Project would negatively affect residential streets. The Project would generate a net reduction in daily trips and would not lead to trip diversion from the adjacent and nearby streets to alternative routes along a residential Local Streets that are not located adjacent to the Project Site; nor is the Project projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets; nor is there a nearby local residential street that provides a viable alternative route to the Project Site. Thus, the Project is not required to conduct a Local Residential Street Cut-Through Analysis.

Section 5D
Construction Analysis

This section summarizes the construction schedule and construction analysis for the Project, including the realignment of Bellwood Avenue and related improvements. The construction impact analysis relates to the temporary effects that may result from the construction activities associated with the Project and was conducted in accordance with Section 3.4 of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction constraints that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation:

1. Temporary transportation constraints – potential effects on the transportation system
2. Temporary loss of access – potential effects on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential effects on bus travelers

The factors to be considered include the magnitude and duration of the temporary loss of access and transportation facilities, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions within the public ROW:

- Street, sidewalk, or lane closures
- Blocking of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a period of approximately 34 months, with completion anticipated in Year 2023. Peak truck activity occurs during the excavation and grading activities and the mat foundation period, and peak worker activity occurs during the building finishes/architectural coatings phase. These phases of construction were studied in greater detail.

TRUCK ROUTES

Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to I-10 and I-405, haul traffic would take the most direct route to the appropriate freeway ramps. The haul routes will be reviewed and approved by the City.

EXCAVATION AND GRADING PHASE

The peak period of haul truck activity during construction would occur during excavation and grading of the Project Site.

Based on projections compiled for the Project, approximately 74,800 cubic yards of material would be excavated and removed from the Project Site. Based on scheduling estimates, this would require up to 81 haul trucks per day. It is also anticipated that up to five delivery trucks would arrive to the Project Site per day during the excavation and grading phase. Thus, up to 172 daily truck trips (86 inbound, 86 outbound), including 162 daily haul truck trips and 10 daily delivery truck trips, are forecast to occur during the excavation and grading period[4]. Up to 26 trips per hour (13 inbound, 13 outbound) would occur during the hauling period.

[4] Based on input from the Project Applicant, a maximum of 13 haul trucks could be accommodated within a given hour. Thus, should haul trucks be limited to a six-hour period (9:00 AM to 3:00 PM), the 162 daily haul trucks estimate is conservative and overstated.

Large trucks were converted into the equivalent value of passenger cars due to the slower headway and delay-creating effects of heavy vehicles. Table 8 of *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) and Exhibit 12-25 of the HCM suggest that a passenger car equivalency (PCE) of one truck is equal to 2.0 commuter vehicles. Assuming a PCE factor of 2.0, the 172 truck trips would be equivalent to 344 daily PCE trips. The 26 hourly truck trips would be equivalent to 52 PCE trips (26 inbound, 26 outbound) per hour.

In addition, a maximum of 30 daily construction worker trips (15 inbound and 15 outbound) to and from the Project Site are anticipated on a daily basis during the excavation and grading period.

With the implementation of the Construction Management Plan, which is described in more detail later in this chapter, it is anticipated that haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours where feasible. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

MAT FOUNDATION PHASE

Peak truck activity during construction would occur during the mat foundation phase, when approximately 200 concrete trucks are anticipated to arrive to the Project Site[5]. Thus, up to 400 truck trips (200 inbound, 200 outbound) are forecast to occur during this period, or approximately 26 trips per hour (13 inbound, 13 outbound) over a typical 12-hour truck period. The mat foundation period is anticipated to occur over several days. Assuming a PCE factor of 2.0, the 400 truck trips would be equivalent to 800 daily PCE trips. The 26 hourly truck trips would be equivalent to 52 PCE trips (26 inbound, 26 outbound) per hour.

In addition, a maximum of 30 daily construction worker trips (15 inbound and 15 outbound) are anticipated to and from the Project Site during this phase.

[5] Based on input from the Project Applicant, a maximum of 13 concrete trucks could be accommodated at the Project Site within a given hour. As such, the estimate of 200 daily concrete trucks over a 12-hour period is conservative and overstated.

Consistent with the excavation and grading phase, with implementation of the Construction Management Plan, it is anticipated that truck activity to and from the Project Site and construction worker trips would occur outside of the morning and afternoon peak hours where feasible. Therefore, no peak hour construction traffic impacts are expected during the mat foundation period of construction.

BUILDING FINISHES/ARCHITECTURAL COATINGS PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 3:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, a maximum of 200 daily construction worker trips (100 inbound and 100 outbound trips) to and from the Project Site are anticipated during the building finishes/architectural coatings phase. Nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured on-site to the extent feasible or at an off-site parking facility within walking distance of the Project Site. Workers will be restricted from parking in the public ROW in the vicinity of (or adjacent to) the Project Site as part of the Construction Management Plan.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, as long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk

closures, etc.) will be incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

Access

Construction activities associated with the new building and on-site improvements are expected to be primarily contained within the Project Site boundaries. However, construction activities related to the realignment of Bellwood Avenue would require a partial closure of Bellwood Avenue that would restrict through access for the duration of construction. The closure would occur within the Project Site and would only affect vehicular, pedestrian, and bicycle access to the Project Site. Access to Bellwood Avenue from Olympic Boulevard would remain open at both the east and west ends. Therefore, access to the adjacent hotel, residential, and commercial uses would be maintained and would not be impacted by construction activities of the Project. In addition, adequate fire access would also be maintained. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan.

Transit and Parking

No bus stops are located adjacent to the Project Site. Therefore, no bus stop relocation or bus rerouting is required, and no temporary impacts to transit are expected. Project construction activities are anticipated to result in on-street parking removals along Bellwood Avenue. These on-street parking spaces serve the existing multi-family residential uses of the Project Site and are restricted to permit parking only at all times. These on-street parking spaces along Bellwood Avenue would not be re-installed with completion of the Project, as the future parking demand for the Project Site would be accommodated within the Project's on-site parking garage.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review, prior to commencing construction. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction work or equipment parking on adjacent streets.
- Temporary traffic control (e.g., flag persons) during construction activities adjacent to public ROW to improve traffic flow on public roadways, as appropriate.
- Containment of Project construction activity associated with the new building and on-site improvements within the Project Site boundaries.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.
- Spacing of trucks so as to discourage a convoy effect.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

It is likely that Construction Management Plans would also be submitted for approval to the City by the Related Projects prior to the start of construction activities. As part of the LADOT and/or Los Angeles Department of Building and Safety (LADBS) established review process of Construction Management Plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the impacts of cumulative construction activities on any particular roadway.

Section 5E
Parking

This section provides an analysis of the proposed parking and the potential parking impacts of the Project.

PARKING SUPPLY

The Project proposes up to 140 vehicular parking spaces within two levels of subterranean parking. In addition, the Project would provide 72 bicycle parking spaces. The Project would comply with the City requirements for providing electric vehicle charging capabilities and stations within the parking facility.

VEHICLE PARKING CODE REQUIREMENTS

The parking requirements for the Project are based on rates provided in LAMC Section 12.21.A4(d)(5) for eldercare facilities. Additionally, as fully detailed in LAMC Section 12.21.A4(u), the parking requirement for senior independent living and assisted living uses may be reduced by 50% if the following criteria are met:

(1) Each dwelling unit or guest room is occupied by at least one person who is disabled or 62 years or older, except for management or maintenance staff.

(2) At least 10 sf of indoor recreation space and 50 sf of open space per dwelling unit are available and accessible to all residents.

Per LAMC Section 12.21.A4(u)(3), prior to the issuance of a building permit for construction, the Project would execute a covenant agreement that states if LADBS determines that the project does not qualify under criteria (1) above, the Project would, at the written request of LADBS, develop the additional parking spaces otherwise required for the Project.

As shown in Table 12, based on these Code requirements, the Project is required to provide a total of 81 vehicular parking spaces with application of the allowable reductions for senior independent living and assisted living uses. The parking requirements would be satisfied on-site as the Project would provide a minimum of 81 vehicular parking spaces.

BICYCLE PARKING CODE REQUIREMENTS

Table 13 summarizes the bicycle parking requirements for the Project per LAMC Section 12.21.A16(a)(1)(i), which states that short-term and long-term bicycle parking requirements for senior and eldercare housing, including independent living, assisted living, and memory care uses, are the same as institutional uses. There are distinct requirements for the number of long-term spaces and short-term spaces. Long-term spaces are for bicycle storage overnight or longer, while short-term spaces are more easily accessible as they are typically used for up to a few hours at a time. As shown in Table 13, the institutional use requires one long-term bicycle parking space per 10,000 sf and one short-term bicycle parking space per 5,000 sf.

As detailed in Table 13, the Project is required to provide a total of 72 (24 long-term and 48 short-term) bicycle parking spaces. The LAMC bicycle parking requirement would be satisfied on-site, and no significant bicycle parking impacts are anticipated.

TABLE 12
CODE VEHICLE PARKING REQUIREMENT

Land Use	Size	Code Requirement [a] [b]			Parking Required
Independent Living	71 units	0.5 spaces	/	1 unit	35 spaces
Assisted Living	75 rooms	0.5 spaces	/	1 room	37 spaces
Memory Care	46 beds	0.2 spaces	/	1 bed	9 spaces
				Total Code Required Parking	**81 spaces**

Notes

[a] Code requirements per Section 12.21A.4.(d)(5) of the LAMC for eledercare facilities.

[b] Per LAMC Section 12.21.A4(u), the code parking requirement for senior independent living and assisted living uses may be reduced by 50% if all of the following criteria are met:

(1) Each dwelling unit or guest room is occupied by at least one person that is disabled or 62 years or older, except for management or maintenance staff.

(2) At least 10 sf of indoor recreation space and 50 sf of open space for each dwelling unit are available and accessible to all residents.

(3) Prior to the issuance of a building permit for construction, if the Department of Building and Safety (DBS) determines that the project does not qualify under criteria (1), the project will, at the written request of DBS, develop the additional parking spaces otherwise required for the project.

TABLE 13
CODE BICYCLE PARKING REQUIREMENT

Type of Land Use	Units or Size	Long-Term Spaces	Short-Term Spaces
Los Angeles Municipal Code Requirement			
Institution [a]		1 space per 10,000 sf	1 space per 5,000 sf
Project Parking Requirement			
Independent Living, Assisted Living and Memory Care [b]	241,754 sf	24	48
	Total	**24**	**48**
	Total Bicycle Parking Requirement	**72**	

Notes
sf = square feet
[a] Bicycle parking requirements per LAMC Section 12.21.A16.
[b] Total floor area includes residential floor area, common area floor area, and corridors.

Chapter 6

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the local street system. The following summarizes the results of this analysis:

- The Project, located at 10328-10384 and 10341-10381 Bellwood Avenue, would develop a 192-unit eldercare facility consisting of 71 independent care units, 75 assisted living units, and 46 memory care units. The Project would replace 112 existing multi-family residential units. The Project would also vacate and realign the portion of Bellwood Avenue that bifurcates the Project Site, with through public access maintained from both sides.

- Access to the Project's two-level subterranean parking would be provided via one full-access driveway along Bellwood Avenue.

- The Project is anticipated to be complete in Year 2023 and is estimated to generate a net reduction of trips, including 16 fewer net morning peak hour trips and nine fewer net afternoon peak hour trips.

- The Project is consistent with the City's plans, programs, ordinances, and policies and would not result in geometric design hazard impacts.

- The Project does not meet the threshold criteria for requiring VMT analyses and would, therefore, not have VMT impacts.

- The Project would not cause a significant safety impact at any freeway off-ramp locations.

- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.

- The Project would incorporate pedestrian and bicycle-friendly designs, such as bicycle parking, adequate sidewalks, and street trees.

- All construction activities would occur outside of the commuter morning and afternoon peak hours to the extent feasible and will not result in significant traffic impacts. A Construction Management Plan would ensure that construction impacts are less than significant.

- The Project is in compliance with LAMC vehicle and bicycle parking requirements.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, 2010.

CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, September 2020.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Los Angeles Municipal Code, City of Los Angeles.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

State of California Senate Bill 743, Steinberg, 2013.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

West Los Angeles Transportation Improvement and Mitigation Specific Plan, Los Angeles Department of City Planning, 1997.

Appendix A

Memorandum of Understanding

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Senior Residential Community at the Bellwood

Project Address: 10328-10384 and 10341-10381 Bellwood Avenue, Los Angeles, CA 90064

Project Description: The Project includes the development of a 192-unit eldercare facility consisting of 71 independent living units, 75 assisted living guest rooms, and 46 memory care guest rooms, as well as 50,463 square feet of ancillary general common areas and amenities for residents. Parking would be provided within two subterranean levels. The Project would replace 112 existing multi-family residential units on-site.

LADOT Project Case Number: WLA19-107979 Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 10.00 % S 15.00 % E 40.00 % W 35.00 %

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

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	☐	■
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	☐	■
Pass-By Trip	☐	■

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE 10th Edition , West LA TIMP

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

	IN	OUT	TOTAL
AM Trips	10	-26	-16
PM Trips	-21	0	-21

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1 % Per Yr.

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

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No

Is this Project located on a street within the High Injury Network? ☐ Yes ■ No

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	SBLP Century City, LLC
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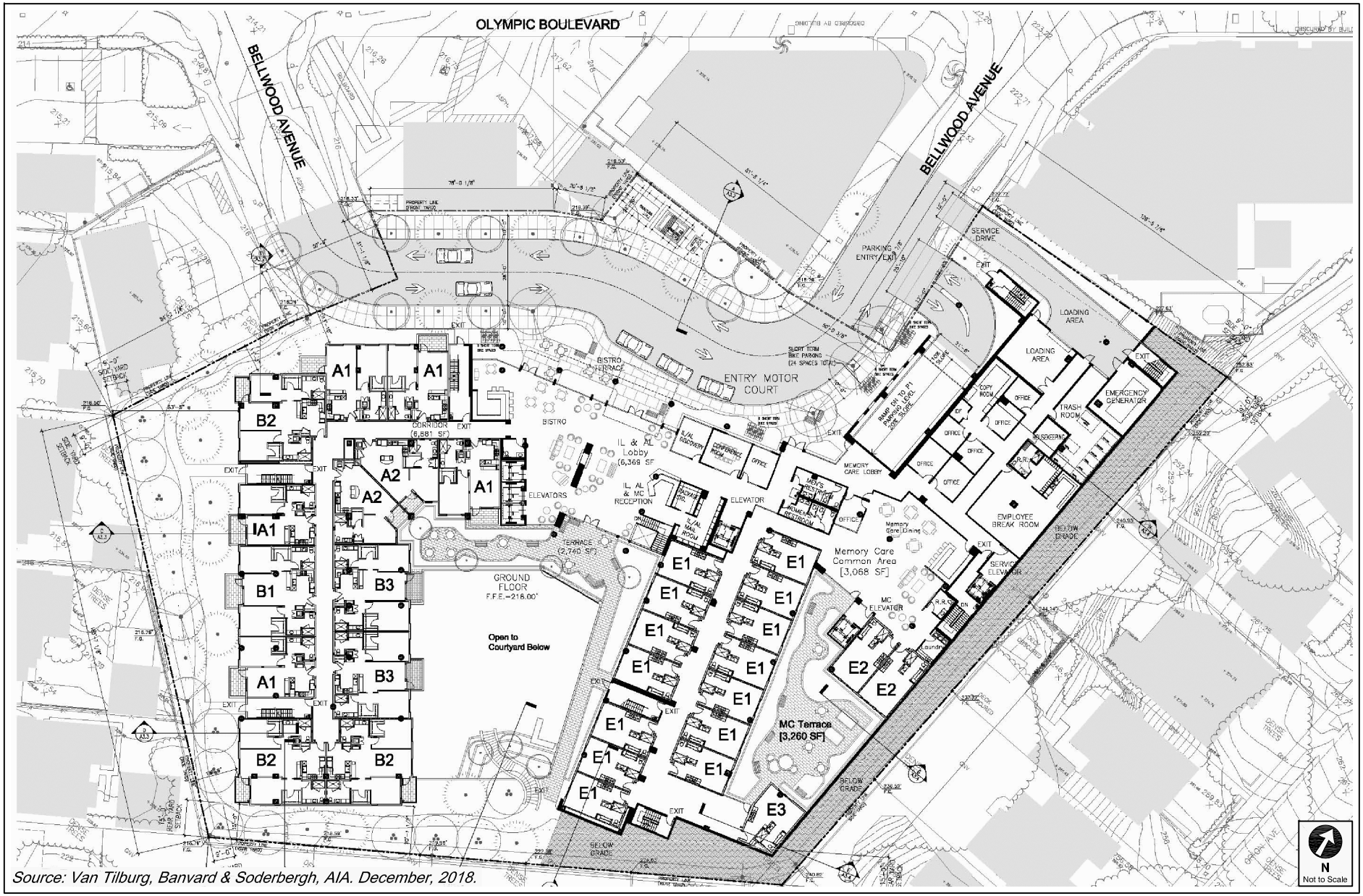
Phone Number:	(213) 683-0088	(214)370-2650
E-Mail:	ewong@gibsontrans.com	pmcgonigle@southbayltd.com

Approved by:	x _____	2/27/19	x _____	3/28/19
	Consultant's Representative	Date	LADOT Representative	Date



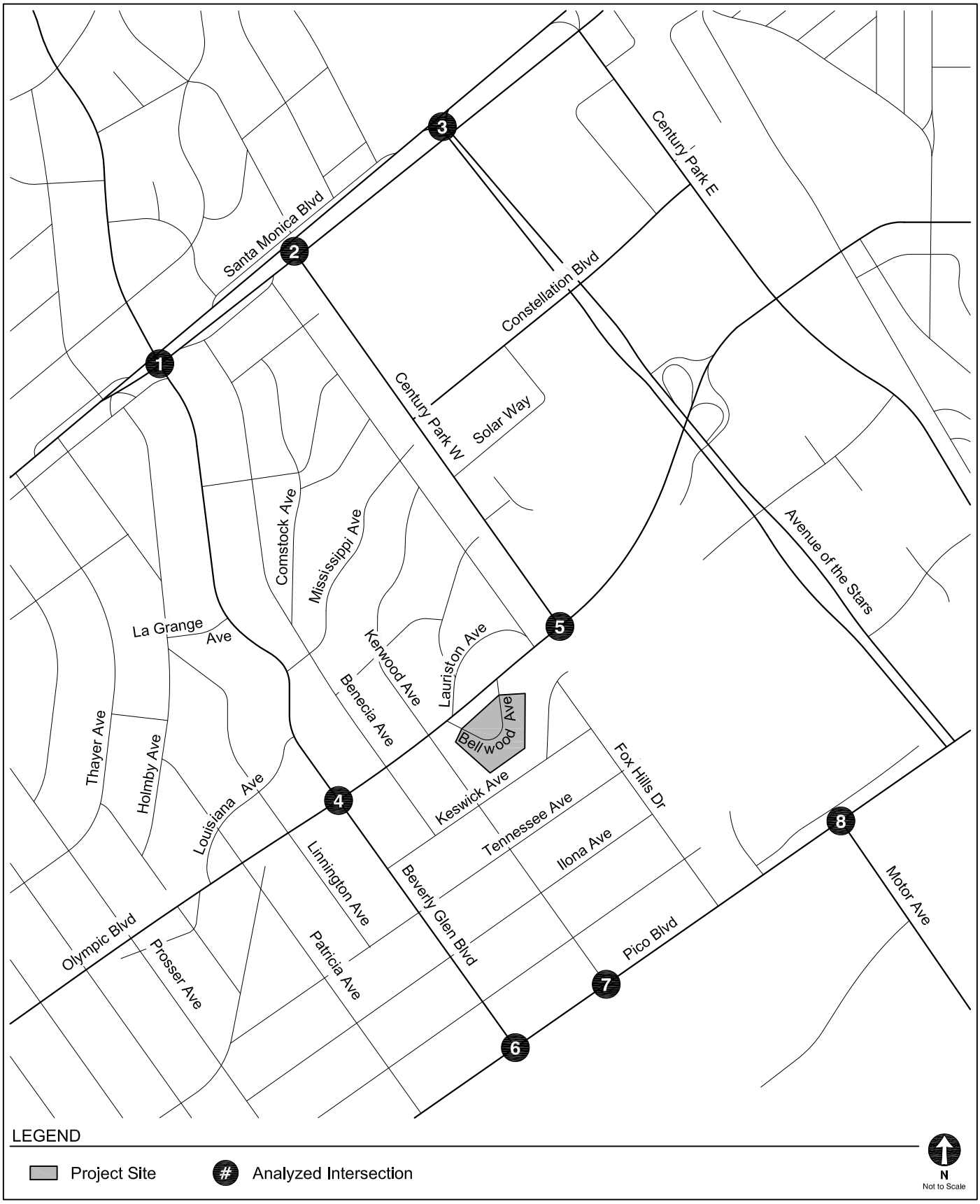
Source: Van Tilburg, Banvard & Soderbergh, AIA. December, 2018.

PROJECT SITE PLAN

FIGURE 1

TABLE 1
STUDY INTERSECTIONS

No.	North/South Street	East/West Street	Jurisdiction
1.	Beverly Glen Boulevard	Santa Monica Boulevard	City of Los Angeles / Caltrans
2.	Century Park W	Santa Monica Boulevard	City of Los Angeles / Caltrans
3.	Avenue of the Stars	Santa Monica Boulevard	City of Los Angeles / Caltrans
4.	Beverly Glen Boulevard	Olympic Boulevard	City of Los Angeles
5.	Century Park W	Olympic Boulevard	City of Los Angeles
6.	Beverly Glen Boulevard	Pico Boulevard	City of Los Angeles
7.	Kerwood Avenue	Pico Boulevard	City of Los Angeles
8.	Motor Avenue	Pico Boulevard	City of Los Angeles



STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 2

TABLE 2
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour [b]		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multifamily Housing (Low-Rise)	220	per du	7.32	23%	77%	0.46	63%	37%	0.49
Congregate Care Facility	253	per du	2.02	60%	40%	0.07	53%	47%	0.08
Assisted Living	254	per bed	2.60	63%	37%	0.19	38%	62%	0.17
Proposed Project									
Independent Living	253	71 du	143	3	2	5	3	3	6
Assisted Living [c]	254	99 beds	257	12	7	19	6	11	17
Memory Care [d]	254	46 beds	120	6	3	9	3	5	8
Subtotal Proposed Project Trips			**520**	**21**	**12**	**33**	**12**	**19**	**31**
Existing Uses to be Removed									
Multifamily Housing (Low-Rise)	220	112 du	820	12	40	52	35	20	55
Less Walk-In/Transit Reduction - 5% [e]			*(41)*	*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Subtotal - Existing Residential			**779**	**11**	**38**	**49**	**33**	**19**	**52**
TOTAL NET NEW PROJECT TRIPS			**(259)**	**10**	**(26)**	**(16)**	**(21)**	**0**	**(21)**

Notes

1,000 square feet = ksf.

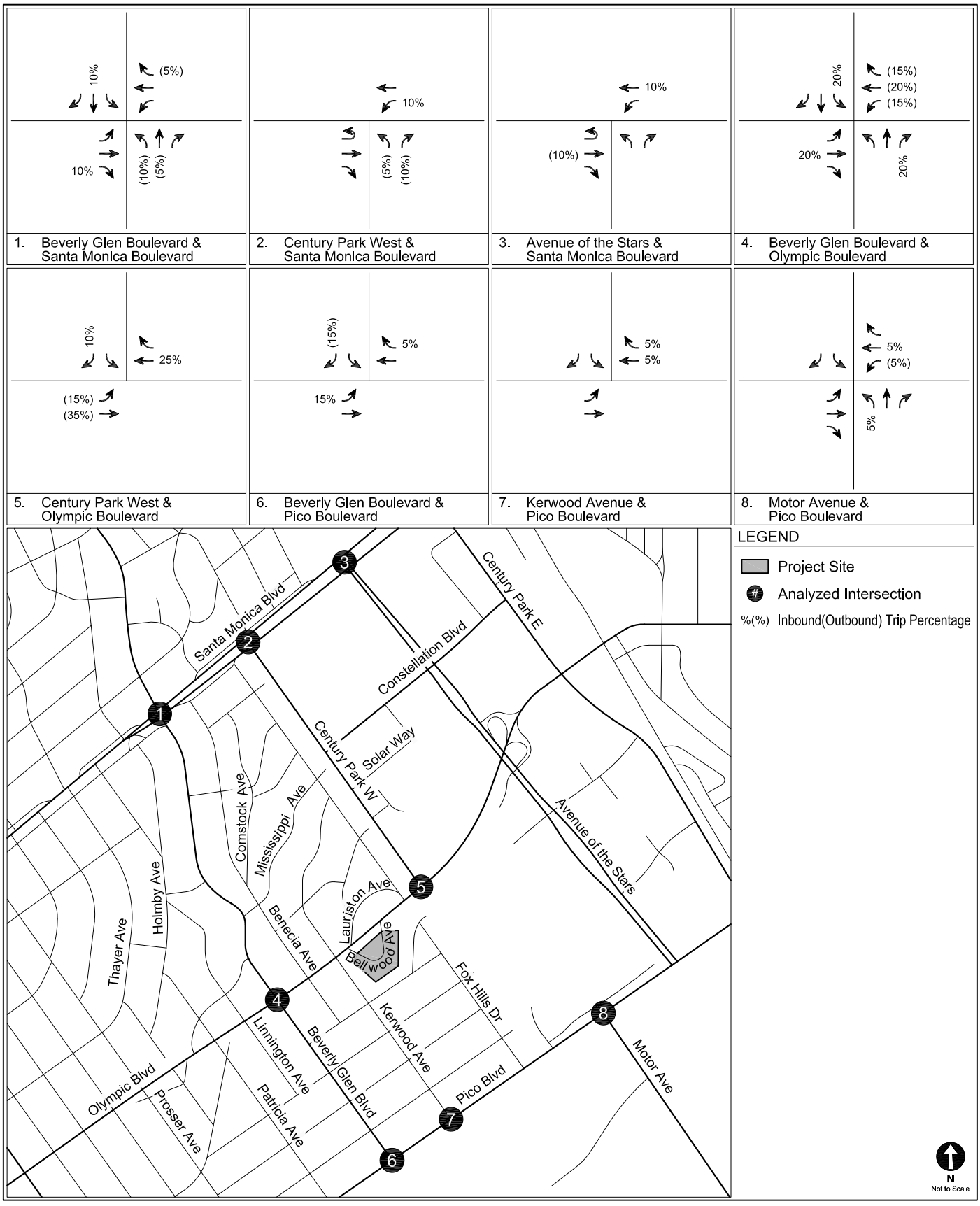
[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.

[b] The Project Site is located within the *West Los Angeles Transportation Improvement and Mitigation Plan Specific Plan* (City of Los Angeles Department of City Planning, Adopted March 1997) (WLA TIMP) area. Therefore, rates for Eldery Care - Attached and Nursing Home uses from Appendix A of the WLA TIMP were utilized to estimate the PM peak hour trip generation for the Congregate Care and Assisted Living uses, respectively. In addition, the Apartment rates from Appendix A of the WLA TIMP were utilized to estimate the PM peak hour trips generated by the existing multi-family residential uses currently on-site.

[c] The 75 assisted living guestrooms include 51 one-bedroom units and 24 two-bedroom units.

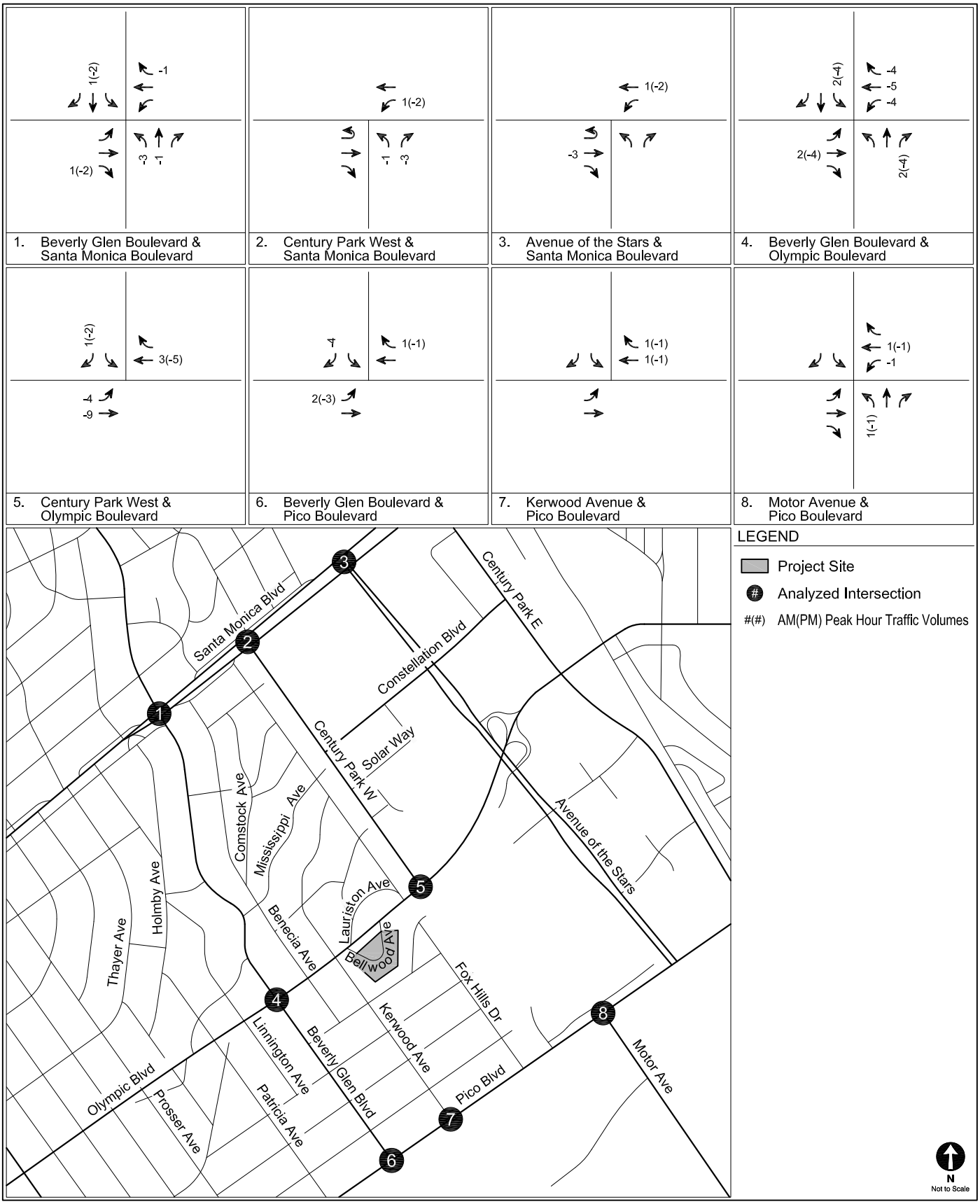
[d] The 46 memory care guestrooms consist only of studio units.

[e] Per LADOT's *Transportation Impact Study Guidelines,* the Project Site is located within a 1/4 mile walking distance from a local bus stop, therefore a transit/walk-in reduction is applied to account for transit usage and walking visitor arrivals from the adjacent commercial developments.



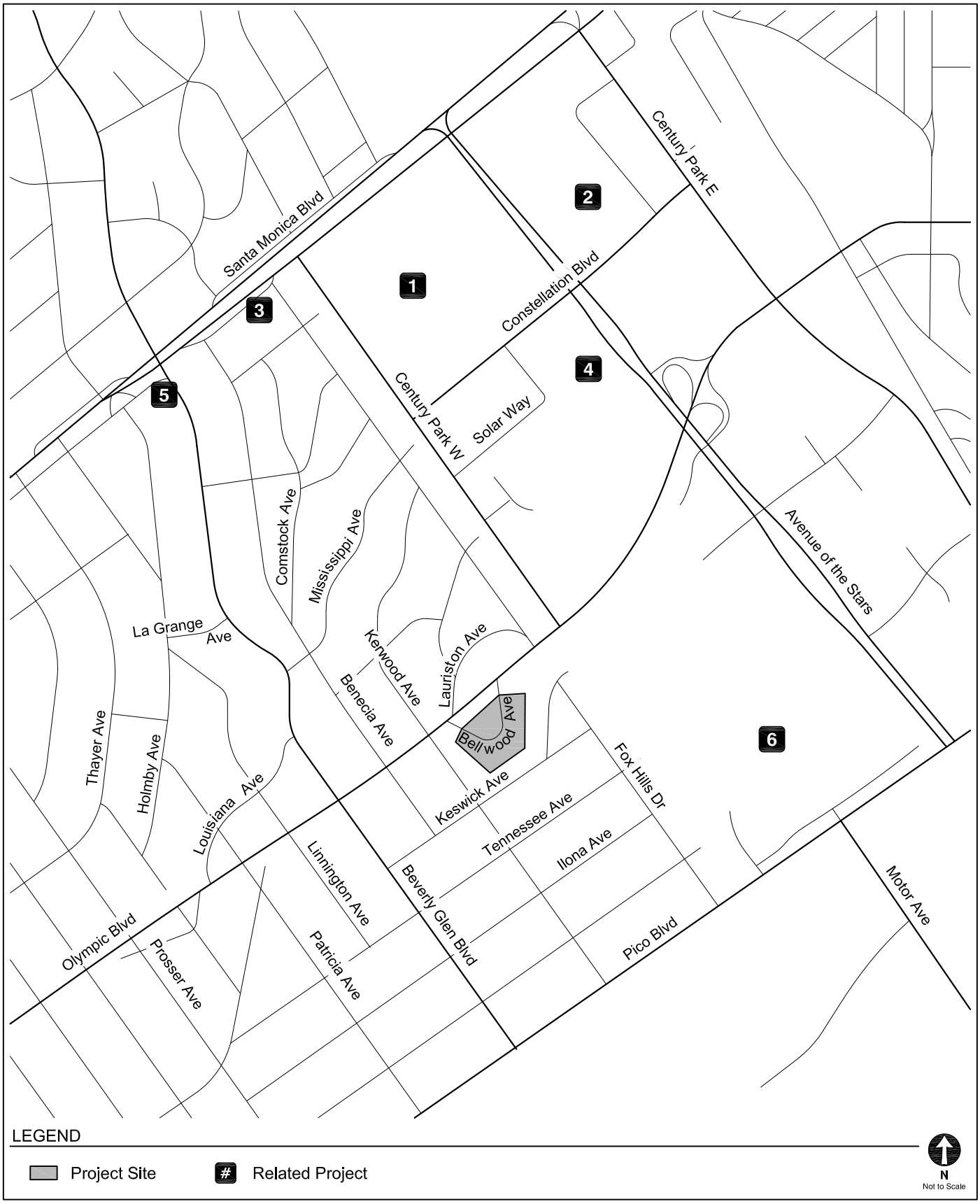
PROJECT TRIP DISTRIBUTION

FIGURE 3



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4



LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 3
RELATED PROJECTS LIST

No.	Project	Address	Use	Trip Generation [a]						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1.	Westfield Century City NCP Project	10250 W Santa Monica Boulevard	retail expansion	1,350	16	10	26	69	75	144
2.	Century City Center	1950 S Avenue of the Stars	725,830 sf office	4,603	604	83	687	103	501	604
3.	26 Apt to 91 Apt	10306 W Santa Monica Boulevard	91 apartments units	432	6	27	33	21	11	32
4.	Century Plaza (Hyatt Regency Hotel)	2025 S Avenue of the Stars	193 condo units, 117,647 sf office, 32,263 sf other, 93,814 sf retail	3,690	25	16	41	263	285	548
5.	Apartments	10400 W Santa Monica Boulevard	96 apartment units	702	10	43	53	32	18	50
6.	Fox Studio Master Plan 2016	10201 W Pico Boulevard	additional 1.1 million sf studio building	8,153	915	94	1,009	112	479	591

Notes
[a] Related project information provided by the Los Angeles Department of Transportation in January 2019, Department of City Planning, and recent traffic studies prepared in the area.

Appendix B

Traffic Volume Data

Turning Movement Count Report AM

Location ID: 1
North/South: Beverly Glen Boulevard
East/West: Santa Monica Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	21	76	73	18	302	22	31	105	26	15	326	23	1038
7:15	27	86	84	43	274	34	34	136	44	22	375	30	1189
7:30	34	141	69	50	377	46	60	180	49	19	407	36	1468
7:45	35	133	113	37	275	49	80	191	29	24	434	35	1435
8:00	32	138	109	42	345	39	94	176	39	21	445	36	1516
8:15	28	154	131	48	306	41	114	173	31	18	474	33	1551
8:30	40	152	131	51	348	54	101	167	29	19	428	26	1546
8:45	32	165	130	47	290	40	110	169	31	18	465	25	1522
9:00	44	152	106	49	340	37	111	127	42	20	440	26	1494
9:15	30	159	147	34	272	40	99	160	40	17	405	47	1450
9:30	40	167	126	58	342	49	86	147	36	19	385	33	1488
9:45	21	138	121	43	318	44	92	132	34	15	396	33	1387
Total Volume:	384	1661	1340	520	3789	495	1012	1863	430	227	4980	383	17084
Approach %	11%	49%	40%	11%	79%	10%	31%	56%	13%	4%	89%	7%	
Peak Hr Begin:	8:00												
PHV	132	609	501	188	1289	174	419	685	130	76	1812	120	6135
PHF	0.950			0.911			0.970			0.956			0.989

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 1
North/South: Beverly Glen Boulevard
East/West: Santa Monica Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	189	63	77	373	71	39	144	34	43	374	45	1468
15:15	17	234	64	100	420	51	38	130	36	44	363	37	1534
15:30	14	226	62	96	366	57	36	155	30	49	428	52	1571
15:45	27	233	85	95	383	60	30	127	29	40	388	39	1536
16:00	17	229	67	90	381	44	53	155	43	48	445	44	1616
16:15	22	212	74	73	339	63	47	152	31	43	362	31	1449
16:30	16	213	65	96	331	64	40	178	24	34	421	40	1522
16:45	14	247	86	97	405	64	28	191	39	36	381	41	1629
17:00	11	228	66	136	447	58	32	163	27	34	405	43	1650
17:15	13	274	79	118	448	55	36	164	33	54	367	42	1683
17:30	8	233	82	124	435	79	42	166	22	61	450	49	1751
17:45	21	243	88	130	450	82	33	169	31	60	352	55	1714

Total Volume:	196	2761	881	1232	4778	748	454	1894	379	546	4736	518	19123
Approach %	5%	72%	23%	18%	71%	11%	17%	69%	14%	9%	82%	9%	

Peak Hr Begin:	17:00												
PHV	53	978	315	508	1780	274	143	662	113	209	1574	189	6798
PHF	0.919			0.968			0.985			0.880			0.971

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	7	1	6	1	3	0
7:15	9	1	10	0	10	0	12	1
7:30	13	1	9	0	13	0	17	2
7:45	14	1	10	0	6	1	8	0
8:00	6	0	6	1	13	1	10	0
8:15	12	1	4	0	14	0	13	1
8:30	12	1	6	0	25	1	13	2
8:45	17	0	16	0	11	1	10	0
9:00	14	0	10	0	8	0	15	1
9:15	11	0	7	0	10	1	6	0
9:30	10	0	11	0	14	0	11	0
9:45	8	0	8	0	5	1	7	1

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	19	0	11	0	23	0	14	1
15:15	14	0	15	0	16	0	15	0
15:30	12	0	8	1	7	0	14	1
15:45	16	0	11	1	16	0	16	2
16:00	11	1	5	0	20	0	12	2
16:15	14	0	10	0	23	0	12	1
16:30	16	0	12	0	22	0	17	2
16:45	13	0	7	0	5	0	10	1
17:00	20	0	16	0	21	0	12	0
17:15	21	1	15	0	9	0	4	0
17:30	14	1	7	0	11	0	4	0
17:45	13	1	21	0	9	0	2	1

Turning Movement Count Report AM

Location ID: 2
North/South: Century Park W
East/West: Santa Monica Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	290	13	18	0	13	45	388	0	767
7:15	0	0	0	0	375	13	18	0	20	50	435	0	911
7:30	0	0	0	0	380	19	29	0	32	75	493	0	1028
7:45	0	0	0	0	385	28	38	0	24	83	547	0	1105
8:00	0	0	0	0	342	34	49	0	36	85	578	0	1124
8:15	0	0	0	0	395	31	43	0	33	98	647	0	1247
8:30	0	0	0	0	380	33	45	0	54	100	597	0	1209
8:45	0	0	0	0	376	42	59	0	36	104	603	0	1220
9:00	0	0	0	0	325	49	46	0	40	93	626	0	1179
9:15	0	0	0	0	362	53	64	0	31	95	584	0	1189
9:30	0	0	0	0	333	39	58	0	51	111	552	0	1144
9:45	0	0	0	0	384	21	54	0	28	81	550	0	1118

Total Volume:	0	0	0	0	4327	375	521	0	398	1020	6600	0	13241
Approach %	0%	0%	0%	0%	92%	8%	57%	0%	43%	13%	87%	0%	

Peak Hr Begin:	8:15												
PHV	0	0	0	0	1476	155	193	0	163	395	2473	0	4855
PHF	0.000			0.957			0.899			0.962			0.973

Turning Movement Count Report PM

Location ID: 2
North/South: Century Park W
East/West: Santa Monica Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	406	31	77	0	106	80	452	0	1152
15:15	0	0	0	0	408	44	80	0	105	73	396	0	1106
15:30	0	0	0	0	432	43	63	0	120	73	442	0	1173
15:45	0	0	0	0	395	47	65	0	108	72	457	0	1144
16:00	0	0	0	0	419	48	61	0	95	102	484	0	1209
16:15	0	0	0	0	349	38	113	0	72	79	414	0	1065
16:30	0	0	0	0	390	31	80	0	109	81	465	0	1156
16:45	0	0	0	0	396	36	82	0	112	81	442	0	1149
17:00	0	0	0	0	472	29	53	0	137	77	452	0	1220
17:15	0	0	0	0	466	39	69	0	141	92	418	0	1225
17:30	0	0	0	0	471	28	91	0	142	101	484	0	1317
17:45	0	0	0	0	457	58	79	0	160	103	371	0	1228

Total Volume:	0	0	0	0	5061	472	913	0	1407	1014	5277	0	14144
Approach %	0%	0%	0%	0%	91%	9%	39%	0%	61%	16%	84%	0%	

Peak Hr Begin:	17:00												
PHV	0	0	0	0	1866	154	292	0	580	373	1725	0	4990
PHF	0.000			0.981			0.912			0.897			0.947

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	19	0	0	0
7:15	0	0	0	0	16	0	0	0
7:30	0	0	0	0	26	0	0	0
7:45	0	0	1	0	33	1	0	0
8:00	0	0	0	0	26	1	0	0
8:15	0	0	0	0	36	1	0	0
8:30	0	0	0	0	30	1	0	0
8:45	0	0	0	0	37	1	0	0
9:00	0	0	0	0	23	0	0	0
9:15	0	0	0	0	25	0	0	0
9:30	0	0	0	0	49	0	0	0
9:45	0	0	0	0	37	0	0	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	57	2	0	0
15:15	0	0	0	0	58	5	0	0
15:30	0	0	0	0	60	4	0	0
15:45	0	0	1	0	74	1	2	0
16:00	0	0	0	0	59	1	3	0
16:15	0	0	1	0	68	1	2	0
16:30	0	0	0	0	53	0	0	0
16:45	0	0	0	0	67	3	0	0
17:00	0	0	0	0	51	1	0	0
17:15	0	0	0	0	65	1	0	0
17:30	0	0	0	0	45	1	0	0
17:45	0	0	1	0	56	0	0	0

Turning Movement Count Report AM

Location ID: 3
North/South: Avenue of the Stars
East/West: Santa Monica Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	311	88	46	0	39	105	256	2	847
7:15	0	0	0	0	319	97	45	0	50	130	326	3	970
7:30	0	0	0	0	373	98	66	0	60	131	353	5	1086
7:45	0	0	0	0	346	102	70	0	81	109	466	2	1176
8:00	0	0	0	0	343	158	99	0	79	126	448	0	1253
8:15	0	0	0	0	386	134	112	0	62	123	535	4	1356
8:30	0	0	0	0	351	158	109	0	86	145	498	6	1353
8:45	0	0	0	0	324	147	99	0	56	141	527	8	1302
9:00	0	0	0	0	298	181	121	0	68	151	492	5	1316
9:15	0	0	0	0	351	149	126	0	64	145	526	6	1367
9:30	0	0	0	0	364	168	118	0	53	142	476	8	1329
9:45	0	0	0	0	346	121	98	0	66	127	471	13	1242
Total Volume:	0	0	0	0	4112	1601	1109	0	764	1575	5374	62	14597
Approach %	0%	0%	0%	0%	72%	28%	59%	0%	41%	22%	77%	1%	

Peak Hr Begin:	8:30												
PHV	0	0	0	0	1324	635	455	0	274	582	2043	25	5338
PHF	0.000			0.962			0.935			0.979			0.976

Turning Movement Count Report PM

Location ID: 3
North/South: Avenue of the Stars
East/West: Santa Monica Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	375	73	105	0	90	94	412	12	1161
15:15	0	0	0	0	428	63	125	0	119	108	398	11	1252
15:30	0	0	0	0	381	86	100	0	107	119	420	13	1226
15:45	0	0	0	0	409	86	110	0	120	113	409	8	1255
16:00	0	0	0	0	379	80	137	0	128	123	446	14	1307
16:15	0	0	0	0	336	75	128	0	106	105	408	11	1169
16:30	0	0	0	0	363	73	165	0	105	99	423	17	1245
16:45	0	0	0	0	413	78	155	0	127	118	398	12	1301
17:00	0	0	0	0	417	88	184	0	135	112	373	13	1322
17:15	0	0	0	0	458	92	160	0	173	104	381	8	1376
17:30	0	0	0	0	411	81	190	0	175	103	445	18	1423
17:45	0	0	0	0	452	80	170	0	162	99	371	14	1348
Total Volume:	0	0	0	0	4822	955	1729	0	1547	1297	4884	151	15385
Approach %	0%	0%	0%	0%	83%	17%	53%	0%	47%	20%	77%	2%	
Peak Hr Begin:	17:00												
PHV	0	0	0	0	1738	341	704	0	645	418	1570	53	5469
PHF	0.000			0.945			0.924			0.902			0.961

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	6	0	22	0	0	0
7:15	0	0	5	0	6	0	0	0
7:30	0	0	14	1	14	1	0	0
7:45	0	0	12	1	11	3	2	0
8:00	0	0	18	0	12	1	1	0
8:15	0	0	17	0	22	0	0	0
8:30	0	0	16	0	14	1	0	0
8:45	0	0	12	1	28	1	0	0
9:00	0	0	18	0	16	0	2	0
9:15	0	0	16	1	15	0	1	0
9:30	0	0	9	0	8	0	1	0
9:45	0	0	13	2	22	2	2	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	4	1	36	1	0	0
15:15	0	0	5	0	23	2	0	0
15:30	0	0	3	0	22	5	1	0
15:45	0	0	15	1	28	0	0	0
16:00	0	0	10	0	25	1	0	0
16:15	0	0	4	1	14	3	0	0
16:30	0	0	6	0	19	1	1	0
16:45	0	0	10	0	15	1	0	0
17:00	0	0	9	0	16	1	0	0
17:15	0	0	10	0	19	2	0	0
17:30	0	0	10	0	27	0	0	0
17:45	0	0	6	0	17	2	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Beverly Glen Boulevard
East/West: Olympic Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	38	48	18	17	335	7	12	113	35	14	214	29	880
7:15	51	66	24	21	410	14	14	153	42	18	258	35	1106
7:30	76	90	30	30	480	23	20	173	54	18	334	60	1388
7:45	84	93	38	25	455	9	28	154	73	23	453	80	1515
8:00	56	98	43	24	375	11	40	202	89	27	486	88	1539
8:15	75	88	58	20	494	8	50	179	36	18	605	91	1722
8:30	78	91	59	19	319	8	72	261	56	19	535	78	1595
8:45	69	89	59	33	431	11	59	171	50	20	632	56	1680
9:00	63	92	72	24	370	16	93	186	36	6	521	59	1538
9:15	56	80	56	25	455	13	96	169	30	17	626	49	1672
9:30	50	88	74	23	453	17	82	208	38	17	495	48	1593
9:45	57	85	51	28	451	22	45	136	37	28	511	58	1509

Total Volume:	753	1008	582	289	5028	159	611	2105	576	225	5670	731	17737
Approach %	32%	43%	25%	5%	92%	3%	19%	64%	17%	3%	86%	11%	

Peak Hr Begin:	8:00												
PHV	278	366	219	96	1619	38	221	813	231	84	2258	313	6536
PHF	0.946			0.840			0.813			0.930			0.949

Turning Movement Count Report PM

Location ID: 4
North/South: Beverly Glen Boulevard
East/West: Olympic Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	49	180	54	24	404	45	30	142	38	17	282	32	1297
15:15	52	200	41	35	498	49	28	122	36	16	275	33	1385
15:30	64	202	59	35	452	41	38	161	39	10	235	38	1374
15:45	59	180	46	26	485	43	24	129	33	17	340	37	1419
16:00	47	198	67	38	419	53	26	168	33	29	374	53	1505
16:15	50	193	63	33	504	35	11	154	21	13	397	33	1507
16:30	41	173	50	27	437	33	27	148	33	25	371	52	1417
16:45	58	180	57	44	533	37	18	162	27	13	375	63	1567
17:00	45	218	67	23	500	47	30	147	32	28	387	51	1575
17:15	48	187	60	26	591	40	19	168	53	30	369	39	1630
17:30	45	192	80	15	501	54	21	165	47	32	346	65	1563
17:45	54	174	74	24	592	34	19	145	46	38	429	50	1679

Total Volume:	612	2277	718	350	5916	511	291	1811	438	268	4180	546	17918
Approach %	17%	63%	20%	5%	87%	8%	11%	71%	17%	5%	84%	11%	

Peak Hr Begin:	17:00												
PHV	192	771	281	88	2184	175	89	625	178	128	1531	205	6447
PHF	0.942			0.931			0.929			0.901			0.960

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	1	0	1	0	0	0
7:15	1	0	1	0	0	0	1	0
7:30	2	0	2	0	1	0	2	0
7:45	2	0	0	0	4	0	1	0
8:00	3	0	2	0	2	1	1	0
8:15	2	0	3	0	6	1	1	0
8:30	0	0	7	0	3	0	3	0
8:45	0	0	5	1	4	0	0	0
9:00	1	0	0	1	1	1	0	0
9:15	2	0	1	0	3	0	2	1
9:30	0	0	6	0	3	1	1	0
9:45	3	0	2	0	2	0	1	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	4	0	3	0	3	0	1	0
15:15	6	2	1	0	5	0	2	0
15:30	2	0	2	1	0	0	2	1
15:45	0	0	1	1	1	0	0	0
16:00	0	0	4	2	3	0	1	0
16:15	0	0	1	0	2	1	2	0
16:30	1	0	6	0	6	0	1	0
16:45	0	0	3	1	4	0	0	0
17:00	0	0	2	0	5	0	0	0
17:15	0	0	4	0	1	0	0	0
17:30	0	0	4	1	1	2	0	2
17:45	0	0	5	0	2	0	2	0

Turning Movement Count Report AM

Location ID: 5
North/South: Century Park W
East/West: Olympic Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	14	0	5	20	354	0	0	0	0	0	182	48	623
7:15	13	0	7	33	444	0	0	0	0	0	268	52	817
7:30	12	0	9	32	496	0	0	0	0	0	322	66	937
7:45	23	0	11	46	473	0	0	0	0	0	385	91	1029
8:00	24	0	9	45	422	0	0	0	0	0	457	133	1090
8:15	20	0	7	56	492	0	0	0	0	0	546	139	1260
8:30	22	0	11	69	383	0	0	0	0	0	543	140	1168
8:45	25	0	19	72	453	0	0	0	0	0	625	158	1352
9:00	22	0	18	64	449	0	0	0	0	0	559	169	1281
9:15	21	0	18	70	460	0	0	0	0	0	629	163	1361
9:30	43	0	25	57	424	0	0	0	0	0	580	141	1270
9:45	17	0	13	65	478	0	0	0	0	0	504	112	1189
Total Volume:	256	0	152	629	5328	0	0	0	0	0	5600	1412	13377
Approach %	63%	0%	37%	11%	89%	0%	0%	0%	0%	0%	80%	20%	
Peak Hr Begin:	8:45												
PHV	111	0	80	263	1786	0	0	0	0	0	2393	631	5264
PHF	0.702			0.967			0.000			0.955			0.967

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 5
North/South: Century Park W
East/West: Olympic Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	89	0	54	35	434	0	0	0	0	0	349	49	1010
15:15	135	0	67	49	444	0	0	0	0	0	295	40	1030
15:30	132	0	74	35	418	0	0	0	0	0	332	64	1055
15:45	120	0	64	36	454	0	0	0	0	0	324	46	1044
16:00	104	0	76	42	440	0	0	0	0	0	463	50	1175
16:15	68	0	62	39	524	0	0	0	0	0	431	41	1165
16:30	95	0	49	35	393	0	0	0	0	0	430	78	1080
16:45	79	0	68	52	370	0	0	0	0	0	370	62	1001
17:00	98	0	55	39	530	0	0	0	0	0	441	60	1223
17:15	82	0	63	45	570	0	0	0	0	0	385	43	1188
17:30	72	0	58	46	476	0	0	0	0	0	413	51	1116
17:45	83	0	63	49	474	0	0	0	0	0	419	60	1148

Total Volume:	1157	0	753	502	5527	0	0	0	0	0	4652	644	13235
Approach %	61%	0%	39%	8%	92%	0%	0%	0%	0%	0%	88%	12%	

Peak Hr Begin:	17:00												
PHV	335	0	239	179	2050	0	0	0	0	0	1658	214	4675
PHF	0.938			0.906			0.000			0.934			0.956

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	1	0	0	0	0	0
7:15	5	0	2	0	0	0	0	0
7:30	4	1	1	0	0	0	2	0
7:45	4	0	2	0	0	0	1	0
8:00	3	1	4	2	0	0	6	0
8:15	9	1	4	0	0	0	8	1
8:30	7	0	4	0	0	0	6	0
8:45	6	1	0	1	0	0	2	0
9:00	2	0	9	2	0	0	4	0
9:15	3	0	2	0	0	0	1	0
9:30	3	0	5	0	0	0	4	0
9:45	1	1	2	0	0	0	1	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	2	0	3	0	0	0	0	0
15:15	5	0	3	0	0	0	0	0
15:30	1	0	4	0	0	0	2	0
15:45	3	0	2	0	0	0	3	0
16:00	2	0	1	0	0	0	4	0
16:15	4	0	1	0	0	0	8	0
16:30	2	0	0	0	0	0	3	0
16:45	6	1	2	1	0	0	1	2
17:00	3	0	0	0	0	0	2	0
17:15	4	0	3	0	0	0	5	0
17:30	6	0	3	0	0	0	4	0
17:45	2	0	0	1	0	0	2	3

Turning Movement Count Report AM

Location ID: 6
North/South: Beverly Glen Boulevard
East/West: Pico Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	40	0	28	92	270	0	0	0	0	0	182	74	686
7:15	49	0	37	118	341	0	0	0	0	0	230	82	857
7:30	52	0	65	128	357	0	0	0	0	0	247	97	946
7:45	70	0	73	92	312	0	0	0	0	0	330	126	1003
8:00	61	0	54	86	296	0	0	0	0	0	378	145	1020
8:15	66	0	56	88	280	0	0	0	0	0	419	160	1069
8:30	48	0	47	101	262	0	0	0	0	0	449	160	1067
8:45	56	0	62	82	224	0	0	0	0	0	499	172	1095
9:00	42	0	53	65	223	0	0	0	0	0	451	195	1029
9:15	57	0	63	79	246	0	0	0	0	0	425	188	1058
9:30	50	0	60	68	227	0	0	0	0	0	386	162	953
9:45	53	0	67	59	187	0	0	0	0	0	337	135	838

Total Volume:	644	0	665	1058	3225	0	0	0	0	0	4333	1696	11621
Approach %	49%	0%	51%	25%	75%	0%	0%	0%	0%	0%	72%	28%	

Peak Hr Begin:	8:15												
PHV	212	0	218	336	989	0	0	0	0	0	1818	687	4260
PHF	0.881			0.900			0.000			0.933			0.973

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 6
North/South: Beverly Glen Boulevard
East/West: Pico Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	111	0	97	60	256	0	0	0	0	0	265	106	895
15:15	121	0	93	77	276	0	0	0	0	0	309	115	991
15:30	110	0	102	62	264	1	0	0	0	0	273	124	936
15:45	105	0	98	63	266	0	0	0	0	0	281	127	940
16:00	89	0	92	55	306	0	0	0	0	0	253	120	915
16:15	103	0	77	56	307	0	0	0	0	0	299	116	958
16:30	84	0	109	57	295	0	0	0	0	0	215	127	887
16:45	102	0	84	53	316	0	0	0	0	0	267	140	962
17:00	104	0	91	52	394	0	0	0	0	0	263	116	1020
17:15	120	0	82	71	372	0	0	0	0	0	231	152	1028
17:30	117	0	90	63	390	0	0	0	0	0	256	114	1030
17:45	82	0	95	69	397	0	0	0	0	0	265	140	1048
Total Volume:	1248	0	1110	738	3839	1	0	0	0	0	3177	1497	11610
Approach %	53%	0%	47%	16%	84%	0%	0%	0%	0%	0%	68%	32%	
Peak Hr Begin:	17:00												
PHV	423	0	358	255	1553	0	0	0	0	0	1015	522	4126
PHF	0.943			0.970			0.000			0.949			0.984

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	0	0	0	0	0	0
7:15	4	0	0	0	0	0	2	0
7:30	6	0	0	0	0	0	3	0
7:45	2	0	0	0	0	0	2	0
8:00	3	0	0	0	0	0	2	0
8:15	5	0	0	0	0	0	3	0
8:30	2	0	0	0	0	0	0	0
8:45	4	1	0	0	0	0	3	0
9:00	3	0	0	0	0	0	2	0
9:15	1	0	0	0	0	0	3	0
9:30	4	0	0	0	0	0	3	0
9:45	5	0	0	0	0	0	4	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	0	0	0	0	0	0	0
15:15	4	0	0	0	0	0	2	1
15:30	2	0	0	0	0	0	1	0
15:45	4	0	0	0	0	0	1	0
16:00	3	0	0	0	0	0	2	0
16:15	5	1	0	0	0	0	2	0
16:30	4	0	0	0	0	0	3	0
16:45	0	1	0	0	0	0	1	0
17:00	1	0	0	0	0	0	1	0
17:15	3	0	0	0	0	0	1	0
17:30	2	0	0	0	0	0	3	1
17:45	5	1	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 7
North/South: Kerwood Avenue
East/West: Pico Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	0	2	4	345	3	0	0	0	1	194	4	562
7:15	11	1	8	8	449	9	0	0	1	1	275	5	768
7:30	11	0	6	6	479	3	3	0	0	0	289	4	801
7:45	15	0	8	7	402	2	1	0	0	4	392	11	842
8:00	24	0	4	13	365	2	4	1	3	3	409	13	841
8:15	24	0	2	11	346	4	3	0	1	2	450	20	863
8:30	30	1	16	24	313	6	0	0	3	2	440	20	855
8:45	15	0	13	31	311	2	4	1	2	13	552	11	955
9:00	20	1	5	9	264	3	12	4	5	9	487	11	830
9:15	12	0	6	13	312	10	8	4	7	6	472	16	866
9:30	9	1	5	15	259	4	4	2	5	7	420	13	744
9:45	4	1	6	10	249	2	2	1	1	2	381	9	668

Total Volume:	184	5	81	151	4094	50	41	13	28	50	4761	137	9595
Approach %	68%	2%	30%	4%	95%	1%	50%	16%	34%	1%	96%	3%	

Peak Hr Begin:	8:00												
PHV	93	1	35	79	1335	14	11	2	9	20	1851	64	3514
PHF	0.686			0.939			0.688			0.840			0.920

Turning Movement Count Report PM

Location ID: 7
North/South: Kerwood Avenue
East/West: Pico Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	1	7	14	303	11	6	1	0	8	343	5	715
15:15	14	1	10	19	327	4	4	2	2	13	357	8	761
15:30	7	2	10	9	320	7	7	1	3	12	378	16	772
15:45	19	2	17	15	309	13	3	1	2	22	321	14	738
16:00	16	1	10	18	345	11	10	2	8	20	339	5	785
16:15	10	0	6	16	332	4	5	3	5	16	337	2	736
16:30	16	1	16	12	348	6	10	0	2	10	332	2	755
16:45	8	1	12	4	350	5	3	0	3	16	315	1	718
17:00	14	0	10	11	427	9	5	3	4	12	353	2	850
17:15	23	4	11	19	446	10	5	0	0	11	291	1	821
17:30	17	0	10	13	447	10	6	3	1	15	342	8	872
17:45	17	0	9	22	443	26	8	1	5	16	311	14	872

Total Volume:	177	13	128	172	4397	116	72	17	35	171	4019	78	9395
Approach %	56%	4%	40%	4%	94%	2%	58%	14%	28%	4%	94%	2%	

Peak Hr Begin:	17:00												
PHV	71	4	40	65	1763	55	24	7	10	54	1297	25	3415
PHF	0.757			0.959			0.732			0.937			0.979

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	5	1	1	0
7:15	4	0	1	0	8	1	1	0
7:30	2	0	1	0	12	0	0	0
7:45	2	1	0	0	13	1	2	0
8:00	5	0	4	0	16	0	1	0
8:15	7	0	4	0	18	0	1	0
8:30	3	0	15	0	19	0	4	0
8:45	19	0	19	0	14	0	2	0
9:00	28	0	33	0	8	0	4	0
9:15	11	0	25	0	5	0	0	1
9:30	8	0	5	0	6	0	1	0
9:45	4	0	1	0	7	0	0	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	4	0	0	0	4	1	1	0
15:15	1	0	0	0	3	1	2	0
15:30	1	0	11	0	6	1	0	1
15:45	7	0	41	0	24	1	2	0
16:00	3	0	17	0	8	1	3	0
16:15	3	0	6	0	16	0	3	0
16:30	4	0	1	0	11	1	2	0
16:45	0	1	3	0	6	0	0	0
17:00	1	1	1	0	4	1	4	0
17:15	4	0	1	0	7	0	2	0
17:30	3	0	16	0	6	1	2	0
17:45	13	1	75	0	28	4	6	0

Turning Movement Count Report AM

Location ID: 8
North/South: Motor Avenue
East/West: Pico Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	0	3	22	306	37	103	0	37	21	137	28	696
7:15	8	0	4	30	393	30	126	1	78	29	178	18	895
7:30	5	0	1	35	430	37	160	0	65	45	256	20	1054
7:45	4	0	2	27	342	50	189	5	69	50	283	39	1060
8:00	7	0	5	39	339	59	221	2	80	26	343	43	1164
8:15	13	0	6	36	268	48	254	4	70	28	343	46	1116
8:30	8	0	7	61	269	54	259	1	73	42	365	66	1205
8:45	13	1	6	95	246	66	312	10	60	36	334	87	1266
9:00	7	0	10	87	244	60	234	19	49	39	395	69	1213
9:15	12	0	10	97	247	49	281	11	66	28	331	84	1216
9:30	13	1	12	94	226	55	166	7	60	31	354	91	1110
9:45	16	0	9	64	203	68	211	6	52	33	258	84	1004

Total Volume:	108	2	75	687	3513	613	2516	66	759	408	3577	675	12999
Approach %	58%	1%	41%	14%	73%	13%	75%	2%	23%	9%	77%	14%	

Peak Hr Begin:	8:30												
PHV	40	1	33	340	1006	229	1086	41	248	145	1425	306	4900
PHF	0.841			0.967			0.900			0.932			0.968

Turning Movement Count Report PM

Location ID: 8
North/South: Motor Avenue
East/West: Pico Boulevard

Date: 04/09/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	38	2	25	14	261	84	80	1	38	42	262	17	864
15:15	32	3	18	15	268	108	105	1	48	51	284	19	952
15:30	49	3	25	11	241	97	123	0	53	48	263	17	930
15:45	37	0	24	19	298	104	79	2	45	66	275	12	961
16:00	65	3	37	11	280	94	103	2	48	41	249	20	953
16:15	46	1	23	10	243	89	88	1	31	44	276	11	863
16:30	48	3	32	8	270	110	99	1	34	50	240	9	904
16:45	42	1	21	7	292	114	92	1	43	50	270	10	943
17:00	84	4	52	7	339	98	105	1	45	30	273	10	1048
17:15	51	0	39	6	394	109	96	0	47	36	294	7	1079
17:30	81	3	45	9	368	106	89	3	37	56	249	7	1053
17:45	86	3	50	9	415	118	92	1	35	61	292	8	1170
Total Volume:	659	26	391	126	3669	1231	1151	14	504	575	3227	147	11720
Approach %	61%	2%	36%	3%	73%	24%	69%	1%	30%	15%	82%	4%	
Peak Hr Begin:	17:00												
PHV	302	10	186	31	1516	431	382	5	164	183	1108	32	4350
PHF	0.889			0.912			0.912			0.916			0.929

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	1	0	0	2	1	4	0
7:15	3	0	0	0	1	0	2	0
7:30	3	0	0	0	1	0	8	0
7:45	1	3	0	0	1	0	12	0
8:00	3	0	0	0	1	0	2	0
8:15	2	1	0	0	1	2	1	0
8:30	0	1	0	0	0	0	4	0
8:45	3	0	0	0	0	0	6	0
9:00	3	1	0	0	5	0	15	0
9:15	2	1	0	0	7	0	5	0
9:30	1	0	0	0	0	0	2	0
9:45	2	2	0	0	0	0	3	1

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	1	0	0	2	0	3	0
15:15	2	0	0	0	1	0	1	0
15:30	0	1	0	0	0	1	2	1
15:45	0	0	0	0	0	0	4	0
16:00	2	0	0	0	0	0	2	0
16:15	1	0	0	0	1	0	3	0
16:30	3	1	0	0	1	0	1	1
16:45	2	1	0	0	0	0	2	0
17:00	1	2	0	0	0	0	12	4
17:15	7	0	0	0	0	0	6	0
17:30	0	0	0	0	1	0	3	0
17:45	3	0	0	0	1	0	1	3

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation

STREET:
North/South: BELLWOOD AVENUE (EAST)
East/West: OLYMPIC BOULEVARD

Count by: Traffic Solution

Day: AM WEDNESDAY Date: APRIL 19, 2006 Weather: CLEAR
PM WEDNESDAY APRIL 19, 2006
Hours: 7-10 AM 3-6 PM

School Day: YES District: MID WILSHIRE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	12	9:45	0	7:00	461	8:00	492	8:30
PM PK 15 MIN	10	5:15	0	3:00	596	4:15	596	3:45
AM PK HOUR	30	9:00	0	7:00	1,788	8:00	1,936	8:00
PM PK HOUR	32	5:00	0	3:00	2,290	4:00	2,350	3:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	9	0	14	23
8 - 9	8	0	12	20
9 - 10	5	0	25	30
3 - 4	4	0	7	11
4 - 5	7	0	17	24
5 - 6	10	0	22	32
TOTAL	43	0	97	140

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
9 - 10	0	0	0	0
3 - 4	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
23	N/A	N/A	N/A	N/A
20	N/A	N/A	N/A	N/A
30	N/A	N/A	N/A	N/A
11	N/A	N/A	N/A	N/A
24	N/A	N/A	N/A	N/A
32	N/A	N/A	N/A	N/A
140	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	1,471	2	1,473
8 - 9	0	1,784	4	1,788
9 - 10	0	1,722	2	1,724
3 - 4	0	2,080	3	2,083
4 - 5	0	2,285	5	2,290
5 - 6	0	2,234	6	2,240
TOTAL	0	11,576	22	11,598

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	10	1,573	0	1,583
8 - 9	6	1,930	0	1,936
9 - 10	6	1,880	0	1,886
3 - 4	24	2,263	0	2,287
4 - 5	28	2,263	0	2,291
5 - 6	29	2,152	0	2,181
TOTAL	103	12,061	0	12,164

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
3,056	N/A	N/A	N/A	N/A
3,724	N/A	N/A	N/A	N/A
3,610	N/A	N/A	N/A	N/A
4,370	N/A	N/A	N/A	N/A
4,581	N/A	N/A	N/A	N/A
4,421	N/A	N/A	N/A	N/A
23,762	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation

STREET:
North/South: BELLWOOD AVENUE (WEST)
East/West: OLYMPIC BOULEVARD

Count by: Traffic Solution

Day: AM WEDNESDAY Date: APRIL 19, 2006 Weather: CLEAR
PM WEDNESDAY APRIL 19, 2006
Hours: 7-10 AM 3-6 PM

School Day: YES District: MID WILSHIRE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	7	8:45	20	9:45	481	8:15	500	8:30
PM PK 15 MIN	8	5:45	32	5:30	609	4:15	602	4:45
AM PK HOUR	20	8:00	58	9:00	1,856	8:00	1,906	8:30
PM PK HOUR	20	3:00	105	5:00	2,373	4:00	2,337	4:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	4	0	8	12
8 - 9	4	1	15	20
9 - 10	10	0	3	13
3 - 4	7	0	13	20
4 - 5	8	0	8	16
5 - 6	7	0	11	18
TOTAL	40	1	58	99

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	9	0	22	31
8 - 9	9	0	45	54
9 - 10	10	0	48	58
3 - 4	7	0	70	77
4 - 5	11	0	72	83
5 - 6	8	0	97	105
TOTAL	54	0	354	408

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
43	N/A	N/A	N/A	N/A
74	N/A	N/A	N/A	N/A
71	N/A	N/A	N/A	N/A
97	N/A	N/A	N/A	N/A
99	N/A	N/A	N/A	N/A
123	N/A	N/A	N/A	N/A
507	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	43	1,401	17	1,461
8 - 9	53	1,790	13	1,856
9 - 10	76	1,747	11	1,834
3 - 4	64	2,156	18	2,238
4 - 5	70	2,288	15	2,373
5 - 6	58	2,155	17	2,230
TOTAL	364	11,537	91	11,992

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	5	1,627	11	1,643
8 - 9	21	1,859	18	1,898
9 - 10	12	1,854	21	1,887
3 - 4	10	2,255	14	2,279
4 - 5	8	2,320	7	2,335
5 - 6	13	2,257	11	2,281
TOTAL	69	12,172	82	12,323

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
3,104	N/A	N/A	N/A	N/A
3,754	N/A	N/A	N/A	N/A
3,721	N/A	N/A	N/A	N/A
4,517	N/A	N/A	N/A	N/A
4,708	N/A	N/A	N/A	N/A
4,511	N/A	N/A	N/A	N/A
24,315	N/A	N/A	N/A	N/A

Appendix C

Plans, Policies, and Programs Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☐ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☑ No

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

☑ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☑ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☑ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Bellwood Avenue

Frontage 1 Existing PROW'/Curb' : Existing 48'/18' Required 50'/20' Proposed 50'/20'

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☑ **Yes** ☐ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☑ No ☐ N/A

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☑ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☑ Yes ☐ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☑ Yes ☐ **No** ☐ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☑ Yes ☐ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☑ Yes ☐ **No** ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes ☐ **No**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☑ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☐ **No** ☑ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☐ Yes ☑ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☐ No ☑ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☑ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Project

Address: 10366 W BELLWOOD AVE, 90064

Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	112	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
Housing | Multi-Family		DU
(custom) Eldercare | Daily	533	Trips
(custom) Eldercare | HBW-Attraction Split	45	Percent
(custom) Eldercare | HBO-Attraction Split	10	Percent
(custom) Eldercare | NHB-Attraction Split	20	Percent
(custom) Eldercare | HBW-Production Split	5	Percent
(custom) Eldercare | HBO-Production Split	10	Percent
(custom) Eldercare | NHB-Production Split	10	Percent
(custom) Eldercare | Daily	231	Residents
(custom) Eldercare | Daily	88	Employees
(custom) Eldercare | Daily	Non-Retail	Retail/Non-Re

☑ 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
477 Daily Vehicle Trips	402 Daily Vehicle Trips
3,153 Daily VMT	3,192 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-75 Net Daily Trips
The net increase in daily VMT ≤ 0	39 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

12/15/2020

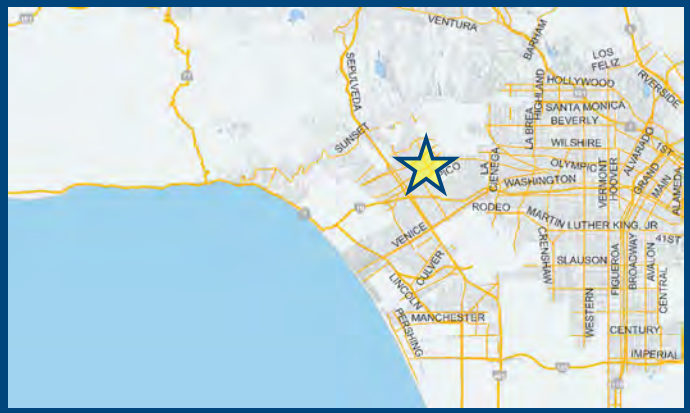
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Project

Address: 10366 W BELLWOOD AVE, 90064



Proposed Project Land Use Type	Value	Unit
(custom) Eldercare | Daily	533	Trips
(custom) Eldercare | HBW-Attraction Split	45	Percent
(custom) Eldercare | HBO-Attraction Split	10	Percent
(custom) Eldercare | NHB-Attraction Split	20	Percent
(custom) Eldercare | HBW-Production Split	5	Percent
(custom) Eldercare | HBO-Production Split	10	Percent
(custom) Eldercare | NHB-Production Split	10	Percent
(custom) Eldercare | Daily	231	Residents
(custom) Eldercare | Daily	88	Employees
(custom) Eldercare | Daily	Non-Retail	Retail/Non-Re

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation	100	city code parking provision for the project site
	74	actual parking provision for the project site
Unbundle Parking ☐ Proposed Prj ☐ Mitigation	175	monthly parking cost (dollar) for the project site
Parking Cash-Out ☐ Proposed Prj ☐ Mitigation	50	percent of employees eligible
Price Workplace Parking ☐ Proposed Prj ☐ Mitigation	6.00	daily parking charge (dollar)
	50	percent of employees subject to priced parking
Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation	200	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
400 Daily Vehicle Trips	**400** Daily Vehicle Trips
3,171 Daily VMT	**3,171** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

12/15/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 15, 2020
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Project
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*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	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*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*

Other	Eldercare	533	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 15, 2020
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Project
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

Analysis Results			
Total Employees: 88			
Total Population: 231			
Proposed Project		***With Mitigation***	
400	**Daily Vehicle Trips**	**400**	**Daily Vehicle Trips**
3,171	**Daily VMT**	**3,171**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.4			
Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	N/A	Household > 7.4	N/A
Work > 11.1	N/A	Work > 11.1	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		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%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

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	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 15, 2020
Project Name: Senior Residential Living at the Bellwood
Project Scenario: Project
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		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

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= 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 15, 2020
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Project
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	27	-44.4%	15	5.6	151	84
Home Based Other Production	53	-39.6%	32	4.9	260	157
Non-Home Based Other Production	53	-5.7%	50	8.1	429	405
Home-Based Work Attraction	240	-27.9%	173	8.6	2,064	1,488
Home-Based Other Attraction	53	-41.5%	31	8.4	445	260
Non-Home Based Other Attraction	107	-5.6%	101	7.9	845	798

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	15	83	-0.6%	15	83
Home Based Other Production	-0.6%	32	156	-0.6%	32	156
Non-Home Based Other Production	-0.6%	50	402	-0.6%	50	402
Home-Based Work Attraction	-0.6%	172	1,479	-0.6%	172	1,479
Home-Based Other Attraction	-0.6%	31	258	-0.6%	31	258
Non-Home Based Other Attraction	-0.6%	100	793	-0.6%	100	793

MXD VMT Methodology Per Capita & Per Employee

Total Population: 231
Total Employees: 88
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**239**	**239**
Total Home Based Work Attraction VMT	**1,479**	**1,479**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: _____

Print Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Email Address: _____

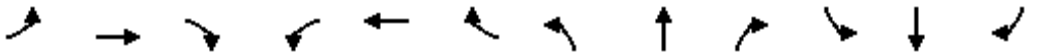
Date: _____

Appendix E

HCM Analysis Worksheets

HCM 6th Signalized Intersection Summary
1: Beverly Glen Bl & Santa Monica Bl

08/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1812	0	174	1289	188	130	685	419	501	609	132
Future Volume (veh/h)	120	1812	0	174	1289	188	130	685	419	501	609	132
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	1970	0	189	1401	204	141	745	455	545	662	143
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1787	0	144	1745	740	196	1128	503	432	1371	612
Arrive On Green	0.05	0.35	0.00	0.08	0.68	0.68	0.06	0.32	0.32	0.13	0.39	0.39
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	130	1970	0	189	1401	204	141	745	455	545	662	143
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.5	42.0	0.0	5.0	23.1	5.3	4.8	21.7	33.0	15.0	16.9	7.3
Cycle Q Clear(g_c), s	4.5	42.0	0.0	5.0	23.1	5.3	4.8	21.7	33.0	15.0	16.9	7.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1787	0	144	1745	740	196	1128	503	432	1371	612
V/C Ratio(X)	0.75	1.10	0.00	1.31	0.80	0.28	0.72	0.66	0.90	1.26	0.48	0.23
Avail Cap(c_a), veh/h	173	1787	0	144	1745	740	259	1128	503	432	1371	612
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.92	0.92	0.92	0.13	0.13	0.13	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	39.0	0.0	55.0	16.2	8.9	55.7	35.4	39.2	52.5	27.8	24.9
Incr Delay (d2), s/veh	15.2	55.1	0.0	178.7	3.7	0.9	0.5	0.4	4.0	135.2	1.2	0.9
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(85%),veh/ln	3.9	33.8	0.0	8.6	7.9	3.0	2.7	10.6	14.6	20.4	10.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	94.1	0.0	233.7	19.9	9.7	56.2	35.8	43.2	187.7	29.0	25.8
LnGrp LOS	E	F	A	F	B	A	E	D	D	F	C	C
Approach Vol, veh/h		2100			1794			1341			1350	
Approach Delay, s/veh		92.7			41.3			40.4			92.8	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	46.5	10.8	52.7	9.0	47.5	19.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	6.0	* 41	9.0	44.1	5.0	* 42	15.0	38.1
Max Q Clear Time (g_c+I1), s	6.5	25.1	6.8	18.9	7.0	44.0	17.0	35.0
Green Ext Time (p_c), s	0.0	13.3	0.0	9.2	0.0	0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	68.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2473	395	155	1476	163	193
Future Volume (veh/h)	2473	395	155	1476	163	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2688	429	168	1604	177	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3381	1219	349	4119	369	298
Arrive On Green	0.66	0.66	0.10	0.81	0.11	0.11
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	2688	429	168	1604	177	210
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	45.1	10.3	5.5	10.6	5.8	8.7
Cycle Q Clear(g_c), s	45.1	10.3	5.5	10.6	5.8	8.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3381	1219	349	4119	369	298
V/C Ratio(X)	0.79	0.35	0.48	0.39	0.48	0.71
Avail Cap(c_a), veh/h	3464	1244	349	4119	369	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.91	0.91	0.40	0.40
Uniform Delay (d), s/veh	14.5	4.4	51.0	3.3	50.5	51.8
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.3	1.8	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	17.1	5.6	4.0	4.5	3.7	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	4.4	51.9	3.5	52.3	57.3
LnGrp LOS	B	A	D	A	D	E
Approach Vol, veh/h	3117			1772	387	
Approach Delay, s/veh	13.2			8.1	55.0	
Approach LOS	B			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.0		18.0	17.3	84.7
Change Period (Y+Rc), s		* 5.2		* 5.2	* 5.2	* 5.2
Max Green Setting (Gmax), s		* 97		* 13	* 11	* 81
Max Q Clear Time (g_c+I1), s		12.6		10.7	7.5	47.1
Green Ext Time (p_c), s		26.7		0.4	0.2	32.4

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	25	2043	582	635	1324	0	274	0	455	0	0
Future Volume (veh/h)	25	2043	582	635	1324	0	274	0	455	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	27	2221	633	690	1439	0	298	298	495		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	44	2482	769	1194	3702	0	500	500	1241		
Arrive On Green	0.02	0.39	0.39	0.35	0.72	0.00	0.10	0.10	0.10		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	27	2221	633	690	1439	0	298	298	495		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	1.8	38.9	41.1	19.6	13.0	0.0	6.8	6.8	0.0		
Cycle Q Clear(g_c), s	1.8	38.9	41.1	19.6	13.0	0.0	6.8	6.8	0.0		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	44	2482	769	1194	3702	0	500	500	1241		
V/C Ratio(X)	0.61	0.89	0.82	0.58	0.39	0.00	0.60	0.60	0.40		
Avail Cap(c_a), veh/h	91	2482	769	1194	3702	0	1134	1134	1594		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	57.9	34.6	26.5	32.1	6.3	0.0	51.7	51.7	22.5		
Incr Delay (d2), s/veh	7.6	3.3	5.8	0.7	0.3	0.0	1.1	1.1	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	1.6	18.6	23.2	11.3	6.5	0.0	4.7	4.7	11.3		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	65.6	37.8	32.2	32.8	6.6	0.0	52.9	52.9	22.7		
LnGrp LOS	E	D	C	C	A	A	D	D	C		
Approach Vol, veh/h		2881			2129		793	793			
Approach Delay, s/veh		36.9			15.1		34.0	34.0			
Approach LOS		D			B		C	C			

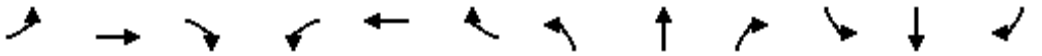
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	7.5	93.7		18.8	48.2	53.0
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	6.1	* 69		27.1	* 27	* 46
Max Q Clear Time (g_c+I1), s	3.8	15.0		8.8	21.6	43.1
Green Ext Time (p_c), s	0.0	30.7		3.1	1.4	3.2

Intersection Summary		
HCM 6th Ctrl Delay		28.5
HCM 6th LOS		C

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



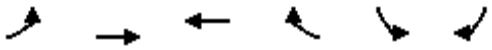
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	2258	84	38	1619	96	231	813	221	219	366	278
Future Volume (veh/h)	313	2258	84	38	1619	96	231	813	221	219	366	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	340	2454	91	41	1760	104	251	884	240	238	398	302
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	208	1917	71	179	1880	583	342	1010	538	242	1089	591
Arrive On Green	0.07	0.38	0.38	0.06	0.37	0.37	0.06	0.28	0.28	0.08	0.31	0.31
Sat Flow, veh/h	1781	5055	186	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	340	1647	898	41	1760	104	251	884	240	238	398	302
Grp Sat Flow(s),veh/h/ln	1781	1702	1837	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.0	34.1	34.1	1.2	29.9	4.0	5.0	21.3	10.6	7.0	7.9	13.3
Cycle Q Clear(g_c), s	6.0	34.1	34.1	1.2	29.9	4.0	5.0	21.3	10.6	7.0	7.9	13.3
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	1291	697	179	1880	583	342	1010	538	242	1089	591
V/C Ratio(X)	1.64	1.28	1.29	0.23	0.94	0.18	0.73	0.88	0.45	0.98	0.37	0.51
Avail Cap(c_a), veh/h	208	1291	697	179	1880	583	342	1066	564	242	1145	616
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	0.09	0.09	0.09	0.67	0.67	0.67
Uniform Delay (d), s/veh	24.3	27.9	27.9	21.4	27.4	19.2	27.6	30.7	23.1	27.9	24.4	21.9
Incr Delay (d2), s/veh	307.9	130.3	140.6	0.6	10.3	0.7	0.8	0.8	0.1	42.6	0.1	0.5
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(85%),veh/ln	28.7	49.6	56.0	0.9	17.2	2.8	3.1	9.9	4.5	6.5	4.8	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	332.2	158.3	168.5	22.0	37.8	19.9	28.3	31.5	23.2	70.5	24.5	22.3
LnGrp LOS	F	F	F	C	D	B	C	C	C	E	C	C
Approach Vol, veh/h		2885			1905			1375			938	
Approach Delay, s/veh		182.0			36.5			29.5			35.5	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	38.2	9.0	32.8	9.0	39.2	11.0	30.8
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	6.0	* 32	5.0	* 29	5.0	* 33	7.0	* 27
Max Q Clear Time (g_c+I1), s	8.0	31.9	7.0	15.3	3.2	36.1	9.0	23.3
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	94.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



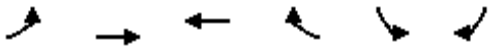
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	631	2393	1786	263	80	111
Future Volume (veh/h)	631	2393	1786	263	80	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	686	2601	1941	286	87	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	653	3086	1895	588	960	1302
Arrive On Green	0.38	1.00	0.37	0.37	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	686	2601	1941	286	87	121
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	17.0	0.0	33.4	12.5	1.7	2.2
Cycle Q Clear(g_c), s	17.0	0.0	33.4	12.5	1.7	2.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	653	3086	1895	588	960	1302
V/C Ratio(X)	1.05	0.84	1.02	0.49	0.09	0.09
Avail Cap(c_a), veh/h	653	3086	1895	588	960	1302
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	28.0	0.0	28.3	21.7	24.1	13.4
Incr Delay (d2), s/veh	49.4	3.0	27.1	2.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	13.1	1.5	22.4	7.3	1.3	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.4	3.0	55.4	24.6	24.3	13.5
LnGrp LOS	F	A	F	C	C	B
Approach Vol, veh/h		3287	2227		208	
Approach Delay, s/veh		18.5	51.4		18.0	
Approach LOS		B	D		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	21.0	39.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	17.0	* 33
Max Q Clear Time (g_c+I1), s		2.0		4.2	19.0	35.4
Green Ext Time (p_c), s		40.1		0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



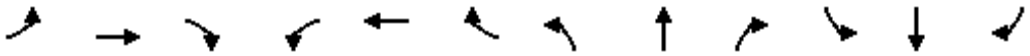
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	687	1818	989	336	218	212
Future Volume (veh/h)	687	1818	989	336	218	212
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	747	1976	1075	365	237	230
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	524	3859	1104	370	460	678
Arrive On Green	0.29	0.76	0.28	0.28	0.13	0.13
Sat Flow, veh/h	1781	5274	2707	876	3456	1585
Grp Volume(v), veh/h	747	1976	726	714	237	230
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1713	1728	1585
Q Serve(g_s), s	26.5	13.9	36.3	37.3	5.7	8.7
Cycle Q Clear(g_c), s	26.5	13.9	36.3	37.3	5.7	8.7
Prop In Lane	1.00			0.51	1.00	1.00
Lane Grp Cap(c), veh/h	524	3859	750	723	460	678
V/C Ratio(X)	1.42	0.51	0.97	0.99	0.51	0.34
Avail Cap(c_a), veh/h	524	3859	750	723	806	837
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.52	0.52	0.95	0.95
Uniform Delay (d), s/veh	31.8	4.4	31.7	32.0	36.3	17.2
Incr Delay (d2), s/veh	201.8	0.5	17.1	21.2	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	56.3	5.6	22.9	23.4	4.0	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	233.6	4.9	48.8	53.2	37.1	17.5
LnGrp LOS	F	A	D	D	D	B
Approach Vol, veh/h		2723	1440		467	
Approach Delay, s/veh		67.6	51.0		27.5	
Approach LOS		E	D		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	43.0		17.0		73.0
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	26.5	* 29		* 21		* 59
Max Q Clear Time (g_c+I1), s	28.5	39.3		10.7		15.9
Green Ext Time (p_c), s	0.0	0.0		1.2		24.5

Intersection Summary	
HCM 6th Ctrl Delay	58.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



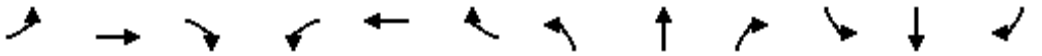
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1851	20	14	1335	79	9	2	11	35	1	93
Future Volume (veh/h)	64	1851	20	14	1335	79	9	2	11	35	1	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	2012	22	15	1451	86	10	2	12	38	1	101
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	267	2881	31	137	1887	111	246	65	254	165	30	374
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	338	5207	57	208	3410	201	568	194	761	342	91	1121
Grp Volume(v), veh/h	70	1315	719	15	754	783	24	0	0	140	0	0
Grp Sat Flow(s),veh/h/ln	338	1702	1860	208	1777	1834	1523	0	0	1554	0	0
Q Serve(g_s), s	10.5	25.3	25.3	3.8	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	10.5	25.3	25.3	29.1	0.0	0.0	0.9	0.0	0.0	5.6	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.11	0.42		0.50	0.27		0.72
Lane Grp Cap(c), veh/h	267	1884	1029	137	983	1015	564	0	0	569	0	0
V/C Ratio(X)	0.26	0.70	0.70	0.11	0.77	0.77	0.04	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	267	1884	1029	137	983	1015	564	0	0	569	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	14.6	14.6	7.4	0.0	0.0	20.3	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	1.9	3.4	0.9	3.4	3.4	0.1	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	1.6	12.3	13.8	0.3	1.7	1.7	0.6	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	16.5	18.0	8.4	3.4	3.4	20.4	0.0	0.0	22.1	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		2104			1552			24			140	
Approach Delay, s/veh		16.9			3.4			20.4			22.1	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		31.1		7.6		27.3		2.9				
Green Ext Time (p_c), s		14.9		0.8		20.8		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	1425	145	229	1006	340	248	0	1127	33	0	41
Future Volume (veh/h)	306	1425	145	229	1006	340	248	0	1127	33	0	41
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	333	1549	158	249	1093	370	270	0	1225	36	0	45
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	0	2	2	0	2
Cap, veh/h	367	2528	258	291	1861	630	277	0	0	277	0	0
Arrive On Green	0.27	0.71	0.71	0.16	0.49	0.49	0.16	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	4708	480	1781	3769	1276	1781	270		1781	36	
Grp Volume(v), veh/h	333	1120	587	249	987	476	270	84.7		36	33.0	
Grp Sat Flow(s),veh/h/ln	1781	1702	1784	1781	1702	1641	1781	F		1781	C	
Q Serve(g_s), s	16.3	15.0	15.1	12.2	18.6	18.6	13.6			1.6		
Cycle Q Clear(g_c), s	16.3	15.0	15.1	12.2	18.6	18.6	13.6			1.6		
Prop In Lane	1.00		0.27	1.00		0.78	1.00			1.00		
Lane Grp Cap(c), veh/h	367	1828	958	291	1681	810	277			277		
V/C Ratio(X)	0.91	0.61	0.61	0.86	0.59	0.59	0.97			0.13		
Avail Cap(c_a), veh/h	416	1828	958	455	1681	810	277			277		
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	31.8	8.1	8.1	36.6	16.2	16.2	37.8			32.8		
Incr Delay (d2), s/veh	15.0	1.0	1.8	9.4	1.5	3.1	46.8			0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	10.2	5.6	6.2	8.5	9.9	10.0	12.6			1.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	9.1	9.9	46.0	17.7	19.3	84.7			33.0		
LnGrp LOS	D	A	A	D	B	B	F			C		
Approach Vol, veh/h		2040			1712							
Approach Delay, s/veh		15.5			22.3							
Approach LOS		B			C							

Timer - Assigned Phs	1	2	3		5	6	7
Phs Duration (G+Y+Rc), s	22.6	49.4	18.0		18.7	53.3	18.0
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0
Max Green Setting (Gmax), s	21.0	* 33	14.0		23.0	* 31	5.0
Max Q Clear Time (g_c+I1), s	18.3	20.6	15.6		14.2	17.1	3.6
Green Ext Time (p_c), s	0.3	7.8	0.0		0.5	9.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1790	13	21	1859	18	4	1	15	9	0	45
Future Vol, veh/h	53	1790	13	21	1859	18	4	1	15	9	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	1946	14	23	2021	20	4	1	16	10	0	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2041	0	0	1960	0	0	2923	4156	980	2972	4153	1021
Stage 1	-	-	-	-	-	-	2069	2069	-	2077	2077	-
Stage 2	-	-	-	-	-	-	854	2087	-	895	2076	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	119	-	-	131	-	-	16	2	214	15	2	201
Stage 1	-	-	-	-	-	-	34	95	-	34	94	-
Stage 2	-	-	-	-	-	-	290	93	-	273	94	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	119	-	-	131	-	-	7	~ 1	214	-	1	201
Mov Cap-2 Maneuver	-	-	-	-	-	-	7	~ 1	-	-	1	-
Stage 1	-	-	-	-	-	-	17	49	-	17	77	-
Stage 2	-	-	-	-	-	-	181	77	-	126	48	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.4	$ 1014.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	119	-	-	131	-	-	-
HCM Lane V/C Ratio	1.812	0.484	-	-	0.174	-	-	-
HCM Control Delay (s)	$ 1014.8	60.8	-	-	38.2	-	-	-
HCM Lane LOS	F	F	-	-	E	-	-	-
HCM 95th %tile Q(veh)	3.5	2.2	-	-	0.6	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1784	4	6	1930	8	12
Future Vol, veh/h	1784	4	6	1930	8	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1939	4	7	2098	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1943	0	2794	972
Stage 1	-	-	-	-	1941	-
Stage 2	-	-	-	-	853	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	134	-	34	217
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	134	-	32	217
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	324	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	51.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	98	-	-	134	-
HCM Lane V/C Ratio	0.222	-	-	0.049	-
HCM Control Delay (s)	51.9	-	-	33.2	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

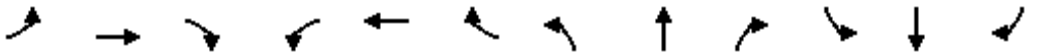
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	20	0	0	20
Future Vol, veh/h	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	22

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	44	22	0	0	22	0
Stage 1	22	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	967	1055	-	-	1593	-
Stage 1	1001	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	967	1055	-	-	1593	-
Mov Cap-2 Maneuver	967	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1593	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1574	0	274	1780	508	113	662	143	315	978	53
Future Volume (veh/h)	189	1574	0	274	1780	508	113	662	143	315	978	53
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1711	0	298	1935	552	123	720	155	342	1063	58
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1745	0	288	1915	740	173	1128	503	317	1276	569
Arrive On Green	0.05	0.34	0.00	0.11	0.50	0.50	0.05	0.32	0.32	0.09	0.36	0.36
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	205	1711	0	298	1935	552	123	720	155	342	1063	58
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.0	39.8	0.0	10.0	45.0	33.3	4.2	20.8	8.9	11.0	32.8	2.9
Cycle Q Clear(g_c), s	6.0	39.8	0.0	10.0	45.0	33.3	4.2	20.8	8.9	11.0	32.8	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1745	0	288	1915	740	173	1128	503	317	1276	569
V/C Ratio(X)	1.19	0.98	0.00	1.03	1.01	0.75	0.71	0.64	0.31	1.08	0.83	0.10
Avail Cap(c_a), veh/h	173	1745	0	288	1915	740	173	1128	503	317	1276	569
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.73	0.73	0.73	0.67	0.67	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.1	0.0	53.4	30.1	20.8	56.1	35.0	31.0	54.5	35.2	25.6
Incr Delay (d2), s/veh	127.5	17.4	0.0	54.6	20.2	5.0	7.7	1.9	1.1	73.4	6.5	0.4
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(85%),veh/ln	8.6	23.7	0.0	8.7	24.1	14.8	3.2	11.8	5.2	11.3	19.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	184.5	56.6	0.0	107.9	50.3	25.8	63.8	36.9	32.0	127.9	41.6	25.9
LnGrp LOS	F	E	A	F	F	C	E	D	C	F	D	C
Approach Vol, veh/h		1916			2785			998			1463	
Approach Delay, s/veh		70.2			51.6			39.5			61.2	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.5	10.0	49.5	14.0	46.5	15.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	6.0	* 45	6.0	43.1	10.0	* 41	11.0	38.1
Max Q Clear Time (g_c+I1), s	8.0	47.0	6.2	34.8	12.0	41.8	13.0	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	6.0	0.0	0.0	0.0	7.6

Intersection Summary	
HCM 6th Ctrl Delay	56.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1725	373	154	1866	580	292
Future Volume (veh/h)	1725	373	154	1866	580	292
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1875	405	167	2028	630	317
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2587	1240	282	3225	953	769
Arrive On Green	0.51	0.51	0.08	0.63	0.28	0.28
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	1875	405	167	2028	630	317
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	34.4	9.0	5.6	29.1	19.4	11.1
Cycle Q Clear(g_c), s	34.4	9.0	5.6	29.1	19.4	11.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2587	1240	282	3225	953	769
V/C Ratio(X)	0.72	0.33	0.59	0.63	0.66	0.41
Avail Cap(c_a), veh/h	2587	1240	317	3225	953	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.68	0.68	0.79	0.79
Uniform Delay (d), s/veh	23.1	3.8	53.2	13.5	38.5	35.5
Incr Delay (d2), s/veh	0.4	0.1	0.8	0.6	2.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	15.2	8.7	3.8	13.5	11.3	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.5	4.0	54.0	14.1	41.3	36.8
LnGrp LOS	C	A	D	B	D	D
Approach Vol, veh/h	2280			2195	947	
Approach Delay, s/veh	20.0			17.2	39.8	
Approach LOS	B			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		81.0		39.0	15.0	66.0
Change Period (Y+Rc), s		* 5.2		5.9	* 5.2	* 5.2
Max Green Setting (Gmax), s		* 76		33.1	* 11	* 61
Max Q Clear Time (g_c+I1), s		31.1		21.4	7.6	36.4
Green Ext Time (p_c), s		29.8		4.2	0.0	20.0

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	84	1570	418	341	1738	0	645	0	704	0	0
Future Volume (veh/h)	84	1570	418	341	1738	0	645	0	704	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	91	1707	454	371	1889	0	701	701	765		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	115	2751	978	739	3039	0	952	952	1125		
Arrive On Green	0.06	0.43	0.43	0.21	0.60	0.00	0.19	0.19	0.19		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	91	1707	454	371	1889	0	701	701	765		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	6.0	24.8	18.4	11.3	28.5	0.0	15.8	15.8	1.4		
Cycle Q Clear(g_c), s	6.0	24.8	18.4	11.3	28.5	0.0	15.8	15.8	1.4		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	115	2751	978	739	3039	0	952	952	1125		
V/C Ratio(X)	0.79	0.62	0.46	0.50	0.62	0.00	0.74	0.74	0.68		
Avail Cap(c_a), veh/h	200	2751	978	739	3039	0	1218	1218	1273		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	55.3	26.8	12.3	41.6	15.6	0.0	45.8	45.8	29.4		
Incr Delay (d2), s/veh	8.2	0.7	1.1	0.5	1.0	0.0	1.7	1.7	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	4.5	12.2	13.4	7.2	14.3	0.0	9.4	9.4	17.1		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	63.6	27.5	13.4	42.1	16.6	0.0	47.5	47.5	30.7		
LnGrp LOS	E	C	B	D	B	A	D	D	C		
Approach Vol, veh/h		2252			2260		1466	1466			
Approach Delay, s/veh		26.1			20.8		38.7	38.7			
Approach LOS		C			C		D	D			

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	12.2	78.1		29.7	32.3	58.0
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	13.5	* 59		29.1	* 20	* 51
Max Q Clear Time (g_c+I1), s	8.0	30.5		17.8	13.3	26.8
Green Ext Time (p_c), s	0.1	24.8		5.0	0.8	22.0

Intersection Summary		
HCM 6th Ctrl Delay		27.2
HCM 6th LOS		C

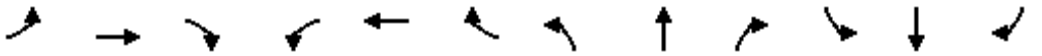
Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Beverly Glen Bl & Olympic Bl

04/08/2021



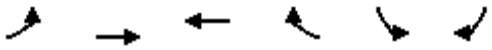
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1531	128	175	2184	88	178	625	89	281	771	192
Future Volume (veh/h)	205	1531	128	175	2184	88	178	625	89	281	771	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	1664	139	190	2374	96	193	679	97	305	838	209
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	1877	157	216	2569	104	213	968	538	269	1008	538
Arrive On Green	0.06	0.39	0.39	0.07	0.40	0.40	0.06	0.27	0.27	0.07	0.28	0.28
Sat Flow, veh/h	1781	4802	401	1781	6391	258	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	223	1179	624	190	1792	678	193	679	97	305	838	209
Grp Sat Flow(s),veh/h/ln	1781	1702	1798	1781	1609	1824	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	29.0	29.1	5.8	31.8	31.9	5.0	15.5	3.9	6.0	19.9	9.0
Cycle Q Clear(g_c), s	5.0	29.0	29.1	5.8	31.8	31.9	5.0	15.5	3.9	6.0	19.9	9.0
Prop In Lane	1.00		0.22	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1331	703	216	1940	733	213	968	538	269	1008	538
V/C Ratio(X)	1.20	0.89	0.89	0.88	0.92	0.93	0.91	0.70	0.18	1.14	0.83	0.39
Avail Cap(c_a), veh/h	185	1331	703	216	1940	733	213	1106	599	269	1145	599
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	0.19	0.19	0.19	0.35	0.35	0.35
Uniform Delay (d), s/veh	24.8	25.5	25.6	21.4	25.6	25.6	30.7	29.4	20.9	31.7	30.2	22.6
Incr Delay (d2), s/veh	131.2	9.0	15.5	31.1	8.9	19.3	10.7	0.3	0.0	76.5	1.7	0.2
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(85%),veh/ln	12.8	16.5	18.8	6.2	16.8	21.3	3.1	7.6	1.9	11.0	10.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.0	34.5	41.1	52.5	34.5	44.9	41.4	29.8	21.0	108.1	32.0	22.8
LnGrp LOS	F	C	D	D	C	D	D	C	C	F	C	C
Approach Vol, veh/h		2026			2660			969			1352	
Approach Delay, s/veh		49.9			38.4			31.2			47.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	41.3	9.0	30.7	10.0	40.3	10.0	29.7
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 33	5.0	* 29	6.0	* 32	6.0	* 28
Max Q Clear Time (g_c+I1), s	7.0	33.9	7.0	21.9	7.8	31.1	8.0	17.5
Green Ext Time (p_c), s	0.0	0.0	0.0	3.6	0.0	0.5	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



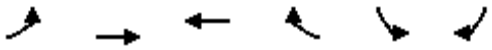
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	214	1658	2050	179	239	335
Future Volume (veh/h)	214	1658	2050	179	239	335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	1802	2228	195	260	364
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	3086	2462	764	960	992
Arrive On Green	0.16	1.00	0.48	0.48	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	233	1802	2228	195	260	364
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	5.9	0.0	36.1	6.5	5.3	8.7
Cycle Q Clear(g_c), s	5.9	0.0	36.1	6.5	5.3	8.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	269	3086	2462	764	960	992
V/C Ratio(X)	0.87	0.58	0.90	0.26	0.27	0.37
Avail Cap(c_a), veh/h	269	3086	2462	764	960	992
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	37.5	0.0	21.4	13.8	25.4	21.5
Incr Delay (d2), s/veh	24.5	0.8	6.1	0.8	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.1	0.4	18.6	4.0	3.7	10.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.0	0.8	27.5	14.6	26.0	22.5
LnGrp LOS	E	A	C	B	C	C
Approach Vol, veh/h		2035	2423		624	
Approach Delay, s/veh		7.8	26.5		24.0	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	11.0	49.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	7.0	* 43
Max Q Clear Time (g_c+I1), s		2.0		10.7	7.9	38.1
Green Ext Time (p_c), s		23.2		2.2	0.0	4.9

Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



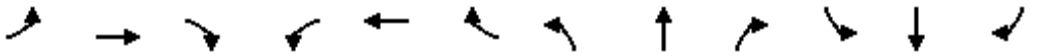
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	522	1015	1553	255	358	423
Future Volume (veh/h)	522	1015	1553	255	358	423
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	1103	1688	277	389	460
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	485	3369	1542	251	792	795
Arrive On Green	0.27	0.66	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	5274	4592	721	3456	1585
Grp Volume(v), veh/h	567	1103	1297	668	389	460
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1741	1728	1585
Q Serve(g_s), s	24.5	8.4	31.4	31.4	8.8	18.3
Cycle Q Clear(g_c), s	24.5	8.4	31.4	31.4	8.8	18.3
Prop In Lane	1.00			0.41	1.00	1.00
Lane Grp Cap(c), veh/h	485	3369	1187	607	792	795
V/C Ratio(X)	1.17	0.33	1.09	1.10	0.49	0.58
Avail Cap(c_a), veh/h	485	3369	1187	607	806	801
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.64	0.64	0.50	0.50
Uniform Delay (d), s/veh	32.8	6.6	34.5	34.5	30.1	15.8
Incr Delay (d2), s/veh	96.4	0.3	51.0	61.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	30.8	4.4	27.2	29.9	5.0	20.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	129.2	6.9	85.5	95.6	30.4	16.3
LnGrp LOS	F	A	F	F	C	B
Approach Vol, veh/h		1670	1965		849	
Approach Delay, s/veh		48.4	88.9		22.7	
Approach LOS		D	F		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.0	36.4		25.6		64.4
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	24.5	* 31		* 21		* 59
Max Q Clear Time (g_c+I1), s	26.5	33.4		20.3		10.4
Green Ext Time (p_c), s	0.0	0.0		0.3		10.5

Intersection Summary	
HCM 6th Ctrl Delay	61.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



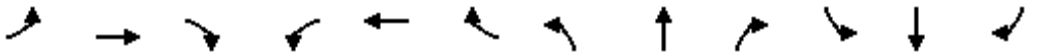
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1297	54	55	1763	65	10	7	24	40	4	71
Future Volume (veh/h)	25	1297	54	55	1763	65	10	7	24	40	4	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1410	59	60	1916	71	11	8	26	43	4	77
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	201	2781	116	217	2796	103	150	122	304	207	41	317
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	218	5026	210	361	5054	187	302	365	913	459	123	952
Grp Volume(v), veh/h	27	955	514	60	1290	697	45	0	0	124	0	0
Grp Sat Flow(s),veh/h/ln	218	1702	1833	361	1702	1837	1579	0	0	1534	0	0
Q Serve(g_s), s	5.7	15.7	15.7	6.7	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	5.7	15.7	15.7	22.4	0.0	0.0	1.6	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.10	0.24		0.58	0.35		0.62
Lane Grp Cap(c), veh/h	201	1884	1014	217	1884	1016	576	0	0	565	0	0
V/C Ratio(X)	0.13	0.51	0.51	0.28	0.68	0.69	0.08	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	201	1884	1014	217	1884	1016	576	0	0	565	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.67	0.67	0.67	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	12.5	12.5	3.5	0.0	0.0	20.5	0.0	0.0	21.6	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.9	1.7	2.1	1.4	2.5	0.3	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	0.6	8.1	8.9	0.6	0.6	1.3	1.2	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	13.4	14.1	5.6	1.4	2.5	20.8	0.0	0.0	21.8	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1496			2047			45			124	
Approach Delay, s/veh		13.6			1.9			20.8			21.8	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		24.4		6.9		17.7		3.6				
Green Ext Time (p_c), s		22.2		0.7		23.1		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1108	183	431	1516	31	164	0	387	186	0	312
Future Volume (veh/h)	32	1108	183	431	1516	31	164	0	387	186	0	312
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	35	1204	199	468	1648	34	178	0	421	202	0	339
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	0	2	2	0	2
Cap, veh/h	58	2015	333	475	3557	73	236	0	0	236	0	0
Arrive On Green	0.01	0.15	0.15	0.27	0.69	0.69	0.13	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	4414	729	1781	5149	106	1781	178		1781	202	
Grp Volume(v), veh/h	35	929	474	468	1089	593	178	50.6		202	63.4	
Grp Sat Flow(s),veh/h/ln	1781	1702	1739	1781	1702	1851	1781	D		1781	E	
Q Serve(g_s), s	1.8	22.9	22.9	23.5	13.1	13.1	8.7			10.0		
Cycle Q Clear(g_c), s	1.8	22.9	22.9	23.5	13.1	13.1	8.7			10.0		
Prop In Lane	1.00		0.42	1.00		0.06	1.00			1.00		
Lane Grp Cap(c), veh/h	58	1554	794	475	2352	1279	236			236		
V/C Ratio(X)	0.61	0.60	0.60	0.99	0.46	0.46	0.76			0.86		
Avail Cap(c_a), veh/h	119	1554	794	475	2352	1279	236			238		
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	43.9	30.5	30.5	32.8	6.3	6.3	37.6			38.2		
Incr Delay (d2), s/veh	8.3	1.4	2.8	37.3	0.7	1.2	13.0			25.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	1.6	13.8	14.4	18.7	6.2	6.9	6.8			8.5		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	31.9	33.3	70.1	7.0	7.5	50.6			63.4		
LnGrp LOS	D	C	C	E	A	A	D			E		
Approach Vol, veh/h		1438			2150							
Approach Delay, s/veh		32.9			20.9							
Approach LOS		C			C							

Timer - Assigned Phs	1	2	3		5	6	7
Phs Duration (G+Y+Rc), s	6.9	67.2	15.9		28.0	46.1	15.9
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0
Max Green Setting (Gmax), s	6.0	* 45	10.0		24.0	* 27	12.0
Max Q Clear Time (g_c+I1), s	3.8	15.1	10.7		25.5	24.9	12.0
Green Ext Time (p_c), s	0.0	15.3	0.0		0.0	1.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	2288	15	8	2320	7	8	0	8	11	0	72
Future Vol, veh/h	70	2288	15	8	2320	7	8	0	8	11	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	2487	16	9	2522	8	9	0	9	12	0	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2530	0	0	2503	0	0	3674	5195	1252	3691	5199	1265
Stage 1	-	-	-	-	-	-	2647	2647	-	2544	2544	-
Stage 2	-	-	-	-	-	-	1027	2548	-	1147	2655	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	~ 67	-	-	69	-	-	~ 5	0	140	~ 5	0	138
Stage 1	-	-	-	-	-	-	13	48	-	15	54	-
Stage 2	-	-	-	-	-	-	226	54	-	190	47	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 67	-	-	69	-	-	-	0	140	-	0	138
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	13	0	-	15	47	-
Stage 2	-	-	-	-	-	-	85	47	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.6	0.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 67	-	-	69	-	-	-
HCM Lane V/C Ratio	-	1.136	-	-	0.126	-	-	-
HCM Control Delay (s)	-	257.7	-	-	64.6	-	-	-
HCM Lane LOS	-	F	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	5.9	-	-	0.4	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2285	5	28	2263	7	17
Future Vol, veh/h	2285	5	28	2263	7	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2484	5	30	2460	8	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2489	0	3531	1245
Stage 1	-	-	-	-	2487	-
Stage 2	-	-	-	-	1044	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	70	-	13	142
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	270	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	70	-	~ 7	142
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	154	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	119.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	55	-	-	70	-
HCM Lane V/C Ratio	0.474	-	-	0.435	-
HCM Control Delay (s)	119.4	-	-	91.2	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	1.8	-	-	1.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	24	0	0	16
Future Vol, veh/h	0	0	24	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	43	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	968	1050	-	-	1588	-
Stage 1	997	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	968	1050	-	-	1588	-
Mov Cap-2 Maneuver	968	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1588	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Beverly Glen Bl & Santa Monica Bl

08/10/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1812	0	174	1289	187	127	684	419	501	610	132
Future Volume (veh/h)	120	1812	0	174	1289	187	127	684	419	501	610	132
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	1970	0	189	1401	203	138	743	455	545	663	143
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1787	0	144	1745	740	193	1128	503	432	1374	613
Arrive On Green	0.05	0.35	0.00	0.08	0.68	0.68	0.06	0.32	0.32	0.13	0.39	0.39
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	130	1970	0	189	1401	203	138	743	455	545	663	143
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.5	42.0	0.0	5.0	23.1	5.3	4.7	21.7	33.0	15.0	16.9	7.3
Cycle Q Clear(g_c), s	4.5	42.0	0.0	5.0	23.1	5.3	4.7	21.7	33.0	15.0	16.9	7.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1787	0	144	1745	740	193	1128	503	432	1374	613
V/C Ratio(X)	0.75	1.10	0.00	1.31	0.80	0.27	0.72	0.66	0.90	1.26	0.48	0.23
Avail Cap(c_a), veh/h	173	1787	0	144	1745	740	259	1128	503	432	1374	613
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.92	0.92	0.92	0.13	0.13	0.13	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	39.0	0.0	55.0	16.2	8.9	55.7	35.3	39.2	52.5	27.7	24.8
Incr Delay (d2), s/veh	15.2	55.1	0.0	178.7	3.7	0.8	0.4	0.4	4.0	135.2	1.2	0.9
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(85%),veh/ln	3.9	33.8	0.0	8.6	7.9	3.0	2.6	10.5	14.6	20.4	10.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	94.1	0.0	233.7	19.9	9.7	56.1	35.7	43.2	187.7	29.0	25.7
LnGrp LOS	E	F	A	F	B	A	E	D	D	F	C	C
Approach Vol, veh/h		2100			1793			1336			1351	
Approach Delay, s/veh		92.7			41.3			40.4			92.7	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	46.5	10.7	52.8	9.0	47.5	19.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	6.0	* 41	9.0	44.1	5.0	* 42	15.0	38.1
Max Q Clear Time (g_c+I1), s	6.5	25.1	6.7	18.9	7.0	44.0	17.0	35.0
Green Ext Time (p_c), s	0.0	13.3	0.0	9.2	0.0	0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	68.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2473	395	156	1476	162	190
Future Volume (veh/h)	2473	395	156	1476	162	190
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2688	429	170	1604	176	207
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3481	1254	253	4076	377	305
Arrive On Green	0.68	0.68	0.07	0.80	0.11	0.11
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	2688	429	170	1604	176	207
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	42.5	9.3	5.8	11.1	5.7	8.6
Cycle Q Clear(g_c), s	42.5	9.3	5.8	11.1	5.7	8.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3481	1254	253	4076	377	305
V/C Ratio(X)	0.77	0.34	0.67	0.39	0.47	0.68
Avail Cap(c_a), veh/h	3481	1254	288	4076	377	305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.91	0.91	0.41	0.41
Uniform Delay (d), s/veh	12.8	3.6	54.2	3.6	50.2	51.4
Incr Delay (d2), s/veh	0.2	0.1	3.2	0.3	1.7	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	15.9	5.2	4.2	4.8	3.6	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	3.7	57.4	3.8	51.9	56.4
LnGrp LOS	B	A	E	A	D	E
Approach Vol, veh/h	3117			1774	383	
Approach Delay, s/veh	11.7			8.9	54.3	
Approach LOS	B			A	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.0		19.0	14.0	87.0
Change Period (Y+Rc), s		* 5.2		5.9	* 5.2	* 5.2
Max Green Setting (Gmax), s		* 96		13.1	* 10	* 82
Max Q Clear Time (g_c+I1), s		13.1		10.6	7.8	44.5
Green Ext Time (p_c), s		26.6		0.5	0.0	35.1

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	25	2040	582	635	1325	0	274	0	455	0	0
Future Volume (veh/h)	25	2040	582	635	1325	0	274	0	455	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	27	2217	633	690	1440	0	298	298	495		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	44	2482	769	1194	3702	0	500	500	1241		
Arrive On Green	0.01	0.13	0.13	0.35	0.72	0.00	0.10	0.10	0.10		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	27	2217	633	690	1440	0	298	298	495		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	1.8	40.7	40.4	19.6	13.0	0.0	6.8	6.8	0.0		
Cycle Q Clear(g_c), s	1.8	40.7	40.4	19.6	13.0	0.0	6.8	6.8	0.0		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	44	2482	769	1194	3702	0	500	500	1241		
V/C Ratio(X)	0.61	0.89	0.82	0.58	0.39	0.00	0.60	0.60	0.40		
Avail Cap(c_a), veh/h	74	2482	769	1194	3702	0	1134	1134	1594		
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	58.9	49.9	37.3	32.1	6.3	0.0	51.7	51.7	22.5		
Incr Delay (d2), s/veh	7.8	3.3	5.9	0.7	0.3	0.0	1.1	1.1	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	1.7	21.5	25.4	11.3	6.5	0.0	4.7	4.7	11.3		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	66.7	53.2	43.2	32.8	6.6	0.0	52.9	52.9	22.7		
LnGrp LOS	E	D	D	C	A	A	D	D	C		
Approach Vol, veh/h		2877			2130		793	793			
Approach Delay, s/veh		51.1			15.1		34.0	34.0			
Approach LOS		D			B		C	C			

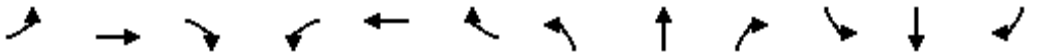
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	7.5	93.7		18.8	48.2	53.0
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	5.0	* 68		27.1	* 27	* 46
Max Q Clear Time (g_c+I1), s	3.8	15.0		8.8	21.6	42.7
Green Ext Time (p_c), s	0.0	30.6		3.1	1.4	3.6

Intersection Summary		
HCM 6th Ctrl Delay		35.6
HCM 6th LOS		D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



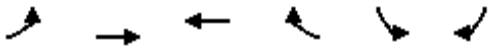
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	2260	84	34	1614	92	231	813	223	221	366	278
Future Volume (veh/h)	313	2260	84	34	1614	92	231	813	223	221	366	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	340	2457	91	37	1754	100	251	884	242	240	398	302
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	208	1917	71	179	1880	583	342	1010	538	242	1089	591
Arrive On Green	0.07	0.38	0.38	0.06	0.37	0.37	0.06	0.28	0.28	0.08	0.31	0.31
Sat Flow, veh/h	1781	5055	186	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	340	1649	899	37	1754	100	251	884	242	240	398	302
Grp Sat Flow(s),veh/h/ln	1781	1702	1837	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.0	34.1	34.1	1.1	29.8	3.8	5.0	21.3	10.7	7.0	7.9	13.3
Cycle Q Clear(g_c), s	6.0	34.1	34.1	1.1	29.8	3.8	5.0	21.3	10.7	7.0	7.9	13.3
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	1291	697	179	1880	583	342	1010	538	242	1089	591
V/C Ratio(X)	1.63	1.28	1.29	0.21	0.93	0.17	0.73	0.88	0.45	0.99	0.37	0.51
Avail Cap(c_a), veh/h	208	1291	697	179	1880	583	342	1066	564	242	1145	616
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	0.09	0.09	0.09	0.67	0.67	0.67
Uniform Delay (d), s/veh	24.3	27.9	27.9	21.4	27.4	19.2	27.6	30.7	23.2	28.0	24.4	21.9
Incr Delay (d2), s/veh	306.2	131.0	141.3	0.6	10.0	0.6	0.8	0.8	0.1	44.9	0.1	0.5
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(85%),veh/ln	28.6	49.8	56.2	0.8	17.0	2.7	3.1	9.9	4.5	6.7	4.8	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	330.5	159.0	169.2	21.9	37.4	19.8	28.3	31.5	23.2	72.9	24.5	22.3
LnGrp LOS	F	F	F	C	D	B	C	C	C	E	C	C
Approach Vol, veh/h		2888			1891			1377			940	
Approach Delay, s/veh		182.3			36.2			29.5			36.2	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	38.2	9.0	32.8	9.0	39.2	11.0	30.8
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	6.0	* 32	5.0	* 29	5.0	* 33	7.0	* 27
Max Q Clear Time (g_c+I1), s	8.0	31.8	7.0	15.3	3.1	36.1	9.0	23.3
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	94.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



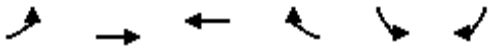
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	627	2384	1789	263	80	112
Future Volume (veh/h)	627	2384	1789	263	80	112
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	682	2591	1945	286	87	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	653	3086	1895	588	960	1302
Arrive On Green	0.38	1.00	0.37	0.37	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	682	2591	1945	286	87	122
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	17.0	0.0	33.4	12.5	1.7	2.2
Cycle Q Clear(g_c), s	17.0	0.0	33.4	12.5	1.7	2.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	653	3086	1895	588	960	1302
V/C Ratio(X)	1.04	0.84	1.03	0.49	0.09	0.09
Avail Cap(c_a), veh/h	653	3086	1895	588	960	1302
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	28.0	0.0	28.3	21.7	24.1	13.4
Incr Delay (d2), s/veh	47.5	2.9	27.7	2.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	12.9	1.5	22.5	7.3	1.3	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	75.5	2.9	56.0	24.6	24.3	13.5
LnGrp LOS	F	A	F	C	C	B
Approach Vol, veh/h		3273	2231		209	
Approach Delay, s/veh		18.0	52.0		18.0	
Approach LOS		B	D		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	21.0	39.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	17.0	* 33
Max Q Clear Time (g_c+I1), s		2.0		4.2	19.0	35.4
Green Ext Time (p_c), s		40.0		0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



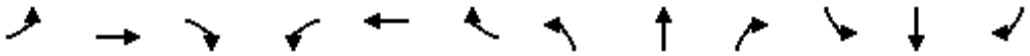
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	689	1818	989	337	218	208
Future Volume (veh/h)	689	1818	989	337	218	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	749	1976	1075	366	237	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	524	3867	1108	372	454	675
Arrive On Green	0.29	0.76	0.28	0.28	0.13	0.13
Sat Flow, veh/h	1781	5274	2705	877	3456	1585
Grp Volume(v), veh/h	749	1976	727	714	237	226
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1712	1728	1585
Q Serve(g_s), s	26.5	13.8	36.3	37.3	5.8	8.6
Cycle Q Clear(g_c), s	26.5	13.8	36.3	37.3	5.8	8.6
Prop In Lane	1.00			0.51	1.00	1.00
Lane Grp Cap(c), veh/h	524	3867	754	726	454	675
V/C Ratio(X)	1.43	0.51	0.96	0.98	0.52	0.33
Avail Cap(c_a), veh/h	524	3867	754	726	806	837
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.52	0.52	0.95	0.95
Uniform Delay (d), s/veh	31.8	4.3	31.5	31.9	36.4	17.3
Incr Delay (d2), s/veh	203.5	0.5	16.6	20.5	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	56.7	5.6	22.8	23.3	4.0	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	235.2	4.8	48.1	52.4	37.3	17.6
LnGrp LOS	F	A	D	D	D	B
Approach Vol, veh/h		2725	1441		463	
Approach Delay, s/veh		68.1	50.2		27.7	
Approach LOS		E	D		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	43.2		16.8		73.2
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	26.5	* 29		* 21		* 59
Max Q Clear Time (g_c+I1), s	28.5	39.3		10.6		15.8
Green Ext Time (p_c), s	0.0	0.0		1.2		24.5

Intersection Summary	
HCM 6th Ctrl Delay	58.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



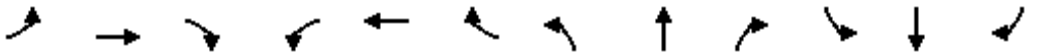
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1851	20	14	1336	80	9	2	11	35	1	93
Future Volume (veh/h)	64	1851	20	14	1336	80	9	2	11	35	1	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	2012	22	15	1452	87	10	2	12	38	1	101
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	266	2881	31	137	1885	113	246	65	254	165	30	374
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	337	5207	57	208	3407	203	568	194	761	342	91	1121
Grp Volume(v), veh/h	70	1315	719	15	755	784	24	0	0	140	0	0
Grp Sat Flow(s),veh/h/ln	337	1702	1860	208	1777	1834	1523	0	0	1554	0	0
Q Serve(g_s), s	10.5	25.3	25.3	3.8	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	10.5	25.3	25.3	29.1	0.0	0.0	0.9	0.0	0.0	5.6	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.11	0.42		0.50	0.27		0.72
Lane Grp Cap(c), veh/h	266	1884	1029	137	983	1015	564	0	0	569	0	0
V/C Ratio(X)	0.26	0.70	0.70	0.11	0.77	0.77	0.04	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	266	1884	1029	137	983	1015	564	0	0	569	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.50	0.50	0.50	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	14.6	14.6	7.4	0.0	0.0	20.3	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	1.9	3.4	0.8	2.9	2.9	0.1	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	1.6	12.3	13.8	0.3	1.4	1.5	0.6	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	16.5	18.0	8.2	2.9	2.9	20.4	0.0	0.0	22.1	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		2104			1554			24			140	
Approach Delay, s/veh		16.9			3.0			20.4			22.1	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		31.1		7.6		27.3		2.9				
Green Ext Time (p_c), s		14.9		0.8		20.8		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	1425	145	228	1007	340	249	0	1127	33	0	41
Future Volume (veh/h)	306	1425	145	228	1007	340	249	0	1127	33	0	41
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	333	1549	158	248	1095	370	271	0	1225	36	0	45
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	0	2	2	0	2
Cap, veh/h	356	2453	250	284	1811	612	312	0	0	312	0	0
Arrive On Green	0.27	0.69	0.69	0.16	0.48	0.48	0.18	0.00	0.00	0.18	0.00	0.00
Sat Flow, veh/h	1781	4708	480	1781	3771	1274	1781	271		1781	36	
Grp Volume(v), veh/h	333	1120	587	248	988	477	271	48.3		36	31.4	
Grp Sat Flow(s),veh/h/ln	1781	1702	1784	1781	1702	1641	1781	D		1781	C	
Q Serve(g_s), s	16.4	16.2	16.2	12.2	19.1	19.1	13.3			1.5		
Cycle Q Clear(g_c), s	16.4	16.2	16.2	12.2	19.1	19.1	13.3			1.5		
Prop In Lane	1.00		0.27	1.00		0.78	1.00			1.00		
Lane Grp Cap(c), veh/h	356	1773	929	284	1635	788	312			312		
V/C Ratio(X)	0.93	0.63	0.63	0.87	0.60	0.60	0.87			0.12		
Avail Cap(c_a), veh/h	356	1773	929	317	1635	788	445			312		
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	32.5	9.1	9.1	36.9	17.1	17.1	36.1			31.2		
Incr Delay (d2), s/veh	22.7	1.1	2.0	21.1	1.7	3.4	12.2			0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	11.1	6.1	6.7	9.6	10.2	10.4	9.4			1.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	10.2	11.1	58.1	18.8	20.5	48.3			31.4		
LnGrp LOS	E	B	B	E	B	C	D			C		
Approach Vol, veh/h		2040			1713							
Approach Delay, s/veh		17.8			25.0							
Approach LOS		B			C							

Timer - Assigned Phs	1	2	3		5	6	7
Phs Duration (G+Y+Rc), s	22.0	48.2	19.8		18.3	51.9	19.8
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0
Max Green Setting (Gmax), s	18.0	* 28	22.5		16.0	* 30	5.0
Max Q Clear Time (g_c+I1), s	18.4	21.1	15.3		14.2	18.2	3.5
Green Ext Time (p_c), s	0.0	4.6	0.5		0.1	8.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1790	20	24	1846	18	4	1	15	9	0	45
Future Vol, veh/h	53	1790	20	24	1846	18	4	1	15	9	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	1946	22	26	2007	20	4	1	16	10	0	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2027	0	0	1968	0	0	2928	4152	984	2964	4153	1014
Stage 1	-	-	-	-	-	-	2073	2073	-	2069	2069	-
Stage 2	-	-	-	-	-	-	855	2079	-	895	2084	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	121	-	-	130	-	-	16	2	213	15	2	203
Stage 1	-	-	-	-	-	-	34	95	-	34	95	-
Stage 2	-	-	-	-	-	-	289	94	-	273	93	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	121	-	-	130	-	-	7	~ 1	213	-	1	203
Mov Cap-2 Maneuver	-	-	-	-	-	-	7	~ 1	-	-	1	-
Stage 1	-	-	-	-	-	-	18	49	-	18	76	-
Stage 2	-	-	-	-	-	-	175	75	-	128	48	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.5	$ 1014.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	121	-	-	130	-	-	-
HCM Lane V/C Ratio	1.812	0.476	-	-	0.201	-	-	-
HCM Control Delay (s)	$ 1014.8	59.2	-	-	39.5	-	-	-
HCM Lane LOS	F	F	-	-	E	-	-	-
HCM 95th %tile Q(veh)	3.5	2.1	-	-	0.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1784	4	7	1933	0	0
Future Vol, veh/h	1784	4	7	1933	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1939	4	8	2101	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1943	0	2797	972
Stage 1	-	-	-	-	1941	-
Stage 2	-	-	-	-	856	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	134	-	34	217
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	134	-	32	217
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	321	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	134	-
HCM Lane V/C Ratio	-	-	-	0.057	-
HCM Control Delay (s)	0	-	-	33.5	-
HCM Lane LOS	A	-	-	D	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	20	9	1	20
Future Vol, veh/h	0	0	20	9	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	22	10	1	22

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	51	27	0	0	32	0
Stage 1	27	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	958	1048	-	-	1580	-
Stage 1	996	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	957	1048	-	-	1580	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1580	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	-	-	0	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Beverly Glen Bl & Santa Monica Bl

08/10/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1574	0	274	1780	508	114	662	143	315	976	53
Future Volume (veh/h)	189	1574	0	274	1780	508	114	662	143	315	976	53
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1711	0	298	1935	552	124	720	155	342	1061	58
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1745	0	288	1915	740	173	1128	503	317	1276	569
Arrive On Green	0.05	0.34	0.00	0.11	0.50	0.50	0.05	0.32	0.32	0.09	0.36	0.36
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	205	1711	0	298	1935	552	124	720	155	342	1061	58
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.0	39.8	0.0	10.0	45.0	33.3	4.2	20.8	8.9	11.0	32.7	2.9
Cycle Q Clear(g_c), s	6.0	39.8	0.0	10.0	45.0	33.3	4.2	20.8	8.9	11.0	32.7	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1745	0	288	1915	740	173	1128	503	317	1276	569
V/C Ratio(X)	1.19	0.98	0.00	1.03	1.01	0.75	0.72	0.64	0.31	1.08	0.83	0.10
Avail Cap(c_a), veh/h	173	1745	0	288	1915	740	173	1128	503	317	1276	569
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.73	0.73	0.73	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.1	0.0	53.4	30.1	20.8	56.2	35.0	31.0	54.5	35.1	25.6
Incr Delay (d2), s/veh	127.5	17.4	0.0	54.6	20.2	5.0	7.7	1.8	1.0	73.4	6.4	0.4
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(85%),veh/ln	8.6	23.7	0.0	8.7	24.1	14.8	3.2	11.8	5.1	11.3	19.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	184.5	56.6	0.0	107.9	50.3	25.8	63.8	36.8	32.0	127.9	41.5	25.9
LnGrp LOS	F	E	A	F	F	C	E	D	C	F	D	C
Approach Vol, veh/h		1916			2785			999			1461	
Approach Delay, s/veh		70.2			51.6			39.4			61.1	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.5	10.0	49.5	14.0	46.5	15.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	6.0	* 45	6.0	43.1	10.0	* 41	11.0	38.1
Max Q Clear Time (g_c+I1), s	8.0	47.0	6.2	34.7	12.0	41.8	13.0	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	7.6

Intersection Summary	
HCM 6th Ctrl Delay	56.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1725	373	152	1866	580	293
Future Volume (veh/h)	1725	373	152	1866	580	293
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1875	405	165	2028	630	318
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2630	1254	253	3225	953	769
Arrive On Green	0.51	0.51	0.07	0.63	0.28	0.28
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	1875	405	165	2028	630	318
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	33.8	8.6	5.6	29.1	19.4	11.2
Cycle Q Clear(g_c), s	33.8	8.6	5.6	29.1	19.4	11.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2630	1254	253	3225	953	769
V/C Ratio(X)	0.71	0.32	0.65	0.63	0.66	0.41
Avail Cap(c_a), veh/h	2630	1254	288	3225	953	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.71	0.71	0.79	0.79
Uniform Delay (d), s/veh	22.3	3.5	54.1	13.5	38.5	35.5
Incr Delay (d2), s/veh	0.4	0.1	2.0	0.7	2.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	14.9	8.6	3.9	13.6	11.3	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	3.7	56.1	14.2	41.3	36.8
LnGrp LOS	C	A	E	B	D	D
Approach Vol, veh/h	2280			2193	948	
Approach Delay, s/veh	19.3			17.3	39.8	
Approach LOS	B			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		81.0		39.0	14.0	67.0
Change Period (Y+Rc), s		* 5.2		5.9	* 5.2	* 5.2
Max Green Setting (Gmax), s		* 76		33.1	* 10	* 62
Max Q Clear Time (g_c+I1), s		31.1		21.4	7.6	35.8
Green Ext Time (p_c), s		29.8		4.2	0.0	21.1

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	84	1571	418	341	1736	0	645	0	704	0	0
Future Volume (veh/h)	84	1571	418	341	1736	0	645	0	704	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	91	1708	454	371	1887	0	701	701	765		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	74	2804	991	710	3155	0	952	952	1102		
Arrive On Green	0.01	0.14	0.14	0.21	0.62	0.00	0.19	0.19	0.19		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	91	1708	454	371	1887	0	701	701	765		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	5.0	29.9	21.6	11.5	26.9	0.0	15.8	15.8	2.8		
Cycle Q Clear(g_c), s	5.0	29.9	21.6	11.5	26.9	0.0	15.8	15.8	2.8		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	74	2804	991	710	3155	0	952	952	1102		
V/C Ratio(X)	1.23	0.61	0.46	0.52	0.60	0.00	0.74	0.74	0.69		
Avail Cap(c_a), veh/h	74	2804	991	710	3155	0	1218	1218	1250		
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	59.2	41.8	18.9	42.4	13.9	0.0	45.8	45.8	30.3		
Incr Delay (d2), s/veh	160.2	0.7	1.1	0.7	0.8	0.0	1.7	1.7	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	8.1	16.2	17.4	7.3	13.4	0.0	9.4	9.4	17.6		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	219.4	42.5	20.0	43.1	14.7	0.0	47.5	47.5	31.7		
LnGrp LOS	F	D	B	D	B	A	D	D	C		
Approach Vol, veh/h		2253			2258		1466	1466			
Approach Delay, s/veh		45.1			19.4		39.3	39.3			
Approach LOS		D			B		D	D			

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	9.5	80.8		29.7	31.3	59.0
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	5.0	* 60		29.1	* 19	* 52
Max Q Clear Time (g_c+I1), s	7.0	28.9		17.8	13.5	31.9
Green Ext Time (p_c), s	0.0	26.8		5.0	0.7	18.6

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

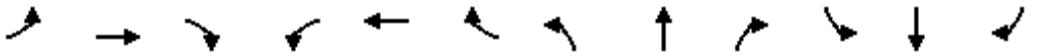
Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Beverly Glen Bl & Olympic Bl

04/08/2021



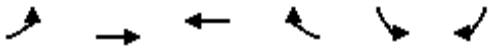
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1528	128	176	2185	89	178	625	86	278	771	192
Future Volume (veh/h)	205	1528	128	176	2185	89	178	625	86	278	771	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	1661	139	191	2375	97	193	679	93	302	838	209
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	1877	157	217	2568	105	213	929	520	279	1008	538
Arrive On Green	0.06	0.39	0.39	0.07	0.40	0.40	0.06	0.26	0.26	0.08	0.28	0.28
Sat Flow, veh/h	1781	4801	401	1781	6388	261	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	223	1177	623	191	1793	679	193	679	93	302	838	209
Grp Sat Flow(s),veh/h/ln	1781	1702	1798	1781	1609	1823	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	29.0	29.1	5.9	31.8	31.9	5.0	15.7	3.8	7.0	19.9	9.0
Cycle Q Clear(g_c), s	5.0	29.0	29.1	5.9	31.8	31.9	5.0	15.7	3.8	7.0	19.9	9.0
Prop In Lane	1.00		0.22	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1331	703	217	1940	733	213	929	520	279	1008	538
V/C Ratio(X)	1.20	0.88	0.89	0.88	0.92	0.93	0.91	0.73	0.18	1.08	0.83	0.39
Avail Cap(c_a), veh/h	185	1331	703	217	1940	733	213	1066	581	279	1145	599
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	0.20	0.20	0.20	0.35	0.35	0.35
Uniform Delay (d), s/veh	24.8	25.5	25.5	21.4	25.6	25.6	31.2	30.4	21.6	30.7	30.2	22.6
Incr Delay (d2), s/veh	131.4	8.9	15.4	31.7	9.0	19.4	11.2	0.5	0.0	56.3	1.7	0.2
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(85%),veh/ln	12.9	16.5	18.8	6.3	16.9	21.3	3.2	7.8	1.9	9.0	10.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.2	34.4	40.9	53.1	34.6	45.1	42.4	30.8	21.6	87.1	32.0	22.8
LnGrp LOS	F	C	D	D	C	D	D	C	C	F	C	C
Approach Vol, veh/h		2023			2663			965			1349	
Approach Delay, s/veh		49.8			38.6			32.2			42.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	41.3	9.0	30.7	10.0	40.3	11.0	28.7
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 33	5.0	* 29	6.0	* 32	7.0	* 27
Max Q Clear Time (g_c+I1), s	7.0	33.9	7.0	21.9	7.9	31.1	9.0	17.7
Green Ext Time (p_c), s	0.0	0.0	0.0	3.6	0.0	0.6	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



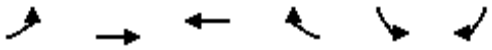
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	215	1660	2046	179	239	333
Future Volume (veh/h)	215	1660	2046	179	239	333
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	1804	2224	195	260	362
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	3086	2462	764	960	992
Arrive On Green	0.16	1.00	0.48	0.48	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	234	1804	2224	195	260	362
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	6.0	0.0	36.0	6.5	5.3	8.6
Cycle Q Clear(g_c), s	6.0	0.0	36.0	6.5	5.3	8.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	269	3086	2462	764	960	992
V/C Ratio(X)	0.87	0.58	0.90	0.26	0.27	0.36
Avail Cap(c_a), veh/h	269	3086	2462	764	960	992
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	37.6	0.0	21.4	13.8	25.4	21.5
Incr Delay (d2), s/veh	25.1	0.8	6.0	0.8	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.1	0.4	18.5	4.0	3.7	10.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.7	0.8	27.4	14.6	26.0	22.4
LnGrp LOS	E	A	C	B	C	C
Approach Vol, veh/h		2038	2419		622	
Approach Delay, s/veh		7.9	26.3		23.9	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	11.0	49.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	7.0	* 43
Max Q Clear Time (g_c+I1), s		2.0		10.6	8.0	38.0
Green Ext Time (p_c), s		23.3		2.1	0.0	5.0

Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



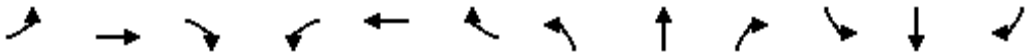
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	520	1015	1553	254	358	424
Future Volume (veh/h)	520	1015	1553	254	358	424
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	565	1103	1688	276	389	461
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	485	3367	1542	250	793	795
Arrive On Green	0.27	0.66	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	5274	4594	719	3456	1585
Grp Volume(v), veh/h	565	1103	1296	668	389	461
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1741	1728	1585
Q Serve(g_s), s	24.5	8.4	31.4	31.4	8.8	18.4
Cycle Q Clear(g_c), s	24.5	8.4	31.4	31.4	8.8	18.4
Prop In Lane	1.00			0.41	1.00	1.00
Lane Grp Cap(c), veh/h	485	3367	1186	606	793	795
V/C Ratio(X)	1.17	0.33	1.09	1.10	0.49	0.58
Avail Cap(c_a), veh/h	485	3367	1186	606	806	801
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.64	0.64	0.50	0.50
Uniform Delay (d), s/veh	32.8	6.7	34.5	34.5	30.1	15.8
Incr Delay (d2), s/veh	94.8	0.3	51.1	61.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	30.5	4.4	27.2	29.9	5.0	20.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	127.6	6.9	85.6	95.7	30.3	16.3
LnGrp LOS	F	A	F	F	C	B
Approach Vol, veh/h		1668	1964		850	
Approach Delay, s/veh		47.8	89.0		22.7	
Approach LOS		D	F		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.0	36.4		25.6		64.4
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	24.5	* 31		* 21		* 59
Max Q Clear Time (g_c+I1), s	26.5	33.4		20.4		10.4
Green Ext Time (p_c), s	0.0	0.0		0.3		10.5

Intersection Summary	
HCM 6th Ctrl Delay	61.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1297	54	55	1762	64	10	7	24	40	4	71
Future Volume (veh/h)	25	1297	54	55	1762	64	10	7	24	40	4	71
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1410	59	60	1915	70	11	8	26	43	4	77
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	201	2781	116	217	2798	102	150	122	304	207	41	317
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	218	5026	210	361	5057	185	302	365	913	459	123	952
Grp Volume(v), veh/h	27	955	514	60	1288	697	45	0	0	124	0	0
Grp Sat Flow(s),veh/h/ln	218	1702	1833	361	1702	1837	1579	0	0	1534	0	0
Q Serve(g_s), s	5.7	15.7	15.7	6.7	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	5.7	15.7	15.7	22.4	0.0	0.0	1.6	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.10	0.24		0.58	0.35		0.62
Lane Grp Cap(c), veh/h	201	1884	1014	217	1884	1017	576	0	0	565	0	0
V/C Ratio(X)	0.13	0.51	0.51	0.28	0.68	0.69	0.08	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	201	1884	1014	217	1884	1017	576	0	0	565	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	12.5	12.5	3.5	0.0	0.0	20.5	0.0	0.0	21.6	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.9	1.7	2.0	1.3	2.4	0.3	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	0.6	8.1	8.9	0.6	0.6	1.2	1.2	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	13.4	14.1	5.5	1.3	2.4	20.8	0.0	0.0	21.8	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1496			2045			45			124	
Approach Delay, s/veh		13.6			1.8			20.8			21.8	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		24.4		6.9		17.7		3.6				
Green Ext Time (p_c), s		22.2		0.7		23.1		0.2				

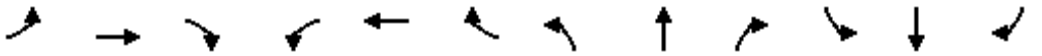
Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
8: Motor Ave & Pico Bl

08/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1108	183	431	1515	31	163	0	387	186	0	312
Future Volume (veh/h)	32	1108	183	431	1515	31	163	0	387	186	0	312
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	35	1204	199	468	1647	34	177	0	421	202	0	339
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	0	2	2	0	2
Cap, veh/h	58	2015	333	475	3557	73	236	0	0	236	0	0
Arrive On Green	0.01	0.15	0.15	0.27	0.69	0.69	0.13	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	4414	729	1781	5149	106	1781	177		1781	202	
Grp Volume(v), veh/h	35	929	474	468	1089	592	177	50.2		202	63.4	
Grp Sat Flow(s),veh/h/ln	1781	1702	1739	1781	1702	1851	1781	D		1781	E	
Q Serve(g_s), s	1.8	22.9	22.9	23.5	13.1	13.1	8.6			10.0		
Cycle Q Clear(g_c), s	1.8	22.9	22.9	23.5	13.1	13.1	8.6			10.0		
Prop In Lane	1.00		0.42	1.00		0.06	1.00			1.00		
Lane Grp Cap(c), veh/h	58	1554	794	475	2352	1279	236			236		
V/C Ratio(X)	0.61	0.60	0.60	0.99	0.46	0.46	0.75			0.86		
Avail Cap(c_a), veh/h	119	1554	794	475	2352	1279	236			238		
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	43.9	30.5	30.5	32.8	6.3	6.3	37.6			38.2		
Incr Delay (d2), s/veh	8.3	1.4	2.8	37.3	0.7	1.2	12.6			25.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	1.6	13.8	14.4	18.7	6.2	6.9	6.7			8.5		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	31.9	33.3	70.1	7.0	7.5	50.2			63.4		
LnGrp LOS	D	C	C	E	A	A	D			E		
Approach Vol, veh/h		1438			2149							
Approach Delay, s/veh		32.9			20.9							
Approach LOS		C			C							

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	6.9	67.2	15.9		28.0	46.1	15.9					
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0					
Max Green Setting (Gmax), s	6.0	* 45	10.0		24.0	* 27	12.0					
Max Q Clear Time (g_c+I1), s	3.8	15.1	10.6		25.5	24.9	12.0					
Green Ext Time (p_c), s	0.0	15.3	0.0		0.0	1.6	0.0					

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	2288	5	4	2323	7	8	0	8	11	0	72
Future Vol, veh/h	70	2288	5	4	2323	7	8	0	8	11	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	2487	5	4	2525	8	9	0	9	12	0	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2533	0	0	2492	0	0	3660	5183	1246	3684	5181	1267
Stage 1	-	-	-	-	-	-	2642	2642	-	2537	2537	-
Stage 2	-	-	-	-	-	-	1018	2541	-	1147	2644	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	~ 67	-	-	70	-	-	~ 5	0	142	~ 5	0	137
Stage 1	-	-	-	-	-	-	13	48	-	15	54	-
Stage 2	-	-	-	-	-	-	229	54	-	190	48	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 67	-	-	70	-	-	-	0	142	-	0	137
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	13	0	-	15	51	-
Stage 2	-	-	-	-	-	-	93	51	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.6	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 67	-	-	70	-	-	-
HCM Lane V/C Ratio	-	1.136	-	-	0.062	-	-	-
HCM Control Delay (s)	-	257.7	-	-	59.8	-	-	-
HCM Lane LOS	-	F	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	5.9	-	-	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2285	5	26	2259	10	21
Future Vol, veh/h	2285	5	26	2259	10	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2484	5	28	2455	11	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2489	0	3525	1245
Stage 1	-	-	-	-	2487	-
Stage 2	-	-	-	-	1038	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	70	-	13	142
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	272	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	70	-	~ 8	142
Mov Cap-2 Maneuver	-	-	-	-	23	-
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	163	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	152.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	70	-
HCM Lane V/C Ratio	0.636	-	-	0.404	-
HCM Control Delay (s)	152.7	-	-	87.6	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	2.5	-	-	1.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	24	0	0	16
Future Vol, veh/h	0	7	24	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	26	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	43	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	968	1050	-	-	1588	-
Stage 1	997	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	968	1050	-	-	1588	-
Mov Cap-2 Maneuver	968	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1050	1588	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	8.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th Signalized Intersection Summary
1: Beverly Glen Bl & Santa Monica Bl

08/10/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	2075	0	188	1369	219	135	713	437	678	635	137
Future Volume (veh/h)	125	2075	0	188	1369	219	135	713	437	678	635	137
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	2255	0	204	1488	238	147	775	475	737	690	149
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1745	0	144	1745	753	202	1128	503	461	1394	622
Arrive On Green	0.04	0.34	0.00	0.08	0.68	0.68	0.06	0.32	0.32	0.13	0.39	0.39
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	136	2255	0	204	1488	238	147	775	475	737	690	149
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.7	41.0	0.0	5.0	26.5	6.5	5.0	22.8	35.0	16.0	17.6	7.6
Cycle Q Clear(g_c), s	4.7	41.0	0.0	5.0	26.5	6.5	5.0	22.8	35.0	16.0	17.6	7.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1745	0	144	1745	753	202	1128	503	461	1394	622
V/C Ratio(X)	0.94	1.29	0.00	1.42	0.85	0.32	0.73	0.69	0.94	1.60	0.49	0.24
Avail Cap(c_a), veh/h	144	1745	0	144	1745	753	259	1128	503	461	1394	622
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.90	0.90	0.90	0.11	0.11	0.11	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	39.5	0.0	55.0	16.7	8.8	55.6	35.7	39.9	52.0	27.5	24.4
Incr Delay (d2), s/veh	57.7	136.1	0.0	220.1	5.0	1.0	0.5	0.4	5.4	279.8	1.3	0.9
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(85%),veh/ln	5.1	52.6	0.0	9.8	9.0	3.4	2.7	11.0	15.5	35.4	10.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.1	175.6	0.0	275.1	21.7	9.8	56.1	36.1	45.3	331.8	28.7	25.4
LnGrp LOS	F	F	A	F	C	A	E	D	D	F	C	C
Approach Vol, veh/h		2391			1930			1397			1576	
Approach Delay, s/veh		172.1			47.0			41.4			170.2	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	46.5	11.0	53.5	9.0	46.5	20.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	5.0	* 41	9.0	45.1	5.0	* 41	16.0	38.1
Max Q Clear Time (g_c+I1), s	6.7	28.5	7.0	19.6	7.0	43.0	18.0	37.0
Green Ext Time (p_c), s	0.0	11.0	0.0	9.7	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	113.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2923	416	161	1587	171	207
Future Volume (veh/h)	2923	416	161	1587	171	207
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3177	452	175	1725	186	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3651	1280	756	4989	320	258
Arrive On Green	0.71	0.71	0.22	0.98	0.09	0.09
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	3177	452	175	1725	186	225
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	56.3	9.2	5.0	1.4	6.2	9.6
Cycle Q Clear(g_c), s	56.3	9.2	5.0	1.4	6.2	9.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3651	1280	756	4989	320	258
V/C Ratio(X)	0.87	0.35	0.23	0.35	0.58	0.87
Avail Cap(c_a), veh/h	3651	1280	756	4989	320	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.89	0.89	0.31	0.31
Uniform Delay (d), s/veh	12.9	3.1	38.6	0.0	52.2	53.7
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.2	2.4	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	19.9	4.8	3.6	0.1	3.8	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	3.2	38.6	0.2	54.6	65.9
LnGrp LOS	B	A	D	A	D	E
Approach Vol, veh/h	3629			1900	411	
Approach Delay, s/veh	11.9			3.8	60.8	
Approach LOS	B			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		122.6		17.0	31.6	91.0
Change Period (Y+Rc), s		* 5.2		5.9	* 5.2	* 5.2
Max Green Setting (Gmax), s		* 98		11.1	* 8	* 86
Max Q Clear Time (g_c+I1), s		3.4		11.6	7.0	58.3
Green Ext Time (p_c), s		31.8		0.0	0.0	27.1

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

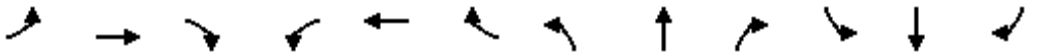
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	26	2135	953	817	1381	0	333	0	493	0	0
Future Volume (veh/h)	26	2135	953	817	1381	0	333	0	493	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	28	2321	1036	888	1501	0	362	362	536		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	45	2322	755	1225	3617	0	580	580	1311		
Arrive On Green	0.01	0.12	0.12	0.35	0.71	0.00	0.12	0.12	0.12		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	28	2321	1036	888	1501	0	362	362	536		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	1.9	43.3	43.3	26.8	14.6	0.0	8.2	8.2	0.0		
Cycle Q Clear(g_c), s	1.9	43.3	43.3	26.8	14.6	0.0	8.2	8.2	0.0		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	45	2322	755	1225	3617	0	580	580	1311		
V/C Ratio(X)	0.62	1.00	1.37	0.72	0.41	0.00	0.62	0.62	0.41		
Avail Cap(c_a), veh/h	92	2322	755	1225	3617	0	1218	1218	1666		
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	58.9	52.8	38.3	33.6	7.2	0.0	50.6	50.6	20.9		
Incr Delay (d2), s/veh	5.5	11.8	171.0	2.2	0.4	0.0	1.1	1.1	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	1.6	23.6	79.1	15.0	7.3	0.0	5.5	5.5	12.1		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	64.4	64.6	209.3	35.8	7.6	0.0	51.7	51.7	21.1		
LnGrp LOS	E	E	F	D	A	A	D	D	C		
Approach Vol, veh/h		3385			2389		898	898			
Approach Delay, s/veh		108.9			18.1		33.4	33.4			
Approach LOS		F			B		C	C			

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	7.5	91.7		20.8	49.2	50.0
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	6.2	* 67		29.1	* 28	* 43
Max Q Clear Time (g_c+I1), s	3.9	16.6		10.2	28.8	45.3
Green Ext Time (p_c), s	0.0	31.0		3.6	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		66.2
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



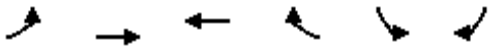
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	2415	87	40	1699	100	240	847	230	239	392	313
Future Volume (veh/h)	326	2415	87	40	1699	100	240	847	230	239	392	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	354	2625	95	43	1847	109	261	921	250	260	426	340
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	219	1890	68	179	1794	557	332	1030	547	238	1109	618
Arrive On Green	0.08	0.37	0.37	0.06	0.35	0.35	0.06	0.29	0.29	0.08	0.31	0.31
Sat Flow, veh/h	1781	5060	182	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	354	1758	962	43	1847	109	261	921	250	260	426	340
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.0	33.6	33.6	1.3	31.6	4.3	5.0	22.4	11.0	7.0	8.4	15.0
Cycle Q Clear(g_c), s	7.0	33.6	33.6	1.3	31.6	4.3	5.0	22.4	11.0	7.0	8.4	15.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1272	686	179	1794	557	332	1030	547	238	1109	618
V/C Ratio(X)	1.62	1.38	1.40	0.24	1.03	0.20	0.79	0.89	0.46	1.09	0.38	0.55
Avail Cap(c_a), veh/h	219	1272	686	179	1794	557	332	1066	564	238	1145	634
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	0.09	0.09	0.09	0.62	0.62	0.62
Uniform Delay (d), s/veh	22.7	28.2	28.2	21.8	29.2	20.3	28.4	30.6	22.9	27.7	24.2	21.3
Incr Delay (d2), s/veh	299.0	177.2	189.2	0.7	29.2	0.8	1.2	1.0	0.1	72.5	0.1	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(85%),veh/ln	29.6	61.5	69.5	1.0	21.9	3.0	3.6	10.4	4.6	9.0	5.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	321.7	205.4	217.4	22.5	58.4	21.1	29.6	31.7	23.0	100.2	24.3	21.9
LnGrp LOS	F	F	F	C	F	C	C	C	C	F	C	C
Approach Vol, veh/h		3074			1999			1432			1026	
Approach Delay, s/veh		222.6			55.6			29.8			42.8	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	36.7	9.0	33.3	9.0	38.7	11.0	31.3
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	7.0	* 31	5.0	* 29	5.0	* 33	7.0	* 27
Max Q Clear Time (g_c+I1), s	9.0	33.6	7.0	17.0	3.3	35.6	9.0	24.4
Green Ext Time (p_c), s	0.0	0.0	0.0	3.3	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	117.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



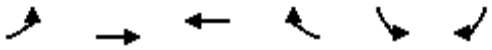
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	664	2559	1870	275	86	119
Future Volume (veh/h)	664	2559	1870	275	86	119
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	722	2782	2033	299	93	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	653	3086	1895	588	960	1302
Arrive On Green	0.38	1.00	0.37	0.37	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	722	2782	2033	299	93	129
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	17.0	0.0	33.4	13.2	1.8	2.3
Cycle Q Clear(g_c), s	17.0	0.0	33.4	13.2	1.8	2.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	653	3086	1895	588	960	1302
V/C Ratio(X)	1.11	0.90	1.07	0.51	0.10	0.10
Avail Cap(c_a), veh/h	653	3086	1895	588	960	1302
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.89	0.89
Uniform Delay (d), s/veh	28.0	0.0	28.3	21.9	24.1	13.4
Incr Delay (d2), s/veh	67.9	4.8	43.4	3.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	15.5	2.5	26.4	7.6	1.3	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.9	4.8	71.7	25.1	24.3	13.6
LnGrp LOS	F	A	F	C	C	B
Approach Vol, veh/h		3504	2332		222	
Approach Delay, s/veh		23.6	65.7		18.1	
Approach LOS		C	E		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	21.0	39.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	17.0	* 33
Max Q Clear Time (g_c+I1), s		2.0		4.3	19.0	35.4
Green Ext Time (p_c), s		43.1		0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



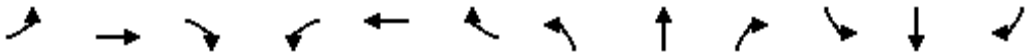
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	715	2185	1063	351	236	223
Future Volume (veh/h)	715	2185	1063	351	236	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	777	2375	1155	382	257	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	505	3821	1124	365	486	672
Arrive On Green	0.28	0.75	0.29	0.29	0.14	0.14
Sat Flow, veh/h	1781	5274	2731	856	3456	1585
Grp Volume(v), veh/h	777	2375	771	766	257	242
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1716	1728	1585
Q Serve(g_s), s	25.5	19.7	38.3	38.3	6.2	9.3
Cycle Q Clear(g_c), s	25.5	19.7	38.3	38.3	6.2	9.3
Prop In Lane	1.00			0.50	1.00	1.00
Lane Grp Cap(c), veh/h	505	3821	757	731	486	672
V/C Ratio(X)	1.54	0.62	1.02	1.05	0.53	0.36
Avail Cap(c_a), veh/h	505	3821	757	731	806	819
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.43	0.43	0.94	0.94
Uniform Delay (d), s/veh	32.3	5.3	32.2	32.2	35.9	17.6
Incr Delay (d2), s/veh	252.6	0.8	26.2	35.4	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	65.2	7.7	26.0	27.8	4.3	12.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	284.8	6.1	58.3	67.6	36.8	17.9
LnGrp LOS	F	A	F	F	D	B
Approach Vol, veh/h		3152	1537		499	
Approach Delay, s/veh		74.8	62.9		27.6	
Approach LOS		E	E		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	43.3		17.7		72.3
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	25.5	* 30		* 21		* 59
Max Q Clear Time (g_c+I1), s	27.5	40.3		11.3		21.7
Green Ext Time (p_c), s	0.0	0.0		1.3		28.0

Intersection Summary	
HCM 6th Ctrl Delay	66.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



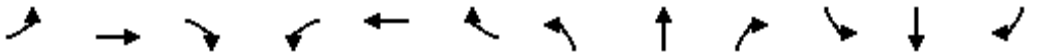
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	2228	21	15	1424	82	9	2	11	36	1	97
Future Volume (veh/h)	67	2228	21	15	1424	82	9	2	11	36	1	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	2422	23	16	1548	89	10	2	12	39	1	105
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	135	2886	27	103	1890	108	246	65	254	163	30	375
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	307	5216	49	139	3416	196	568	194	762	338	91	1125
Grp Volume(v), veh/h	73	1579	866	16	802	835	24	0	0	145	0	0
Grp Sat Flow(s),veh/h/ln	307	1702	1861	139	1777	1835	1523	0	0	1554	0	0
Q Serve(g_s), s	16.2	34.8	34.9	9.8	33.0	33.6	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	49.8	34.8	34.9	44.7	33.0	33.6	0.9	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.11	0.42		0.50	0.27		0.72
Lane Grp Cap(c), veh/h	135	1884	1030	103	983	1015	564	0	0	569	0	0
V/C Ratio(X)	0.54	0.84	0.84	0.16	0.82	0.82	0.04	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	135	1884	1030	103	983	1015	564	0	0	569	0	0
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)	0.75	0.75	0.75	0.50	0.50	0.50	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.9	16.7	16.8	35.5	16.4	16.5	20.3	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	11.1	3.5	6.3	1.6	3.9	3.9	0.1	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	3.3	16.4	18.7	0.7	15.8	16.5	0.6	0.0	0.0	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	20.3	23.1	37.1	20.2	20.4	20.4	0.0	0.0	22.2	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		2518			1653			24			145	
Approach Delay, s/veh		22.1			20.5			20.4			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		46.7		7.8		51.8		2.9				
Green Ext Time (p_c), s		2.9		0.8		0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.5
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	318	1783	154	258	1081	354	259	0	1329	34	0	43
Future Volume (veh/h)	318	1783	154	258	1081	354	259	0	1329	34	0	43
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	346	1938	167	280	1175	385	282	0	1445	37	0	47
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	0	2	2	0	2
Cap, veh/h	378	2746	235	315	2047	670	231	0	0	231	0	0
Arrive On Green	0.21	0.57	0.57	0.18	0.54	0.54	0.13	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	4790	410	1781	3804	1246	1781	282		1781	37	
Grp Volume(v), veh/h	346	1374	731	280	1051	509	282	179.0		37	42.1	
Grp Sat Flow(s),veh/h/ln	1781	1702	1796	1781	1702	1646	1781	F		1781	D	
Q Serve(g_s), s	20.5	31.2	31.6	16.6	22.3	22.3	14.0			2.0		
Cycle Q Clear(g_c), s	20.5	31.2	31.6	16.6	22.3	22.3	14.0			2.0		
Prop In Lane	1.00		0.23	1.00		0.76	1.00			1.00		
Lane Grp Cap(c), veh/h	378	1952	1030	315	1831	886	231			231		
V/C Ratio(X)	0.92	0.70	0.71	0.89	0.57	0.57	1.22			0.16		
Avail Cap(c_a), veh/h	429	1952	1030	429	1831	886	231			231		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.37	0.37	0.37	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	41.6	16.5	16.6	43.4	16.7	16.7	47.0			41.8		
Incr Delay (d2), s/veh	10.5	0.8	1.6	15.9	1.3	2.7	132.0			0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	12.0	13.8	14.9	11.7	11.7	11.8	20.2			1.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	17.3	18.1	59.4	18.0	19.4	179.0			42.1		
LnGrp LOS	D	B	B	E	B	B	F			D		
Approach Vol, veh/h		2451			1840							
Approach Delay, s/veh		22.5			24.7							
Approach LOS		C			C							

Timer - Assigned Phs	1	2	3		5	6	7
Phs Duration (G+Y+Rc), s	26.9	63.1	18.0		23.1	66.9	18.0
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0
Max Green Setting (Gmax), s	26.0	* 37	14.0		26.0	* 37	14.0
Max Q Clear Time (g_c+I1), s	22.5	24.3	16.0		18.6	33.6	4.0
Green Ext Time (p_c), s	0.4	8.3	0.0		0.5	3.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	1939	14	22	1948	19	4	1	16	9	0	47
Future Vol, veh/h	55	1939	14	22	1948	19	4	1	16	9	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	2108	15	24	2117	21	4	1	17	10	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2138	0	0	2123	0	0	3131	4422	1062	3140	4419	1069
Stage 1	-	-	-	-	-	-	2236	2236	-	2176	2176	-
Stage 2	-	-	-	-	-	-	895	2186	-	964	2243	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	106	-	-	108	-	-	12	~ 1	189	12	1	187
Stage 1	-	-	-	-	-	-	26	78	-	29	84	-
Stage 2	-	-	-	-	-	-	273	83	-	248	77	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	106	-	-	108	-	-	~ 4	0	189	~ 5	0	187
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	0	-	~ 5	0	-
Stage 1	-	-	-	-	-	-	11	34	-	13	65	-
Stage 2	-	-	-	-	-	-	154	65	-	95	33	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.5	$ 608.5	$ 884.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	18	106	-	-	108	-	-	27
HCM Lane V/C Ratio	1.268	0.564	-	-	0.221	-	-	2.254
HCM Control Delay (s)	$ 608.5	75.9	-	-	47.6	-	-	$ 884.2
HCM Lane LOS	F	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	3.2	2.7	-	-	0.8	-	-	7.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1932	4	6	2022	8	12
Future Vol, veh/h	1932	4	6	2022	8	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2100	4	7	2198	9	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2104	0	2995	1052
Stage 1	-	-	-	-	2102	-
Stage 2	-	-	-	-	893	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	111	-	26	191
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	326	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	111	-	24	191
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	305	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	66
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	80	-	-	111	-
HCM Lane V/C Ratio	0.272	-	-	0.059	-
HCM Control Delay (s)	66	-	-	39.4	-
HCM Lane LOS	F	-	-	E	-
HCM 95th %tile Q(veh)	1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	21	0	0	21
Future Vol, veh/h	0	0	21	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	23

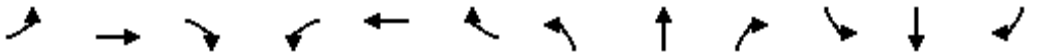
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	46	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	964	1054	-	-	1592	-
Stage 1	1000	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	964	1054	-	-	1592	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1592	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Beverly Glen Bl & Santa Monica Bl

08/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1717	0	299	2030	664	118	689	151	385	1021	55
Future Volume (veh/h)	197	1717	0	299	2030	664	118	689	151	385	1021	55
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	214	1866	0	325	2207	722	128	749	164	418	1110	60
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1787	0	230	1915	753	144	1128	503	346	1336	596
Arrive On Green	0.04	0.35	0.00	0.09	0.50	0.50	0.04	0.32	0.32	0.10	0.38	0.38
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	214	1866	0	325	2207	722	128	749	164	418	1110	60
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.0	42.0	0.0	8.0	45.0	45.0	4.4	21.9	9.5	12.0	34.0	2.9
Cycle Q Clear(g_c), s	5.0	42.0	0.0	8.0	45.0	45.0	4.4	21.9	9.5	12.0	34.0	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1787	0	230	1915	753	144	1128	503	346	1336	596
V/C Ratio(X)	1.49	1.04	0.00	1.41	1.15	0.96	0.89	0.66	0.33	1.21	0.83	0.10
Avail Cap(c_a), veh/h	144	1787	0	230	1915	753	144	1128	503	346	1336	596
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.58	0.58	0.58	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	39.0	0.0	54.7	30.1	25.3	57.2	35.4	31.2	54.0	34.0	24.3
Incr Delay (d2), s/veh	252.0	33.8	0.0	199.3	72.6	16.9	30.6	1.9	1.1	118.3	6.1	0.3
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(85%),veh/ln	11.0	28.6	0.0	13.6	36.9	25.9	3.8	12.3	5.4	15.4	19.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	309.5	72.8	0.0	253.9	102.6	42.2	87.8	37.3	32.2	172.3	40.1	24.6
LnGrp LOS	F	F	A	F	F	D	F	D	C	F	D	C
Approach Vol, veh/h		2080			3254			1041			1588	
Approach Delay, s/veh		97.2			104.4			42.7			74.3	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	50.5	9.0	51.5	12.0	47.5	16.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	5.0	* 45	5.0	45.1	8.0	* 42	12.0	38.1
Max Q Clear Time (g_c+I1), s	7.0	47.0	6.4	36.0	10.0	44.0	14.0	23.9
Green Ext Time (p_c), s	0.0	0.0	0.0	6.7	0.0	0.0	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	88.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1928	390	160	2270	608	307
Future Volume (veh/h)	1928	390	160	2270	608	307
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2096	424	174	2467	661	334
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2553	1216	334	3268	924	746
Arrive On Green	0.50	0.50	0.10	0.64	0.27	0.27
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	2096	424	174	2467	661	334
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	41.8	10.2	5.7	40.4	20.8	12.0
Cycle Q Clear(g_c), s	41.8	10.2	5.7	40.4	20.8	12.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2553	1216	334	3268	924	746
V/C Ratio(X)	0.82	0.35	0.52	0.75	0.72	0.45
Avail Cap(c_a), veh/h	2630	1240	334	3268	924	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.58	0.58	0.75	0.75
Uniform Delay (d), s/veh	25.5	4.4	51.6	15.0	39.8	36.6
Incr Delay (d2), s/veh	0.2	0.0	0.4	1.0	3.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	17.7	8.9	3.8	17.8	12.0	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	4.4	51.9	16.0	43.4	38.0
LnGrp LOS	C	A	D	B	D	D
Approach Vol, veh/h	2520			2641	995	
Approach Delay, s/veh	22.1			18.4	41.6	
Approach LOS	C			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		82.0		38.0	16.8	65.2
Change Period (Y+Rc), s		* 5.2		5.9	* 5.2	* 5.2
Max Green Setting (Gmax), s		* 77		32.1	* 11	* 62
Max Q Clear Time (g_c+I1), s		42.4		22.8	7.7	43.8
Green Ext Time (p_c), s		29.4		3.8	0.0	16.2

Intersection Summary		
HCM 6th Ctrl Delay		23.7
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	87	1638	567	410	1819	0	989	0	867	0	0
Future Volume (veh/h)	87	1638	567	410	1819	0	989	0	867	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	95	1780	616	446	1977	0	1075	1075	942		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	74	2332	988	718	2792	0	1309	1309	1307		
Arrive On Green	0.04	0.36	0.36	0.21	0.55	0.00	0.26	0.26	0.26		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	95	1780	616	446	1977	0	1075	1075	942		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	5.0	29.3	28.7	14.1	34.4	0.0	24.2	24.2	7.6		
Cycle Q Clear(g_c), s	5.0	29.3	28.7	14.1	34.4	0.0	24.2	24.2	7.6		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	74	2332	988	718	2792	0	1309	1309	1307		
V/C Ratio(X)	1.28	0.76	0.62	0.62	0.71	0.00	0.82	0.82	0.72		
Avail Cap(c_a), veh/h	74	2332	988	718	2792	0	1419	1419	1367		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	57.5	33.7	13.9	43.2	20.1	0.0	41.7	41.7	25.6		
Incr Delay (d2), s/veh	173.5	1.4	1.8	1.7	1.5	0.0	3.7	3.7	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		
%ile BackOfQ(85%),veh/ln	8.3	14.2	22.5	8.8	17.4	0.0	13.7	13.7	22.4		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	231.0	35.2	15.7	44.9	21.7	0.0	45.5	45.5	27.4		
LnGrp LOS	F	D	B	D	C	A	D	D	C		
Approach Vol, veh/h		2491			2423		2017	2017			
Approach Delay, s/veh		37.8			25.9		37.0	37.0			
Approach LOS		D			C		D	D			

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	9.5	72.3		38.2	31.6	50.2
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	5.0	* 56		33.9	* 23	* 44
Max Q Clear Time (g_c+I1), s	7.0	36.4		26.2	16.1	31.3
Green Ext Time (p_c), s	0.0	17.5		5.1	1.0	11.7

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

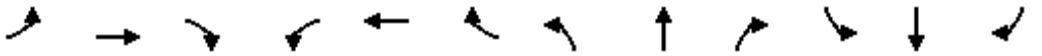
Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Beverly Glen Bl & Olympic Bl

04/08/2021



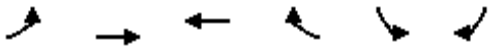
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1639	133	182	2360	92	185	652	93	297	807	210
Future Volume (veh/h)	213	1639	133	182	2360	92	185	652	93	297	807	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	1782	145	198	2565	100	201	709	101	323	877	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	179	1895	154	187	2521	98	209	998	533	267	1037	551
Arrive On Green	0.06	0.39	0.39	0.06	0.39	0.39	0.06	0.28	0.28	0.07	0.29	0.29
Sat Flow, veh/h	1781	4814	391	1781	6402	249	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	232	1259	668	198	1932	733	201	709	101	323	877	228
Grp Sat Flow(s),veh/h/ln	1781	1702	1800	1781	1609	1826	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	32.0	32.2	5.0	35.4	35.4	5.0	16.1	4.1	6.0	20.9	9.9
Cycle Q Clear(g_c), s	5.0	32.0	32.2	5.0	35.4	35.4	5.0	16.1	4.1	6.0	20.9	9.9
Prop In Lane	1.00		0.22	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	1340	709	187	1900	719	209	998	533	267	1037	551
V/C Ratio(X)	1.30	0.94	0.94	1.06	1.02	1.02	0.96	0.71	0.19	1.21	0.85	0.41
Avail Cap(c_a), veh/h	179	1340	709	187	1900	719	209	1106	581	267	1145	599
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	0.09	0.09	0.09	0.17	0.17	0.17
Uniform Delay (d), s/veh	24.0	26.2	26.3	24.9	27.3	27.3	30.9	29.1	21.2	31.3	30.0	22.4
Incr Delay (d2), s/veh	168.2	13.8	22.4	81.8	24.9	38.7	10.8	0.2	0.0	100.5	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(85%),veh/ln	15.0	18.8	21.8	9.3	21.8	27.6	3.1	7.5	1.9	12.7	10.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	192.3	40.0	48.7	106.7	52.2	66.0	41.7	29.3	21.2	131.7	31.0	22.5
LnGrp LOS	F	D	D	F	F	F	D	C	C	F	C	C
Approach Vol, veh/h		2159			2863			1011			1428	
Approach Delay, s/veh		59.1			59.5			30.9			52.4	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	40.5	9.0	31.5	9.0	40.5	10.0	30.5
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 33	5.0	* 29	5.0	* 33	6.0	* 28
Max Q Clear Time (g_c+I1), s	7.0	37.4	7.0	22.9	7.0	34.2	8.0	18.1
Green Ext Time (p_c), s	0.0	0.0	0.0	3.4	0.0	0.0	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



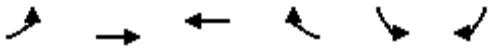
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	228	1770	2219	188	250	350
Future Volume (veh/h)	228	1770	2219	188	250	350
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	1924	2412	204	272	380
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	3086	2462	764	960	992
Arrive On Green	0.16	1.00	0.48	0.48	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	248	1924	2412	204	272	380
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	6.4	0.0	41.7	6.9	5.6	9.1
Cycle Q Clear(g_c), s	6.4	0.0	41.7	6.9	5.6	9.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	269	3086	2462	764	960	992
V/C Ratio(X)	0.92	0.62	0.98	0.27	0.28	0.38
Avail Cap(c_a), veh/h	269	3086	2462	764	960	992
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	37.7	0.0	22.9	13.8	25.5	21.6
Incr Delay (d2), s/veh	35.0	1.0	13.9	0.9	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.8	0.5	23.0	4.2	3.9	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.7	1.0	36.8	14.7	26.2	22.7
LnGrp LOS	E	A	D	B	C	C
Approach Vol, veh/h		2172	2616		652	
Approach Delay, s/veh		9.2	35.1		24.1	
Approach LOS		A	D		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	11.0	49.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	7.0	* 43
Max Q Clear Time (g_c+I1), s		2.0		11.1	8.4	43.7
Green Ext Time (p_c), s		25.9		2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



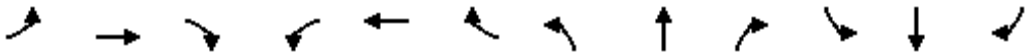
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	543	1128	1822	267	377	441
Future Volume (veh/h)	543	1128	1822	267	377	441
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	590	1226	1980	290	410	479
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	445	3347	1653	239	806	766
Arrive On Green	0.25	0.66	0.37	0.37	0.23	0.23
Sat Flow, veh/h	1781	5274	4675	650	3456	1585
Grp Volume(v), veh/h	590	1226	1488	782	410	479
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1753	1728	1585
Q Serve(g_s), s	22.5	9.8	33.0	33.0	9.3	20.1
Cycle Q Clear(g_c), s	22.5	9.8	33.0	33.0	9.3	20.1
Prop In Lane	1.00			0.37	1.00	1.00
Lane Grp Cap(c), veh/h	445	3347	1248	643	806	766
V/C Ratio(X)	1.32	0.37	1.19	1.22	0.51	0.63
Avail Cap(c_a), veh/h	445	3347	1248	643	806	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.47	0.47	0.44	0.44
Uniform Delay (d), s/veh	33.7	7.0	28.5	28.5	30.0	17.2
Incr Delay (d2), s/veh	161.1	0.3	90.6	104.1	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	40.4	5.0	36.2	40.6	5.2	21.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	194.9	7.3	119.1	132.6	30.2	17.9
LnGrp LOS	F	A	F	F	C	B
Approach Vol, veh/h		1816	2270		889	
Approach Delay, s/veh		68.3	123.7		23.6	
Approach LOS		E	F		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.0	38.0		26.0		64.0
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	22.5	* 33		* 21		* 59
Max Q Clear Time (g_c+I1), s	24.5	35.0		22.1		11.8
Green Ext Time (p_c), s	0.0	0.0		0.0		12.2

Intersection Summary	
HCM 6th Ctrl Delay	85.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



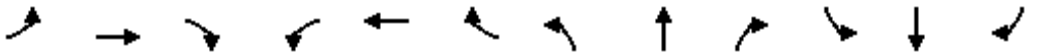
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1425	56	57	2043	68	10	7	25	42	4	74
Future Volume (veh/h)	26	1425	56	57	2043	68	10	7	25	42	4	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1549	61	62	2221	74	11	8	27	46	4	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	2789	110	192	2808	93	147	120	309	211	40	314
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	161	5040	198	315	5076	169	293	359	927	469	120	942
Grp Volume(v), veh/h	28	1046	564	62	1487	808	46	0	0	130	0	0
Grp Sat Flow(s),veh/h/ln	161	1702	1835	315	1702	1840	1579	0	0	1531	0	0
Q Serve(g_s), s	8.5	17.8	17.8	9.9	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	8.5	17.8	17.8	27.7	0.0	0.0	1.7	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.09	0.24		0.59	0.35		0.62
Lane Grp Cap(c), veh/h	169	1884	1015	192	1884	1018	576	0	0	564	0	0
V/C Ratio(X)	0.17	0.56	0.56	0.32	0.79	0.79	0.08	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	169	1884	1015	192	1884	1018	576	0	0	564	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.48	0.48	0.48	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.9	13.0	13.0	5.0	0.0	0.0	20.6	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.1	2.0	2.1	1.7	3.2	0.3	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	0.7	9.1	10.0	0.9	0.8	1.6	1.2	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	14.0	15.0	7.1	1.7	3.2	20.8	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1638			2357			46			130	
Approach Delay, s/veh		14.3			2.3			20.8			21.9	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		29.7		7.2		19.8		3.7				
Green Ext Time (p_c), s		19.0		0.7		23.8		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1227	191	583	1784	32	173	0	458	194	0	325
Future Volume (veh/h)	33	1227	191	583	1784	32	173	0	458	194	0	325
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	36	1334	208	634	1939	35	188	0	498	211	0	353
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	0	2	2	0	2
Cap, veh/h	59	2251	351	396	3587	65	228	0	0	228	0	0
Arrive On Green	0.01	0.17	0.17	0.22	0.69	0.69	0.13	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	4455	695	1781	5164	93	1781	188		1781	211	
Grp Volume(v), veh/h	36	1019	523	634	1278	696	188	45.6		211	78.3	
Grp Sat Flow(s),veh/h/ln	1781	1702	1745	1781	1702	1854	1781	D		1781	E	
Q Serve(g_s), s	1.8	24.9	24.9	20.0	16.5	16.5	9.3			10.5		
Cycle Q Clear(g_c), s	1.8	24.9	24.9	20.0	16.5	16.5	9.3			10.5		
Prop In Lane	1.00		0.40	1.00		0.05	1.00			1.00		
Lane Grp Cap(c), veh/h	59	1720	882	396	2364	1287	228			228		
V/C Ratio(X)	0.61	0.59	0.59	1.60	0.54	0.54	0.82			0.92		
Avail Cap(c_a), veh/h	99	1720	882	396	2364	1287	445			228		
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	43.9	28.9	28.9	35.0	6.7	6.7	38.2			38.8		
Incr Delay (d2), s/veh	7.9	1.2	2.3	282.3	0.9	1.6	7.3			39.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	1.7	14.7	15.3	56.2	7.5	8.4	6.6			9.8		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	30.1	31.3	317.3	7.6	8.4	45.6			78.3		
LnGrp LOS	D	C	C	F	A	A	D			E		
Approach Vol, veh/h		1578			2608							
Approach Delay, s/veh		31.0			83.1							
Approach LOS		C			F							

Timer - Assigned Phs	1	2	3		5	6	7
Phs Duration (G+Y+Rc), s	7.0	67.5	15.5		24.0	50.5	15.5
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0
Max Green Setting (Gmax), s	5.0	* 39	22.5		20.0	* 24	7.0
Max Q Clear Time (g_c+I1), s	3.8	18.5	11.3		22.0	26.9	12.5
Green Ext Time (p_c), s	0.0	14.1	0.4		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	2431	16	8	2501	7	8	0	8	11	0	75
Future Vol, veh/h	73	2431	16	8	2501	7	8	0	8	11	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	2642	17	9	2718	8	9	0	9	12	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2726	0	0	2659	0	0	3914	5553	1330	3955	5557	1363
Stage 1	-	-	-	-	-	-	2809	2809	-	2740	2740	-
Stage 2	-	-	-	-	-	-	1105	2744	-	1215	2817	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	~ 53	-	-	57	-	-	~ 4	0	124	~ 3	0	118
Stage 1	-	-	-	-	-	-	10	39	-	~ 11	42	-
Stage 2	-	-	-	-	-	-	202	42	-	172	39	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 53	-	-	57	-	-	-	0	124	-	0	118
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	10	0	-	~ 11	35	-
Stage 2	-	-	-	-	-	-	53	35	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	0.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 53	-	-	57	-	-	-
HCM Lane V/C Ratio	-	1.497	-	-	0.153	-	-	-
HCM Control Delay (s)	-	$ 426.2	-	-	79.2	-	-	-
HCM Lane LOS	-	F	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	7.3	-	-	0.5	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2428	5	29	2442	7	18
Future Vol, veh/h	2428	5	29	2442	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2639	5	32	2654	8	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2644	0	3768	1322
Stage 1	-	-	-	-	2642	-
Stage 2	-	-	-	-	1126	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	58	-	9	126
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	244	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	58	-	~ 4	126
Mov Cap-2 Maneuver	-	-	-	-	18	-
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	109	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	156.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	47	-	-	58	-
HCM Lane V/C Ratio	0.578	-	-	0.543	-
HCM Control Delay (s)	156.8	-	-	124.8	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	2.2	-	-	2.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	25	0	0	17
Future Vol, veh/h	0	0	25	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	18

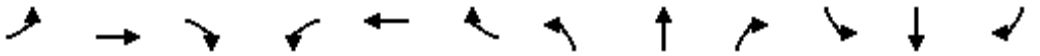
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1048	-	-	1587	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Beverly Glen Bl & Santa Monica Bl

08/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	2075	0	188	1369	218	132	712	437	678	636	137
Future Volume (veh/h)	125	2075	0	188	1369	218	132	712	437	678	636	137
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	2255	0	204	1488	237	143	774	475	737	691	149
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1745	0	144	1745	753	198	1128	503	461	1399	624
Arrive On Green	0.04	0.34	0.00	0.08	0.68	0.68	0.06	0.32	0.32	0.13	0.39	0.39
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	136	2255	0	204	1488	237	143	774	475	737	691	149
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.7	41.0	0.0	5.0	26.5	6.5	4.9	22.8	35.0	16.0	17.6	7.6
Cycle Q Clear(g_c), s	4.7	41.0	0.0	5.0	26.5	6.5	4.9	22.8	35.0	16.0	17.6	7.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1745	0	144	1745	753	198	1128	503	461	1399	624
V/C Ratio(X)	0.94	1.29	0.00	1.42	0.85	0.31	0.72	0.69	0.94	1.60	0.49	0.24
Avail Cap(c_a), veh/h	144	1745	0	144	1745	753	259	1128	503	461	1399	624
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.90	0.90	0.90	0.11	0.11	0.11	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	39.5	0.0	55.0	16.7	8.8	55.6	35.7	39.9	52.0	27.4	24.4
Incr Delay (d2), s/veh	57.7	136.1	0.0	220.1	5.0	1.0	0.5	0.4	5.4	279.8	1.2	0.9
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(85%),veh/ln	5.1	52.6	0.0	9.8	9.0	3.4	2.6	11.0	15.5	35.4	10.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.1	175.6	0.0	275.1	21.7	9.8	56.1	36.1	45.3	331.8	28.6	25.3
LnGrp LOS	F	F	A	F	C	A	E	D	D	F	C	C
Approach Vol, veh/h		2391			1929			1392			1577	
Approach Delay, s/veh		172.1			47.0			41.3			170.0	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	46.5	10.9	53.6	9.0	46.5	20.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	5.0	* 41	9.0	45.1	5.0	* 41	16.0	38.1
Max Q Clear Time (g_c+I1), s	6.7	28.5	6.9	19.6	7.0	43.0	18.0	37.0
Green Ext Time (p_c), s	0.0	11.0	0.0	9.7	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	113.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2923	416	162	1587	170	204
Future Volume (veh/h)	2923	416	162	1587	170	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3177	452	176	1725	185	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3694	1280	230	4204	291	235
Arrive On Green	0.72	0.72	0.07	0.82	0.08	0.08
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	3177	452	176	1725	185	222
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	54.7	9.2	6.0	10.8	6.2	9.5
Cycle Q Clear(g_c), s	54.7	9.2	6.0	10.8	6.2	9.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3694	1280	230	4204	291	235
V/C Ratio(X)	0.86	0.35	0.77	0.41	0.64	0.95
Avail Cap(c_a), veh/h	3694	1280	230	4204	291	235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.88	0.88	0.32	0.32
Uniform Delay (d), s/veh	12.1	3.1	55.1	2.8	53.2	54.7
Incr Delay (d2), s/veh	0.2	0.0	11.4	0.3	3.4	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	19.1	4.6	4.7	4.3	3.8	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	3.1	66.5	3.1	56.6	77.0
LnGrp LOS	B	A	E	A	E	E
Approach Vol, veh/h	3629			1901	407	
Approach Delay, s/veh	11.2			9.0	67.7	
Approach LOS	B			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.0		16.0	12.0	92.0
Change Period (Y+Rc), s		* 5.2		5.9	4.0	* 5.2
Max Green Setting (Gmax), s		* 99		10.1	8.0	* 87
Max Q Clear Time (g_c+I1), s		12.8		11.5	8.0	56.7
Green Ext Time (p_c), s		31.0		0.0	0.0	29.7

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

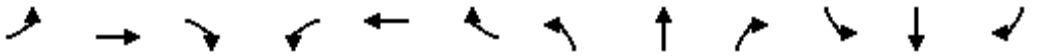
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	26	2132	953	817	1382	0	333	0	493	0	0
Future Volume (veh/h)	26	2132	953	817	1382	0	333	0	493	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	28	2317	1036	888	1502	0	362	362	536		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	45	2295	749	1239	3617	0	581	581	1323		
Arrive On Green	0.03	0.36	0.36	0.36	0.71	0.00	0.12	0.12	0.12		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	28	2317	1036	888	1502	0	362	362	536		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	1.9	42.8	42.8	26.6	14.6	0.0	8.2	8.2	0.0		
Cycle Q Clear(g_c), s	1.9	42.8	42.8	26.6	14.6	0.0	8.2	8.2	0.0		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	45	2295	749	1239	3617	0	581	581	1323		
V/C Ratio(X)	0.62	1.01	1.38	0.72	0.42	0.00	0.62	0.62	0.41		
Avail Cap(c_a), veh/h	92	2295	749	1239	3617	0	1235	1235	1686		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	57.9	38.6	28.0	33.2	7.2	0.0	50.6	50.6	20.5		
Incr Delay (d2), s/veh	5.9	14.7	176.5	2.0	0.4	0.0	1.1	1.1	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(85%),veh/ln	1.6	22.0	78.5	14.9	7.3	0.0	5.5	5.5	12.1		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	63.8	53.3	204.5	35.2	7.6	0.0	51.7	51.7	20.7		
LnGrp LOS	E	F	F	D	A	A	D	D	C		
Approach Vol, veh/h		3381			2390		898	898			
Approach Delay, s/veh		99.7			17.9		33.2	33.2			
Approach LOS		F			B		C	C			

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	7.5	91.7		20.8	49.7	49.5
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	6.2	* 66		29.5	* 30	* 43
Max Q Clear Time (g_c+I1), s	3.9	16.6		10.2	28.6	44.8
Green Ext Time (p_c), s	0.0	30.9		3.6	0.4	0.0

Intersection Summary		
HCM 6th Ctrl Delay		61.4
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



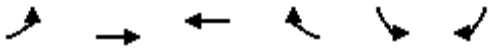
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	2417	87	36	1694	96	240	847	232	241	392	313
Future Volume (veh/h)	326	2417	87	36	1694	96	240	847	232	241	392	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	354	2627	95	39	1841	104	261	921	252	262	426	340
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	219	1890	68	179	1794	557	332	1030	547	238	1109	618
Arrive On Green	0.08	0.37	0.37	0.06	0.35	0.35	0.06	0.29	0.29	0.08	0.31	0.31
Sat Flow, veh/h	1781	5060	181	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	354	1760	962	39	1841	104	261	921	252	262	426	340
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.0	33.6	33.6	1.2	31.6	4.1	5.0	22.4	11.1	7.0	8.4	15.0
Cycle Q Clear(g_c), s	7.0	33.6	33.6	1.2	31.6	4.1	5.0	22.4	11.1	7.0	8.4	15.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1271	686	179	1794	557	332	1030	547	238	1109	618
V/C Ratio(X)	1.62	1.38	1.40	0.22	1.03	0.19	0.79	0.89	0.46	1.10	0.38	0.55
Avail Cap(c_a), veh/h	219	1271	686	179	1794	557	332	1066	564	238	1145	634
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	0.09	0.09	0.09	0.62	0.62	0.62
Uniform Delay (d), s/veh	22.7	28.2	28.2	21.7	29.2	20.3	28.4	30.6	22.9	27.6	24.2	21.3
Incr Delay (d2), s/veh	299.0	177.7	189.7	0.6	28.3	0.7	1.2	1.0	0.1	75.4	0.1	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(85%),veh/ln	29.6	61.7	69.7	0.9	21.6	2.9	3.6	10.4	4.7	9.3	5.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	321.7	205.9	217.9	22.3	57.4	21.0	29.6	31.7	23.0	103.1	24.3	21.9
LnGrp LOS	F	F	F	C	F	C	C	C	C	F	C	C
Approach Vol, veh/h		3076			1984			1434			1028	
Approach Delay, s/veh		223.0			54.8			29.8			43.6	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	36.7	9.0	33.3	9.0	38.7	11.0	31.3
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	7.0	* 31	5.0	* 29	5.0	* 33	7.0	* 27
Max Q Clear Time (g_c+I1), s	9.0	33.6	7.0	17.0	3.2	35.6	9.0	24.4
Green Ext Time (p_c), s	0.0	0.0	0.0	3.3	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	117.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



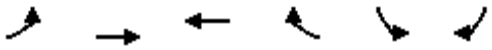
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	660	2550	1873	275	86	120
Future Volume (veh/h)	660	2550	1873	275	86	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	717	2772	2036	299	93	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	653	3086	1895	588	960	1302
Arrive On Green	0.38	1.00	0.37	0.37	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	717	2772	2036	299	93	130
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	17.0	0.0	33.4	13.2	1.8	2.3
Cycle Q Clear(g_c), s	17.0	0.0	33.4	13.2	1.8	2.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	653	3086	1895	588	960	1302
V/C Ratio(X)	1.10	0.90	1.07	0.51	0.10	0.10
Avail Cap(c_a), veh/h	653	3086	1895	588	960	1302
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	28.0	0.0	28.3	21.9	24.1	13.4
Incr Delay (d2), s/veh	65.2	4.7	44.0	3.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	15.2	2.4	26.6	7.6	1.3	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	93.2	4.7	72.3	25.1	24.3	13.6
LnGrp LOS	F	A	F	C	C	B
Approach Vol, veh/h		3489	2335		223	
Approach Delay, s/veh		22.9	66.2		18.0	
Approach LOS		C	E		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	21.0	39.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	17.0	* 33
Max Q Clear Time (g_c+I1), s		2.0		4.3	19.0	35.4
Green Ext Time (p_c), s		43.0		0.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



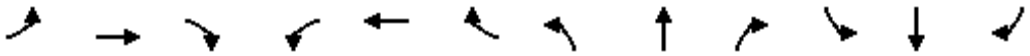
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	717	2185	1063	352	236	219
Future Volume (veh/h)	717	2185	1063	352	236	219
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	779	2375	1155	383	257	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	505	3830	1128	367	480	669
Arrive On Green	0.28	0.75	0.29	0.29	0.14	0.14
Sat Flow, veh/h	1781	5274	2729	857	3456	1585
Grp Volume(v), veh/h	779	2375	772	766	257	238
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1716	1728	1585
Q Serve(g_s), s	25.5	19.6	38.5	38.5	6.2	9.2
Cycle Q Clear(g_c), s	25.5	19.6	38.5	38.5	6.2	9.2
Prop In Lane	1.00			0.50	1.00	1.00
Lane Grp Cap(c), veh/h	505	3830	760	734	480	669
V/C Ratio(X)	1.54	0.62	1.01	1.04	0.54	0.36
Avail Cap(c_a), veh/h	505	3830	760	734	806	819
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.43	0.43	0.94	0.94
Uniform Delay (d), s/veh	32.3	5.3	32.1	32.1	36.1	17.7
Incr Delay (d2), s/veh	254.3	0.8	25.2	34.2	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	65.5	7.6	25.8	27.5	4.3	12.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	286.6	6.0	57.3	66.3	36.9	18.0
LnGrp LOS	F	A	F	F	D	B
Approach Vol, veh/h		3154	1538		495	
Approach Delay, s/veh		75.3	61.8		27.8	
Approach LOS		E	E		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	43.5		17.5		72.5
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	25.5	* 30		* 21		* 59
Max Q Clear Time (g_c+I1), s	27.5	40.5		11.2		21.6
Green Ext Time (p_c), s	0.0	0.0		1.3		28.1

Intersection Summary	
HCM 6th Ctrl Delay	66.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



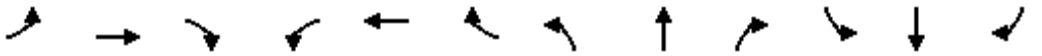
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	2228	21	15	1425	83	9	2	11	36	1	97
Future Volume (veh/h)	67	2228	21	15	1425	83	9	2	11	36	1	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	2422	23	16	1549	90	10	2	12	39	1	105
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	249	2886	27	103	1889	109	246	65	254	163	30	375
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	306	5216	49	139	3414	197	568	194	762	338	91	1125
Grp Volume(v), veh/h	73	1579	866	16	803	836	24	0	0	145	0	0
Grp Sat Flow(s),veh/h/ln	306	1702	1861	139	1777	1835	1523	0	0	1554	0	0
Q Serve(g_s), s	12.6	34.8	34.9	9.2	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	12.6	34.8	34.9	44.1	0.0	0.0	0.9	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.11	0.42		0.50	0.27		0.72
Lane Grp Cap(c), veh/h	249	1884	1030	103	983	1015	564	0	0	569	0	0
V/C Ratio(X)	0.29	0.84	0.84	0.16	0.82	0.82	0.04	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	249	1884	1030	103	983	1015	564	0	0	569	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.38	0.38	0.38	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.8	16.7	16.8	15.5	0.0	0.0	20.3	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	3.5	6.3	1.2	3.0	3.0	0.1	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	1.7	16.4	18.7	0.5	1.4	1.4	0.6	0.0	0.0	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	20.3	23.1	16.7	3.0	3.0	20.4	0.0	0.0	22.2	0.0	0.0
LnGrp LOS	B	C	C	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		2518			1655			24			145	
Approach Delay, s/veh		21.1			3.1			20.4			22.2	
Approach LOS		C			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		46.1		7.8		36.9		2.9				
Green Ext Time (p_c), s		3.4		0.8		12.6		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	318	1783	154	257	1082	354	260	0	1329	34	0	43
Future Volume (veh/h)	318	1783	154	257	1082	354	260	0	1329	34	0	43
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	346	1938	167	279	1176	385	283	0	1445	37	0	47
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	0	2	2	0	2
Cap, veh/h	336	2482	213	277	1845	604	324	0	0	324	0	0
Arrive On Green	0.38	1.00	1.00	0.16	0.48	0.48	0.18	0.00	0.00	0.18	0.00	0.00
Sat Flow, veh/h	1781	4790	410	1781	3805	1245	1781	283		1781	37	
Grp Volume(v), veh/h	346	1374	731	279	1052	509	283	49.2		37	30.9	
Grp Sat Flow(s),veh/h/ln	1781	1702	1796	1781	1702	1646	1781	D		1781	C	
Q Serve(g_s), s	17.0	0.0	0.0	14.0	20.7	20.8	13.9			1.6		
Cycle Q Clear(g_c), s	17.0	0.0	0.0	14.0	20.7	20.8	13.9			1.6		
Prop In Lane	1.00		0.23	1.00		0.76	1.00			1.00		
Lane Grp Cap(c), veh/h	336	1764	931	277	1650	798	324			324		
V/C Ratio(X)	1.03	0.78	0.79	1.01	0.64	0.64	0.87			0.11		
Avail Cap(c_a), veh/h	336	1764	931	277	1650	798	445			324		
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.37	0.37	0.37	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	28.0	0.0	0.0	38.0	17.3	17.3	35.8			30.8		
Incr Delay (d2), s/veh	37.3	1.3	2.5	55.8	1.9	3.9	13.4			0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	10.8	0.6	1.2	13.6	11.0	11.2	9.9			1.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	1.3	2.5	93.8	19.2	21.2	49.2			30.9		
LnGrp LOS	F	A	A	F	B	C	D			C		
Approach Vol, veh/h		2451			1840							
Approach Delay, s/veh		10.7			31.0							
Approach LOS		B			C							

Timer - Assigned Phs	1	2	3		5	6	7
Phs Duration (G+Y+Rc), s	21.0	48.6	20.4		18.0	51.6	20.4
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0
Max Green Setting (Gmax), s	17.0	* 29	22.5		14.0	* 32	5.0
Max Q Clear Time (g_c+I1), s	19.0	22.8	15.9		16.0	2.0	3.6
Green Ext Time (p_c), s	0.0	4.4	0.5		0.0	20.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	1939	21	25	1935	19	4	1	16	9	0	47
Future Vol, veh/h	55	1939	21	25	1935	19	4	1	16	9	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	2108	23	27	2103	21	4	1	17	10	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2124	0	0	2131	0	0	3135	4418	1066	3132	4419	1062
Stage 1	-	-	-	-	-	-	2240	2240	-	2168	2168	-
Stage 2	-	-	-	-	-	-	895	2178	-	964	2251	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	108	-	-	107	-	-	12	~ 1	187	12	1	189
Stage 1	-	-	-	-	-	-	26	78	-	29	85	-
Stage 2	-	-	-	-	-	-	273	84	-	248	77	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	108	-	-	107	-	-	~ 4	0	187	~ 5	0	189
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	0	-	~ 5	0	-
Stage 1	-	-	-	-	-	-	12	35	-	13	64	-
Stage 2	-	-	-	-	-	-	149	63	-	97	34	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.6	$ 608.5	$ 884.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	18	108	-	-	107	-	-	27
HCM Lane V/C Ratio	1.268	0.554	-	-	0.254	-	-	2.254
HCM Control Delay (s)	$ 608.5	73.5	-	-	49.7	-	-	$ 884.2
HCM Lane LOS	F	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	3.2	2.6	-	-	0.9	-	-	7.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1932	4	7	2025	0	0
Future Vol, veh/h	1932	4	7	2025	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2100	4	8	2201	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2104	0	2998	1052
Stage 1	-	-	-	-	2102	-
Stage 2	-	-	-	-	896	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	111	-	26	191
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	111	-	24	191
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	302	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	111	-
HCM Lane V/C Ratio	-	-	-	0.069	-
HCM Control Delay (s)	0	-	-	39.8	-
HCM Lane LOS	A	-	-	E	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	21	9	1	21
Future Vol, veh/h	0	0	21	9	1	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	23	10	1	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	53	28	0	0	33	0
Stage 1	28	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	955	1047	-	-	1579	-
Stage 1	995	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1047	-	-	1579	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1579	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	-	-	0	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Beverly Glen Bl & Santa Monica Bl

08/10/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1717	0	299	2030	664	119	689	151	385	1019	55
Future Volume (veh/h)	197	1717	0	299	2030	664	119	689	151	385	1019	55
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		1.00	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	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	214	1866	0	325	2207	722	129	749	164	418	1108	60
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1787	0	230	1915	753	144	1128	503	346	1336	596
Arrive On Green	0.04	0.35	0.00	0.09	0.50	0.50	0.04	0.32	0.32	0.10	0.38	0.38
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	214	1866	0	325	2207	722	129	749	164	418	1108	60
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.0	42.0	0.0	8.0	45.0	45.0	4.5	21.9	9.5	12.0	33.9	2.9
Cycle Q Clear(g_c), s	5.0	42.0	0.0	8.0	45.0	45.0	4.5	21.9	9.5	12.0	33.9	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1787	0	230	1915	753	144	1128	503	346	1336	596
V/C Ratio(X)	1.49	1.04	0.00	1.41	1.15	0.96	0.90	0.66	0.33	1.21	0.83	0.10
Avail Cap(c_a), veh/h	144	1787	0	230	1915	753	144	1128	503	346	1336	596
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.58	0.58	0.58	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	39.0	0.0	54.7	30.1	25.3	57.2	35.4	31.2	54.0	34.0	24.3
Incr Delay (d2), s/veh	252.0	33.8	0.0	199.3	72.6	16.9	32.0	1.9	1.1	118.3	6.1	0.3
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(85%),veh/ln	11.0	28.6	0.0	13.6	36.9	25.9	3.9	12.3	5.4	15.4	19.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	309.5	72.8	0.0	253.9	102.6	42.2	89.3	37.3	32.2	172.3	40.0	24.6
LnGrp LOS	F	F	A	F	F	D	F	D	C	F	D	C
Approach Vol, veh/h		2080			3254			1042			1586	
Approach Delay, s/veh		97.2			104.4			43.0			74.3	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	50.5	9.0	51.5	12.0	47.5	16.0	44.5
Change Period (Y+Rc), s	4.0	* 5.5	4.0	6.4	4.0	* 5.5	4.0	6.4
Max Green Setting (Gmax), s	5.0	* 45	5.0	45.1	8.0	* 42	12.0	38.1
Max Q Clear Time (g_c+I1), s	7.0	47.0	6.5	35.9	10.0	44.0	14.0	23.9
Green Ext Time (p_c), s	0.0	0.0	0.0	6.8	0.0	0.0	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	88.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1928	390	158	2270	608	308
Future Volume (veh/h)	1928	390	158	2270	608	308
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2096	424	172	2467	661	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2553	1216	334	3268	924	746
Arrive On Green	0.50	0.50	0.10	0.64	0.27	0.27
Sat Flow, veh/h	5274	1585	3456	5274	3456	2790
Grp Volume(v), veh/h	2096	424	172	2467	661	335
Grp Sat Flow(s),veh/h/ln	1702	1585	1728	1702	1728	1395
Q Serve(g_s), s	41.8	10.2	5.7	40.4	20.8	12.0
Cycle Q Clear(g_c), s	41.8	10.2	5.7	40.4	20.8	12.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2553	1216	334	3268	924	746
V/C Ratio(X)	0.82	0.35	0.51	0.75	0.72	0.45
Avail Cap(c_a), veh/h	2630	1240	334	3268	924	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.51	0.51	0.75	0.75
Uniform Delay (d), s/veh	25.5	4.4	51.5	15.0	39.8	36.6
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.9	3.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	17.7	8.9	3.6	17.6	12.0	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	4.4	51.8	15.9	43.4	38.1
LnGrp LOS	C	A	D	B	D	D
Approach Vol, veh/h	2520			2639	996	
Approach Delay, s/veh	22.1			18.2	41.6	
Approach LOS	C			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		82.0		38.0	16.8	65.2
Change Period (Y+Rc), s		* 5.2		5.9	* 5.2	* 5.2
Max Green Setting (Gmax), s		* 77		32.1	* 11	* 62
Max Q Clear Time (g_c+I1), s		42.4		22.8	7.7	43.8
Green Ext Time (p_c), s		29.4		3.8	0.0	16.2

Intersection Summary		
HCM 6th Ctrl Delay		23.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (veh/h)	87	1639	567	410	1817	0	989	0	867	0	0
Future Volume (veh/h)	87	1639	567	410	1817	0	989	0	867	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870		
Adj Flow Rate, veh/h	95	1782	616	446	1975	0	1075	1075	942		
Peak Hour Factor	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	0	2	2	2		
Cap, veh/h	119	2450	1012	665	2680	0	1294	1294	1255		
Arrive On Green	0.07	0.38	0.38	0.19	0.52	0.00	0.26	0.26	0.26		
Sat Flow, veh/h	1781	6434	1585	3456	5274	0	5023	5023	2790		
Grp Volume(v), veh/h	95	1782	616	446	1975	0	1075	1075	942		
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1702	0	1674	1674	1395		
Q Serve(g_s), s	6.3	28.5	27.6	14.4	36.0	0.0	24.3	24.3	10.6		
Cycle Q Clear(g_c), s	6.3	28.5	27.6	14.4	36.0	0.0	24.3	24.3	10.6		
Prop In Lane	1.00		1.00	1.00		0.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	119	2450	1012	665	2680	0	1294	1294	1255		
V/C Ratio(X)	0.80	0.73	0.61	0.67	0.74	0.00	0.83	0.83	0.75		
Avail Cap(c_a), veh/h	171	2450	1012	665	2680	0	1386	1386	1306		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	55.2	31.8	12.8	44.9	22.1	0.0	42.1	42.1	27.4		
Incr Delay (d2), s/veh	9.8	1.1	1.6	2.6	1.9	0.0	4.2	4.2	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		
%ile BackOfQ(85%),veh/ln	4.6	13.8	21.8	9.0	18.3	0.0	13.8	13.8	23.3		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	65.0	33.0	14.5	47.5	23.9	0.0	46.3	46.3	29.8		
LnGrp LOS	E	C	B	D	C	A	D	D	C		
Approach Vol, veh/h		2493			2421		2017	2017			
Approach Delay, s/veh		29.6			28.3		38.6	38.6			
Approach LOS		C			C		D	D			

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	12.5	69.7		37.8	29.8	52.4
Change Period (Y+Rc), s	4.5	* 6.7		6.9	* 6.7	* 6.7
Max Green Setting (Gmax), s	11.5	* 57		33.1	* 23	* 46
Max Q Clear Time (g_c+I1), s	8.3	38.0		26.3	16.4	30.5
Green Ext Time (p_c), s	0.1	17.7		4.7	1.0	14.5

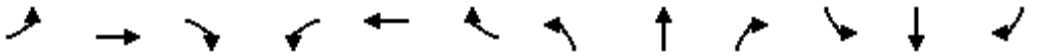
Intersection Summary		
HCM 6th Ctrl Delay		31.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Beverly Glen Bl & Olympic Bl

04/08/2021



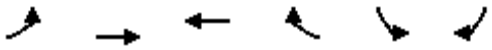
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1636	133	183	2361	93	185	652	90	294	807	210
Future Volume (veh/h)	213	1636	133	183	2361	93	185	652	90	294	807	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	1778	145	199	2566	101	201	709	98	320	877	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	179	1895	154	188	2520	99	209	998	533	267	1037	551
Arrive On Green	0.06	0.39	0.39	0.06	0.39	0.39	0.06	0.28	0.28	0.07	0.29	0.29
Sat Flow, veh/h	1781	4813	391	1781	6399	251	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	232	1256	667	199	1933	734	201	709	98	320	877	228
Grp Sat Flow(s),veh/h/ln	1781	1702	1800	1781	1609	1825	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	31.9	32.1	5.0	35.4	35.4	5.0	16.1	3.9	6.0	20.9	9.9
Cycle Q Clear(g_c), s	5.0	31.9	32.1	5.0	35.4	35.4	5.0	16.1	3.9	6.0	20.9	9.9
Prop In Lane	1.00		0.22	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	1340	709	188	1900	719	209	998	533	267	1037	551
V/C Ratio(X)	1.30	0.94	0.94	1.06	1.02	1.02	0.96	0.71	0.18	1.20	0.85	0.41
Avail Cap(c_a), veh/h	179	1340	709	188	1900	719	209	1106	581	267	1145	599
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	0.09	0.09	0.09	0.17	0.17	0.17
Uniform Delay (d), s/veh	24.0	26.2	26.3	24.9	27.3	27.3	30.9	29.1	21.1	31.3	30.0	22.4
Incr Delay (d2), s/veh	168.2	13.6	22.1	82.8	25.2	39.0	10.8	0.2	0.0	95.3	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(85%),veh/ln	15.0	18.7	21.7	9.4	21.8	27.7	3.1	7.5	1.8	12.2	10.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	192.3	39.8	48.4	107.7	52.4	66.2	41.7	29.3	21.1	126.6	31.0	22.5
LnGrp LOS	F	D	D	F	F	F	D	C	C	F	C	C
Approach Vol, veh/h		2155			2866			1008			1425	
Approach Delay, s/veh		58.8			59.8			31.0			51.1	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	40.5	9.0	31.5	9.0	40.5	10.0	30.5
Change Period (Y+Rc), s	4.0	* 5.1	4.0	* 5.2	4.0	* 5.1	4.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 33	5.0	* 29	5.0	* 33	6.0	* 28
Max Q Clear Time (g_c+I1), s	7.0	37.4	7.0	22.9	7.0	34.1	8.0	18.1
Green Ext Time (p_c), s	0.0	0.0	0.0	3.4	0.0	0.0	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



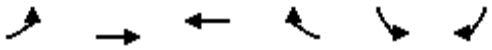
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	229	1772	2215	188	250	348
Future Volume (veh/h)	229	1772	2215	188	250	348
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	1926	2408	204	272	378
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	3086	2462	764	960	992
Arrive On Green	0.16	1.00	0.48	0.48	0.28	0.28
Sat Flow, veh/h	3456	5274	5274	1585	3456	2790
Grp Volume(v), veh/h	249	1926	2408	204	272	378
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1728	1395
Q Serve(g_s), s	6.4	0.0	41.6	6.9	5.6	9.1
Cycle Q Clear(g_c), s	6.4	0.0	41.6	6.9	5.6	9.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	269	3086	2462	764	960	992
V/C Ratio(X)	0.93	0.62	0.98	0.27	0.28	0.38
Avail Cap(c_a), veh/h	269	3086	2462	764	960	992
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	37.7	0.0	22.8	13.8	25.5	21.6
Incr Delay (d2), s/veh	35.8	1.0	13.7	0.9	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.8	0.5	22.8	4.2	3.9	10.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	73.6	1.0	36.5	14.7	26.2	22.7
LnGrp LOS	E	A	D	B	C	C
Approach Vol, veh/h		2175	2612		650	
Approach Delay, s/veh		9.3	34.8		24.1	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.2		29.8	11.0	49.2
Change Period (Y+Rc), s		* 5.8		* 4.8	4.0	* 5.8
Max Green Setting (Gmax), s		* 54		* 25	7.0	* 43
Max Q Clear Time (g_c+I1), s		2.0		11.1	8.4	43.6
Green Ext Time (p_c), s		26.0		2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



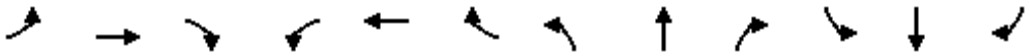
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	541	1128	1822	266	377	442
Future Volume (veh/h)	541	1128	1822	266	377	442
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	588	1226	1980	289	410	480
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	445	3347	1653	238	806	766
Arrive On Green	0.25	0.66	0.37	0.37	0.23	0.23
Sat Flow, veh/h	1781	5274	4677	649	3456	1585
Grp Volume(v), veh/h	588	1226	1488	781	410	480
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1754	1728	1585
Q Serve(g_s), s	22.5	9.8	33.0	33.0	9.3	20.2
Cycle Q Clear(g_c), s	22.5	9.8	33.0	33.0	9.3	20.2
Prop In Lane	1.00			0.37	1.00	1.00
Lane Grp Cap(c), veh/h	445	3347	1248	643	806	766
V/C Ratio(X)	1.32	0.37	1.19	1.22	0.51	0.63
Avail Cap(c_a), veh/h	445	3347	1248	643	806	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.47	0.47	0.44	0.44
Uniform Delay (d), s/veh	33.7	7.0	28.5	28.5	30.0	17.2
Incr Delay (d2), s/veh	159.3	0.3	90.4	103.8	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	40.0	5.0	36.1	40.5	5.2	21.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	193.0	7.3	118.9	132.3	30.2	17.9
LnGrp LOS	F	A	F	F	C	B
Approach Vol, veh/h		1814	2269		890	
Approach Delay, s/veh		67.5	123.5		23.6	
Approach LOS		E	F		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.0	38.0		26.0		64.0
Change Period (Y+Rc), s	3.5	* 5		* 5		* 5
Max Green Setting (Gmax), s	22.5	* 33		* 21		* 59
Max Q Clear Time (g_c+I1), s	24.5	35.0		22.2		11.8
Green Ext Time (p_c), s	0.0	0.0		0.0		12.2

Intersection Summary	
HCM 6th Ctrl Delay	85.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



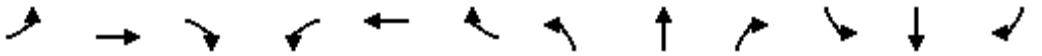
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1425	56	57	2042	67	10	7	25	42	4	74
Future Volume (veh/h)	26	1425	56	57	2042	67	10	7	25	42	4	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1549	61	62	2220	73	11	8	27	46	4	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	2789	110	192	2810	92	147	120	309	211	40	314
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	161	5040	198	315	5078	166	293	359	927	469	120	942
Grp Volume(v), veh/h	28	1046	564	62	1486	807	46	0	0	130	0	0
Grp Sat Flow(s),veh/h/ln	161	1702	1835	315	1702	1840	1579	0	0	1531	0	0
Q Serve(g_s), s	8.4	17.8	17.8	9.9	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	8.4	17.8	17.8	27.7	0.0	0.0	1.7	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.09	0.24		0.59	0.35		0.62
Lane Grp Cap(c), veh/h	169	1884	1015	192	1884	1018	576	0	0	564	0	0
V/C Ratio(X)	0.17	0.56	0.56	0.32	0.79	0.79	0.08	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	169	1884	1015	192	1884	1018	576	0	0	564	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.48	0.48	0.48	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.9	13.0	13.0	5.0	0.0	0.0	20.6	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.1	2.0	2.1	1.7	3.1	0.3	0.0	0.0	0.2	0.0	0.0
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(85%),veh/ln	0.7	9.1	10.0	0.9	0.8	1.6	1.2	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	14.0	15.0	7.1	1.7	3.1	20.8	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1638			2355			46			130	
Approach Delay, s/veh		14.3			2.3			20.8			21.9	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		35.4		54.6		35.4				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		29.7		7.2		19.8		3.7				
Green Ext Time (p_c), s		19.0		0.7		23.8		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1227	191	583	1783	32	172	0	458	194	0	325
Future Volume (veh/h)	33	1227	191	583	1783	32	172	0	458	194	0	325
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		1.00	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	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	36	1334	208	634	1938	35	187	0	498	211	0	353
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	0	2	2	0	2
Cap, veh/h	59	2253	351	396	3590	65	227	0	0	227	0	0
Arrive On Green	0.01	0.17	0.17	0.22	0.70	0.70	0.13	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	4455	695	1781	5164	93	1781	187		1781	211	
Grp Volume(v), veh/h	36	1019	523	634	1277	696	187	45.6		211	79.4	
Grp Sat Flow(s),veh/h/ln	1781	1702	1745	1781	1702	1854	1781	D		1781	E	
Q Serve(g_s), s	1.8	24.9	24.9	20.0	16.5	16.5	9.2			10.6		
Cycle Q Clear(g_c), s	1.8	24.9	24.9	20.0	16.5	16.5	9.2			10.6		
Prop In Lane	1.00		0.40	1.00		0.05	1.00			1.00		
Lane Grp Cap(c), veh/h	59	1722	883	396	2366	1288	227			227		
V/C Ratio(X)	0.61	0.59	0.59	1.60	0.54	0.54	0.82			0.93		
Avail Cap(c_a), veh/h	99	1722	883	396	2366	1288	445			227		
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	43.9	28.9	28.9	35.0	6.7	6.7	38.3			38.9		
Incr Delay (d2), s/veh	7.9	1.2	2.3	282.3	0.9	1.6	7.3			40.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(85%),veh/ln	1.7	14.7	15.3	56.2	7.5	8.4	6.6			9.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	30.1	31.2	317.3	7.6	8.3	45.6			79.4		
LnGrp LOS	D	C	C	F	A	A	D			E		
Approach Vol, veh/h		1578			2607							
Approach Delay, s/veh		31.0			83.1							
Approach LOS		C			F							

Timer - Assigned Phs	1	2	3		5	6	7
Phs Duration (G+Y+Rc), s	7.0	67.6	15.5		24.0	50.5	15.5
Change Period (Y+Rc), s	4.0	* 5	4.0		4.0	* 5	4.0
Max Green Setting (Gmax), s	5.0	* 39	22.5		20.0	* 24	7.0
Max Q Clear Time (g_c+I1), s	3.8	18.5	11.2		22.0	26.9	12.6
Green Ext Time (p_c), s	0.0	14.1	0.4		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	2431	6	4	2504	7	8	0	8	11	0	75
Future Vol, veh/h	73	2431	6	4	2504	7	8	0	8	11	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	49	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	2642	7	4	2722	8	9	0	9	12	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2730	0	0	2649	0	0	3901	5542	1325	3949	5541	1365
Stage 1	-	-	-	-	-	-	2804	2804	-	2734	2734	-
Stage 2	-	-	-	-	-	-	1097	2738	-	1215	2807	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	~ 53	-	-	58	-	-	~ 4	0	125	~ 3	0	118
Stage 1	-	-	-	-	-	-	10	39	-	~ 11	43	-
Stage 2	-	-	-	-	-	-	205	43	-	172	39	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 53	-	-	58	-	-	-	0	125	-	0	118
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	10	0	-	~ 11	40	-
Stage 2	-	-	-	-	-	-	59	40	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 53	-	-	58	-	-	-
HCM Lane V/C Ratio	-	1.497	-	-	0.075	-	-	-
HCM Control Delay (s)	-	$ 426.2	-	-	72	-	-	-
HCM Lane LOS	-	F	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	7.3	-	-	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2428	5	27	2438	10	22
Future Vol, veh/h	2428	5	27	2438	10	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	86	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2639	5	29	2650	11	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2644	0	3760	1322
Stage 1	-	-	-	-	2642	-
Stage 2	-	-	-	-	1118	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	58	-	~ 10	126
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	247	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	58	-	~ 5	126
Mov Cap-2 Maneuver	-	-	-	-	18	-
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	124	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	216.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	58	-
HCM Lane V/C Ratio	0.791	-	-	0.506	-
HCM Control Delay (s)	216.7	-	-	118.7	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	3.1	-	-	2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	25	0	0	17
Future Vol, veh/h	0	7	25	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	27	0	0	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1048	-	-	1587	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1048	1587	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	8.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Appendix H.2

Los Angeles Department of Transportation
Assessment Letter

Da FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

10328 West Bellwood Avenue
DOT Case No. WLA19-107979

Date: April 15, 2021

To: Suzan Jimenez, Administrative Clerk
Department of City Planning

Robert Sanchez (Apr 15, 2021 09:54 PDT)

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED ELDERCARE FACILITY PROJECT TO BE LOCATED AT 10328 WEST BELLWOOD AVENUE (ENV-2018-7182-EIR/ ZA-2018-7183-ELD-SPR)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc., dated February 2021 with a subsequent revision dated April 2021, for the proposed senior residential community project located at 10328 West Bellwood Avenue. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

The proposed project is for the construction of a 192-unit senior residential development consisting of 71 independent living units, 75 assisted living units, and 46 memory care units as well as 50,462 square-feet of ancillary general common areas and amenities for residents to be located within Council District 5 in West Los Angeles. The project site currently contains 112 existing multifamily residential apartment units on approximately 2.2 acres comprised of nine contiguous lots on the south side of Bellwood Avenue and four contiguous lots on the north side of Bellwood Avenue which will be removed to allow for the new development. The project site includes parcels located generally north-west and east-south of Bellwood Avenue, as well as a portion of Bellwood Avenue that bifurcates the project site. The portion of Bellwood Avenue that currently bifurcates the project site would be vacated and realigned as a private street with through public access maintained from both sides of Bellwood Avenue. The project is to provide a total of 140 vehicle parking spaces within a two-level underground parking garage and 72 bicycle parking spaces (24 short-term and 48 long-term) per LAMC. Vehicular access will be provided via a new two-way driveway on the south side of Bellwood Avenue as illustrated in **Attachment "A"**. The project is expected to be completed by 2023.

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineer (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on socioeconomic data and the built environment factors of the project's surroundings, it was determined that the project does not exceed the net 250 daily vehicle trips threshold. A copy of the LA VMT Calculator screening page with the corresponding net daily trip estimation is provided as **Attachment "B"** to this report.

The project's transportation analysis voluntarily included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-2.2 Substantially inducing additional automobile travel
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A project's impacts per thresholds T-2.1 is determined by using the VMT calculator and are fully discussed in the transportation analysis. Additionally, the assessment determined that the project would not have a significant transportation impact under any of the above thresholds. DOT concurs with the conclusion of the analysis that the project trip generation does not meet the net daily trip threshold to require a VMT analysis. Therefore, DOT will not require further transportation analysis for this project.

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that the lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analysis were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has also voluntarily completed an access and circulation analysis using a "Level of Service" screening methodology that indicates that the trips generated by the development will not likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis tables that summarizes these potential deficiencies is provided as **Attachment "C"** to this report.

Please note that the proposed site plan is acceptable to DOT; however, this DOT assessment does not constitute approval of the driveway dimensions, final location, and internal circulation scheme. Those require separate review and approval and should be coordinated with DOT's West LA/ Coastal/ San Pedro Development Review section (7166 West Manchester Avenue, Room #11, at (213) 485-1062). The applicant is also advised to contact BOE for any required highway dedication and physical street improvements for the proposed project.

If you have any questions, please contact me or Pedro Ayala at (213) 485-1062 or via email.

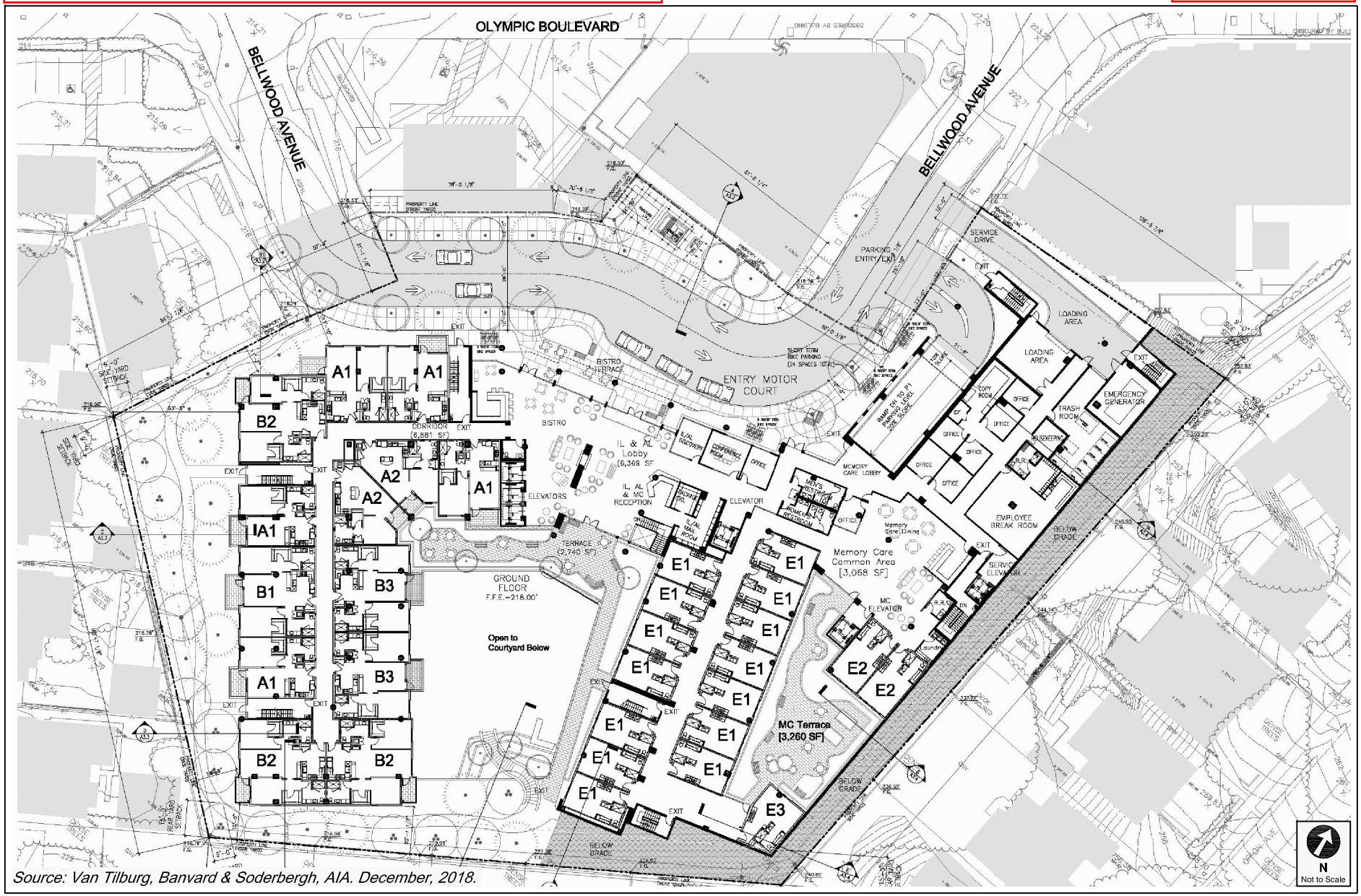
RS:pa

Attachments

c: Cesar Moreno, DCP
Daniel Skolnick, Jay Greenstein, Council District No. 5
Mike Patonai, Oscar Gutierrez, BOE
Rudy Guevara, DOT
Emily Wong, Gibson Transportation Consulting, Inc.

10328 W. Bellwood Ave.: Eldercare facility (WLA19-107979)

Attachment "A"



Source: Van Tilburg, Banvard & Soderbergh, AIA. December, 2018.

PROJECT SITE PLAN

FIGURE 1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Project

Address: 10366 W BELLWOOD AVE, 90064

Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	112	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
Housing | Multi-Family		DU
(custom) Eldercare | Daily	533	Trips
(custom) Eldercare | HBW-Attraction Split	45	Percent
(custom) Eldercare | HBO-Attraction Split	10	Percent
(custom) Eldercare | NHB-Attraction Split	20	Percent
(custom) Eldercare | HBW-Production Split	5	Percent
(custom) Eldercare | HBO-Production Split	10	Percent
(custom) Eldercare | NHB-Production Split	10	Percent
(custom) Eldercare | Daily	231	Residents
(custom) Eldercare | Daily	88	Employees
(custom) Eldercare | Daily	Non-Retail	Retail/Non-Re

☑ 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
477 Daily Vehicle Trips	402 Daily Vehicle Trips
3,153 Daily VMT	3,192 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-75 Net Daily Trips
The net increase in daily VMT ≤ 0	39 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

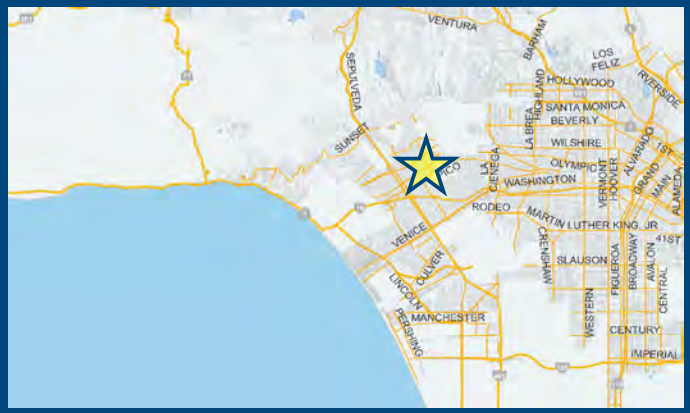
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Project

Address: 10366 W BELLWOOD AVE, 90064



Proposed Project Land Use Type	Value	Unit
(custom) Eldercare | Daily	533	Trips
(custom) Eldercare | HBW-Attraction Split	45	Percent
(custom) Eldercare | HBO-Attraction Split	10	Percent
(custom) Eldercare | NHB-Attraction Split	20	Percent
(custom) Eldercare | HBW-Production Split	5	Percent
(custom) Eldercare | HBO-Production Split	10	Percent
(custom) Eldercare | NHB-Production Split	10	Percent
(custom) Eldercare | Daily	231	Residents
(custom) Eldercare | Daily	88	Employees
(custom) Eldercare | Daily	Non-Retail	Retail/Non-Re

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 100 — city code parking provision for the project site
- 74 — actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 — monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 — percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 — daily parking charge (dollar)
- 50 — percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 — 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
400 Daily Vehicle Trips	**400** Daily Vehicle Trips
3,171 Daily VMT	**3,171** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

TABLE 10
EXISTING WITH PROJECT CONDITIONS (YEAR 2019)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
1.	Beverly Glen Boulevard &	AM	68.1	E	68.1	E
[a]	Santa Monica Boulevard	PM	56.9	E	56.8	E
2.	Century Park West &	AM	14.5	B	13.9	B
[a]	Santa Monica Boulevard	PM	22.3	C	22.1	C
3.	Avenue of the Stars &	AM	28.5	C	35.6	D
[a]	Santa Monica Boulevard	PM	27.2	C	34.0	C
4.	Beverly Glen Boulevard &	AM	94.1	F	94.4	F
[a]	Olympic Boulevard	PM	42.6	D	41.8	D
5.	Century Park West &	AM	31.3	C	31.3	C
[a]	Olympic Boulevard	PM	18.7	B	18.7	B
6.	Beverly Glen Boulevard &	AM	58.4	E	58.5	E
[a]	Pico Boulevard	PM	61.3	E	61.1	E
7.	Kerwood Avenue &	AM	11.6	B	11.5	B
[a]	Pico Boulevard	PM	7.5	A	7.5	A
8.	Motor Avenue &	AM	23.1	C	23.0	C
[a]	Pico Boulevard	PM	28.7	C	28.7	C

Notes
Delay is measured in seconds per vehicle
LOS = Level of service
[a] Signalized intersection analyzed based on the HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

TABLE 11
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Beverly Glen Boulevard &	AM	113.6	F	113.6	F
[a]	Santa Monica Boulevard	PM	88.4	F	88.5	F
2.	Century Park West &	AM	12.7	B	14.4	B
[a]	Santa Monica Boulevard	PM	23.7	C	23.6	C
3.	Avenue of the Stars &	AM	66.2	E	61.4	E
[a]	Santa Monica Boulevard	PM	33.4	C	31.8	C
4.	Beverly Glen Boulevard &	AM	117.1	F	117.3	F
[a]	Olympic Boulevard	PM	54.2	D	54.0	D
5.	Century Park West &	AM	39.6	D	39.4	D
[a]	Olympic Boulevard	PM	23.4	C	23.3	C
6.	Beverly Glen Boulevard &	AM	66.7	E	66.8	E
[a]	Pico Boulevard	PM	85.6	F	85.2	F
7.	Kerwood Avenue &	AM	21.5	C	14.3	B
[a]	Pico Boulevard	PM	7.9	A	7.9	A
8.	Motor Avenue &	AM	33.1	C	21.4	C
[a]	Pico Boulevard	PM	63.4	E	63.5	E

Notes
Delay is measured in seconds per vehicle
LOS = Level of service
[a] Signalized intersection analyzed based on the HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

Appendix H.3

Transportation Analysis for Project Alternatives

MEMORANDUM

TO: Stephanie Eyestone-Jones, Eyestone Environmental

FROM: Sarah M. Drobis, P.E., Emily Wong, P.E., and Janet Ye, EIT

DATE: May 11, 2021

RE: Transportation Analysis of Project Alternatives for the Senior Residential Community at the Bellwood
Los Angeles, California **Ref:** J1661

This memorandum presents the findings of the California Environmental Quality Act (CEQA) analysis of the alternatives (Alternatives) to the proposed development of the Senior Residential Community at the Bellwood project (Project) in the City of Los Angeles, California (City). The analysis of Alternatives is based on the City's *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2020) (TAG) addressing the CEQA guidelines and thresholds.

This CEQA analysis of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in *Transportation Assessment for the Senior Residential Community at the Bellwood Project, Los Angeles, California* (Gibson Transportation Consulting, Inc. [GTC], January 2021) (Transportation Assessment), where applicable.

PROJECT DESCRIPTION

As detailed in the Transportation Assessment, the Project proposes the development of a 192-unit eldercare facility consisting of 71 independent living units, 75 assisted living units, and 46 memory care units, as well as 50,463 square feet (sf) of ancillary common areas and amenities for residents. The existing 112 multi-family residential units on the Project Site would be removed to accommodate the Project. Access to the Project Site would be provided via one full-access driveway on Bellwood Avenue. Additionally, the portion of Bellwood Avenue that currently bifurcates the Project Site would be vacated and realigned as a private street, with access maintained from both sides of Bellwood Avenue. An entry motor court/vehicle turn-out area would be provided along Bellwood Avenue adjacent to the Project Site within the vacated portion of the roadway and would be located adjacent to the lobby area. A separate service driveway, providing access to the loading area, would be located on Bellwood Avenue east of the parking garage. Separate access for pedestrians and bicyclists would be provided via entrances along Bellwood Avenue.

A total of 140 parking spaces would be provided on-site within two subterranean parking levels. The Project would also provide 72 bicycle parking spaces on-site, including both short-term and long-term spaces.

The conceptual site plan for the Project is provided in Figure 1.

ALTERNATIVES

The following three Alternative land use configurations for the Project were identified:

- Alternative 1, No Project Alternative would maintain the existing 112 multi-family residential units currently occupying the site and no new development would occur. This Alternative would not generate additional vehicle trips and, therefore, a CEQA analysis for this Alternative was not conducted.

- Alternative 2, Commercial/Residential Alternative proposes a total of 60 multi-family residential units, 21,257 sf of retail, and 21,257 sf of office. The new residential units under Alternative 2 would not be designated senior housing units in an eldercare facility. Under Alternative 2, the portion of Bellwood Avenue that bifurcates the Project Site would remain a public street in its current alignment. A total of 247 vehicle parking spaces would be provided in one level of subterranean parking under the apartment building and two subterranean levels under the retail/office buildings. Alternative 2 would require less excavation than the Project.

- Alternative 3, Senior Residential Alternative proposes a total of 130 senior residential units. Alternative 3 would not include an eldercare facility. Under Alternative 3, the portion of Bellwood Avenue that bifurcates the Project Site would remain a public street in its current alignment. A total of 260 vehicle parking spaces would be provided in one subterranean parking level under the larger residential building and in one at grade level and one subterranean level for the remaining two residential buildings. Alternative 3 would require less excavation than the Project.

The conceptual site plan for Alternative 2 is provided in Figure 2, and Alternative 3 is depicted in Figure 3.

TRIP GENERATION

Consistent with the Transportation Assessment, trip generation estimates for each Alternative were developed using published rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). Table 1 provides a summary of the trip generation estimates for each Alternative, with specific detailed calculations discussed below.

Project

The trip generation estimates for the Project are detailed in Table 2 and demonstrate the Project is anticipated to generate -16 net morning peak hour trips (10 inbound, -26 outbound) and -9 net afternoon peak hour trips (-16 inbound, seven outbound).

Alternative 2

As detailed in Table 3, Alternative 2 would generate a total of 11 net new morning peak hour trips (21 inbound, -10 outbound) and 33 net new afternoon peak hour trips (four inbound, 29 outbound).

Alternative 3

As detailed in Table 4, Alternative 3 would generate -24 net morning peak hour trips (-2 inbound, -22 outbound) and -28 net afternoon peak hour trips (-20 inbound, -8 outbound).

THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES ANALYSIS

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. None of the Alternatives would preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Therefore, none of the Alternatives would result in a significant impact under Threshold T-1.

Further, consistent with the Project, each Alternative together with the Related Projects would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies.

THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT) ANALYSIS

City of Los Angeles VMT Calculator Version 1.3 (LADOT, July 2020) (VMT Calculator) estimates project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The VMT Calculator was used to evaluate the VMT of each Alternative and compare it to the VMT impact criteria.

The Project is located within the West Los Angeles Area Planning Commission (APC) area; therefore, the household significant impact criteria is 7.4 household VMT per capita and the work significant impact criteria is 11.1 work VMT per employee. The Project Site is located within a Compact Infill (Zone 3) Travel Behavior Zone; thus, the maximum allowable VMT reduction in the VMT Calculator for the Project is 40%.

VMT Calculator Assumptions

The VMT Calculator was set up with each Alternative's land use program and respective densities as the primary input. The VMT Calculator does not include eldercare facility as a land use option; therefore, the Project VMT evaluation presented in the Transportation Assessment utilized a custom land use input developed for the eldercare facility. Similarly, senior housing is not included as a residential land use option in the VMT Calculator; therefore, a custom land use input was developed for Alternative 3 based on the gross daily trip estimates using published rates for "Senior Housing-Attached" from *Trip Generation Manual, 10th Edition.*

Consistent with the Project, each Alternative would provide short-term and long-term bicycle parking to help reduce the number of single occupancy vehicle trips to the Project Site and was, therefore, considered in the VMT evaluation.

The VMT analysis results based on the VMT Calculator are summarized in Table 1.

Project

Project VMT. As shown in Table 1, accounting for removal of the existing uses, the Project would generate a net reduction of 75 daily trips. Therefore, a "no impact" determination can be made for the Project, and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Appendix D of the Transportation Assessment.

Alternative 2

Alternative 2 VMT. As shown in Table 5, the VMT Calculator estimates that Alternative 2 would generate 647 daily household VMT and 1,163 daily work VMT. Alternative 2 would generate an average household VMT per capita of 4.8 and work VMT per employee of 9.1, which would not exceed the significant impact criteria for the West Los Angeles APC. Similar to the Project, impacts related to Alternative 2 would be less than significant and mitigation measures would not be required. While impacts would be less than significant, it should be noted that Alternative 2 would generate more daily vehicle trips and daily VMT than the Project.

Detailed output from the VMT Calculator is provided in Attachment A.

Alternative 3

Alternative 3 VMT. As shown in Table 1, the VMT Calculator estimates that Alternative 3 would generate a net reduction of 134 daily trips. Therefore, similar to the Project, Alternative 3 would not meet the 250 daily trip screening criteria for further VMT analysis as identified in the TAG. Thus, a "no impact" determination could be made for Alternative 3, and no mitigation measures would be required. While impacts would be less than significant, it should be noted that Alternative 3 would generate fewer daily vehicle trips and daily VMT than the Project.

Detailed output from the VMT Calculator is provided in Attachment B.

Cumulative VMT Analysis

Consistent with the Project, the Alternatives would not result in a significant and unavoidable household and/or work VMT impact, as detailed above. The Alternatives would also be designed to further reduce single occupancy trips to the Project Site through design features to encourage a variety of transportation options and would be consistent with *The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, April 2016) and *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September 2020) (RTP/SCS) goal of maximizing mobility and accessibility in the region.

Thus, each Alternative would also contribute to the productivity and use of the regional transportation system by providing employment near transit and encourage active transportation by providing new bicycle parking and active street frontages, consistent with RTP/SCS goals. As such, consistent with the Project, the Alternatives would not result in a cumulative VMT impact.

THRESHOLD T-2.2: SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL ANALYSIS

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

Consistent with the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, further evaluation will not be required, and none of the Alternatives would result in a significant impact under Threshold T-2.2.

THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE ANALYSIS

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public right-of-way (ROW) or modifications along the public ROW (i.e., street dedications) to determine if the geometric design features would substantially increase safety, operational, or capacity hazards.

Project

Driveway Design Features. The driveways would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* (December 2008) to limit vehicle

queues and bicycle/pedestrian-vehicle conflicts. As described above, vehicular access to the Project Site would be provided along Bellwood Avenue from Olympic Boulevard. The portion of Bellwood Avenue that bifurcates the Project Site would be vacated and realigned as a private street; however, public, and vehicular access would be maintained from Olympic Boulevard. A separate service driveway along Bellwood Avenue would be provided adjacent to the driveway to the subterranean parking garage. The driveways would be placed to provide an adequate pedestrian refuge area between the two driveways. Additionally, a vehicular motor court would be provided adjacent to the entry court at the lobby entrance.

The driveways and vehicular motor court would be placed along the vacated portion of Bellwood Avenue and would be designed and located at a distance from Olympic Boulevard to limit queue spillovers into the public ROW and reduce interruptions to pedestrian flow and safety. Thus, the Project's driveway would not substantially increase vehicle-vehicle conflicts and would not present any geometric design hazards as it relates to traffic movement.

Pedestrian and Bicycle Activity. The Project would widen adjacent sidewalks along Bellwood Avenue on both sides of the street to create a walkable and attractive pedestrian environment. In addition, paved walkways would be provided internal to the Project Site with access to and from Bellwood Avenue.

As detailed in the Transportation Assessment, currently there are no bicycle facilities adjacent to the Project frontage. Based on existing intersection volume data collected in April 2019, it was observed that Olympic Boulevard carries fewer than 13 bicycles during the entire span of the six-hour commuter peak periods (7:00 to 10:00 AM and 3:00 to 6:00 PM), as detailed in Appendix B of the Transportation Assessment. Therefore, given the minimal bicycle traffic, the driveways would not pose an increased safety hazard to bicyclists.

Physical Terrain. The Project's design integrates with the sloping topography of the surrounding area. The driveway design would not restrict sight lines, allowing drivers to safely identify approaching vehicles, pedestrians, and bicycles before committing to turn. Driveways are designed to intersect Bellwood Avenue at right angles to allow pedestrians and bicyclists to observe vehicles within the driveways.

The Project would provide private and public open space, landscaped elements, and street trees for shade along the Project perimeter and within the Project Site to create a walkable and attractive pedestrian environment. Pedestrian sidewalks would be improved to meet City standards and to provide continuous pedestrian connections on Bellwood Avenue to Olympic Boulevard along the Project frontage.

Project Location. The Project Site is not located adjacent to a street identified as part of the High Injury Network. Additionally, the Safe Routes to School map does not identify any infrastructure improvement projects within the Study Area. As previously noted, the portion of Bellwood Avenue that bifurcates the Project Site would be vacated and aligned as a private street. Nevertheless, the Project would improve the vacated portion of Bellwood Avenue to provide 10-foot sidewalks and a 28-foot roadway.

Incompatible Uses. The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these uses. None of the Project design elements tangential to the adjacent uses are considered

incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary. Based on the site plan design, the Project would not present any geometric design hazards related to mobility or pedestrian accessibility.

Alternative 2

As with the Project, under Alternative 2, driveways would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. The portion of Bellwood Avenue that bifurcates the Project Site would remain it its current alignment. The driveways would be placed along Bellwood Avenue and would be designed and located at a distance from Olympic Boulevard to limit queue spillovers into the public ROW and reduce interruptions to pedestrian/bicycle flow and safety.

Summary. Consistent with the Project, based on the site plan design, Alternative 2 does not present any geometric design hazards related to mobility or pedestrian accessibility.

Alternative 3

As previously described, under Alternative 3, the portion of Bellwood Avenue that bifurcates the Project Site would remain in its current alignment. The driveways for Alternative 3 would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* to limit vehicle queues and bicycle/pedestrian-vehicle conflicts.

The driveways would be placed along Bellwood Avenue and would be designed and located at a distance from Olympic Boulevard to limit queue spillovers into the public ROW and reduce interruptions to pedestrian/bicycle flow and safety.

Summary. Consistent with the Project, based on the site plan design, Alternative 3 does not present any geometric design hazards related to mobility or pedestrian accessibility.

Cumulative Analysis

Consistent with the Project, none of the Related Projects identified in the Transportation Assessment provide access along the same block as any of the Alternatives. Thus, the Alternatives and Related Projects would not result in a cumulative impact under Threshold T-3.

SUMMARY

- Alternative 2 would generate more peak hour trips during both the morning and afternoon peak hours than the Project, while Alternative 3 would generate fewer peak hour trips during both the morning and afternoon peak hours than the Project.

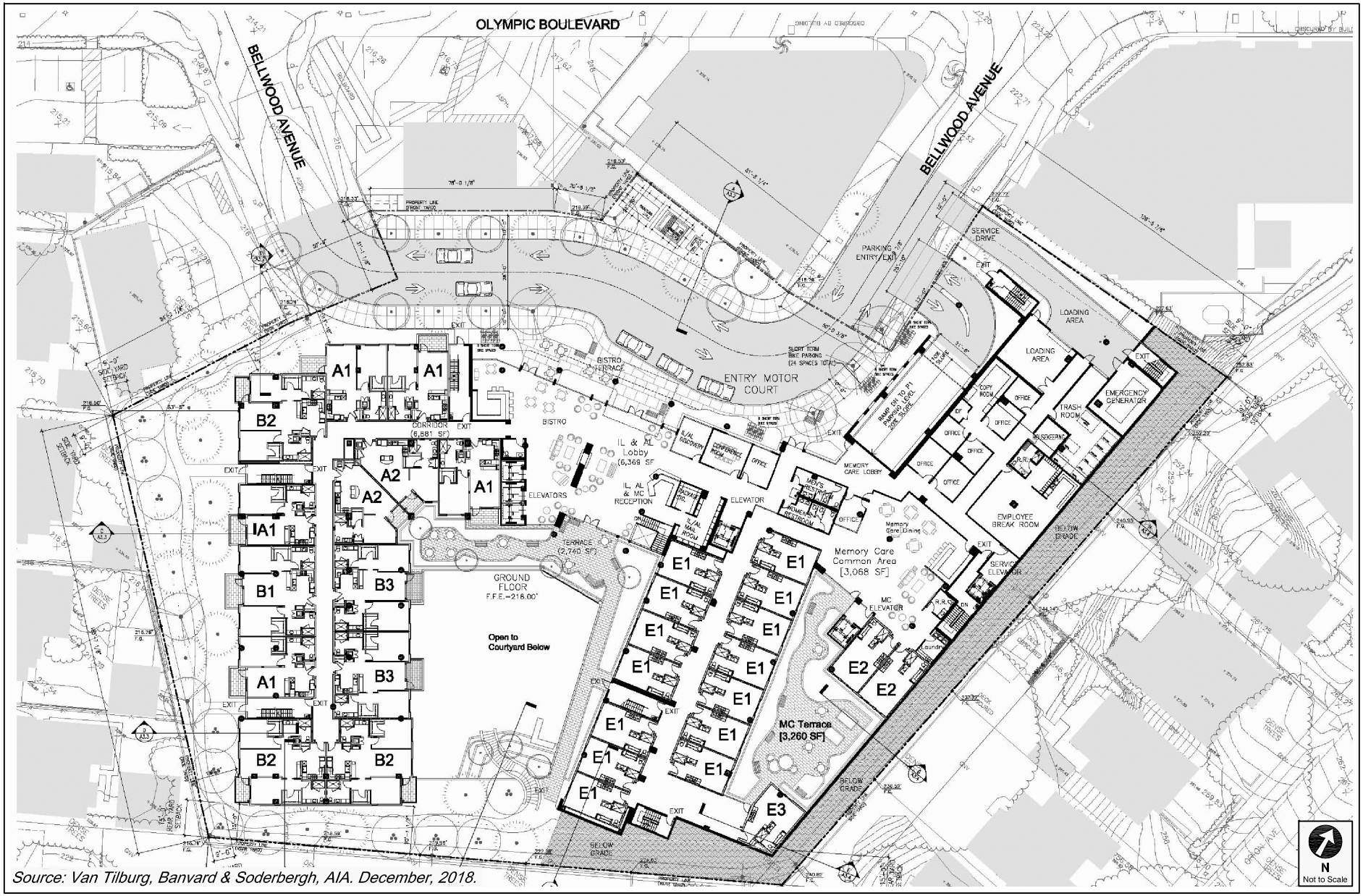
- Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. None of the Alternatives would preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Consistent with the Project, none of the Alternatives would result in a significant impact under Threshold T-1.

- Consistent with the Project, none of the Alternatives would result in a significant and unavoidable VMT impact under Threshold T-2.1.

- Each Alternative would contribute to the productivity and use of the regional transportation system by and encourage active transportation, consistent with RTP/SCS goals. As such, consistent with the Project, the Alternatives would not result in a cumulative VMT impact.

- Similar to the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, none of the Alternatives would result in a significant impact under Threshold T-2.2.

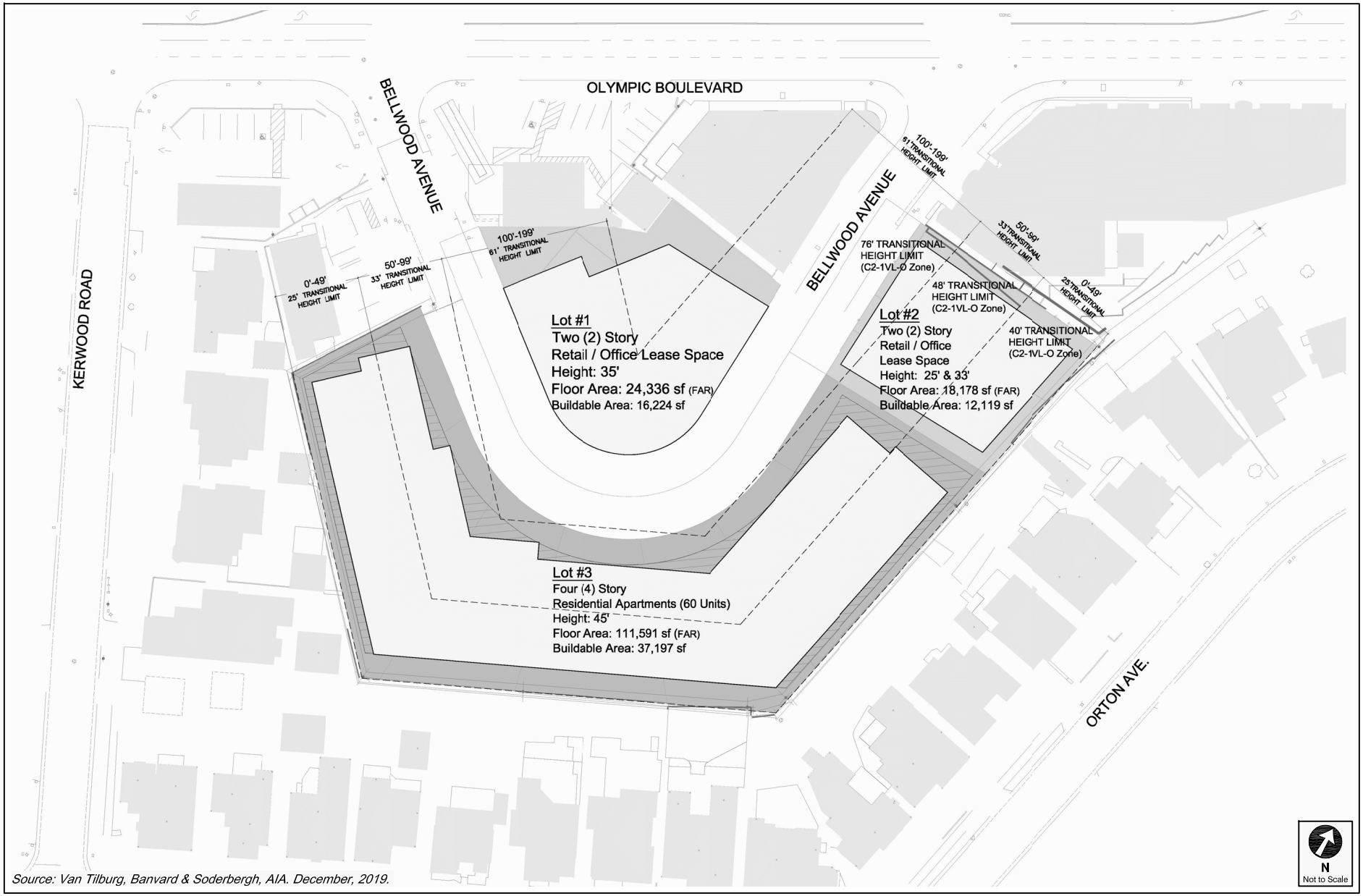
- Consistent with the Project, based on the site plan design for each Alternative, none of the Alternatives present any geometric design hazards related to mobility or pedestrian accessibility. Therefore, none of the Alternatives would result in a significant impact under Threshold T-3.



Source: Van Tilburg, Banvard & Soderbergh, AIA. December, 2018.

PROJECT SITE PLAN

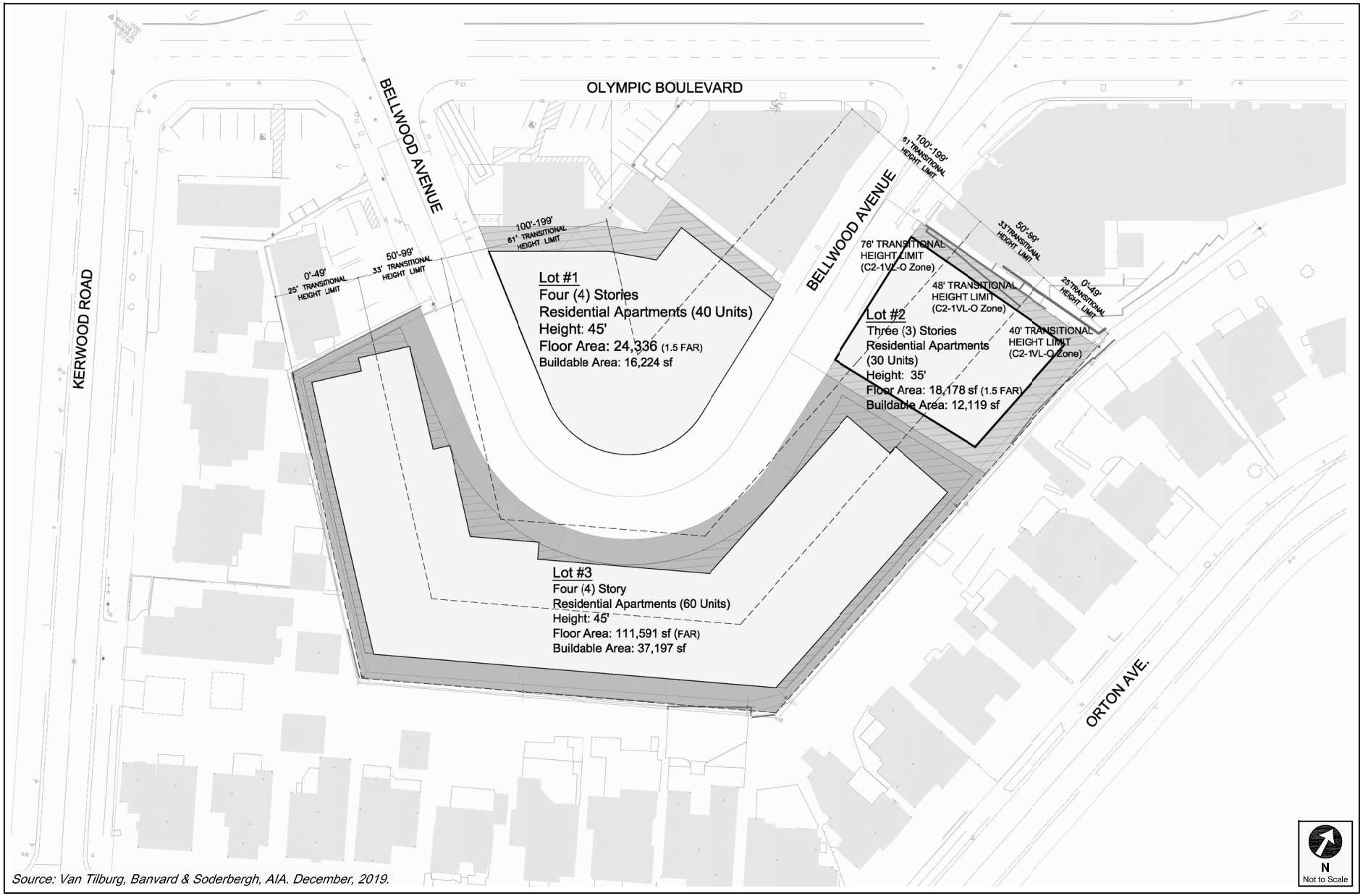
FIGURE 1



Source: Van Tilburg, Banvard & Soderbergh, AIA. December, 2019.

PROJECT SITE PLAN - ALTERNATIVE 2

FIGURE 2



Source: Van Tilburg, Banvard & Soderbergh, AIA. December, 2019.

PROJECT SITE PLAN - ALTERNATIVE 3

FIGURE 3

TABLE 1
ALTERNATIVES SUMMARY

Project Scenario	Trip Generation (Net New Project Trips)						VMT Analysis					
	AM Peak Hour			PM Peak Hour			Net Daily Trips	Net Daily VMT	Household		Work	
	In	Out	Total	In	Out	Total			VMT per Capita	Significant Impact	VMT per Employee	Significant Impact
Project												
Transportation Assessment • 71 Independent Living Units • 75 Assisted Living Beds • 46 Memory Care Beds	10	(26)	(16)	(16)	7	(9)	(75)	39	N/A	**NO**	N/A	**NO**
Alternative 2												
Commercial/Residential Alternative • 60 Residential Units • 21,257 sf retail • 21,257 sf office	21	(10)	11	4	29	33	638	5,631	4.8	**NO**	9.1	**NO**
Alternative 3												
Senior Residential Alternative • 130 Senior Housing Units	(2)	(22)	(24)	(20)	(8)	(28)	(134)	(890)	N/A	**NO**	N/A	**NO**

TABLE 2
PROJECT TRIP GENERATION ESTIMATES
PROJECT

Land Use	ITE Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Low-Rise)	220	per du	23%	77%	0.46	63%	37%	0.56
Congregate Care Facility	253	per du	60%	40%	0.07	53%	47%	0.18
Assisted Living	254	per bed	63%	37%	0.19	38%	62%	0.26
Proposed Project								
Independent Living	253	71 du	3	2	5	7	6	13
Assisted Living [b]	254	99 beds	12	7	19	10	16	26
Memory Care [c]	254	46 beds	6	3	9	5	7	12
Subtotal Proposed Project Trips			**21**	**12**	**33**	**22**	**29**	**51**
Existing Uses to be Removed								
Multifamily Housing (Low-Rise)	220	112 du	12	40	52	40	23	63
Less Walk-In/Transit Reduction - 5% [d]			*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Subtotal - Existing Residential			**11**	**38**	**49**	**38**	**22**	**60**
TOTAL NET NEW PROJECT TRIPS			**10**	**(26)**	**(16)**	**(16)**	**7**	**(9)**

Notes

1,000 square feet = ksf.

[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.

[b] The 75 assisted living guestrooms include 51 one-bedroom units and 24 two-bedroom units.

[c] The 46 memory care guestrooms consist only of studio units.

[d] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from a local bus stop, therefore a transit/walk-in reduction is applied to account for transit usage and walking visitor arrivals from the adjacent commercial developments.

TABLE 3
PROJECT TRIP GENERATION ESTIMATES
ALTERNATIVE 2

Land Use	ITE Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Low-Rise)	220	per du	23%	77%	0.46	63%	37%	0.56
General Office Building	710	per ksf	86%	14%	1.16	16%	84%	1.15
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
Proposed Project								
Multifamily Housing (Low-Rise)	220	60 du	6	22	28	21	13	34
Less Walk-In/Transit Reduction - 5% [b]			*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Office	710	21.257 ksf	22	3	25	4	20	24
Less Walk-In/Transit Reduction - 5% [b]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Retail (Shopping Center)	820	21.257 ksf	12	8	20	39	42	81
Less Walk-In/Transit Reduction - 5% [b]			*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Pass-by Adjustment - 50% [c]			*(6)*	*(4)*	*(10)*	*(19)*	*(20)*	*(39)*
Subtotal Proposed Project Trips			**32**	**28**	**60**	**42**	**51**	**93**
Existing Uses to be Removed								
Multifamily Housing (Low-Rise)	220	112 du	12	40	52	40	23	63
Less Walk-In/Transit Reduction - 5% [b]			*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Subtotal - Existing Residential			**11**	**38**	**49**	**38**	**22**	**60**
TOTAL NET NEW PROJECT TRIPS			**21**	**(10)**	**11**	**4**	**29**	**33**

Notes

1,000 square feet = ksf.

[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.

[b] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from a local bus stop, therefore a transit/walk-in reduction is applied to account for transit usage and walking visitor arrivals from the adjacent commercial developments.

[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 4
PROJECT TRIP GENERATION ESTIMATES
ALTERNATIVE 3

Land Use	ITE Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Low-Rise)	220	per du	23%	77%	0.46	63%	37%	0.56
Senior Adult Housing - Attached	252	per du	35%	65%	0.20	55%	45%	0.26
Proposed Project								
Senior Adult Housing - Attached	252	130 du	9	17	26	19	15	34
Less Walk-In/Transit Reduction - 5% [b]			*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Subtotal Proposed Project Trips			**9**	**16**	**25**	**18**	**14**	**32**
Existing Uses to be Removed								
Multifamily Housing (Low-Rise)	220	112 du	12	40	52	40	23	63
Less Walk-In/Transit Reduction - 5% [b]			*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Subtotal - Existing Residential			**11**	**38**	**49**	**38**	**22**	**60**
TOTAL NET NEW PROJECT TRIPS			**(2)**	**(22)**	**(24)**	**(20)**	**(8)**	**(28)**

Notes

1,000 square feet = ksf.

[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.

[b] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from a local bus stop, therefore a transit/walk-in reduction is applied to account for transit usage and walking visitor arrivals from the adjacent commercial developments.

TABLE 5
VMT ANALYSIS SUMMARY
ALTERNATIVE 2

	Project Information
Address	10366 W Bellwood Avenue
Project Land Uses	**Size**
Multi-Family Housing	60 units
Retail	21,257 sf
General Office	21,257 sf
	Project Analysis [a]
Resident Population	135
Employee Population	128
Area Planning Commission	West Los Angeles
Travel Behavior Zone [b]	Compact Infill
Maximum VMT Reduction [c]	*40%*
	VMT Analysis, prior to Mitigation [f]
Daily Vehicle Trips	1,108
Daily VMT	8,729
Total Household VMT	647
Household VMT per Capita [d]	4.8
Impact Threshold	7.4
Significant Impact	NO
Total Work VMT	1,163
Work VMT per Employee [e]	9.1
Impact Threshold	11.1
Significant Impact	NO

Notes:

[a] Project Analysis is from VMT Calculator output reports provided in Appendix C.

[b] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[c] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[d] Household VMT per Capita is based on the "home-based work production" trip types.

[e] Work VMT per Employee is based on the "home-based work attraction" trip types.

[f] The Project design features include:

1. Bicycle parking per LAMC requirements

Attachment A

Alternative 2
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

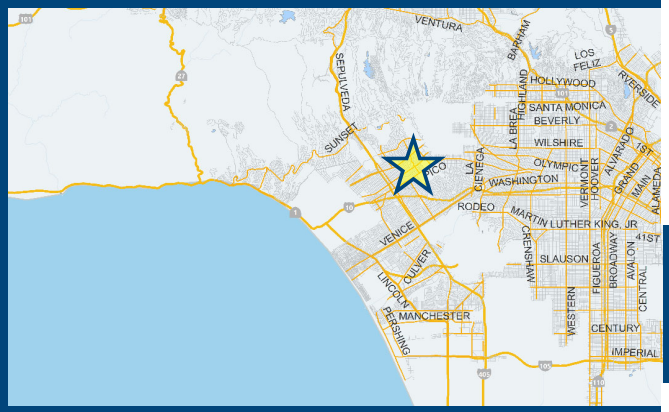
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Alternative 2 - Residential/Commercial

Address: 10366 W BELLWOOD AVE, 90064



Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	112	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
Housing | Multi-Family	61	DU
Retail | General Retail	21.257	ksf
Office | General Office	21.257	ksf
Housing | Multi-Family	60	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
477 Daily Vehicle Trips	1,115 Daily Vehicle Trips
3,153 Daily VMT	8,784 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	638 Net Daily Trips
The net increase in daily VMT ≤ 0	5,631 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	21.257 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/5/2021

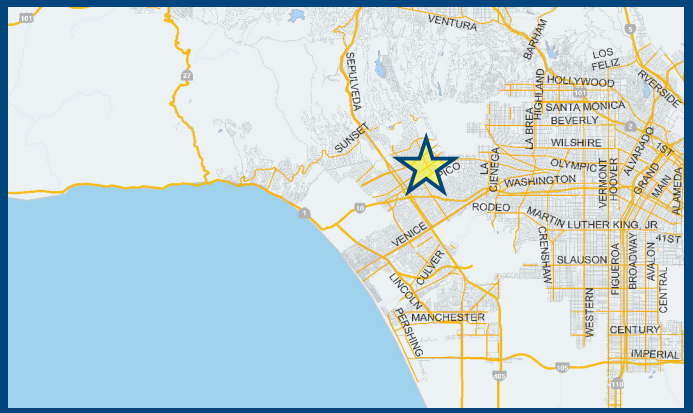
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Alternative 2 - Residential/Commercial

Address: 10366 W BELLWOOD AVE, 90064



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	21.257	ksf
Office | General Office	21.257	ksf
Housing | Multi-Family	60	DU

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

100 city code parking provision for the project site

74 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

175 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,108 Daily Vehicle Trips	**1,108** Daily Vehicle Trips
8,729 Daily VMT	**8,729** Daily VMT
4.8 Household VMT per Capita	**4.8** Household VMT per Capita
9.1 Work VMT per Employee	**9.1** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: No Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

1/5/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 5, 2021
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Alternative 2 - Residential/Commercial
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	60	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	21.257	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	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*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	21.257	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*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 5, 2021
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Alternative 2 - Residential/Commercial
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

Analysis Results			
Total Employees: 128 Total Population: 135			
Proposed Project		***With Mitigation***	
1,108	**Daily Vehicle Trips**	**1,108**	**Daily Vehicle Trips**
8,729	**Daily VMT**	**8,729**	**Daily VMT**
4.8	**Household VMT per Capita**	**4.8**	**Household VMT per Capita**
9.1	**Work VMT per Employee**	**9.1**	**Work VMT per Employee**

Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	No	Work > 11.1	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		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%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

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	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 5, 2021
Project Name: Senior Residential Living at the Bellwood
Project Scenario: Alternative 2 - Residential/Commercial
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	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%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		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

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= 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: January 5, 2021
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Alternative 2 - Residential/Commercial
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	54	-24.1%	41	5.6	302	230
Home Based Other Production	149	-42.3%	86	4.9	730	421
Non-Home Based Other Production	294	-7.5%	272	8.1	2,381	2,203
Home-Based Work Attraction	185	-26.5%	136	8.6	1,591	1,170
Home-Based Other Attraction	579	-38.5%	356	8.4	4,864	2,990
Non-Home Based Other Attraction	242	-7.4%	224	7.9	1,912	1,770

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	41	229	-0.6%	41	229
Home Based Other Production	-0.6%	85	418	-0.6%	85	418
Non-Home Based Other Production	-0.6%	270	2,189	-0.6%	270	2,189
Home-Based Work Attraction	-0.6%	135	1,163	-0.6%	135	1,163
Home-Based Other Attraction	-0.6%	354	2,971	-0.6%	354	2,971
Non-Home Based Other Attraction	-0.6%	223	1,759	-0.6%	223	1,759

MXD VMT Methodology Per Capita & Per Employee

Total Population: 135
Total Employees: 128
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**647**	**647**
Total Home Based Work Attraction VMT	**1,163**	**1,163**
Total Home Based VMT Per Capita	**4.8**	**4.8**
Total Work Based VMT Per Employee	**9.1**	**9.1**

Attachment B

Alternative 3
VMT Calculator Analysis Worksheet

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

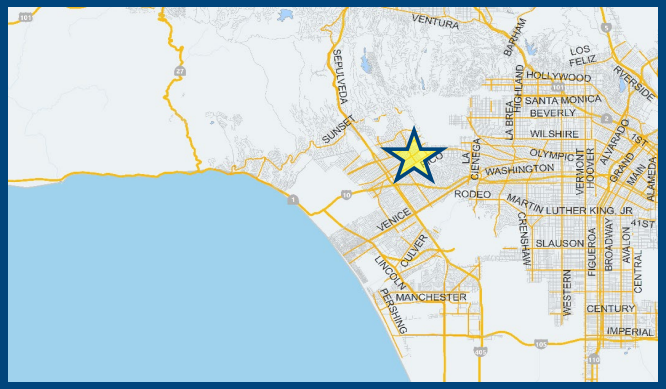
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Alternative 3 - Senior Housing

Address: 10366 W BELLWOOD AVE, 90064



Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	112	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
Housing | Multi-Family		DU
(custom) Senior Housing | Retail/Non-Retail [a]	Non-Retai	LU type
(custom) Senior Housing | Residents	158	Person
(custom) Senior Housing | Employees	0	Person
(custom) Senior Housing | Daily	481	Trips
(custom) Senior Housing | HBW-Attraction Spli	0	Percent
(custom) Senior Housing | HBO-Attraction Split	20	Percent
(custom) Senior Housing | NHB-Attraction Split	5	Percent
(custom) Senior Housing | HBW-Production Sp	15	Percent
(custom) Senior Housing | HBO-Production Sp	41	Percent
(custom) Senior Housing | NHB-Production Spl	19	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
477 Daily Vehicle Trips	343 Daily Vehicle Trips
3,153 Daily VMT	2,263 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-134 Net Daily Trips
The net increase in daily VMT ≤ 0	-890 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

[a] Daily trip estimate based on ITE trip rates for "Senior Adult Housing - Attached" land use in *Trip Generation Manual, 10th Edition* (2017).

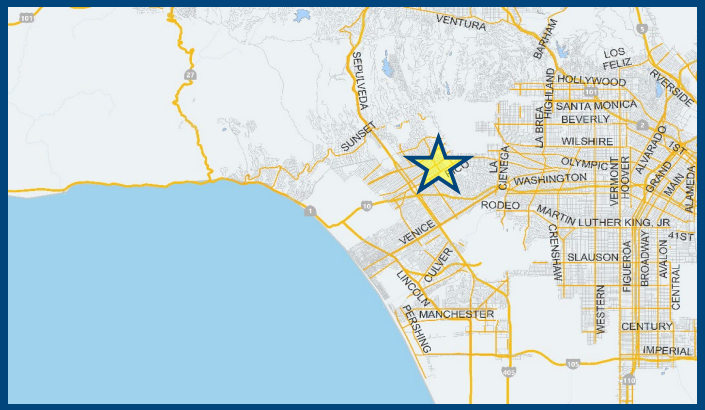
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Senior Residential Living at the Bellwood

Scenario: Alternative 3 - Senior Housing

Address: 10366 W BELLWOOD AVE, 90064



Proposed Project Land Use Type	Value	Unit
(custom) Senior Housing | Retail/Non-Retail	Non-Retai	LU type
(custom) Senior Housing | Residents	158	Person
(custom) Senior Housing | Employees	0	Person
(custom) Senior Housing | Daily	481	Trips
(custom) Senior Housing | HBW-Attraction Spli	0	Percent
(custom) Senior Housing | HBO-Attraction Split	20	Percent
(custom) Senior Housing | NHB-Attraction Split	5	Percent
(custom) Senior Housing | HBW-Production Sp	15	Percent
(custom) Senior Housing | HBO-Production Sp	41	Percent
(custom) Senior Housing | NHB-Production Spl	19	Percent

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC

☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
342 Daily Vehicle Trips	**342** Daily Vehicle Trips
2,249 Daily VMT	**2,249** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

5/10/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Alternative 3 - Senior Housing
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*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	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*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*
Other	Senior Housing	481	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: Senior Residential Living at the Bellwooc
Project Scenario: Alternative 3 - Senior Housing
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 158			
Proposed Project		***With Mitigation***	
342	**Daily Vehicle Trips**	**342**	**Daily Vehicle Trips**
2,249	**Daily VMT**	**2,249**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	N/A	Household > 7.4	N/A
Work > 11.1	N/A	Work > 11.1	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 10, 2021
Project Name: Senior Residential Living at the Bellwoo
Project Scenario: Alternative 3 - Senior Housing
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$0	$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$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)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		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%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

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	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 10, 2021
Project Name: Senior Residential Living at the Bellwood
Project Scenario: Alternative 3 - Senior Housing
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	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: May 10, 2021
Project Name: Senior Residential Living at the Bellwood
Project Scenario: Alternative 3 - Senior Housing
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		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 sections 1 - 2
	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

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= 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: May 10, 2021
Project Name: Senior Residential Living at the Bellwoo
Project Scenario: Alternative 3 - Senior Housing
Project Address: 10366 W BELLWOOD AVE, 90064

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	72	-18.1%	59	5.6	403	330
Home Based Other Production	197	-39.6%	119	4.9	965	583
Non-Home Based Other Production	91	-6.6%	85	8.1	737	689
Home-Based Work Attraction	0	0.0%	0	8.6	0	0
Home-Based Other Attraction	96	-40.6%	57	8.4	806	479
Non-Home Based Other Attraction	24	-4.2%	23	7.9	190	182

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	59	328	-0.6%	59	328
Home Based Other Production	-0.6%	118	579	-0.6%	118	579
Non-Home Based Other Production	-0.6%	85	685	-0.6%	85	685
Home-Based Work Attraction	-0.6%	0	0	-0.6%	0	0
Home-Based Other Attraction	-0.6%	57	476	-0.6%	57	476
Non-Home Based Other Attraction	-0.6%	23	181	-0.6%	23	181

MXD VMT Methodology Per Capita & Per Employee

Total Population: 158
Total Employees: 0
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**907**	**907**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**