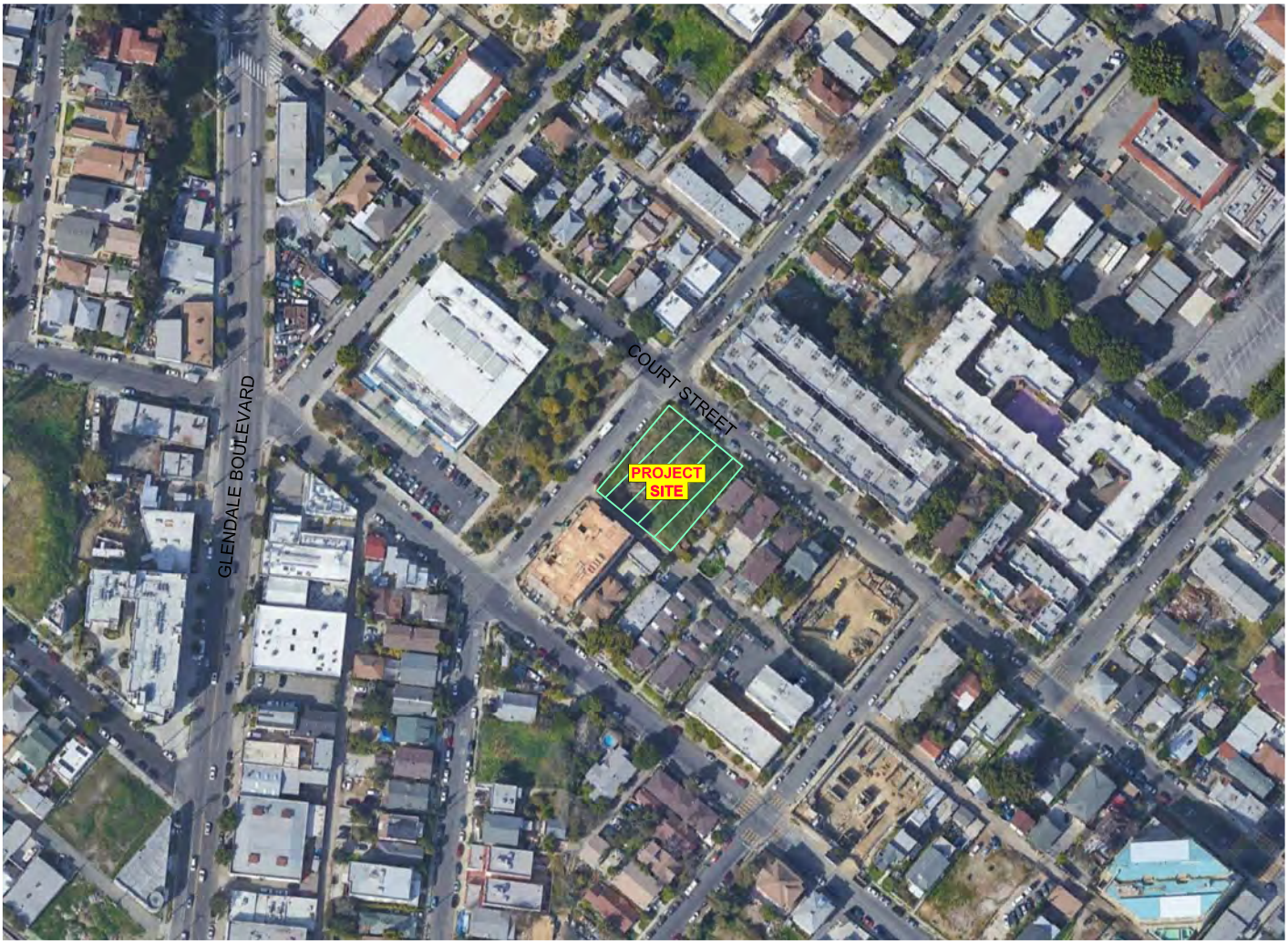
Overland Traffic Consultants, Inc.

TRANSPORTATION ASSESSMENT FOR A RESIDENTIAL PROJECT

Located at
1346 - 1350 W. Court Street
in the City of Los Angeles



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July 2021

TRANSPORTATION ASSESSMENT
RESIDENTIAL APARTMENT BUILDING

Located at 1346 -1354 W. Court Street
in the Westlake Community Plan Area
of the City of Los Angeles

Prepared by:

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July 2021

EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed residential apartment building in the Westlake Community Plan Area and Central City West Specific Plan areas of the City of Los Angeles. See the aerial view for the Project's location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document transportation impacts associated with the project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG). The TAG establishes procedures and methods for review of development projects pursuant to the California Environmental Quality Act (CEQA) guidelines. LADOT has determined that a Transportation Assessment (TA) is required for this project and set the study parameters in a Memorandum of Understanding (MOU) (see LADOT MOU Appendix A).

Project Description

The Project is in the north-eastern portion in the Central City West sub-area of the Westlake Community Plan. The project site is located at 1346 – 1354 W. Court Street on the southeast corner of Court Street and Douglas Street (Project Site). The Project Site consists of 3 lots with a total lot area of approximately 16,845.9 square feet (0.39 acres) and currently vacant. The residential project consists of 69 apartments (63 market rate apartments and 6 affordable units (Project).

Project Parking and Access

The Project proposes 58 vehicle parking spaces. Parking will be provided with 30 spaces on the P-1 parking level and 28 spaces in the P-2 lower level. Vehicular access will be provided from two new driveways, one driveway on Court Street with access to the P-1 parking and one driveway on Douglas Street with access to the P-2 parking.

The Project is required and providing 61 bicycle parking spaces (55 long-term spaces and 6 short-term spaces).

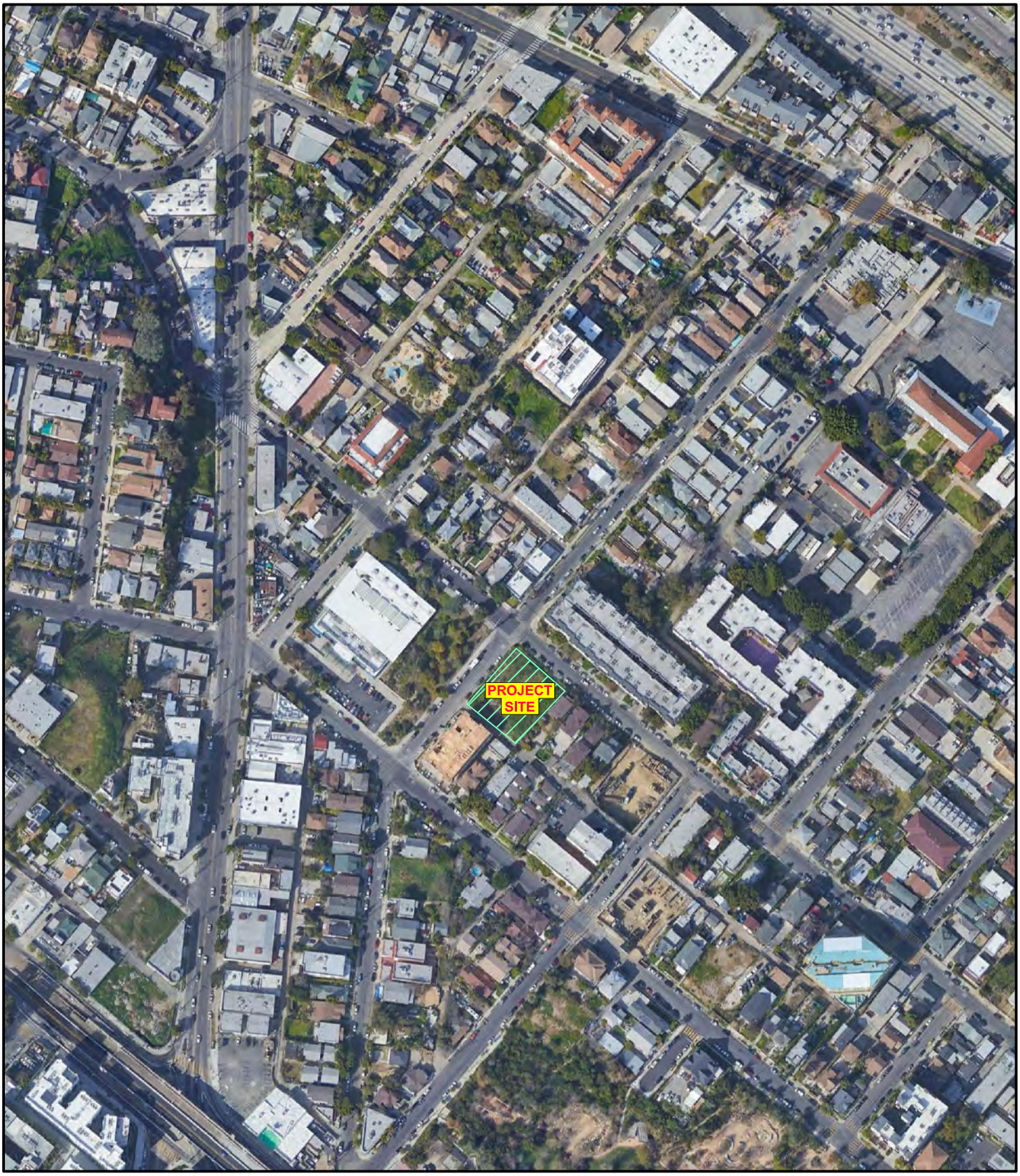

FIGURE 1

6/2021

PROJECT SETTING

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Transportation Assessment CEQA and NON – CEQA Review

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

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

The July 2020 LADOT TAG is the City of Los Angeles' document providing guidance for conducting both CEQA and non-CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

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

The City's adopted process also requires additional non-CEQA analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.

Findings

Based on the evaluation discussed in Chapters 2 and 3, no significant CEQA VMT transportation impacts or significant circulation, access, and safety deficiencies (non-CEQA) were identified by the development of the Project. No transportation mitigation measures are required of the Project.

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.

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CHAPTER 1 PROJECT DESCRIPTION

The project site is located at 1346 – 1354 W. Court Street on the southeast corner of Court Street and Douglas Street (Project Site). The location of the proposed Project is provided on Figure 2.

The Project Site consists of 3 vacant lots with a total lot area of approximately 16,845.9 square feet (0.39 acres). The residential project consists of 69 apartments (63 market rate apartments and 6 affordable units (Project). Figure 3A illustrates the Project Site Survey and Plot Plan

Project Parking and Access

The Project proposes 58 vehicle parking spaces. Parking will be provided by 30 spaces on the P-1 parking level and 28 spaces in the P-2 lower level. Vehicular access will be provided from two new driveways, one driveway on Court Street with access to the P-1 parking and one driveway on Douglas Street with access to the P-2 parking.

The Project is required and providing 61 bicycle parking spaces (55 long-term spaces and 6 short-term spaces).

Figure 3B illustrates the access and parking layouts on P-1 and P-2 levels.

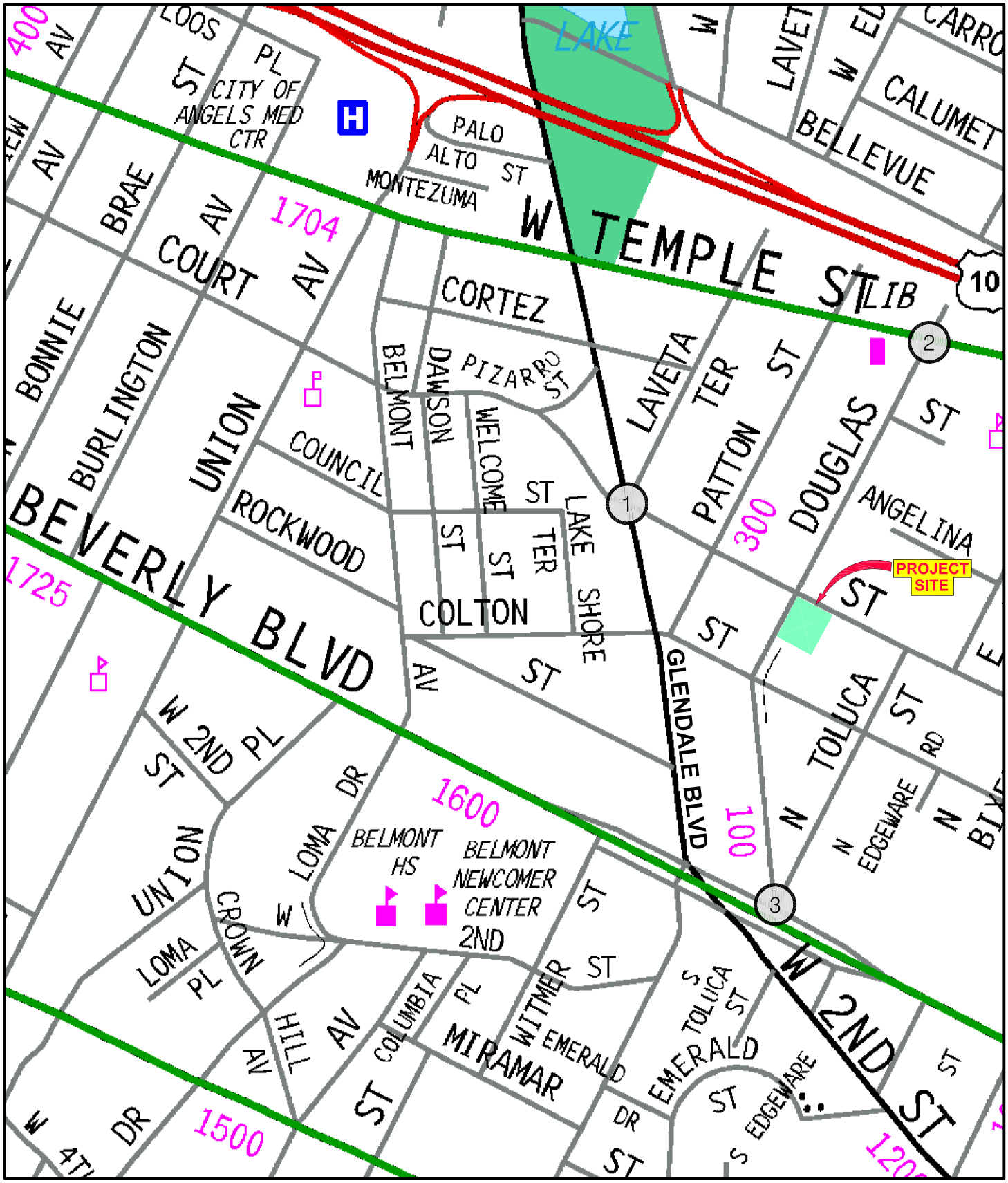

FIGURE 2

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PROJECT LOCATION
AND STUDY LOCATIONS

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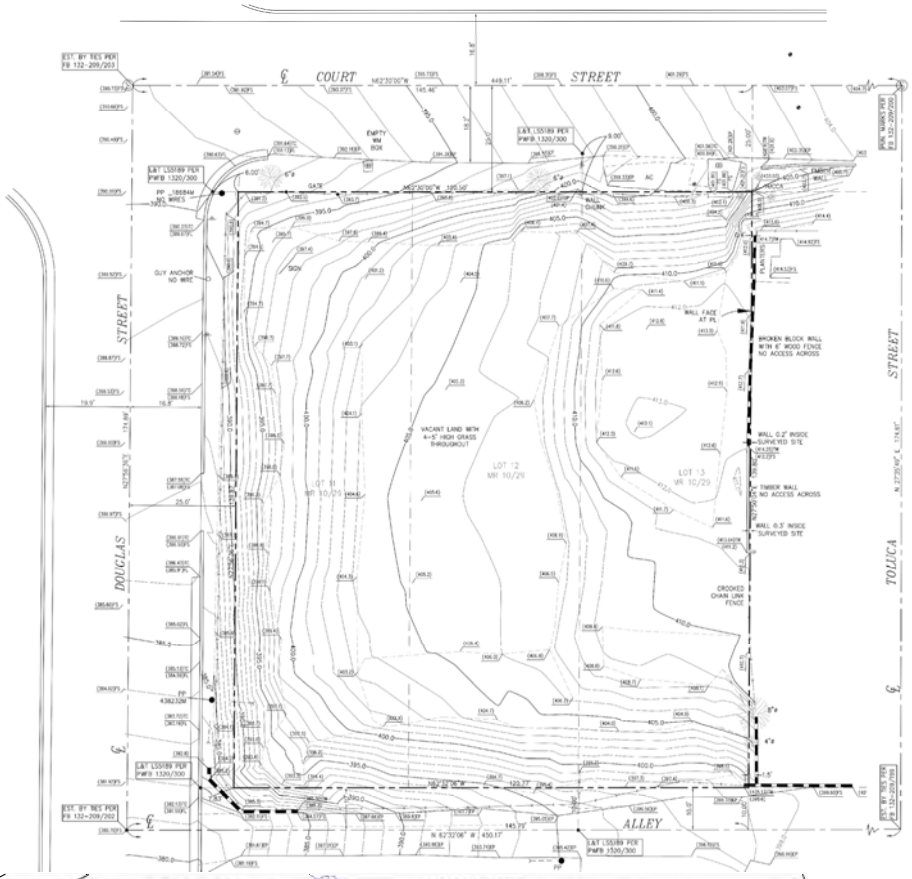
SURVEY



PLOT PLAN

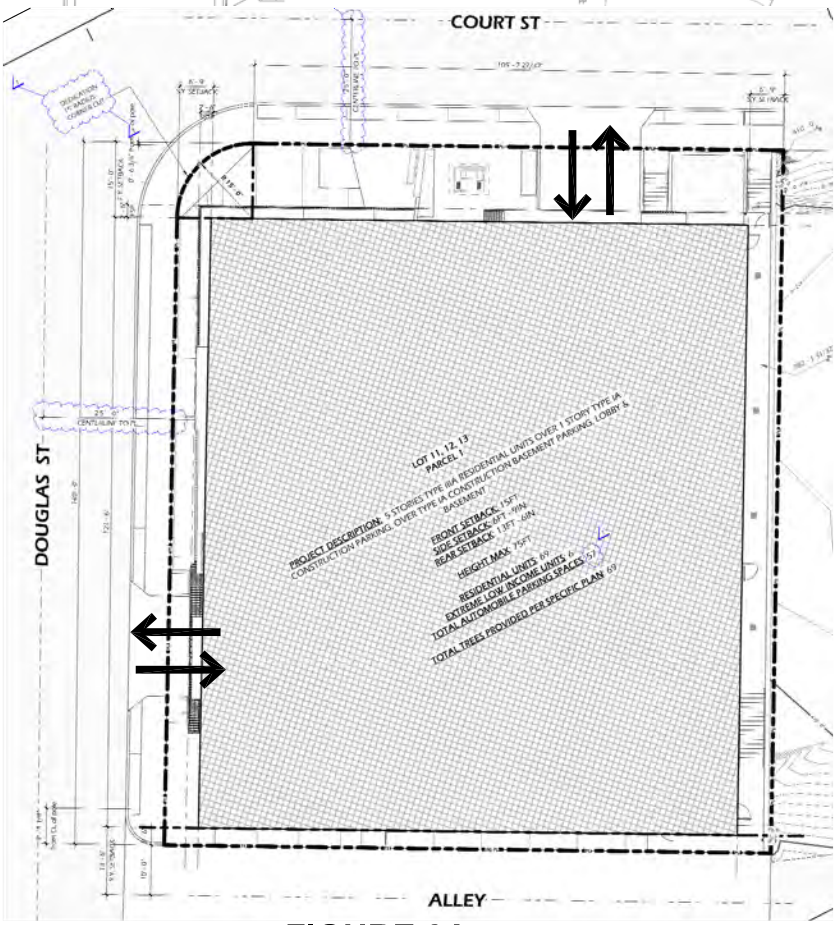


FIGURE 3A

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SITE SURVEY AND PLOT PLAN

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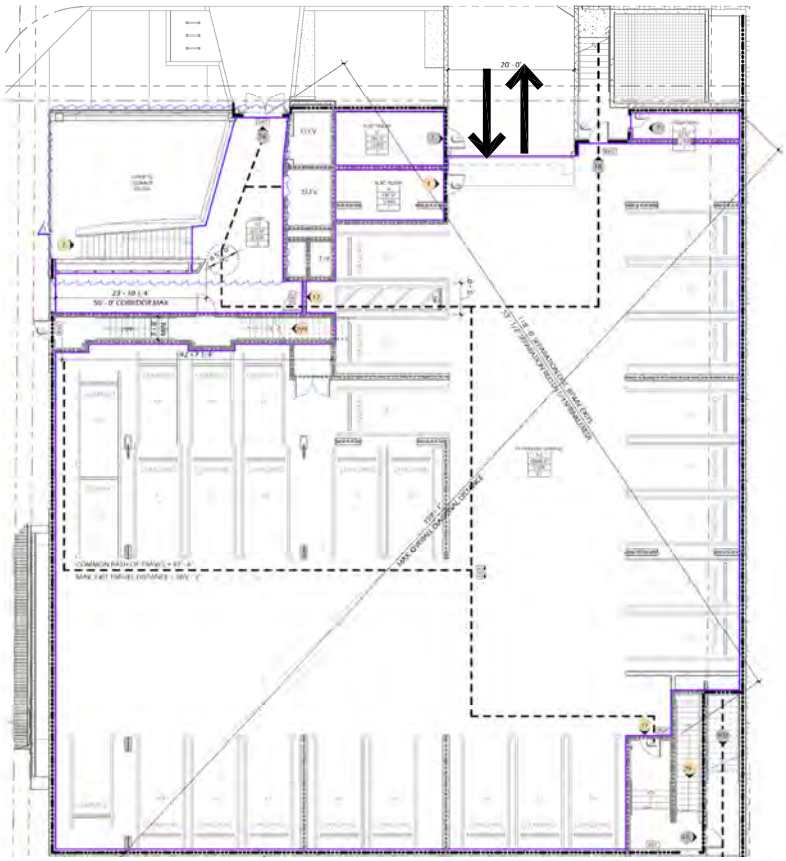
P-1 PARKING LEVEL



P-2 PARKING LEVEL

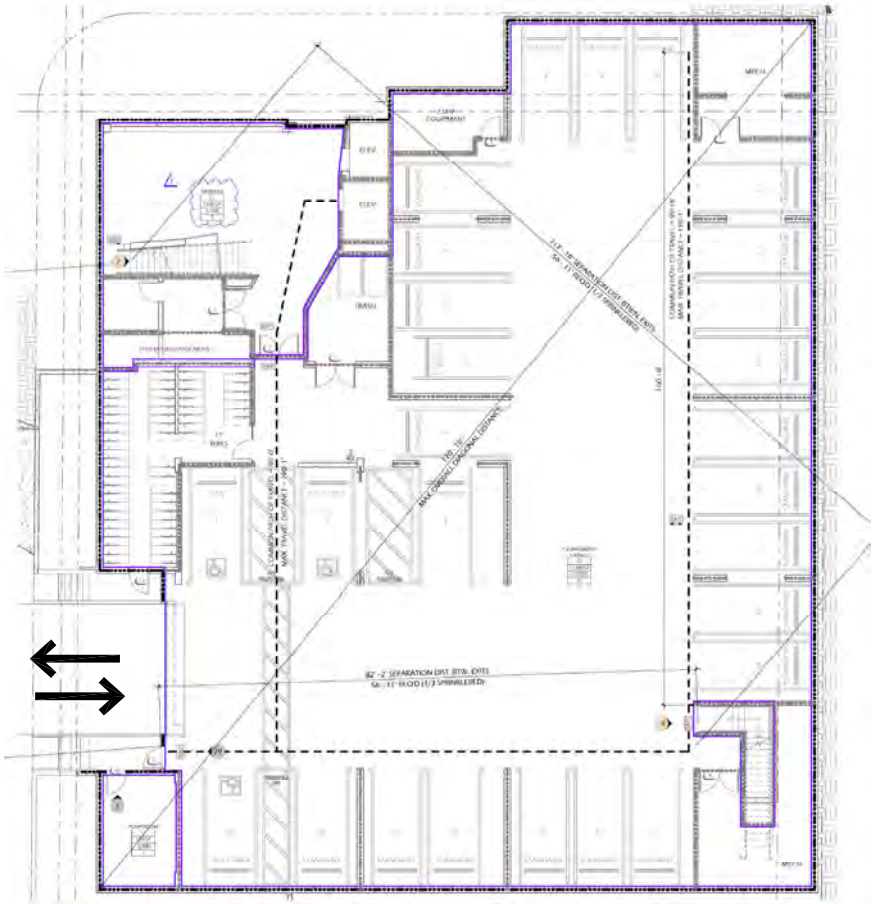


FIGURE 3B

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SITE ACCESS AND PARKING LAYOUT
P-1 AND P-2 LEVELS

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Transportation Assessment Referral Screening

The first step in evaluating whether conditions exist that might indicate an environmental impact is the submittal of the LADOT Referral Form, which serves as an initial assessment to determine whether a project requires a Transportation Assessment through a series of screening criteria.

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis may be required to assess whether the proposed project would negatively affect the transportation system.

1. Does the Project involve a discretionary action that would be under review by the Department of Planning?

Yes, Project is requesting the following:

a. Per LAMC 12.22 A.31, a Transit Oriented Communities (TOC) Affordable Housing Incentive Program in a qualifying Tier 1 incentive area for a project totaling 69 dwelling units, reserving 6 units for Extremely Low-Income households for a period of 55 years.

b. Per LAMC 11.5.7 C, Project Permit Compliance for construction use and maintenance a development project in the CW Zone within the Central City West Specific Plan.

2. Would the Project generate a net increase of 250 or more daily vehicle trips?

Yes, using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 284 daily vehicle trips.

3. Is the Project replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station?

No, the Project Site is vacant and is not located within a one-half mile of a heavy rail, light rail, or bus rapid transit station.

As indicated above the Project must be referred to LADOT for further assessment. The completed referral form indicates that a VMT Analysis and Access, Safety and Circulation Evaluation is required (see LADOT MOU Appendix A).

The TAG is the City document that establishes procedures and methods for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

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

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG guidelines, the Threshold T-1 question (impact criteria) would be if a project conflicts with a program, plan, ordinance(s), or policy addressing the circulation system? A project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, further analysis may be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

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

   Yes, the Project is requesting the following:

   a. Per LAMC 12.22 A.31, a Transit Oriented Communities (TOC) Affordable Housing Incentive Program in a qualifying Tier 1 incentive area for a project totaling 69 dwelling units, reserving 6 units for Extremely Low-Income households for a period of 55 years.

   b. Per LAMC 11.5.7 C, Project Permit Compliance for construction use and maintenance a development project in the CW Zone within the Central City West Specific Plan.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

   No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant.

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

   Yes, according to the Mobility Element, Court Street is designated as a Hillside Collector which requires a 50-foot right-of-way (25-foot half width) and 40-foot (20-foot half width) roadway. Douglas Street is designated as a Hillside Local which requires a 44-foot right-of-way (22-foot half width) and 36-foot (18-foot half width) roadway.

   - Court Street is dedicated to 50 feet in width and a 34-foot roadway. Adjacent to the Project Site, no dedication is required on Court Street, but Court Street is unimproved and would need approximately 3 additional feet to complete a 20-half roadway.
   - Douglas Street is dedicated to 50 feet in width and would not require any dedication. Douglas Street does provide a curb/gutter, but a 1-foot street widening is needed to complete an 18-foot half roadway. A 15-foot by 15-foot

corner cut is also necessary at the southeast corner of Court Street and Douglas Street.

- Lastly, the adjacent alley is fully dedicated but will need new surfacing to complete a 20 feet width.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review, see Table 1. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

As summarized in Table 1, the Project would not conflict with key City planning documents.

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. A listing of the Related Projects considered in the analysis is provided in Appendix G.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the street standards for Court Street and Douglas Street, as required by the Bureau of Engineering.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its location within a Transit Priority Area (TPA) service area and by providing bike parking. The Project provides pedestrian access separate from the vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Westlake Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	The Project would be consistent with the goals of the Central City West Specific Plan.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project does not have commercial floor area.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	The Project is not seeking a waiver of the dedication and widening.	No
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No

10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Two vehicular access points are requested.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

Criteria for Transportation Projects - Would the Transportation Project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG Table 2.2-1.

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

The Project's household VMT per capita is estimated at 4.9 which is below the VMT threshold for the Central APC. The work VMT per employee is not applicable to residential projects. Results of the Project's VMT calculation (as shown in Appendix F).

Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program include reduced parking supply per code and bike parking which is a regulatory measure and part of the Project. These strategies as described by LADOT'S TAG are listed below:

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC per habitable room) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area.
- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project provides bicycle parking consistent with LAMC Section 12.21.A.16 - The Project will provide the required 6 short term and 55 long term bike parking spaces for a total of 61 bike parking spaces.

The effectiveness of each of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's Central APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

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

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking will be from one driveway on Court Street and one driveway on Douglas Street.
2. The Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.
3. The Project will install sidewalks which will improve the safe routes to school for several elementary and middle schools in the area.

A review of the Project Site plan and its low traffic generation does not present any hazardous geometric design features. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

CHAPTER 3 NON-CEQA TRANSPORTATION ASSESSMENT

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

Pursuant to the TAG, a delay-based analysis has been used to evaluate if the Project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system.

To assist in the non-CEQA evaluation, the following information provides the environmental conditions in which the Project Site is located.

ENVIRONMENTAL SETTING

Land Use

The project is in the Westlake Community Plan area, immediately west of Downtown Los Angeles, south of the Hollywood Freeway (U.S. Highway 101) and west of the Harbor Freeway (State Route 110).

The Westlake Community plan area contains 1,943 square acres with 33.4 % zoned residential, 27.4 % zoned commercial, 2.9 % zoned industrial, 6.7 % zoned open/public space and 29.6 % zoned for streets. The Project Site is also located in the Central City West Specific Plan area. Appendix B of this report contains the Westlake Community Plan land use information and Specific Plan area map for reference. The Project is also located in Council District 1 and the Echo Park Neighborhood Council area.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides a map of the area roadway designations and roadway design standards.

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

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; a hillside collector has a reduced right - of - way width of 50 feet and a roadway width of 40 feet; the standard for a local street is a right - of - way width of 60 feet and a roadway width of 36 feet with hillside local street right - of - way width of 44 feet and a roadway width of 36 feet.

Regional access to Project area is provided by the Hollywood Freeway (Interstate 101) which is located approximately ¼ mile north of the Project Site. This Freeway provides access from the San Fernando Valley to Downtown Los Angeles. Four mixed-flow lanes in each direction are provided in the vicinity of the project site. Project access to the freeway is provided from Temple Street and Bellevue Avenue. Average daily traffic volume on the 101 Freeway at Glendale Boulevard is approximately 270,000 vehicles per day (ADT). Current southbound directional peak hour traffic volume on the 101 Freeway near Edgeware Road is approximately 7,700 and 6,600 vph for the morning and

afternoon peak hour respectively with northbound directional peak hour traffic volume recorded at approximately 6,500 and 6,700 vph for the morning and afternoon peak hour, respectively.

Major east - west streets serving the study area include Temple Street, Beverly Boulevard, Frist Street, Second Street, Court Street and Colton Street. Key north - south streets providing access to the project include Glendale Boulevard, Lucas Street, Toluca Street, Douglas Street, Edgeware Road and Boylston Street.

Glendale Boulevard is a north – south Modified Boulevard II roadway. The roadway provides two lanes in each direction with left turn lanes at signalized intersections and on – street parking south of the 101 Freeway. Further to the north, the roadway provides access to the Glendale Freeway (State Route 2) which terminates and merges into Glendale Boulevard. Glendale Boulevard is predominately developed with a mix of commercial uses.

Toluca Street is a designated north - south local roadway north of Second Street to Court Street. The roadway provides one lane in each direction and provides access to the multi – family residential neighborhood and the Vista Hermosa Park. The road is also identified as a neighborhood enhanced street. Toluca Street forms a T" intersection and is stop controlled at its intersection with Court Street. An all-way stop controls traffic at its intersection with Colton Street. A traffic signal controls traffic at its intersection with First and Second Streets.

Edgeware Road is a designated north - south collector roadway from Court Street to north of the 101 Freeway. Edgeware Road provides one of the few freeway overcrossings in the area. A traffic signal controls traffic at its intersection with Temple Street.

Boylston Street is a designated north - south local roadway between Colton Street and just north of Temple Street where it terminates at the 101 Freeway. The roadway provides one lane in each direction and provides access to the multi – family residential neighborhood and the LAUSD high school learning center. The road also provides angle

parking for the adjacent sports fields. A traffic signal controls traffic at its intersection with Temple Street.

Lucas Street is a north – south road designated an Avenue II roadway south of Beverly Boulevard/Second Street. The road provides 1 lane in each direction.

Temple Street is an east – west Avenue II roadway that runs parallel to the 101 Hollywood Freeway. The roadway provides two lanes in each direction with left turn lane channelization, freeway access and on – street parking. Temple Street is developed with a mix of commercial, institutional, and residential uses.

Court Street is an east - west designated hillside collector road and provides 1 lane in each direction and on - street parking for the abutting residential neighborhood. Court Street is signalized at its intersection with Glendale Boulevard.

Douglas Street is a north -south designated hillside local road. The road provides 1 lane in each direction and on - street parking. An all-way stop controls its intersection with Court Street.

Colton Street is an east - west designated hillside collector road and provides 1 lane in each direction and on - street parking for the abutting residential neighborhood

Beverly Boulevard is an east – west designated a Boulevard II roadway which becomes First Street at Glendale Boulevard. Beverly Boulevard and First Street provide 2 lanes in each direction. First Street is grade separated at Glendale Boulevard with a frontage road access to Glendale Boulevard.

Second Street is designated an Avenue II roadway. Second Street splits off from Beverly Boulevard at its intersection and provides 2 lanes and bike lanes into and out of downtown Los Angeles.

Transit Information

Pursuant to the Transit Oriented Communities Guidelines, this housing development is eligible to utilize Tier 1 program incentives. Metro Local route 10 and the LADOT Pico-Union / Echo Park Dash at the intersection of Temple Street and Douglas Street is the nearest transit service for the Project. The site is well within the 2,640-foot distance required to qualify as TOC project. Therefore, the distance criteria set forth in LAMC 12.22 A.31 is therefore satisfied

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and LADOT. Metro provides routes 10, 14 and 92 in the vicinity of the project and LADOT Pico-Union / Echo Park Dash. These nearby transit lines are described below:

Metro Local Line 10 provides east - west service between the West Hollywood Library/Pacific Design Center and Downtown Los Angeles. The route travels along Melrose Avenue and then Temple Street near the project site with transit stops at the intersections of Temple Street and Douglas Street and at Temple Street and Edgeware Road.

Metro Local Line 14 provides east - west service between the Regent Beverly Hotel and Cedars-Sinai Medical Center on the west to Downtown Los Angeles. The route travels along Beverly Boulevard serving the Beverly Center, The Grove, Farmer's Market and Pan Pacific Park.

Metro Local Line 92 provides north - south service between Burbank, Glendale and Downtown Los Angeles serving the Glendale Galleria, Americana at Brand, Glendale Metrolink Station, Burbank Town Center and Burbank Metrolink Station. The route travels along Glenoaks Boulevard, Brand Boulevard and Glendale Boulevard into Downtown Los Angeles.

LADOT DASH line service is provided along Union Avenue and Temple Street in the project area. This DASH service is a linear route between the Downtown Los Angeles

and Echo Park. The DASH service provides several stops along Temple Street between Union Avenue and at the intersection of Temple Street and Edgeware Road.

The transit lines are illustrated in Appendix D.

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

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

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced network, Transit Enhanced network, Bicycle Enhanced network, Neighborhood Enhanced network, and Pedestrian Enhanced District. Definitions of these networks per the Complete Street Design Guidelines are provide below. Mobility Element maps, Walkability Index maps, bicycle plan maps, and pedestrian destination maps are included in Appendix E.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets are identified on Vehicle Network Map.

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

- Beverly Boulevard – Moderate Plus Transit Enhanced Street.

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

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

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

- No bicycle paths are provided in the immediate area.

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

- Glendale Boulevard is identified as part of the BEN – Tier 1.
- Second Street is identified as part of the BEN – Tier 1.

- Beverly Boulevard is identified as part of the BEN – Tier 2.
- Temple Street is identified as part of the BEN – Tier 3.

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

- No streets in the vicinity of the Project Site are designated bike routes per the network maps.

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

- Toluca Street and Edgeware Road are identified as part of the City's NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

- Temple Street, Glendale Boulevard, Beverly Boulevard, 2nd Street, 1st Street and Beaudry Avenue have been identified as pedestrian enhanced street segments with the goal of providing a more attractive environment to promote walking for shorter trips.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and make the City of Los Angeles feel like a more vibrant place.

PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project is required. This evaluation is based on peak hour traffic flow level of service (LOS) methodologies which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE). The results of these studies are published in ITE Trip Generation, 10th Edition Handbook. In addition, LADOT has adopted traffic rates for affordable apartments. The project traffic is estimated at 248 daily trips using the LADOT VMT Calculator Tool with 26 morning and 30 afternoon peak hour trips using the ITE traffic rates, as shown by the trip rates in Table 2 and trip generation in Table 3.

Table 2
Project Trip Generation Rates

ITE Code	Description	ITE 10TH Edition AM Peak Hour In	Out	Total	ITE 10TH Edition PM Peak Hour In	Out	Total
221	Apartments (mid-rise per unit)	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	37%	63%	0.49	56%	44%	0.35

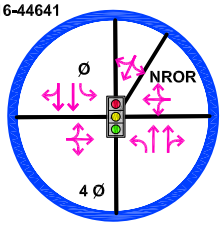
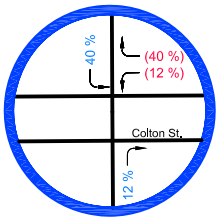
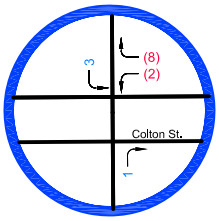
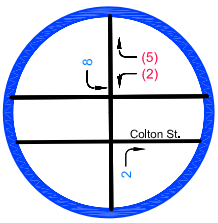
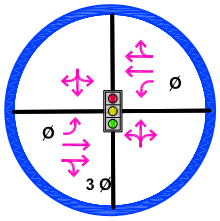
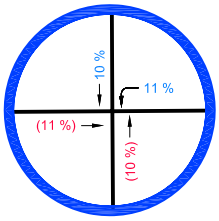
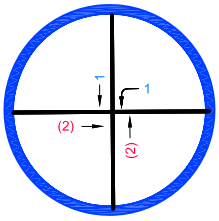
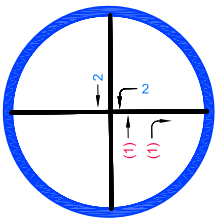
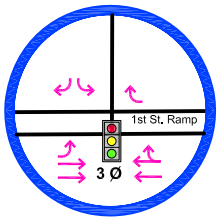
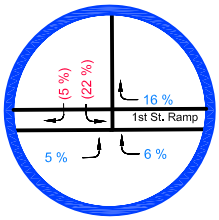
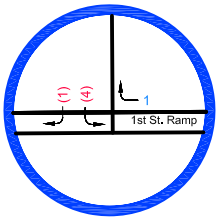
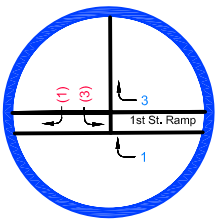
Table 3
Estimated Project Traffic Generation

Description	Size	AM Peak Hour In	Out	Total	PM Peak Hour In	Out	Total
Apartments (mid-rise)	63	6	17	23	17	11	28
Affordable (inside TPA)	6	1	2	3	1	1	2
Total	69	7	19	26	18	12	30

Figure 4 shows the estimated project traffic distribution percentages and assignment of Project's peak hour traffic for the capacity analysis.

LEGEND
XX INBOUND
(XX) OUTBOUND

Trip Assignment Source: DOT Case No. CEN16-44641

	LANE CONFIGURATION	PROJECT TRAFFIC ASSIGNMENT PERCENTAGE	PROJECT TRAFFIC AM PEAK HOUR VOLUME	PROJECT TRAFFIC PM PEAK HOUR VOLUME
1 GLENDALE BOULEVARD & COURT STREET				
2 TEMPLE STREET & EDGEWARE ROAD				
3 SECOND STREET & TOLUCA STREET				

PROJECT TRIP GENERATION

AM TRIPS		PM TRIPS	
IN	OUT	IN	OUT
7	19	18	12

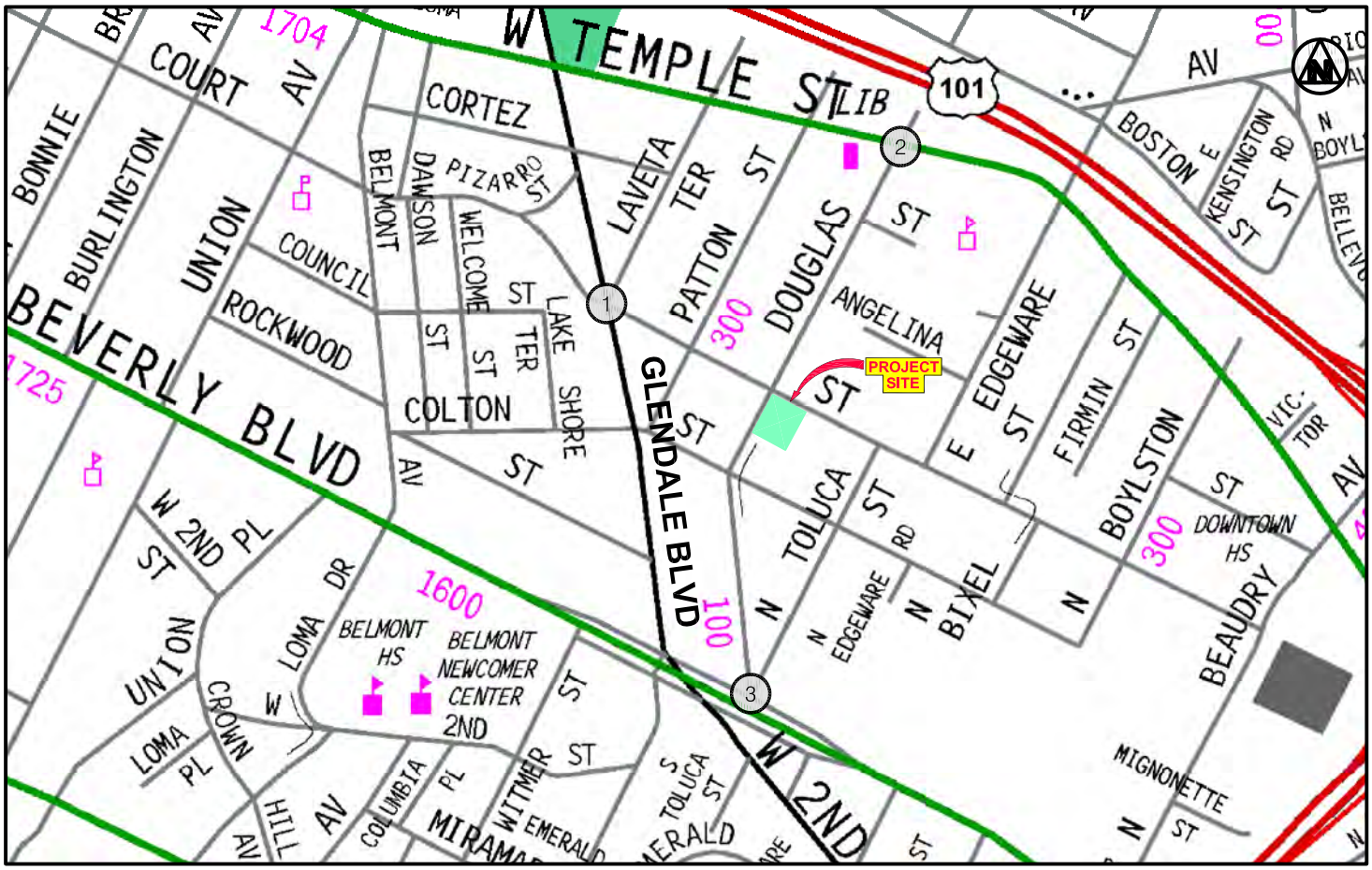


FIGURE 4

6/2021

PROJECT TRAFFIC ASSIGNMENT

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(310) 545 - 1235, OTC@overlandtraffic.com

Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 3, the Project's peak hour traffic volume at each study intersection has been calculated. This estimated assignment of the project traffic flow provides the information necessary to analyze the traffic flow at the study intersections.

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

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

Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, the Project will install new sidewalks on both Court Street and Douglas Street. All curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

Project Intensification of Use

Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation. If a project is expected to add pedestrians to an existing unmarked or an uncontrolled crosswalk consideration should be given for the potential need for a marked crosswalk or signalized crossing.

It is estimated that the Project would have a residential population of approximately 161 persons per the VMT Calculator. This level of intensification would not require any additional pedestrian facilities to be constructed other than the required sidewalks along Court Street and Douglas Street which will serve all users. No sidewalks currently exist

adjacent to the Project Site. Furthermore, no transit or future bike facilities will be impacted by the construction of this Project.

High Injury Network

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

Court Street and Douglas Street are not included in the High Injury Network, as indicated on the HIN map in Appendix C.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements.

Operational Evaluation

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

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely - spaced intersections and impedes the flow of traffic through upstream intersections.

Evaluation - The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements. The circulation level of service evaluation has been prepared using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. Highway Capacity Software (HCS) was utilized to conduct the evaluation.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS grades in terms of vehicle delay are shown in Table 4.

Table 4
Signalized Intersection Level of Service Definitions

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

Analysis of Existing and Future Traffic Conditions

The traffic condition analysis is conducted to determine if there are potential access and circulation deficiencies. Baseline historic traffic counts were obtained from prior studies and increased 1% per year to reflect 2021 conditions. New traffic data cannot be collected during the COVID-19 shutdown, as directed by LADOT.

The intersections analyzed include:

1. Glendale Boulevard and Court Street
2. Temple Street and Edgeware Road
3. Second Street and Toluca Street

Table 5 contains the results of the Existing (2021) and Existing + Project traffic conditions at the study intersections. In evaluation of the Existing conditions, the addition of Project traffic does not change the LOS at the nearby signalized locations. Level of Service standard D or better are considered operating at an acceptable design level.

Table 5
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing 2021		Existing+ Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Glendale Boulevard &	AM	6.0	A	6.6	A
	Court Street	PM	4.8	A	5.4	A
2	Temple Street &	AM	35.8	D	35.9	D
	Edware Road	PM	30.9	C	31.0	C
3	Second Street &	AM	12.8	B	12.8	B
	Toluca Street	PM	10.7	B	10.8	B

s = seconds

The future cumulative analysis includes an ambient growth factor of 1% to future year 2023 and 16 other related development project located within the study area. Table 6 contains the results of the future cumulative without and with the Project's peak hour traffic volume at the study intersections. Note that adding the Project's low peak hour traffic volume does not significantly change delay values or Level of Service values. Future traffic volumes are illustrated in Figures 5 and 6 for the am and pm peak hours, respectively.

Table 6
Future Cumulative + Project Traffic Conditions

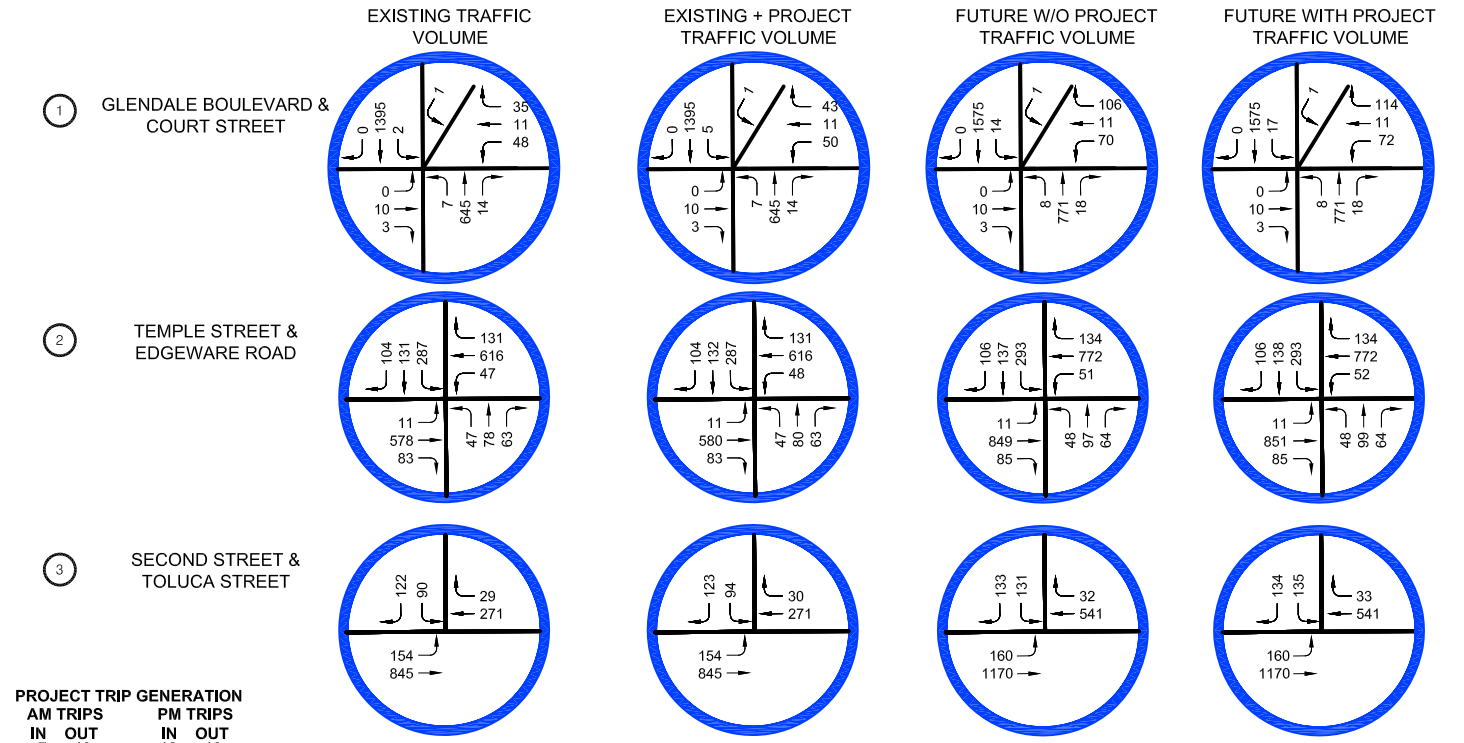
No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Glendale Boulevard &	AM	10.9	B	11.5	B
	Court Street	PM	18.2	B	19.9	B
2	Temple Street &	AM	36.5	D	36.5	D
	Edware Road	PM	31.2	C	31.3	C
3	Second Street &	AM	12.3	B	12.4	B
	Toluca Street	PM	11.1	B	11.2	B

s = seconds

HCS worksheets are provided in Appendix H.

Access & Circulation Summary Findings

The Project is estimated to generate extremely low peak hour volume and would not impact the adjacent streets or contribute to unacceptable queuing at either Project driveway. This capacity analysis also shows that the Project does not create or significantly add traffic volume to any circulation deficiencies at the study intersections.



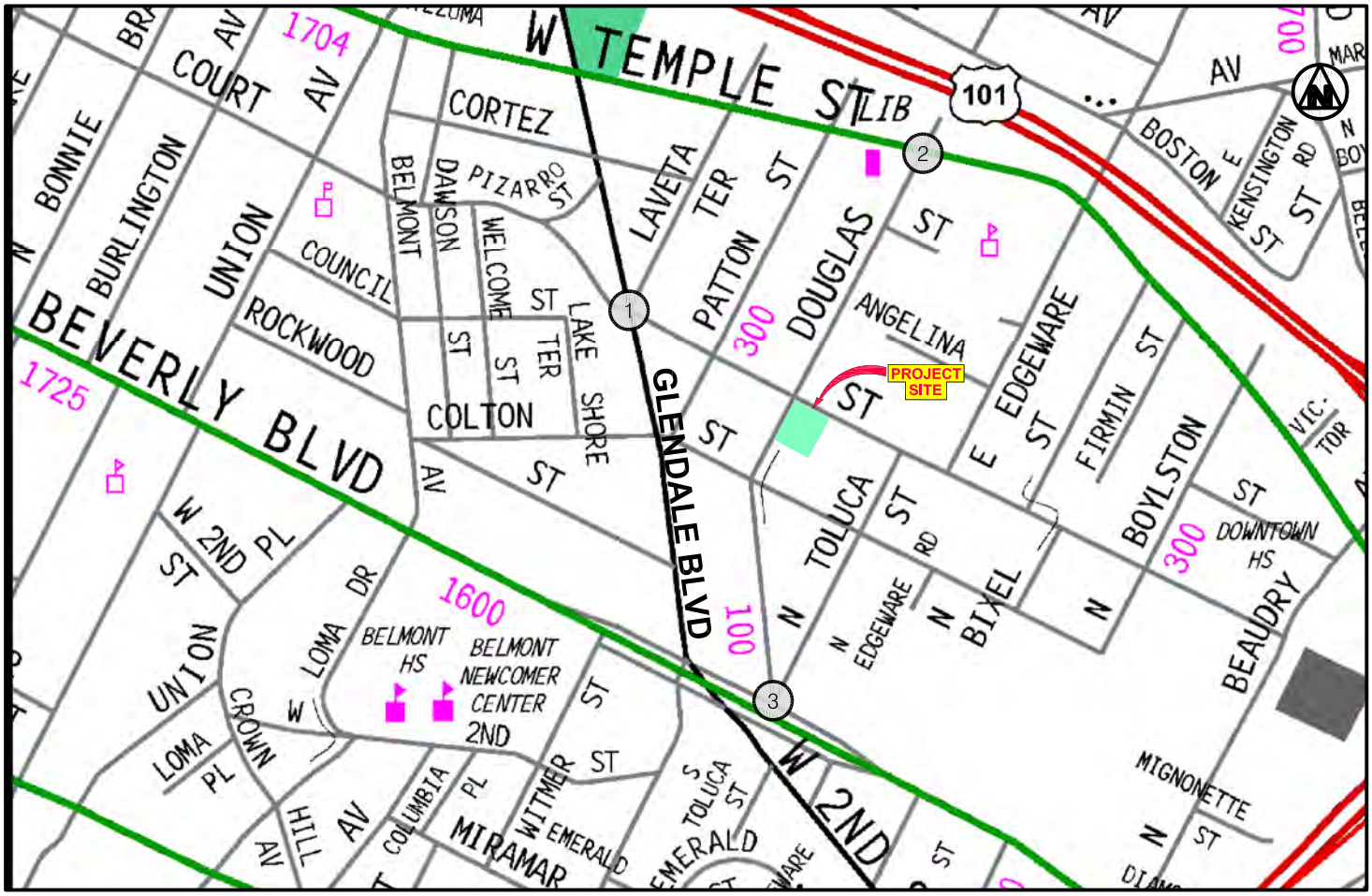


FIGURE 5

6/2021

EXISTING AND FUTURE TRAFFIC VOLUME
AM PEAK HOUR

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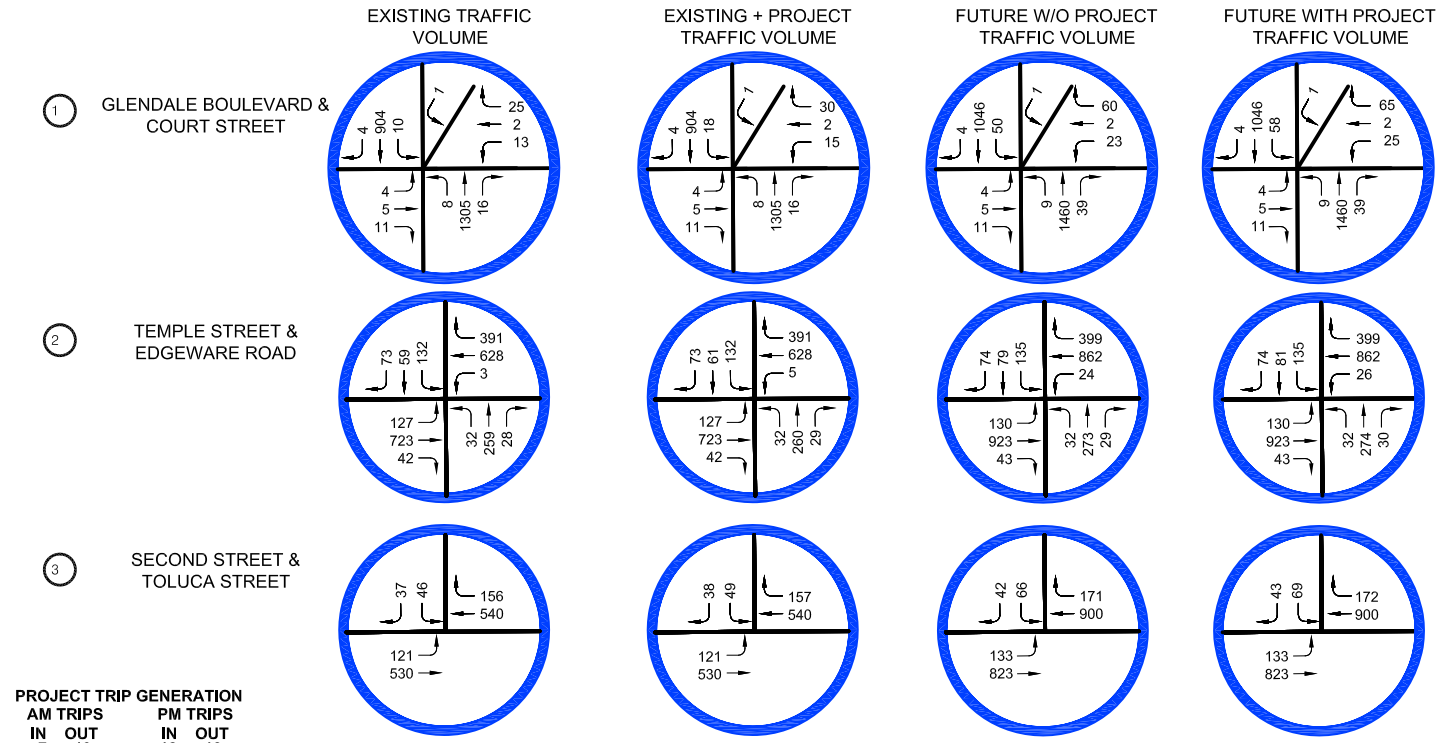


PROJECT TRIP GENERATION

AM TRIPS		PM TRIPS	
IN	OUT	IN	OUT
7	19	18	12

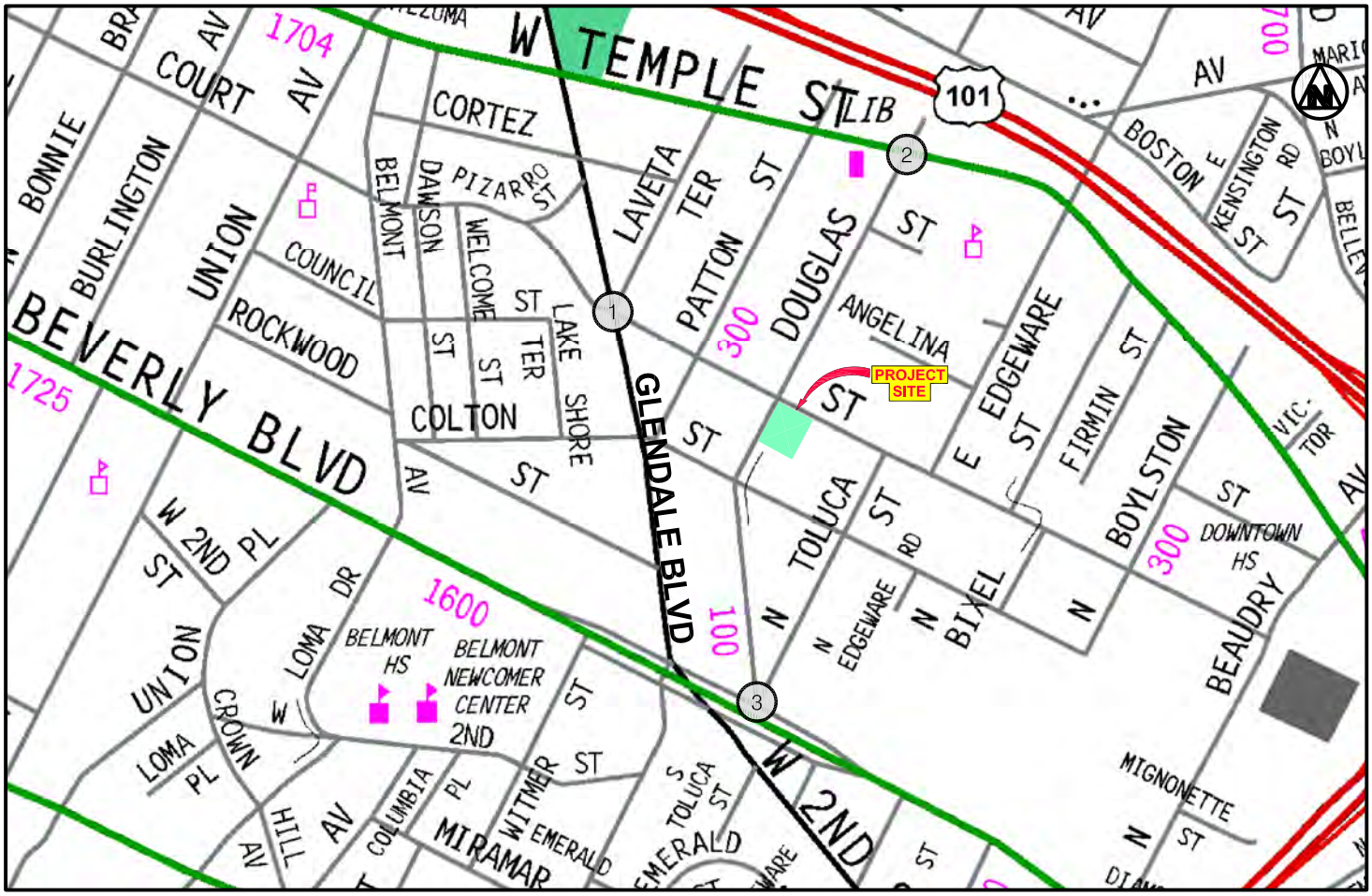


FIGURE 6

6/2021

EXISTING AND FUTURE TRAFFIC VOLUME
PM PEAK HOUR

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

Safety Evaluation

No deficiencies are apparent in the site access plans which would be considered significant. All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety. New sidewalks will be installed on Court Street and Douglas Street to serve the Project Site and nearby development.

Passenger Loading Evaluation

All required parking is located on – site in a parking garage. It is anticipated that all loadings will occur from within the parking garage or from the adjacent streets.

Guidance for Freeway Safety Analysis

On May 1, 2020, LADOT issued an Interim Guidance for Freeway Safety Analysis memorandum. The purpose of this memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments.

Caltrans District 7 requested that environmental analyses for new land use development projects include freeway off-ramp safety considerations. Specifically, it was requested that a development project study the effects on vehicle queuing on freeway off-ramps

In response, LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects.

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown in the trip generation Table 3 and Project traffic assignment in Figure 4, the Project peak hour traffic at the freeway off ramps would not exceed 25 project peak hour trips. No further freeway safety analysis is necessary for the Project analysis using this guidance criteria.

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access. LADOT's TAG considers three areas to be considered when evaluating project construction activities. The Project applicant may be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

Temporary Transportation Constraints

As part of the Project's construction, the City of Los Angeles may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur from the parking lane along the Project's Court Street or Douglas Street.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance

of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

1. Temporary Loss of Access

Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

2. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

APPENDIX A

LADOT Memorandum of Understanding (MOU

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: WEST COURT APARTMENTS

Project Address: 1346 - 1354 W. Court Street

Project Description: Construct 69 apartments (63 market rate and 6 affordable ELI units)

Case No. DIR-2019-5859-TOC-SPP CEQA: ENV-2019-5861-CE

LADOT Project Case Number: CEN21-51191 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

	Reduced Parking Supply[2]		Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 Reduced Parking

2 Bicycle Parking

3

4

5

6

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10TH EDITION AND LADOT AFFORDABLE

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage		☒
Existing Active or Previous Land Use		☒
Internal Trip		☒
Pass-By Trip		☒
Transportation Demand Management (See above)	☒	

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

	IN	OUT	TOTAL
AM Trips	7	19	26
PM Trips	18	12	30

NET Daily Vehicle Trips (DVT)

368 DVT (ITE 10 ed.)

284 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

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

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 GLENDALE BOULEARD AND COURT STREET
2 TEMPLE STREET AND EDGEWARE ROAD
3 SECOND STREET AND TOLUCA STREET
4
5
6

Provide a separate list if more than six study intersections and/or street segments.

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

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval. N/A

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☐	☐	☒
Delivery loading zone or area	☐	☐	☒
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☒	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ **YES** ☒ **NO**

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

Directional peak hour Project traffic volume less than 25 peak hour trips.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Overland Traffic Consultants, Inc.	1350 Court Partners LP
Address:	952 Manhattan Beach Bd,. #100 Manhattan Beach CA 90026	1171 S. Robertson Boulevard #301 LA CA 90035
Phone Number:	310-930-3303	(858) 900-3281
E-Mail:	Jerry @overlandtraffic.com	info@urbanstearns.com

Approved by:	x		6-2-2021	x	Eileen Hunt Digitally signed by Eileen Hunt Date: 2021.06.25 11:37:07 -07'00'	
		Consultant's Representative	Date		LADOT Representative	**Date
Adjacent Municipality:			Approved by:			
			(if applicable)		Representative	Date

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

REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with the Department of City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator[1] analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Office as follows:

Metro	**West LA**	**Valley**
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor	7166 W. Manchester Blvd	6262 Van Nuys Blvd, 3rd Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: 1346-1350 W. Court St, Los Angeles 90026

Project Description: Construct 7-story, 69 unit multi-family development (6 units Extreme Low Income)

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No ✓ Not sure _____

Applicant Name: Aaron Belliston

Applicant E-mail: aaron@bmrla.com Applicant Phone: _____

Planning Staff Initials: _____ **Date:** _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	Apartments	63 Units	
	Affordable Apartments	6 Units	
	Total trips[1]*:*		284

a. Does the proposed project involve a discretionary action? **Yes** ☐ **No** ☐

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☑ **No** ☐

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☑

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name:_____ Phone: _____

Signature: _____ Date: _____

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '**+**' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	Apartments	63 Units	
	Affordable Apartments	6 Units	
	Total new trips:		284
Existing	Vacant	0	
	Total existing trips:		0
	Net Increase / Decrease (+ or -)		284

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☒

b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☒ **No** ☐

c. Would the project result in a net increase in daily VMT? **Yes** ☒ **No** ☐

d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☒

e. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☐ **No** ☐

f. Project size:

i. Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☒

ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒

iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒

VMT Analysis (CEQA Review)
If **YES** to **a.** and **NO** to **d.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **c.**; or to **d.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)
If **YES** to **b.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **e.** and either **f.i**., **f.ii**., or **f.iii**., an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☐ **No** ☒

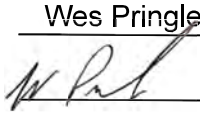
Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** ☒ **No** ☐

Access, Safety, and Circulation Evaluation Required (Question b. satisfied): **Yes** ☒ **No** ☐

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): **Yes** ☐ **No** ☒

Prepared by DOT Staff Name: Wes Pringle Phone: 213-972-8482

Signature:  Date: March 24, 2021

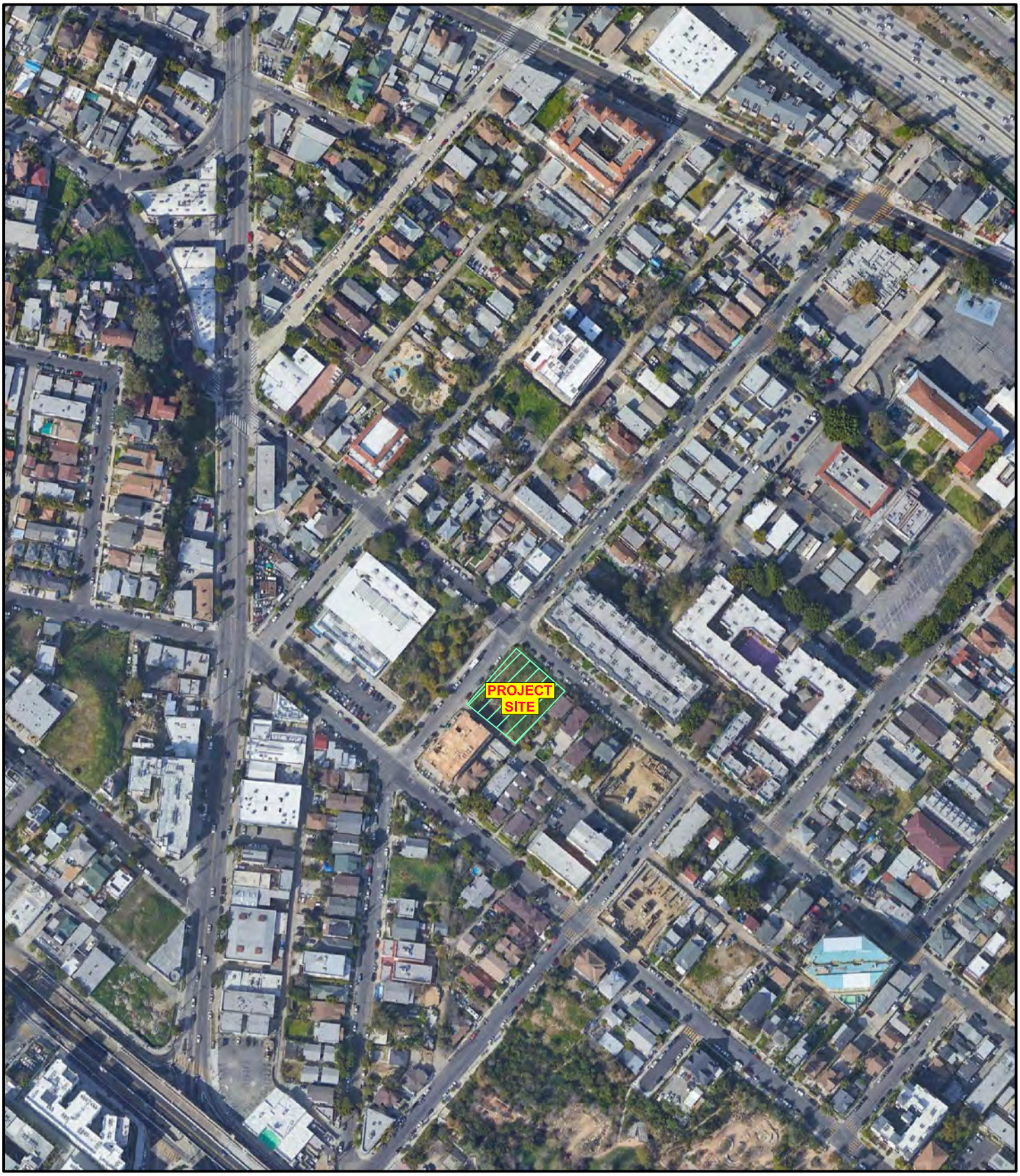


FIGURE 1

6/2021

PROJECT SETTING

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

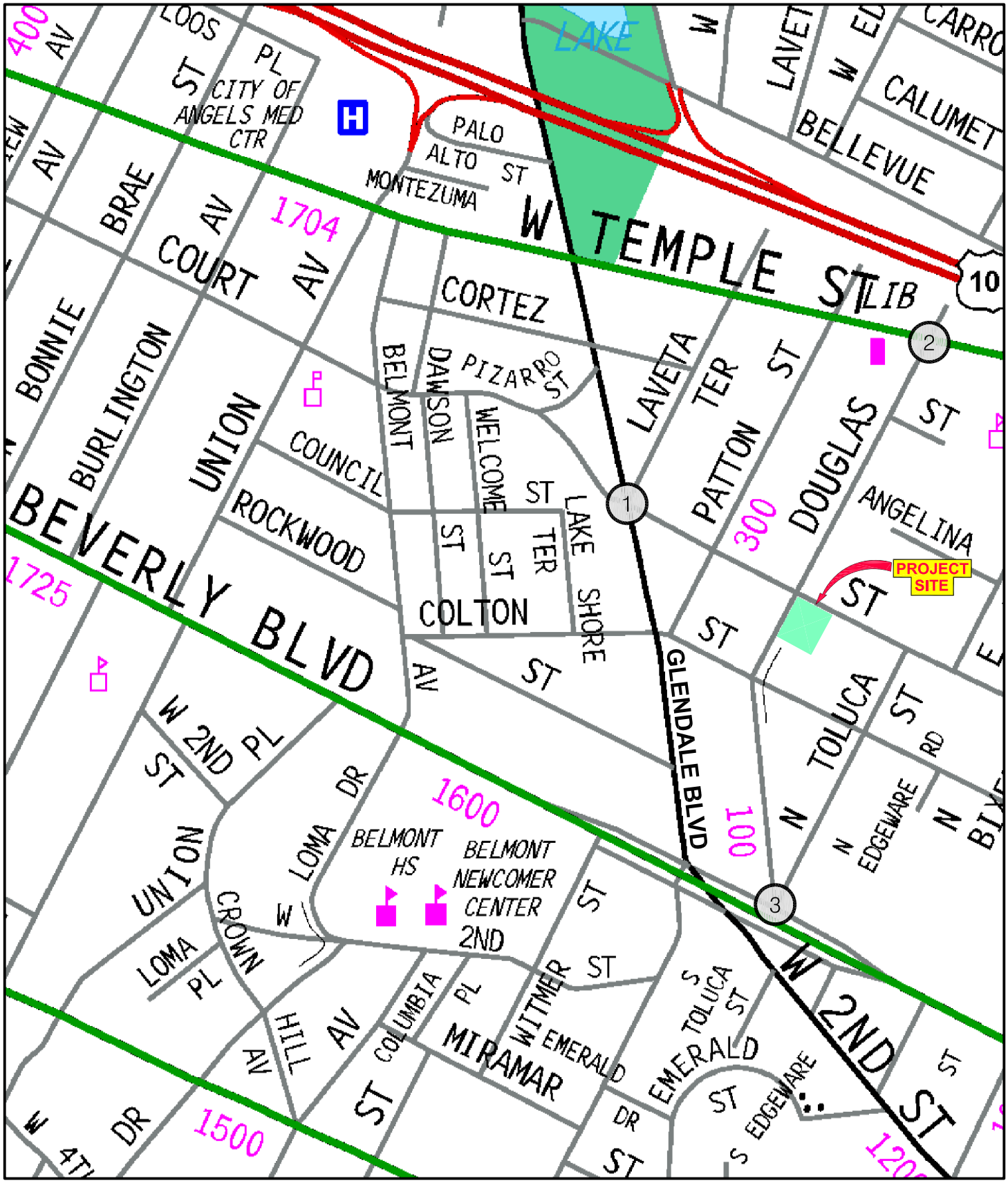


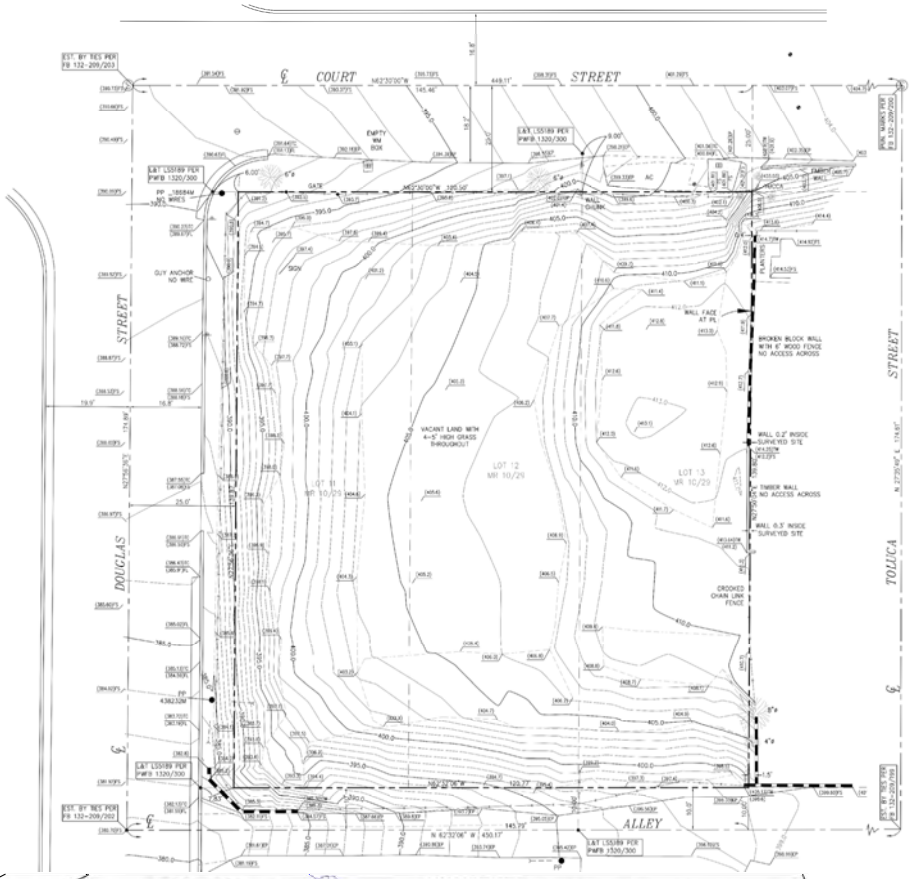
FIGURE 2

6/2021

PROJECT LOCATION
AND STUDY LOCATIONS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

SURVEY



PLOT PLAN

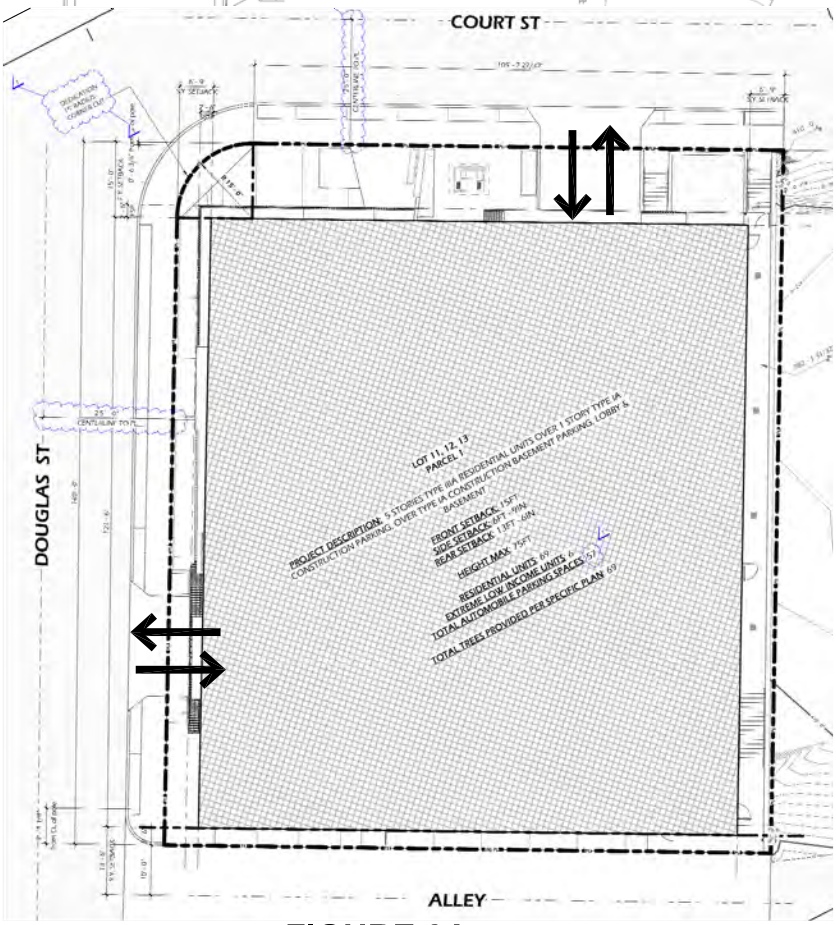


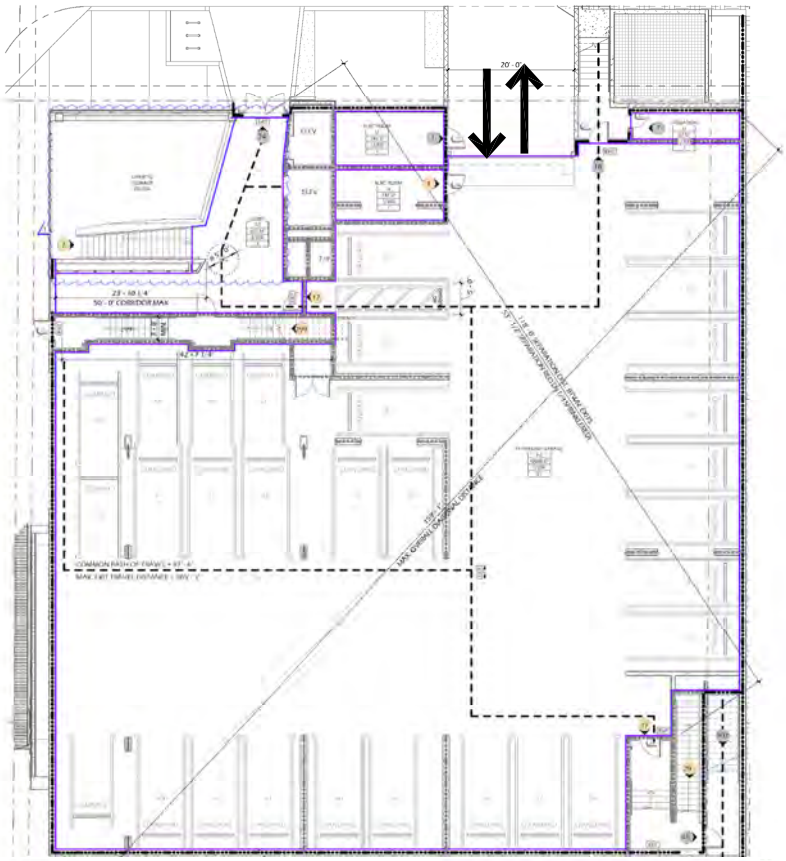
FIGURE 3A

6/2021

SITE SURVEY AND PLOT PLAN

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

P-1 PARKING LEVEL



P-2 PARKING LEVEL

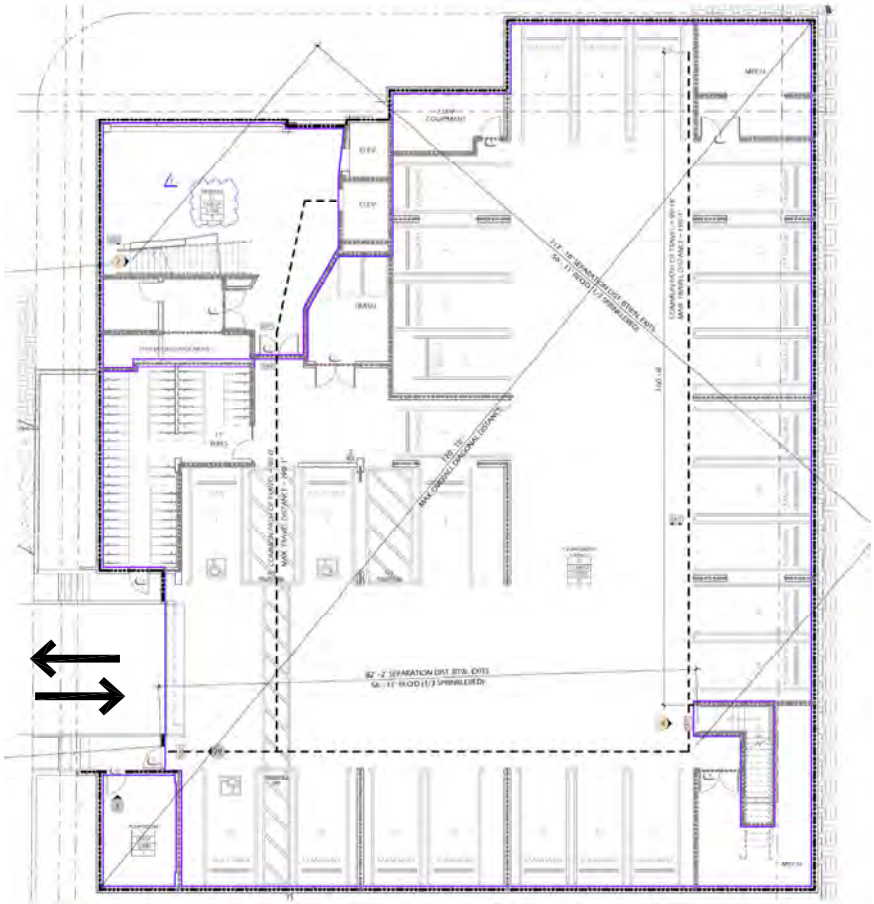


FIGURE 3B

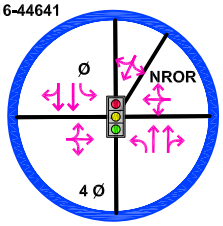
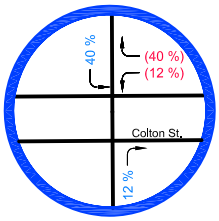
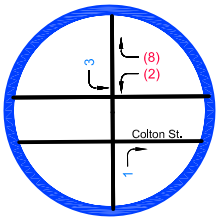
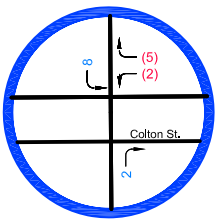
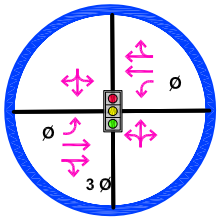
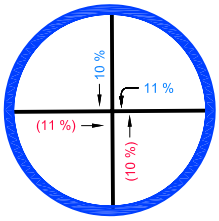
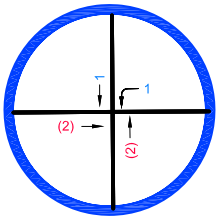
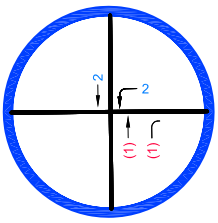
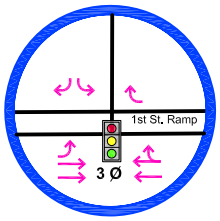
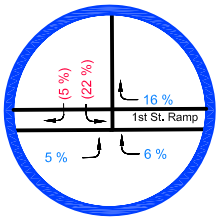
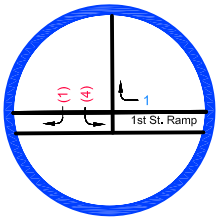
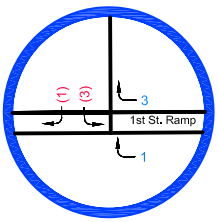
5/2021

SITE ACCESS AND PARKING LAYOUT
P-1 AND P-2 LEVELS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

LEGEND
XX INBOUND
(XX) OUTBOUND

Trip Assignment Source: DOT Case No. CEN16-44641

	LANE CONFIGURATION	PROJECT TRAFFIC ASSIGNMENT PERCENTAGE	PROJECT TRAFFIC AM PEAK HOUR VOLUME	PROJECT TRAFFIC PM PEAK HOUR VOLUME
1 GLENDALE BOULEVARD & COURT STREET				
2 TEMPLE STREET & EDGEWARE ROAD				
3 SECOND STREET & TOLUCA STREET				

PROJECT TRIP GENERATION

AM TRIPS		PM TRIPS	
IN	OUT	IN	OUT
7	19	18	12

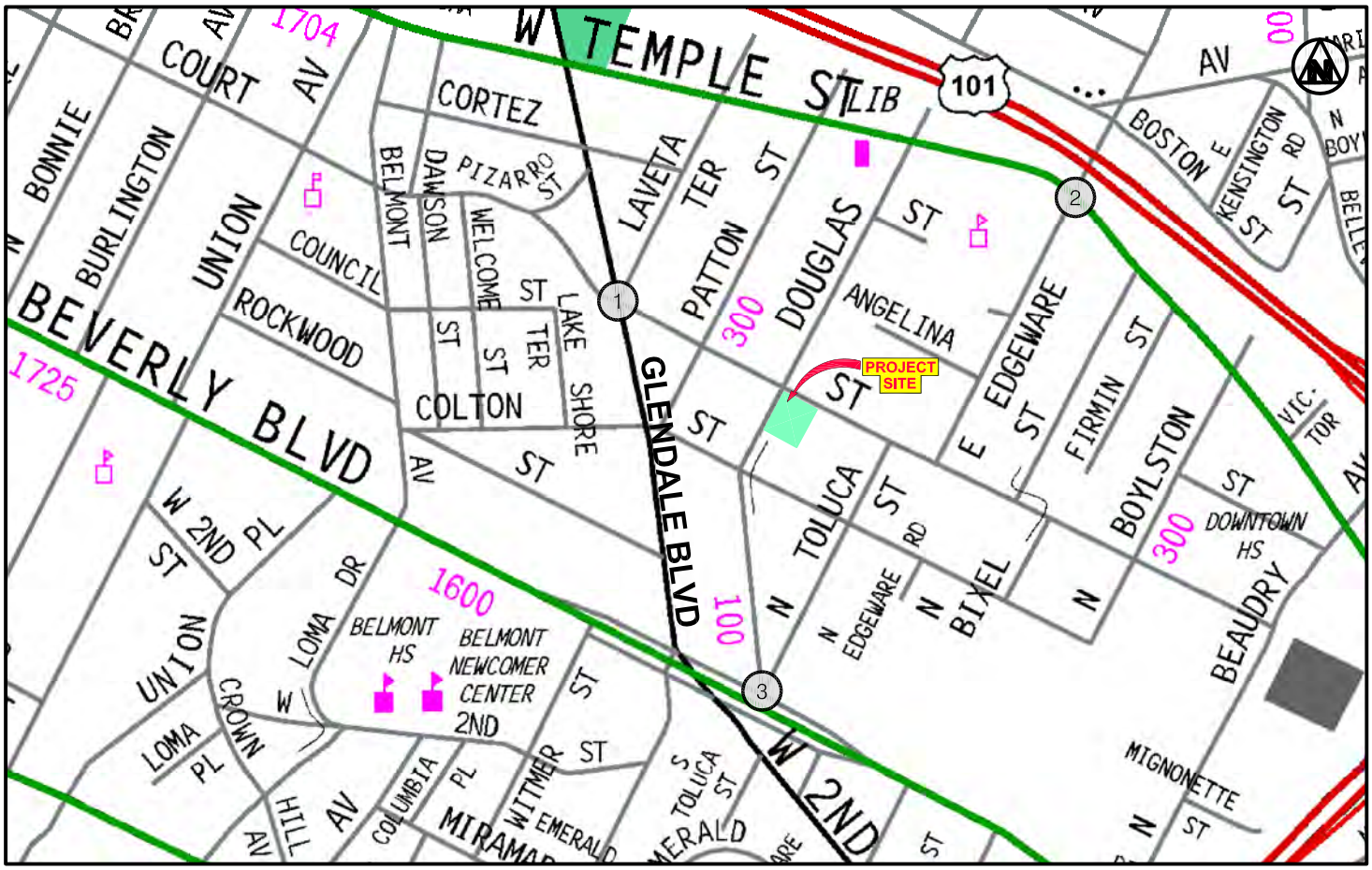


FIGURE 4

6/2021

PROJECT TRAFFIC ASSIGNMENT

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

1346 - 1354 W. Court Street

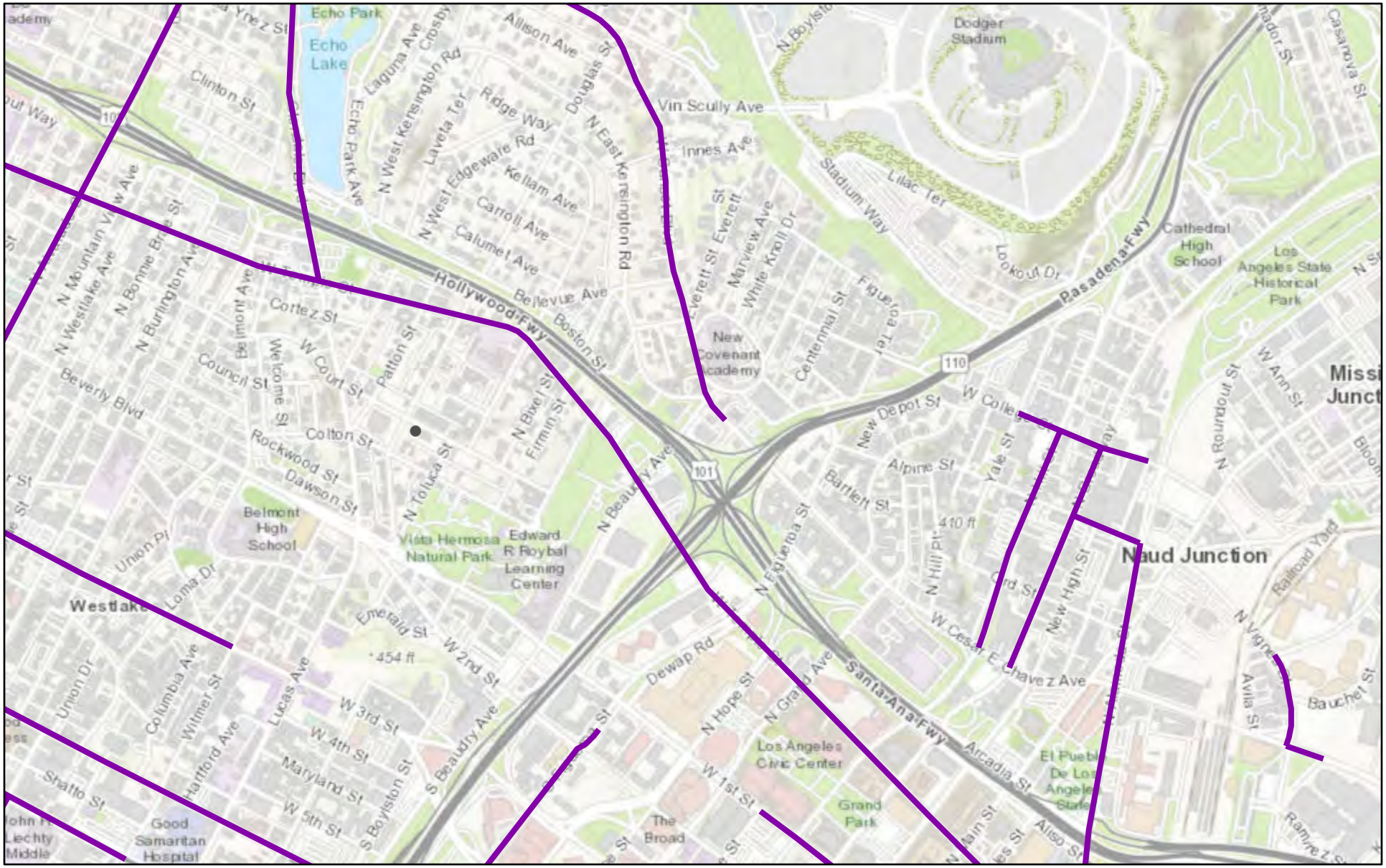
ITE 10TH EDITION PROJECT TRIP GENERATION

Trip Generation Rates - 10TH EDITION (per dwelling unit)

ITE Code	Description	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	AM Out	AM Total	ITE 10TH Edition PM Peak Hour In	PM Out	PM Total
221	Apartments (mid-rise per unit)	5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	4.16	37%	63%	0.49	56%	44%	0.35

	Description	Size	10th Edition Daily Traffic	AM Peak Hour In	AM Out	AM Total	PM Peak Hour In	PM Out	PM Total
	Related Project #1								
1	Apartments (mid-rise)	63 units	343	6	17	23	17	11	28
LADOT	Affordable (inside TPA)	6 units	25	1	2	3	1	1	2
	Total		368	7	19	26	18	12	30

HIGH INJURY NETWORK



5/26/2021, 1:19:30 PM

High Injury Network

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

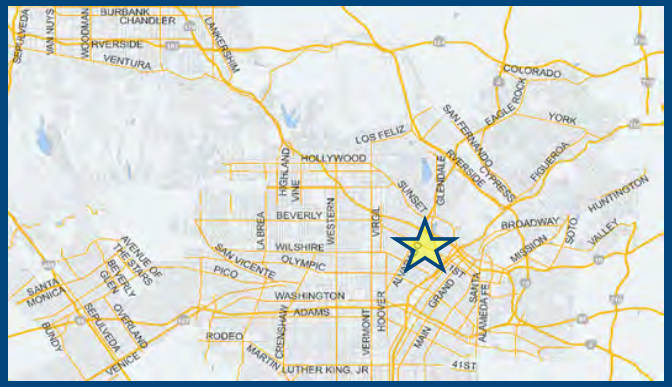
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: West Court Apartments

Scenario: MOU

Address: 1346 W COURT ST, 90026



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		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 | Affordable Housing - Family	6	DU
Housing | Multi-Family	63	DU
Housing | Affordable Housing - Family	6	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
0 Daily Vehicle Trips	284 Daily Vehicle Trips
0 Daily VMT	1,878 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	284 Net Daily Trips
The net increase in daily VMT ≤ 0	1,878 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

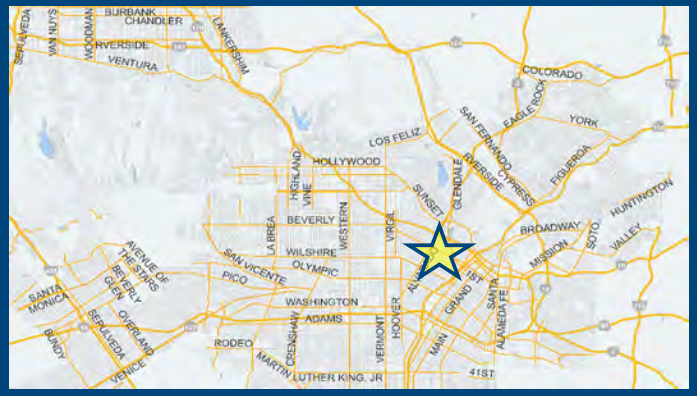
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: West Court Apartments
Scenario: MOU
Address: 1346 W COURT ST, 90026



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	63	DU
Housing | Affordable Housing - Family	6	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
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy
☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
248 Daily Vehicle Trips	**248** Daily Vehicle Trips
1,634 Daily VMT	**1,634** Daily VMT
4.9 Household VMT per Capita	**4.9** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

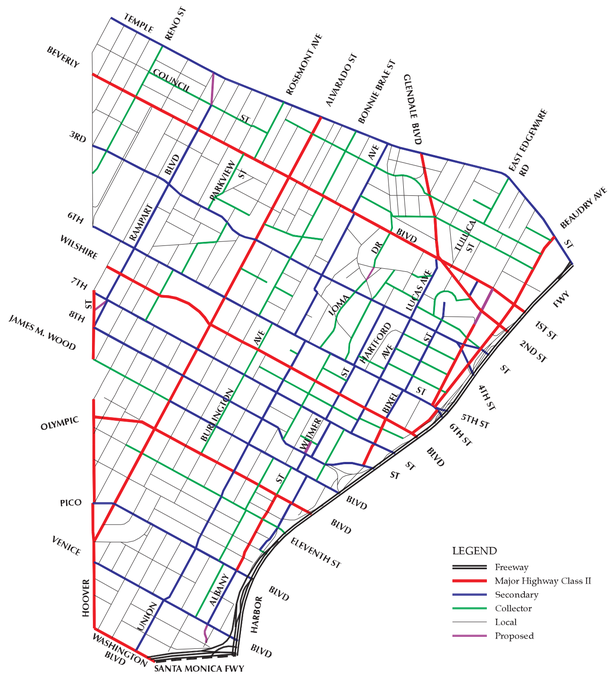
Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

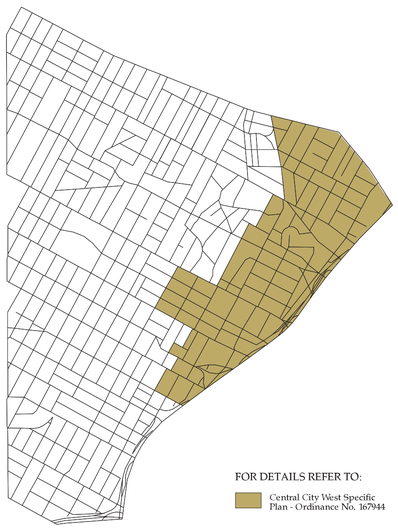
6/2/2021

APPENDIX B

Community Plan Land Use Map and Tabulation Table



GENERALIZED CIRCULATION
(See Note 'D')



SPECIFIC PLAN AREA

LAND USE

RESIDENTIAL	CORRESPONDING ZONES	
MULTIPLE FAMILY		
LOW MEDIUM [1]	RD1.5,2,3,4,5 RU,RZ2.5,3,4,5	
MEDIUM [1]	R3	
HIGH MEDIUM [1]	R4	
HIGH [2]	R5	
COMMERCIAL [3]		
LIMITED [1]	C1,CR,RAS3,RAS4	
HIGHWAY ORIENTED [1]	C2,C1,CR,RAS3, RAS4,P	
COMMUNITY [2]	C4,C2,C1,CR,RAS3, RAS4,P,PB	
REGIONAL CENTER [2]	C4,C2,RAS3,RAS4, P,PB	
MIXED USE COMM-RES	RC4,RC5,RAS3,RAS4	
INDUSTRIAL [3]		
COMMERCIAL MANUFACTURING [1]	CM,P	
LIMITED [1]	M1,MR1,P	
OPEN SPACE, PUBLIC FACILITIES		
OPEN SPACE	OS	
PUBLIC FACILITIES [8]	PF	

CIRCULATION

- Freeway [4]
- Scenic Freeway
- Major Hwy II
- Major Hwy II (Modified)
- Secondary Hwy
- Secondary Hwy (Modified)
- Revised Modifed Secondary
- Collector St
- Collector St (Modified)
- Local Street [4]
- Metro Rail

SERVICE SYSTEMS

SCHOOL SITES

- Elementary
- Senior High
- Special School Facility
- Private Elementary School
- Private College
- Private Special School

RECREATIONAL SITES

- Neighborhood Park
- Community Park

OTHER FACILITIES

- Police Station
- Fire Station
- Fire Training Site
- Power Distribution Station
- Maintenance Yard
- Health Facility
- Cultural & Historical Site
- Post Office
- House of Worship
- Community Library
- MTA/Metrolink Station

SPECIAL BOUNDARY

- Redevelopment Project Area [6]

ADMINISTRATIVE BOUNDARY

- Community Boundary

FOOTNOTES

1. Height District No. 1.
2. Height District No. 2.
3. Includes associated parking.
4. Local streets and freeways are shown for reference only.
5. Central City West Specific Plan area (Ordinance No. 166703.
6. Community Redevelopment Agency, Pico-Union Redevelopment Area.
   a. East of Union Between Olympic and Venice. East of Burlington between Venice and Washington. Pico-Union I.
   b. West of Union between Olympic and Venice. West of Burlington between Venice and Washington. Pico-Union II.
7. Community Redevelopment Agency, Westlake Recovery Study Area.
8. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan.
9. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
10. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

    Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

    It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

Notes :

A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (http://www.planning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

GENERAL PLAN LAND USE MAP (as of February 24 2015)

WESTLAKE COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

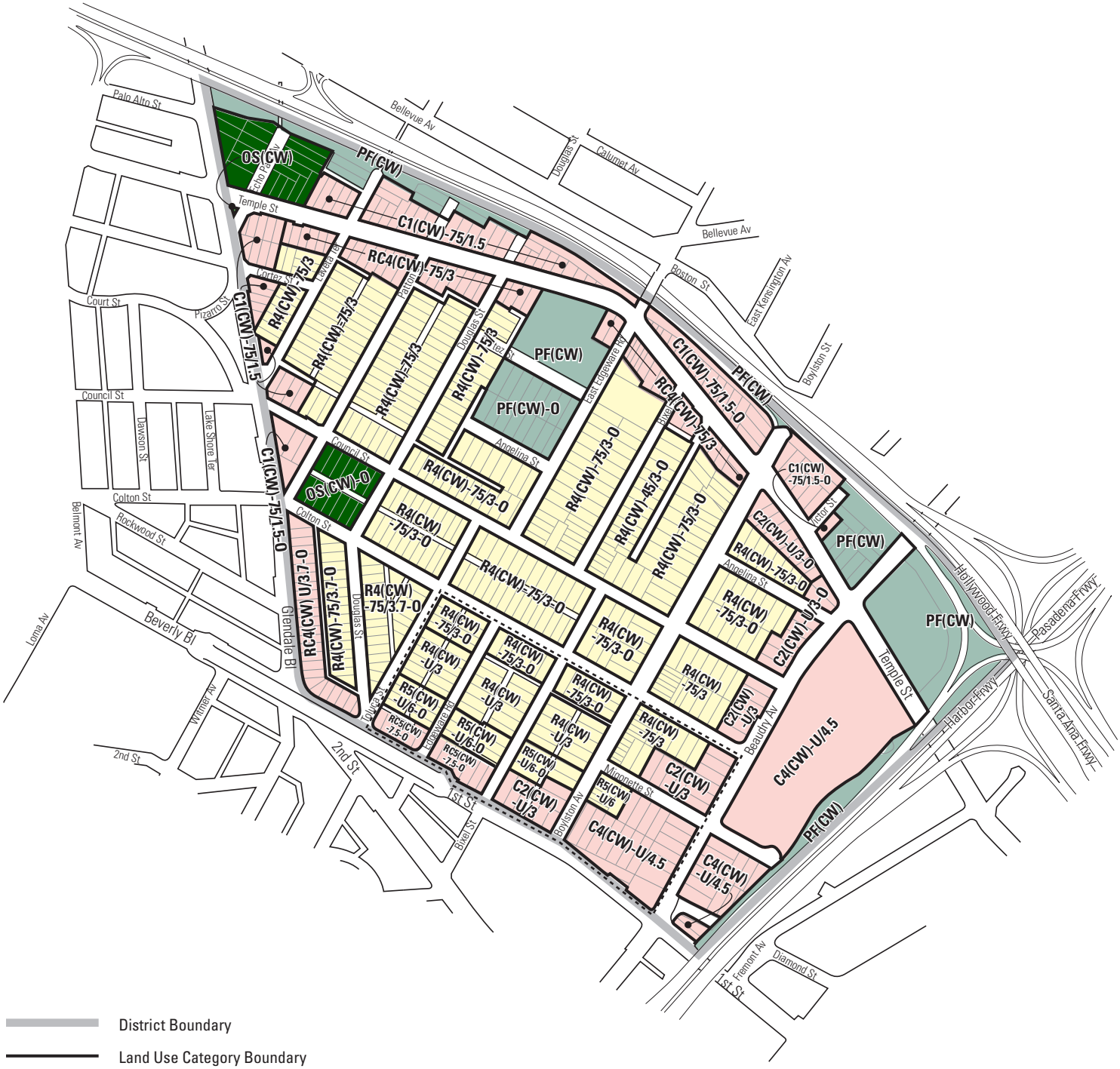
City Of Los Angeles - City Planning Department - Systems And GIS Division Michael LoGrande - Director

PLOT DATE : 05/08/15

DATA SOURCES:
LANDUSE (gp map) path1 : WLKgdbGENPLAN(from MNT.GENPLAN@PLY@GBggisdb.sde)
LANDUSE (gp map) path2 : NA ' '
LANDUSE (gp map) path3 : NA ' '
CL cpln cover : h:\dgarcia\bs\covs\WLK
MISC cpln cover : x:\cpln\gpdata\WLK
MAPS cpln cover : x:\cpln\gpdata\WLK
BSANNO cpln cover : h:\dgarcia\bs\covs\WLK
BSICONS cpln cover : x:\cpln\gpdata\WLK
LUmask cover : x:\cpln\gpdata\WLK

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family						
Multiple Family					**649**	**33.4**
	Low Medium	**RD1.5, RD2, RD3, RD4, RD5, RU, RZ2.5, RZ3, RZ4, RZ5**	**199.06**	**30.7**		
	Medium	**R3**	**195.30**	**30.1**		
	High Medium	**R4**	**219.22**	**33.8**		
	High	**R5**	**35.58**	**5.5**		
COMMERCIAL					**532**	**27.4**
	Limited	**C1, CR, P**	**20.55**	**3.9**		
	Limited mixed	**CW**	**3.71**	**0.7**		
	Highway	**C2, C1, CR, P**	**232.24**	**43.7**		
	Highway mixed	**CW**	**4.84**	**0.9**		
	Community	**C4, C2, C1, CR, P, PB**	**126.95**	**23.9**		
	Community	**CW**	**17.52**	**3.3**		
	Regional Center	**C2, C4, C5, P, PB**	**126.09**	**23.7**		
INDUSTRIAL					**57**	**2.9**
	Commercial	**CM, P**	**44.02**	**77.8**		
	Limited	**M1, MR1, P**	**12.55**	**22.2**		
OPEN SPACE/PUBLIC FACILITIES					**130**	**6.7**
	Open Space	**OS**	**37.11**	**28.6**		
	Public Facilities	**PF**	**92.68**	**71.4**		
STREETS					**575**	**29.6**
	Public Street		**575.28**	**100.0**		
TOTAL					**1,943**	**100.0**



District Boundary

Land Use Category Boundary

Mixed Use Overlay Zone

Note: The height of buildings on a lot in the U\"U" Height District shall be governed by the provisions of Section 8A

Map No. 2

North Subarea Permitted Height and Floor Area
Temple/Beaudry Neighborhood District

Not to scale N

Prepared by City of Los Angeles Planning Department • Graphic Services Section • July, 2000

APPENDIX C

Street Standards, Circulation & High Injury Network Map

WESTLAKE

CIRCULATION

Legend

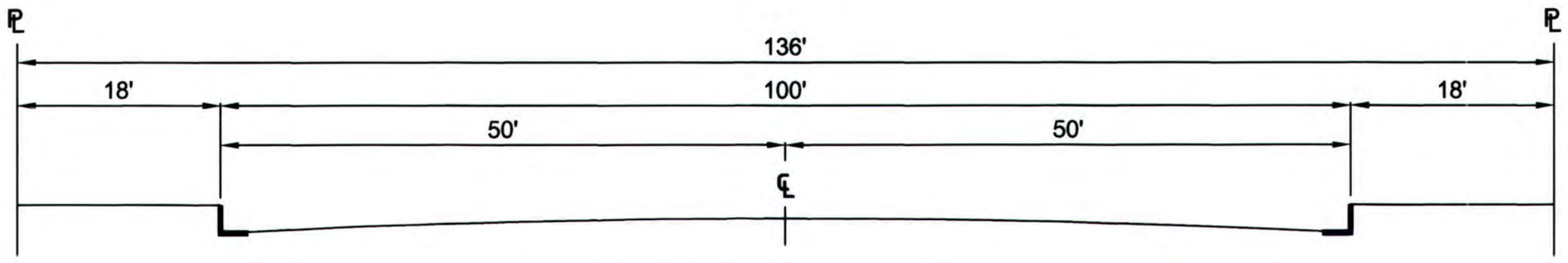
- Boulevard II
- Boulevard II Modified
- Avenue I
- Avenue II
- Avenue II Modified
- Avenue III
- Collector
- Collector Proposed
- Local
- Private Street
- Community Plan Area Boundary

Date: 2/10/2017

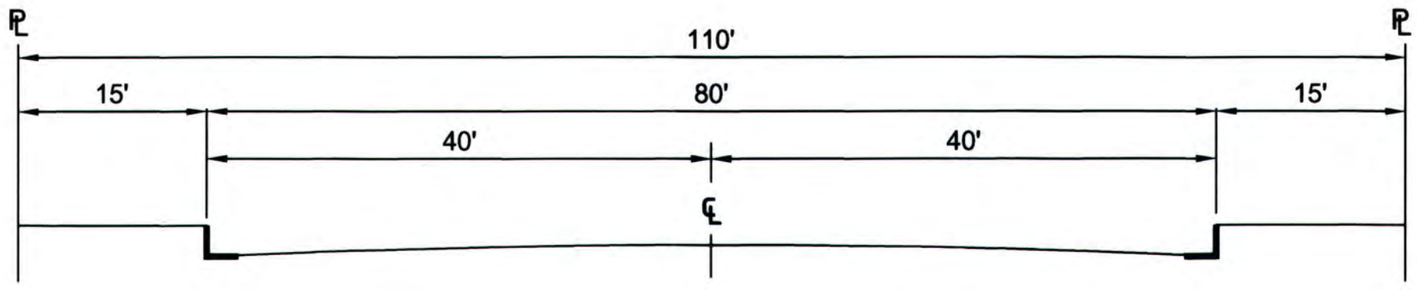
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

N
W E
S

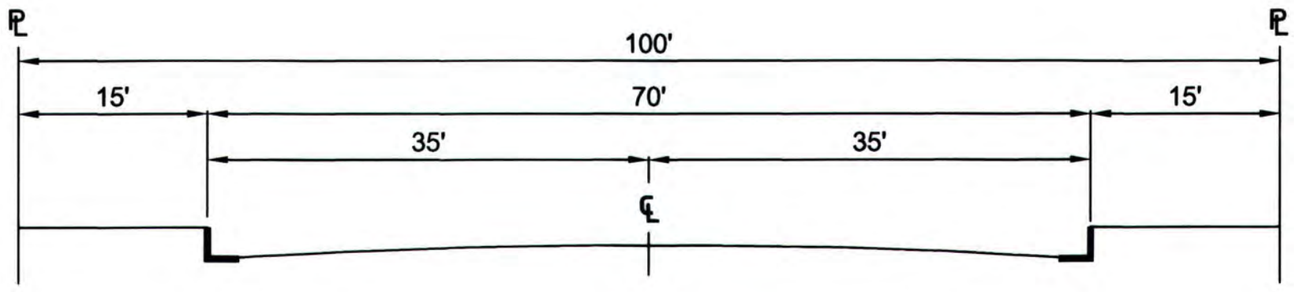
ARTERIAL STREETS



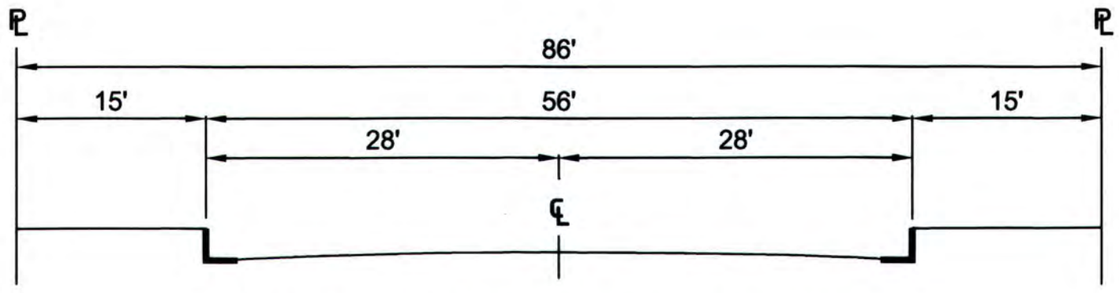
BOULEVARD I (MAJOR HIGHWAY CLASS I)



BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



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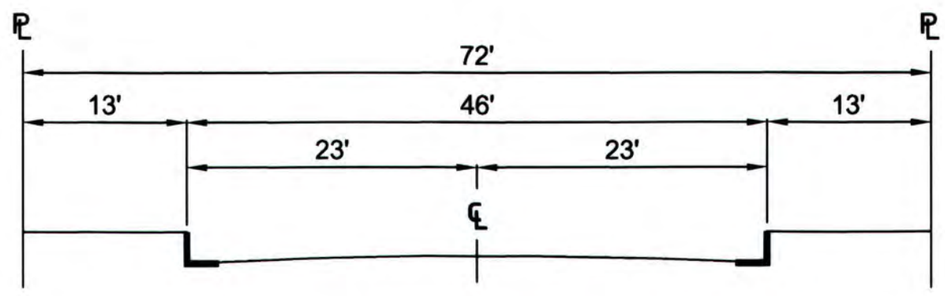


AVENUE III (SECONDARY HIGHWAY)

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

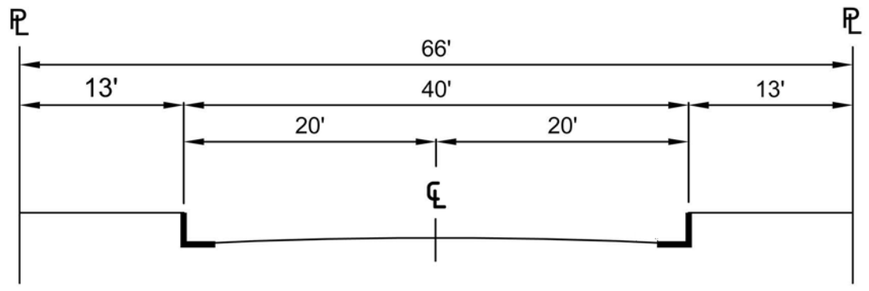
STANDARD PLAN
S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
KITTY SIU, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	10/13/15 SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING 10/13/15 KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	Gary Lee Moore 10-20-15 GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER 10-21-15 DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER 10-21-15 DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49446 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	

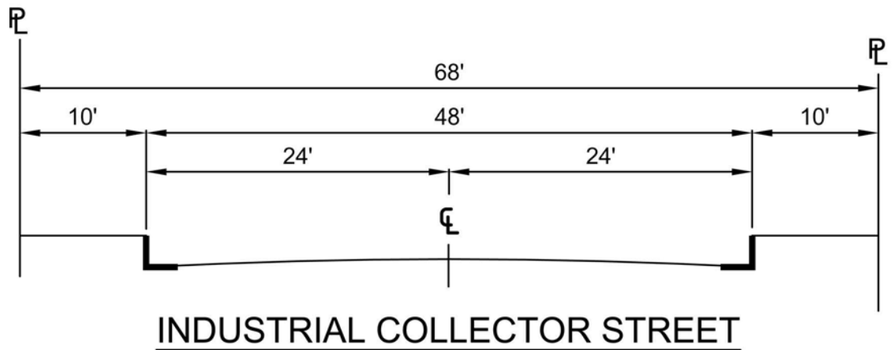
VAULT INDEX NUMBER: **B-4738**

SHEET 1 OF 4 SHEETS

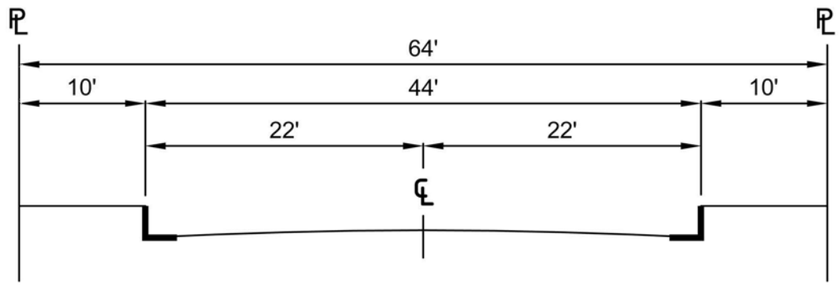
NON-ARTERIAL STREETS



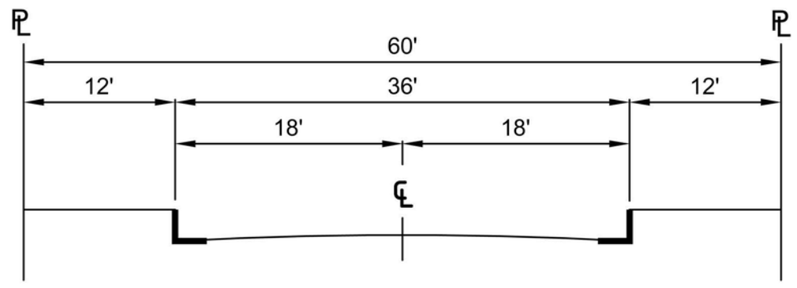
COLLECTOR STREET



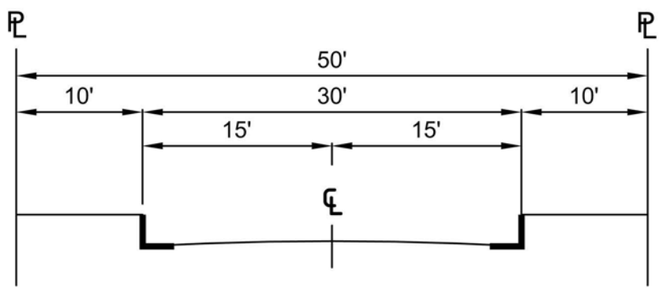
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

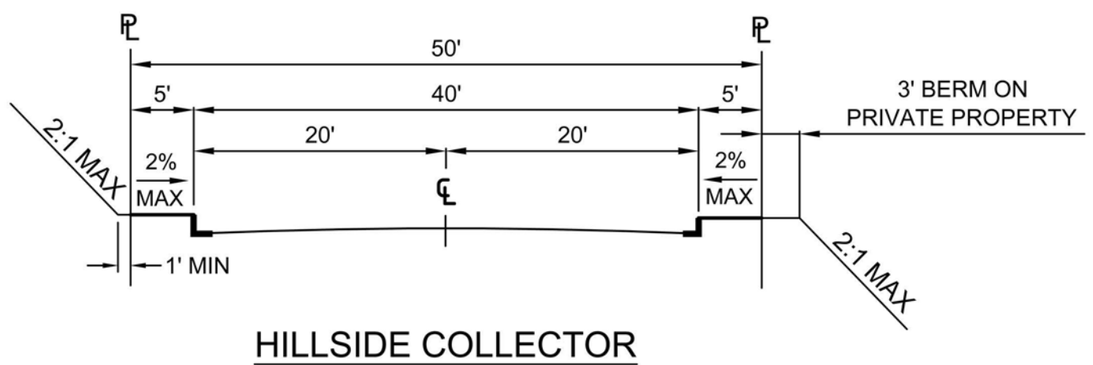


LOCAL STREET - STANDARD

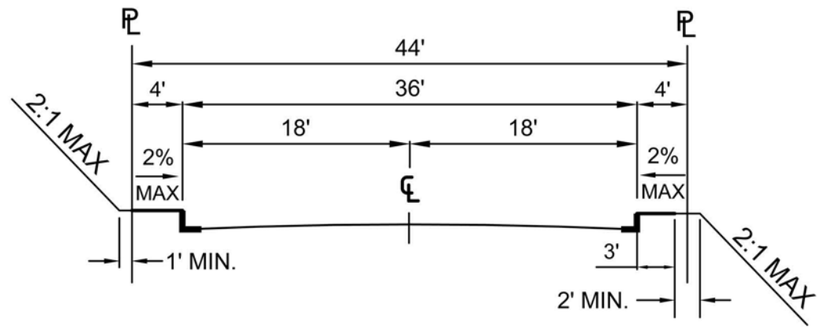


LOCAL STREET - LIMITED

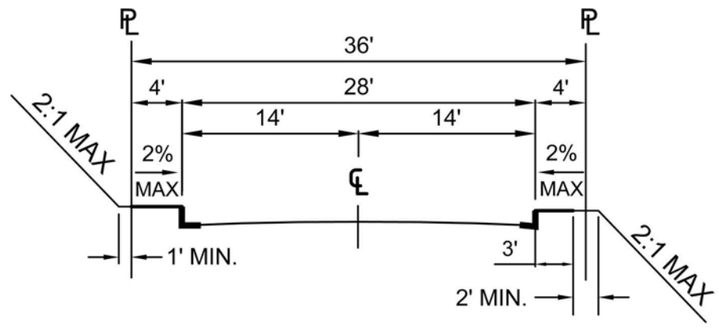
HILLSIDE STREETS



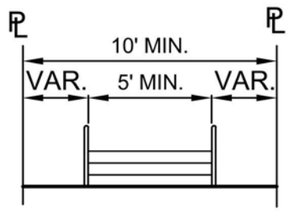
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD



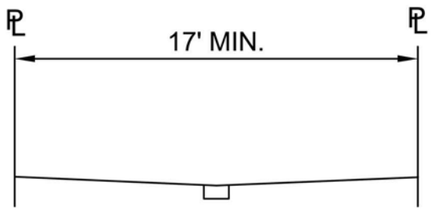
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

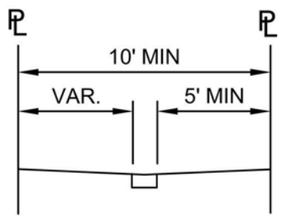
BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER **B-4738**	SHEET 2 OF 4 SHEETS

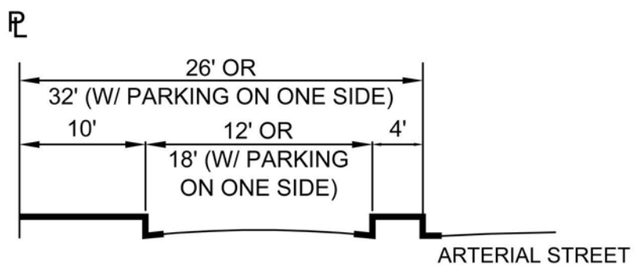
OTHER PUBLIC RIGHTS-OF-WAY



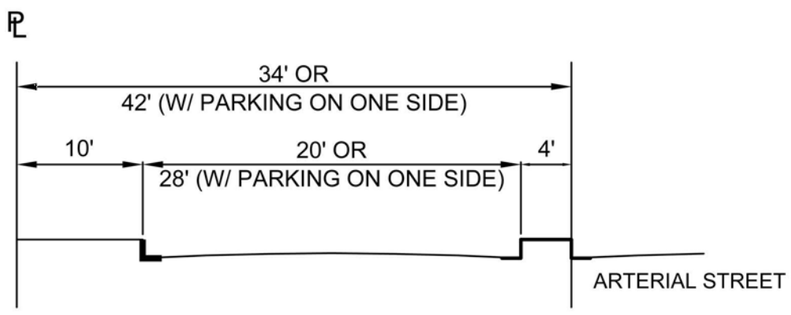
SHARED STREET



PEDESTRIAN WALKWAY

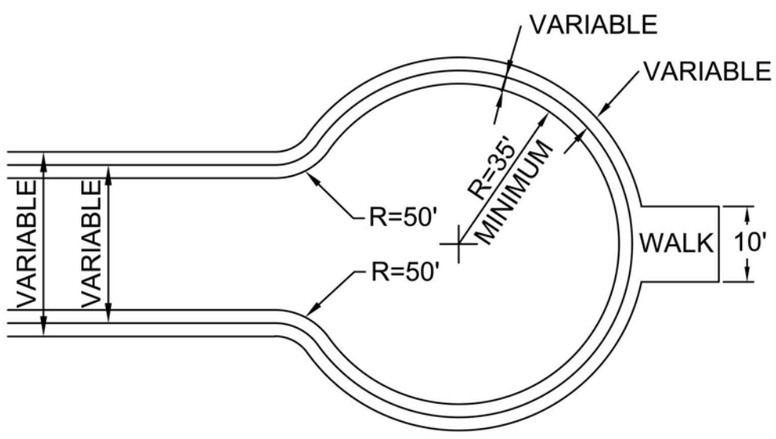


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

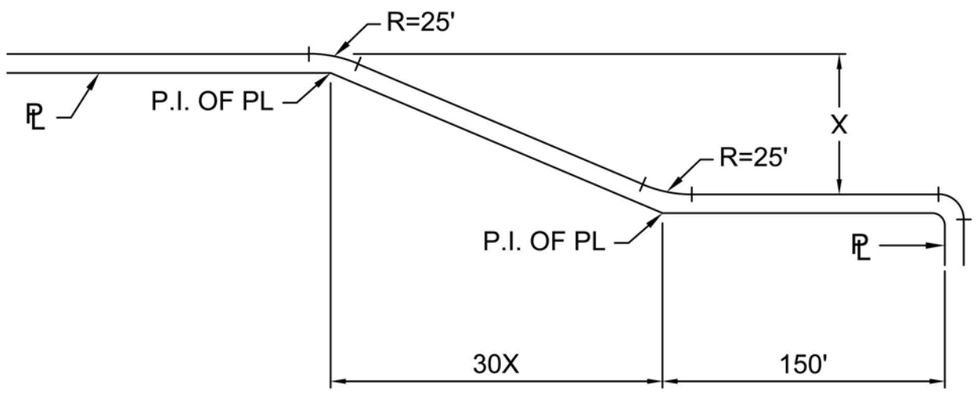
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

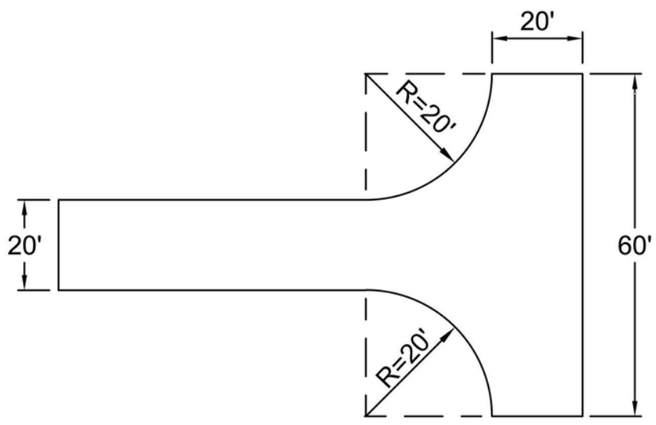
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

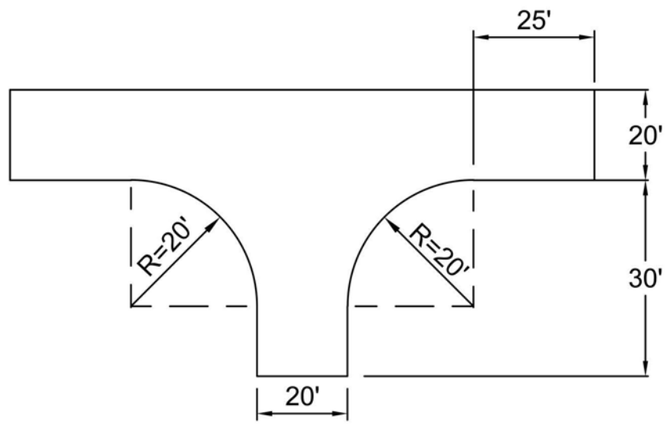


STANDARD FLARE SECTION
(PLAN VIEW)

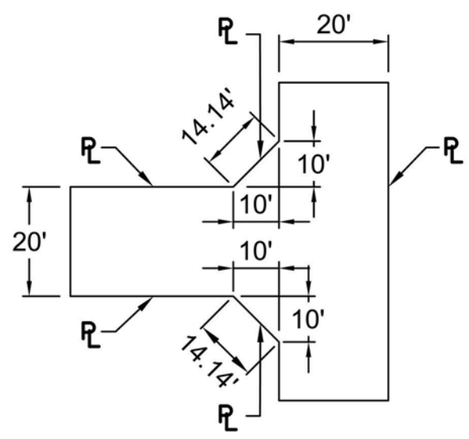
ALLEYS



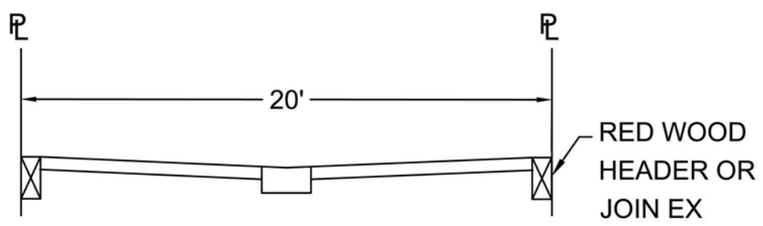
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER **B-4738**	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;

   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.

   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

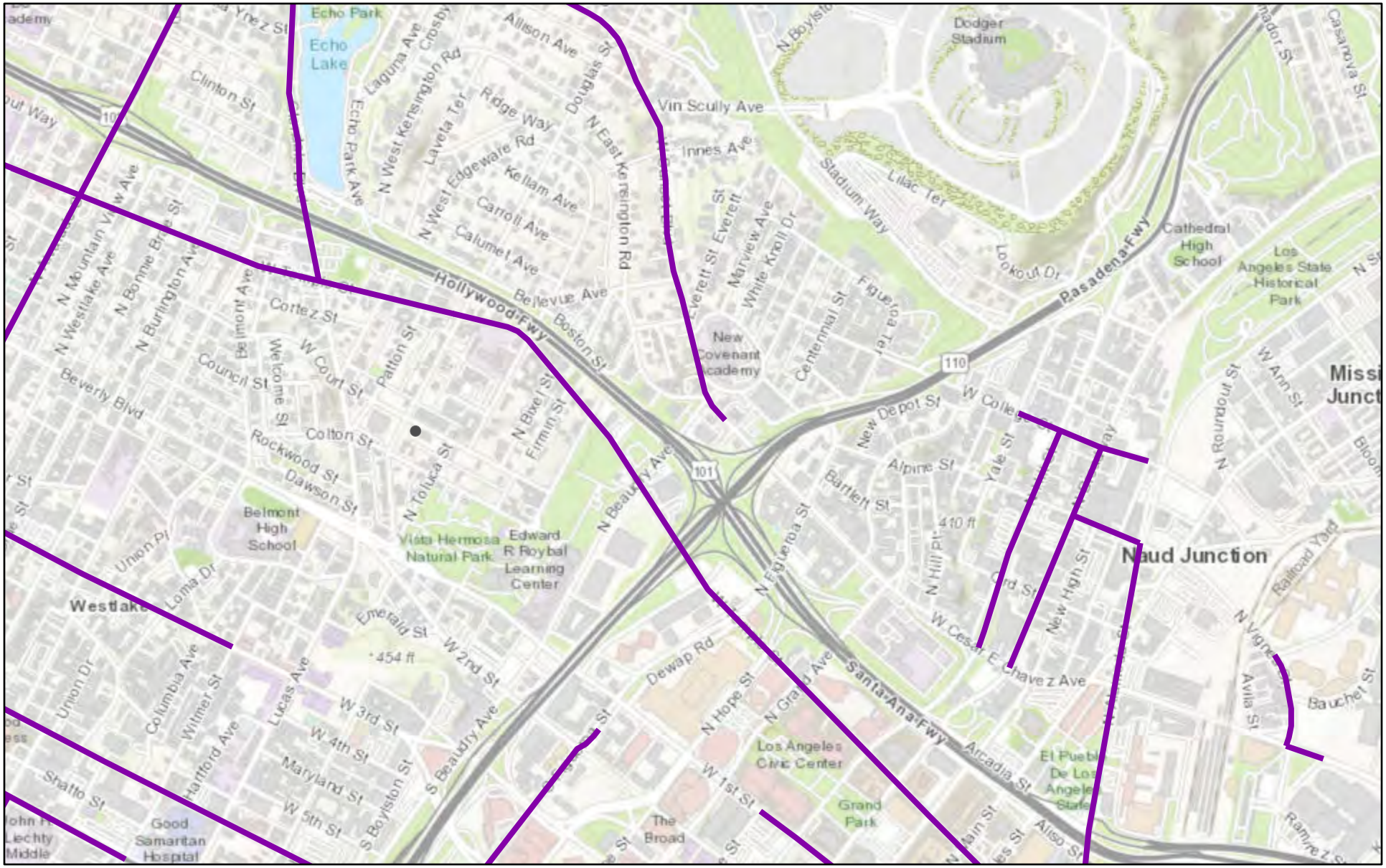
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

HIGH INJURY NETWORK



5/26/2021, 1:19:30 PM

High Injury Network

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning


COURT ST
W Court St
COLTON ST
Colton St
GLENDALE BLVD
ALLEY
PATTON ST
Patton St
DOUGLAS ST
Douglas St
ANGELINA ST
Angelina St
EAST EDGEMARE ROAD
E Edgemare Rd
TEMPLE ST
Temple St
BOSTON ST
Boston St
EASTLAKE SHORE ROAD
BELLEVUE AVE
Bellevue Ave
BOYLSTON ST
W Boylston St
PIXLEY ST
FIRLEIN ST
JUNCTION ST
LAKE SHORE TER
LAVETA TER
TOLUCA ST
LUCAS AVE
ALLESANDRO BLVD
SCHOOL
STOP

APPENDIX D

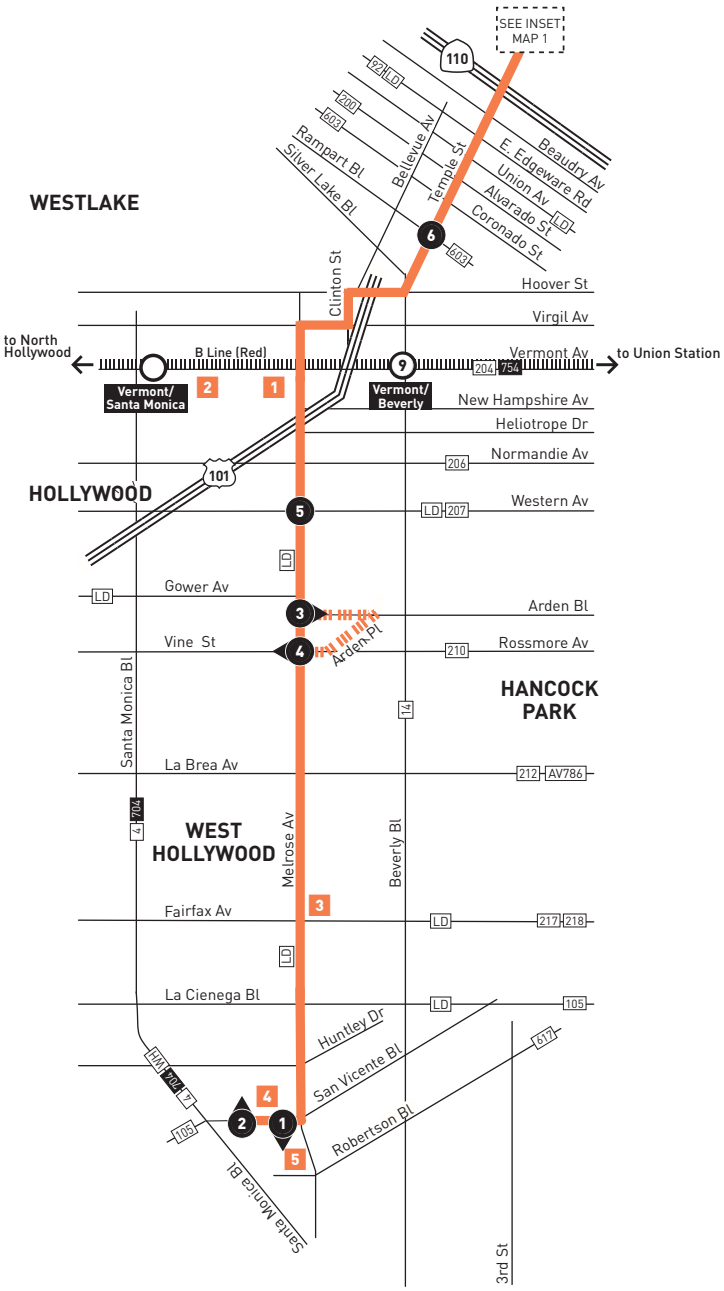
Transit Routes

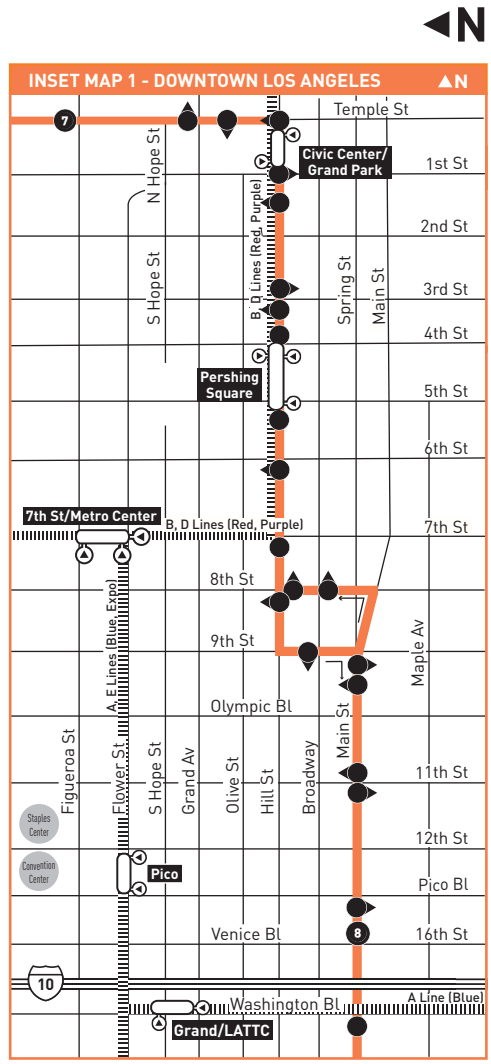
6/2021

CENTRAL / WESTSIDE METRO TRANSIT SYSTEM MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

ROUTE MAP





INSET 1 – DOWNTOWN LOS ANGELES

- Line 10 Route
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

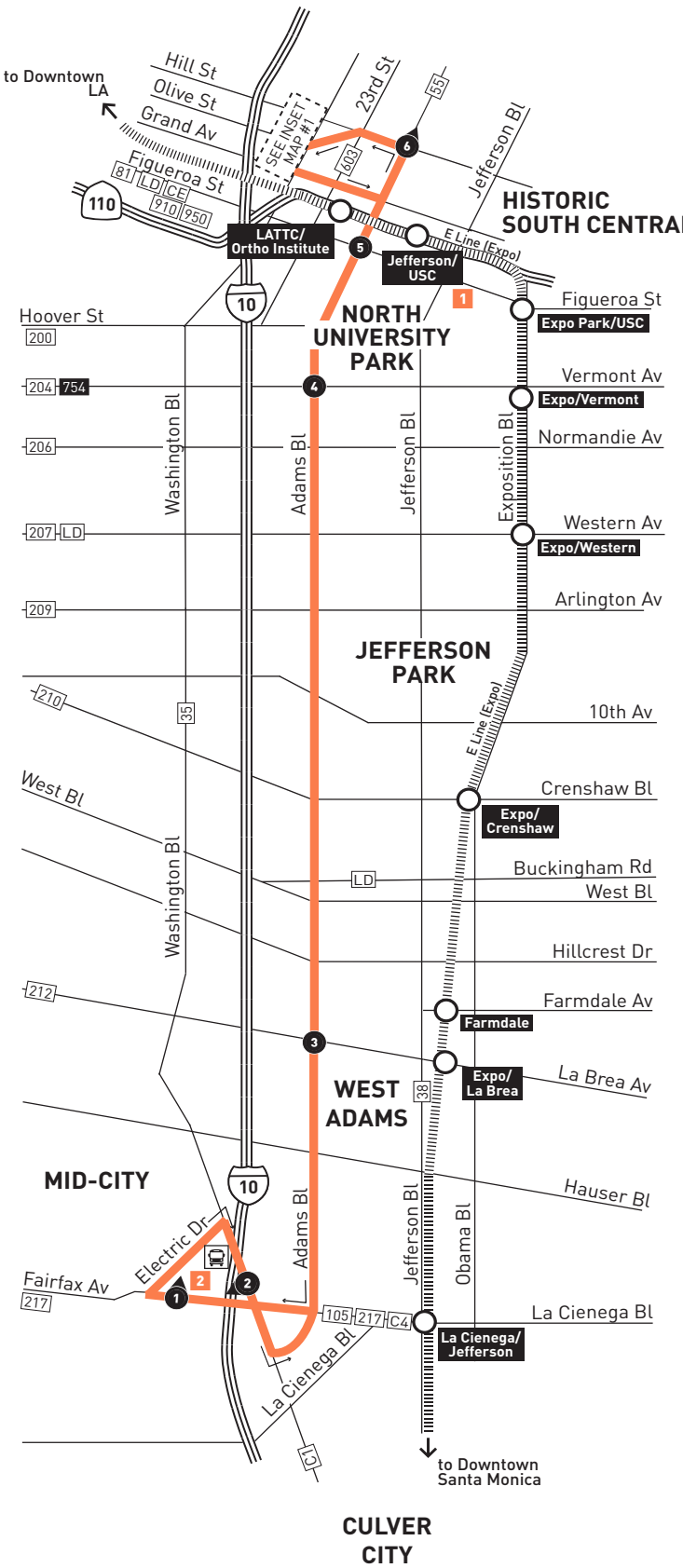
LEGEND

- Line 10 Route
- Line 10 Turnaround Loop
- # Local StopTimepoint
- # Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- # Metro Rail Station & Timepoint
- AV Antelope Valley Transit Authority
- LD LADOT DASH
- WH West Hollywood Cityline

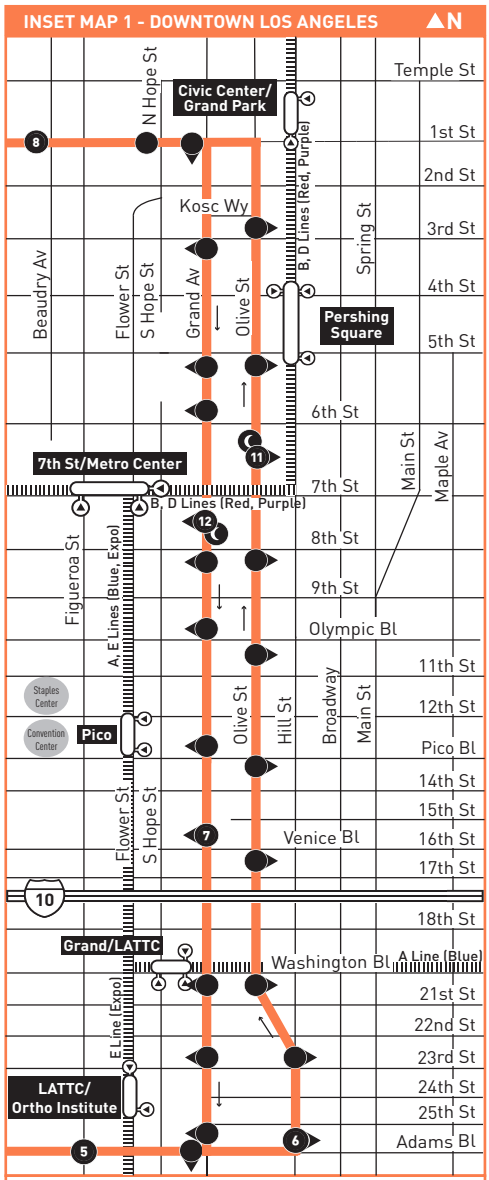
MAP NOTES

1. **Braille Institute**
2. **LA City College**
3. **Fairfax High School**
4. **Pacific Design Center**
5. **West Hollywood Library**

ROUTE MAP



INSET MAP 1 - DOWNTOWN LOS ANGELES



INSET 1 – DOWNTOWN LOS ANGELES

- Line 37 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

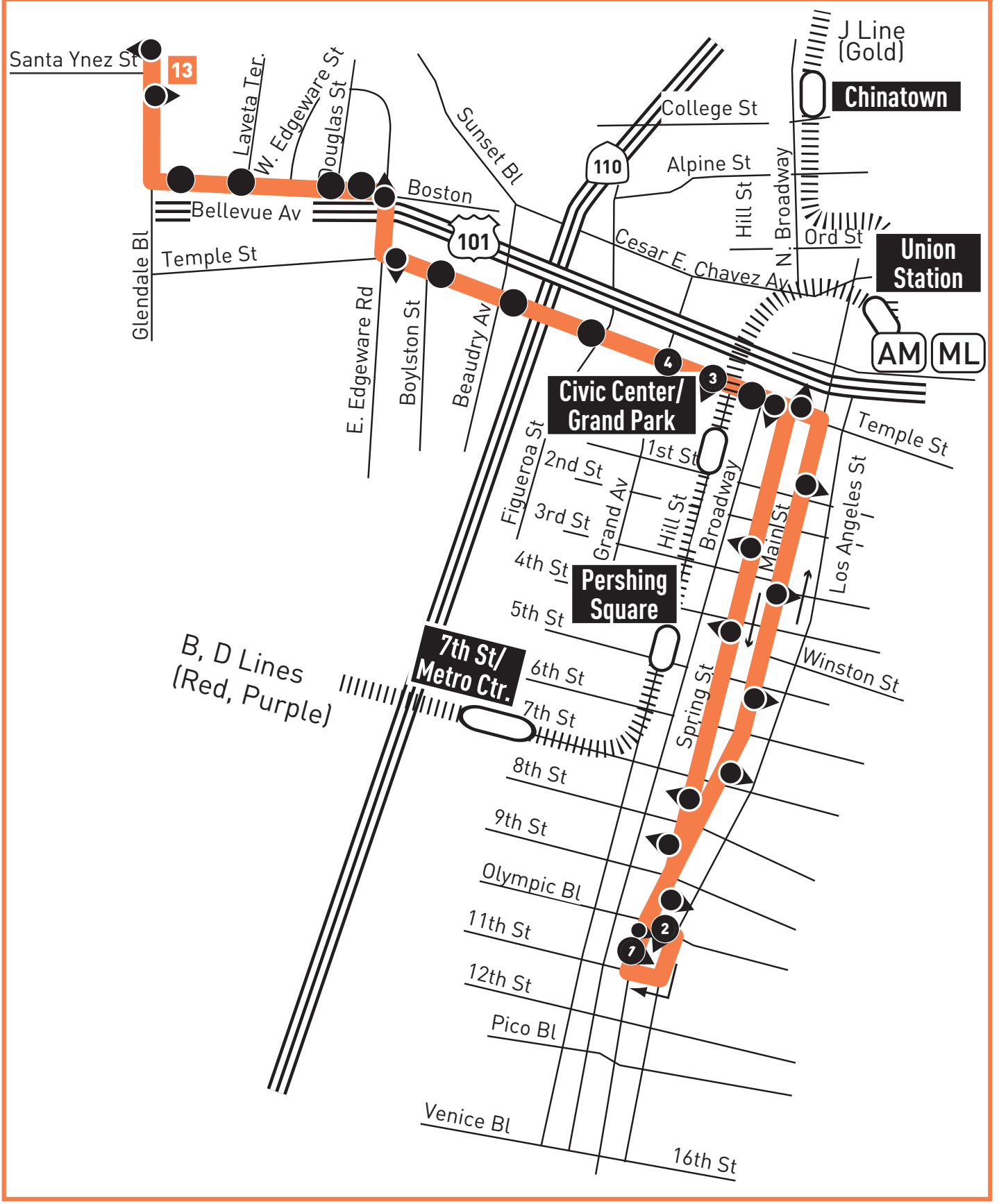
- Line 37 Route
- Owl Timepoint
- Local Stop
- Local Stop - Single Direction Only
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Transit Center
- C — Culver CityBus
- CE — LADOT Commuter Express
- LD — LADOT DASH

MAP NOTES

1. **University of Southern California**
2. **Washington/Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217;
   C1, 4; CE437

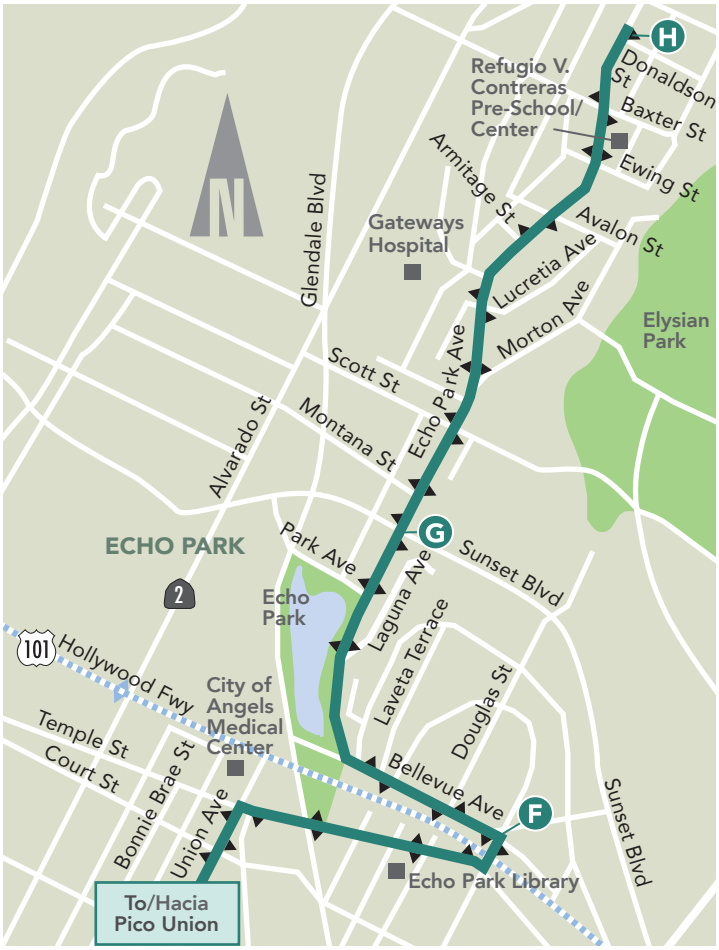
   Note: Passengers should board departing Lines 37 and 38 at stop on Washington Bl, East of Fairfax Av.

INSET 3 – DOWNTOWN LOS ANGELES



DASH
PICO UNION/ECHO PARK

EFFECTIVE JULY 18, 2020
A PARTIR DEL 18 DE JULIO, 2020



- DASH Pico Union/Echo Park Route
- DASH King East
- DASH Downtown
  - Route A
  - Route B
  - Route D
  - Route E
  - Route F
- Commuter Express Routes
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- Bus Stop/Parada de Autobús
- Multiple Route Stop/ Parada de Rutas Múltiples
- Points of Interest/Puntos de Interés
- A Time Point/Punto Clave de Horario
- T Transfer Point/Punto de Transbordo
- Metro Rail Station/ Estación de Metro

LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

APPENDIX E

Mobility Network Maps

VEHICLE ENHANCED NETWORK

Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

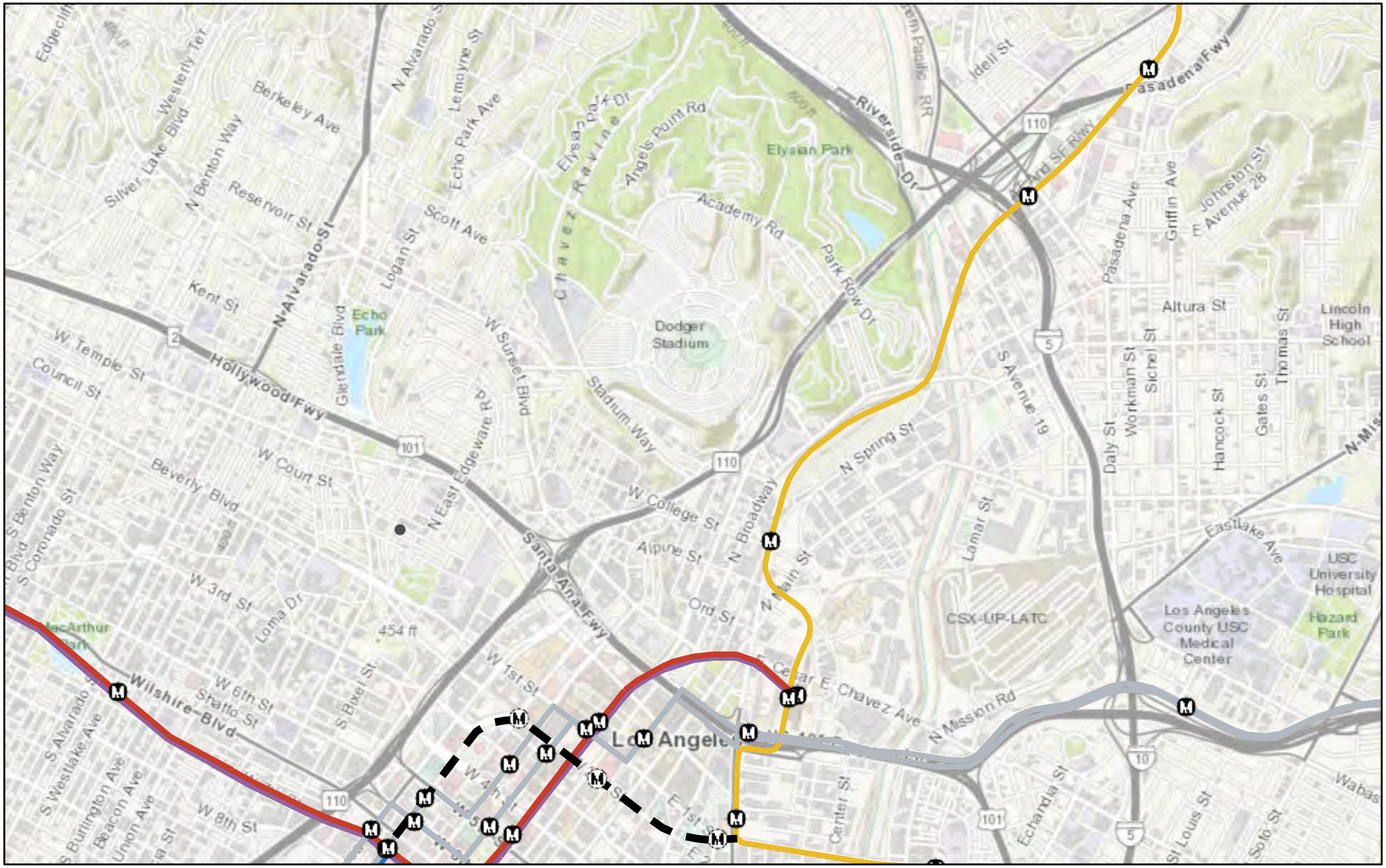
0 3 6 9 Miles

N

Los Angeles Department of City Planning

August 2015

METRO STATIONS AND LINES



5/26/2021, 1:22:33 PM

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

Metro Stations

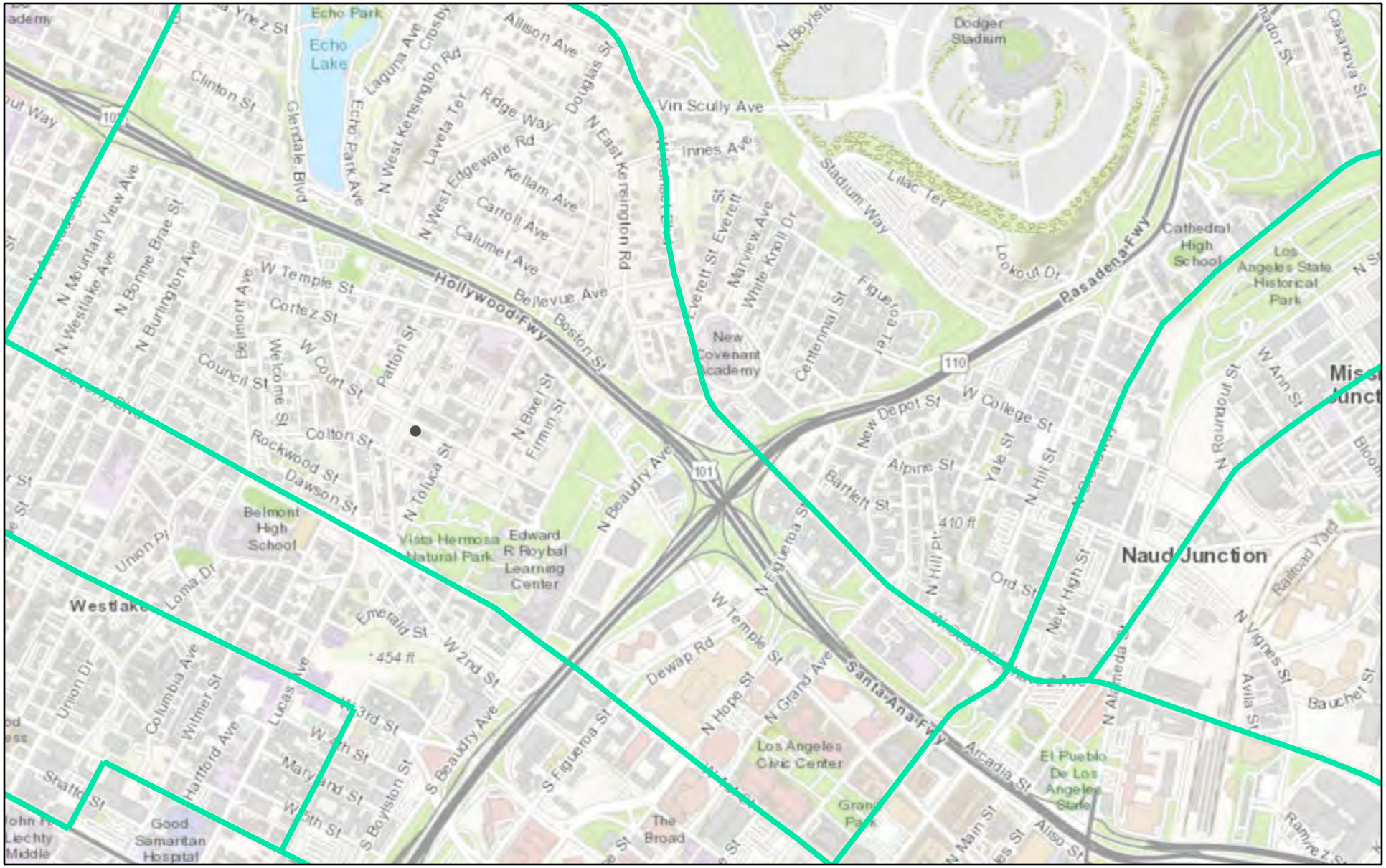
- Existing
- Proposed

Metro Lines

- Blue Line
- Red Line
- Purple Line
- Gold Line
- Silver Line
- Expo Line
- Regional Connector (Planned)

Los Angeles Department of City Planning

TRANSIT ENHANCED NETWORK (TEN)



5/26/2021, 1:15:14 PM

Transit Enhanced Network (TEN)

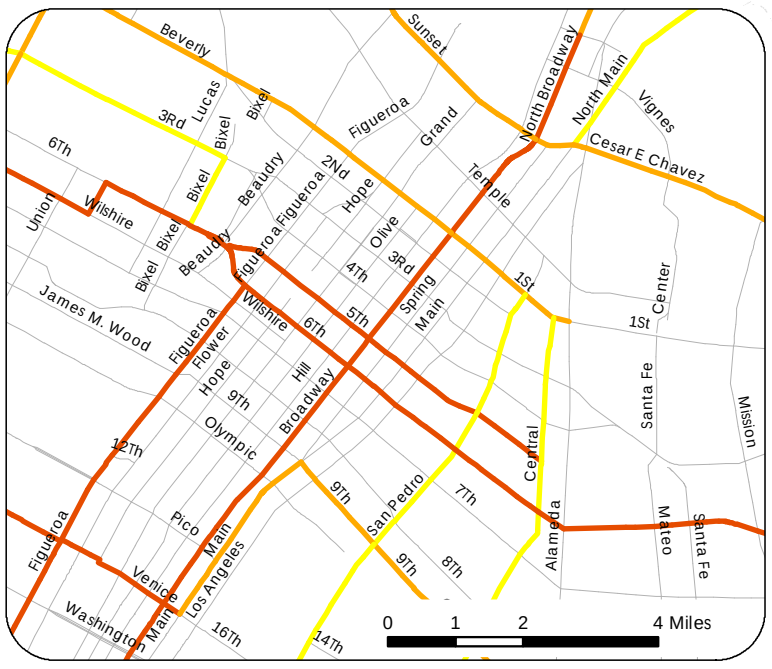
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

N

DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

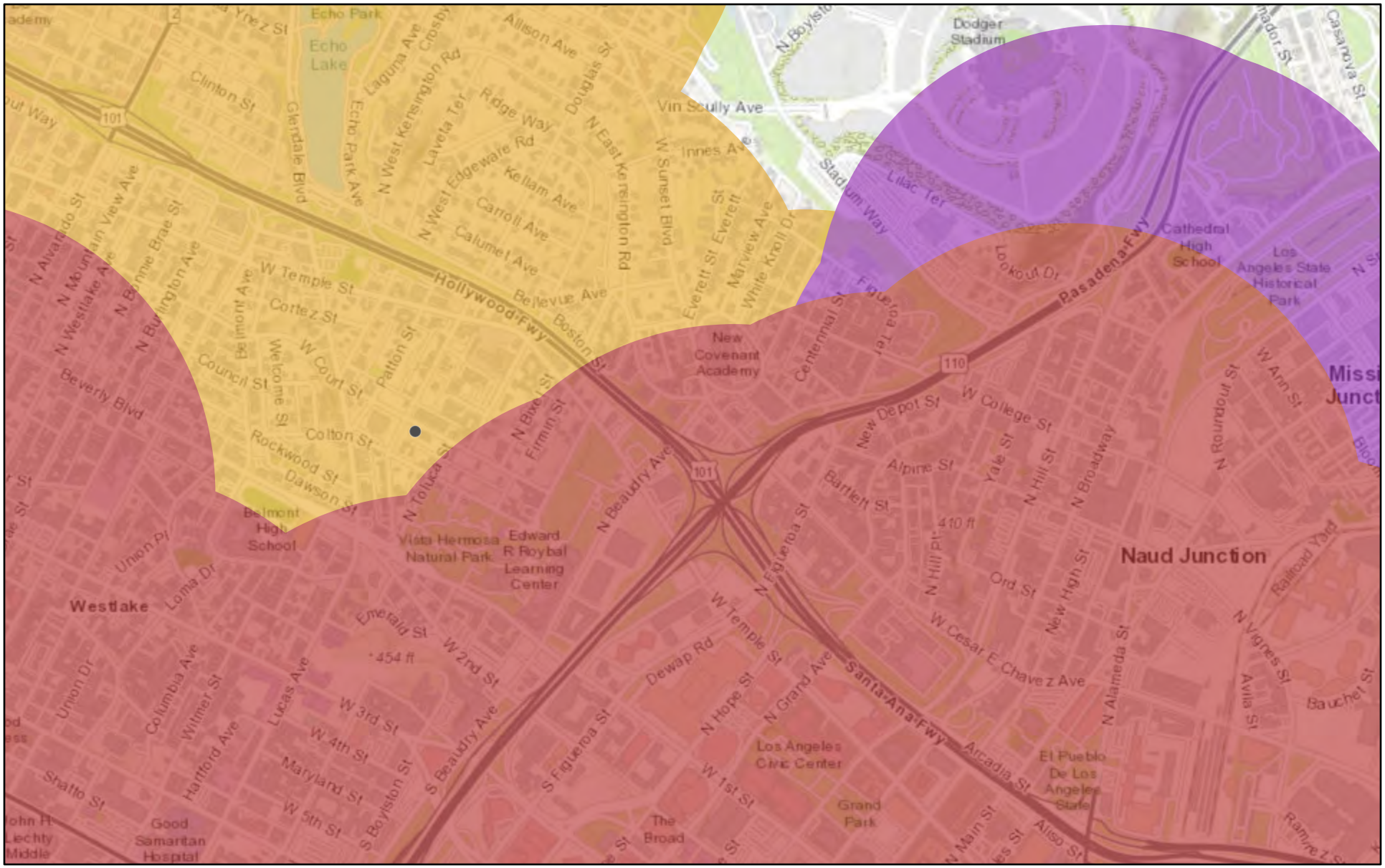
- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

TRANSIT PRIORITY AREA (TPA)



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Transit Priority Area (TPA)

- Heavy Rail
- Light Rail
- Right of Way - Bus Rapid Transit
- Major Bus Routes

1:18,056

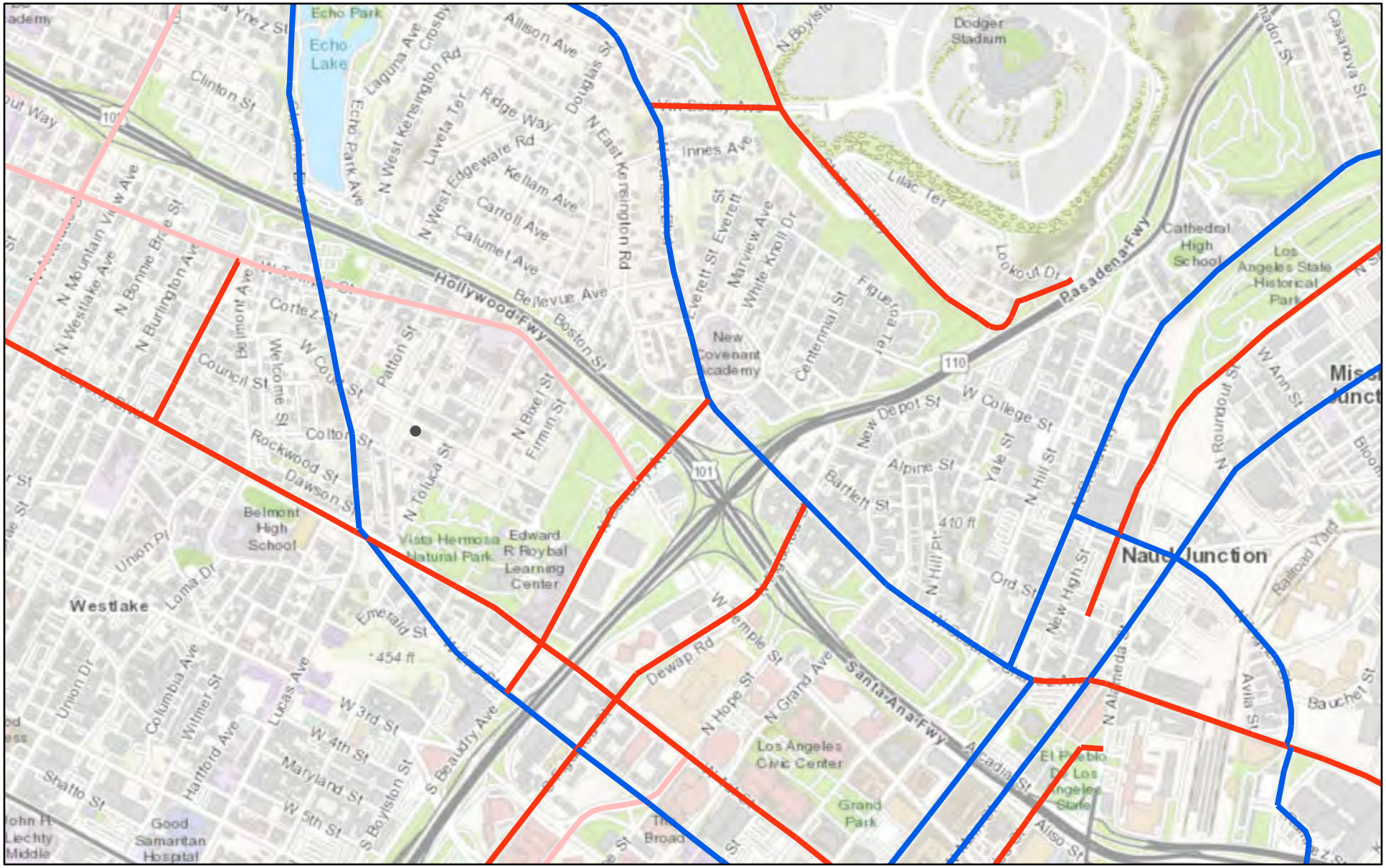
0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

BICYCLE NETWORK (BEN)



5/26/2021, 1:16:30 PM

Bicycle Network

Tier 1 (BEN)

Tier 2 (BLN)

Tier 3 (BLN)

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

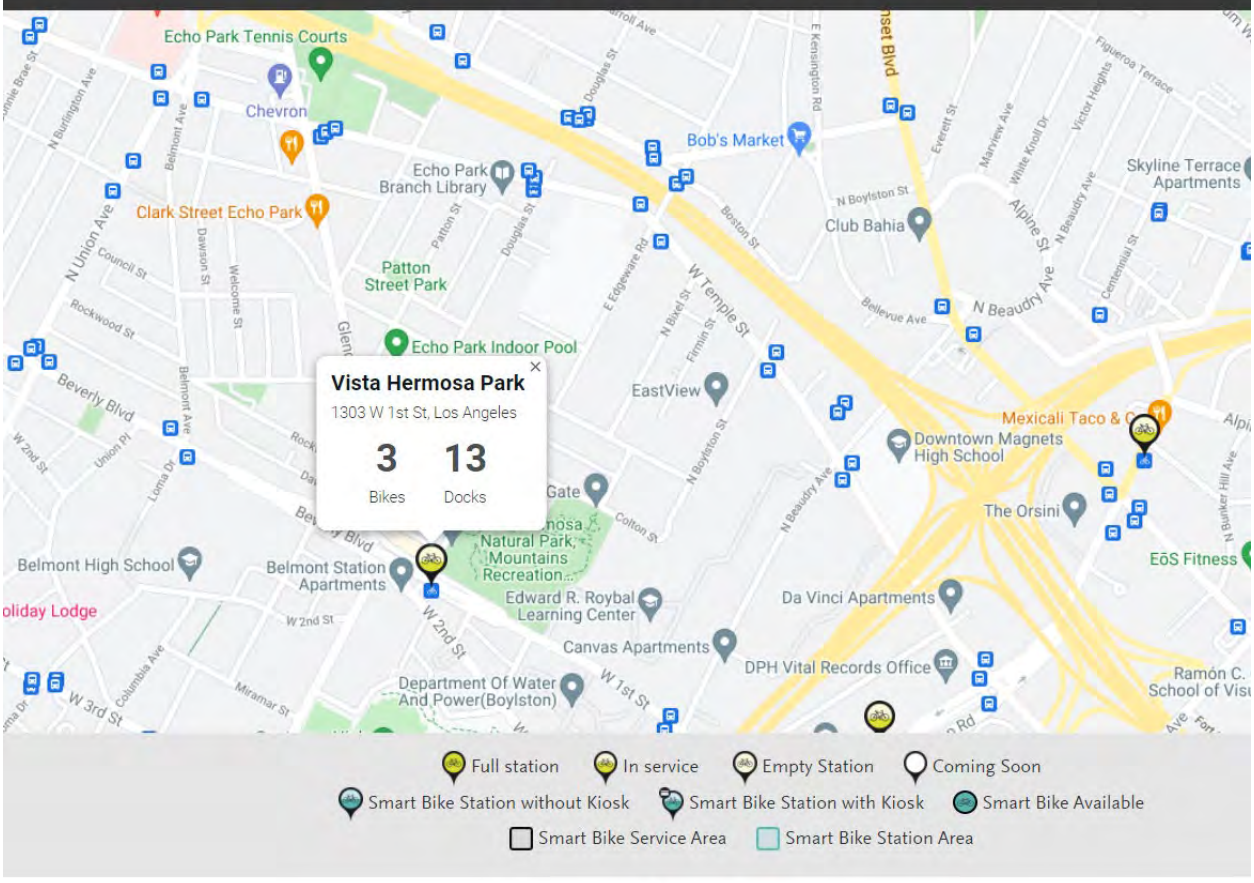
County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

Station Map

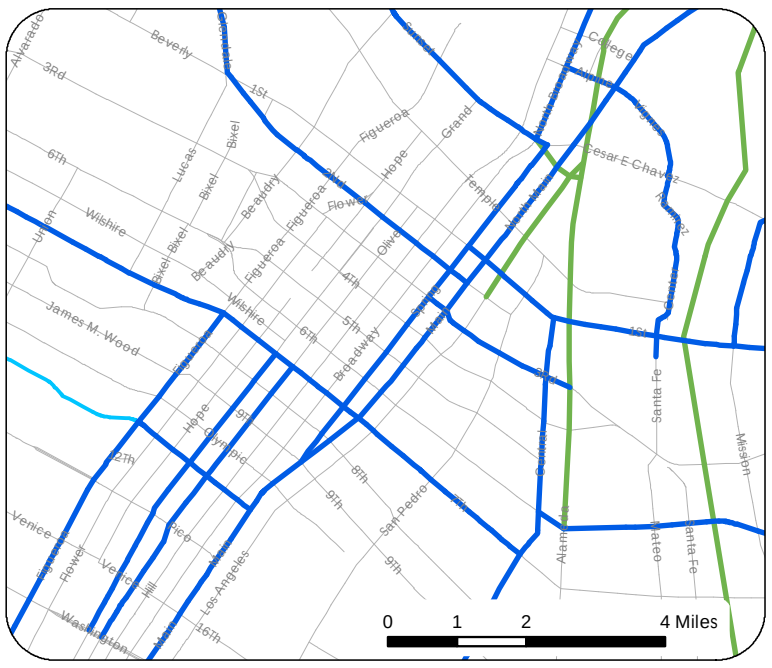
Open 24/7 in DTLA, Central LA, and North Hollywood. For information on Metro Bike Share on the Westside, **click**

Download the Metro Bike Share app to view this map on your smartphone.



N

DOWNTOWN LOS ANGELES



BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)

Map D1

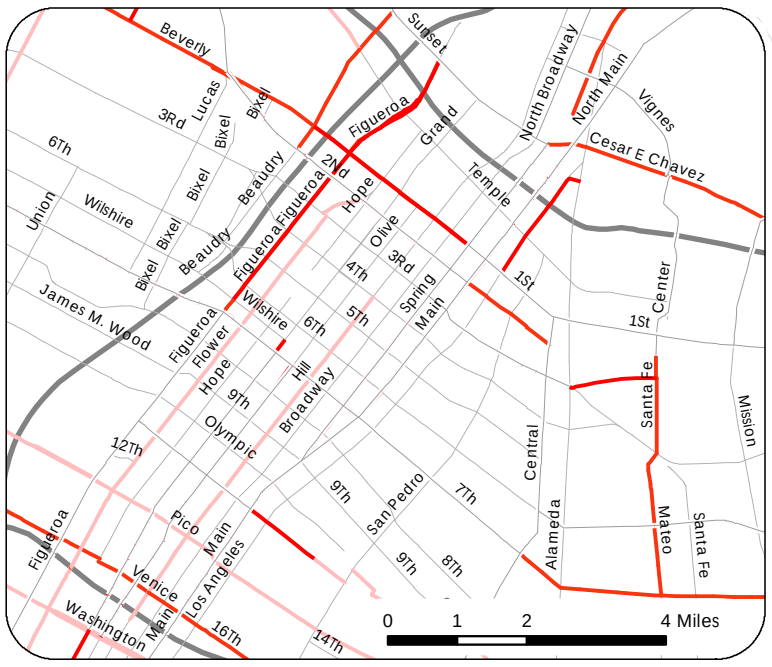
- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- Gap closure segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015

N

DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

Map D2

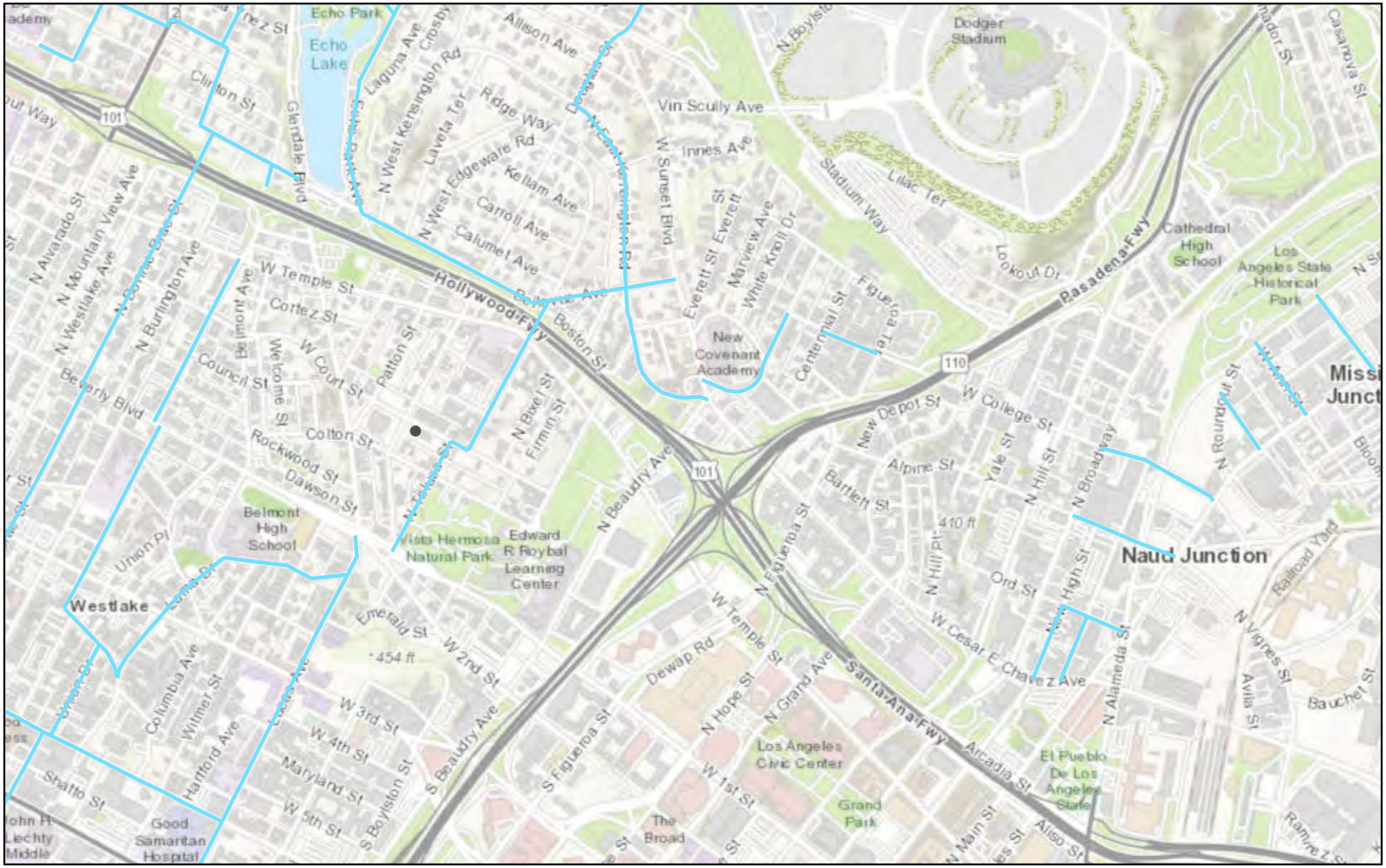
- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015

Los Angeles Department of City Planning

NEIGHBORHOOD NETWORK (NEN)



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Neighborhood Network (NEN)

Tier 2 NEN

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

September 2016

PEDESTRIAN ROUTES FOR BETTY PLASENCIA ELEMENTARY SCHOOL

Legend

- Recommended Crossing
- Stop Sign
- Traffic Signal
- Crossing Guard
- Flashing Warning Light
- Stairs or Walkway
- Pedestrian Bridge
- Pedestrian Tunnel
- Parks

N
W E
S

0 250 500
Feet

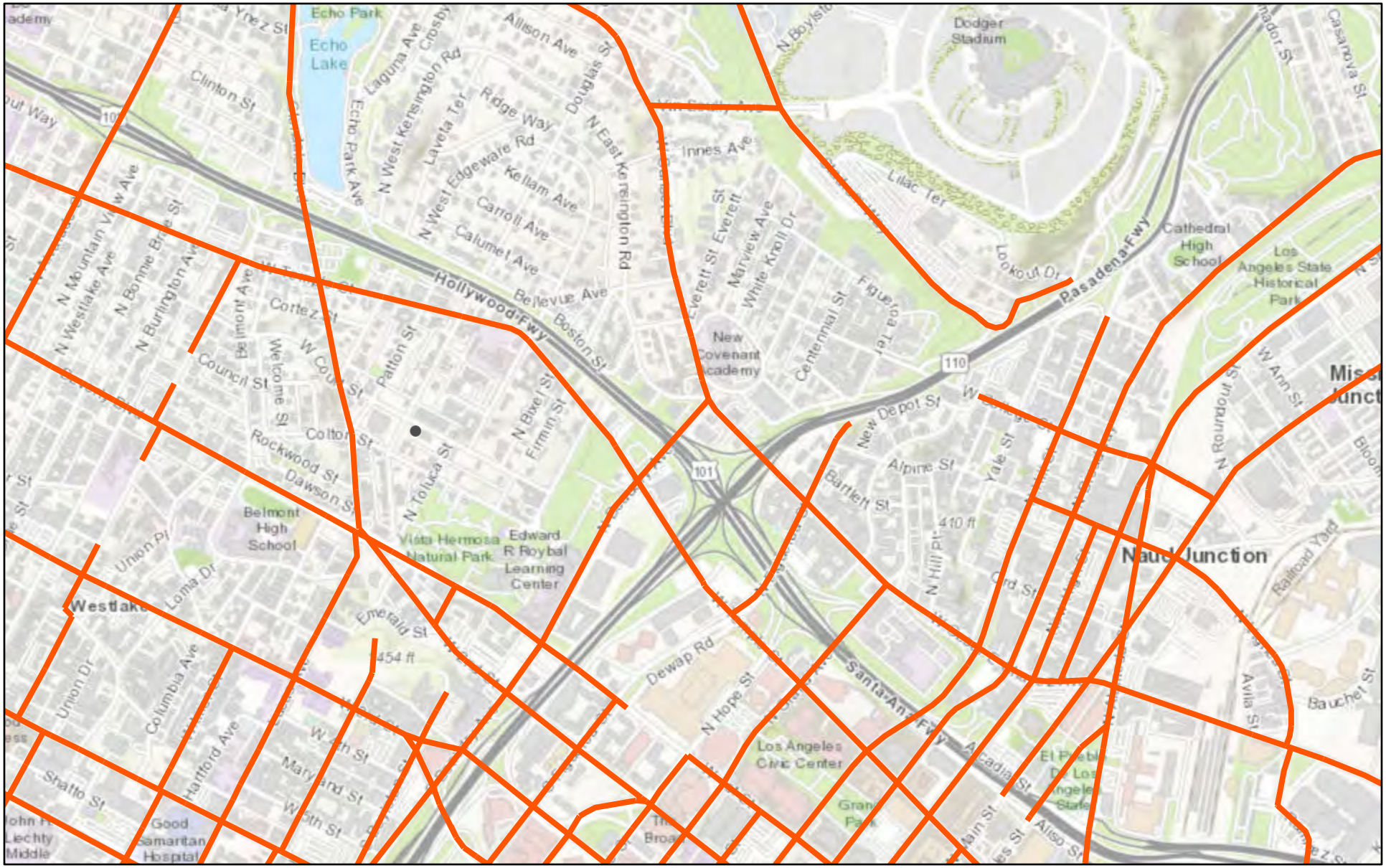
Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, selecione la ruta mas segura de su casa a la Escuela y marquelo con un lapis o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarce con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

PEDESTRIAN ENHANCED NETWORK (PEDs)N)



5/26/2021, 1:18:03 PM

Pedestrian Enhanced Districts (PEDs)

1:18,056

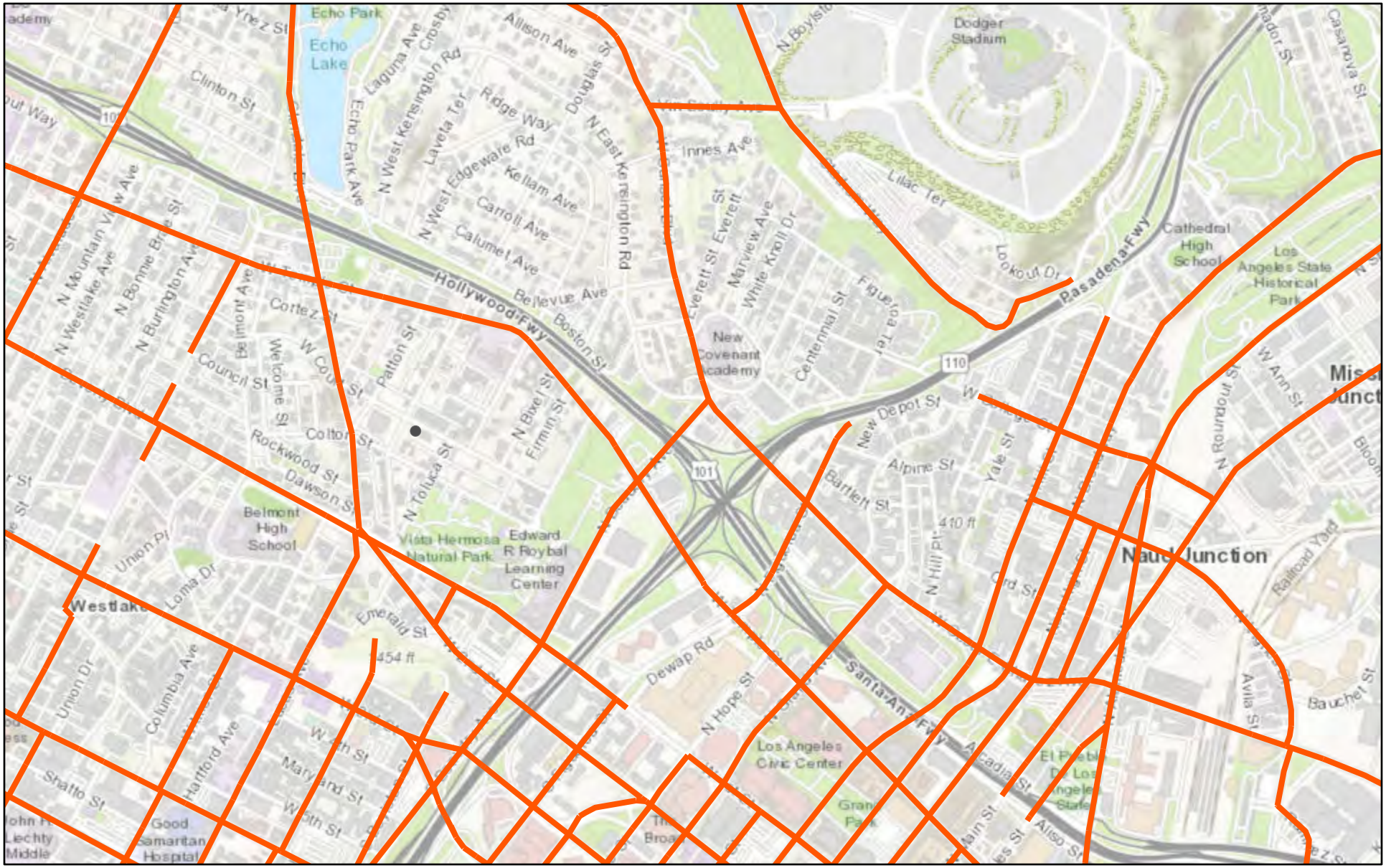
0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

PEDESTRIAN ENHANCED NETWORK (PEDs)



5/26/2021, 1:18:34 PM

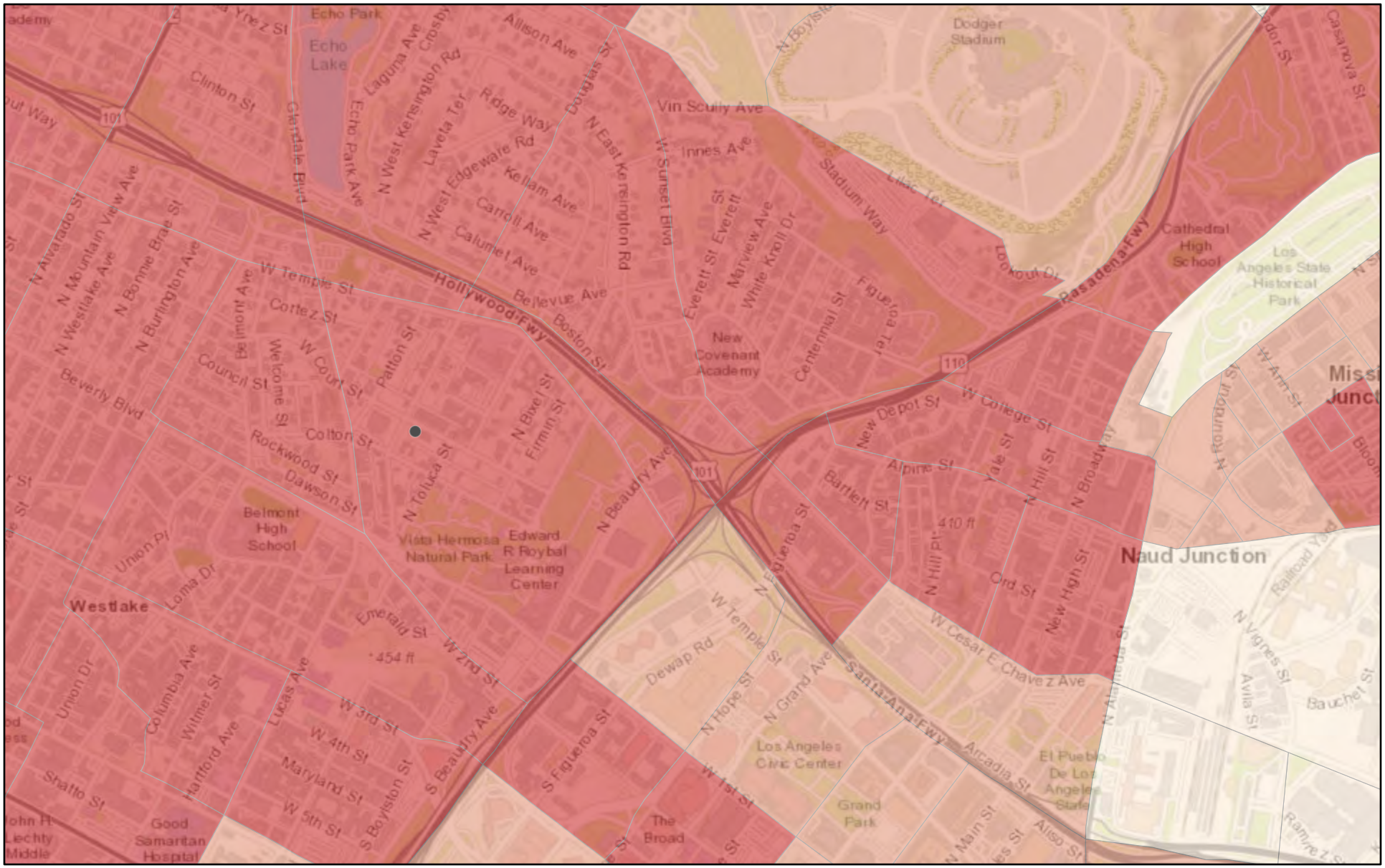
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Pedestrian Enhanced Districts (PEDs)

PERCENTAGE OF TRIPS UNDER 3 MILES



5/26/2021, 1:21:22 PM

Percentage of Trips Under Three Miles

- 0 - 35 %
- 35 - 50 %
- 50 - 70.4 %

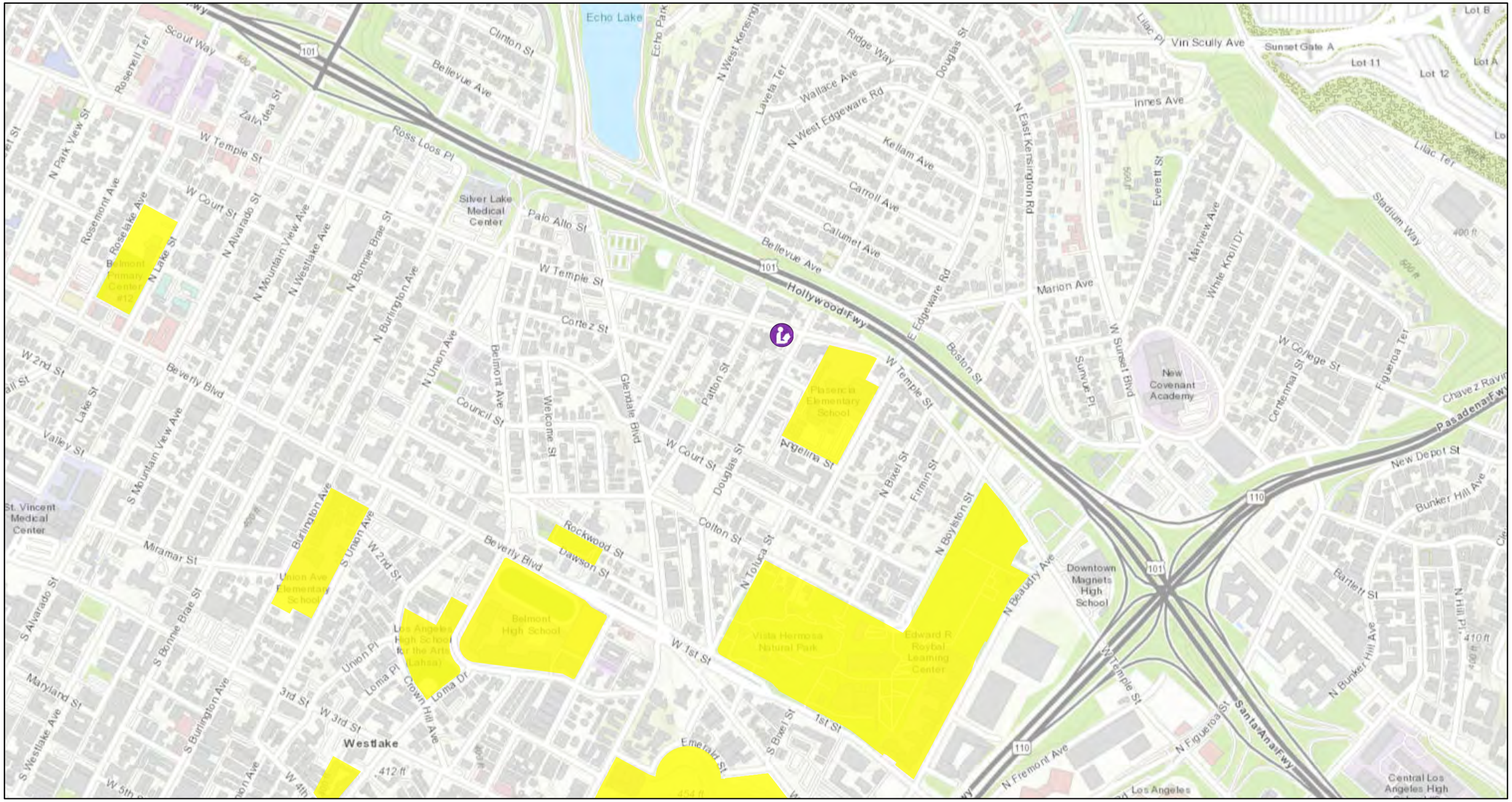
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Los Angeles Department of City Planning

Public Service Facilities



June 30, 2021

Library

School

1:9,028

0 0.07 0.15 0.3 mi

0 0.15 0.3 0.6 km

WALKABILITY INDEX

5/26/2021, 1:20:18 PM

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Walkability Index

Low Walkability

Medium Walkability

High Walkability

APPENDIX F

VMT REPORT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

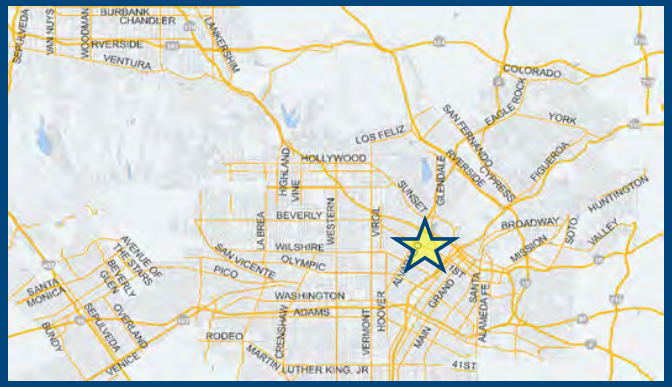
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: West Court Apartments

Scenario: MOU

Address: 1346 W COURT ST, 90026



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		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 | Affordable Housing - Family	6	DU
Housing | Multi-Family	63	DU
Housing | Affordable Housing - Family	6	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
0 Daily Vehicle Trips	284 Daily Vehicle Trips
0 Daily VMT	1,878 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	284 Net Daily Trips
The net increase in daily VMT ≤ 0	1,878 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

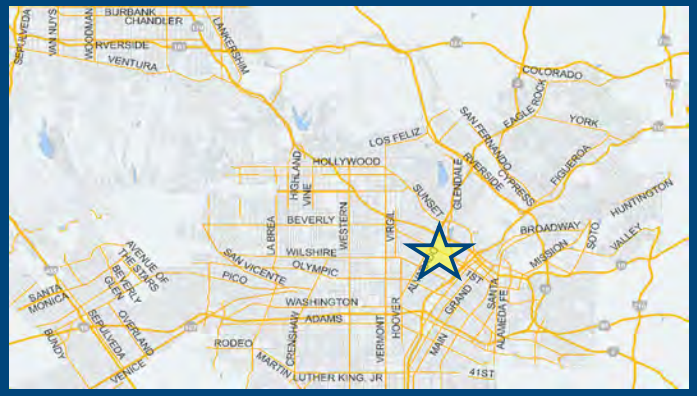
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: West Court Apartments
Scenario: MOU
Address: 1346 W COURT ST, 90026



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	63	DU
Housing | Affordable Housing - Family	6	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
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy
☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
248 Daily Vehicle Trips	**248** Daily Vehicle Trips
1,634 Daily VMT	**1,634** Daily VMT
4.9 Household VMT per Capita	**4.9** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

6/2/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 2, 2021
Project Name: West Court Apartments
Project Scenario: MOU
Project Address: 1346 W COURT ST, 90026

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	63	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	6	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		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 2, 2021
Project Name: West Court Apartments
Project Scenario: MOU
Project Address: 1346 W COURT ST, 90026

Version 1.3

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
248	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**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: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	84	84
		Actual parking provision (spaces)	58	58
	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: June 2, 2021
Project Name: West Court Apartments
Project Scenario: MOU
Project Address: 1346 W COURT ST, 90026

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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	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: June 2, 2021
Project Name: West Court Apartments
Project Scenario: MOU
Project Address: 1346 W COURT ST, 90026

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	62	-21.0%	49	N/A	N/A	N/A
Home Based Other Production	170	-39.4%	103	N/A	N/A	N/A
Non-Home Based Other Production	80	-3.8%	77	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	81	-54.3%	37	N/A	N/A	N/A
Non-Home Based Other Attraction	19	-5.3%	18	N/A	N/A	N/A

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	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

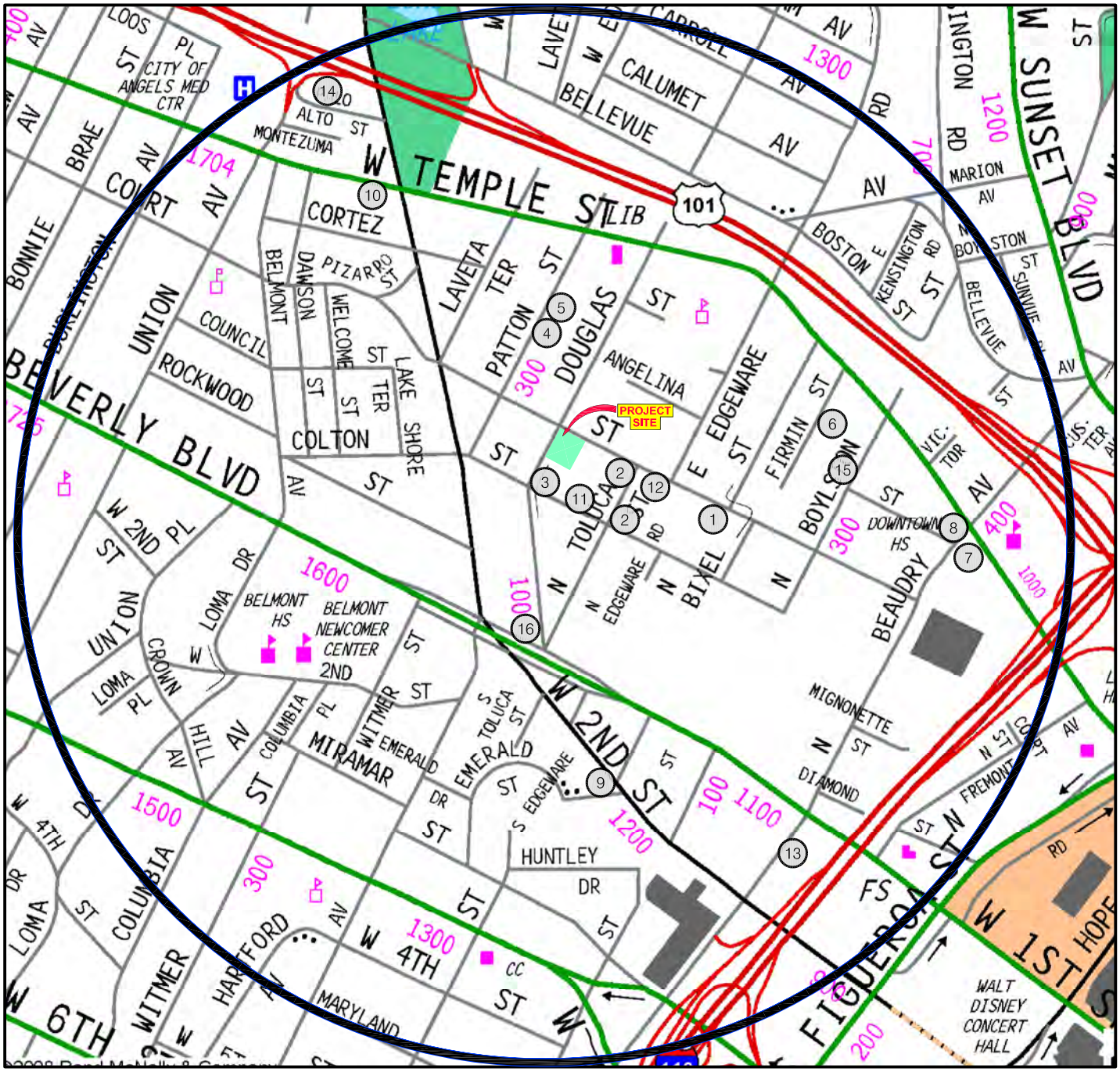
MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: Central

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

APPENDIX G

Related Project Information



6/2021

RELATED PROJECTS LOCATION
(0.5 MILE RADIUS)

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

RELATED PROJECT LIST
1346 - 1354 W. Court Street

Trip Generation for Related Projects

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Apartments	54	units	1246 W. Court St.	294	5	14	19	15	9	24
2	Apartments	120	units	1316 - 1323 W. Court St.	653	11	22	43	32	21	53
3	Apartments	47	units	1363 W. Colton St.	256	4	13	17	13	8	21
4	Apartments	32	units	330 N. Patton St.	174	3	9	12	9	5	14
5	Apartments	44	units	340 N. Patton St.	239	4	12	16	12	7	19
6	Apartments	64	units	418 N. Firmin St.	348	6	17	23	17	11	28
7	Mixed-Use	1,150 30,000	units sf	1060 W.Temple St.	1,804	-851	439	-412	393	-582	-189
8	Apartments	53	units	1100 W. Temple St.	288	5	14	19	14	9	23
9	Apartments	227	units	1240 W. 2nd St.	1,235	21	61	82	61	39	100
10	Mixed-Use	72 750	units sf	1614 W. Temple St.	355	6	18	24	18	10	28
11	Apartments	29	units	1310 W. Colton St.	158	3	7	10	8	5	13
12	Apartments	43	units	1300 W. Court St.	234	4	11	15	12	7	19
13	Mixed-Use	230 9,000	units sf	130 S. Beaudry Ave.	1,159	8	76	84	76	29	105
14	Hotel	89	rooms	1625 W. Palo Alto S.	727	28	19	47	27	26	53
15	Apartments	101	units	401 N. Boylston St.	549	9	27	36	27	17	44
16	Apartments Retail	101 3,514	units sf	1335 W. 1st St.	714	10	40	50	42	24	66

Overland Traffic Consultants, Inc.

APPENDIX H

Traffic Volume Data and HCS Level of Service Worksheets

Overland Traffic Consultants, Inc.

Traffic Volume Data

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Glendale Blvd

East/West Court St

Day: Wednesday Date: September 16, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	58	84	3	27
BIKES	59	81	5	6
BUSES	1	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	191	7.30	388	8.30	6	7.45	28	7.45
PM PK 15 MIN	334	15.30	231	17.00	7	17.00	19	15.15
AM PK HOUR	620	7.00	1403	7.45	18	7.45	86	7.15
PM PK HOUR	1241	16.15	859	16.15	22	16.45	49	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	613	3	620
8-9	7	460	3	470
9-10	4	412	2	418
15-16	7	1171	6	1184
16-17	8	1194	3	1205
17-18	10	1123	5	1138
TOTAL	40	4973	22	5035

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1325	0	1327
8-9	2	1398	0	1400
9-10	2	1296	4	1302
15-16	3	769	6	778
16-17	2	816	4	822
17-18	7	828	4	839
TOTAL	18	6432	18	6468

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1947	11	9	0	0
1870	4	3	0	0
1720	8	0	0	0
1962	18	10	0	0
2027	12	1	0	0
1977	11	12	1	0
11503	64	35	1	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	2	7
8-9	1	7	6	14
9-10	2	1	6	9
15-16	5	7	5	17
16-17	4	5	7	16
17-18	3	7	11	21
TOTAL	15	32	37	84

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	8	32	75
8-9	27	5	20	52
9-10	8	1	10	19
15-16	21	7	13	41
16-17	12	4	23	39
17-18	20	7	19	46
TOTAL	123	32	117	272

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
82	10	0	30	6
66	8	0	18	6
28	6	0	8	5
58	40	0	19	11
55	37	1	23	10
67	17	0	17	11
356	118	1	115	49

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Glendale Blvd and Court St , Los Angeles

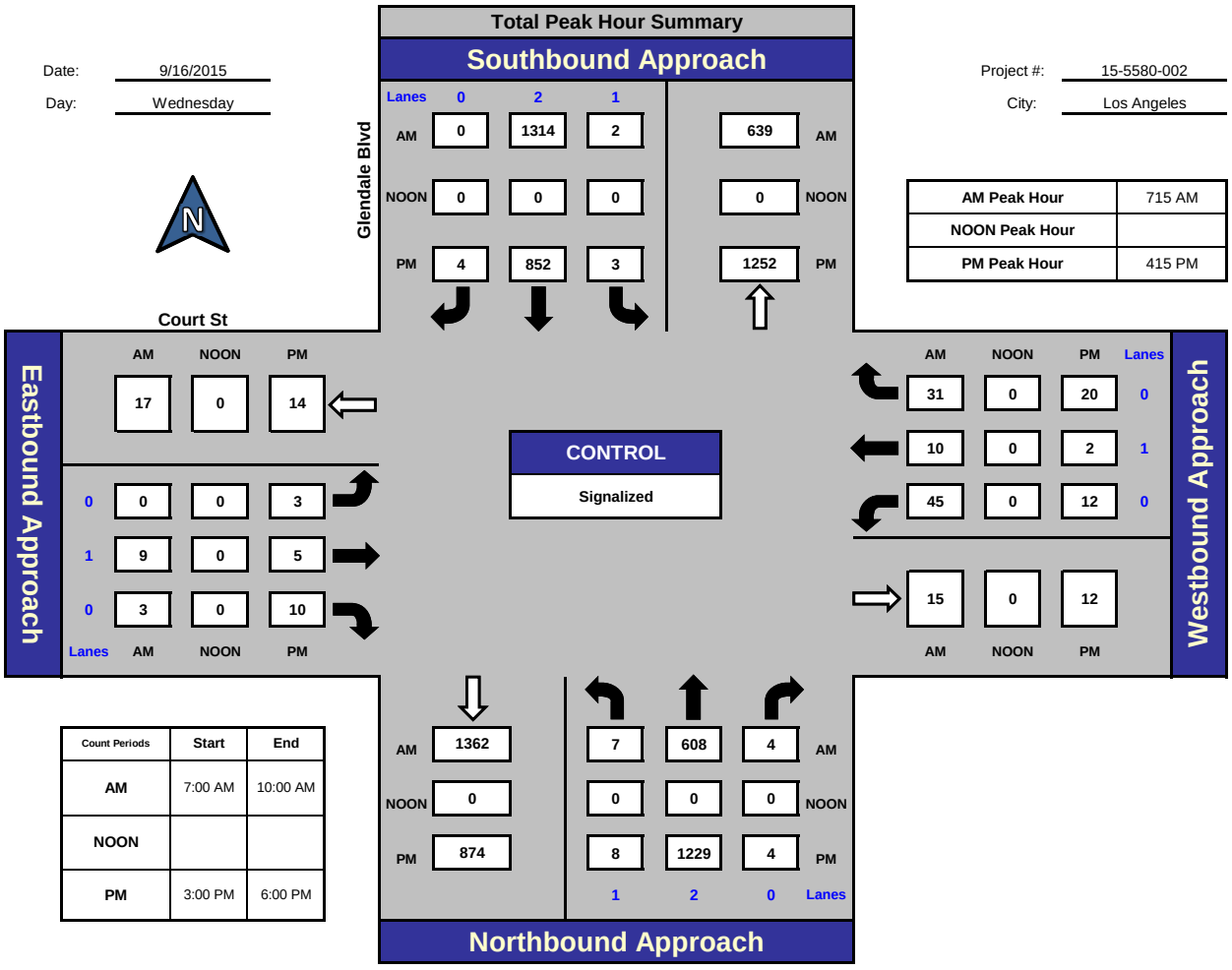
Date: 9/16/2015

Day: Wednesday

Project #: 15-5580-002

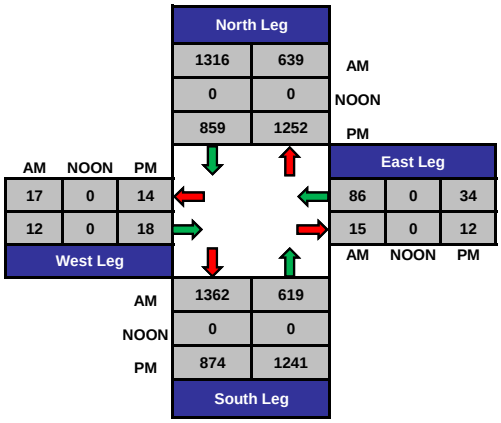
City: Los Angeles

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

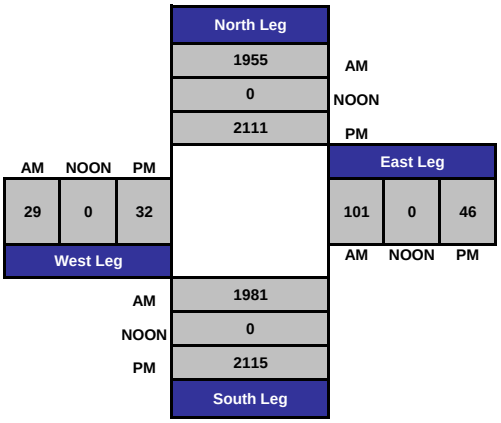


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5580-002
N/S Street: Glendale Blvd
E/W Street: Court St
DATE: 9/16/2015 DAY: Wednesday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	0	1	3	1	2
7:15 AM	0	0	0	2	4	7	1	0
7:30 AM	0	0	1	5	2	7	1	0
7:45 AM	0	0	0	2	1	5	2	3
8:00 AM	0	0	0	0	1	1	4	1
8:15 AM	0	0	0	1	3	6	0	0
8:30 AM	0	0	0	0	3	1	0	1
8:45 AM	0	0	0	3	1	2	2	0
9:00 AM	0	0	2	0	0	3	0	1
9:15 AM	0	0	1	2	1	0	1	1
9:30 AM	0	0	0	1	1	0	0	0
9:45 AM	0	0	0	2	1	2	0	3
TOTALS	**0**	**0**	**5**	**18**	**19**	**37**	**12**	**12**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0
7:30 AM	0	0	0	0	0	2	0	0
7:45 AM	0	0	6	3	0	2	0	0
8:00 AM	0	0	2	0	0	1	0	0
8:15 AM	0	0	0	0	2	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	2	1	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	3	0	0	0
9:45 AM	0	0	0	0	1	1	0	0
TOTALS	**0**	**0**	**8**	**4**	**10**	**7**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	1	0	0	0	1
3:15 PM	0	0	2	6	2	7	7	2
3:30 PM	0	0	4	3	1	2	1	2
3:45 PM	0	0	0	2	4	3	25	2
4:00 PM	0	0	2	0	2	1	5	3
4:15 PM	0	0	0	2	4	4	2	23
4:30 PM	0	0	2	2	2	2	0	0
4:45 PM	0	0	1	3	5	3	3	1
5:00 PM	1	0	0	3	5	6	4	3
5:15 PM	0	0	4	2	2	3	0	1
5:30 PM	0	0	0	1	0	1	3	3
5:45 PM	0	0	0	1	0	0	0	3
TOTALS	**1**	**0**	**15**	**26**	**27**	**32**	**50**	**44**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	1	0	0	0	0
3:15 PM	0	0	2	0	3	0	0	0
3:30 PM	0	0	3	4	3	0	0	0
3:45 PM	0	0	0	0	1	4	0	0
4:00 PM	0	0	0	1	0	1	1	0
4:15 PM	0	0	0	0	0	3	0	0
4:30 PM	0	0	0	0	4	2	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	2	0	2	0	0
5:15 PM	0	0	0	3	2	1	0	0
5:30 PM	0	0	3	2	1	2	0	0
5:45 PM	0	0	0	2	3	0	0	0
TOTALS	**0**	**0**	**8**	**15**	**17**	**15**	**1**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5580-002 **Day:** Wednesday

BIKES

City: Los Angeles **Date:** 9/16/2015

AM

NS/EW Streets:	Glendale Blvd			Glendale Blvd			Court St			Court St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	5
7:15 AM	0	1	0	1	3	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	8	0	0	0	1	1	0	0	11
7:45 AM	0	1	0	0	7	0	0	0	0	0	0	1	9
8:00 AM	0	1	0	0	5	0	0	0	0	0	1	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	1	0	0	5	0	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	6	0	0	0	0	0	0	0	7
9:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
9:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
9:30 AM	0	1	0	0	3	0	0	0	1	0	0	0	5
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	11	0	1	49	0	0	0	2	1	1	1	66
APPROACH %'s :	0.00%	100.00%	0.00%	2.00%	98.00%	0.00%	0.00%	0.00%	100.00%	33.33%	33.33%	33.33%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	4	0	1	23	0	0	0	1	1	1	1	32
PEAK HR FACTOR :		1.000			0.750			0.250			0.750		0.727

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5580-002 **Day:** Wednesday

BIKES

City: Los Angeles **Date:** 9/16/2015

PM

NS/EW Streets:	Glendale Blvd			Glendale Blvd			Court St			Court St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	1	0	0	3	0	0	1	0	0	0	0	5
3:45 PM	1	2	0	0	4	0	0	0	0	0	0	0	7
4:00 PM	1	3	1	0	3	0	0	0	0	0	0	1	9
4:15 PM	1	7	1	1	2	0	1	0	1	0	0	0	14
4:30 PM	0	3	0	0	2	0	0	0	0	0	0	0	5
4:45 PM	0	6	1	0	5	0	0	0	0	0	0	0	12
5:00 PM	0	6	0	0	2	0	0	0	0	1	0	0	9
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	6
5:30 PM	0	3	0	0	1	0	0	0	0	0	0	1	5
5:45 PM	0	3	0	0	5	0	0	0	0	0	0	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	42	3	1	30	0	1	1	1	1	0	2	85
APPROACH %'s :	6.25%	87.50%	6.25%	3.23%	96.77%	0.00%	33.33%	33.33%	33.33%	33.33%	0.00%	66.67%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	1	22	2	1	11	0	1	0	1	1	0	0	40
PEAK HR FACTOR :		0.694			0.600			0.250			0.250		0.714

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Toluca St

East/West 2nd St

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	7	69	36
BIKES	2	17	86	81
BUSES	0	0	7	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	57	8.15	251	7.15	95	7.45
PM PK 15 MIN	0	0.00	27	15.30	162	15.15	176	17.00
AM PK HOUR	0	0.00	187	7.45	935	7.15	304	7.15
PM PK HOUR	0	0.00	91	15.15	603	15.15	671	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	0	76	128
8-9	68	0	106	174
9-10	31	0	41	72
15-16	25	0	58	83
16-17	28	0	47	75
17-18	32	0	35	67
TOTAL	236	0	363	599

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
128	0	0	0	0
174	0	0	1	2
72	0	0	2	0
83	0	0	1	0
75	0	0	0	1
67	0	0	1	0
599	0	0	5	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	88	844	0	932
8-9	78	782	0	860
9-10	31	701	0	732
15-16	75	504	0	579
16-17	50	487	0	537
17-18	95	504	0	599
TOTAL	417	3822	0	4239

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	256	33	290
8-9	0	235	19	254
9-10	0	226	15	241
15-16	0	468	41	509
16-17	0	527	83	610
17-18	0	514	145	659
TOTAL	1	2226	336	2563

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1222	1	0	47	18
1114	1	0	50	22
973	0	0	20	1
1088	1	1	76	73
1147	0	0	25	27
1258	1	0	25	21
6802	4	1	243	162

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Toluca St and 2nd St , Los Angeles

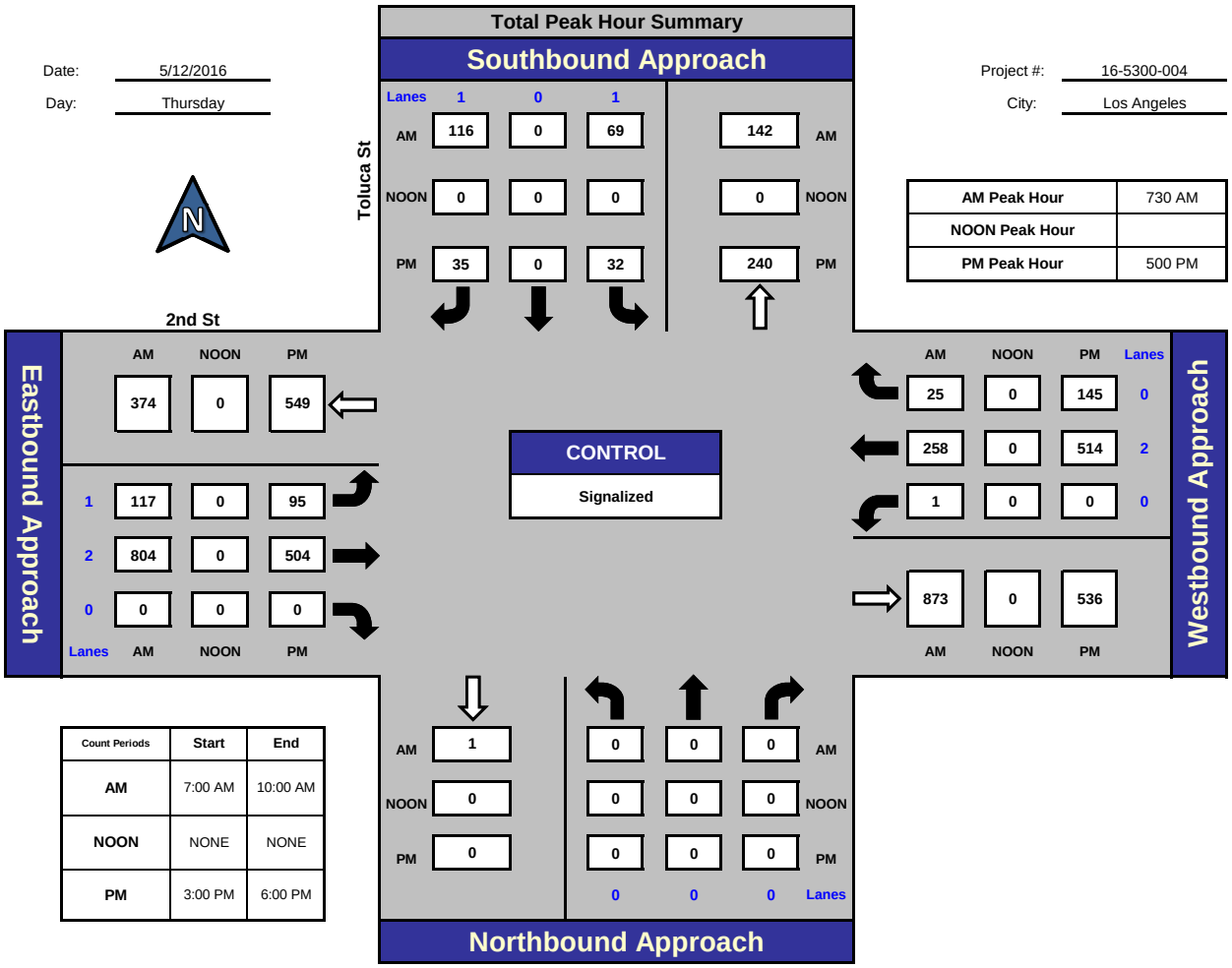
Date: 5/12/2016

Day: Thursday

Project #: 16-5300-004

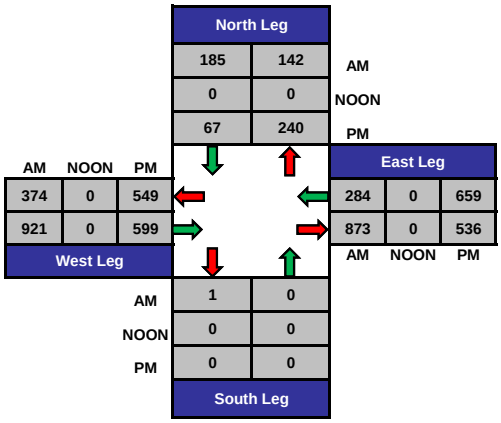
City: Los Angeles

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

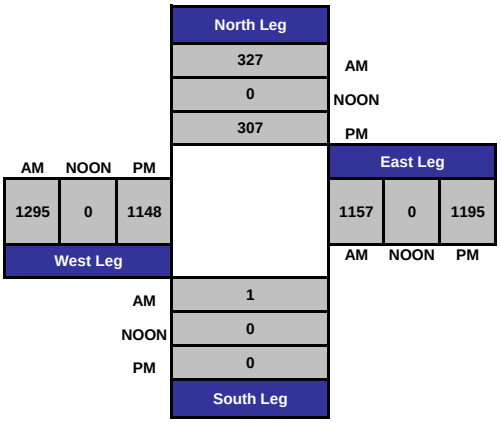


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5300-004
N/S Street: Toluca St
E/W Street: 2nd St
DATE: 5/12/2016 DAY: Thursday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	3	0	0	0
7:15 AM	0	0	0	0	8	3	0	0
7:30 AM	0	0	0	0	8	6	0	0
7:45 AM	0	0	0	0	15	4	1	0
8:00 AM	1	0	0	0	17	5	1	0
8:15 AM	0	0	0	0	9	4	0	0
8:30 AM	0	0	0	0	6	3	0	0
8:45 AM	0	0	0	0	6	0	0	0
9:00 AM	0	1	0	0	1	3	0	0
9:15 AM	0	0	0	0	6	1	0	0
9:30 AM	0	1	0	0	5	3	0	0
9:45 AM	0	0	0	0	0	1	0	0
TOTALS	**1**	**2**	**0**	**0**	**84**	**33**	**2**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	6	2	0	0
7:45 AM	0	0	0	0	10	0	0	0
8:00 AM	1	1	0	0	8	3	0	0
8:15 AM	0	0	0	0	7	1	0	0
8:30 AM	0	0	0	0	3	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	1	0	0
TOTALS	**1**	**1**	**0**	**0**	**34**	**7**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	4	16	0	0
3:15 PM	0	0	0	0	8	32	0	0
3:30 PM	0	0	0	0	3	2	0	0
3:45 PM	0	1	0	0	4	7	0	1
4:00 PM	0	0	0	0	5	2	0	0
4:15 PM	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	0	4	6	0	0
4:45 PM	0	0	0	0	3	4	0	0
5:00 PM	0	0	0	0	2	1	0	0
5:15 PM	0	1	0	0	2	7	0	0
5:30 PM	0	0	0	0	0	9	1	0
5:45 PM	0	0	0	0	1	3	0	0
TOTALS	**0**	**2**	**0**	**0**	**37**	**89**	**1**	**1**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	1	1	0	0
3:15 PM	0	0	0	0	8	49	0	1
3:30 PM	0	0	0	0	4	2	0	0
3:45 PM	0	0	0	0	3	5	0	0
4:00 PM	0	0	0	0	2	6	0	0
4:15 PM	0	0	0	0	1	1	0	0
4:30 PM	1	0	0	0	4	6	0	0
4:45 PM	0	0	0	0	3	4	0	0
5:00 PM	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	2	3	0	0
5:30 PM	0	0	0	0	0	8	0	0
5:45 PM	0	0	0	0	3	4	0	0
TOTALS	**1**	**0**	**0**	**0**	**31**	**90**	**0**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5300-004 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 5/12/2016

AM

NS/EW Streets:	Toluca St			Toluca St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	2	0	0	2	0	
7:00 AM	0	0	0	1	0	0	1	2	0	0	2	2	8
7:15 AM	0	0	0	1	0	0	0	4	0	0	2	0	7
7:30 AM	0	0	0	1	0	0	0	5	0	0	1	2	9
7:45 AM	0	0	0	1	0	0	0	8	0	0	0	2	11
8:00 AM	0	0	0	0	0	0	0	6	0	0	1	0	7
8:15 AM	0	0	0	2	0	0	0	4	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	4	0	0	3	1	8
8:45 AM	0	0	0	0	0	0	0	3	0	0	3	1	7
9:00 AM	0	0	0	1	0	0	0	5	0	0	0	1	7
9:15 AM	0	0	0	0	0	0	0	2	0	0	2	1	5
9:30 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
9:45 AM	0	0	0	1	0	0	0	7	0	0	0	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	8	0	0	1	54	0	0	16	10	89
APPROACH %'s :				100.00%	0.00%	0.00%	1.82%	98.18%	0.00%	0.00%	61.54%	38.46%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	4	0	0	0	23	0	0	2	4	33
PEAK HR FACTOR :		0.000			0.500			0.719			0.500		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5300-004 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 5/12/2016

PM

NS/EW Streets:	Toluca St			Toluca St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	2	0	0	2	0	
3:00 PM	0	1	0	0	0	1	0	4	0	0	0	0	6
3:15 PM	0	1	0	0	0	0	0	2	0	0	6	1	10
3:30 PM	0	0	0	0	0	1	0	2	0	0	4	0	7
3:45 PM	0	0	0	0	0	1	0	3	0	0	3	3	10
4:00 PM	0	0	0	0	1	0	0	2	0	0	6	1	10
4:15 PM	0	0	0	1	0	0	0	3	0	0	0	2	6
4:30 PM	0	0	0	0	0	0	3	1	0	0	3	2	9
4:45 PM	0	0	0	0	0	0	0	2	0	0	3	3	8
5:00 PM	0	0	0	1	0	0	0	3	0	0	5	2	11
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	2	6
5:30 PM	0	0	0	3	0	0	0	4	0	0	4	0	11
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	5	1	3	3	28	0	0	38	17	97
APPROACH %'s :	0.00%	100.00%	0.00%	55.56%	11.11%	33.33%	9.68%	90.32%	0.00%	0.00%	69.09%	30.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	4	0	0	0	9	0	0	13	5	31
PEAK HR FACTOR :		0.000			0.333			0.563			0.643		0.705

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Edgeware Rd

East/West Temple St

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	7	16	79	47
BIKES	2	8	13	21
BUSES	0	50	64	51

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	49	8.00	144	8.00	179	7.45	215	7.45
PM PK 15 MIN	89	17.15	72	17.00	238	17.30	269	17.45
AM PK HOUR	179	7.30	545	8.00	639	7.30	765	7.45
PM PK HOUR	303	17.00	251	17.00	849	17.00	973	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	69	47	154
8-9	37	59	53	149
9-10	11	25	17	53
15-16	28	72	32	132
16-17	20	120	40	180
17-18	30	246	27	303
TOTAL	164	591	216	971

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	199	93	85	377
8-9	318	92	135	545
9-10	184	24	81	289
15-16	119	54	59	232
16-17	109	49	55	213
17-18	126	56	69	251
TOTAL	1055	368	484	1907

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
531	65	13	13	0
694	81	11	44	1
342	26	0	12	0
364	96	26	52	0
393	51	3	29	0
554	48	3	25	0
2878	367	56	175	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	486	57	554
8-9	13	438	52	503
9-10	38	347	12	397
15-16	71	556	33	660
16-17	96	583	36	715
17-18	121	688	40	849
TOTAL	350	3098	230	3678

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	562	103	694
8-9	30	571	121	722
9-10	9	511	97	617
15-16	17	608	166	791
16-17	3	570	267	840
17-18	3	598	372	973
TOTAL	91	3420	1126	4637

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1248	58	8	48	11
1225	72	6	74	6
1014	24	2	30	0
1451	111	5	62	25
1555	32	2	43	3
1822	72	13	41	5
8315	369	36	298	50

ITM Peak Hour Summary

Prepared by:

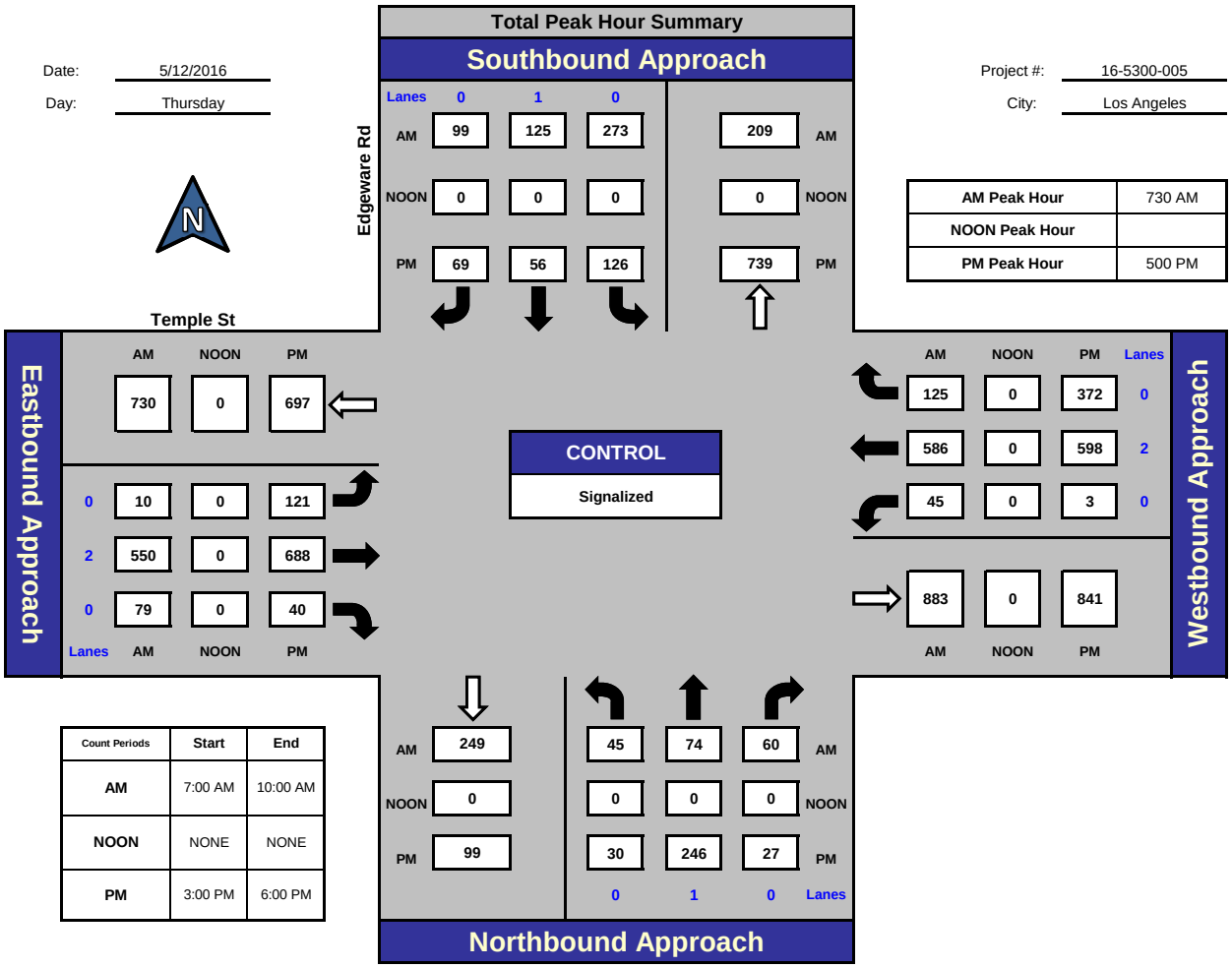
National Data & Surveying Services

Edgeware Rd and Temple St , Los Angeles

Date: 5/12/2016
Day: Thursday

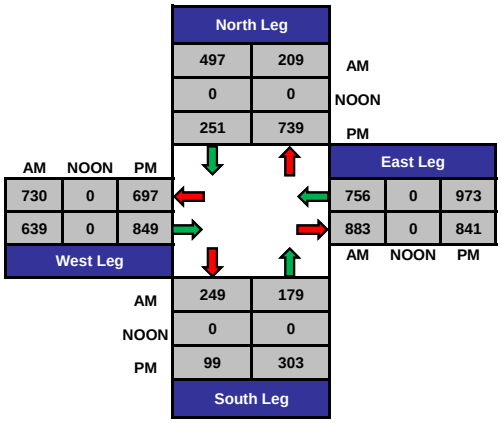
Project #: 16-5300-005
City: Los Angeles

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

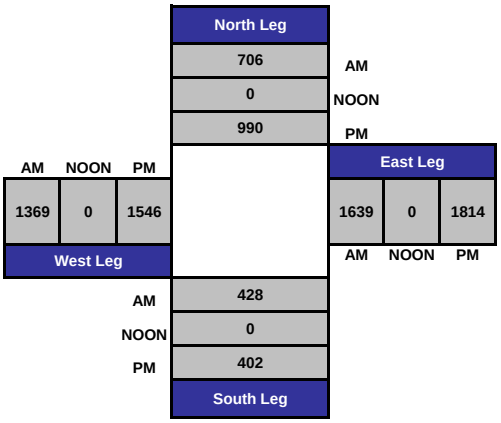


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5300-005
N/S Street: Edgeware Rd
E/W Street: Temple St
DATE: 5/12/2016 DAY: Thursday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	3	3	3	0	6	0
7:15 AM	0	2	4	7	7	2	8	3
7:30 AM	4	0	11	9	11	8	9	8
7:45 AM	3	2	8	20	5	12	6	18
8:00 AM	10	11	27	14	11	20	13	22
8:15 AM	4	2	16	6	8	3	5	8
8:30 AM	3	5	5	5	10	6	5	6
8:45 AM	6	3	3	5	3	13	9	4
9:00 AM	2	1	3	3	2	4	4	1
9:15 AM	1	2	0	3	3	7	3	5
9:30 AM	0	3	4	1	5	3	2	3
9:45 AM	2	1	6	6	0	6	5	1
TOTALS	**36**	**33**	**90**	**82**	**68**	**84**	**75**	**79**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	1	0	0	0
7:15 AM	0	0	0	2	2	1	1	0
7:30 AM	0	0	2	1	4	1	0	1
7:45 AM	0	0	0	7	1	1	0	6
8:00 AM	0	1	2	6	0	4	0	4
8:15 AM	0	0	1	1	2	0	0	1
8:30 AM	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	2	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**6**	**18**	**10**	**7**	**3**	**13**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	21	5	15	5	9	8	16
3:15 PM	4	8	12	21	11	8	20	9
3:30 PM	7	4	12	9	6	9	17	15
3:45 PM	1	6	8	14	10	4	20	6
4:00 PM	1	4	1	9	2	7	3	5
4:15 PM	4	5	5	4	2	8	4	3
4:30 PM	6	3	8	16	5	8	6	8
4:45 PM	4	2	4	4	0	11	1	2
5:00 PM	1	5	2	7	7	4	13	4
5:15 PM	8	6	7	9	3	10	12	11
5:30 PM	0	3	2	10	1	1	10	6
5:45 PM	2	0	4	7	8	7	8	8
TOTALS	**39**	**67**	**70**	**125**	**60**	**86**	**122**	**93**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	1	3	0	1	1	0
3:15 PM	0	0	3	8	7	0	1	0
3:30 PM	0	0	4	3	0	3	2	1
3:45 PM	0	0	0	4	8	6	0	0
4:00 PM	0	0	0	1	0	2	1	0
4:15 PM	0	0	1	1	0	0	1	0
4:30 PM	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	1	0
5:15 PM	0	0	2	0	3	0	6	2
5:30 PM	0	0	0	0	0	0	3	0
5:45 PM	0	0	0	1	0	0	1	0
TOTALS	**0**	**0**	**11**	**21**	**20**	**13**	**17**	**3**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5300-005 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 5/12/2016

AM

NS/EW Streets:	Edgeware Rd			Edgeware Rd			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	1	1	1	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	2	0	0	0	2	0	0	0	0	4
9:15 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	0	3	0	2	1	6	0	0	5	3	21
APPROACH %'s :	0.00%	100.00%	0.00%	60.00%	0.00%	40.00%	14.29%	85.71%	0.00%	0.00%	62.50%	37.50%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	2	0	0	4	1	8
PEAK HR FACTOR :		0.000			0.250			0.500			0.417		0.667

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5300-005 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 5/12/2016

PM

NS/EW Streets:	Edgeware Rd			Edgeware Rd			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
3:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	1	0	0	0	1	1	3
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	1	0	0	0	1	0	0	0	1	3
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	1	3	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	0	1	1	1	3	3	0	1	10	2	23
APPROACH %'s :	0.00%	100.00%	0.00%	33.33%	33.33%	33.33%	50.00%	50.00%	0.00%	7.69%	76.92%	15.38%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	1	0	1	5	0	8
PEAK HR FACTOR :		0.000			0.250			0.250			0.375		0.400

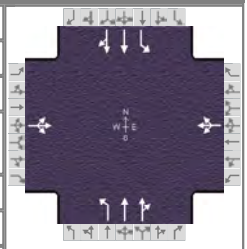
CONTROL : Signalized

Overland Traffic Consultants, Inc.

Existing and Existing + Project

HCS7 Signalized Intersection Results Summary

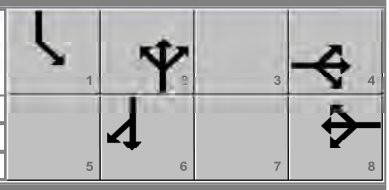
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING AM PEAK	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court ex am.xus		
Project Description	Existing AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	10	3	48	11	35	7	645	14	2	1395	0

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	95.7	9.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



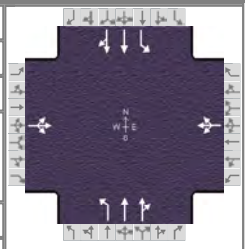
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		14.9		14.9		100.7	4.4	105.1
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.3		3.3		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		2.9		10.2			2.1	
Green Extension Time (*g e*), s		0.1		0.0		0.0	0.0	0.0
Phase Call Probability		0.97		0.97			0.06	
Max Out Probability		0.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		0			94		7	331	328	2	1395	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1349		354	1710	1693	1629	1710	0
Queue Service Time (*g s*), s		0.0			7.1		0.7	5.8	5.8	0.1	13.7	0.0
Cycle Queue Clearance Time (*g c*), s		0.0			8.2		10.0	5.8	5.8	0.1	13.7	0.0
Green Ratio (*g/C*)					0.08		0.80	0.80	0.80	0.00	0.83	
Capacity (*c*), veh/h					157		314	1363	1350	5	2851	
Volume-to-Capacity Ratio (*X*)		0.000			0.598		0.022	0.243	0.243	0.377	0.489	0.000
Back of Queue (*Q*), ft/ln (85 th percentile)		0			114.2		2.5	74.6	74.1	3.8	123.5	0
Back of Queue (*Q*), veh/ln (85 th percentile)		0.0			4.6		0.1	3.0	3.0	0.2	4.9	0.0
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.04	0.00	0.00	0.06	0.00	0.00
Uniform Delay (*d 1*), s/veh					54.1		4.8	3.1	3.1	59.7	2.8	
Incremental Delay (*d 2*), s/veh		0.0			1.4		0.1	0.4	0.4	15.6	0.6	0.0
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					55.5		5.0	3.5	3.5	75.3	3.4	
Level of Service (LOS)					E		A	A	A	E	A	
Approach Delay, s/veh / LOS	51.0	D		55.5	E		3.5	A		3.5	A	
Intersection Delay, s/veh / LOS	6.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.61	B	1.59	B
Bicycle LOS Score / LOS	0.51	A	0.64	A	1.04	A	1.64	B

HCS7 Signalized Intersection Results Summary

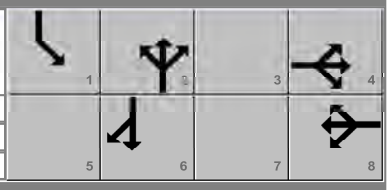
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING AM PEAK + PROJECT	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court ex am PLUS.xus		
Project Description	Existing AM Peak + Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	10	3	50	11	43	7	645	14	5	1395	0

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	94.2	10.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



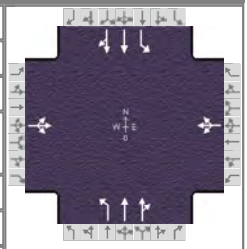
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		15.8		15.8		99.2	4.9	104.2
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.3		3.3		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		2.9		11.0			2.4	
Green Extension Time (*g e*), s		0.1		0.1		0.0	0.0	0.0
Phase Call Probability		0.98		0.98			0.15	
Max Out Probability		0.00		0.42			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		0			104		7	331	328	5	1395	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1358		354	1710	1693	1629	1710	0
Queue Service Time (*g s*), s		0.0			7.7		0.7	6.2	6.2	0.4	14.4	0.0
Cycle Queue Clearance Time (*g c*), s		0.0			9.0		10.2	6.2	6.2	0.4	14.4	0.0
Green Ratio (*g/C*)					0.09		0.79	0.79	0.79	0.01	0.83	
Capacity (*c*), veh/h					167		310	1343	1329	13	2826	
Volume-to-Capacity Ratio (*X*)		0.000			0.622		0.023	0.246	0.247	0.398	0.494	0.000
Back of Queue (*Q*), ft/ln (85 th percentile)		0			123.8		2.7	80.8	80.3	7.9	133	0
Back of Queue (*Q*), veh/ln (85 th percentile)		0.0			5.0		0.1	3.2	3.2	0.3	5.3	0.0
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.04	0.00	0.00	0.13	0.00	0.00
Uniform Delay (*d 1*), s/veh					53.6		5.3	3.4	3.4	59.3	3.1	
Incremental Delay (*d 2*), s/veh		0.0			1.4		0.1	0.4	0.4	7.4	0.6	0.0
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					55.0		5.4	3.9	3.9	66.7	3.7	
Level of Service (LOS)					E		A	A	A	E	A	
Approach Delay, s/veh / LOS	50.1	D		55.0	E		3.9	A		3.9	A	
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.61	B	1.60	B
Bicycle LOS Score / LOS	0.51	A	0.66	A	1.04	A	1.64	B

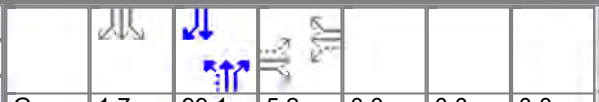
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING PM PEAK	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court ex PM.xus		
Project Description	Existing PM Peak				

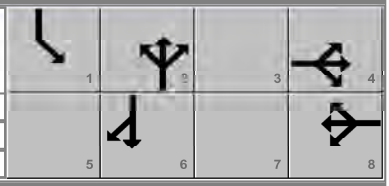


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	5	11	13	2	25	8	1305	16	10	904	4

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	99.1	5.2	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



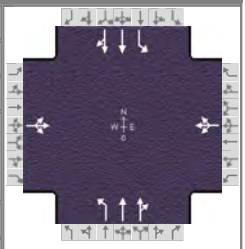
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		10.2		10.2		104.1	5.7	109.8
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.5		3.5		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		3.7		5.5			2.7	
Green Extension Time (*g e*), s		0.1		0.0		0.0	0.0	0.0
Phase Call Probability		0.86		0.86			0.28	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		20			40		8	662	659	10	454	454
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1407			1330		558	1710	1700	1629	1710	1706
Queue Service Time (*g s*), s		0.0			1.8		0.3	13.2	13.2	0.7	5.5	5.5
Cycle Queue Clearance Time (*g c*), s		1.7			3.5		0.3	13.2	13.2	0.7	5.5	5.5
Green Ratio (*g/C*)		0.04			0.04		0.83	0.83	0.83	0.01	0.87	0.87
Capacity (*c*), veh/h		97			97		521	1412	1404	23	1494	1490
Volume-to-Capacity Ratio (*X*)		0.207			0.411		0.015	0.469	0.469	0.432	0.304	0.304
Back of Queue (*Q*), ft/ln (85 th percentile)		26.8			54.6		1.3	131.2	130.7	14.8	40.5	40.4
Back of Queue (*Q*), veh/ln (85 th percentile)		1.1			2.2		0.1	5.2	5.2	0.6	1.6	1.6
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.02	0.00	0.00	0.25	0.00	0.00
Uniform Delay (*d 1*), s/veh		55.7			56.5		1.9	3.0	3.0	58.7	1.3	1.3
Incremental Delay (*d 2*), s/veh		0.4			1.0		0.1	1.1	1.1	4.7	0.5	0.5
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.1			57.5		1.9	4.1	4.1	63.3	1.8	1.8
Level of Service (LOS)		E			E		A	A	A	E	A	A
Approach Delay, s/veh / LOS	56.1	E		57.5	E		4.1	A		2.5	A	
Intersection Delay, s/veh / LOS	4.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.60	B	1.57	B
Bicycle LOS Score / LOS	0.52	A	0.55	A	1.58	B	1.24	A

HCS7 Signalized Intersection Results Summary

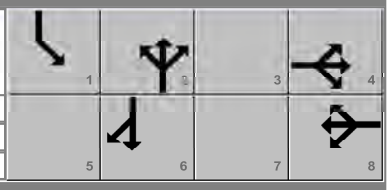
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING + PROJECT PM PEAK	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court ex pm PLUS.xus		
Project Description	Existing PM Peak + PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	5	11	15	2	30	8	1305	16	18	904	4

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.7	97.8	5.4	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



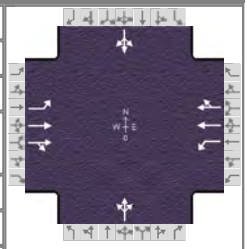
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		10.4		10.4		102.8	6.7	109.6
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.5		3.5		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		3.7		6.1			3.3	
Green Extension Time (*g e*), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.89		0.89			0.45	
Max Out Probability		1.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		20			47		8	662	659	18	454	454
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1429			1332		558	1710	1700	1629	1710	1706
Queue Service Time (*g s*), s		0.0			2.4		0.3	14.0	14.0	1.3	5.6	5.6
Cycle Queue Clearance Time (*g c*), s		1.7			4.1		0.3	14.0	14.0	1.3	5.6	5.6
Green Ratio (*g/C*)		0.05			0.05		0.82	0.82	0.82	0.02	0.87	0.87
Capacity (*c*), veh/h		101			100		515	1394	1386	37	1490	1487
Volume-to-Capacity Ratio (*X*)		0.198			0.470		0.016	0.475	0.475	0.489	0.305	0.305
Back of Queue (*Q*), ft/ln (85 th percentile)		26.7			64.4		1.5	143.9	143.3	25.8	42.8	42.7
Back of Queue (*Q*), veh/ln (85 th percentile)		1.1			2.6		0.1	5.8	5.7	1.0	1.7	1.7
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.02	0.00	0.00	0.43	0.00	0.00
Uniform Delay (*d 1*), s/veh		55.5			56.6		2.1	3.3	3.3	58.0	1.4	1.4
Incremental Delay (*d 2*), s/veh		0.4			1.3		0.1	1.2	1.2	3.7	0.5	0.5
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		55.8			57.8		2.1	4.5	4.5	61.7	1.9	1.9
Level of Service (LOS)		E			E		A	A	A	E	A	A
Approach Delay, s/veh / LOS	55.8	E		57.8	E		4.5	A		3.0	A	
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.60	B	1.57	B
Bicycle LOS Score / LOS	0.52	A	0.57	A	1.58	B	1.25	A

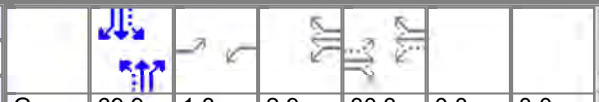
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING AM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware ex am.xus		
Project Description	Existing AM Peak				

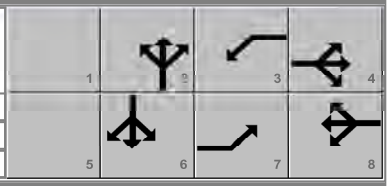


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	578	83	47	616	131	47	78	63	287	131	104

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	69.9	1.8	2.9	30.3	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	1.0	1.0	0.0	1.0	0.0	0.0



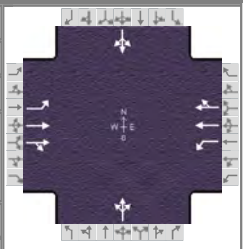
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	6.8	35.3	9.7	38.2		74.9		74.9
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	2.6	25.7	4.5	30.2				
Green Extension Time (g_e), s	0.0	3.0	0.0	3.0		0.0		0.0
Phase Call Probability	0.31	1.00	0.79	1.00				
Max Out Probability	0.00	0.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	11	353	308	47	417	330		188			522	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1473	1629	1710	1344		1407			1261	
Queue Service Time (g_s), s	0.6	23.3	23.7	2.5	28.0	28.2		0.0			28.8	
Cycle Queue Clearance Time (g_c), s	0.6	23.3	23.7	2.5	28.0	28.2		6.8			35.6	
Green Ratio (*g/C*)	0.27	0.25	0.25	0.29	0.28	0.28		0.58			0.58	
Capacity (*c*), veh/h	101	432	372	164	474	372		857			781	
Volume-to-Capacity Ratio (*X*)	0.108	0.817	0.827	0.287	0.881	0.886		0.219			0.668	
Back of Queue (*Q*), ft/ln (85 th percentile)	10.8	328.7	293.3	45.2	386.1	316.7		101.7			341.8	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	13.1	11.7	1.8	15.4	12.7		4.1			13.7	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.18	0.00	0.00	0.75	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	35.5	42.2	42.3	33.4	41.5	41.6		11.9			18.0	
Incremental Delay (d_2), s/veh	0.2	1.5	1.8	0.4	2.2	2.9		0.6			4.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	35.7	43.7	44.2	33.8	43.6	44.4		12.4			22.5	
Level of Service (LOS)	D	D	D	C	D	D		B			C	
Approach Delay, s/veh / LOS	43.8	D		43.4	D		12.4	B		22.5	C	
Intersection Delay, s/veh / LOS	35.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.25	B	2.25	B
Bicycle LOS Score / LOS	1.04	A	1.14	A	0.80	A	1.35	A

HCS7 Signalized Intersection Results Summary

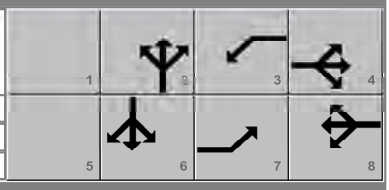
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING + PROJECT AM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware ex am PLUS PROJECT.xus		
Project Description	Existing + Project AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	580	83	48	616	131	47	80	63	287	132	104

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	69.9	1.8	2.9	30.3	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	1.0	1.0	0.0	1.0	0.0	0.0



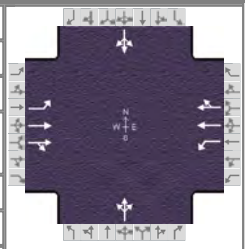
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	6.8	35.3	9.8	38.2		74.9		74.9
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	2.6	25.8	4.6	30.2				
Green Extension Time (g_e), s	0.0	3.0	0.0	3.0		0.0		0.0
Phase Call Probability	0.31	1.00	0.80	1.00				
Max Out Probability	0.00	0.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	11	354	309	48	417	330		190			523	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1473	1629	1710	1344		1409			1260	
Queue Service Time (g_s), s	0.6	23.4	23.8	2.6	28.0	28.2		0.0			28.9	
Cycle Queue Clearance Time (g_c), s	0.6	23.4	23.8	2.6	28.0	28.2		6.9			35.8	
Green Ratio (*g/C*)	0.27	0.25	0.25	0.29	0.28	0.28		0.58			0.58	
Capacity (*c*), veh/h	102	432	372	163	474	372		858			780	
Volume-to-Capacity Ratio (*X*)	0.108	0.820	0.830	0.294	0.881	0.886		0.221			0.670	
Back of Queue (*Q*), ft/ln (85 th percentile)	10.8	330.2	294.7	46.3	386.1	316.7		102.6			343	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	13.2	11.8	1.9	15.4	12.7		4.1			13.7	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.18	0.00	0.00	0.77	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	35.5	42.3	42.4	33.5	41.5	41.6		11.9			18.0	
Incremental Delay (d_2), s/veh	0.2	1.5	1.9	0.4	2.2	2.9		0.6			4.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	35.7	43.8	44.3	33.8	43.6	44.4		12.5			22.6	
Level of Service (LOS)	D	D	D	C	D	D		B			C	
Approach Delay, s/veh / LOS	43.9	D		43.4	D		12.5	B		22.6	C	
Intersection Delay, s/veh / LOS	35.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.25	B	2.25	B
Bicycle LOS Score / LOS	1.04	A	1.14	A	0.80	A	1.35	A

HCS7 Signalized Intersection Results Summary

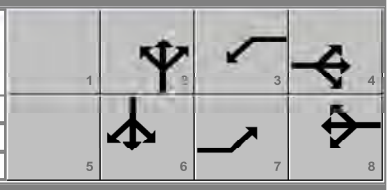
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING PM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware ex PM.xus		
Project Description	Existing PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	723	42	3	628	391	32	259	28	132	59	73

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	51.0	0.6	2.0	46.4	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



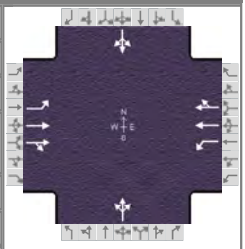
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	12.6	58.4	5.6	51.4		56.0		56.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2		0.0		0.0
Queue Clearance Time (g_s), s	7.4	22.1	2.1	42.1				
Green Extension Time (g_e), s	0.2	4.3	0.0	4.3		0.0		0.0
Phase Call Probability	0.99	1.00	0.10	1.00				
Max Out Probability	0.00	0.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	127	396	369	3	602	417		319			264	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1590	1629	1710	1183		1614			1085	
Queue Service Time (g_s), s	5.4	20.1	20.1	0.1	40.0	40.1		0.0			9.6	
Cycle Queue Clearance Time (g_c), s	5.4	20.1	20.1	0.1	40.0	40.1		16.3			24.7	
Green Ratio (*g/C*)	0.47	0.45	0.45	0.39	0.39	0.39		0.43			0.43	
Capacity (*c*), veh/h	187	762	708	228	660	457		719			506	
Volume-to-Capacity Ratio (*X*)	0.681	0.520	0.521	0.013	0.912	0.912		0.444			0.522	
Back of Queue (*Q*), ft/ln (85 th percentile)	90.1	272.4	256.7	2.3	518.6	377.4		235.7			223.2	
Back of Queue (*Q*), veh/ln (85 th percentile)	3.6	10.9	10.3	0.1	20.7	15.1		9.4			8.9	
Queue Storage Ratio (*RQ*) (85 th percentile)	1.50	0.00	0.00	0.04	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	27.8	24.0	24.0	23.4	34.9	34.9		24.5			27.2	
Incremental Delay (d_2), s/veh	1.6	0.2	0.2	0.0	2.1	3.0		2.0			3.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	29.4	24.2	24.3	23.4	37.0	37.9		26.5			31.0	
Level of Service (LOS)	C	C	C	C	D	D		C			C	
Approach Delay, s/veh / LOS	25.0	C		37.4	D		26.5	C		31.0	C	
Intersection Delay, s/veh / LOS	30.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.70	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	1.22	A	1.33	A	1.01	A	0.92	A

HCS7 Signalized Intersection Results Summary

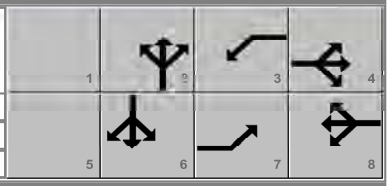
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	EXISTING+ Project PM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware ex + Project PM.xus		
Project Description	Existing + Project PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	723	42	5	628	391	32	260	29	132	61	73

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	51.0	0.9	1.7	46.4	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



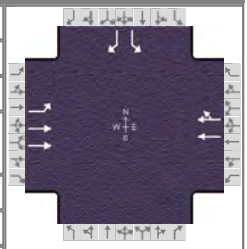
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	12.6	58.1	5.9	51.4		56.0		56.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2		0.0		0.0
Queue Clearance Time (g_s), s	7.4	22.2	2.2	42.1				
Green Extension Time (g_e), s	0.2	4.3	0.0	4.3		0.0		0.0
Phase Call Probability	0.99	1.00	0.15	1.00				
Max Out Probability	0.00	0.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	127	396	369	5	602	417		321			266	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1590	1629	1710	1183		1613			1085	
Queue Service Time (g_s), s	5.4	20.2	20.2	0.2	40.0	40.1		0.0			9.7	
Cycle Queue Clearance Time (g_c), s	5.4	20.2	20.2	0.2	40.0	40.1		16.4			24.9	
Green Ratio (*g/C*)	0.47	0.44	0.44	0.39	0.39	0.39		0.43			0.43	
Capacity (*c*), veh/h	187	757	704	231	660	457		718			506	
Volume-to-Capacity Ratio (*X*)	0.681	0.523	0.524	0.022	0.912	0.912		0.447			0.526	
Back of Queue (*Q*), ft/ln (85 th percentile)	90.1	274.4	258.3	3.9	518.6	377.4		237.3			225.2	
Back of Queue (*Q*), veh/ln (85 th percentile)	3.6	11.0	10.3	0.2	20.7	15.1		9.5			9.0	
Queue Storage Ratio (*RQ*) (85 th percentile)	1.50	0.00	0.00	0.06	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	27.8	24.3	24.3	23.3	34.9	34.9		24.6			27.3	
Incremental Delay (d_2), s/veh	1.6	0.2	0.2	0.0	2.1	3.0		2.0			3.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	29.4	24.5	24.5	23.3	37.0	37.9		26.6			31.2	
Level of Service (LOS)	C	C	C	C	D	D		C			C	
Approach Delay, s/veh / LOS	25.2	C		37.3	D		26.6	C		31.2	C	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.70	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	1.22	A	1.33	A	1.02	A	0.93	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	AM EXISTING PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca ex am.xus		
Project Description	Existing AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	154	845			271	29				90		122

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	12.7	53.3	10.0	0.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8		

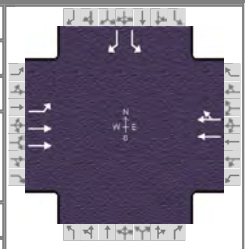
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	16.7	75.0		58.3				15.0
Change Period, ($Y+R_c$), s	4.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.8
Queue Clearance Time (g_s), s	9.2							8.7
Green Extension Time (g_e), s	0.3	0.0		0.0				0.2
Phase Call Probability	0.98							1.00
Max Out Probability	0.00							0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	154	845			152	148				90		122
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1824				1810		1574
Queue Service Time (g_s), s	7.2	6.1			7.0	3.2				4.2		6.7
Cycle Queue Clearance Time (g_c), s	7.2	6.1			7.0	3.2				4.2		6.7
Green Ratio (*g/C*)	0.14	0.78			0.59	0.59				0.11		0.11
Capacity (*c*), veh/h	256	2816			1126	1081				200		174
Volume-to-Capacity Ratio (*X*)	0.602	0.300			0.135	0.137				0.450		0.701
Back of Queue (*Q*), ft/ln (50 th percentile)	78.7	36.1			31.1	30.5				46.1		65.5
Back of Queue (*Q*), veh/ln (50 th percentile)	3.1	1.4			1.2	1.2				1.8		2.6
Queue Storage Ratio (*RQ*) (50 th percentile)	1.31	0.00			0.00	0.00				0.46		0.65
Uniform Delay (d_1), s/veh	36.3	2.9			8.1	8.1				37.5		38.6
Incremental Delay (d_2), s/veh	0.8	0.3			0.2	0.3				0.6		1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	37.1	3.2			8.4	8.4				38.1		40.5
Level of Service (LOS)	D	A			A	A				D		D
Approach Delay, s/veh / LOS	8.4	A		8.4	A		0.0			39.5	D	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.88	B	2.15	B	2.31	B
Bicycle LOS Score / LOS	1.31	A	0.74	A				F

HCS7 Signalized Intersection Results Summary

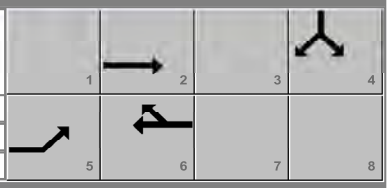
General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	AM EXISTING + PROJECT PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca ex + PROJECT am.xus		
Project Description	Existing + PROJECT AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	154	845			271	30				94		123

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	12.7	53.3	10.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



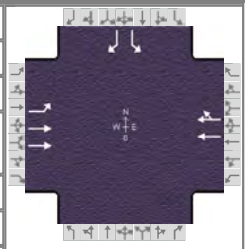
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	16.7	75.0		58.3				15.0
Change Period, ($Y+R_c$), s	4.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.8
Queue Clearance Time (g_s), s	9.2							8.8
Green Extension Time (g_e), s	0.3	0.0		0.0				0.2
Phase Call Probability	0.98							1.00
Max Out Probability	0.00							0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	154	845			152	149				94		123
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1822				1810		1574
Queue Service Time (g_s), s	7.2	6.1			7.2	3.3				4.4		6.8
Cycle Queue Clearance Time (g_c), s	7.2	6.1			7.2	3.3				4.4		6.8
Green Ratio (*g/C*)	0.14	0.78			0.59	0.59				0.11		0.11
Capacity (*c*), veh/h	256	2815			1126	1080				200		174
Volume-to-Capacity Ratio (*X*)	0.602	0.300			0.135	0.138				0.470		0.706
Back of Queue (*Q*), ft/ln (50 th percentile)	78.7	36.1			31.2	30.6				48.3		66.1
Back of Queue (*Q*), veh/ln (50 th percentile)	3.1	1.4			1.2	1.2				1.9		2.6
Queue Storage Ratio (*RQ*) (50 th percentile)	1.31	0.00			0.00	0.00				0.48		0.66
Uniform Delay (d_1), s/veh	36.3	2.9			8.1	8.1				37.5		38.6
Incremental Delay (d_2), s/veh	0.8	0.3			0.2	0.3				0.6		2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	37.1	3.2			8.4	8.4				38.2		40.6
Level of Service (LOS)	D	A			A	A				D		D
Approach Delay, s/veh / LOS	8.4	A		8.4	A		0.0			39.5	D	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.88	B	2.15	B	2.31	B
Bicycle LOS Score / LOS	1.31	A	0.74	A				F

HCS7 Signalized Intersection Results Summary

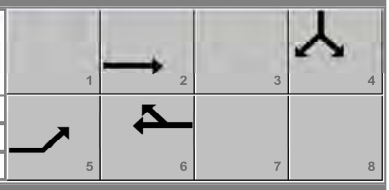
General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	PM EXISTING PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca ex pm.xus		
Project Description	Existing PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	530			540	156				46		37

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	12.4	54.9	8.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



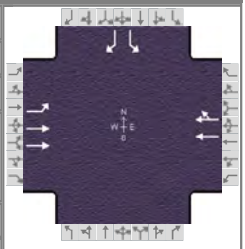
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	16.4	76.3		59.9				13.7
Change Period, (*Y+R c*), s	4.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.7
Queue Clearance Time (*g s*), s	7.6							4.1
Green Extension Time (*g e*), s	0.1	0.0		0.0				0.0
Phase Call Probability	0.95							0.87
Max Out Probability	0.00							0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	121	530			364	332				46		37
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1723				1810		1570
Queue Service Time (*g s*), s	5.6	3.2			8.8	8.4				2.1		2.0
Cycle Queue Clearance Time (*g c*), s	5.6	3.2			8.8	8.4				2.1		2.0
Green Ratio (*g/C*)	0.14	0.79			0.61	0.61				0.10		0.10
Capacity (*c*), veh/h	249	2864			1159	1051				176		153
Volume-to-Capacity Ratio (*X*)	0.487	0.185			0.314	0.316				0.262		0.243
Back of Queue (*Q*), ft/ln (50 th percentile)	60.8	17.8			80.5	74.3				23.3		18.7
Back of Queue (*Q*), veh/ln (50 th percentile)	2.4	0.7			3.2	3.0				0.9		0.7
Queue Storage Ratio (*RQ*) (50 th percentile)	1.01	0.00			0.00	0.00				0.23		0.19
Uniform Delay (*d 1*), s/veh	35.9	2.3			8.5	8.5				37.6		37.6
Incremental Delay (*d 2*), s/veh	0.5	0.1			0.7	0.8				0.3		0.3
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	36.4	2.4			9.2	9.3				37.9		37.9
Level of Service (LOS)	D	A			A	A				D		D
Approach Delay, s/veh / LOS	8.7	A		9.2	A		0.0			37.9	D	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.87	B	2.15	B	2.31	B
Bicycle LOS Score / LOS	1.02	A	1.06	A				F

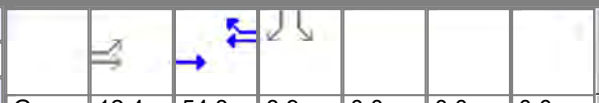
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	PM EXISTING + PROJECT PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca ex + PROJECT pm.xus		
Project Description	Existing + Project PM Peak Hour				

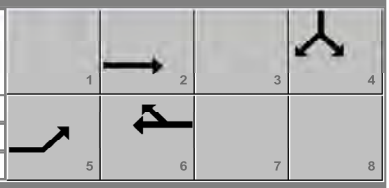


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	530			540	157				49		38

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off



Green	12.4	54.8	8.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	16.4	76.1		59.8				13.9
Change Period, ($Y+R_c$), s	4.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.7
Queue Clearance Time (g_s), s	7.6							4.3
Green Extension Time (g_e), s	0.1	0.0		0.0				0.0
Phase Call Probability	0.95							0.89
Max Out Probability	0.00							0.01

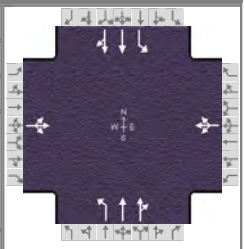
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	121	530			364	333				49		38
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1722				1810		1570
Queue Service Time (g_s), s	5.6	3.2			8.8	8.4				2.3		2.0
Cycle Queue Clearance Time (g_c), s	5.6	3.2			8.8	8.4				2.3		2.0
Green Ratio (*g/C*)	0.14	0.79			0.61	0.61				0.10		0.10
Capacity (*c*), veh/h	249	2859			1156	1048				178		155
Volume-to-Capacity Ratio (*X*)	0.487	0.185			0.315	0.317				0.275		0.246
Back of Queue (*Q*), ft/ln (50 th percentile)	60.8	18			81.1	74.7				24.8		19.2
Back of Queue (*Q*), veh/ln (50 th percentile)	2.4	0.7			3.2	3.0				1.0		0.8
Queue Storage Ratio (*RQ*) (50 th percentile)	1.01	0.00			0.00	0.00				0.25		0.19
Uniform Delay (d_1), s/veh	35.9	2.3			8.5	8.5				37.6		37.5
Incremental Delay (d_2), s/veh	0.5	0.1			0.7	0.8				0.3		0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	36.4	2.5			9.2	9.3				37.9		37.8
Level of Service (LOS)	D	A			A	A				D		D
Approach Delay, s/veh / LOS	8.8	A		9.3	A		0.0			37.8	D	
Intersection Delay, s/veh / LOS	10.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.87	B	2.15	B	2.31	B
Bicycle LOS Score / LOS	1.02	A	1.06	A				F

Future and Future + Project

HCS7 Signalized Intersection Results Summary

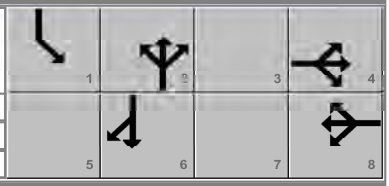
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE WITHOUT PROJECT AM PEAK	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court FUTURE WO am.xus		
Project Description	Future Without Project AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	10	3	70	11	106	8	771	18	14	1575	0

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	85.5	18.3	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



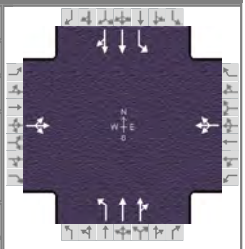
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		23.3		23.3		90.5	6.2	96.7
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.3		3.3		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		2.8		17.9			3.0	
Green Extension Time (*g e*), s		0.4		0.4		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			0.37	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		0			187		8	397	392	14	1575	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1381		297	1710	1692	1629	1710	0
Queue Service Time (*g s*), s		0.0			13.7		1.4	10.4	10.4	1.0	24.1	0.0
Cycle Queue Clearance Time (*g c*), s		0.0			15.9		19.4	10.4	10.4	1.0	24.1	0.0
Green Ratio (*g/C*)					0.15		0.71	0.71	0.71	0.02	0.76	
Capacity (*c*), veh/h					251		227	1218	1205	30	2614	
Volume-to-Capacity Ratio (*X*)		0.000			0.744		0.035	0.326	0.326	0.461	0.602	0.000
Back of Queue (*Q*), ft/ln (85 th percentile)		0			199.2		5.1	139	137.9	20.3	252.4	0
Back of Queue (*Q*), veh/ln (85 th percentile)		0.0			8.0		0.2	5.6	5.5	0.8	10.1	0.0
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.08	0.00	0.00	0.34	0.00	0.00
Uniform Delay (*d 1*), s/veh					49.7		11.8	6.5	6.5	58.3	6.2	
Incremental Delay (*d 2*), s/veh		0.0			1.6		0.3	0.7	0.7	4.0	1.0	0.0
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					51.4		12.1	7.2	7.2	62.3	7.2	
Level of Service (LOS)					D		B	A	A	E	A	
Approach Delay, s/veh / LOS	43.5	D		51.4	D		7.2	A		7.7	A	
Intersection Delay, s/veh / LOS	10.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.64	B	1.62	B
Bicycle LOS Score / LOS	0.51	A	0.80	A	1.15	A	1.80	B

HCS7 Signalized Intersection Results Summary

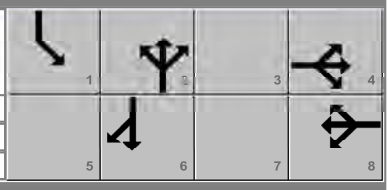
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE WITH PROJECT AM PEAK	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court FUTURE With am.xus		
Project Description	Future With Project AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	10	3	72	11	114	8	771	18	17	1575	0

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.6	84.3	19.1	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



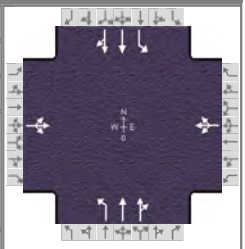
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		24.1		24.1		89.3	6.6	95.9
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.3		3.3		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		2.8		18.7			3.2	
Green Extension Time (*g e*), s		0.4		0.4		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			0.43	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		0			197		8	397	392	17	1575	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1382		297	1710	1692	1629	1710	0
Queue Service Time (*g s*), s		0.0			14.4		1.5	10.8	10.8	1.2	24.9	0.0
Cycle Queue Clearance Time (*g c*), s		0.0			16.7		19.8	10.8	10.8	1.2	24.9	0.0
Green Ratio (*g/C*)					0.16		0.70	0.70	0.70	0.02	0.76	
Capacity (*c*), veh/h					261		224	1201	1188	35	2590	
Volume-to-Capacity Ratio (*X*)		0.000			0.754		0.036	0.330	0.330	0.482	0.608	0.000
Back of Queue (*Q*), ft/ln (85 th percentile)		0			207.8		5.2	144.8	143.6	24.5	263.8	0
Back of Queue (*Q*), veh/ln (85 th percentile)		0.0			8.3		0.2	5.8	5.7	1.0	10.6	0.0
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.09	0.00	0.00	0.41	0.00	0.00
Uniform Delay (*d 1*), s/veh					49.3		12.5	6.9	6.9	58.0	6.6	
Incremental Delay (*d 2*), s/veh		0.0			1.7		0.3	0.7	0.7	3.8	1.1	0.0
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					51.0		12.8	7.7	7.7	61.8	7.6	
Level of Service (LOS)					D		B	A	A	E	A	
Approach Delay, s/veh / LOS	42.8	D		51.0	D		7.7	A		8.2	A	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.64	B	1.62	B
Bicycle LOS Score / LOS	0.51	A	0.81	A	1.15	A	1.80	B

HCS7 Signalized Intersection Results Summary

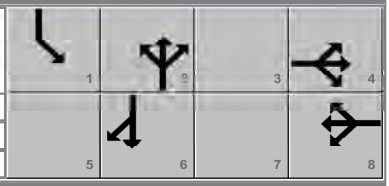
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE WITHOUT PROJECT PM PEAK	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court FUTURE WO pm.xus		
Project Description	FUTURE WITHOUT PROJECT PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	5	11	23	2	60	9	1460	39	50	1046	4

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	28.4	68.5	9.1	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



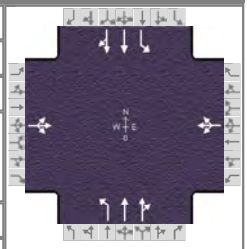
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		14.1		14.1		73.5	32.4	105.9
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		3.6		9.2			4.9	
Green Extension Time (*g e*), s		0.2		0.2		0.0	0.1	0.0
Phase Call Probability		0.97		0.97			0.81	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		20			85		9	753	746	50	525	525
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1449			1383		487	1710	1687	1629	1710	1707
Queue Service Time (*g s*), s		0.0			4.8		1.0	40.6	40.8	2.9	8.5	8.5
Cycle Queue Clearance Time (*g c*), s		1.6			7.2		1.0	40.6	40.8	2.9	8.5	8.5
Green Ratio (*g/C*)		0.08			0.08		0.57	0.57	0.57	0.24	0.84	0.84
Capacity (*c*), veh/h		146			143		338	976	963	385	1437	1435
Volume-to-Capacity Ratio (*X*)		0.137			0.593		0.027	0.772	0.775	0.130	0.366	0.366
Back of Queue (*Q*), ft/ln (85 th percentile)		25.6			105.6		5.2	523.2	521.6	52.1	85.6	85.5
Back of Queue (*Q*), veh/ln (85 th percentile)		1.0			4.2		0.2	20.9	20.9	2.1	3.4	3.4
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.09	0.00	0.00	0.87	0.00	0.00
Uniform Delay (*d 1*), s/veh		51.9			54.5		11.3	19.8	19.8	36.1	2.2	2.2
Incremental Delay (*d 2*), s/veh		0.2			1.5		0.1	5.9	6.1	0.1	0.7	0.7
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		52.1			55.9		11.4	25.7	25.9	36.1	2.9	2.9
Level of Service (LOS)		D			E		B	C	C	D	A	A
Approach Delay, s/veh / LOS	52.1	D		55.9	E		25.7	C		4.4	A	
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.59	B
Bicycle LOS Score / LOS	0.52	A	0.63	A	1.73	B	1.40	A

HCS7 Signalized Intersection Results Summary

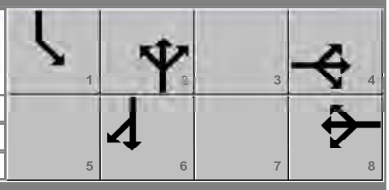
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE WITH PROJECT PM PEAK	PHF	1.00
Urban Street	Glendale Boulevard	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Court Street	File Name	Glendale Court FUTURE With pm.xus		
Project Description	FUTURE WITH PROJECT PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	5	11	25	2	65	9	1460	39	58	1046	4

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	29.9	66.3	9.8	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	0.0	1.0	1.0	0.0	0.0	0.0	



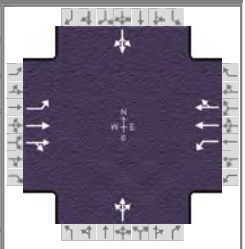
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		8.0		8.0		6.3	2.0	4.0
Phase Duration, s		14.8		14.8		71.3	33.9	105.2
Change Period, (*Y+R c*), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		3.5		9.8			5.3	
Green Extension Time (*g e*), s		0.2		0.2		0.0	0.1	0.0
Phase Call Probability		0.98		0.98			0.86	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		20			92		9	753	746	58	525	525
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1459			1384		487	1710	1687	1629	1710	1707
Queue Service Time (*g s*), s		0.0			5.2		1.0	42.3	42.6	3.3	8.8	8.8
Cycle Queue Clearance Time (*g c*), s		1.5			7.8		1.0	42.3	42.6	3.3	8.8	8.8
Green Ratio (*g/C*)		0.08			0.08		0.55	0.55	0.55	0.25	0.84	0.84
Capacity (*c*), veh/h		155			151		329	944	932	406	1428	1425
Volume-to-Capacity Ratio (*X*)		0.129			0.609		0.027	0.797	0.801	0.143	0.368	0.368
Back of Queue (*Q*), ft/ln (85 th percentile)		25.4			112.5		5.5	553.2	550.9	59.6	90.2	90.1
Back of Queue (*Q*), veh/ln (85 th percentile)		1.0			4.5		0.2	22.1	22.0	2.4	3.6	3.6
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.09	0.00	0.00	0.99	0.00	0.00
Uniform Delay (*d 1*), s/veh		51.3			54.1		12.3	21.5	21.6	35.0	2.4	2.4
Incremental Delay (*d 2*), s/veh		0.1			1.5		0.2	7.0	7.2	0.1	0.7	0.7
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		51.5			55.6		12.4	28.5	28.7	35.1	3.1	3.1
Level of Service (LOS)		D			E		B	C	C	D	A	A
Approach Delay, s/veh / LOS	51.5	D		55.6	E		28.5	C		4.8	A	
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.59	B
Bicycle LOS Score / LOS	0.52	A	0.64	A	1.73	B	1.40	A

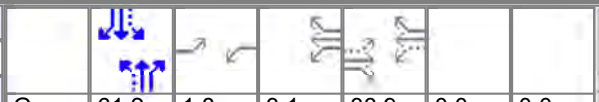
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE WITHOUT PROJECT AM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware FUTURE WITHOUT PROJEC…		
Project Description	Future Without Project AM Peak				

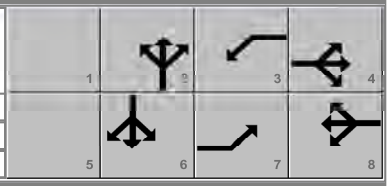


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	849	85	51	772	134	48	97	64	293	137	106

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	61.2	1.8	3.1	38.9	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	1.0	1.0	0.0	1.0	0.0	0.0



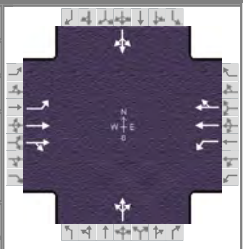
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	6.8	43.9	9.9	47.0		66.2		66.2
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	2.5	34.7	4.5	34.4				
Green Extension Time (g_e), s	0.0	4.2	0.0	4.2		0.0		0.0
Phase Call Probability	0.31	1.00	0.82	1.00				
Max Out Probability	0.00	0.00	1.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	11	491	443	51	501	405		209			536	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1542	1629	1710	1380		1436			1218	
Queue Service Time (g_s), s	0.5	32.7	32.7	2.5	32.4	32.4		0.0			37.7	
Cycle Queue Clearance Time (g_c), s	0.5	32.7	32.7	2.5	32.4	32.4		9.2			46.9	
Green Ratio (*g/C*)	0.34	0.32	0.32	0.37	0.35	0.35		0.51			0.51	
Capacity (*c*), veh/h	121	555	500	155	598	483		769			667	
Volume-to-Capacity Ratio (*X*)	0.091	0.886	0.886	0.329	0.838	0.838		0.272			0.803	
Back of Queue (*Q*), ft/ln (85 th percentile)	9.6	437.8	400.3	43.5	429.5	356.6		132.1			453.2	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	17.5	16.0	1.7	17.2	14.3		5.3			18.1	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.16	0.00	0.00	0.72	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.5	38.4	38.4	29.8	35.9	35.9		16.6			26.5	
Incremental Delay (d_2), s/veh	0.1	1.9	2.1	0.5	1.2	1.5		0.9			9.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.6	40.4	40.6	30.3	37.1	37.4		17.5			36.4	
Level of Service (LOS)	C	D	D	C	D	D		B			D	
Approach Delay, s/veh / LOS	40.4	D		36.9	D		17.5	B		36.4	D	
Intersection Delay, s/veh / LOS	36.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.70	B	2.26	B	2.26	B
Bicycle LOS Score / LOS	1.27	A	1.28	A	0.83	A	1.37	A

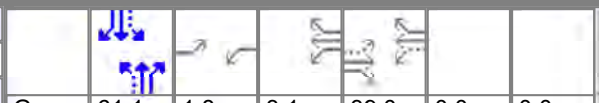
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE WITH PROJECT AM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware FUTURE WITH PROJECT am.…		
Project Description	Future With Project AM Peak				

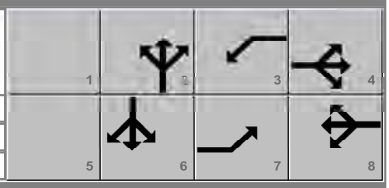


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	851	85	52	772	134	48	99	64	293	138	106

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	61.1	1.8	3.1	39.0	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	1.0	1.0	0.0	1.0	0.0	0.0



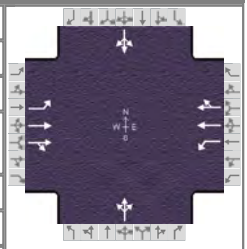
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	6.8	44.0	9.9	47.1		66.1		66.1
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	2.5	34.7	4.5	34.3				
Green Extension Time (g_e), s	0.0	4.2	0.0	4.2		0.0		0.0
Phase Call Probability	0.31	1.00	0.82	1.00				
Max Out Probability	0.00	0.00	1.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	11	492	444	52	501	405		211			537	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1542	1629	1710	1380		1438			1216	
Queue Service Time (g_s), s	0.5	32.7	32.7	2.5	32.3	32.3		0.0			38.0	
Cycle Queue Clearance Time (g_c), s	0.5	32.7	32.7	2.5	32.3	32.3		9.3			47.3	
Green Ratio (*g/C*)	0.34	0.32	0.32	0.37	0.35	0.35		0.51			0.51	
Capacity (*c*), veh/h	121	556	501	156	600	484		769			665	
Volume-to-Capacity Ratio (*X*)	0.091	0.886	0.886	0.334	0.836	0.836		0.274			0.807	
Back of Queue (*Q*), ft/ln (85 th percentile)	9.6	439	401.4	44.3	429	356.2		133.5			456.7	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	17.6	16.1	1.8	17.2	14.2		5.3			18.3	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.16	0.00	0.00	0.74	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.4	38.4	38.4	29.8	35.8	35.8		16.7			26.7	
Incremental Delay (d_2), s/veh	0.1	1.9	2.1	0.5	1.2	1.5		0.9			10.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.6	40.3	40.5	30.3	37.0	37.3		17.6			36.8	
Level of Service (LOS)	C	D	D	C	D	D		B			D	
Approach Delay, s/veh / LOS	40.3	D		36.7	D		17.6	B		36.8	D	
Intersection Delay, s/veh / LOS	36.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.70	B	2.26	B	2.26	B
Bicycle LOS Score / LOS	1.27	A	1.28	A	0.84	A	1.37	A

HCS7 Signalized Intersection Results Summary

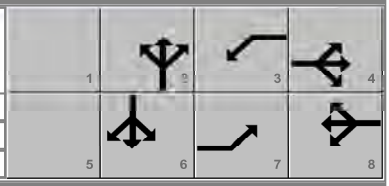
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE Without project PM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware future wo PM.xus		
Project Description	Future Without Project PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	923	43	24	862	399	32	273	29	135	79	74

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.8	3.3	3.8	56.1	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	1.0	1.0	0.0	1.0	0.0	0.0



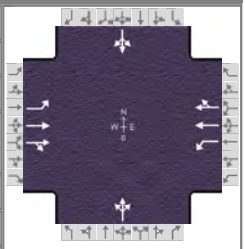
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	12.1	64.9	8.3	61.1		46.8		46.8
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	6.8	26.7	2.9	50.1				
Green Extension Time (g_e), s	0.2	6.0	0.0	6.0		0.0		0.0
Phase Call Probability	0.99	1.00	0.55	1.00				
Max Out Probability	0.00	0.00	0.00	0.01				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	130	498	468	24	723	538		334			288	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1607	1629	1710	1253		1609			1036	
Queue Service Time (g_s), s	4.8	24.7	24.7	0.9	46.9	48.1		0.0			14.4	
Cycle Queue Clearance Time (g_c), s	4.8	24.7	24.7	0.9	46.9	48.1		19.9			31.9	
Green Ratio (*g/C*)	0.53	0.50	0.50	0.49	0.47	0.47		0.35			0.35	
Capacity (*c*), veh/h	179	854	803	240	799	585		593			404	
Volume-to-Capacity Ratio (*X*)	0.728	0.583	0.583	0.100	0.906	0.919		0.563			0.712	
Back of Queue (*Q*), ft/ln (85 th percentile)	81.6	320.2	303.4	15.2	592.6	469.5		286.1			294.4	
Back of Queue (*Q*), veh/ln (85 th percentile)	3.3	12.8	12.1	0.6	23.7	18.8		11.4			11.8	
Queue Storage Ratio (*RQ*) (85 th percentile)	1.36	0.00	0.00	0.25	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	27.1	21.2	21.2	18.4	29.5	29.9		31.9			36.6	
Incremental Delay (d_2), s/veh	2.1	0.2	0.3	0.1	3.6	5.9		3.8			10.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	29.3	21.4	21.5	18.5	33.1	35.8		35.8			46.9	
Level of Service (LOS)	C	C	C	B	C	D		D			D	
Approach Delay, s/veh / LOS	22.4	C		34.0	C		35.8	D		46.9	D	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.68	B	1.69	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.39	A	1.55	B	1.04	A	0.96	A

HCS7 Signalized Intersection Results Summary

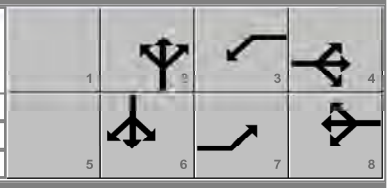
General Information				Intersection Information	
Agency	OTC INC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	FUTURE With project PM PEAK	PHF	1.00
Urban Street	Temple Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edgeware Road	File Name	Temple Edgeware future with PM.xus		
Project Description	Future With Project PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	923	43	26	862	399	32	274	30	135	81	74

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.8	3.5	3.6	56.1	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	1.0	1.0	0.0	1.0	0.0	0.0



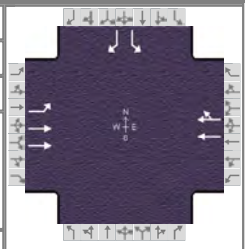
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8		2		6
Case Number	1.1	4.0	1.1	4.0		8.0		8.0
Phase Duration, s	12.1	64.7	8.5	61.1		46.8		46.8
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	6.9	26.7	3.0	50.1				
Green Extension Time (g_e), s	0.2	6.0	0.0	6.0		0.0		0.0
Phase Call Probability	0.99	1.00	0.58	1.00				
Max Out Probability	0.00	0.00	0.00	0.01				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	130	498	468	26	723	538		336			290	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1710	1607	1629	1710	1253		1608			1035	
Queue Service Time (g_s), s	4.9	24.7	24.7	1.0	46.9	48.1		0.0			14.5	
Cycle Queue Clearance Time (g_c), s	4.9	24.7	24.7	1.0	46.9	48.1		20.1			32.2	
Green Ratio (*g/C*)	0.53	0.50	0.50	0.50	0.47	0.47		0.35			0.35	
Capacity (*c*), veh/h	179	852	800	242	799	585		592			404	
Volume-to-Capacity Ratio (*X*)	0.727	0.585	0.585	0.108	0.906	0.919		0.567			0.718	
Back of Queue (*Q*), ft/ln (85 th percentile)	81.8	321.4	304.5	16.4	592.6	469.5		288.1			297.5	
Back of Queue (*Q*), veh/ln (85 th percentile)	3.3	12.9	12.2	0.7	23.7	18.8		11.5			11.9	
Queue Storage Ratio (*RQ*) (85 th percentile)	1.36	0.00	0.00	0.27	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	27.1	21.3	21.3	18.4	29.5	29.9		32.0			36.8	
Incremental Delay (d_2), s/veh	2.1	0.2	0.3	0.1	3.6	5.9		3.9			10.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	29.3	21.6	21.6	18.5	33.1	35.8		35.9			47.2	
Level of Service (LOS)	C	C	C	B	C	D		D			D	
Approach Delay, s/veh / LOS	22.5	C		33.9	C		35.9	D		47.2	D	
Intersection Delay, s/veh / LOS	31.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.68	B	1.69	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.39	A	1.55	B	1.04	A	0.97	A

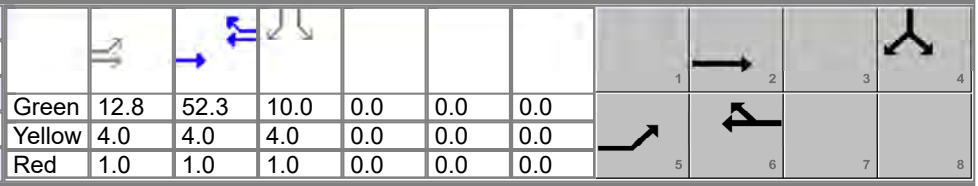
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	FUTURE WITHOUT PROJECT PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca FUTURE WO PROJECT am.xus		
Project Description	FUTURE WITHOUT PROJECT AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	160	1170			541	32				131		133

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off



Green	12.8	52.3	10.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0

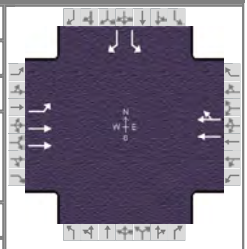
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	17.8	75.0		57.3				15.0
Change Period, (*Y+R c*), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.7
Queue Clearance Time (*g s*), s	9.5							9.4
Green Extension Time (*g e*), s	0.2	0.0		0.0				0.2
Phase Call Probability	0.98							1.00
Max Out Probability	0.00							0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	160	1170			289	284				131		133
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1856				1810		1574
Queue Service Time (*g s*), s	7.5	9.6			8.1	6.8				6.2		7.4
Cycle Queue Clearance Time (*g c*), s	7.5	9.6			8.1	6.8				6.2		7.4
Green Ratio (*g/C*)	0.14	0.78			0.58	0.58				0.11		0.11
Capacity (*c*), veh/h	257	2814			1103	1077				201		175
Volume-to-Capacity Ratio (*X*)	0.624	0.416			0.262	0.263				0.652		0.762
Back of Queue (*Q*), ft/ln (50 th percentile)	82.2	57.3			67.3	66.3				69.4		72.5
Back of Queue (*Q*), veh/ln (50 th percentile)	3.3	2.3			2.7	2.7				2.8		2.9
Queue Storage Ratio (*RQ*) (50 th percentile)	1.37	0.00			0.00	0.00				0.69		0.73
Uniform Delay (*d 1*), s/veh	36.4	3.3			9.3	9.3				38.3		38.9
Incremental Delay (*d 2*), s/veh	0.9	0.5			0.6	0.6				1.3		2.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	37.3	3.7			9.9	9.9				39.7		41.4
Level of Service (LOS)	D	A			A	A				D		D
Approach Delay, s/veh / LOS	7.8	A		9.9	A		0.0			40.6	D	
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.88	B	2.15	B	2.31	B
Bicycle LOS Score / LOS	1.58	B	0.96	A				F

HCS7 Signalized Intersection Results Summary

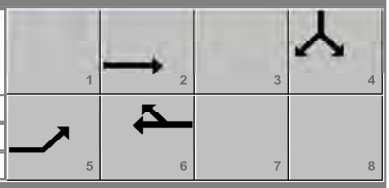
General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	FUTURE + PROJECT PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca FUTURE + PROJECT am.xus		
Project Description	FUTURE + PROJECT AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	160	1170			541	33				135		134

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	12.8	52.2	10.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



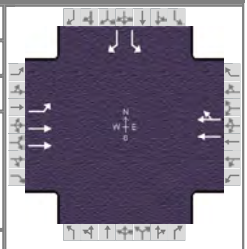
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	17.8	75.0		57.2				15.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.7
Queue Clearance Time (g_s), s	9.5							9.4
Green Extension Time (g_e), s	0.3	0.0		0.0				0.3
Phase Call Probability	0.98							1.00
Max Out Probability	0.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	160	1170			290	284				135		134
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1854				1810		1574
Queue Service Time (g_s), s	7.5	9.6			10.1	6.8				6.5		7.4
Cycle Queue Clearance Time (g_c), s	7.5	9.6			10.1	6.8				6.5		7.4
Green Ratio (*g/C*)	0.14	0.78			0.58	0.58				0.11		0.11
Capacity (*c*), veh/h	257	2814			1103	1077				201		175
Volume-to-Capacity Ratio (*X*)	0.624	0.416			0.263	0.264				0.672		0.767
Back of Queue (*Q*), ft/ln (50 th percentile)	82.2	57.3			67.5	66.4				71.8		73.2
Back of Queue (*Q*), veh/ln (50 th percentile)	3.3	2.3			2.7	2.7				2.9		2.9
Queue Storage Ratio (*RQ*) (50 th percentile)	1.37	0.00			0.00	0.00				0.72		0.73
Uniform Delay (d_1), s/veh	36.4	3.3			9.3	9.3				38.4		38.9
Incremental Delay (d_2), s/veh	0.9	0.5			0.6	0.6				1.5		2.7
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	37.3	3.7			9.9	9.9				39.9		41.5
Level of Service (LOS)	D	A			A	A				D		D
Approach Delay, s/veh / LOS	7.8	A		9.9	A		0.0			40.7	D	
Intersection Delay, s/veh / LOS	12.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.88	B	2.15	B	2.31	B
Bicycle LOS Score / LOS	1.58	B	0.96	A				F

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	FUTURE WITHOUT PROJECT PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca FUTURE WITHOUT PROJECT PM…		
Project Description	FUTURE WITHOUT PROJECT PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	133	823			900	171				66		42

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	12.7	63.8	9.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0

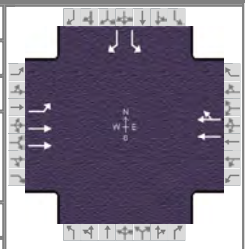
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	16.7	85.5		68.8				14.5
Change Period, ($Y+R_c$), s	4.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.7
Queue Clearance Time (g_s), s	8.9							5.4
Green Extension Time (g_e), s	0.1	0.0		0.0				0.0
Phase Call Probability	0.98							0.95
Max Out Probability	0.02							0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	133	823			554	517				66		42
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1772				1810		1567
Queue Service Time (g_s), s	6.9	5.7			15.8	14.9				3.4		2.5
Cycle Queue Clearance Time (g_c), s	6.9	5.7			15.8	14.9				3.4		2.5
Green Ratio (*g/C*)	0.13	0.80			0.64	0.64				0.10		0.10
Capacity (*c*), veh/h	229	2912			1213	1131				172		149
Volume-to-Capacity Ratio (*X*)	0.580	0.283			0.457	0.457				0.384		0.282
Back of Queue (*Q*), ft/ln (50 th percentile)	77.3	33.3			145.9	136.9				38.3		24.1
Back of Queue (*Q*), veh/ln (50 th percentile)	3.1	1.3			5.8	5.5				1.5		1.0
Queue Storage Ratio (*RQ*) (50 th percentile)	1.29	0.00			0.00	0.00				0.38		0.24
Uniform Delay (d_1), s/veh	41.2	2.5			9.2	9.2				42.5		42.1
Incremental Delay (d_2), s/veh	0.9	0.2			1.2	1.3				0.5		0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	42.0	2.7			10.5	10.6				43.0		42.5
Level of Service (LOS)	D	A			B	B				D		D
Approach Delay, s/veh / LOS	8.2	A		10.5	B		0.0			42.8	D	
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.87	B	2.15	B	2.32	B
Bicycle LOS Score / LOS	1.28	A	1.37	A				F

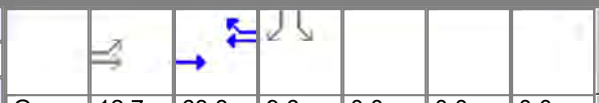
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC			Duration, h	0.25
Analyst	JTO	Analysis Date	Jul 5, 2021	Area Type	Other
Jurisdiction	LADOT	Time Period	FUTURE + PROJECT PEAK HOUR	PHF	1.00
Urban Street	Second Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Toluca Street	File Name	second toluca FUTURE + PROJECT pm.xus		
Project Description	FUTURE + Project PM Peak Hour				

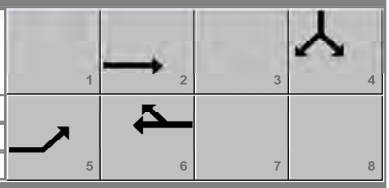


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	133	823			900	172				69		43

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off



Green	12.7	63.8	9.6	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	16.7	85.4		68.8				14.6
Change Period, ($Y+R_c$), s	4.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				2.7
Queue Clearance Time (g_s), s	8.9							5.6
Green Extension Time (g_e), s	0.1	0.0		0.0				0.0
Phase Call Probability	0.98							0.96
Max Out Probability	0.00							0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	133	823			555	517				69		43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809			1900	1772				1810		1567
Queue Service Time (g_s), s	6.9	5.8			16.6	14.9				3.6		2.6
Cycle Queue Clearance Time (g_c), s	6.9	5.8			16.6	14.9				3.6		2.6
Green Ratio (*g/C*)	0.13	0.80			0.64	0.64				0.10		0.10
Capacity (*c*), veh/h	229	2910			1212	1130				173		150
Volume-to-Capacity Ratio (*X*)	0.580	0.283			0.458	0.458				0.399		0.287
Back of Queue (*Q*), ft/ln (50 th percentile)	77.3	33.3			146.8	137.7				40.1		24.7
Back of Queue (*Q*), veh/ln (50 th percentile)	3.1	1.3			5.9	5.5				1.6		1.0
Queue Storage Ratio (*RQ*) (50 th percentile)	1.29	0.00			0.00	0.00				0.40		0.25
Uniform Delay (d_1), s/veh	41.2	2.5			9.3	9.3				42.5		42.1
Incremental Delay (d_2), s/veh	0.9	0.2			1.2	1.3				0.6		0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	42.0	2.7			10.5	10.6				43.1		42.4
Level of Service (LOS)	D	A			B	B				D		D
Approach Delay, s/veh / LOS	8.2	A		10.6	B		0.0			42.8	D	
Intersection Delay, s/veh / LOS	11.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.63	A	1.87	B	2.15	B	2.32	B
Bicycle LOS Score / LOS	1.28	A	1.37	A				F