Appendix M.1  Transportation Impact Analysis
TRANSPORTATION IMPACT ANALYSIS
FOR THE
NORWALK ENTERTAINMENT DISTRICT –
CIVIC CENTER
SPECIFIC PLAN PROJECT
NORWALK, CALIFORNIA

June 2022

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Chapter 1

Introduction

This study presents the transportation impact analysis for the proposed Norwalk Entertainment District – Civic Center Specific Plan Project (Specific Plan). The methodology and base assumptions used in the analysis were established in conjunction with the City of Norwalk (City).

PROJECT DESCRIPTION

The Specific Plan area encompasses the southeast corner of Imperial Highway & Norwalk Boulevard (Project Site) in the City and is composed of Los Angeles County (County) Assessor Parcel Numbers 8047-006-922, 8047-006-924, 8047-006-925, and a portion of 8047-006-927. The Specific Plan area currently contains City Hall, the City Hall Lawn, a portion of a building associated with the County Superior Court, a surface parking lot provided for City Hall uses, and a parking garage use. The new development of the Specific Plan would occur on the existing City Hall Lawn and the City Hall surface parking lot.

The Specific Plan would provide development standards for new development, including land use envelopes. The Specific Plan would authorize the construction of a mixed-use development to include up to 350 residential units (a minimum of 15% of which would by covenanted affordable units) and 110,000 square feet (sf) of commercial uses, consisting of a mix of retail, supermarket, and restaurant tenants (Project). To account for the potential range in land uses, the transportation analysis conservatively assumes that the commercial uses would be composed of 35,000 sf of retail, 40,000 sf of supermarket, and 35,000 sf of fine dining and high-turnover restaurant uses. The existing City Hall building and portion of the County accessory building would remain, and no changes are proposed.

The Project will be completed and operational in Year 2025.

Figure 1 provides the conceptual site and circulation plan for the Project.
Site Access and Circulation

Parking for the Project would be accommodated within the Project Site, with 651 spaces in parking garages constructed as part of the Project’s new development and the existing 1,050-space parking garage in the southeastern portion of the Project Site. Access to the parking facilities would be provided via Norwalk Boulevard, Avenida Manuel Salinas, and Civic Center Drive. Access to the Project’s new parking garages would require the installation of a new driveway along Norwalk Boulevard. All other access points would utilize existing driveways. Passenger loading areas would also be provided on-site where appropriate. In addition, truck loading zones would be provided within the new parking facilities, with access provided via Norwalk Boulevard and Avenida Manuel Salinas.

The Project may also include the construction of an elevated pedestrian bridge that would connect the existing parking garage to the Project’s new development to allow for direct and efficient access. Pedestrian and bicycle access to the Project Site would be provided via pedestrian pathways accessible along Imperial Highway and Norwalk Boulevard and leading to the interior of the Project Site on the ground level. Pedestrian and bicycle access would also be provided via existing sidewalk facilities along Civic Center Drive and Avenida Manuel Salinas. The following describes the Project’s three primary pedestrian and bicycle access points, based on the conceptual site plan:

- **Imperial Highway** – Located in the northernmost portion of the Project Site, the pedestrian and bicycle entrance along Imperial Highway would provide access to the ground floor retail in the northwest corner, the northeast retail center, and the central spine of open space.

- **Avenida Manuel Salinas/Civic Center Drive/Existing Parking Garage** – Located in the southern portion of the Project Site, the pedestrian and bicycle entrance point located between the southeast ground floor retail, new parking facilities, and the existing parking garage would provide access to the central spine of open space, City Hall, and ground-floor retail.

- **Norwalk Boulevard** – Located on the western boundary of the Project Site, the pedestrian and bicycle entrance along Norwalk Boulevard between City Hall and the new mixed-use
structure on the northwest corner of the Project Site would provide access to the ground floor open space and ground floor retail.

Pedestrian circulation would be incorporated throughout the Project Site to promote interactive use of the Project’s commercial uses and publicly accessible open spaces.

The Project also includes the extension of the existing bus turnout along Imperial Highway to align the existing bus stop with the Project’s proposed landscaped areas and pedestrian pathways.

PROJECT LOCATION

As illustrated in Figure 2, the Project Site is bordered by Imperial Highway to the north, Avenida Manuel Salinas to the east, the County Superior Court-Norwalk to the south, and Norwalk Boulevard to the west. The Project Site is located approximately 0.20 miles northeast of Interstate 5 (I-5), and approximately 1.80 miles east of Interstate 105 (I-105) and Interstate 605 (I-605).

The Project Site lies within an area consisting primarily of commercial, institutional, and residential uses and is served by major streets such as Imperial Highway, Norwalk Boulevard, Bloomfield Avenue, and Firestone Boulevard. The Project is served by multiple bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and Norwalk Transit System (NTS) along Imperial Highway, Norwalk Boulevard, Bloomfield Avenue, and Civic Center Drive. Additionally, the Metrolink Norwalk/Santa Fe Springs Transportation Center is also located approximately 0.60 miles east of the Project Site, and the Metro C (Green) Line Norwalk Station is located approximately 1.85 miles west of the Project Site.

STUDY SCOPE

The scope of analysis for this study was developed in consultation with the City and is consistent with the guidelines outlined by the City in Scope of Work for City Hall Lawn Project by Primestor (January 2022) (City SOW) and in compliance with the California Environmental Quality Act (CEQA) Guidelines. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) for the CEQA and non-CEQA analyses were
identified as part of the study approach and were outlined in the Transportation Study Scope that was reviewed and approved by the City in March 2022 and is provided in Appendix A.

The CEQA-related analysis was conducted in accordance with State of California Senate Bill 743 (Steinberg, 2013) (SB 743). SB 743, made effective in January 2014, required the Governor’s Office of Planning and Research (OPR) to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to vehicle miles traveled (VMT), in order to reduce greenhouse gas (GHG) emissions, create multimodal networks, and promote mixed-use developments.

A non-CEQA transportation analysis of the Project was also conducted in accordance with the City SOW and includes a qualitative evaluation of the Project’s access and circulation operations, including the anticipated LOS of the Project area. The non-CEQA transportation analysis is provided for informational purposes and not for purposes of CEQA review.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 presents the Project traffic including the Project trip generation, trip distribution, and trip assignment. Chapter 4 presents the CEQA analysis of transportation impacts. Chapter 5 details the non-CEQA transportation analyses. Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation and additional details supporting the technical analyses.
PROJECT SITE LOCATION

FIGURE 2
A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area, as defined below.

The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation in Year 2022. An inventory of lane configurations, parking restrictions, etc., for the analyzed intersections was also collected. The traffic count worksheets are provided in Appendix B.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2025, which corresponds to anticipated full occupancy of the Project.

**STUDY AREA**

The Study Area includes 20 signalized intersections and six street segments, as shown in Figure 3 and Table 1. The Study Area was established in consultation with the City based on the existing intersection/corridor operations, distribution of Project vehicular trips, and potential operational effects due to Project traffic.

The existing lane configurations at the analyzed intersections are provided in Figure 4.
EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including freeways, major and secondary highways, and collector and local streets. These facilities provide regional, sub-regional, or local access and circulation within the Study Area. Typically, the speed limits range between 25 and 40 miles per hour (mph) on the streets and highways, and between 55 and 65 mph on freeways.

Street classifications are designated in the City's VISION NORWALK – The City of Norwalk General Plan (February 1996) (General Plan). The available facilities in the Study Area are defined in the General Plan as follows:

- **Freeways** are six to 10 lane divided roadways with full access control and a typical right-of-way (ROW) in excess of 150 feet, designed and maintained by the California Department of Transportation (Caltrans).
- **Major Highways** are five or six lane divided roadways, with a typical ROW width of 100 feet and a curb-to-curb width of 80 feet.
- **Secondary Highways** are four-lane divided or undivided roadways, with a typical ROW width of 80 feet and a curb-to-curb width of 64 feet.
- **Collector Roads** are two-lane undivided roadways, with a typical ROW width of 54 to 60 feet and a curb-to-curb pavement width of approximately 40 feet. Its function is to distribute traffic between local streets, major and secondary arterials. Although some collectors serve as through routes, their primary function is to provide access to surrounding land uses.

Primary regional access to the Project Site is provided by I-5 and I-605. The streets providing regional and sub-regional access to the Project Site include Imperial Highway, Norwalk Boulevard, Bloomfield Avenue, and Firestone Boulevard. The following is a brief description of the major roadways in the Study Area and their designations, if applicable, in the General Plan:
Roadways

- **Lakeland Road** – Lakeland Road is a designated Collector Road. It generally travels in the east-west direction and is located north of the Project Site. It provides one lane in each direction. On-street parking is generally permitted on both sides of the street west of Norwalk Boulevard within the Study Area.

- **Crewe Street** – Crewe Street is a designated Collector Road west of Norwalk Boulevard and a designated local street west of Norwalk Boulevard. It generally travels in the east-west direction and is located north of the Project Site. It provides one lane in each direction. On-street parking is generally permitted on both sides of the street within the Study Area.

- **Imperial Highway** – Imperial Highway is a designated Major Highway. It generally travels in the east-west direction and is located along the northern boundary of the Project Site. It provides six travel lanes, three lanes in each direction. Left-turn lanes are provided at major intersections. No parking is permitted on both sides of the street within the Study Area.

- **Civic Center Drive** – Civic Center Drive is a designated Collector Road. It generally travels in the east-west direction and is located south of the Project Site. It provides four travel lanes, two lanes in each direction, west of Bloomfield Avenue. It provides one lane in each direction east of Bloomfield Avenue. Left-turn lanes are provided at major intersections. On-street parking is generally permitted on both sides of the street within the Study Area.

- **Firestone Boulevard** – Firestone Boulevard is a designated Secondary Highway. It generally travels in the southeast-northwest direction and is located southwest of the Project Site. It provides four to six travel lanes, two to three lanes in each direction. Left-turn lanes are provided at major intersections. On-street parking is generally permitted on the north side of the street between Woods Avenue and Pioneer Boulevard and on both sides of the street east of Pioneer Boulevard within the Study Area.

- **Rosecrans Avenue** – Rosecrans Avenue is a designated Major Highway. It generally travels in the east-west direction and is located south of the Project Site. It provides four to six travel lanes, two to three lanes in each direction. Left-turn lanes are provided at major intersections. On-street parking is generally permitted on the south side of the street within the Study Area.

- **Pioneer Boulevard** – Pioneer Boulevard is a designated Major Highway. It travels in the north-south direction and is located west of the Project Site. Left-turn lanes are provided at major intersections. It provides four travel lanes, two lanes in each direction. On-street parking is generally permitted on the east side of the street south of Orange Street and on both sides of the street between Firestone Boulevard and Imperial Highway and north of I-5 within the Study Area.

- **Norwalk Boulevard** – Norwalk Boulevard is a designated Major Highway. It travels in the north-south direction and is located along the western boundary of the Project Site. It generally provides four to six travel lanes, two to three in each direction. Left-turn lanes are
provided at major intersections. On-street parking is generally not permitted on either side of the street within the Study Area.

- **Kalnor Avenue** – Kalnor Avenue is a local street. It travels in the north-south direction and is located west of the Project Site. It provides two travel lanes, one in each direction. On-street parking for is permitted on both sides of the street within the Study Area.

- **Avenida Manuel Salinas** – Avenida Manuel Salinas is a local street. It travels in the north-south direction and is located along the eastern boundary of the Project Site. It provides two travel lanes, one in each direction. On-street parking is not permitted on either side of the street within the Study Area.

- **Volunteer Avenue** – Volunteer Avenue is a designated Collector Road. It travels in the north-south direction and is located east of the Project Site. It provides two travel lanes, one in each direction. On-street parking is generally permitted on both sides of the street north of Imperial Highway and south of Civic Center Drive.

- **Bloomfield Avenue** – Bloomfield Avenue is a designated Major Highway north of Rosecrans Avenue and a designated Secondary Highway south of Rosecrans Avenue. It travels in the north-south direction and is located east of the Project Site. It provides four travel lanes, two lanes in each direction. Striped bicycle lanes are provided on both sides of the street north of Imperial Highway. On-street parking is not permitted on either side of the street within the Study Area.

- **San Antonio Drive** – San Antonio Drive is a designated Major Highway. It travels in the southwest-northeast direction and is located southwest of the Project Site. It provides four to six travel lanes, two to three lanes in each direction. On-street parking is generally permitted on both sides of the street south of Olive Street.

The existing mobility facilities at each of the analyzed study intersections are detailed in Figure 5 and the General Plan street designations within the Study Area are shown in Figure 6.

### Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. Based on proximity to other commercial businesses and cultural facilities, the walkability of the Study Area is approximately 79 points\(^1\).

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\(^1\) Walk Score ([www.walkscore.com](http://www.walkscore.com)) rates the Project Site (12200 Imperial Highway) with a score of 79 out of 100 possible points (scores accessed on February 15, 2022). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel, based on available walking routes to nearby amenities, population density, and road metrics (block lengths, intersection density).
The sidewalks that serve as routes to the Project Site provide connectivity to pedestrian crossings at study intersections. The signalized intersections of Norwalk Boulevard & Imperial Highway (Intersection #8), Avenida Manuel Salinas & Imperial Highway (Intersection #9), Courthouse-AMC Theater & Civic Center Drive (Intersection #13), and Avenida Manuel Salinas & Civic Center Drive (Intersection #14) provide pedestrian facilities including marked pedestrian crossings, pedestrian phasing, and Americans with Disabilities Act-compliant curb ramps to limit mid-block crossings to the Project Site. Additional pedestrian facilities, within the Study Area are further detailed in Figure 7.

Existing Bicycle System

The Study Area consists of a limited coverage of bicycle lanes (Class II and IV) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets.

Bicycle facilities are not currently provided adjacent to the Project Site. However, within the Study Area, striped bicycle lanes are provided on Bloomfield Avenue north of Imperial Highway and Foster Road west of Pioneer Boulevard within the Study Area. In addition, Norwalk Boulevard and Pioneer Boulevard north of Lakeland Road and Lakeland Road between Pioneer Boulevard and Norwalk Boulevard are designated bicycle routes.

Existing Transit System

The Study Area is served by bus routes operated by Metro and NTS along Imperial Highway, Norwalk Boulevard, Bloomfield Avenue, and Civic Center Drive. Additionally, the Metrolink Norwalk/Santa Fe Springs Transportation Center is also located approximately 0.60 miles east of the Project Site, and the Metro C (Green) Line Norwalk Station is located approximately 1.85 miles west of the Project Site. Figure 8 illustrates the existing transit service in the Study Area. Table 2 summarizes the transit route operating in the Study Area, the type of service (peak vs. off-
peak, express vs. local), and frequency of service. The average frequency of transit service during the peak hour was derived from the number of peak-period stops made at the stop nearest to the Project Site. A bus stop serving NTS Line 4 is located adjacent to the northern boundary of the Project Site along Imperial Highway. Additional bus stops in the vicinity of the Project Site are provided along Imperial Highway at Norwalk Boulevard, which serves NTS Lines 2 and 4, Norwalk Boulevard at Imperial Highway, which serves NTS Lines 1 and 3, Norwalk Boulevard at Civic Center Drive, which serves Metro Line 62, and Civic Center Drive at Norwalk Boulevard, which serves NTS Lines 3 and 7.

**Existing Traffic Volumes**

Peak hour turning movement counts at the study intersections were collected in February 2022. Due to the current traffic conditions related to the State of California and County responses to COVID-19, the Year 2022 traffic count data was adjusted based on a comparison of available pre-COVID weekday peak hour traffic data collected in May 2018 at the intersection of Bloomfield Avenue & Imperial Highway (Intersection #11). Based on the comparison, a 4% increase was applied to the Year 2022 traffic data and the resulting traffic volumes reflect typical traffic operations under Existing Conditions.

The Existing Conditions intersection peak hour traffic volumes are illustrated in Figure 9. Intersection turning movement counts are provided in Appendix B.

**FUTURE CUMULATIVE TRANSPORTATION CONDITIONS**

The traffic volume forecast for Future without Project Conditions (Year 2025) was prepared in accordance with procedures outlined in the City SOW. As described in detail below, this scenario includes traffic increases from both regional growth projections (ambient growth) and potential future projects (Related Projects). The Future without Project traffic volumes, therefore, include ambient growth, which reflects increases in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area. The ambient growth factor likely includes some traffic increases resulting from the Related
Projects. Therefore, through some inherent double-counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

**Ambient Traffic Growth**

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. Based on discussions with the City, an ambient growth factor of 1% per year was conservatively applied by adjusting the existing traffic volumes to reflect the effects of the regional growth and development by Year 2025\(^2\). The total adjustment applied over the three-year period corresponding to the buildout year of the Project was 3%. This growth factor accounts for increases in traffic due to potential Related Projects, as well as development projects not yet proposed and those located outside the Study Area.

**Related Projects**

In accordance with the City SOW, this study also considered the effects of the Project in relation to other developments either proposed, approved, or under construction (collectively, the Related Projects) within 1.50 miles of the Project Site. Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. The list of Related Projects is based on information provided by the City, as well as an adjacent jurisdiction, the City of Santa Fe Springs. The Related Projects are detailed in Table 3 and their approximate locations are shown in Figure 10.

The buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project. In addition, some Related Projects may never be approved or developed. Nonetheless, all Related Projects were considered as part of this study and conservatively assumed to be completed by the Project buildout Year 2025. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, is appropriately assumed to substantially overestimate the actual traffic volume growth.

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\(^2\) *2010 Congestion Management Plan* (Los Angeles County Metropolitan Transportation Authority, 2010) projected a total growth of 1.2% between Year 2020 and Year 2025 for the Downey area. Thus, the application of an ambient growth rate of 1% per year is conservative.
in the Study Area that would likely occur prior to Project buildout. Thus, with consideration of both the 1% per year ambient growth factor previously discussed and the Related Projects, the Future without Project cumulative condition is even more conservative.

Using these conservative assumptions, the potential operational effects of the Project were evaluated for the purposes of the non-CEQA transportation analysis. The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

**Trip Generation.** Trip generation estimates for the Related Projects were either provided by the respective jurisdiction or calculated using a combination of a review of information from other transportation and/or environmental studies and the trip generation rates contained in *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021). The Related Projects trip generation estimates summarized in Table 3 are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of other travel modes (transit, walk, etc.) Further, such analysis is conservative because, in many cases, it does not account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple Related Projects within the Study Area, in which one Related Project serves as the origin for a trip destined for another Related Project.

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

**Trip Assignment.** The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 11 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.
**Future without Project Traffic Volumes**

The Related Project volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2025. As discussed above, this is a conservative approach as a portion of the Related Projects’ traffic may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic added to existing traffic volumes) for the 20 study intersections and are shown in Figure 12.

**Future Roadway Improvements**

The analysis of Future Conditions accounted for roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. No traffic / trip reduction strategies such as transportation demand management (TDM) programs for individual buildings and developments were included in the Future Conditions non-CEQA transportation analyses. The following plans were evaluated for their potential effects on the future roadway configurations.

**City Bicycle Plan.** The City’s *Norwalk Bicycle Master Plan* (February 2022) (City Bicycle Plan) establishes a comprehensive approach to improving biking in the City by identifying facility needs, improvement projects, programs, and policies to encourage biking throughout the City. As proposed in City Bicycle Plan and depicted in Figure 13, Class I bike paths are proposed along the railway located south of Firestone Boulevard. Class IV cycle tracks are proposed on Norwalk Boulevard between Foster Road and Imperial Highway, Civic Center Drive west of Bloomfield Avenue, and Bloomfield Avenue between I-5 and Firestone Boulevard. The following streets within the Study Area would install Class II bicycle lanes:

- Bloomfield Avenue north of I-5 and south of Firestone Boulevard
- Lakeland Road east of Norwalk Boulevard
- San Antonio Drive between Rosecrans Avenue and Foster Road
- Firestone Boulevard west of Bloomfield Avenue
- Norwalk Boulevard north of Imperial Highway and south of Foster Road
- Foster Road
- Pioneer Boulevard south of Lakeland Road
- Civic Center Drive between Volunteer Avenue and Bloomfield Avenue (on the south side of the street)

The following streets within the Study Area would install Class III bicycle routes:

- Firestone Boulevard between North Entrance and South Entrance
- Silverbow Avenue between Firestone Boulevard to Goller Avenue
- Volunteer Avenue between Civic Center Drive and Silverbow Avenue
- Goller Avenue east of Silverbow Avenue
- Lakelane Road west of Norwalk Boulevard
- Bombardier Avenue between Lakeland Road and Crewe Street
- Crewe Street between Pioneer Boulevard and Norwalk Boulevard
- Allard Street between Pioneer Boulevard and Norwalk Boulevard

Implementation of the bicycle facilities is contingent upon funding availability; therefore, there is currently no schedule of implementation. Thus, no changes to the Study Area intersection configurations under Existing Conditions illustrated in Figure 4 were assumed in the Future Conditions analyses.

**Heart of Norwalk Specific Plan.** The City’s proposed Heart of Norwalk Specific Plan intends to create an attractive, active, and unique environment beneficial to local residents and businesses, and to establish the San Antonio Village/Firestone Corridor as the heart of the City. The plan focuses on several districts and corridors for long-term growth that includes provision of mixed-use developments and prioritizing walking, biking, and public spaces. The Heart of Norwalk Specific Plan area is located southwest of the Project Site. Within the Study Area, the plan has identified San Antonio Drive and Firestone Boulevard as corridors that will support the new mixed-use developments and streetscape improvements.

The schedule for the adoption of the Heart of Norwalk Specific Plan and implementation of the proposed infrastructure is unknown at this time, however, are not anticipated to occur prior to the completion of the Project. Therefore, the improvements were not included in the Future Conditions non-CEQA transportation analyses.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>172(159) + 18(17) + 98(19)</td>
<td>242(236) + 98(19)</td>
<td>337(313) + 101(106)</td>
<td>1,074(1,080) + 308(307)</td>
</tr>
<tr>
<td>1,092(1,254) + 98(19)</td>
<td>1,041(1,149) + 1,092(1,254)</td>
<td>57(106) + 1,285(1,808)</td>
<td>14(26)</td>
</tr>
<tr>
<td>1,304(1,473) + 255(217)</td>
<td>264(280) + 1,304(1,473)</td>
<td>160(16) + 1,213(1,096)</td>
<td>154(133) + 158(164)</td>
</tr>
<tr>
<td>30(79)</td>
<td>60(120) + 30(79)</td>
<td>120(13) + 30(79)</td>
<td>154(133) + 158(164)</td>
</tr>
<tr>
<td></td>
<td>2(18)</td>
<td>4(11)</td>
<td>294(492) + 204(492)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>200(100) + 200(100)</td>
<td>200(100) + 200(100)</td>
<td>200(100) + 200(100)</td>
<td>200(100) + 200(100)</td>
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<tr>
<td>75(77)</td>
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<td>175(175) + 175(175)</td>
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<td>117(117) + 117(117)</td>
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<td>1,187(181) + 99(99)</td>
<td>1,187(181) + 99(99)</td>
<td>1,187(181) + 99(99)</td>
<td>99(99)</td>
</tr>
<tr>
<td>1,187(181) + 99(99)</td>
<td>1,187(181) + 99(99)</td>
<td>1,187(181) + 99(99)</td>
<td>99(99)</td>
</tr>
<tr>
<td>10. Volunteer Avenue &amp; Imperial Highway</td>
<td>9. Avenidas Manuel Salinas &amp; Imperial Highway</td>
<td>Project Driveway</td>
<td>Project Driveway</td>
</tr>
<tr>
<td>200(100) + 200(100)</td>
<td>200(100) + 200(100)</td>
<td>198(128) + 198(128)</td>
<td>198(128) + 198(128)</td>
</tr>
<tr>
<td>175(175) + 175(175)</td>
<td>175(175) + 175(175)</td>
<td>198(128) + 198(128)</td>
<td>198(128) + 198(128)</td>
</tr>
<tr>
<td>10. Volunteer Avenue &amp; Imperial Highway</td>
<td>9. Avenidas Manuel Salinas &amp; Imperial Highway</td>
<td>Project Driveway</td>
<td>Project Driveway</td>
</tr>
<tr>
<td>200(100) + 200(100)</td>
<td>200(100) + 200(100)</td>
<td>198(128) + 198(128)</td>
<td>198(128) + 198(128)</td>
</tr>
<tr>
<td>175(175) + 175(175)</td>
<td>175(175) + 175(175)</td>
<td>198(128) + 198(128)</td>
<td>198(128) + 198(128)</td>
</tr>
<tr>
<td>10. Volunteer Avenue &amp; Imperial Highway</td>
<td>9. Avenidas Manuel Salinas &amp; Imperial Highway</td>
<td>Project Driveway</td>
<td>Project Driveway</td>
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<tr>
<td>200(100) + 200(100)</td>
<td>200(100) + 200(100)</td>
<td>198(128) + 198(128)</td>
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<td>175(175) + 175(175)</td>
<td>175(175) + 175(175)</td>
<td>198(128) + 198(128)</td>
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</tr>
</tbody>
</table>

**NOTICE:** The driveways depicted provide a general representation of the Project’s site access and circulation plan.

**EXISTING CONDITIONS (YEAR 2022)**

**PEAK HOUR TRAFFIC VOLUMES**

**FIGURE 9**
EXISTING CONDITIONS (YEAR 2022) PEAK HOUR TRAFFIC VOLUMES

13. Courthouse / AMC Theater & Civic Center Drive
14. Avenida Manuel Salinas & Civic Center Drive
15. Volunteer Avenue & Civic Center Drive
16. Bloomfield Avenue & Civic Center Drive
17. Norwalk Boulevard & I-5 Northbound Off-Ramp / Adoree St
18. Norwalk Blvd / San Antonio Dr & I-5 Southbound On-Ramp / Frontage Rd
19. San Antonio Drive & Firestone Boulevard
20. Pioneer Blvd / San Antonio Dr & Rosecrans Avenue

LEGEND
- Project Site
- (#) AM(PM) Peak Hour Traffic Volumes
- Analyzed Intersection
- Negligible Volume
- Project Driveway

NOTE: The driveways depicted provide a general representation of the Project’s site access and circulation plan.
<table>
<thead>
<tr>
<th>No.</th>
<th>N/S Street</th>
<th>E/W Street</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Norwalk Bl</td>
<td>Lakeland Road</td>
</tr>
<tr>
<td>2.</td>
<td>Norwalk Bl</td>
<td>Crewe St</td>
</tr>
<tr>
<td>3.</td>
<td>Firestone Bl</td>
<td>Imperial Highway</td>
</tr>
<tr>
<td>4.</td>
<td>Pioneer Bl</td>
<td>Imperial Highway</td>
</tr>
<tr>
<td>5.</td>
<td>I-5 Southbound Off-Ramp / Frontage Rd</td>
<td>Imperial Highway</td>
</tr>
<tr>
<td>6.</td>
<td>I-5 Northbound On-Ramp / Adoree St</td>
<td>Imperial Highway</td>
</tr>
<tr>
<td>7.</td>
<td>Kalsor Ave</td>
<td>Imperial Highway</td>
</tr>
<tr>
<td>8.</td>
<td>Norwalk Bl</td>
<td>Imperial Highway</td>
</tr>
<tr>
<td>9.</td>
<td>Avenida Manuel Salinas</td>
<td>Imperial Highway</td>
</tr>
<tr>
<td>10.</td>
<td>Volunteer Ave</td>
<td>Civic Center Dr</td>
</tr>
<tr>
<td>11.</td>
<td>Bloomfield Ave</td>
<td>Civic Center Dr</td>
</tr>
<tr>
<td>12.</td>
<td>Norwalk Bl</td>
<td>Civic Center Dr</td>
</tr>
<tr>
<td>13.</td>
<td>Courthouse-AMC Theater</td>
<td>Civic Center Dr</td>
</tr>
<tr>
<td>14.</td>
<td>Avenida Manuel Salinas</td>
<td>Civic Center Dr</td>
</tr>
<tr>
<td>15.</td>
<td>Volunteer Ave</td>
<td>Civic Center Dr</td>
</tr>
<tr>
<td>16.</td>
<td>Bloomfield Ave</td>
<td>Civic Center Dr</td>
</tr>
<tr>
<td>17.</td>
<td>Norwalk Bl</td>
<td>I-5 Northbound Off-Ramp / Adoree St</td>
</tr>
<tr>
<td>18.</td>
<td>Norwalk Bl / San Antonio Dr</td>
<td>I-5 Southbound On-Ramp / Frontage Rd</td>
</tr>
<tr>
<td>19.</td>
<td>San Antonio Dr</td>
<td>Firestone Bl</td>
</tr>
<tr>
<td>20.</td>
<td>Pioneer Bl / San Antonio Dr</td>
<td>Rosecrans Ave</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>Street Segments</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Imperial Highway</td>
<td>btw Norwalk Bl &amp; Bloomfield Ave</td>
</tr>
<tr>
<td>2.</td>
<td>Imperial Highway</td>
<td>btw Norwalk Bl &amp; I-5</td>
</tr>
<tr>
<td>3.</td>
<td>Norwalk Bl</td>
<td>btw Imperial Highway &amp; Crewe St</td>
</tr>
<tr>
<td>4.</td>
<td>Norwalk Bl</td>
<td>btw Imperial Highway &amp; I-5</td>
</tr>
<tr>
<td>5.</td>
<td>Avenida Manuel Salinas</td>
<td>btw Imperial Highway &amp; Civic C Center Dr</td>
</tr>
<tr>
<td>6.</td>
<td>Civic Center Dr</td>
<td>btw Avenida Manuel Salinas &amp; Norwalk Bl</td>
</tr>
</tbody>
</table>
## TABLE 2
### EXISTING TRANSIT SERVICE

<table>
<thead>
<tr>
<th>Provider, Route, and Service Area</th>
<th>Service Type</th>
<th>Hours of Operation</th>
<th>Average Headway (minutes)</th>
<th>[a]</th>
<th>NB/EB</th>
<th>SB/WB</th>
<th>NB/EB</th>
<th>SB/WB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metro</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62 Downtown Los Angeles - Hawaiian Gardens via Telegraph Road</td>
<td>Local</td>
<td>4:30 A.M. - 11:30 P.M.</td>
<td>48</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>460 Downtown Los Angeles - Disneyland via Harbor Transitway &amp; Norwalk C Line Station</td>
<td>Express</td>
<td>4:30 A.M. - 11:15 P.M.</td>
<td>30</td>
<td>27</td>
<td>24</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Norwalk Transit System (NTS)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Rio Honda - Bellflower via Norwalk Boulevard</td>
<td>Local</td>
<td>5:30 A.M. - 11:00 P.M.</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Norwalk - Cerritos via Norwalk Boulevard &amp; Studebaker Road</td>
<td>Local</td>
<td>6:00 A.M. - 8:00 P.M.</td>
<td>34</td>
<td>34</td>
<td>34</td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Santa Fe Springs - Norwalk via Norwalk Boulevard</td>
<td>Local</td>
<td>5:30 A.M. - 8:00 P.M.</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 La Mirada - Norwalk C Line Station via Imperial Highway</td>
<td>Local</td>
<td>5:30 A.M. - 11:00 P.M.</td>
<td>20</td>
<td>22</td>
<td>24</td>
<td>20</td>
<td></td>
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</tr>
<tr>
<td>5 La Mirada - Norwalk C Line Station via Rosecrans Avenue</td>
<td>Local</td>
<td>4:30 A.M. - 7:30 P.M.</td>
<td>48</td>
<td>48</td>
<td>48</td>
<td>48</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 El Monte - Norwalk C Line Station via Bloomfield Avenue</td>
<td>Local</td>
<td>5:30 A.M. - 9:00 P.M.</td>
<td>48</td>
<td>48</td>
<td>48</td>
<td>48</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes**
- NB: Northbound; SB: Southbound; EB: Eastbound; WB: Westbound
- Metro: Los Angeles County Metropolitan Transportation Authority
- AM Peak from 6 AM - 10 AM
- PM Peak from 3 PM - 7 PM

[a] Average headways are based on the total number of trips during the peak period as indicated in Metro, and NTS data from June 2021 and May 2020, respectively.
<table>
<thead>
<tr>
<th>No.</th>
<th>Project Name</th>
<th>Address</th>
<th>Description</th>
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<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Daily</td>
<td>Morning Peak Hour</td>
<td>Afternoon Peak Hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
<td>In</td>
<td>Out</td>
<td>Total</td>
<td>In</td>
<td>Out</td>
<td>Total</td>
<td>In</td>
</tr>
<tr>
<td>1</td>
<td>City of Norwalk [b]</td>
<td></td>
<td></td>
<td>9</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>11944 Orange St</td>
<td>11944 Orange St</td>
<td>Additional single-family residential unit</td>
<td>250</td>
<td>12</td>
<td>19</td>
<td>31</td>
<td>13</td>
<td>10</td>
<td>23</td>
<td></td>
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<td></td>
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<tr>
<td>1</td>
<td>Mercy Housing - Norwalk Veterans' Housing</td>
<td>13705 San Antonio Drive</td>
<td>60 affordable housing apartment units</td>
<td>298</td>
<td>6</td>
<td>16</td>
<td>22</td>
<td>17</td>
<td>12</td>
<td>29</td>
<td></td>
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<tr>
<td>1</td>
<td>14815 Pioneer Bl</td>
<td>14815 Pioneer Bl</td>
<td>56 market-rate apartment units and six affordable housing apartment units</td>
<td>4,594</td>
<td>100</td>
<td>244</td>
<td>344</td>
<td>259</td>
<td>180</td>
<td>439</td>
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<tr>
<td>1</td>
<td>13200 Bloomfield Ave</td>
<td>13200 Bloomfield Ave</td>
<td>750 apartment units with commercial uses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
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</tr>
<tr>
<td>1</td>
<td>11729 Imperial Highway</td>
<td>11729 Imperial Highway</td>
<td>Conversion of former Walmart to last mile facility or vehicle sales</td>
<td>1,159</td>
<td>57</td>
<td>54</td>
<td>111</td>
<td>43</td>
<td>39</td>
<td>82</td>
<td></td>
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<tr>
<td>1</td>
<td>12843 Norwalk Bl</td>
<td>12843 Norwalk Bl</td>
<td>2,480 sf fast-food restaurant with drive-through</td>
<td>967</td>
<td>31</td>
<td>25</td>
<td>56</td>
<td>21</td>
<td>15</td>
<td>36</td>
<td></td>
<td></td>
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<tr>
<td>1</td>
<td>13111 Sycamore St</td>
<td>13111 Sycamore St</td>
<td>121-room hotel</td>
<td>589</td>
<td>18</td>
<td>14</td>
<td>32</td>
<td>18</td>
<td>24</td>
<td>42</td>
<td></td>
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<tr>
<td>1</td>
<td>CHP Santa Fe Springs Area Office Replacement Project</td>
<td>11401 Bloomfield Ave</td>
<td>Development of CHP Santa Fe Springs Area Office providing work space, vehicle and equipment storage for 159 future employees.</td>
<td>98</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>13</td>
<td>11</td>
<td>24</td>
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<tr>
<td>1</td>
<td>Holifield Park</td>
<td>12500 Excelsior Dr</td>
<td>15 acre expansion of existing park</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>2</td>
<td>City of Santa Fe Springs [c]</td>
<td></td>
<td></td>
<td>30</td>
<td>4</td>
<td>1</td>
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<td>1</td>
<td>3</td>
<td>4</td>
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<td></td>
</tr>
<tr>
<td>2</td>
<td>10003 Freeman Ave</td>
<td>10003 Freeman Ave</td>
<td>Construction of 6,250 sf industrial building</td>
<td>667</td>
<td>89</td>
<td>12</td>
<td>101</td>
<td>12</td>
<td>77</td>
<td>89</td>
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</tr>
<tr>
<td>2</td>
<td>11401 Greenstone Ave</td>
<td>11401 Greenstone Ave</td>
<td>Construction of 137,000 sf industrial building</td>
<td>454</td>
<td>9</td>
<td>21</td>
<td>30</td>
<td>21</td>
<td>15</td>
<td>36</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>11733 Florence St</td>
<td>11733 Florence St</td>
<td>63 townhome units</td>
<td>2,208</td>
<td>108</td>
<td>103</td>
<td>211</td>
<td>81</td>
<td>75</td>
<td>156</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>13231 Lakeland Road</td>
<td>13231 Lakeland Road</td>
<td>19 units for transitional housing and 102 apartment units</td>
<td>554</td>
<td>11</td>
<td>34</td>
<td>45</td>
<td>29</td>
<td>20</td>
<td>49</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>9820-10020 Pioneer Bl</td>
<td>9820-10020 Pioneer Bl</td>
<td>Increase one industrial building from 28,146 sf to 35,837 sf; decrease one industrial building from 31,422 sf to 22,770 sf</td>
<td>(5)</td>
<td>(1)</td>
<td>0</td>
<td>(1)</td>
<td>0</td>
<td>(1)</td>
<td>(1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Lakeland &amp; Laurel</td>
<td>Northeast corner of Lakeland &amp; Laurel</td>
<td>18 condominium units</td>
<td>130</td>
<td>3</td>
<td>6</td>
<td>9</td>
<td>6</td>
<td>4</td>
<td>10</td>
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**OTHER AREA-WIDE PROJECTS**

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heart of Norwalk Vision Plan</td>
<td>The Heart of Norwalk Vision Plan proposes to create a vision of an attractive, active, and unique place beneficial to local residents and businesses, and establishes the San Antonio Village/Firestone Corridor as the heart of the City of Norwalk. The proposed changes would primarily increase mixed-use development and prioritize walking, biking, and public spaces through streetscape improvements along San Antonio Drive and Firestone Boulevard.</td>
</tr>
</tbody>
</table>

Notes:
[b] List of related projects provided by the City of Norwalk from January 2022.
[e] List of related projects provided by the City of Santa Fe Springs from October 2021.
Chapter 3

Project Traffic

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project. These components form the basis of the Project’s non-CEQA transportation analysis.

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project were estimated using rates published in *Trip Generation Manual, 11th Edition*. For the purposes of this transportation analysis, the trips generated by the Project’s restaurant component were estimated assuming an even distribution of high-turnover restaurant and fine dining restaurant. These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and morning and afternoon peak hour rates. They relate the number of vehicle trips traveling to and from the Project Site to the size of development for each land use.

The following trip generation reductions were applied after consultation with the City during the scoping process:

- **Internal Capture**: A 20% internal capture reduction was applied to the commercial uses to account for person trips made between distinct land uses within the Project (e.g., residents visiting the commercial uses without requiring an additional vehicle trip). The internal capture reduction was determined based on the NCHRP 8-51 Internal Trip Capture Estimation Tool (*National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board and National Research Council, 2011).

- **Transit Usage/Walk-In**: The Project Site is located within walking distance of local bus stops, 0.60 miles of the Metrolink Norwalk Station, and 1.85 miles of the Metro C (Green) Line Norwalk Station; therefore, a 5% transit/walk-in adjustment was applied to the Project
to account for transit usage and walk-in arrivals from surrounding neighborhoods and adjacent commercial developments.

- **Pass-By**: Average pass-by reductions from *Trip Generation Manual, 11th Edition* were applied for the Project's proposed commercial land uses, including a 40% reduction to the retail use, a 24% reduction to the supermarket use, a 44% reduction to the fine dining restaurant use, and a 43% reduction to the high-turnover sit-down restaurant use, to account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Similar to the trip generation rates, the pass-by reduction in *Trip Generation Manual, 11th Edition* were based on surveys and interviews conducted of similar land uses at sites around the country.

As shown in Table 4, after accounting for the reductions detailed above, the Project is estimated to generate 6,192 trips on a typical weekday, including 294 morning peak hour trips (127 inbound, 167 outbound) and 545 afternoon peak hour trips (301 inbound, 244 outbound). The total trips at Project driveways (i.e., without application of pass-by reductions) is estimated to be 8,699 trips on a typical weekday, including 393 morning peak hour trips (183 inbound, 210 outbound) and 763 afternoon peak hour trips (420 inbound, 343 outbound).

**PROJECT TRIP DISTRIBUTION**

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

As previously detailed, access to the Project Site and County parking garage would be provided via Norwalk Boulevard and Avenida Manuel Salinas. Based on these considerations, traffic entering and exiting the Project was assigned to the surrounding street system. The intersection-level trip distribution patterns for the study intersections and Project driveways are shown in Figures 14A-14D, respectively.
Generally, based on a review of existing travel demand patterns and existing access to regional
collections to employment and commercial centers, the Project’s residential trip distribution pattern
is as follows:

- 35% to/from the north
- 15% to/from the east
- 30% to/from the south
- 20% to/from the west

And based on a review of existing travel demand patterns, as well as existing access to local and
regional connections to residential, commercial, and employment centers, the Project’s commercial
trip distribution pattern generally is as follows:

- 30% to/from the north
- 20% to/from the east
- 28% to/from the south
- 22% to/from the west

PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 4 and the residential and commercial
trip distribution patterns shown in Figures 14A-14D were used to assign the Project-generated traffic
through the study intersections and driveways. Figures 15A-15B illustrate the Project-only traffic
volumes at the study intersections and driveways during typical weekday morning and afternoon
peak hours.
LEGEND

- Project Site
- Analyzed Intersection
- Inbound (Outbound) Trip Percentage
- Project Driveway

NOTE: The driveways depicted provide a general representation of the Project's site access and circulation plan.

PROJECT INTERSECTION-LEVEL TRIP DISTRIBUTION RESIDENTIAL

FIGURE 14A (CONT.)
NOTE: No pass-by reductions were applied to Project driveways. The driveways depicted provide a general representation of the Project's site access and circulation plan.
1. Norwalk Boulevard & Lakeland Road
2. Norwalk Boulevard & Crewe Street
3. Firestone Boulevard & Imperial Highway
4. Pioneer Boulevard & Imperial Highway
5. I-5 Southbound Off-Ramp / Frontage Rd & Imperial Highway
6. I-5 Northbound On-Ramp / Adoree St & Imperial Highway
7. Kalnor Avenue & Imperial Highway
8. Norwalk Boulevard & Imperial Highway
9. Avenidas Manuel Salinas & Imperial Highway
10. Volunteer Avenue & Imperial Highway
11. Bloomfield Avenue & Imperial Highway
12. Norwalk Boulevard & Civic Center Drive

**LEGEND**
- Project Site
- #(#) AM(PM) Peak Hour Traffic Volumes
- Analyzed Intersection
- Project Driveway

**NOTE:** The driveways depicted provide a general representation of the Project’s site access and circulation plan.

**PROJECT-ONLY**
**PEAK HOUR TRAFFIC VOLUMES AT INTERSECTIONS**

**FIGURE 15A**

45
NOTE: No pass-by reductions were applied to Project driveways. The driveways depicted provide a general representation of the Project's site access and circulation plan.
### TABLE 4
TRIP GENERATION

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Land Use Code</th>
<th>Size</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Trip Generation Rates</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multifamily Housing (Mid-Rise)</td>
<td>221</td>
<td>per du</td>
<td>4.54</td>
<td>23%</td>
<td>77%</td>
</tr>
<tr>
<td>Shopping Plaza (40-150 ksf)</td>
<td>821</td>
<td>per ksf</td>
<td>67.52</td>
<td>62%</td>
<td>38%</td>
</tr>
<tr>
<td>Supermarket</td>
<td>850</td>
<td>per ksf</td>
<td>93.84</td>
<td>59%</td>
<td>41%</td>
</tr>
<tr>
<td>Fine Dining Restaurant</td>
<td>931</td>
<td>per ksf</td>
<td>83.84</td>
<td>(i)</td>
<td>(i)</td>
</tr>
<tr>
<td>High-Turnover Sit-Down Restaurant</td>
<td>932</td>
<td>per ksf</td>
<td>107.20</td>
<td>65%</td>
<td>45%</td>
</tr>
<tr>
<td><strong>Proposed Project</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>221</td>
<td>350 du</td>
<td>1,589</td>
<td>30</td>
<td>100</td>
</tr>
<tr>
<td>Transit/Walk-In Reduction - 5%</td>
<td>(i)</td>
<td></td>
<td>(79)</td>
<td>(2)</td>
<td>(5)</td>
</tr>
<tr>
<td>Subtotal - Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>821</td>
<td>35,000 sf</td>
<td>2,363</td>
<td>38</td>
<td>23</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(i)</td>
<td></td>
<td>(473)</td>
<td>(8)</td>
<td>(5)</td>
</tr>
<tr>
<td>Transit/Walk-In - 5%</td>
<td></td>
<td></td>
<td>(95)</td>
<td>(2)</td>
<td>(1)</td>
</tr>
<tr>
<td>Pass-by - 40%</td>
<td></td>
<td></td>
<td>(718)</td>
<td>(11)</td>
<td>(7)</td>
</tr>
<tr>
<td>Supermarket</td>
<td>850</td>
<td>40,000 sf</td>
<td>3,754</td>
<td>67</td>
<td>47</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(i)</td>
<td></td>
<td>(751)</td>
<td>(13)</td>
<td>(9)</td>
</tr>
<tr>
<td>Transit/Walk-In - 5%</td>
<td></td>
<td></td>
<td>(150)</td>
<td>(3)</td>
<td>(2)</td>
</tr>
<tr>
<td>Pass-by - 24%</td>
<td></td>
<td></td>
<td>(685)</td>
<td>(12)</td>
<td>(9)</td>
</tr>
<tr>
<td>Fine Dining Restaurant</td>
<td>931</td>
<td>17,500 sf</td>
<td>1,467</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(i)</td>
<td></td>
<td>(293)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Transit/Walk-In - 5%</td>
<td></td>
<td></td>
<td>(69)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Pass-by - 44%</td>
<td></td>
<td></td>
<td>(491)</td>
<td>(3)</td>
<td>(2)</td>
</tr>
<tr>
<td>High-Turnover Sit-Down Restaurant</td>
<td>932</td>
<td>17,500 sf</td>
<td>1,876</td>
<td>92</td>
<td>75</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(i)</td>
<td></td>
<td>(375)</td>
<td>(18)</td>
<td>(15)</td>
</tr>
<tr>
<td>Transit/Walk-In - 5%</td>
<td></td>
<td></td>
<td>(75)</td>
<td>(4)</td>
<td>(3)</td>
</tr>
<tr>
<td>Pass-by - 43%</td>
<td></td>
<td></td>
<td>(613)</td>
<td>(30)</td>
<td>(25)</td>
</tr>
<tr>
<td>Subtotal - Commercial</td>
<td></td>
<td></td>
<td>110,000 sf</td>
<td>4,682</td>
<td>99</td>
</tr>
</tbody>
</table>

**Notes**


[b] AM peak hour directional distributions are not provided for Fine Dining Restaurant uses in Trip Generation, 11th Edition. Therefore, the AM peak hour directional distributions for High-Turnover Restaurant use were applied.

[c] The Project Site is served by various local bus lines along Imperial Highway and Norwalk Boulevard with stops adjacent to the Project Site, and is also located less than one-mile of the Metro C (Green) Line Norwalk Station and the MetroLink Norwalk Station. Therefore, a 5% transit/walk-in reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[d] The retail component includes an integrated group of commercial establishments and contains more than retail merchandising facilities, including food & beverage and health/fitness club uses, consistent with the Shopping Plaza land use definition in Trip Generation, 11th Edition.

[e] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e. between residents and commercial uses) without using off-site road system, and are consistent with the NCHRP 8-51 Internal Trip Capture Estimation Tool (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board and National Research Council, 2011).

[f] Pass-by reductions account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion, and are based on pass-by reductions identified in Trip Generation, 11th Edition. Pass-by reductions are not applied to Project driveways.

---

**Total New Project Trips**

| | 6,192 | 127 | 167 | 294 | 301 | 244 | 545 |

**Total Project Trips at Driveways (without Pass-By)**

| | 8,699 | 183 | 210 | 393 | 420 | 343 | 763 |
Chapter 4

CEQA Analysis of Transportation Impacts

The CEQA-related analysis was conducted in accordance with SB 743, which shifts the focus of transportation analysis from vehicular delay (LOS) to VMT, in order to reduce GHG emissions, create multimodal networks, and promote mixed-use developments.

Per CEQA Guidelines Section 15064.3, subdivision (b)(1) states that a lead agency has discretion to choose the most appropriate method to evaluate the project’s VMT, and the City, as the lead agency, has the discretion to select the appropriate thresholds of significance and methodologies for evaluating a project’s VMT, including whether or not to express the change in absolute terms, per capita, per household or in another measure. The City has not adopted specific guidelines for evaluating VMT. However, as detailed in Technical Advisory on Evaluation Transportation Impacts in CEQA (OPR, December 2018) (OPR Technical Advisory), a lead agency has discretion to rely on thresholds recommended by other agencies. As such, the City has recognized thresholds from Los Angeles County Public Works Transportation Impact Analysis Guidelines (County Department of Public Works, July 23, 2020) (County TIA Guidelines) to determine VMT impacts, as detailed in the Transportation Study Scope provided in Appendix A.

Section 3.1 of the County TIA Guidelines addresses whether a project causes substantial VMT and is generally applied to development projects, including non-retail and retail projects. Section 3.1.1 inquires whether the project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). This subdivision states that (for land use projects) “vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact.” The impact criteria identified in the County TIA Guidelines are based on guidance published in the OPR Technical Advisory and California’s 2017 Climate Change Scoping Plan (California Air Resources Board, January 2019).
VMT METHODOLOGY

The County TIA Guidelines outline screening criteria to determine if a development project would require further CEQA transportation impact analysis or if a project could be determined to have a less than significant CEQA impact. Per Section 3.1.2.1 of County TIA Guidelines, the Project would meet the requirements for further VMT analysis, as detailed in Table 5.

The following describes the methodology by which vehicle trips and VMT were calculated for the Project, which was determined in consultation with the City in the Transportation Study Scope. As detailed in Appendix C, the VMT analysis was based on the daily trip generation estimates from *Trip Generation Manual, 11th Edition*, as calculated in Chapter 3, and average trip length outputs from the *California Emissions Estimator Model Version 2020.4.0* (California Air Pollution Control Officers Association [CAPCOA], 2022) (CalEEMod) to estimate the Project generated daily VMT. The population and employment projections based on data provided by the United States Census Bureau and the United States Green Building Council, respectively, were utilized to compare the Project’s VMT impact with the efficiency-based thresholds (e.g., residential VMT per capita).

VMT Impact Criteria

As previously detailed, Section 3.1 of the County TIA Guidelines provides VMT impact criteria for development (non-retail and retail) projects and land use plans (e.g., community plans, general plans, area plans). As detailed in Section E-3 of the OPR Technical Advisory, analysis of specific plans may also utilize the same thresholds identified for development projects. The Project is located within the South County, as determined in the County TIA Guidelines. Therefore, the existing baseline VMT and VMT impact criteria for the South County area were applied to the Project’s VMT analysis. In accordance with the OPR Technical Advisory, the County TIA Guidelines direct mixed-use development projects to independently apply the applicable impact criteria to each project type (e.g., residential, employment, retail, etc.) included in a project.

**Non-Retail Development Projects.** The impact criteria for non-retail development projects are based on the residential and employment generated VMT, as the location and characteristics of residences and workplaces are often the main drivers of regional VMT, as detailed in Appendix 1.
of the OPR Technical Advisory. Figure 3.1.3-1 of the County TIA Guidelines identifies the following existing baseline VMT and impact criteria (16.8% below the existing baseline VMT) for residential and employment VMT:

**Residential VMT**
- Existing Baseline: 12.7 residential VMT per capita
- Impact Criteria: 10.6 residential VMT per capita

**Employment VMT**
- Existing Baseline: 18.4 employment VMT per employee
- Impact Criteria: 15.3 employment VMT per employee

As detailed in Section 3.1.4.1 of the County Guidelines, the residential VMT thresholds apply to residential land uses and the employment VMT impact thresholds apply to office, manufacturing, and institutional land uses. The Project includes residential uses and, therefore, the residential VMT impact thresholds were applied to the Project VMT analysis as further detailed below. However, the Project does not include any office, manufacturing, or institutional land uses, as defined in Section 3.1.4.1 of the County TIA Guidelines. Therefore, the employment VMT impact criterion does not apply to the Project, and the Project would not result in an employment VMT impact.

**Retail Development Projects.** As detailed in the OPR Technical Advisory, retail projects (including general retail, supermarket, and restaurant land uses) typically reroute travel from other retail destinations rather than create new trips, which could lead to increases or decreases in VMT depending on the existing retail travel patterns of the area. A regional-serving retail project can lengthen trips and increase VMT because it is likely to shift business away from local-serving commercial options. Conversely, local-serving retail tends to shorten trips and reduce VMT because it attracts trips from nearby residences and businesses that would otherwise travel farther to find suitable options. As detailed in the OPR Technical Advisory and the County TIA Guidelines and outlined in the Transportation Study Scope provided in Appendix A, non-office retail uses that do not exceed 50,000 sf within mixed-use development projects are considered local-serving and are assumed to have less than significant VMT impacts.
As detailed in Section 3.1.4.2 of the County TIA Guidelines, when mixed-use developments include retail uses greater than 50,000 sf, the Southern California Association of Governments' (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Travel Demand Forecasting (TDF) model is run to determine the net change in daily VMT with development of a project. For mixed-use projects with retail components greater than 50,000 sf, the daily VMT “with retail” is subtracted from the daily VMT “without retail” to determine the net change in VMT. If the retail component of a mixed-use development results in a net increase in VMT, the VMT impact would be considered significant, and mitigation would be required.

PROJECT VMT ANALYSIS

The VMT analysis results for the Project are summarized in Table 6 and described below.

Residential VMT Analysis

Prior to the implementation of any TDM strategies, it is estimated that the Project would generate 16,001 daily residential VMT, based on the trip generation estimates detailed in Table 4 and the average residential trip length output from CalEEMod. As detailed in Table 6, the Project is projected to have a total residential population of 1,264 residents, based on projections from the United States Census Bureau. Thus, the Project would generate daily residential VMT per capita of 12.7, exceeding the residential VMT per capita threshold of 10.6. Therefore, the Project would result in a potentially significant residential VMT impact and mitigation measures would be required.

---

3 The SCAG RTP/SCS TDF model for Connect SoCal: The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments (SCAG, Adopted September 2020) (2020-2045 RTP/SCS) is not readily available for public use. Therefore, the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (SCAG, Adopted April 2016) (2016 RTP/SCS) TDF model is utilized.

4 Although TDM strategies (e.g., reduced parking, bicycle and pedestrian enhancements, etc.) are inherent to the Project's design, to provide a conservative analysis, no additional reductions were applied to the Project VMT calculations prior to mitigation.
Retail VMT Analysis

The Project includes approximately 110,000 sf of commercial uses, which for purposes of the transportation analysis were assumed to consist of approximately 35,000 sf of retail uses, a 40,000 sf supermarket, and approximately 35,000 sf of high-turnover and fine dining restaurant uses. As discussed with the City through the Transportation Study Scope, none of the individual commercial tenants would exceed the 50,000 sf threshold between local-serving and regional-serving retail. Furthermore, as stated in the OPR Technical Advisory, adding retail opportunities, including supermarket and restaurant uses, into the urban fabric improves retail destination proximity and therefore shortens trips and reduces VMT. The Project would add commercial uses proximate to existing residential and civic center uses and would also introduce residential uses on the Project Site. As such, the commercial uses of the Project would provide retail and restaurant opportunities within walking distance of the Project's residential units, as well as the existing civic center, entertainment, and residential uses in the surrounding Project Site area. The Project is also intended to implement the City's Economic Development Plan, which identified the Project Site as an opportunity for enhanced retail and commercial uses to take advantage of existing trips and demographics in the area. Thus, the commercial uses of the Project would not be considered regional-serving and would instead serve the local community.

However, because the combined commercial uses of the Project at 110,000 sf would exceed 50,000 sf, additional review on total VMT was conducted. Based on the VMT methodology outlined in Section 3.1.4.2 of the County TIA Guidelines, the 2016 RTP/SCS TDF model was used to determine the net change in regional VMT. As detailed in Table 3 of Norwalk Entertainment District – Civic Center Specific Plan Project VMT Modeling Summary (Iteris, Inc., June 2022), provided in Appendix C, the County-wide VMT would remain the same when comparing the Project with and without the proposed 110,000 sf of retail uses. Therefore, the inclusion the Project's proposed 110,000 sf of commercial retail uses would not result in an increase in total VMT. Thus, the retail VMT impact would be less than significant, and no mitigation measures would be required. No further retail VMT analysis is required.
TDM PROGRAM

A comprehensive TDM program would be implemented as part of the Project’s mitigation program aimed at reducing VMT and vehicular trips to the Project Site and the Project area through transportation services, education programs, and incentive programs intended to promote non-auto travel and the reduction of single occupancy vehicle trips. The mitigation measure identifies a menu of available TDM strategies that the Project could implement to result in a quantitative reduction in VMT and vehicular trips.

*Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, September 2017) and *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers* (CAPCOA, December 2021) (CAPCOA GHG Handbook) provides a summary of research of TDM programs and the effectiveness of the TDM programs at reducing VMT. The combined effect of the various strategies implemented as part of the TDM program would result in a reduction in VMT and vehicular trips by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes as compared to single occupancy vehicles (e.g., transit, bus, walking, bicycling, carpool, etc.) Based on the Project’s suburban center location, a VMT reduction of up to 20% could be achievable with implementation of a TDM program, as identified in CAPCOA GHG Handbook. Thus, it would be reasonable to assume that implementation of the Project’s TDM program, as detailed below, would achieve a VMT reduction of 20% from the baseline VMT (i.e., VMT prior to mitigation).

The Project would be subject to annual monitoring to provide a reasonable sample period of travel characteristics, including but not limited to the percentage of modes of travel to and from the site, parking hour utilization, and/or peak hour trips, to ensure that the consistency with the TDM target. The monitoring program would continue until the Project has shown that achievement of the target has been met for five consecutive years following full operations of the Project. Should the Project fail to meet the target after a given monitoring year, the Project would be required to review and implement enhancements to the components of the TDM Program, subject to review and

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5 Per the CAPCOA GHG Handbook, the combined effectiveness of the TDM measures related to Land Use, Neighborhood Design, Trip Reduction Programs, Parking Management, Transit, Parking or Road Pricing/Management, and Clean Vehicles and Fuel reduce VMT. The effectiveness of the TDM strategies is based on research documented in the CAPCOA GHG Handbook, as well as other industry research and local conditions.
monitoring by the City, to increase the effectiveness of TDM in meeting the VMT and trip reduction goals the following year.

Based on a review of the City’s TDM Ordinance in Section 17.03.080 of the Municipal Code, as well as *Trip Generation Handbook, 3rd Edition*, the CAPCOA GHG Handbook, and other related resources, the Project’s TDM program would include, but is not limited to, the following measures, which are further described below:

- Educational Programs/On-Site TDM Coordinator
- Transportation Information Center/kiosks
- Bicycle amenities
- Promotion and support of carpool and rideshare
- Incentives for using alternative travel modes
- Parking incentives
- Mobility hub support
- Community-wide transportation management organization

Should implementation of these TDM measures become infeasible for the Project, substitute TDM measures that would be equivalent or superior in reduction vehicle trips and VMT would be implemented.

**Educational Programs/On-Site Coordinator.** A key component of a successful TDM program is to make residents, employees, and visitors at the Project Site aware of the various programs offered. To this end, a TDM coordinator would reach out to residents, employers, and employees directly to promote the benefits of TDM.

**Transportation Information Center/Kiosk.** In compliance with the City’s TDM Ordinance, the Project would provide a Transportation Information Center, where Project residents, employees and visitors can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A Transportation Information Center would be centrally-located and would provide information about transit schedules, commute planning, rideshare, and bicycle and pedestrian plans.
**Project Design Features to Promote Bicycling and Walking.** The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points, upgraded pedestrian facilities, and bicycle parking. Additionally, the Project Site would be designed to be a friendly and convenient environment for pedestrians through landscaped open space and walkways.

**Bikeway Improvements.** The Project would contribute funding toward the implementation of bicycle improvements within the Project area.

**Ridesharing Services Programs.** The TDM program would provide services to match residents and employees to establish carpools and vanpools. Carpools/vanpools provide the potential for residents to go to work relaxed and/or work during the commute and reduce the number of vehicle trips to and from the Project Site.

**Incentives for Using Alternative Travel Modes.** The TDM program would incorporate various incentives for use of its programs. In accordance with the City’s TDM Ordinance, carpool and vanpool users could be offered preferential load/unload areas or convenient designated parking spaces. Employees who choose not to drive their own cars and park them at the Project Site could receive a “parking cash-out” subsidy. For example, discounted transit passes could be offered to eligible residents and employees. Project employees who purchase transit passes from the Project Transportation Coordinator would automatically be registered in a Guaranteed Ride Home Program by which, upon request to the Transportation Coordinator, the employee will be given a voucher to travel home on transit or Uber/Lyft (or similar shared ride service) in case of illness or emergency. Each employee would receive a limited number of Guaranteed Ride Home passes per year.

**Parking Incentives.** The Project would provide a reduced parking supply as compared to the City’s baseline Municipal Code requirements. Limiting the amount of parking available would limit the convenience of driving and disincentivize driving as a preferred mode of travel and, thus, would decrease VMT. Unbundled parking is a program wherein parking spaces are rented or sold separately from the building space, which allows for a separate charge for parking and the flexibility to vary the number of spaces rented. Unbundling parking is an essential first step toward getting people to understand the economic cost of parking. Without unbundled parking, tenants often assume that parking is free.
**Mobility Hub Support.** The Project would support existing and/or future efforts by the City to provide first-mile and last-mile service for transit users. Mobility hubs, typically located at or near public transit centers, would provide amenities such as, but not limited to, bicycle parking and transit information. The Project could provide space for similar amenities at the Project Site to complement future mobility hubs in the surrounding entertainment district and civic center areas.

**Communitywide Transportation Management Organization (TMO).** The Project area is a candidate for alternative modes of transportation, including convenient walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc., due to the proximity of existing employment, residential, and commercial uses, as well as the Metrolink Norwalk Station, the Metro C (Green) Line Norwalk Station, and numerous bus stops. At present, there is no organization to administer these options to the public. A Communitywide TMO would help promote these services to a community by providing information about available public transportation options and ridesharing services. Many of the strategies described above could be enhanced through participation in the Communitywide TMO.

**PROJECT VMT WITH MITIGATION**

The VMT analysis results for the Project with application of a 20% VMT reduction resulting from the implementation of the TDM program detailed above are summarized in Table 6. As previously noted, the Project would not result in a retail VMT impact; therefore, no further retail VMT analysis with mitigation was required or conducted.

**Residential VMT Analysis with Mitigation**

As shown in Table 6, with implementation of a TDM program, the Project is estimated to generate 12,805 daily residential VMT. Assuming a total population of 1,264 residents, the Project would generate daily residential VMT per capita of 10.1, which would fall below the residential VMT per capita threshold of 10.6. Thus, with implementation of the TDM program, the Project’s daily residential VMT per capita would be reduced to less than significant levels.
CUMULATIVE ANALYSIS

Cumulative VMT effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of the 2020-2045 RTP/SCS in terms of development location, density, and intensity. The 2020-2045 RTP/SCS presents a long-term vision for the region’s transportation system through Year 2045 and balances the region’s future mobility and housing needs with economic, environmental, and public health goals.

As detailed in Section 3.1.4.3 of the County TIA Guidelines, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., residential VMT per capita) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the 2020-2045 RTP/SCS.

As described above, the Project would not result in a significant and unavoidable VMT impact, the Project mitigation requires a variety of transportation options through a TDM program and is consistent with the 2020-2045 RTP/SCS goal of maximizing mobility and accessibility in the region. Thus, the Project would result in a less-than-significant cumulative VMT impact and no mitigation measures would be required.
### TABLE 5
TRANSPORTATION IMPACT ANALYSIS SCREENING - CEQA ANALYSES

<table>
<thead>
<tr>
<th>County of Los Angeles Screening Criteria [a]</th>
<th>Met by Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Development Projects (Section 3.1)</strong></td>
<td></td>
</tr>
<tr>
<td>Does the development project generate a net increase of 110 or more daily vehicle trips?</td>
<td>Yes</td>
</tr>
<tr>
<td>Does the project contain retail uses that exceed 50,000 square feet of gross floor area?</td>
<td>Yes</td>
</tr>
<tr>
<td>Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?</td>
<td>No</td>
</tr>
<tr>
<td><strong>Transportation Projects (Section 3.2)</strong></td>
<td></td>
</tr>
<tr>
<td>Would the 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)?</td>
<td>No</td>
</tr>
</tbody>
</table>

**VMT Analysis Required (Any Criteria Met)**

| Yes |

**VMT Analysis Required**

| No |

**Notes:**

[a] Screening criteria from the County TIA Guidelines Section 3, CEQA Transportation Impact Analysis Process.
### TABLE 6A
VMT DEVELOPMENT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>Daily Trip Rate [a]</th>
<th>Average Trip Length [b]</th>
<th>Prior to Mitigation</th>
<th>With Mitigation (20% TDM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Total Daily Trips</td>
<td>Total Daily VMT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>350 du</td>
<td></td>
<td></td>
<td>1,589</td>
<td>16,843</td>
</tr>
<tr>
<td>Transit/Walk-In Reduction [c]</td>
<td>5%</td>
<td>4.54</td>
<td>10.6</td>
<td>(79)</td>
<td>(842)</td>
</tr>
<tr>
<td>Residential with Reductions</td>
<td></td>
<td></td>
<td></td>
<td>1,510</td>
<td>16,001</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,208</td>
<td>12,805</td>
</tr>
<tr>
<td>Retail</td>
<td>35,000 sf</td>
<td></td>
<td></td>
<td>2,363</td>
<td>22,449</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture [c]</td>
<td>20%</td>
<td>67.52</td>
<td>9.5</td>
<td>(473)</td>
<td>(4,490)</td>
</tr>
<tr>
<td>Transit/Walk-In Reduction [c]</td>
<td>5%</td>
<td></td>
<td></td>
<td>(95)</td>
<td>(898)</td>
</tr>
<tr>
<td>Retail with Reductions [c]</td>
<td></td>
<td></td>
<td></td>
<td>1,795</td>
<td>17,061</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,436</td>
<td>13,642</td>
</tr>
<tr>
<td>Supermarket</td>
<td>40,000 sf</td>
<td></td>
<td></td>
<td>3,754</td>
<td>32,284</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture [c]</td>
<td>20%</td>
<td>93.84</td>
<td>8.6</td>
<td>(751)</td>
<td>(6,457)</td>
</tr>
<tr>
<td>Transit/Walk-In Reduction [c]</td>
<td>5%</td>
<td></td>
<td></td>
<td>(150)</td>
<td>(1,291)</td>
</tr>
<tr>
<td>Supermarket with Reductions [c]</td>
<td></td>
<td></td>
<td></td>
<td>2,853</td>
<td>24,536</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,282</td>
<td>19,625</td>
</tr>
<tr>
<td>Fine Dining Restaurant</td>
<td>17,500 sf</td>
<td></td>
<td></td>
<td>1,467</td>
<td>13,350</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture [c]</td>
<td>20%</td>
<td>83.84</td>
<td>9.1</td>
<td>(293)</td>
<td>(2,670)</td>
</tr>
<tr>
<td>Transit/Walk-In Reduction [c]</td>
<td>5%</td>
<td></td>
<td></td>
<td>(59)</td>
<td>(534)</td>
</tr>
<tr>
<td>Fine Dining Restaurant with Reductions [c]</td>
<td></td>
<td></td>
<td></td>
<td>1,115</td>
<td>10,146</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>892</td>
<td>8,117</td>
</tr>
<tr>
<td>High-Turnover Sit-Down Restaurant</td>
<td>17,500 sf</td>
<td></td>
<td></td>
<td>1,876</td>
<td>16,509</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture [c]</td>
<td>20%</td>
<td>107.2</td>
<td>8.8</td>
<td>(375)</td>
<td>(3,302)</td>
</tr>
<tr>
<td>Transit/Walk-In Reduction [c]</td>
<td>5%</td>
<td></td>
<td></td>
<td>(75)</td>
<td>(660)</td>
</tr>
<tr>
<td>High-Turnover Sit-Down Restaurant with Reductions [c]</td>
<td></td>
<td></td>
<td></td>
<td>1,426</td>
<td>12,547</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,141</td>
<td>10,041</td>
</tr>
<tr>
<td>Total Project</td>
<td></td>
<td></td>
<td></td>
<td>11,049</td>
<td>101,435</td>
</tr>
<tr>
<td>Total Net Project with Trip Reductions</td>
<td></td>
<td></td>
<td></td>
<td>8,699</td>
<td>80,291</td>
</tr>
</tbody>
</table>

**Notes**

[b] Average vehicle trip lengths based on outputs from the *California Emissions Estimator Model Version 2020.4.0*. (CAPCOA, 2022).
[c] See Table 4 for details on the trip reductions applied to the VMT analysis. The VMT analysis is based on the total trips generated to the Project Site, therefore, no pass-by reductions are applied.
TABLE 6B
VMT IMPACT ANALYSIS SUMMARY

<table>
<thead>
<tr>
<th>Project Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Land Uses</strong></td>
</tr>
<tr>
<td>Housing</td>
</tr>
<tr>
<td>Retail</td>
</tr>
<tr>
<td>Retail</td>
</tr>
<tr>
<td>Retail</td>
</tr>
<tr>
<td>Retail</td>
</tr>
<tr>
<td><strong>Total Population [a]</strong></td>
</tr>
<tr>
<td><strong>Total Employees [a]</strong></td>
</tr>
</tbody>
</table>

| **Los Angeles County Baseline Area [b]** |
| **South County** |
| **Residential VMT Impact Threshold** | 10.6 |
| **Work VMT Impact Threshold [c]** | 15.3 |

<table>
<thead>
<tr>
<th>VMT Analysis [d]</th>
<th>Prior to TDM</th>
<th>with TDM Program [e]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Daily Residential Trips [f]</strong></td>
<td>1,510</td>
<td>1,208</td>
</tr>
<tr>
<td><strong>Total Daily Residential VMT [f]</strong></td>
<td>16,001</td>
<td>12,805</td>
</tr>
<tr>
<td><strong>Household VMT per Capita</strong></td>
<td>12.7</td>
<td>10.1</td>
</tr>
<tr>
<td><strong>Significant Impact</strong></td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

Notes
[a] Project population and employment totals based on 2020 data from United States Census Bureau and the United States Green Building Council (2008), respectively.
[b] The City of Norwalk does not have City-specific guidelines for evaluating VMT. Therefore, thresholds identified in the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 2020) were utilized at the direction of the City Traffic Engineer.
[c] The Project does not include the development of new office uses. Therefore, the Project would not result in a significant work VMT impact.
[e] Implementation of the Project's TDM program would result in a maximum achievable trip reduction of up to 20% for a suburban center location type, as identified by CAPCOA.
[f] See Table 4 for the trip reductions applied to account for the transit/walk-in trips and mixed-use/internal capture.
Chapter 5
Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes discussions related to Project traffic, proposed access provisions, safety, and circulation operations of the Project and in the vicinity of the Project. This chapter also summarizes the evaluation of the operating conditions at the study intersections and street segments.

The City SOW and Transportation Study Scope identify the following non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Operational Analysis
- Construction Analysis

The Operational Analysis is detailed in Section 5A and the Construction Analysis is detailed in Section 5B.
Section 5A
Operational Analysis

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

PROJECT ACCESS

Vehicular access to the Project’s parking facilities is provided via Norwalk Boulevard, Avenida Manuel Salinas, and Civic Center Drive. Access to the Project’s new parking garages would require the installation of a new driveway along Norwalk Boulevard. All other access points would be provided via existing driveways.

Access to the Project’s new parking garages would be provided via Norwalk Boulevard and Avenida Manuel Salinas. Due to the existing raised median along Norwalk Boulevard and the proximity to the adjacent signalized intersection of Norwalk Boulevard and Imperial Highway, the driveway along Norwalk Boulevard would accommodate right-turn-only ingress and egress movements, which would reduce potential queue spillover into and interruptions to adjacent traffic flow along Norwalk Boulevard, in accordance with the Circulation Element of the General Plan. The vehicular driveway along Avenida Manuel Salinas would accommodate left and right-turn ingress and left-turn egress movements only. Additional truck access would be provided via a separate driveway along Avenida Manuel Salinas.

Access to the existing parking garage located in the southeastern corner of the Project Site would continue to utilize existing driveways. The parking garage provides one full access driveway located along Avenida Manuel Salinas and one driveway located along the alley accessed via Civic Center Drive. The driveway along the alley accommodates left and right-turn egress and right-turn ingress movements only. Truck loading access would also be provided on-site within the Project’s new parking facilities. Truck access to the northwestern portion of the Project Site
would utilize the driveway along Norwalk Boulevard, and a separate truck driveway would be
provided along Avenida Manuel Salinas to provide access to the northeastern portion of the
Project Site. All truck maneuvers would be accommodated on-site without obstructing vehicle
circulation or parking areas and would not require reverse maneuvers to or from the public ROW.

**Emergency Access**

All Project driveways and circulation aisles would be designed and/or maintained to provide
adequate access for emergency vehicles to the Project Site and the surrounding area. The new
parking garage access along Norwalk Boulevard would be designed in accordance with City
standards to maximize internal queuing areas between security gates/controls and the public
ROW to minimize the potential for queue spillover into Norwalk Boulevard and impacts to
emergency vehicle access. In addition, the Project is required to meet City Municipal Code
requirements for adequate emergency access and comply with Los Angeles County Fire
Department access requirements.

**OPERATIONAL EVALUATION**

Intersection operation conditions were evaluated for the City’s typical weekday morning (7:00 AM
to 9:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of 20 signalized study
intersections in the vicinity of the Project Site were selected for detailed transportation analysis in
consultation with the City.

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

- **Existing with Project Conditions (Year 2022)** – This analysis condition analyzes the
  potential intersection operating conditions that could be expected if the Project were built
  under Existing Conditions. In this analysis, the Project-generated traffic is added to the
  Existing Conditions.

- **Future with Project Conditions (Year 2025)** – This analysis condition analyzes the potential
  intersection operating conditions that could be expected if the Project is fully occupied in
  the projected buildout year. In this analysis, the Project-generated traffic is added to Future
  without Project Conditions (Year 2025).
• **Existing with Project with TDM Program Conditions (Year 2022)** – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions, including the effect of a 20% TDM program reduction. In this analysis condition, the Project-generated traffic with a TDM program incorporated is added to the Existing Conditions.

• **Future with Project with TDM Program Conditions (Year 2025)** – This analysis projects the potential intersection operating conditions that could be expected if the Project were built in the projected buildout year, including the effect of a 20% TDM program reduction. In this analysis condition, the Project-generated traffic with TDM program incorporated is added to the Future without Project Conditions.

**Methodology**

In accordance with the City SOW and Transportation Study Scope, the intersection delay and queue analyses for the operational evaluation were conducted using the Highway Capacity Manual (HCM) methodology, which was implemented using Synchro software to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 7 presents a description of the LOS categories for signalized intersections, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F. The queue lengths were estimated using Synchro and the HCM signalized intersection methodology, which reports the 95th percentile queue length for signalized intersections, respectively.

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

**Existing with Project Conditions (Year 2022)**

**Traffic Volumes.** The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 15A were added to the Existing Conditions (Year 2022) morning and afternoon peak hour traffic volumes shown in Figure 9. The resulting volumes are illustrated in Figure 16 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

**Intersection LOS.** Table 8 summarizes the results of the Existing Conditions and Existing with Project Conditions (Year 2022) during the weekday morning and afternoon peak hours for the
study intersections. As shown in Table 8, 18 of the 20 study intersections would operate at LOS D or better under Existing Conditions and Existing with Project Conditions. The remaining two intersections would operate at LOS E in either the morning or afternoon peak hour under both Existing and Existing with Project Conditions. Thus, as detailed in Table 8, the addition of Project traffic would not worsen operations at the two study intersections to result in LOS E conditions. Nevertheless, the Project would implement a TDM program that would further reduce the Project’s effect on the adjacent roadway network by reducing vehicle trips and, thus, overall circulation and queuing, as further detailed below.

**Future with Project Conditions (Year 2025)**

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

**Traffic Volumes.** The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 15A were added to the Future without Project Conditions (Year 2025) morning and afternoon peak hour traffic volumes shown in Figure 12. The resulting volumes are illustrated in Figure 17 and represent Future with Project Conditions after development of the Project in Year 2025.

**Intersection LOS.** Table 9 summarizes the results of the Future without Project Conditions and Future with Project Conditions (Year 2025) during the weekday morning and afternoon peak hours for the study intersections. As shown in Table 9, 17 study intersections under both Future without Project Conditions and Future with Project Conditions would operate at LOS D or better. The remaining three intersections would operate at LOS E in either the morning or afternoon peak hour under both Future without Project Conditions and Future with Project Conditions. Thus, as detailed in Table 9, the addition of Project traffic would not worsen operations at the three study intersections to result in LOS E conditions. Nevertheless, the Project would implement a TDM program that would further reduce the Project’s effect on the adjacent roadway network by reducing vehicle trips and, thus, overall circulation and queuing, as further detailed below.
Project Trip Reduction from the TDM Program

Consistent with the goals of the Circulation Element of the General Plan, the combined effect of the various TDM strategies implemented as part of the Project’s mitigation measure mentioned in Chapter 4 would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.) Thus, an overall TDM trip reduction of 20% was assumed for the Project.

Table 10 summarizes the estimated trip reduction during the peak hours. As shown, the TDM program is expected to result in a reduction of 1,239 daily trips, including 58 during the morning peak hour and 109 during the afternoon peak hour. The Project, when fully built and occupied and with implementation of the TDM program, would generate a total of 4,953 daily trips, including 236 during the morning peak hour (101 inbound, 134 outbound) and 436 during the afternoon peak hour (241 inbound, 196 outbound).

The trip generation estimates with peak hour trip reductions from the TDM program were assigned through the study intersections using the trip distribution pattern illustrated in Figures 14A-D. The Project-only morning and afternoon peak hour traffic volumes, after implementation of the TDM program as part of the Project’s CEQA-related mitigation, are shown in Figures 18A-B.

Existing with Project with TDM Program Conditions (Year 2022)

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes with implementation of a TDM program shown in Figure 18A were added to the Existing Conditions (Year 2022) morning and afternoon peak hour traffic volumes shown in Figure 9. The resulting volumes are illustrated in Figure 19 and represent Existing with Project with TDM Program Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 8 summarizes the results of the Existing, Existing with Project Conditions (Year 2022), and Existing with Project with TDM Program Conditions (Year 2022), during the weekday morning and afternoon peak hours for the study intersections. As shown in
Table 8, with the implementation of the Project’s TDM program, operational conditions at the analyzed study intersections would generally improve.

**Future with Project with TDM Program Conditions (Year 2025)**

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

**Traffic Volumes.** The Project-only morning and afternoon peak hour traffic volumes with implementation of a TDM program shown in Figure 18A were added to the Future without Project Conditions (Year 2025) morning and afternoon peak hour traffic volumes shown in Figure 12. The resulting volumes are illustrated in Figure 20 and represent Future with Project with TDM Program Conditions after development of the Project in Year 2025.

**Intersection LOS.** Table 9 summarizes the results of the Future without Project, Future with Project Conditions (Year 2025), and Future with Project with TDM Program Conditions (Year 2025) during the weekday morning and afternoon peak hours for the study intersections. As shown in Table 9, implementation of the Project’s TDM program, operational conditions at the analyzed study intersections would generally improve when compared to operational conditions with the Project, prior to implementation of the TDM program.

**INTERSECTION QUEUING ANALYSIS**

In accordance with the City SOW, the study intersections that resulted in a change in delay of 2.0 seconds or more in either the morning or afternoon peak hour with the addition of Project traffic within the Project vicinity were analyzed to determine whether the lengths of intersection turning lanes were adequate to accommodate expected vehicle queue lengths.

The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length for signalized intersections at each approach. Synchro queue results that are reported in vehicle-length were converted to linear feet by multiplying each vehicle by 25 feet to
account for the average length of a vehicle plus distance between vehicles in the queue. The reported queues are calculated using the HCM signalized intersection methodologies.

It is recognized that queues are anticipated at the analyzed intersections that extend beyond the available storage lane capacity prior to the addition of Project traffic under Existing Conditions and Future Conditions, and the Project would contribute towards the extension of the queue lengths. The summaries of the queuing analyses are shown in Tables 11 and 12 for Existing Conditions and Future Conditions, respectively. Implementation of the Project’s TDM program would reduce the Project’s anticipated extension of the queue lengths, as shown in Tables 11 and 12 for Existing with Project with TDM Program Conditions and Future with Project with TDM Program Conditions, respectively. The Project would extend the turn lanes at the intersections adjacent to the Project Site to better facilitate access to the Project Site, including the intersections of Norwalk Boulevard & Imperial Highway (Intersection #8) and Avenida Manuel Salinas & Imperial Highway (Intersection #9). The feasibility of the improvements would be subject to City review and approval. The conceptual improvement plans are provided in Appendix E.

Detailed queuing analysis worksheets are provided in Appendix D.

STREET SEGMENT ANALYSIS

Street segment average daily traffic (ADT) counts were conducted over a 24-hour period (from midnight to midnight) during a typical weekday (Wednesday, February 9, 2022) at six street segment locations on Norwalk Boulevard, Imperial Highway, Avenida Manuel Salinas, and Civic Center Drive. Due to the current traffic conditions related to the State of California and County response to COVID-19, the Year 2022 street segment ADT counts were compared to available street segment ADT counts from Year 2015 provided by the City at the locations along Imperial Highway, Norwalk Boulevard, and Civic Center Drive. Where data collected prior to COVID-19 conditions was not available or where traffic conditions were affected by earlier construction activities related to the I-5 ramps, Year 2022 count data was utilized. An average growth rate of 22% was applied to the Year 2022 ADT to reflect typical pre-COVID traffic conditions under Existing Conditions. The 22% growth rate was determined based on a comparison of Year 2015 and Year 2022 ADT data for the overall Study Area, as detailed in Appendix B.
An ambient growth rate of 1% per year was conservatively applied to the street segment ADT counts taken in Year 2015 not affected by construction to reflect typical Existing Conditions (Year 2022). The total adjustment applied over the seven-year period corresponding to Existing Conditions (Year 2022) is approximately 7%.

Future without Project Conditions street segment volumes were estimated by applying an ambient growth factor to the anticipated year of Project buildout and the addition of Related Project traffic to the existing street segment traffic volumes.

Project traffic volumes were added to the Existing Conditions and Future without Project Conditions ADT volumes to estimate the Existing with Project and Future with Project ADT volumes.

ADT volumes under all conditions are provided in Figure 21. The ADT volume summaries are available in Appendix B.

Summary

The analysis of the study street segments is provided in Tables 13 and 14 for Existing with Project Conditions and Future with Project Conditions, respectively. As shown, application of the City LOS threshold criteria to the Existing with Project and Future with Project scenarios indicates that the Project is not anticipated to result in a change of LOS at any of the six study street segments.
EXISTING WITH PROJECT CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES
FUTURE WITH PROJECT CONDITIONS (YEAR 2025)
PEAK HOUR TRAFFIC VOLUMES
LEGEND
- Project Site
- (AM/PM) Peak Hour Traffic Volumes
- Analyzed Intersection
- Project Driveway

NOTE: The driveways depicted provide a general representation of the Project's site access and circulation plan.

PROJECT-ONLY WITH TDM PROGRAM
PEAK HOUR TRAFFIC VOLUMES AT INTERSECTIONS

FIGURE 18A (CONT.)
NOTE: No pass-by reductions were applied to Project driveways. The driveways depicted provide a general representation of the Project's site access and circulation plan.
EXISTING WITH PROJECT WITH TDM PROGRAM CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 19

PROJECT

1. Norwalk Boulevard & Lakeland Road
2. Norwalk Boulevard & Crewe Street
3. Firestone Boulevard & Imperial Highway
4. Pioneer Boulevard & Imperial Highway
5. I-5 Southbound Off-Ramp / Frontage Rd & Imperial Highway
6. I-5 Northbound On-Ramp / Adorée St & Imperial Highway
7. Kalnor Avenue & Imperial Highway
8. Norwalk Boulevard & Imperial Highway
9. Avenidas Manuel Salinas & Imperial Highway
10. Volunteer Avenue & Imperial Highway
11. Bloomfield Avenue & Imperial Highway
12. Norwalk Boulevard & Civic Center Drive

LEGEND
- Project Site
- (#) AM(P/M) Peak Hour Traffic Volumes
- * Analyzed Intersection
- Negligible Volume
- Project Driveway

NOTE: The driveways depicted provide a general representation of the Project's site access and circulation plan.
### EXISTING WITH PROJECT WITH TDM PROGRAM CONDITIONS (YEAR 2022)
#### PEAK HOUR TRAFFIC VOLUMES

**Figure 19 (Cont.)**
<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description</th>
<th>Delay [a]</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.</td>
<td>&gt; 10 and ≤ 20</td>
</tr>
<tr>
<td>C</td>
<td>GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.</td>
<td>&gt; 20 and ≤ 35</td>
</tr>
<tr>
<td>D</td>
<td>FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.</td>
<td>&gt; 35 and ≤ 55</td>
</tr>
<tr>
<td>E</td>
<td>POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.</td>
<td>&gt; 55 and ≤ 80</td>
</tr>
<tr>
<td>F</td>
<td>FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>

Notes:
- [a] Measured in seconds.
<table>
<thead>
<tr>
<th>No.</th>
<th>Intersection</th>
<th>Peak Hour</th>
<th>Existing Conditions</th>
<th>Existing with Project Conditions</th>
<th>Existing with Project with TDM Program Conditions</th>
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<td></td>
<td>Delay</td>
<td>LOS</td>
<td>Delay</td>
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<td>B</td>
<td>14.4</td>
</tr>
<tr>
<td></td>
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<td>17.3</td>
<td>B</td>
<td>17.1</td>
</tr>
<tr>
<td>2</td>
<td>Norwalk Bl &amp; Crewe St</td>
<td>AM</td>
<td>7.1</td>
<td>A</td>
<td>7.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>6.3</td>
<td>A</td>
<td>6.2</td>
</tr>
<tr>
<td>3</td>
<td>Firestone Bl &amp; Imperial Highway</td>
<td>AM</td>
<td>38.4</td>
<td>D</td>
<td>38.4</td>
</tr>
<tr>
<td></td>
<td></td>
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<td>D</td>
<td>40.4</td>
</tr>
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<td>4</td>
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<td>AM</td>
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<td>E</td>
<td>57.7</td>
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<tr>
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<td></td>
<td>PM</td>
<td>44.5</td>
<td>D</td>
<td>45.7</td>
</tr>
<tr>
<td>5</td>
<td>I-5 Southbound Off-Ramp / Frontage Rd &amp; Imperial Highway</td>
<td>AM</td>
<td>22.2</td>
<td>C</td>
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<td>PM</td>
<td>18.6</td>
<td>B</td>
<td>19.4</td>
</tr>
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<td>6</td>
<td>I-5 Northbound On-Ramp / Adoree St &amp; Imperial Highway</td>
<td>AM</td>
<td>21.5</td>
<td>C</td>
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<tr>
<td></td>
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<td>PM</td>
<td>23.6</td>
<td>C</td>
<td>23.1</td>
</tr>
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<td>AM</td>
<td>14.5</td>
<td>B</td>
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<td>PM</td>
<td>16.8</td>
<td>B</td>
<td>16.4</td>
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<td>8</td>
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<td>AM</td>
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<td>36.0</td>
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<tr>
<td></td>
<td></td>
<td>PM</td>
<td>35.4</td>
<td>D</td>
<td>43.5</td>
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<tr>
<td>9</td>
<td>Avenida Manuel Salinas &amp; Imperial Highway</td>
<td>AM</td>
<td>18.3</td>
<td>B</td>
<td>18.0</td>
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<tr>
<td></td>
<td></td>
<td>PM</td>
<td>15.6</td>
<td>B</td>
<td>20.3</td>
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<tr>
<td>10</td>
<td>Volunteer Ave &amp; Imperial Highway</td>
<td>AM</td>
<td>34.0</td>
<td>C</td>
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<td>C</td>
<td>20.1</td>
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<td>D</td>
<td>53.8</td>
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<td></td>
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<td>52.1</td>
<td>D</td>
<td>50.2</td>
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<tr>
<td>12</td>
<td>Norwalk Bl &amp; Civic Center Dr</td>
<td>AM</td>
<td>10.4</td>
<td>B</td>
<td>11.0</td>
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<tr>
<td></td>
<td></td>
<td>PM</td>
<td>16.1</td>
<td>B</td>
<td>17.5</td>
</tr>
<tr>
<td>13</td>
<td>Courthouse-AMC Theater &amp; Civic Center Dr</td>
<td>AM</td>
<td>30.3</td>
<td>C</td>
<td>27.4</td>
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<td></td>
<td>PM</td>
<td>24.0</td>
<td>C</td>
<td>19.1</td>
</tr>
<tr>
<td>14</td>
<td>Avenida Manuel Salinas &amp; Civic Center Dr</td>
<td>AM</td>
<td>29.0</td>
<td>C</td>
<td>30.9</td>
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<tr>
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<td></td>
<td>PM</td>
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<td>C</td>
<td>31.0</td>
</tr>
<tr>
<td>15</td>
<td>Volunteer Ave &amp; Civic Center Dr</td>
<td>AM</td>
<td>28.6</td>
<td>C</td>
<td>28.5</td>
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<tr>
<td></td>
<td></td>
<td>PM</td>
<td>28.4</td>
<td>C</td>
<td>28.3</td>
</tr>
<tr>
<td>16</td>
<td>Bloomfield Ave &amp; Civic Center Dr</td>
<td>AM</td>
<td>19.2</td>
<td>B</td>
<td>19.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>17.9</td>
<td>B</td>
<td>18.2</td>
</tr>
<tr>
<td>17</td>
<td>Norwalk Bl &amp; I-5 Northbound Off-Ramp / Adoree St</td>
<td>AM</td>
<td>31.0</td>
<td>C</td>
<td>32.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>18.7</td>
<td>B</td>
<td>21.3</td>
</tr>
<tr>
<td>18</td>
<td>Norwalk Bl / San Antonio Dr &amp; I-5 Southbound On-Ramp / Frontage Rd</td>
<td>AM</td>
<td>17.4</td>
<td>B</td>
<td>17.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>18.5</td>
<td>B</td>
<td>18.8</td>
</tr>
<tr>
<td>19</td>
<td>Firestone Bl &amp; San Antonio Dr</td>
<td>AM</td>
<td>26.7</td>
<td>C</td>
<td>26.8</td>
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<tr>
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<td></td>
<td>PM</td>
<td>28.1</td>
<td>C</td>
<td>28.5</td>
</tr>
<tr>
<td>20</td>
<td>Pioneer Bl / San Antonio Dr &amp; Rosecrans Ave</td>
<td>AM</td>
<td>62.9</td>
<td>E</td>
<td>66.0</td>
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<tr>
<td></td>
<td></td>
<td>PM</td>
<td>68.1</td>
<td>E</td>
<td>70.9</td>
</tr>
</tbody>
</table>

**Notes**
- Delay is measured in seconds per vehicle
- LOS = Level of service
- [a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection. The resulting average delay represents the measure of effectiveness of the traffic signal. Therefore, the addition of traffic may in some cases result in decreases in average delay.
### TABLE 9
FUTURE CONDITIONS (YEAR 2025)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

<table>
<thead>
<tr>
<th>No.</th>
<th>Intersection</th>
<th>Peak Hour</th>
<th>Future Conditions</th>
<th>Future with Project Conditions</th>
<th>Future with Project with TDM Program Conditions</th>
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<tbody>
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<td></td>
<td>Delay LOS</td>
<td>Change in Delay [a]</td>
<td>Delay LOS Change in Delay [a]</td>
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<tr>
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<td>AM</td>
<td>14.7 B</td>
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<td>14.7 B 0.0</td>
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<tr>
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<td></td>
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<td>17.7 B</td>
<td>0.4</td>
<td>18.1 B 0.4</td>
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<td>Norwalk Bl &amp; Crewe St</td>
<td>AM</td>
<td>7.1 A</td>
<td>0.0</td>
<td>7.0 A 0.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>6.3 A</td>
<td>0.0</td>
<td>6.2 A 0.0</td>
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<tr>
<td>3.</td>
<td>Firestone Bl &amp; Imperial Highway</td>
<td>AM</td>
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<td>38.6 D 0.0</td>
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<td></td>
<td>PM</td>
<td>41.1 D</td>
<td>0.0</td>
<td>40.9 D 0.0</td>
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<tr>
<td>4.</td>
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<td>AM</td>
<td>64.7 E</td>
<td>1.7</td>
<td>66.2 E 1.5</td>
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<tr>
<td></td>
<td></td>
<td>PM</td>
<td>48.8 D</td>
<td>1.7</td>
<td>50.2 D 1.4</td>
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<tr>
<td>5.</td>
<td>I-5 Southbound Off-Ramp / Frontage Rd &amp;</td>
<td>AM</td>
<td>22.6 C</td>
<td>0.3</td>
<td>22.8 C 0.2</td>
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<tr>
<td></td>
<td>Imperial Highway</td>
<td>PM</td>
<td>19.9 B</td>
<td>0.5</td>
<td>20.3 C 0.4</td>
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<td>6.</td>
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<td>0.7</td>
<td>22.7 C 0.5</td>
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<td>0.0</td>
<td>22.8 C 0.0</td>
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<tr>
<td>7.</td>
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<td>13.9 B 0.5</td>
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<tr>
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<td></td>
<td>PM</td>
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<td>0.4</td>
<td>18.3 B 0.8</td>
</tr>
<tr>
<td>8.</td>
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<td>AM</td>
<td>36.7 D</td>
<td>2.2</td>
<td>38.5 D 1.8</td>
</tr>
<tr>
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<td></td>
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<td>37.8 D</td>
<td>10.4</td>
<td>45.1 D 7.3</td>
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<td>9.</td>
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<td>15.9 B</td>
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<td>15.5 B 0.0</td>
</tr>
<tr>
<td></td>
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<td>23.0 C</td>
<td>5.2</td>
<td>26.8 C 3.8</td>
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<td>5.2</td>
<td>21.9 C 0.9</td>
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<td>70.9 E 3.2</td>
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<td>12.3 B 0.4</td>
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<tr>
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<td>18.2 B</td>
<td>1.5</td>
<td>19.4 B 1.2</td>
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<tr>
<td>13.</td>
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<td>AM</td>
<td>27.4 C</td>
<td>0.0</td>
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<td>AM</td>
<td>28.2 C</td>
<td>2.8</td>
<td>30.6 C 2.4</td>
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<td>15.</td>
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<td>0.1</td>
<td>22.3 C 0.1</td>
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<tr>
<td></td>
<td></td>
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<td>19.2 B</td>
<td>0.2</td>
<td>19.4 B 0.2</td>
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<td>17.</td>
<td>Norwalk Bl &amp; I-5 Northbound Off-Ramp /</td>
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<td>2.0</td>
<td>36.4 D 1.8</td>
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<td>Adoree St</td>
<td>PM</td>
<td>20.1 C</td>
<td>2.3</td>
<td>21.3 C 1.2</td>
</tr>
<tr>
<td>18.</td>
<td>Norwalk Bl / San Antonio Dr &amp; I-5</td>
<td>AM</td>
<td>17.4 B</td>
<td>0.4</td>
<td>17.7 B 0.3</td>
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<td></td>
<td>Southbound On-Ramp / Frontage Rd</td>
<td>PM</td>
<td>19.0 B</td>
<td>0.2</td>
<td>19.1 B 0.1</td>
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<td>19.</td>
<td>Firestone Bl &amp; San Antonio Dr</td>
<td>AM</td>
<td>26.7 C</td>
<td>0.4</td>
<td>26.8 C 0.1</td>
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<td>PM</td>
<td>28.9 C</td>
<td>0.5</td>
<td>29.3 C 0.4</td>
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<td>71.6 E</td>
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<td>75.0 E 3.4</td>
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<td>Ave</td>
<td>PM</td>
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<td>5.9</td>
<td>78.3 E 4.4</td>
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</tbody>
</table>

**Notes:**
- Delay is measured in seconds per vehicle
- LOS = Level of service
- [a] Intersection analysis based on HCM 6th Edition signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection. The resulting average delay represents the measure of effectiveness of the traffic signal. Therefore, the addition of traffic may in some cases result in decreases in average delay.
### TABLE 10
TRIP GENERATION WITH TDM PROGRAM

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Land Use Code</th>
<th>Size</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Proposed Project [a]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>221</td>
<td>350 du</td>
<td>1,589</td>
<td>30</td>
<td>100</td>
</tr>
<tr>
<td>Transit/Walk-In Reduction - 5%</td>
<td>(79)</td>
<td>(2)</td>
<td>(5)</td>
<td>(7)</td>
<td>(4)</td>
</tr>
<tr>
<td>Subtotal - Residential</td>
<td>350 du</td>
<td>1,208</td>
<td>22</td>
<td>76</td>
<td>98</td>
</tr>
<tr>
<td>Commercial</td>
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<td></td>
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</tr>
<tr>
<td>Retail</td>
<td>821</td>
<td>35,000 sf</td>
<td>2,363</td>
<td>38</td>
<td>23</td>
</tr>
<tr>
<td>Transit/Walk-In - 5%</td>
<td>(473)</td>
<td>(8)</td>
<td>(5)</td>
<td>(13)</td>
<td>(18)</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(150)</td>
<td>(3)</td>
<td>(2)</td>
<td>(5)</td>
<td>(7)</td>
</tr>
<tr>
<td>Pass-by - 4%</td>
<td>(718)</td>
<td>(11)</td>
<td>(7)</td>
<td>(18)</td>
<td>(27)</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(215)</td>
<td>(3)</td>
<td>(2)</td>
<td>(5)</td>
<td>(8)</td>
</tr>
<tr>
<td>Supermarket</td>
<td>850</td>
<td>40,000 sf</td>
<td>3,754</td>
<td>67</td>
<td>47</td>
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<tr>
<td>Transit/Walk-In - 5%</td>
<td>(751)</td>
<td>(13)</td>
<td>(9)</td>
<td>(22)</td>
<td>(36)</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(150)</td>
<td>(3)</td>
<td>(2)</td>
<td>(5)</td>
<td>(7)</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(658)</td>
<td>(12)</td>
<td>(9)</td>
<td>(21)</td>
<td>(33)</td>
</tr>
<tr>
<td>Pass-by - 24%</td>
<td>(434)</td>
<td>(8)</td>
<td>(5)</td>
<td>(13)</td>
<td>(21)</td>
</tr>
<tr>
<td>Fine Dining Restaurant</td>
<td>931</td>
<td>17,500 sf</td>
<td>1,467</td>
<td>7</td>
<td>6</td>
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<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(293)</td>
<td>(1)</td>
<td>(1)</td>
<td>(2)</td>
<td>(17)</td>
</tr>
<tr>
<td>Transit/Walk-In - 5%</td>
<td>(59)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>(3)</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(491)</td>
<td>(3)</td>
<td>(2)</td>
<td>(5)</td>
<td>(28)</td>
</tr>
<tr>
<td>Pass-by - 44%</td>
<td>(125)</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
<td>(7)</td>
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<tr>
<td>High-Turnover Sit-Down Restaurant</td>
<td>932</td>
<td>17,500 sf</td>
<td>1,876</td>
<td>92</td>
<td>75</td>
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<td>Mixed-Use/Internal Capture - 20%</td>
<td>(375)</td>
<td>(18)</td>
<td>(15)</td>
<td>(33)</td>
<td>(19)</td>
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<tr>
<td>Transit/Walk-In - 5%</td>
<td>(75)</td>
<td>(4)</td>
<td>(3)</td>
<td>(7)</td>
<td>(4)</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(613)</td>
<td>(30)</td>
<td>(25)</td>
<td>(55)</td>
<td>(31)</td>
</tr>
<tr>
<td>Pass-by - 43%</td>
<td>(163)</td>
<td>(8)</td>
<td>(6)</td>
<td>(14)</td>
<td>(8)</td>
</tr>
<tr>
<td>Subtotal - Commercial</td>
<td>110,000 sf</td>
<td>3,745</td>
<td>79</td>
<td>58</td>
<td>138</td>
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<tr>
<td>Total - Net New Project Trips with TDM Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**Notes**

[a] See Table 4.

[b] As detailed in Table 5B, implementation of the Project’s TDM mitigation program would result in a 20% reduction in daily trips.
### Table 11: Queuing Analysis
**Existing Conditions (Year 2022)**

<table>
<thead>
<tr>
<th>No.</th>
<th>Intersection</th>
<th>Lane Description</th>
<th>Vehicle Storage Capacity (ft)</th>
<th>Existing Conditions (Year 2022)</th>
<th>Existing with Project Conditions (Year 2022)</th>
<th>Existing with Project with TDM Program Conditions (Year 2022)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Morning Peak Hour</td>
<td>Afternoon Peak Hour</td>
<td>Morning Peak Hour</td>
<td>Afternoon Peak Hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Vehicle Queue Length (ft)</td>
<td>Exceeds Capacity?</td>
<td>Vehicle Queue Length (ft)</td>
<td>Exceeds Capacity?</td>
</tr>
<tr>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Norwalk Boulevard &amp; Imperial Highway</td>
<td>NB Left 158</td>
<td>163 NO 243 YES</td>
<td>220 NO 320 YES</td>
<td>210 NO 203 YES</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB Right 955</td>
<td>68 NO 88 NO</td>
<td>83 NO 120 NO</td>
<td>78 NO 115 NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SB Left 158</td>
<td>213 NO 210 NO</td>
<td>225 YES 243 YES</td>
<td>223 YES 235 YES</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>SB Right 103</td>
<td>120 YES 210 YES</td>
<td>130 YES 230 YES</td>
<td>128 YES 225 YES</td>
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</tr>
<tr>
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<td></td>
<td>EB Left 150</td>
<td>258 YES 253 YES</td>
<td>263 YES 263 YES</td>
<td>260 YES 258 YES</td>
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</tr>
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<td></td>
<td></td>
<td>EB Right 76</td>
<td>88 YES 60 NO</td>
<td>88 YES 58 NO</td>
<td>88 YES 60 NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>WB Left 454</td>
<td>170 NO 270 NO</td>
<td>178 NO 293 NO</td>
<td>178 NO 285 NO</td>
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<tr>
<td></td>
<td></td>
<td>WB Right 108</td>
<td>28 NO 45 NO</td>
<td>25 NO 88 NO</td>
<td>25 NO 70 NO</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Avenida Manuel Salinas &amp; Imperial Highway</td>
<td>NB Left 188</td>
<td>0 NO 210 YES</td>
<td>43 NO 383 YES</td>
<td>35 NO 343 YES</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>EB Left 134</td>
<td>70 NO 113 NO</td>
<td>70 NO 118 NO</td>
<td>70 NO 113 NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>EB Right 115</td>
<td>50 NO 5 NO</td>
<td>65 NO 33 NO</td>
<td>63 NO 28 NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>WB Left 110</td>
<td>23 NO 68 NO</td>
<td>50 NO 123 YES</td>
<td>43 NO 113 YES</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>WB Right 106</td>
<td>35 NO 28 NO</td>
<td>33 NO 30 NO</td>
<td>33 NO 30 NO</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Bloomfield Ave &amp; Imperial Highway</td>
<td>NB Left 142</td>
<td>130 NO 190 YES</td>
<td>143 YES 208 YES</td>
<td>140 NO 203 YES</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB Right 100</td>
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<td>635 YES 710 YES</td>
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<tr>
<td></td>
<td></td>
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<td>235 YES 365 YES</td>
<td>235 YES 365 YES</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>SB Right 120</td>
<td>200 YES 345 YES</td>
<td>208 YES 370 YES</td>
<td>208 YES 365 YES</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>EB Left 153</td>
<td>313 YES 238 YES</td>
<td>318 YES 223 YES</td>
<td>318 YES 225 YES</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>EB Right 104</td>
<td>78 NO 90 NO</td>
<td>80 NO 65 NO</td>
<td>80 NO 65 NO</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>WB Left 98</td>
<td>570 YES 388 YES</td>
<td>570 YES 388 YES</td>
<td>570 YES 388 YES</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Avenida Manuel Salinas &amp; Civic Center Drive</td>
<td>NB Left 120</td>
<td>30 NO 23 NO</td>
<td>30 NO 25 NO</td>
<td>30 NO 23 NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SB Right 38</td>
<td>18 NO 45 NO</td>
<td>70 YES 130 YES</td>
<td>60 YES 113 YES</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>EB Left 80</td>
<td>23 NO 10 NO</td>
<td>45 NO 55 NO</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>WB Left 50</td>
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<td>10 NO 35 NO</td>
<td>10 NO 35 NO</td>
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</tr>
<tr>
<td>17</td>
<td>Norwalk Bl &amp; I-5 Northbound Ramps / Adoree St</td>
<td>NB Left 300</td>
<td>78 NO 75 NO</td>
<td>80 NO 75 NO</td>
<td>80 NO 75 NO</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>EB Right 90</td>
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<td>0 NO 0 NO</td>
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<tr>
<td></td>
<td></td>
<td>WB Right 300</td>
<td>793 YES 478 YES</td>
<td>870 YES 583 YES</td>
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<tr>
<td>20</td>
<td>Pioneer Bl / San Antonio Dr &amp; Rosecrans Ave</td>
<td>NB Left 255</td>
<td>235 NO 289 YES</td>
<td>235 NO 289 YES</td>
<td>235 NO 289 YES</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB Right 344</td>
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</tr>
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<td></td>
<td></td>
<td>SB Left 202</td>
<td>124 NO 146 NO</td>
<td>125 NO 145 NO</td>
<td>124 NO 150 NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SB Right 126</td>
<td>152 YES 274 YES</td>
<td>157 YES 277 YES</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>EB Left 362</td>
<td>636 YES 524 YES</td>
<td>667 YES 551 YES</td>
<td>661 YES 541 YES</td>
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<td></td>
<td>WB Left 158</td>
<td>85 NO 134 NO</td>
<td>85 NO 134 NO</td>
<td>85 NO 134 NO</td>
<td></td>
</tr>
</tbody>
</table>

**Notes**
- Results per Synchro 10.
- Vehicle queue lengths were converted to feet (ft) by multiplying 25-feet per reported vehicle length.
<table>
<thead>
<tr>
<th>No.</th>
<th>Intersection</th>
<th>Lane Description</th>
<th>Vehicle Storage Capacity (ft)</th>
<th>Future without Project Conditions (Year 2025)</th>
<th>Future with Project Conditions (Year 2025)</th>
<th>Future with Project with TDM Program Conditions (Year 2025)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
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<td>Morning Peak Hour</td>
<td>Afternoon Peak Hour</td>
<td>Morning Peak Hour</td>
<td>Afternoon Peak Hour</td>
</tr>
<tr>
<td>8</td>
<td>Norwalk Boulevard &amp; Imperial Highway</td>
<td>NB Left</td>
<td>158</td>
<td>YES</td>
<td>268</td>
<td>YES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB Right</td>
<td>155</td>
<td>NO</td>
<td>120</td>
<td>NO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SB Left</td>
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<td>YES</td>
<td>240</td>
<td>YES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SB Right</td>
<td>153</td>
<td>YES</td>
<td>230</td>
<td>YES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EB Left</td>
<td>150</td>
<td>YES</td>
<td>270</td>
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<td></td>
<td></td>
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<td>WB Right</td>
<td>106</td>
<td>NO</td>
<td>68</td>
<td>NO</td>
</tr>
<tr>
<td>11</td>
<td>Bloomfield Ave &amp; Imperial Highway</td>
<td>NB Left</td>
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<td>225</td>
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<td>NO</td>
<td>968</td>
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<td>265</td>
<td>YES</td>
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<td>YES</td>
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<td>YES</td>
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<td></td>
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<td>595</td>
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<td>Avenida Manuel Salinas &amp; Civic Center Drive</td>
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<td>NO</td>
</tr>
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</tr>
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</tr>
<tr>
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<td></td>
<td>WB Left</td>
<td>50</td>
<td>NO</td>
<td>10</td>
<td>NO</td>
</tr>
<tr>
<td>17</td>
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<td>NO</td>
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<td>EB Right</td>
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<td>NO</td>
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<td>NO</td>
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<td>913</td>
<td>YES</td>
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<td>20</td>
<td>Pioneer Bl / San Antonio Dr &amp; Rosecrans Ave</td>
<td>NB Left</td>
<td>255</td>
<td>NO</td>
<td>239</td>
<td>YES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB Right</td>
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<td></td>
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<td></td>
<td>SB Right</td>
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<tr>
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<td>EB Right</td>
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<td>45</td>
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<td>WB Left</td>
<td>158</td>
<td>NO</td>
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</table>

**Notes**
- Results per Synchro 10.
- Vehicle queue lengths were converted to feet (ft) by multiplying 25-feet per reported vehicle length.
### TABLE 13
EXISTING WITH PROJECT CONDITIONS (YEAR 2022)
STREET SEGMENT ANALYSIS

<table>
<thead>
<tr>
<th>No.</th>
<th>Street Segment</th>
<th>Street Facility Type</th>
<th>Average Daily Traffic (ADT) Volumes</th>
<th>LOS [a]</th>
</tr>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Existing</td>
<td>Project</td>
</tr>
<tr>
<td>1.</td>
<td>Imperial Highway between Norwalk Bl &amp; Bloomfield Ave</td>
<td>Major Highway (Divided)</td>
<td>45,942</td>
<td>100</td>
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<tr>
<td>2.</td>
<td>Imperial Highway between Norwalk Bl &amp; I-5 Freeway</td>
<td>Major Highway (Divided)</td>
<td>47,728</td>
<td>218</td>
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<tr>
<td>3.</td>
<td>Norwalk Bl between Imperial Highway &amp; Crewe Street</td>
<td>Major Highway (Divided)</td>
<td>24,311</td>
<td>94</td>
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<td>4.</td>
<td>Norwalk Bl between Imperial Highway &amp; I-5 Freeway</td>
<td>Major Highway (Divided)</td>
<td>26,461</td>
<td>171</td>
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<tr>
<td>5.</td>
<td>Avenida Manuel Salinas between Imperial Highway &amp; Civic Center Dr</td>
<td>N/A</td>
<td>2,411</td>
<td>238</td>
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<td>6.</td>
<td>Civic Center Dr between Avenida Manuel Salinas &amp; Norwalk Bl</td>
<td>Collector Road</td>
<td>16,219</td>
<td>280</td>
</tr>
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</table>

**Notes**

LOS: Level of Service

[a] The City General Plan establishes the maximum average daily trips (ADT) for various types of roadway facilities, at certain levels of service:

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>LOS D</th>
<th>Maximum Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Highway (6 lanes divided)</td>
<td>50,600</td>
<td>56,300</td>
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<tr>
<td>Major Highway (6 lanes undivided)</td>
<td>37,520</td>
<td>46,900</td>
</tr>
<tr>
<td>Secondary Highway (4 lanes divided)</td>
<td>30,000</td>
<td>37,500</td>
</tr>
<tr>
<td>Secondary Highway (4 lanes undivided)</td>
<td>20,000</td>
<td>25,000</td>
</tr>
<tr>
<td>Collector Road (2 lanes undivided)</td>
<td>10,000</td>
<td>12,500</td>
</tr>
</tbody>
</table>

< D represents an LOS better than D; however, the General Plan establishes ADT at LOS D or LOS E. Avenida Manuel Salinas is not classified as any facility type listed in the street designations in the General Plan; therefore, the LOS is N/A.
<table>
<thead>
<tr>
<th>No.</th>
<th>Street Segment</th>
<th>Street Facility Type</th>
<th>Average Daily Traffic (ADT) Volumes</th>
<th>LOS [a]</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Existing</td>
<td>Ambient Growth</td>
</tr>
<tr>
<td>1</td>
<td>Imperial Highway between Norwalk Bl &amp; Bloomfield Ave</td>
<td>Major Highway (Undivided)</td>
<td>45,942</td>
<td>1,376</td>
</tr>
<tr>
<td>2</td>
<td>Imperial Highway between Norwalk Bl &amp; I-5 Freeway</td>
<td>Major Highway (Undivided)</td>
<td>47,728</td>
<td>1,432</td>
</tr>
<tr>
<td>3</td>
<td>Norwalk Bl between Imperial Highway &amp; Crewe Street</td>
<td>Major Highway (Undivided)</td>
<td>24,311</td>
<td>729</td>
</tr>
<tr>
<td>4</td>
<td>Norwalk Bl between Imperial Highway &amp; I-5 Freeway</td>
<td>Major Highway (Undivided)</td>
<td>26,461</td>
<td>794</td>
</tr>
<tr>
<td>5</td>
<td>Avenida Manuel Salinas between Imperial Highway &amp; Civic Center Dr</td>
<td>N/A</td>
<td>2,411</td>
<td>72</td>
</tr>
<tr>
<td>6</td>
<td>Civic Center Dr between Avenida Manuel Salinas &amp; Norwalk Bl</td>
<td>Collector Road</td>
<td>16,219</td>
<td>487</td>
</tr>
</tbody>
</table>

Notes

LOS: Level of Service

[a] The City of Norwalk establishes the maximum average daily trips (ADT) for various types of roadway facilities, at certain levels of service:

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>LOS D</th>
<th>Maximum Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major (6 lanes divided)</td>
<td>50,600</td>
<td>56,300</td>
</tr>
<tr>
<td>Major (6 lanes divided)</td>
<td>37,520</td>
<td>46,900</td>
</tr>
<tr>
<td>Secondary (4 lanes divided)</td>
<td>30,000</td>
<td>37,500</td>
</tr>
<tr>
<td>Secondary (4 lanes undivided)</td>
<td>20,000</td>
<td>25,000</td>
</tr>
<tr>
<td>Collector (2 lanes undivided)</td>
<td>10,000</td>
<td>12,500</td>
</tr>
</tbody>
</table>

< D represents an LOS better than D; however, the General Plan establishes ADT at LOS D or LOS E. Avenida Manuel Salinas is not classified as any facility type listed in the street designations in the General Plan; therefore, the LOS is N/A.
Section 5B
Construction Analysis

This section summarizes the construction schedule and construction analysis for the Project.

PROJECT CONSTRUCTION DETAILS

Schedule

The Project is anticipated to be constructed over a period of approximately 23 months, with an anticipated completion date in Year 2025. Typical construction activity would occur between the hours of 7:00 AM and 6:00 PM on weekdays, in conformance with the City’s construction hour restrictions. Construction would not occur on federal holidays, though construction-related street closures may remain in place even on days construction does not occur.

Effects on Access, Transit, and Parking

All construction activities would be primarily contained within the Project Site boundaries; however, it is expected that construction fences may encroach into the public ROW (e.g., sidewalks and roadways) and the sidewalks along Imperial Highway, Norwalk Boulevard, and Avenida Manuel Salinas may temporarily be utilized as a staging area for construction equipment adjacent to the Project’s new development. Temporary traffic controls would be provided to direct traffic and/or pedestrians safely around any closures, as required in the Construction Management Plan. Public ROW would be maintained along the Project frontages, to the extent feasible, throughout the construction period and emergency access would not be impeded. Parking within the existing parking garage would be maintained and accessible to existing users during construction activities. Users of the City Hall surface parking lot would also utilize the existing parking garage once Project construction activities commence.
Construction Traffic

Project construction would result in truck traffic (haul trucks, delivery trucks, cement trucks) and worker traffic to and from the Project Site on a daily basis.

Construction delivery trucks would generally travel to and from the Project Site from Imperial Highway or Norwalk Boulevard. Haul trucks carrying dirt or debris would occur regularly throughout the workday but can be scheduled to travel to and from the Project Site during off-peak hours as necessary. Like haul trucks, trucks delivering materials and equipment can be scheduled to arrive at the Project Site during off-peak hours.

Construction workers typically arrive at the Project Site before 7:00 AM and depart by 3:00 PM or after 6:00 PM, outside of the morning and afternoon peak hours, to the extent feasible. During construction, parking for construction workers will be provided on-site at the existing parking garage or in an off-site parking facility.

EFFECTS OF PROJECT CONSTRUCTION

The severity of the Project’s effects on access, transit, and parking during construction, as well as the effects of construction traffic, was assessed. The measures to minimize the negative effects of Project construction proposed below would be incorporated into a Construction Management Plan, summarized at the end of this chapter.

On-Street Parking

On-street parking is not provided along the Project frontage. Therefore, Project construction would not affect on-street parking.
Public Transit

Although the Project proposes the extension of the bus loading zone along Imperial Highway, the existing bus stop that serves NTS Route 4 would be maintained. The bus stop along Civic Center Drive at Courthouse-AMC Theater Drive that serves NTS Route 7, would also be maintained during construction. No existing bus stops are located along Norwalk Boulevard or Avenida Manuel Salinas adjacent to the Project Site; therefore, transit operations along those corridors would not be affected.

Access

Construction activities are expected to be primarily contained within the Project Site boundary, although temporary encroachment on the public ROW may occur. Temporary traffic controls would be provided to direct traffic and/or pedestrians safely around any closures, as required in the Construction Management Plan. Public ROW would be maintained to the extent feasible along the Imperial Highway, Norwalk Boulevard, Avenida Manuel Salinas, and Civic Center Drive Project frontages throughout the construction period and emergency access would not be impeded.

Construction Traffic

Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis, including an estimated maximum of approximately 518 haul truck and daily vendor trips and 553 workers. However, nearly all of this traffic would occur outside of the peak hours, as described above.

CONSTRUCTION MANAGEMENT PLAN

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

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route
- Scheduling of construction related traffic restricted to off-peak hours and in consideration of any other traffic-causing events or overlapping nearby construction activities, to the extent feasible
- Containment of construction activity within the Project Site boundaries
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible
- Provision of flagging or other directional signage to direct traffic as needed
- Spacing of trucks so as to discourage a convoy effect
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction

It is likely that construction management plans of the Related Projects would also be submitted for approval to the City prior to the start of construction activities. As part of the City review process of construction management plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the impacts of cumulative construction activities on any particular roadway.
Chapter 6

Summary and Conclusions

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

- The Project is located at the southeast corner of Imperial Highway & Norwalk Boulevard and consists of the development of 350 residential units and 110,000 sf of commercial uses, that would consist of a mix of retail, supermarket, and restaurant tenants. The Project is anticipated to be completed in Year 2025.

- Vehicular access to the Project Site would be provided along Norwalk Boulevard and Avenida Manuel Salinas.

- Prior to the implementation of the TDM program, the Project is estimated to generate 6,192 net weekday trips, including 294 morning peak hour trips and 545 afternoon peak hour trips.

- The Project would generate total weekday VMT of 80,291, prior to mitigation. The Project would generate 12.7 residential VMT per capita, which would result in a residential VMT impact, prior to mitigation. The Project would implement a comprehensive TDM program as mitigation, which would reduce the residential VMT impact to 10.1, which would fall below the residential significance thresholds. The Project’s retail uses are considered local-serving and would not result in an increase in regional VMT. Therefore, the Project would not result in a significant retail VMT impact. Furthermore, the not result in a significant cumulative VMT impact, as the Project mitigation requires a variety of transportation options through a TDM program and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.
  - The Project’s TDM program mitigation measure would include transportation services, education programs, and incentive programs intended to promote non-automobile travel and the reduction of single occupancy vehicle trips.

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

The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, April 2016.

California Emissions Estimator Model Version 2020.4.0, California Air Pollution Control Officers Association, 2022.

California’s 2017 Climate Change Scoping Plan, California Air Resources Board, January 2019.

CEQA Guidelines, Governor’s Office of Planning and Research, Updated December 28, 2018.


Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report, Fehr & Peers, June 2020.


Norwalk Bicycle Master Plan, City of Norwalk, January 2022.


Scope of Work for City Hall Lawn Project by Primestor, City of Norwalk, January 2022.

State of California Senate Bill 743, Steinberg, 2013.
References, cont.

Technical Advisory on Evaluation Transportation Impacts in CEQA, Governor’s Office of Planning and Research, December 2018.


VISION NORWALK - The City of Norwalk General Plan, City of Norwalk, February 1996.
Appendix A

Scoping Documents
Memo

To: Beth Chow, Senior Planner
From: Joanne Itagaki, Traffic Engineering Deputy
Date: January 11, 2022
Re: Scope of Work for City Hall Lawn Project by Primestor

Based on our discussions regarding the future City Hall Lawn Project, Primestor is requesting a scope of work for transportation/traffic analysis of the Project as part of the Specific Plan Update of Area Number 1. Primestor has not finalized the project description but it is anticipated that the Project will include a mix of residential and commercial/retail.

Vehicle Miles Traveled (VMT) Analysis
The City has not adopted any specific VMT analysis guidelines. Therefore, the analysis of the City Hall Lawn Project should follow the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020).

Operational Traffic Impact Analysis
Based on the anticipated project description and location of the Project, an operational traffic impact analysis (TIA) of intersections in the vicinity of the Project will be necessary. The following intersections should be analyzed:

i. Imperial Highway / Pioneer Boulevard
ii. Imperial Highway / Southbound I-5 Freeway Ramps
iii. Imperial Highway / Northbound I-5 Freeway Ramps
iv. Imperial Highway / Kalnor Avenue
v. Imperial Highway / Norwalk Boulevard
vi. Imperial Highway / Avenida Manuel Salinas
vii. Imperial Highway / Volunteer Avenue
viii. Imperial Highway / Bloomfield Avenue
ix. Norwalk Boulevard / Crewe Street
x. Norwalk Boulevard / Civic Center Drive
xi. Norwalk Boulevard / Northbound I-5 Freeway Ramp – Adoree Street
xii. Norwalk Boulevard – San Antonio Drive / Southbound I-5 Freeway Ramp
xiii. San Antonio Drive / Firestone Boulevard

The following mid-block locations should be analyzed:

i. Imperial Highway between Norwalk Boulevard and Bloomfield Avenue
ii. Imperial Highway between Norwalk Boulevard and I-5 Freeway
iii. Norwalk Boulevard between Imperial Highway and Crewe Street
iv. Norwalk Boulevard between Imperial Highway and I-5 Freeway
v. Avenida Manuel Salinas between Imperial Highway and Civic Center Drive
vi. Civic Center Drive between Avenida Manuel Salinas and Norwalk Boulevard

Note: These analysis locations can be adjusted after trip generation and assignment/distribution is finalized. Fewer locations may be acceptable at that time.

The consultant will be responsible to gather current traffic count data for analysis.

Methodology
The TIA will be conducted using Synchro for a Highway Capacity Manual (HCM) analysis of signalized and unsignalized intersections and mid-block locations. The Intersection Capacity Utilization (ICU) analysis through Synchro will be acceptable for signalized intersections. However, operational analysis will also be necessary to address any level of significance in delay.

Analysis Scenarios
The Level of Service (LOS) analysis will evaluate the following scenarios:

- Existing Conditions;
- Project Opening Year Conditions with Ambient Growth and Related Projects without the Proposed Project; and
- Project Opening Year Conditions with Ambient Growth and Related Projects with the Proposed Project.

Trip Generation and Assignment/Distribution
The trips associated with the Proposed Project will be estimated using the appropriate rates from ITE Trip Generation manual, latest edition. Geographic trip distribution patterns will be developed for the Proposed Project, based upon regional land use and circulation system data. The Proposed Project trips will be assigned to the study area intersections and street segments in conformance with the trip distribution patterns.

It is highly recommended that the Consultant submit the trip generation and assignment/distribution to the City’s Traffic Engineer for review and approval prior to conducting analysis.

Ambient Growth
Cumulative growth in the study area will be 1-percent per year to the Project Opening Year (1%/year).

Related Projects
City Planning staff will provide a Related Projects List of projects within a 1.5-mile radius from the Proposed Project site within the City limits. Any specific trip generation and trip distribution information (traffic impact analyses) for these Related Projects will also be provided. If the 1.5-mile radius extends beyond the City of Norwalk boundaries, the
consultant shall request the adjacent agencies provide a Related Projects List and any available trip information as appropriate.

Related Projects Trip Generation – Related Project trips will be estimated using rates from the Institute of Transportation Engineers (ITE) Trip Generation manual, latest edition, or will be acquired from other sources, such as previous traffic studies.

Level of Significance

From the City of Norwalk’s General Plan, the City has established LOS “D” as a threshold standard for peak hour intersection volumes. The City has also established a “target” LOS of “C”. The level of significance for an intersection is determined by the following:

- An intersection operating at LOS A or B and is found to operate at LOS C or better with the addition of the Proposed Project is not considered significant. No mitigation measures are necessary.
- An intersection operating at LOS C is found to operate at LOS D or worse with the addition of the Proposed Project is considered significant. Mitigation measures are necessary to bring the intersection back to a LOS C.
- An intersection operating at LOS D or worse is found to continue to operate at LOS D or worse with the addition of the Proposed Project and has increased the existing V/C ratio by 0.010 (1 percent) is considered significant. Mitigation measures are necessary to bring the intersection back to its existing V/C ratio.

For operational analysis of the study intersections, a delay analysis will also be required. The level of significance for delay is determined by the following:

- An intersection operating at LOS E experiences an added delay of 4.0 seconds or more with the addition of the Proposed Project is considered significant. Mitigation measures are necessary to bring the intersection back to its existing LOS E (net zero delay).
- An intersection operating at LOS F experiences an added delay of 2.0 seconds or more with the addition of the Proposed Project is considered significant. Mitigation measures are necessary to bring the intersection back to its existing LOS F (net zero delay).

Report Preparation

Draft Report

A Draft Report, summarizing the findings and recommendations will be submitted to City Planning staff who will then forward to the City Traffic Engineer for review and comment.
Final Report

A Final Report (stamped and signed by a registered professional engineer) will be prepared, based on any comments received from the City and, as appropriate, from the public comments. The Final Report will be submitted to City Planning staff who will then provide the Final Report to the City Traffic Engineer.

If you have any questions, please contact me.
TRANSPORTATION STUDY SCOPE

**Project Name:** Norwalk Entertainment District – Civic Center Specific Plan Project *(See Figure 1)*

**Project Location:** Southeast corner of Imperial Highway and Norwalk Boulevard bounded by Imperial Highway to the north, Avenida Manuel Salinas to the east, Los Angeles Superior Court-Norwalk to the south, and Norwalk Boulevard to the west *(See Figure 2)*

**Project APN:** 8047-006-922, 8047-006-924, 8047-006-925, and a portion of 8047-006-927

**Project Description:** The Project proposes the construction of a mixed-use development to include up to 350 residential units and 110,000 square feet of commercial uses, that would consist of a mix of retail, supermarket, and/or restaurant tenants. To account for the potential range in land uses, the transportation analysis conservatively assumes that the commercial uses would consist of 35,000 sf of retail, 40,000 sf of supermarket, and 35,000 sf of fine dining and high-turnover restaurant uses. Parking for the Project would be accommodated on-site and within the existing Los Angeles County (County) parking garage south of the Project Site. No modifications to the existing Norwalk City Hall would be proposed with the Project.

CEQA ANALYSIS

The CEQA VMT analysis will be conducted in accordance with the Los Angeles County Department of Public Work’s *Transportation Impact Analysis Guidelines* (July 2020).

**VMT Methodology**

- Consistent with *Transportation Impact Analysis Guidelines*, the VMT analysis for the Project to be based on the screening and impact evaluation criteria for Development Projects (Section 3.1).
  - *Transportation Impact Analysis Guidelines* Section 3.1.2 – Screening Criteria
    - Non-Retail Project Trip Generation Screening Criteria
      - Further VMT analysis is required if a development project generates a net increase of 110 or more daily vehicle trips, based on the most recent edition of ITE’s Trip Generation Manual.
    - Retail Project Site Plan Screening Criteria
      - “A project that contains a local serving retail use is assumed to have less than significant VMT impacts for the retail portion of the project…However, if the retail project is part of a mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with other screening criteria in Section 3.1.”
      - Generally, developments including retail stores less than 50,000 sf are considered local serving.
  - The impact criteria in *Transportation Impact Analysis Guidelines* are based on guidance published in *Technical Advisory on Evaluation Transportation Impacts in CEQA* (Governor’s Office of Planning and Research, December 2018) (OPR Technical Advisory) and *California’s 2017 Climate Change Scoping Plan* (California Air Resources Board, January 2019).
    - Per the OPR Technical Advisory, each component of a mixed-use project can be evaluated independently with the significance threshold for each project type applied separately
    - *Transportation Impact Analysis Guidelines* Section 3.1.3 – Impact Criteria
      - Residential Land Uses
        - “The project’s residential VMT per capita exceeding would not be 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located.”
      - Local Serving Retail Uses
        - The individual commercial retail, supermarket, and restaurant uses of the Project would not exceed 50,000 sf and would, therefore, be considered local serving. Thus, no further retail VMT analysis would be required, and a no impact determination can be made for those uses.
      - *South County Planning Area*
        - VMT impact criteria
          - 10.6 Residential VMT per Capita
          - 15.3 Employment VMT per Employee
    - Trip length information, vehicle trip generation by purpose, and population and employment factors from *CalEEMod* would be utilized to determine VMT per employee, VMT per capita, and total VMT, as appropriate, consistent with GHG analysis.
NON-CEQA ANALYSIS

The non-CEQA analysis will include an operational traffic analysis of study intersections and street segments for the following scenarios:

- **Existing Conditions**
- **Future without Project Conditions** *(Project Opening Year with Ambient Growth and Related Projects)*
- **Future with Project Conditions** *(Project Opening Year with Ambient Growth, Related Projects, and Proposed Project)*

The intersection analysis will be conducted based on the HCM methodology using the Synchro software to determine the Project-related increases in delay and level of service (LOS). The results will be compared with the LOS thresholds from the City’s General Plan. The street segment analysis will be based on average daily traffic (ADT) volumes. The Project-related increases in ADT will be compared with ADT thresholds from the City’s General Plan. The transportation study will review potential recommendations and improvements based on the findings of the operational traffic analysis of the study intersections and street segments.

A review of the Project’s parking plans and requirements, as well as the shared parking operations of the existing County parking garage, will also be included in the transportation study as part of the non-CEQA analysis.

### Trip Generation Rate(s):

(See Table 1)

<table>
<thead>
<tr>
<th></th>
<th>AM Trips</th>
<th>PM Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>in</td>
<td>127</td>
<td>301</td>
</tr>
<tr>
<td>out</td>
<td>167</td>
<td>244</td>
</tr>
<tr>
<td>total</td>
<td>294</td>
<td>545</td>
</tr>
</tbody>
</table>

### Trip Distribution:

<table>
<thead>
<tr>
<th>Residential</th>
<th>N: 35%</th>
<th>S: 30%</th>
<th>E: 15%</th>
<th>W: 20%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>N: 30%</td>
<td>S: 28%</td>
<td>E: 20%</td>
<td>W: 22%</td>
</tr>
</tbody>
</table>

**Project Buildout Year:** 2025

**Ambient Growth Rate:** 1.0 % Per Yr.

**Study Area:** The non-CEQA operational analysis Study Area includes intersections and street segments integral to the Project’s site access and circulation plan and was established in consultation with the City based on existing intersection/corridor operations, distribution of Project vehicular trips (i.e., intersections where 100 or more net new Project trips would be added), and potential operational effects of Project traffic.

**Study Intersections**

(See Figure 3)

1. Norwalk Boulevard & Lakeland Avenue
2. Norwalk Boulevard & Crewe Street
3. Firestone Boulevard & Imperial Highway
4. Pioneer Boulevard & Imperial Highway
5. I-5 Southbound Ramps & Imperial Highway
6. I-5 Northbound Ramps & Imperial Highway
7. Kalnor Avenue & Imperial Highway
8. Norwalk Boulevard & Imperial Highway
9. Avenida Manuel Salinas & Imperial Highway
10. Volunteer Avenue & Imperial Highway
11. Bloomfield Avenue & Imperial Highway
12. Norwalk Boulevard & Civic Center Drive
13. Courthouse-AMC Theater & Civic Center Drive
14. Avenida Manuel Salinas & Civic Center Drive
15. Volunteer Avenue & Civic Center Drive
16. Bloomfield Avenue & Civic Center Drive
17. I-5 Northbound Ramp / Adoree Street & Norwalk Boulevard
18. I-5 Southbound Ramp & Norwalk Boulevard / San Antonio Drive
19. Firestone Boulevard & San Antonio Drive
20. Pioneer Boulevard / San Antonio Drive & Rosecrans Avenue
Street Segments
(See Figure 3)

1. Imperial Highway between Norwalk Boulevard & Bloomfield Avenue
2. Imperial Highway between Norwalk Boulevard & I-5
3. Norwalk Boulevard between Imperial Highway & Crewe Street
4. Norwalk Boulevard between Imperial Highway & I-5
5. Avenida Manuel Salinas between Imperial Highway & Civic Center Drive
6. Civic Center Drive between Avenida Manuel Salinas & Norwalk Boulevard
<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Land Use Code</th>
<th>Size</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td><strong>Trip Generation Rates</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multifamily Housing (Mid-Rise)</td>
<td>221</td>
<td>per du</td>
<td>4.54</td>
<td>23%</td>
<td>77%</td>
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<tr>
<td>Shopping Plaza (40-150 ksf)</td>
<td>821</td>
<td>per ksf</td>
<td>67.52</td>
<td>62%</td>
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<tr>
<td>Supermarket</td>
<td>850</td>
<td>per ksf</td>
<td>93.84</td>
<td>59%</td>
<td>41%</td>
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<tr>
<td>Fine Dining Restaurant</td>
<td>931</td>
<td>per ksf</td>
<td>83.84</td>
<td>[b]</td>
<td>[b]</td>
</tr>
<tr>
<td>High-Turnover Sit-Down Restaurant</td>
<td>932</td>
<td>per ksf</td>
<td>107.20</td>
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<td>45%</td>
</tr>
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<td><strong>Proposed Project</strong></td>
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<tr>
<td><strong>Residential</strong></td>
<td></td>
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</tr>
<tr>
<td>Multi-Family Residential</td>
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<td></td>
<td>1,589</td>
<td>30</td>
<td>100</td>
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<tr>
<td>Transit/Walk-In Reduction - 5%</td>
<td>(79)</td>
<td>(2)</td>
<td>(5)</td>
<td>(7)</td>
<td>(4)</td>
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<tr>
<td><strong>Subtotal - Residential</strong></td>
<td></td>
<td>350 du</td>
<td>1,510</td>
<td>28</td>
<td>95</td>
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<tr>
<td><strong>Commercial</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
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<td>35,000 sf</td>
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<td>23</td>
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<td>(18)</td>
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<tr>
<td>Transit/Walk-In - 5%</td>
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<td>(95)</td>
<td>(2)</td>
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<td>(3)</td>
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<tr>
<td>Pass-by - 40%</td>
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<td>(11)</td>
<td>(7)</td>
<td>(18)</td>
<td>(27)</td>
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<tr>
<td>Supermarket</td>
<td>40,000 sf</td>
<td>3,754</td>
<td>67</td>
<td>47</td>
<td>114</td>
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<td>Mixed-Use/Internal Capture - 20%</td>
<td>(751)</td>
<td>(11)</td>
<td>(7)</td>
<td>(22)</td>
<td>(36)</td>
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<tr>
<td>Transit/Walk-In - 5%</td>
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<td>(150)</td>
<td>(3)</td>
<td>(2)</td>
<td>(5)</td>
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<tr>
<td>Pass-by - 24%</td>
<td>(685)</td>
<td>(12)</td>
<td>(9)</td>
<td>(21)</td>
<td>(33)</td>
</tr>
<tr>
<td>Fine Dining Restaurant</td>
<td>17,500 sf</td>
<td>1,467</td>
<td>7</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(293)</td>
<td>(1)</td>
<td>(1)</td>
<td>(2)</td>
<td>(17)</td>
</tr>
<tr>
<td>Transit/Walk-In - 5%</td>
<td></td>
<td>(59)</td>
<td>0</td>
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<tr>
<td>Pass-by - 44%</td>
<td>(491)</td>
<td>(3)</td>
<td>(2)</td>
<td>(5)</td>
<td>(28)</td>
</tr>
<tr>
<td>High-Turnover Sit-Down Restaurant</td>
<td>17,500 sf</td>
<td>1,876</td>
<td>92</td>
<td>75</td>
<td>167</td>
</tr>
<tr>
<td>Mixed-Use/Internal Capture - 20%</td>
<td>(375)</td>
<td>(18)</td>
<td>(15)</td>
<td>(33)</td>
<td>(19)</td>
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<tr>
<td>Transit/Walk-In - 5%</td>
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<td>(75)</td>
<td>(4)</td>
<td>(3)</td>
<td>(7)</td>
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<tr>
<td>Pass-by - 43%</td>
<td>(613)</td>
<td>(30)</td>
<td>(25)</td>
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<td>(31)</td>
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<td><strong>Subtotal - Commercial</strong></td>
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<td>110,000 sf</td>
<td>4,682</td>
<td>99</td>
<td>72</td>
</tr>
</tbody>
</table>

**Total New Project Trips**

6,192 127 167 294 301 244 545

Notes
[b] AM peak hour directional distributions are not provided for Fine Dining Restaurant uses in Trip Generation, 11th Edition. Therefore, the AM peak hour directional distributions for High-Turnover Restaurant use were applied.
[c] The Project Site is served by various local bus lines along Imperial Highway and Norwalk Boulevard with stops adjacent to the Project Site, and is also located less than one-mile of the Metro C (Green) Line Norwalk Station and the Metrolink Norwalk Station. Therefore, a 5% transit/walk-in reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[d] The retail component includes an integrated group of commercial establishments and contains more than retail merchandising facilities, including food & beverage and health/fitness club uses, consistent with the Shopping Plaza land use definition in Trip Generation, 11th Edition.
[e] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e. between residents and commercial uses) without using an off-site road system, and are consistent with the NCHRP 8-51 Internal Trip Capture Estimation Tool (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board and National Research Council, 2011).
[f] Pass-by reductions account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion, and are based on pass-by reductions identified in Trip Generation, 11th Edition.
NOTE: The driveways depicted provide a general representation of the Project's site access and circulation plan.

LEGEND
- Project Site
- Analyzed Intersection
- Project Driveway
- Analyzed Street Segment
- Regional Trip Distribution

REGIONAL TRIP DISTRIBUTION
COMMERCIAL

FIGURE 4B
13. Courthouse / AMC Theater & Civic Center Drive
14. Avenida Manuel Salinas & Civic Center Drive
15. Volunteer Avenue & Civic Center Drive
16. Bloomfield Avenue & Civic Center Drive

17. Norwalk Boulevard & NB I-5 Fwy Ramp / Adoree St
18. Norwalk Blvd / San Antonio Dr & SB I-5 Fwy Ramp
19. San Antonio Drive & Firestone Boulevard
20. Pioneer Blvd / San Antonio Dr & Rosecrans Avenue

LEGEND

- Project Site
- 5% (Inbound/Outbound) Trip Percentage
- Analyzed Intersection
- Project Driveway

NOTE: The driveways depicted provide a general representation of the Project's site access and circulation plan.
NOTE: The driveways depicted provide a general representation of the Project’s site access and circulation plan.
PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES AT INTERSECTIONS

NOTE: The driveways depicted provide a general representation of the Project’s site access and circulation plan.
Appendix B

Traffic Count Data
### APPENDIX B-1
GROWTH RATE ESTIMATION STREET SEGMENT VOLUMES

<table>
<thead>
<tr>
<th>Count Location [a]</th>
<th>Count Date</th>
<th>Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial Highway btwn Norwalk Bl &amp; Bloomfield Ave</td>
<td>Wednesday, February 9th, 2022</td>
<td>38,138</td>
</tr>
<tr>
<td></td>
<td>Thursday, November 19th, 2015</td>
<td>42,937</td>
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<tr>
<td>Imperial Highway btwn Norwalk Bl &amp; I-5 Freeway</td>
<td>Wednesday, February 9th, 2022</td>
<td>39,111</td>
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<tr>
<td></td>
<td>Thursday, November 19th, 2015</td>
<td>47,618</td>
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<tr>
<td>Norwalk Bl btwn Imperial Highway &amp; Crewe Street</td>
<td>Wednesday, February 9th, 2022</td>
<td>20,635</td>
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<td>Thursday, November 19th, 2015</td>
<td>22,721</td>
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<tr>
<td>Norwalk Bl btwn Imperial Highway &amp; I-5 Freeway</td>
<td>Wednesday, February 9th, 2022</td>
<td>21,689</td>
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<td></td>
<td>Thursday, November 19th, 2015</td>
<td>29,590</td>
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<tr>
<td>Civic Center Drive btwn Avenida Manuel Salinas &amp; Norwalk Bl</td>
<td>Wednesday, February 9th, 2022</td>
<td>9,982</td>
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<td></td>
<td>Thursday, November 19th, 2015</td>
<td>15,158</td>
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<tr>
<td><strong>Total ADT (Year 2022)</strong></td>
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<td>129,555</td>
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<tr>
<td><strong>Total ADT (Year 2015)</strong></td>
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<td>158,024</td>
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<tr>
<td><strong>Total Growth (Percentage)</strong></td>
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<td>22%</td>
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</tbody>
</table>

**Notes:**
[a] Street segment volumes from Year 2015 on Avenida Manuel Salinas were not available.
**INTERSECTION TURNING MOVEMENT COUNTS**

**PREPARED BY:** AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:** Thu, May 17, 18

**LOCATION:** Norwalk

**PROJECT #:** SC1739

**NORTH & SOUTH:** Bloomfield

**LOCATION #:** 3

**EAST & WEST:** Imperial

**CONTROL:** SIGNAL

**NOTES:** AM ▲ PM N MD ◄ WE ► OTHER S OTHER ▼

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## Turning Movement Count Report AM

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**North/South:** Norwalk Boulevard  
**East/West:** Lakeland Avenue  
**Date:** 02/09/22  
**City:** Norwalk, CA

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| Total Volume: | 60 | 823 | 136 | 174 | 237 | 129 | 227 | 1231 | 44 | 43 | 221 | 53 | 3378 |
| Approach %    | 6% | 81% | 13% | 32% | 44% | 24% | 15% | 82% | 3% | 14% | 70% | 17% |

| Peak Hr Begin: | 7:30 |
| PHV           | 39 | 451 | 71 | 93 | 146 | 79 | 143 | 708 | 25 | 26 | 137 | 29 | 1947 |
| PHF           | 0.871 | 0.864 | 0.799 | 0.727 | 0.841 |

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:**  1  
**North/South:** Norwalk Boulevard  
**East/West:** Lakeland Avenue  
**Date:** 02/09/22  
**City:** Norwalk, CA

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| Total Volume: | 96 | 1417 | 153 | 284 | 402 | 316 | 297 | 1051 | 75 | 46 | 219 | 38 | 4394 |
| Approach %    | 6% | 85%  | 9%  | 28% | 40% | 32% | 21% | 74%  | 5% | 15%| 72% | 13%|      |

**Peak Hr Begin:** 16:00

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Prepared by City Count, LLC. (www.citycount.com)
## Pedestrian/Bicycle Count Report

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**North/South:** Norwalk Boulevard  
**East/West:** Lakeland Avenue  
**Date:** 02/09/22  
**City:** Norwalk, CA

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Prepared by City Count, LLC. (www.citycount.com)
### Turning Movement Count Report AM

**Location ID:** 2  
**North/South:** Norwalk Boulevard  
**East/West:** Crewe Street  
**Date:** 02/09/22  
**City:** Norwalk, CA

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**Total Volume:** 0 1085 53 0 0 0 0 1344 73 0 118 2809  
**Approach %:** 0% 95% 5% 0% 0% 0% 0% 95% 5% 54% 0% 46%

**Peak Hr %:** 7:30  
**PHV:** 0 595 37 0 0 0 0 765 45 92 0 69 1603  
**PHF:** 0.913 0.000 0.773 0.789 0.825

Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report PM

**Location ID:** 2  
**North/South:** Norwalk Boulevard  
**East/West:** Crewe Street  
**Date:** 02/09/22  
**City:** Norwalk, CA

### Movements

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### Total Volume

| Southbound | 0  | 1814 | 49  | 0  | 0  | 0  | 0  | 1441 | 120 | 125 | 0  | 165 | 3714 |
| Westbound  | 0  | 0   | 0   | 0  | 0  | 0  | 0  | 0    | 0   | 0   | 0  | 0   | 3714 |
| Northbound | 0  | 0   | 0   | 0  | 0  | 0  | 0  | 1441 | 120 | 125 | 0  | 165 | 3714 |
| Eastbound  | 0  | 0   | 0   | 0  | 0  | 0  | 0  | 0    | 0   | 0   | 0  | 0   | 3714 |

### Approach %

| Southbound | 0% | 97% | 3%  | 0% | 0% | 0%  | 0% | 92%  | 8%  | 43% | 0% | 57% |
| Westbound  | 0% | 0%  | 0%  | 0% | 0% | 0%  | 0% | 92%  | 8%  | 43% | 0% | 57% |
| Northbound | 0% | 0%  | 0%  | 0% | 0% | 0%  | 0% | 92%  | 8%  | 43% | 0% | 57% |
| Eastbound  | 0% | 0%  | 0%  | 0% | 0% | 0%  | 0% | 92%  | 8%  | 43% | 0% | 57% |

### Peak Hr Begin: 16:45

| PHV | 0  | 947 | 23  | 0  | 0  | 0  | 0  | 733  | 64  | 66  | 0  | 79  | 1912 |
| PHF | 0.944 | 0.000 | 0.890 | 0.788 | 0.939 |

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

**Location ID:** 2  
**North/South:** Norwalk Boulevard  
**East/West:** Crewe Street  
**Date:** 02/09/22  
**City:** Norwalk, CA

## Pedestrian/Bicycle Count Report

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

### Location ID: 3
- North/South: Firestone Boulevard
- East/West: Imperial Highway
- Date: 02/10/22
- City: Norwalk, CA

### Movements:

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<td>4 91 54</td>
<td>78 225 0</td>
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### Total Volume:

- Southbound: 0 570 455 568 1934 17
- Westbound: 17 703 464 520 2173 0
- Northbound: 7421
- Eastbound: 7421

### Approach %:

- Total Volume: 0% 56% 44% 23% 77% 1%
- Approach %: 1% 59% 39% 19% 81% 0%

### Peak Hr Begin:
- 7:30

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report PM

**Location ID:** 3  
**North/South:** Firestone Boulevard  
**East/West:** Imperial Highway  
**Date:** 02/10/22  
**City:** Norwalk, CA

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| Total Volume: | 1   | 828 | 674 | 598 | 1959 | 16 | 40 | 918 | 614 | 617 | 2302 | 0 | 8567  |
| Approach %    | 0%  | 55% | 45% | 23% | 76%  | 1% | 3% | 58% | 39% | 21% | 79%  | 0% |       |

**Peak Hr Begin:** 16:15  
**PHV**  
|       | 1   | 406 | 347 | 320 | 1029 | 6  | 15 | 433 | 314 | 292 | 1170 | 0 | 4333  |
| **PHF**| 0.906| 0.896| 0.916| 0.928| 0.957|   |    |     |     |     |      |   |       |

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

**Location ID:** 3  
**North/South:** Firestone Boulevard  
**East/West:** Imperial Highway  
**City:** Norwalk, CA  
**Date:** 02/10/22

## Pedestrian/Bicycle Count Report

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

**Location ID:** 4  
**North/South:** Pioneer Boulevard  
**East/West:** Imperial Highway  
**City:** Norwalk, CA  
**Date:** 02/09/22

### Movements:

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**Total Volume:** 751 496 236 157 1908 195 283 571 40 124 1958 600 7319

**Approach %:** 51% 33% 16% 7% 84% 9% 32% 64% 4% 5% 73% 22%

### Peak Hr Begin:

- **PHV:** 7:30
  - 449 290 126 96 1023 103 136 339 21 77 1097 321 4078
  - **PHF:** 0.804 0.832 0.861 0.816 0.824

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 4  
**North/South:** Pioneer Boulevard  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

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| Total Volume: | 709 | 774 | 249 | 197 | 2067 | 334 | 481 | 961 | 94 | 129 | 2091 | 596 | 8682 |
| Approach % | 41% | 45% | 14% | 8% | 80% | 13% | 31% | 63% | 6% | 5% | 74% | 21% |

**Peak Hr Begin:** 16:30

| PHV | 401 | 443 | 130 | 101 | 1029 | 165 | 245 | 526 | 47 | 58 | 1081 | 298 | 4524 |
| PHF | 0.970 | 0.863 | 0.960 | 0.824 | 0.896 |

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

Location ID: 4  
North/South: Pioneer Boulevard  
East/West: Imperial Highway  
Date: 02/09/22  
City: Norwalk, CA

## Pedestrian/Bicycle Count

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

**Location ID:** 5  
**North/South:** I-5 Southbound Ramps  
**East/West:** Imperial Highway  
**Date:** 02/10/22  
**City:** Norwalk, CA

### Movements:

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**Total Volume:** 287 192 791 0 1981 20 0 0 0 476 2148 0 5895

**Approach %**  23% 15% 62% 0% 99% 1% 0% 0% 0% 18% 82% 0%

### Peak Hr Begin: 7:15

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 5  
**North/South:** I-5 Southbound Ramps  
**East/West:** Imperial Highway  
**Date:** 02/10/22  
**City:** Norwalk, CA

## Turning Movements

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## Total Volume

- **Southbound:** 315  
- **Westbound:** 229  
- **Northbound:** 523  
- **Eastbound:** 0  

Approach %

- Southbound: 30%  
- Westbound: 21%  
- Northbound: 49%  
- Eastbound: 0%  

## Peak Hour Begin

**PHV:** 151 111 275 0 0 207 1403 0 3347  
**PHF:** 0.889 0.912 0.000 0.889 0.922

Prepared by City Count, LLC. (www.citycount.com)
### Pedestrian/Bicycle Count Report

**Location ID:** 5  
**North/South:** I-5 Southbound Ramps  
**East/West:** Imperial Highway  
**Date:** 02/10/22  
**City:** Norwalk, CA

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

**Location ID:** 6  
**North/South:** I-5 Northbound Ramps  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

### Movements

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 6  
**North/South:** I-5 Northbound Ramps  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

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# Pedestrian/Bicycle Count Report

**Location ID:** 6  
**North/South:** I-5 Northbound Ramps  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA  

## Pedestrian/Bicycle Count Report

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report AM

**Location ID:** 7  
**North/South:** Kalnor Avenue  
**East/West:** Imperial Highway  
**City:** Norwalk, CA  
**Date:** 02/09/22

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## Peak Hr Begin: 7:30

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report PM

| Location ID: | 7 |
| North/South: | Kalnor Avenue |
| East/West: | Imperial Highway |
| Date: | 02/09/22 |
| City: | Norwalk, CA |

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### PHF

|       | 0.927|

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

**Location ID:** 7  
**North/South:** Kalnor Avenue  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

<table>
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<tr>
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</thead>
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</table>

Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

| Location ID: | 8 |
| North/South: | Norwalk Boulevard |
| East/West: | Imperial Highway |
| Date: | 02/09/22 |
| City: | Norwalk, CA |

### Movements

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<tr>
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<th>Westbound</th>
<th>Northbound</th>
<th>Eastbound</th>
</tr>
</thead>
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<tr>
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<td>R</td>
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<tr>
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<td>8:15</td>
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<tr>
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### Total Volume

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<th>205</th>
<th>197</th>
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<th>153</th>
<th>130</th>
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<th>7589</th>
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<td>66%</td>
<td>16%</td>
<td>3%</td>
<td>89%</td>
<td>8%</td>
<td>14%</td>
<td>75%</td>
<td>11%</td>
<td>5%</td>
<td>84%</td>
<td>11%</td>
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</tbody>
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### Peak Hr Begin: 7:30

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</table>

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 8  
**North/South:** Norwalk Boulevard  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

## Movements

<table>
<thead>
<tr>
<th>Time</th>
<th>Southbound</th>
<th>Westbound</th>
<th>Northbound</th>
<th>Eastbound</th>
<th>Totals</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>R</td>
<td>T</td>
<td>L</td>
<td>R</td>
<td>T</td>
</tr>
<tr>
<td>16:00</td>
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<td>18</td>
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</tbody>
</table>

**Total Volume:** 338 1339 237 170 2486 439 251 1069 257 139 1994 339 9058  
**Approach %:** 18% 70% 12% 5% 80% 14% 16% 68% 16% 6% 81% 14%

## Peak Hr Begin: 16:45

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Prepared by City Count, LLC. (www.citycount.com)
## Pedestrian/Bicycle Count Report

**Location ID:** 8  
**North/South:** Norwalk Boulevard  
**East/West:** Imperial Highway  
**City:** Norwalk, CA  
**Date:** 02/09/22

### Pedestrian/Bicycle Count Overview

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<th>South</th>
<th>West</th>
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<tbody>
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<td>1 2</td>
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</tr>
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### Bicycle Count Overview

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<th>South</th>
<th>West</th>
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</table>

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report AM

**Location ID:** 9  
**North/South:** Avenida Manuel Salinas  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

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<th>Eastbound</th>
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<td>4</td>
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<td>T</td>
<td>L</td>
<td>R</td>
<td>T</td>
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<td>54%</td>
<td>5%</td>
<td>94%</td>
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| Peak Hr Begin: | 7:15 | | | | | | | | | | | |
| PHV           | 28 | 19 | 51 | 71 | 1245 | 12 | 3 | 15 | 1 | 94 | 1140 | 35 | 2714 |
| PHF           | 0.875 | 0.951 | 0.792 | 0.787 | 0.877 | |

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 9  
**North/South:** Avenida Manuel Salinas  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

## Movements

<table>
<thead>
<tr>
<th>Time</th>
<th>Southbound</th>
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<th>Northbound</th>
<th>Eastbound</th>
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## Total Volume

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## Peak Hr Begin:

**PHV**  
16:30

<table>
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<th>Northbound</th>
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<table>
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Prepared by City Count, LLC.  (www.citycount.com)
# Pedestrian/Bicycle Count Report

Location ID: 9  
North/South: Avenida Manuel Salinas  
East/West: Imperial Highway  
Date: 02/09/22  
City: Norwalk, CA

<table>
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<th>Leg:</th>
<th>North</th>
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<th>South</th>
<th>West</th>
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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

### Location Information
- **Location ID:** 10
- **North/South:** Volunteer Avenue
- **East/West:** Imperial Highway
- **City:** Norwalk, CA
- **Date:** 02/09/22

### Movements

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- **Approach %:** 23% 33% 44% 2% 95% 3% 25% 18% 57% 10% 90% 0%

### Peak Hr Begin:
- **7:15**

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

Location ID: 10  
North/South: Volunteer Avenue  
East/West: Imperial Highway  
Date: 02/09/22  
City: Norwalk, CA

## Movements

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Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

**Location ID:** 10  
**North/South:** Volunteer Avenue  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report AM

**Location ID:** 11  
**North/South:** Bloomfield Avenue  
**East/West:** Imperial Highway  
**City:** Norwalk, CA  
**Date:** 02/09/22

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| Approach %    | 16% | 71% | 13% | 6% | 73% | 21% | 26% | 64% | 10% | 5% | 76% | 19% |

**Peak Hr Begin:** 7:15

| PHV | 103 | 502 | 70 | 88 | 1118 | 323 | 311 | 736 | 95 | 47 | 795 | 198 | 4386 |
| PHF | 0.893 | 0.930 | 0.912 | 0.870 | 0.917 |

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 11  
**North/South:** Bloomfield Avenue  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

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**Total Volume:** 680 762 309 129 2128 296 745 1217 274 100 2081 356 9077  
**Approach %:** 39% 44% 18% 5% 83% 12% 33% 54% 12% 4% 82% 14%  

**Peak Hr Begin:** 16:30  
**PHV:** 366 362 179 61 1115 140 370 637 130 51 996 177 4584  
**PHF:** 0.973 0.959 0.897 0.953 0.953 0.966  

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

**Location ID:** 11  
**North/South:** Bloomfield Avenue  
**East/West:** Imperial Highway  
**Date:** 02/09/22  
**City:** Norwalk, CA

## Pedestrian/Bicycle Count Report

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<td>Peds</td>
<td>Bicycle</td>
</tr>
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Prepared by City Count, LLC. (www.citycount.com)
### Turning Movement Count Report AM

**Location ID:** 12  
**North/South:** Norwalk Boulevard  
**East/West:** Civic Center Drive  
**Date:** 02/10/22  
**City:** Norwalk, CA

#### Movements:

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<tr>
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<th>Totals:</th>
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<td>21 3 63</td>
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#### Peak Hr Begin:

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<tr>
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<td>81 4 280</td>
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</tbody>
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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report PM

- **Location ID:** 12  
- **North/South:** Norwalk Boulevard  
- **Date:** 02/10/22  
- **East/West:** Civic Center Drive  
- **City:** Norwalk, CA

### Movements:

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### Peak Hr Begin:

| PHV | 0 | 931 | 107 | 96 | 0 | 469 | 357 | 772 | 0 | 12 | 2 | 3 | 2749 |
| PHF | 0.892 | 0.611 | 0.960 | 0.607 | 0.925 |

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

## Location Information
- **Location ID:** 12
- **North/South:** Norwalk Boulevard
- **East/West:** Civic Center Drive
- **City:** Norwalk, CA
- **Date:** 02/10/22

## Pedestrian/Bicycle Counts

### North

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<th>Time</th>
<th>Peds</th>
<th>Bicycle</th>
<th>Time</th>
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### East

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<td>0</td>
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<td>1</td>
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### South

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### West

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

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<td>Civic Center Drive</td>
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<td>02/10/22</td>
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<td>Norwalk, CA</td>
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| Approach %    | 71% 0% 29% 6% 94% 0% 50% 0% 50% 0% 82% 18% |

| Peak Hr Begin: | 7:30 |
| PHV           | 7 0 4 22 364 0 0 0 1 0 506 105 1009 |
| PHF           | 0.688 0.818 0.250 0.826 0.824 |

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 13  
**North/South:** Courthouse-AMC Theater  
**East/West:** Civic Center Drive  
**Date:** 02/10/22  
**City:** Norwalk, CA

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**Total Volume:** 85 | 0 | 12 | 6 | 901 | 0 | 15 | 1 | 12 | 0 | 784 | 26 | 1842  
**Approach %:** 88% | 0% | 12% | 1% | 99% | 0% | 54% | 4% | 43% | 0% | 97% | 3% |

**Peak Hr Begin:** 16:30  
**PHV**  
- 55 | 0 | 8 | 3 | 544 | 0 | 5 | 0 | 5 | 0 | 388 | 12 | 1020  
**PHF**  
- 0.450 | 0.705 | 0.625 | 0.885 | 0.754  

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

**Location ID:** 13  
**North/South:** Courthouse-AMC Theater  
**East/West:** Civic Center Drive  
**Date:** 02/10/22  
**City:** Norwalk, CA

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report AM

**Location ID:** 14  
**North/South:** Avenida Manuel Salinas  
**East/West:** Civic Center Drive  
**City:** Norwalk, CA  
**Date:** 02/10/22

## Movements:

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## Total Volume:

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## Peak Hr Begin:

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Prepared by City Count, LLC. ([www.citycount.com](http://www.citycount.com))
# Turning Movement Count Report PM

**Location ID:** 14  
**North/South:** Avenida Manuel Salinas  
**East/West:** Civic Center Drive  
**Date:** 02/10/22  
**City:** Norwalk, CA  

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## Peak Hr Begin:

- **PHV**: 16:45  
- **PHF**: 0.530  
- **PHF**: 0.748  
- **PHF**: 0.779  
- **PHF**: 0.928  
- **PHF**: 0.804

Prepared by City Count, LLC. (www.citycount.com)
## Pedestrian/Bicycle Count Report

**Location ID:** 14  
**North/South:** Avenida Manuel Salinas  
**East/West:** Civic Center Drive  
**Date:** 02/10/22  
**City:** Norwalk, CA

### Pedestrian/Bicycle Count Report

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report AM

**Location ID:** 15  
**North/South:** Volunteer Avenue  
**East/West:** Civic Center Drive  
**Date:** 02/10/22  
**City:** Norwalk, CA

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| Total Volume: | 103 | 45 | 50 | 40 | 398 | 9 | 22 | 26 | 70 | 49 | 619 | 139 | 1570 |
| Approach %    | 52% | 23% | 25% | 9% | 89% | 2% | 19% | 22% | 59% | 6% | 77% | 17% |       |

**Peak Hr Begin:** 7:30  
**PHV:** 64 | 29 | 33 | 20 | 235 | 6 | 11 | 16 | 43 | 37 | 378 | 102 | 974  
**PHF:** 0.656 | 0.859 | 0.603 | 0.823 | 0.785

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 15  
**North/South:** Volunteer Avenue  
**East/West:** Civic Center Drive  
**Date:** 02/10/22  
**City:** Norwalk, CA

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**Total Volume:**  
South: 217 31 53 32 580 20 9 22 35 65 710 43 1817  
Approach %: 72% 10% 18% 5% 92% 3% 14% 33% 53% 8% 87% 5%

**Peek Hr Begin:** 16:45  
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Prepared by City Count, LLC. (www.citycount.com)
## Pedestrian/Bicycle Count Report

**Location ID:** 15  
**North/South:** Volunteer Avenue  
**East/West:** Civic Center Drive  
**City:** Norwalk, CA  
**Date:** 02/10/22

### Pedestrian/Bicycle Count Report

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Prepared by City Count, LLC. (www.citycount.com)
Turning Movement Count Report AM

| Location ID: | 16 |
| North/South: | Bloomfield Avenue |
| East/West: | Civic Center Drive |
| Date: | 02/09/22 |
| City: | Norwalk, CA |

### Movements

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### Peak Hr Begin: 7:15

| PHV   | 181 | 612 | 2 | 8 | 32 | 31 | 7 | 865 | 118 | 76 | 12 | 288 | 2232 |
| PHF   | 0.895 | 0.888 | 0.757 | 0.862 | 0.860 |

Prepared by City Count, LLC. (www.citycount.com)
Located at 16 Bloomfield Avenue in Norwalk, CA.

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**Total Volume:**
- Southbound: 139
- Westbound: 924
- Northbound: 7
- Eastbound: 29

**Approach %**
- South: 13%
- West: 86%
- North: 1%
- East: 26%

**Peak Hr Begin:** 16:00

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Prepared by City Count, LLC. (www.citycount.com)
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Pedestrian/Bicycle Count Report

Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report AM

**Location ID:** 17  
**North/South:** Norwalk Boulevard  
**East/West:** I-5 Northbound Ramp / Adoree Street  
**Date:** 02/10/22  
**City:** Norwalk, CA

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

**Location ID:** 17  
**North/South:** Norwalk Boulevard  
**East/West:** I-5 Northbound Ramp / Adoree Street  
**Date:** 02/10/22  
**City:** Norwalk, CA

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**Total Volume:** 176 2385 0 621 220 282 0 1559 181 130 0 41 5595  
**Approach %:** 7% 93% 0% 55% 20% 25% 0% 90% 10% 76% 0% 24%

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</tbody>
</table>

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

Location ID: 17  
North/South: Norwalk Boulevard  
East/West: I-5 Northbound Ramp / Adoree Street  
Date: 02/10/22  
City: Norwalk, CA  

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Prepared by City Count, LLC. (www.citycount.com)
## Turning Movement Count Report AM

**Location ID:** 18  
**North/South:** Norwalk Boulevard / San Antonio Drive  
**East/West:** I-5 Southbound Ramp  
**Date:** 02/10/22  
**City:** Norwalk, CA

### Movements:

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<tr>
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<th>Northbound</th>
<th>Eastbound</th>
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<td>L</td>
<td>R</td>
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<td>136</td>
<td>61</td>
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**Total Volume:**  
- Southbound: 1383  
- Westbound: 442  
- Northbound: 409  
- Eastbound: 150  

**Approach %:**  
- Southbound: 0%  
- Westbound: 76%  
- Northbound: 24%  
- Eastbound: 0%  

**Peak Hr Begin:** 7:30

### Peak Hr

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

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<th>Location ID: 18</th>
<th>North/South: Norwalk Boulevard / San Antonio Drive</th>
<th>East/West: I-5 Southbound Ramp</th>
<th>Date: 02/10/22</th>
<th>City: Norwalk, CA</th>
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## Movements

| Time   | R  | T  | L  | R  | T  | L  | R  | T  | L  | R  | T  | L  | R  | T  | L  | Totals: |
|--------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--------|
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| 16:15  | 0  | 215| 94 | 0  | 0  | 0  | 33 | 201| 0  | 21 | 28 | 12 | 604 |
| 16:30  | 0  | 253| 93 | 0  | 0  | 0  | 41 | 186| 0  | 33 | 52 | 7  | 665 |
| 16:45  | 0  | 265| 90 | 0  | 0  | 0  | 34 | 228| 0  | 33 | 51 | 8  | 709 |
| 17:00  | 0  | 342| 99 | 0  | 0  | 0  | 37 | 204| 0  | 33 | 56 | 4  | 775 |
| 17:15  | 0  | 270| 113| 0  | 0  | 0  | 43 | 205| 0  | 29 | 56 | 7  | 723 |
| 17:30  | 0  | 240| 79 | 0  | 0  | 0  | 38 | 244| 0  | 27 | 48 | 4  | 680 |
| 17:45  | 0  | 238| 71 | 0  | 0  | 0  | 23 | 229| 0  | 17 | 32 | 9  | 619 |

## Total Volume

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## Approach %

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<th>Eastbound</th>
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<td>26%</td>
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## Peak Hr Begin: 16:45

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</table>

Prepared by City Count, LLC. (www.citycount.com)
# Pedestrian/Bicycle Count Report

**Location ID:** 18  
**North/South:** Norwalk Boulevard / San Antonio Drive  
**East/West:** I-5 Southbound Ramp  
**Date:** 02/10/22  
**City:** Norwalk, CA

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| **South** | Peds  | Bicycle | Peds  | Bicycle | Peds  | Bicycle | Peds  | Bicycle |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |

Prepared by City Count, LLC. (www.citycount.com)
### Turning Movement Count Report AM

**Location ID:** 19  
**North/South:** San Antonio Drive  
**East/West:** Firestone Boulevard  
**Date:** 02/10/22  
**City:** Norwalk, CA

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<td>T</td>
<td>L</td>
<td>R</td>
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| Total Volume: | 308 | 941 | 115 | 71 | 565 | 63 | 110 | 1211 | 104 | 68 | 563 | 301 | 4420 |
| Approach %:   | 23% | 69% | 8% | 10% | 81% | 9% | 8% | 85% | 7% | 7% | 60% | 32% |

### Peak Hr Begin:
- **PHV**: 7:30
- **PHF**: 0.819

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Prepared by City Count, LLC. (www.citycount.com)
# Turning Movement Count Report PM

- **Location ID:** 19
- **North/South:** San Antonio Drive
- **East/West:** Firestone Boulevard
- **Date:** 02/10/22
- **City:** Norwalk, CA

## Movements

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## Total Volume

- **Southbound:** 354
- **Westbound:** 1545
- **Northbound:** 90
- **Eastbound:** 127

## Approach %

- **Southbound:** 18%
- **Westbound:** 78%
- **Northbound:** 5%
- **Eastbound:** 14%

## Peak Hr Begin:

- **16:45**

### PHV

- 184
- 828
- 60
- 58
- 358
- 59
- 55
- 745
- 86
- 50
- 315
- 191

### PHF

- 0.890
- 0.797
- 0.849
- 0.880
- 0.932

Prepared by City Count, LLC. (www.citycount.com)
### Pedestrian/Bicycle Count Report

**Location ID:** 19  
**North/South:** San Antonio Drive  
**East/West:** Firestone Boulevard  
**City:** Norwalk, CA  
**Date:** 02/10/22

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Prepared by City Count, LLC. (www.citycount.com)
### Turning Movement Count Report Mid-Day

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<th>North/South:</th>
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<th>East/West:</th>
<th>Rosecrans Avenue</th>
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<th>02/10/22</th>
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<tbody>
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#### 9:00 AM - 12:00 PM

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#### Peak Hr Begin: 9:30

| PHV | 92 298 60 7 1 140 151 19 10 43 525 30 26 208 321 91 125 528 281 51 3007 |

#### 12:00 PM - 3:00 PM

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#### Peak Hr Begin: 1:00

| PHV | 180 444 75 10 7 286 245 18 10 61 563 46 34 174 365 116 115 580 189 108 3626 |

### Totals

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### Class:

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|       | 46.1% | 53.9% | 42.1% | 57.9% |

### Daily Totals

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# ADT Volume Report

**Imperial Highway west of Kalnor Avenue**

**Day:** Wednesday, February 9, 2022

**City:** Norwalk, CA

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# ADT Volume Report

**City:** Norwalk, CA  
**Day:** Wednesday, February 9, 2022  
**Location:** Norwalk Blvd south of Crewe Street

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- WB: 39.9%  
- SB: 60.1%  

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

Norwalk Blvd south of Crewe Street  
**AM Peak Hour:** 07:00 - 07:30  
**AM Peak Volume:** 125 108 233  
**AM PK Hr Factor:** 0.774  
**PM Peak Hour:** 16:00 - 16:30  
**PM Peak Volume:** 157 553 205  
**PM PK Hr Factor:** 0.826
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Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report
Avenida Manuel Salinas south of Imperial Drive Norwalk, CA

Wednesday, February 9, 2022
### ADT Volume Report

**Civic Center Drive east of Norwalk Blvd**

**Day:** Thursday, February 10, 2022  
**City:** Norwalk, CA

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#### Daily Totals

| AM Peak Hour | 07:30 | 07:30 | 07:30 | PM Peak Hour | 16:45 | 16:30 | 16:30 |
| AM Peak Hr Volume | 612 | 371 | 983 | PM Peak Hr Volume | 433 | 603 | 1003 |
| AM Pk Hr Factor | 0.823 | 0.823 | 0.822 | PM Pk Hr Factor | 0.941 | 0.667 | 0.753 |

Prepared by City Count, LLC (www.citycount.com)
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| Percentage | 47.1% | 52.9% | 32.9% | 67.1% |

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| AADT      | 11,144 |

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- 738 - 665
- 0.918

**PM Peak**

- 04:30 - 05:15
- 809 - 612
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**Percentages**

- 40.2% 59.8%
- 42.8% 57.2%

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### Combined Totals

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- AM Peak: 41.6% 58.4%
- PM Peak: 37.6% 62.4%

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P.H.F. 0.662 0.701

PM Peak - - 04:15 - - - 04:00 - - - -
Vol. - - 213 - - - 162 - - - -
P.H.F. 0.783 0.711

Percentage 36.5% 63.5% 34.8% 65.2%

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| PM Peak    | -05:00  | -        | -05:15  | -        |
| Vol.       | -1337   | -        | 1356    | -        |
| P.H.F.     | 0.928   | 0.852    |

| Percentage | 40.8%    | 59.2%    | 36.7%   | 63.3%    |

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| Total Combined |            | 4158 | 5836 | 4158 | 5836 | 4719 | 6242 | 4719 | 6242 | 8877 | 12078 |

| Total Combined |            | 9994 | 9994 | 10961 | 10961 | 20955 |

| AM Peak | 07:15 | - | - | - | - | 07:45 | - | - | - | - | - |
| Vol. | 711 | - | - | - | - | 860 | - | - | - | - | - |
| P.H.F. | 0.880 | - | - | - | - | 0.947 | - | - | - | - | - |

| PM Peak | - | - | 03:00 | - | - | - | 04:45 | - | - | - | - | - |
| Vol. | - | - | 752 | - | - | - | 897 | - | - | - | - | - |
| P.H.F. | 0.959 | - | - | - | - | 0.942 | - | - | - | - | - |

| Percentage | 41.6% | 58.4% | 43.1% | 56.9% |

**ADT/AADT**

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Combined Total: 3807 6322 3807 6322 3324 5444 3324 5444 7131 11766

Percentages: 37.6% 62.4% 37.9% 62.1%

ADT/AADT: ADT 18,897 AADT 18,897
### 24 Hour Directional Volume Count

**City of Norwalk**

**Pioneer Boulevard**

**B/ Lakeland Road and Allard Street**

**Site Code:** 007-15614

**Counts Unlimited Inc**

**PO Box 1178**

**Corona, CA 92878**

**(951) 268-6268**

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**Combined Total**

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| Vol.    | 787   | - | - | - | - | 780 | - | - | - | - |
| P.H.F.  | 0.890 | 0.855 |
| PM Peak | - | - | 05:30 | - | - | - | 05:15 | - | - | - |
| Vol.    | 573   | - | - | - | - | 897 | - | - | - | - |
| P.H.F.  | 0.949 | 0.901 |

**Percentage**

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City of Norwalk  
Norwalk Boulevard  
B/ Imperial Highway and Interstate 5  
24 Hour Directional Volume Count  

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Total:
- Combined: 8269
- Total: 8269

Percentages:
- AM Peak: 58.6%
- PM Peak: 41.4%

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<td>40.2%</td>
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ADT/AADT: ADT 40,408 AADT 40,408
### 24 Hour Directional Volume Count

- **Site Code:** 007-15614
- **Start:** 19-Nov-15
- **City of Norwalk**  
  **Firestone Boulevard**  
  **B/ Imperial Highway and Pioneer Boulevard**

#### Eastbound Hour Totals

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#### Combined Totals

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<tr>
<td>Vol:</td>
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<td>0.892</td>
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<td>Vol:</td>
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<td>941</td>
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<tr>
<td>P.H.F.:</td>
<td>0.912</td>
<td>0.888</td>
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#### Percentage

- **ADT/AADT:** ADT 22,817, AADT 22,817

- **Combined:**
  - Total: 4126, 6959
  - AM Peak: 62.8%
  - PM Peak: 37.2%
  - Combined: 41.1%
Appendix C

VMT Analysis
### TABLE C-1
VMT DEVELOPMENT TRIP LENGTH OUTPUTS

<table>
<thead>
<tr>
<th>Residential Categories</th>
<th>Trip Length (Miles)</th>
<th>Trip Percentage</th>
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<tbody>
<tr>
<td></td>
<td>Home-to-Work</td>
<td>Home-to-Shopping</td>
</tr>
<tr>
<td>Apartments Mid Rise</td>
<td>14.7</td>
<td>5.9</td>
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</table>

<table>
<thead>
<tr>
<th>Non-Residential Categories</th>
<th>Trip Length (Miles)</th>
<th>Trip Percentage</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Commercial-to-</td>
<td>Commercial-to-</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>Commercial-to-Work</td>
</tr>
<tr>
<td>High Turnover (Sit Down Restaurant)</td>
<td>8.4</td>
<td>16.6</td>
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<tr>
<td>Quality Restaurant</td>
<td>8.4</td>
<td>16.6</td>
</tr>
<tr>
<td>Regional Shopping Center</td>
<td>8.4</td>
<td>16.6</td>
</tr>
<tr>
<td>Supermarket</td>
<td>8.4</td>
<td>16.6</td>
</tr>
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</table>

Source: *California Emissions Estimator Model Version 2020.04.0* (CAPCOA, 2022)
INTRODUCTION
This memorandum presents Iteris’ transportation assessment of a mixed-used development in the City of Norwalk. The project site currently contains the City of Norwalk City Hall and a three-level parking structure, both of which would remain, and a surface parking lot and City Hall Lawn, which would be developed with 350 residential units and 110,000 square feet of commercial uses as discussed below.

The proposed project is located at southeast corner of Norwalk Boulevard and Imperial Highway, and consists of the following:

• **Mixed-Use Development:**
  o Multi-family Residential: 350 dwelling units, assumed 1,264 population
  o Mixed-Use Commercial: 110,000 square feet, assumed 441 total employment
    ▪ 35,000 square feet of retail
    ▪ 40,000 square feet of supermarket
    ▪ 35,000 square feet of restaurant
      • 17,500 square feet of fine dining
      • 17,500 square feet of high-turnover dining

**Figure 1** illustrates the location of the proposed project as part of the Southern California Association of Governments (SCAG) regional model. Within the model, the project is within transportation analysis zone (TAZ) 21853000.
METHODOLOGY
Iteris utilized the SCAG 2016 RTP/SCS regional travel demand model to generate VMT statistics. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives and is also used as a metric to ultimately assess the transportation environmental impacts of a project.

For the purposes of this analysis, the 2018 base year scenario was utilized. Two project scenarios were executed. The project scenarios are:

- Base year 2018 Without Project
- Base year 2018 With Project
- Base year 2018 With Project’s Residential Only

LAND USE SUMMARY
The model uses socioeconomic data (in terms of number of employees) from land use inputs to compute trip generation. To generate VMT results, land use conversion rates were applied to all non-residential project land uses. **Table 1** summarizes the conversion rates used for different types of land uses. This conversion rate changed square footage to number of employees for use in the model inputs, and was calculated to match the project total estimate of 441 employees.
Table 1: Land Use Conversion Factors

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Model Land Use Category</th>
<th>Conversion Rate</th>
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</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Households (MFDU)</td>
<td>None</td>
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<tr>
<td>Retail</td>
<td>Retail Employment</td>
<td>3.18 Employees per tsf</td>
</tr>
<tr>
<td>Supermarket</td>
<td>Retail Employment</td>
<td>3.0 Employees per tsf</td>
</tr>
<tr>
<td>Restaurant</td>
<td>Other Service Employment</td>
<td>6.0 Employees per tsf</td>
</tr>
</tbody>
</table>

`tsf = thousand square feet`

Table 2 summarizes the results of the conversion factors for each land use. The table also summarizes the land use input that was used for each model scenario. As a note, the SCAG model maintains thirteen (13) categories of employment, and this project only modified retail and other service employment, which is summarized in the right three columns in Table 2.

Table 2: Model Land Use Inputs

<table>
<thead>
<tr>
<th>Model Scenario</th>
<th>Total Households and Employment Change</th>
<th>Project Specific Employment by Category</th>
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<tbody>
<tr>
<td></td>
<td>Households</td>
<td>Change in Total Households</td>
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<td>-------------------------------------</td>
<td>------------</td>
<td>----------------------------</td>
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<tr>
<td>Existing (No Project)</td>
<td>2,496</td>
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<tr>
<td>With Project</td>
<td>2,846</td>
<td>350</td>
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<tr>
<td>With Project’s Residential Only</td>
<td>2,846</td>
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VMT ANALYSIS
From the model scenario outputs, the following metrics were produced (for this Project analysis only):

- Region-wide VMT (Los Angeles County).

Table 3 summarizes daily total VMT.
The project with residential only scenario shows similar VMT patterns as the project with both residential and commercial when compared to the no project. The total VMT remains constant between the project with residential only and project with residential and commercial scenarios.

<table>
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<th>Model Scenario</th>
<th>Total VMT per Service Population</th>
<th>Countywide</th>
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<tr>
<td>Existing (No Project)</td>
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<td>396,844,618</td>
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<tr>
<td>With Project’s Residential (No Commercial)</td>
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<td>398,613,331</td>
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<tr>
<td>With Project (Residential + Commercial)</td>
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<td>398,750,496</td>
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<td><strong>Percent Difference Compared to Existing (No Project)</strong></td>
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<td></td>
</tr>
<tr>
<td>With Project’s Residential (No Commercial)</td>
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<td>0.4%</td>
</tr>
<tr>
<td>With Project (Residential + Commercial)</td>
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<td>0.5%</td>
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<tr>
<td><strong>Percent of Project with Residential Only Difference Compared to Project with Commercial and Residential</strong></td>
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</tr>
<tr>
<td>With Project compared to With Project Residential Only (No Commercial)</td>
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<td>0.0%</td>
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Appendix D

Level of Service and Queuing Worksheets
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<th>Movement</th>
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<th>EBR</th>
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<th>WBT</th>
<th>WBR</th>
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<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
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<tbody>
<tr>
<td>Traffic Volume (veh/h)</td>
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<td>27</td>
<td>83</td>
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<td>98</td>
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<td>743</td>
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<td>474</td>
<td>41</td>
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<tr>
<td>Future Volume (veh/h)</td>
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<td>153</td>
<td>98</td>
<td>26</td>
<td>743</td>
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**Intersection Summary**

HCM 6th Ctrl Delay 14.4
HCM 6th LOS B
### Movement Lane Configurations

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### Intersection Summary

| HCM 6th Ctrl Delay | 7.1 |
| HCM 6th LOS | A |
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 38.4
- **HCM 6th LOS**: D

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
### Movement

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#### Lane Configurations

- **Traffic Volume (veh/h)**: 337 1152 81 108 1074 101 22 356 143 132 305 471
- **Future Volume (veh/h)**: 337 1152 81 108 1074 101 22 356 143 132 305 471
- **Initial Q (Qb), veh**: 0 0 0 0 0 0 0 0 0 0 0 0
- **Ped-Bike Adj (A_pbT)**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Paking Bus, Adj**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Work Zone On Approach**: No No No No
- **Adj Sat Flow, veh/h**: 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856
- **Adj Flow Rate, veh/h**: 411 1405 99 130 1294 122 26 414 166 165 381 589
- **Peak Hour Factor**: 0.82 0.82 0.83 0.83 0.83 0.83 0.86 0.86 0.86 0.80 0.80 0.80
- **Percent Heavy Veh, %**: 3 3 3 3 3 3 3 3 3 3 3 3
- **Cap, veh/h**: 440 2242 696 157 1431 444 43 894 399 222 1037 463
- **Arrive On Green**: 0.25 0.44 0.44 0.09 0.28 0.28 0.02 0.25 0.25 0.06 0.29 0.29
- **Sat Flow, veh/h**: 1767 5066 1572 1767 5066 1572 1767 3526 1572 3428 3526 1572
- **Cap, veh/h**: 411 1405 99 130 1294 122 26 414 166 165 381 589
- **Q Serve(g_s), s**: 27.3 25.7 4.5 8.7 29.5 7.2 1.7 11.9 10.6 5.7 10.3 35.3
- **Cycle Q Clear(g_c), s**: 27.3 25.7 4.5 8.7 29.5 7.2 1.7 11.9 10.6 5.7 10.3 35.3
- **Prop In Lane**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Lane Grp Cap(c), veh/h**: 440 2242 696 157 1431 444 43 894 399 222 1037 463
- **V/C Ratio(X)**: 0.93 0.63 0.14 0.83 0.90 0.27 0.61 0.46 0.42 0.74 0.37 1.27
- **Avail Cap(c_a), veh/h**: 496 2242 696 243 1465 455 74 894 399 311 1037 463
- **HCM Platoon Ratio**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Upstream Filter(I)**: 0.59 0.59 0.59 0.86 0.86 0.86 0.86 1.00 1.00 1.00 1.00 1.00
- **Unsig. Movement Delay, s/veh**: 60.2 26.1 19.9 64.9 48.6 33.8 71.2 39.6 40.6 60.9 34.5 181.4
- **LnGrp Delay(d), s/veh**: 60.2 26.1 19.9 64.9 48.6 33.8 71.2 39.6 40.6 60.9 34.5 181.4
- **LnGrp LOS**: E C B E D C E D D E C F
- **Approach Vol, veh/h**: 1915 1546 606 1135
- **Approach Delay, s/veh**: 33.1 48.8 41.2 114.6
- **Approach LOS**: C D D F
- **Phs Duration (G+Y+Rc), s**: 12.3 34.9 15.2 57.6 7.4 39.8 34.4 38.4
- **Change Period (Y+Rc), s**: 4.5 4.5 4.5 4.5 4.5 4.5 4.5
- **Max Green Setting (Gmax), s**: 10.9 22.7 16.5 51.9 5.0 28.6 33.7 34.7
- **Max Q Clear Time (g_c+I1), s**: 7.7 13.9 10.7 27.7 3.7 37.3 29.3 31.5
- **Green Ext Time (p_c), s**: 0.1 2.2 0.1 12.0 0.0 0.0 0.6 2.4

### Intersection Summary

- **HCM 6th Ctrl Delay**: 56.5
- **HCM 6th LOS**: E
### Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:54 pm 02/03/2022 Existing AM Synchro 11 Report

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**Notes**

User approved volume balancing among the lanes for turning movement.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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**Intersection Summary**

| HCM 6th Ctrl Delay | 21.5 |
| HCM 6th LOS        | C    |
### HCM 6th Signalized Intersection Summary

**7: Kalnor Ave & Imperial Highway**

**05/06/2022**

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 14.5
- **HCM 6th LOS**: B
### Movement

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### Intersection Summary

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 18.3
- **HCM 6th LOS**: B
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Unsig. Movement Delay, s/veh

| LnGrp Delay(d),s/veh | 36.3 | 31.2 | 32.0 | 24.7 | 39.3 | 39.4 | 22.4 | 0.0 | 19.3 | 20.3 | 0.0 | 18.9 |

LnGrp LOS

| D | C | C | C | D | D | C | A | B | C | A | B |

Approach Vol, veh/h

| 1591 | 1496 | 100 | 141 |

Approach Delay, s/veh

| 31.5 | 38.8 | 20.8 | 20.0 |

Approach LOS

| C | D | C | C |

Timer - Assigned Phs

| 2 | 3 | 4 | 6 | 8 |

Phs Duration (G+Y+Rc), s

| 57.8 | 8.6 | 53.6 | 57.8 | 62.2 |

Change Period (Y+Rc), s

| 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |

Max Green Setting (Gmax), s

| 28.5 | 10.5 | 67.5 | 28.5 | 82.5 |

Max Q Clear Time (g_c+1), s

| 9.6 | 3.9 | 33.8 | 7.0 | 32.8 |

Green Ext Time (p_c), s

| 0.3 | 0.0 | 15.3 | 0.6 | 14.7 |

### Intersection Summary

HCM 6th Ctrl Delay | 34.0

HCM 6th LOS | C
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<th>EBR</th>
<th>WBL</th>
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<td>198</td>
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**Intersection Summary**

- HCM 6th Ctrl Delay: 52.4
- HCM 6th LOS: D
### HCM 6th Signalized Intersection Summary

#### 12: Norwalk Bl & Civic Center Dr

**05/06/2022**

#### Movement Lane Configurations

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#### Intersection Summary

- **HCM 6th Ctrl Delay**: 10.4
- **HCM 6th LOS**: B

#### Notes

- User approved volume balancing among the lanes for turning movement.
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## Intersection Summary

- **HCM 6th Ctrl Delay**: 30.3
- **HCM 6th LOS**: C
### Movement

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### Intersection Summary

- HCM 6th Ctrl Delay: 29.0
- HCM 6th LOS: C
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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### Intersection Summary

- HCM 6th Ctrl Delay: 28.6
- HCM 6th LOS: C
### Movement

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### Intersection Summary

- HCM 6th Ctrl Delay: 19.2
- HCM 6th LOS: B
### HCM 6th Signalized Intersection Summary

**17: Adoree St/I-5 NB Off-Ramp & Norwalk Bl**

**05/06/2022**

**Intersection Summary**

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<td>785</td>
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**Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:54 pm 02/03/2022 Existing AM Synchro 11 Report**

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**Intersection Summary**

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| HCM 6th LOS        | B    |

**Notes**

User approved volume balancing among the lanes for turning movement.
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**Intersection Summary**

- HCM 6th Ctrl Delay: 26.7
- HCM 6th LOS: C
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### Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:54 pm 02/03/2022 Existing AM Synchro 11 Report

### Intersection Summary

- HCM 2000 Control Delay: 62.9
- HCM 2000 Level of Service: E
- HCM 2000 Volume to Capacity ratio: 1.06
- Actuated Cycle Length (s): 140.0
- Sum of lost time (s): 22.5
- Intersection Capacity Utilization: 72.7%
- ICU Level of Service: C
- Analysis Period (min): 15
- Critical Lane Group:

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Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:54 pm 02/03/2022 Existing AM Synchro 11 Report

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### Movement

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<th>SBT</th>
<th>SBR</th>
<th>SWL2</th>
<th>SWL</th>
<th>SWR</th>
<th>SWR2</th>
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<tbody>
<tr>
<td>Traffic Volume (vph)</td>
<td>7</td>
<td>63</td>
<td>313</td>
<td>97</td>
<td>20</td>
<td>159</td>
<td>147</td>
<td>1</td>
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<tr>
<td>Future Volume (vph)</td>
<td>7</td>
<td>63</td>
<td>313</td>
<td>97</td>
<td>20</td>
<td>159</td>
<td>147</td>
<td>1</td>
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<td>Ideal Flow (vphpl)</td>
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<td>1900</td>
<td>1900</td>
<td>1900</td>
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<td>1900</td>
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<td>Total Lost time (s)</td>
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<td>4.5</td>
<td>4.5</td>
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<td>Flt Protected</td>
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<td>1.00</td>
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<tr>
<td>Satd. Flow (prot)</td>
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<td>3505</td>
<td>1568</td>
<td>3337</td>
<td>1427</td>
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<td>Flt Permitted</td>
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<td>0.89</td>
<td>0.89</td>
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<td>Adj. Flow (vph)</td>
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<td>352</td>
<td>109</td>
<td>26</td>
<td>204</td>
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<td>RTOR Reduction (vph)</td>
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<td>Heavy Vehicles (%)</td>
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#### Turn Type

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| Actuated Green, G (s) | 21.6 | 21.6 | 21.6 | 18.0 | 18.0 |
| Effective Green, g (s) | 21.6 | 21.6 | 21.6 | 18.0 | 18.0 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.15 | 0.13 | 0.13 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 139 | 540 | 241 | 429 | 183 |
| v/s Ratio Prot | c0.10 | 0.09 |
| v/s Ratio Perm | 0.09 | 0.07 | c0.09 |
| v/c Ratio | 0.57 | 0.65 | 0.45 | 0.67 | 0.72 |
| Uniform Delay, d1 | 54.9 | 55.7 | 53.8 | 58.2 | 58.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 15.8 | 6.0 | 6.0 | 8.1 | 21.2 |
| Delay (s) | 70.6 | 61.7 | 59.8 | 66.3 | 79.8 |
| Level of Service | E | E | E | E | E |
| Approach Delay (s) | 62.6 | 70.5 |
| Approach LOS | E | E |
### Movement

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<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
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<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
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<th>SBT</th>
<th>SBR</th>
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#### Lane Configurations

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<th>183</th>
<th>238</th>
<th>190</th>
<th>41</th>
<th>571</th>
<th>194</th>
<th>99</th>
<th>734</th>
<th>61</th>
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<table>
<thead>
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<th>Future Volume (veh/h)</th>
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<th>141</th>
<th>24</th>
<th>183</th>
<th>238</th>
<th>190</th>
<th>41</th>
<th>571</th>
<th>194</th>
<th>99</th>
<th>734</th>
<th>61</th>
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<th>0</th>
<th>0</th>
<th>0</th>
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<th>0</th>
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<th>1.00</th>
<th>1.00</th>
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<th>1.00</th>
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<th>1.00</th>
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<th>1.00</th>
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<th>1.00</th>
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### Work Zone On Approach

- No
- No
- No
- No

### Adj Sat Flow, veh/h/ln

<table>
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<tr>
<th>1900</th>
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<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1856</th>
<th>1856</th>
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### Adj Flow Rate, veh/h

<table>
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<th>21</th>
<th>158</th>
<th>27</th>
<th>251</th>
<th>326</th>
<th>260</th>
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<th>688</th>
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### Peak Hour Factor

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<th>0.89</th>
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<th>0.89</th>
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<th>0.73</th>
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<th>0.83</th>
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### Percent Heavy Veh, %

<table>
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<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
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</table>

### Cap, veh/h

<table>
<thead>
<tr>
<th>71</th>
<th>453</th>
<th>72</th>
<th>430</th>
<th>600</th>
<th>509</th>
<th>360</th>
<th>1508</th>
<th>513</th>
<th>334</th>
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</table>

### Arrive On Green

<table>
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<tr>
<th>0.32</th>
<th>0.32</th>
<th>0.32</th>
<th>0.32</th>
<th>0.32</th>
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<th>0.58</th>
<th>0.58</th>
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### Sat Flow, veh/h

<table>
<thead>
<tr>
<th>87</th>
<th>1434</th>
<th>229</th>
<th>1218</th>
<th>1900</th>
<th>1610</th>
<th>635</th>
<th>2582</th>
<th>878</th>
<th>601</th>
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</table>

### Ln Grp Cap(c), veh/h

<table>
<thead>
<tr>
<th>597</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>430</th>
<th>600</th>
<th>509</th>
<th>360</th>
<th>1029</th>
<th>991</th>
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### V/C Ratio(X)

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<tr>
<th>0.35</th>
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<th>0.51</th>
<th>0.14</th>
<th>0.46</th>
<th>0.46</th>
<th>0.32</th>
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### Avail Cap(c_a), veh/h

<table>
<thead>
<tr>
<th>695</th>
<th>0</th>
<th>0</th>
<th>503</th>
<th>714</th>
<th>605</th>
<th>360</th>
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### HCM Platoon Ratio

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### Upstream Filter(I)

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### Unsig. Movement Delay, s/veh

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### LnGrp Delay(d), s/veh

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<th>0.0</th>
<th>29.6</th>
<th>26.2</th>
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### LnGrp LOS

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<th>C</th>
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<th>A</th>
<th>C</th>
<th>C</th>
<th>B</th>
<th>B</th>
<th>C</th>
<th>B</th>
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### Approach Vol, veh/h

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<th>206</th>
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<th>972</th>
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### Approach Delay, s/veh

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### Approach LOS

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### Timer - Assigned Phs

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### Pths Duration (G+Y+Rc), s

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<th>59.1</th>
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### Change Period (Y+Rc), s

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### Max Green Setting (Gmax), s

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<th>47.2</th>
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### Max Q Clear Time (g_c+I1), s

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### Movement EBL EBR NBL NBT SBT SBR

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<td>67</td>
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<td>Future Volume (veh/h)</td>
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<td>770</td>
<td>994</td>
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<td>1503</td>
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<td>Upstream Filter(I)</td>
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### Timer - Assigned Phs

- Phs Duration (G+Y+Rc), s: 78.0, 12.0, 78.0
- Change Period (Y+Rc), s: 4.5, 4.5, 4.5
- Max Green Setting (Gmax), s: 58.5, 22.5, 58.5
- Max Q Clear Time (g+c+1), s: 13.1, 7.1, 9.1
- Green Ext Time (p_c), s: 9.0, 0.5, 9.4

### Intersection Summary

- HCM 6th Ctrl Delay: 6.3
- HCM 6th LOS: A
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### Intersection Summary

| HCM 6th Ctrl Delay | 40.4 |
| HCM 6th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
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### Lane Grp Cap (c), veh/h

| Lane Grp Cap (c), veh/h | 413 | 1931 | 599 | 231 | 1410 | 438 | 65 | 991 | 442 | 195 | 1061 | 473 |

### Traffic Volume (veh/h)

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#### Work Zone On Approach

- No

#### Adj Sat Flow, veh/h/ln

- 0 | 1856 | 1856 | 1856 | 1856 | 0 | 1856 | 1856 | 1856 |

#### Adj Flow Rate, veh/h

- 0 | 1655 | 244 | 7 | 1378 | 0 | 212 | 290 | 179 |

#### Peak Hour Factor

- 0.89 | 0.89 | 0.89 | 0.91 | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 |

#### Percent Heavy Veh, %

- 0 | 3 | 3 | 3 | 3 | 3 |

#### Cap, veh/h

- 0 | 2402 | 745 | 30 | 2682 | 0 | 667 | 820 | 492 |

#### Arrive On Green

- 0.00 | 0.47 | 0.47 | 0.01 | 0.53 | 0.00 | 0.38 | 0.38 | 0.38 |

#### Sat Flow, veh/h

- 0 | 5233 | 1572 | 3428 | 5233 | 0 | 1767 | 2174 | 1303 |

#### Grp Volume(v), veh/h

- 0 | 1655 | 244 | 7 | 1378 | 0 | 212 | 290 | 179 |

#### Q Serve(g_s), s

- 0.0 | 24.7 | 9.3 | 0.2 | 17.0 | 0.0 | 8.2 | 9.2 | 9.6 |

#### Prop In Lane

- 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.80 |

#### Lane Grp Cap(c), veh/h

- 0 | 2402 | 745 | 30 | 2682 | 0 | 667 | 820 | 612 |

#### V/C Ratio(X)

- 0.00 | 0.69 | 0.33 | 0.23 | 0.51 | 0.00 | 0.32 | 0.35 | 0.36 |

#### Avail Cap(c_a), veh/h

- 0 | 3326 | 1033 | 230 | 3903 | 0 | 667 | 700 | 612 |

#### HCM Platoon Ratio

- 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

#### Upstream Filter(I)

- 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |

#### LnGrp Delay(d), s/veh

- 0.0 | 20.2 | 16.1 | 51.4 | 14.9 | 0.0 |

#### LnGrp LOS

- A | C | B | D | B | A | C | C | C |

#### Approach Vol, veh/h

- 1899 | 1385 | 681 |

#### Approach Delay, s/veh

- 19.7 | 15.0 | 23.0 |

#### Approach LOS

- B | B | C |

#### Timer - Assigned Phs

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<th>Phs Duration (G+Y+Rc), s</th>
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<th>4</th>
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### Notes

- User approved volume balancing among the lanes for turning movement.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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<tr>
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<td>1580</td>
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<td>35</td>
<td>4</td>
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<td>665</td>
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<td>Ped-Bike Adj(A_pbT)</td>
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<tr>
<td>Parking Bus, Adj</td>
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#### Work Zone On Approach
- No
- No
- No

#### Adj Sat Flow, veh/h/ln
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856

#### Adj Flow Rate, veh/h
- 170
- 1736
- 38
- 5
- 1306
- 756
- 140
- 152
- 14

#### Peak Hour Factor
- 0.91
- 0.91
- 0.88
- 0.88
- 0.88
- 0.84
- 0.84
- 0.84

#### Percent Heavy Veh, %
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33

#### Cap, veh/h
- 228
- 2145
- 47
- 11
- 2776
- 862
- 482
- 481
- 429

#### Arrive On Green
- 0.07
- 0.61
- 0.61
- 0.01
- 0.55
- 0.55
- 0.27
- 0.27
- 0.27

#### Sat Flow, veh/h
- 3428
- 3527
- 77
- 1767
- 5066
- 1572
- 1767
- 1763
- 1572

#### Grp Volume(v), veh/h
- 170
- 865
- 909
- 5
- 1306
- 756
- 140
- 152
- 14

#### Grp Sat Flow(s),veh/h/ln
- 1714
- 1763
- 1842
- 1767
- 1699
- 1572
- 1767
- 1763
- 1572

#### Q Serve(g_s), s
- 5.8
- 45.3
- 45.8
- 0.3
- 18.8
- 50.2
- 7.5
- 8.2
- 0.8

#### Cycle Q Clear(g_c), s
- 5.8
- 45.3
- 45.8
- 0.3
- 18.8
- 50.2
- 7.5
- 8.2
- 0.8

#### Prop In Lane
- 1.00
- 0.04
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

#### Lane Grp Cap(c), veh/h
- 228
- 1072
- 1120
- 11
- 2776
- 862
- 482
- 481
- 429

#### V/C Ratio(X)
- 0.75
- 0.81
- 0.81
- 0.44
- 0.47
- 0.88
- 0.29
- 0.32
- 0.03

#### Avail Cap(c_a), veh/h
- 329
- 1168
- 1220
- 81
- 3103
- 963
- 482
- 481
- 429

#### HCM Platoon Ratio
- 1.00
- 0.94
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

#### Upstream Filter(I)
- 0.76
- 0.76
- 0.76
- 0.47
- 0.47
- 0.47
- 1.00
- 1.00
- 1.00

#### Uniform Delay (d), s/veh
- 55.0
- 18.1
- 18.2
- 59.4
- 16.5
- 23.6
- 34.4
- 34.7
- 32.0

#### Incr Delay (d2), s/veh
- 4.1
- 3.1
- 3.0
- 12.2
- 0.1
- 4.3
- 1.5
- 1.7
- 0.1

#### Initial Q Delay(d3),s/veh
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0

#### %ile BackOfQ(95%),veh/ln
- 4.8
- 24.3
- 25.5
- 0.3
- 10.2
- 23.6
- 6.2
- 6.8
- 0.6

#### LnGrp Delay(d),s/veh
- 59.1
- 21.2
- 21.2
- 71.6
- 16.6
- 27.9
- 36.0
- 36.4
- 32.1

#### LnGrp LOS
- E
- C
- C
- E
- B
- C
- D
- D
- C

#### Approach Vol, veh/h
- 1944
- 2067
- 306

#### Approach Delay, s/veh
- 24.5
- 20.9
- 36.0

#### Approach LOS
- C
- C
- D

#### Timer - Assigned Phs
- 2
- 3
- 4
- 7
- 8

#### Phs Duration (G+Y+Rc), s
- 37.2
- 5.3
- 77.5
- 12.5
- 70.3

#### Change Period (Y+Rc), s
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5

#### Max Green Setting (Gmax), s
- 21.5
- 5.5
- 79.5
- 11.5
- 73.5

#### Max Q Clear Time (g_c+I1), s
- 10.2
- 2.3
- 47.8
- 7.8
- 52.2

#### Green Ext Time (p_c), s
- 1.3
- 0.0
- 18.3
- 0.2
- 13.5

### Intersection Summary
- HCM 6th Ctrl Delay
- 23.6
- HCM 6th LOS
- C
### Movement

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### Scenario Summary

**HCM 6th Ctrl Delay** | 16.8
**HCM 6th LOS** | B
## HCM 6th Signalized Intersection Summary

### 8: Imperial Highway & Norwalk Bl

#### 05/06/2022

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**Intersection Summary**

- HCM 6th Ctrl Delay: 35.4
- HCM 6th LOS: D
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**Intersection Summary**

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### Traffic Volume (veh/h)
- Traffic Volume: 18, 1185, 36, 170, 1576, 80, 117, 46, 56, 51, 12, 22
- Future Volume: 18, 1185, 36, 170, 1576, 80, 117, 46, 56, 51, 12, 22

### Initial Q (Qb), veh
- Initial Q: 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0

### Ped-Bike Adj (A_pbT)
- Ped-Bike Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00

### Parking Bus, Adj
- Parking Bus Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00

### Work Zone On Approach
- Work Zone On Approach: No, No, No, No, No, No

### Adj Sat Flow, veh/h/ln
- Adj Sat Flow: 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1900, 1900, 1900, 1900, 1900

### Adj Flow Rate, veh/h
- Adj Flow Rate: 21, 1394, 42, 191, 1771, 90, 217, 85, 104, 58, 14, 25

### Peak Hour Factor
- Peak Hour Factor: 0.85, 0.85, 0.85, 0.89, 0.89, 0.89, 0.54, 0.54, 0.88, 0.88, 0.88

### Percent Heavy Veh, %
- Percent Heavy Veh: 33, 33, 33, 33, 33, 33, 33, 33, 33, 33, 33, 33

### Cap, veh/h
- Cap: 144, 1734, 52, 250, 2315, 117, 560, 355, 434, 463, 106, 734

### Arrive On Green
- Arrive On Green: 0.34, 0.34, 0.34, 0.18, 0.94, 0.94, 0.46, 0.46, 0.46, 0.46, 0.46

### Sat Flow, veh/h
- Sat Flow: 245, 5053, 152, 1767, 4937, 251, 1390, 777, 951, 897, 233, 1610

### Grp Volume (v), veh/h
- Grp Volume: 21, 932, 504, 191, 1211, 650, 217, 0, 789, 570, 0, 734

### Grp Sat Flow (s), veh/h/ln
- Grp Sat Flow: 245, 1689, 1828, 1767, 1689, 1810, 1800, 0, 1729, 1131, 0, 1610

### Q Serve (g_s), s
- Q Serve: 7.4, 30.0, 8.2, 9.5, 14.2, 0.8, 8.0, 0.0, 6.1, 0.0, 0.0

### Cycle Q Clear (g_c), s
- Cycle Q Clear: 7.4, 30.0, 8.2, 9.5, 25.8, 0.0, 8.0, 0.0, 11.5, 0.0, 0.0

### Prop In Lane
- Prop In Lane: 1.00, 0.08, 1.00, 0.14, 1.00, 0.55, 0.81, 1.00

### Lane Grp Cap (c), veh/h
- Lane Grp Cap: 144, 1159, 627, 250, 1583, 849, 560, 0, 789, 570, 0, 734

### V/C Ratio (X)
- V/C Ratio: 0.15, 0.80, 0.80, 0.76, 0.76, 0.77, 0.39, 0.00, 0.24, 0.13, 0.00, 0.03

### Avail Cap (c_a), veh/h
- Avail Cap: 157, 1337, 724, 396, 2040, 1094, 560, 0, 789, 570, 0, 734

### HCM Platoon Ratio
- HCM Platoon Ratio: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00

### Upstream Filter (I)
- Upstream Filter: 0.81, 0.81, 0.81, 0.69, 0.69, 0.69, 1.00, 0.00, 1.00, 1.00, 0.00, 1.00

### Uniform Delay (d), s/veh
- Uniform Delay: 28.3, 35.8, 24.6, 23.3, 29.1, 0.0, 19.9, 22.4, 0.0, 18.0

### Incr Delay (d2), s/veh
- Incr Delay: 0.4, 2.6, 3.3, 0.9, 1.7, 2.0, 0.0, 0.5, 0.0, 0.1

### Initial Q Delay (d3), s/veh
- Initial Q Delay: 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0

### %ile BackOfQ (95%), veh/ln
- %ile BackOfQ: 0.8, 19.6, 19.6, 5.6, 2.3, 2.9, 8.8, 0.0, 6.1, 2.5, 0.0, 0.7

### LnGrp Delay (d), s/veh
- LnGrp Delay: 28.7, 38.4, 40.5, 27.9, 3.2, 4.0, 31.1, 0.0, 20.6, 22.9, 0.0, 18.1

### LnGrp LOS
- LnGrp LOS: C, D, D, C, A, C, A, C, A, B

### Approach Delays, s/veh
- Approach Delays: 1457, 2052, 406, 97
- Approach Delays: D, A, C, C

### Timer - Assigned Phases
- Timer: 2, 3, 4, 6, 8

### Phs Duration (G+Y+Rc), s
- Phs Duration: 59.2, 15.1, 45.7, 59.2, 60.8

### Change Period (Y+Rc), s
- Change Period: 4.5, 4.5, 4.5, 4.5

### Max Green Setting (Gmax), s
- Max Green Setting: 38.5, 20.5, 47.5, 38.5, 72.5

### Max Q Clear Time (g_c+I1), s
- Max Q Clear Time: 27.8, 10.2, 32.0, 13.5, 11.5

### Green Ext Time (p_c), s
- Green Ext Time: 1.3, 0.4, 9.1, 0.4, 24.3

### Intersection Summary
- HCM 6th Ctrl Delay: 20.3
- HCM 6th LOS: C
### Movement

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### Lane Configurations

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### Traffic Volume (veh/h)

| Traffic Volume (veh/h) | 175 | 1271 | 95  | 259 | 993 | 128 | 102 | 490 | 356 | 207 | 662 | 260 |

### Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project

| Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project | 10:25 am 03/17/2022 | Existing PM Synchro 11 Report |

### Summary

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### Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 10:25 am 03/17/2022 Existing PM Synchro 11 Report

**Notes:**

User approved volume balancing among the lanes for turning movement.
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### Intersection Summary

| HCM 6th Ctrl Delay | 24.0 |
| HCM 6th LOS | C   |
### Movement Lane Configurations

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<th>EBT</th>
<th>EBR</th>
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### Work Zone On Approach

- No
- No
- No
- No

### Adj Sat Flow, veh/h

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### Unsig. Movement Delay, s/veh

| LnGrp Delay(d),s/veh | 29.8 | 36.7 | 36.7 | 27.8 | 31.9 | 31.7 | 18.5 | 0.0 | 18.6 | 29.8 | 0.0 | 30.4 |

### HCM 6th Ctrl Delay

- 32.5

### HCM 6th LOS

- C
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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### Unsig. Movement Delay, s/veh
- LnGrp Delay(s),s/veh: 30.4 35.9 31.2 31.3 37.0 37.0 5.6 0.0 0.0 5.8 0.0 6.2
- LnGrp LOS C D C C D D A A A A A

### Timer - Assigned Phs
- Phs Duration (G+Y+Rc), s: 63.5 5.6 20.9 63.5 7.1 19.3
- Change Period (Y+Rc), s: 4.5 4.5 4.5 4.5 4.5 4.5
- Max Green Setting (Gmax), s: 31.5 9.5 35.5 31.5 9.5 35.5
- Max Q Clear Time (g_c+I1), s: 3.7 2.4 13.1 5.5 3.3 10.5
- Green Ext Time (p_c), s: 0.2 0.0 3.3 1.0 0.0 2.2

## Intersection Summary
- HCM 6th Ctrl Delay: 28.4
- HCM 6th LOS: C
### Movement

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### Intersection Summary

| HCM 6th Ctrl Delay | 17.9 |
| HCM 6th LOS | B |
# HCM 6th Signalized Intersection Summary

**17: Adoree St/I-5 NB Off-Ramp & Norwalk Bl**

**Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project**

**03/17/2022 Existing PM Synchro 11 Report**

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 18.7
- **HCM 6th LOS**: B

---

Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 10:25 am 03/17/2022 Existing PM Synchro 11 Report

Page 17
### Movement

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<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
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<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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#### Lane Configurations

| Traffic Volume (veh/h) | 24 | 222 | 128 | 0 | 0 | 0 | 0 | 925 | 160 | 400 | 1173 | 0 |
| Future Volume (veh/h)  | 24 | 222 | 128 | 0 | 0 | 0 | 0 | 925 | 160 | 400 | 1173 | 0 |
| Initial Q (Qb), veh    | 0  | 0   | 0   | 0 | 0 | 0 | 0 | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0   | 0   | 0   |
| Parking Bus, Adj       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0   | 0   | 0   |
| Work Zone On Approach  | No  | No  | No  | No | No | No | No | No  | No  | No  | No  | No  |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 0 | 0 | 0 | 0 | 1856 | 1856 | 1856 | 1856 | 0 |
| Adj Flow Rate, veh/h   | 25  | 248 | 121 | 0 | 0 | 0 | 0 | 1005 | 147 | 471 | 1390 | 0 |
| Peak Hour Factor       | 0.96 | 0.96 | 0.96 | 0.92 | 0.92 | 0.92 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, %   | 3   | 3   | 3   | 3 | 3 | 3 | 3 | 3   | 3   | 3   | 3   | 3   |
| Cap, veh/h             | 185 | 389 | 165 | 0 | 2695 | 466 | 558 | 4154 | 0   | 0   | 0   | 0   |
| Arrive On Green        | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Flow, veh/h        | 1767 | 3711 | 1572 | 0 | 4513 | 751 | 3428 | 5233 | 0 |
| Grp Volume(v), veh/h   | 25  | 248 | 121 | 0 | 780 | 399 | 471 | 1390 | 0 |
| Grp Sat Flow(s),veh/h/ln| 1767 | 1856 | 1572 | 0 | 1689 | 1720 | 1714 | 1699 | 0 |
| Q Serve(g_s), s        | 1.5 | 7.7 | 9.0 | 0 | 13.7 | 13.8 | 16.0 | 8.1 | 0 |
| Cycle Q Clear(g_c), s  | 1.5 | 7.7 | 9.0 | 0 | 13.7 | 13.8 | 16.0 | 8.1 | 0 |
| Prop In Lane           | 1.00 | 1.00 | 1.00 | 0.0 | 0.44 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap(c), veh/h | 185 | 389 | 165 | 0 | 2094 | 1067 | 558 | 4154 | 0 |
| V/C Ratio(X)           | 0.13 | 0.64 | 0.73 | 0.0 | 0.37 | 0.37 | 0.84 | 0.33 | 0.00 |
| Avail Cap(c_a), veh/h  | 346 | 727 | 308 | 0 | 2094 | 1067 | 929 | 4154 | 0 |
| HCM Platoon Ratio      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)     | 0.96 | 0.96 | 0.96 | 0.0 | 0.77 | 0.77 | 0.72 | 0.72 | 0.00 |
| Uniform Delay (d), s/veh| 48.8 | 51.5 | 52.1 | 0.0 | 11.3 | 11.3 | 48.8 | 2.7 | 0.00 |
| Incr Delay (d2), s/veh | 0.3 | 1.7 | 5.9 | 0.0 | 0.4 | 0.8 | 2.8 | 0.2 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/h| 1.3 | 6.6 | 6.8 | 0.0 | 8.3 | 8.6 | 10.7 | 3.6 | 0.0 |
| LnGrp Delay(d),s/veh   | 49.1 | 53.2 | 58.0 | 0.0 | 11.7 | 12.1 | 51.5 | 2.8 | 0.0 |
| LnGrp LOS              | D   | D   | E   | A   | B   | B   | D   | A   | A   |
| Approach Vol, veh/h    | 394 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Approach Delay, s/veh  | 54.4 | 11.8 | 11.8 | 15.2 | 15.2 | 15.2 | 15.2 | 15.2 | 15.2 |
| Approach LOS           | D   | D   | D   | D   | D   | D   | D   | D   | D   |
| Timer - Assigned Phs   | 1   | 2   | 4   | 6   | 6   | 6   | 6   | 6   | 6   |
| Phs Duration (G+Y+Rc), s| 24.0 | 78.9 | 17.1 | 102.9 | 102.9 | 102.9 | 102.9 | 102.9 | 102.9 |
| Change Period (Y+Rc), s| 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s| 32.5 | 50.5 | 23.5 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 |
| Max Q Clear Time (g_c+I1), s| 18.0 | 15.8 | 11.0 | 10.1 | 10.1 | 10.1 | 10.1 | 10.1 | 10.1 |
| Green Ext Time (p_c), s | 1.5 | 10.2 | 1.6 | 15.7 | 15.7 | 15.7 | 15.7 | 15.7 | 15.7 |

### Intersection Summary

- **HCM 6th Ctrl Delay**: 18.5
- **HCM 6th LOS**: B

### Notes

User approved volume balancing among the lanes for turning movement.
### Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 10:25 am 03/17/2022 Existing PM Synchro 11 Report

**HCM 6th Signalized Intersection Summary**

**19: San Antonio Dr & Firestone Bl**

**05/06/2022**

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<td>491</td>
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<td>696</td>
<td>311</td>
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| Unsig. Movement Delay, s/veh |     |     |     |     |     |     |     |     |     |     |     |     |
| LnGrp Delay(d), s/veh | 65.2 | 38.0 | 35.2 | 68.6 | 55.8 | 45.1 | 59.5 | 21.4 | 16.3 | 66.7 | 3.2 | 4.3 |
| LnGrp LOS | E | D | E | E | E | D | E | D | C | B | E | A |

| Approach Vol, veh/h | 664 | 624 | 1094 | 1264 |
| Approach Delay, s/veh | 47.1 | 56.1 | 24.8 | 7.1 |
| Approach LOS | D | E | C | A |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.6 | 63.6 | 11.2 | 34.6 | 13.4 | 60.8 | 22.1 | 23.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 42.0 | 12.0 | 37.5 | 14.8 | 37.7 | 25.8 | 23.7 |
| Max Q Clear Time (g_c+I1), s | 6.7 | 23.5 | 7.2 | 12.7 | 9.1 | 5.3 | 17.2 | 17.5 |
| Green Ext Time (p_c), s | 0.0 | 6.6 | 0.1 | 2.7 | 0.1 | 10.2 | 0.4 | 1.7 |

| Intersection Summary |     |     |     |     |     |     |     |     |     |     |     |     |
| HCM 6th Ctrl Delay | 28.1 |     |     |     |     |     |     |     |     |     |     |     |
| HCM 6th LOS | C     |     |     |     |     |     |     |     |     |     |     |     |
### Movement EBL2 EBL EBT EBR WBL WBT WBR WBR2 NBL NBT NBR NBR2

#### Lane Configurations
- **Traffic Volume (vph)**
  - 113 198 609 121 48 591 64 11 122 383 183 36
  - 113 198 609 121 48 591 64 11 122 383 183 36
  - 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

- **Ideal Flow (vphpl)**
  - 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

- **Total Lost time (s)**
  - 4.5 4.5 4.5 4.5 4.5 4.5 4.5

- **Lane Util. Factor**
  - 1.00 0.95 1.00 1.00 0.91 1.00 0.91

- **Frt**
  - 1.00 1.00 0.85 1.00 0.98 1.00 0.99 0.85

- **Flt Protected**
  - 0.95 1.00 1.00 0.95 1.00

- **Satd. Flow (prot)**
  - 1752 3505 1568 1752 4951

- **Satd. Flow (perm)**
  - 1752 3505 1568 1752 4951

- **Peak-hour factor, PHF**
  - 0.98 0.98 0.98 0.98 0.89 0.89 0.89 0.89 0.92 0.92 0.92 0.92

- **Adj. Flow (vph)**
  - 115 202 621 123 54 664 72 12 133 416 199 39

- **Effective Flow (vph)**
  - 60.5 60.5 60.5 60.5 60.5 60.5 60.5 60.5 60.5 60.5 60.5 60.5

- **Actuated g/C Ratio**
  - 0.43 0.43 0.43 0.43 0.43 0.43 0.43 0.43 0.43 0.43 0.43 0.43

- **Clearance Time (s)**
  - 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5

- **Vehicle Extension (s)**
  - 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0

- **Lane Grp Cap (vph)**
  - 283 1514 677 62 2475 106 898 387

- **v/s Ratio Prot**
  - 0.18 0.03 0.15 0.08

- **v/s Ratio Perm**
  - 0.48 0.04 0.04 0.04

- **v/c Ratio**
  - 1.12 0.41 0.08 0.87 0.30 1.25 0.51 0.29

- **Uniform Delay, d1**
  - 39.8 27.4 23.4 67.2 20.6 65.8 43.1 40.3

- **Progression Factor**
  - 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

- **Incremental Delay, d2**
  - 89.8 0.2 0.1 70.2 0.1 170.8 2.1 1.9

- **Level of Service**
  - F C C F C F D D

- **Approach Delay (s)**
  - 57.6 28.5 76.8

- **Approach LOS**
  - E C E

### Intersection Summary
- **HCM 2000 Control Delay**
  - 68.1

- **HCM 2000 Volume to Capacity ratio**
  - 1.04

- **Actuated Cycle Length (s)**
  - 140.0

- **Intersection Capacity Utilization**
  - 81.4%

- **Analysis Period (min)**
  - 15

- **Critical Lane Group**
### Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 10:25 am 03/17/2022 Existing PM Synchro 11 Report

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<thead>
<tr>
<th>Movement</th>
<th>SBL2</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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<th>SWL</th>
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<td><strong>Traffic Volume (vph)</strong></td>
<td>11</td>
<td>79</td>
<td>466</td>
<td>189</td>
<td>19</td>
<td>257</td>
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<td>189</td>
<td>19</td>
<td>257</td>
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<td>3505</td>
<td>1568</td>
<td>3299</td>
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<td>0.18</td>
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<td><strong>Clearance Time (s)</strong></td>
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<td><strong>Vehicle Extension (s)</strong></td>
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<td>3.0</td>
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<td>625</td>
<td>280</td>
<td>435</td>
<td>188</td>
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| v/s Ratio Prot | c0.14 |      |      | | |
| v/s Ratio Perm | 0.11  | 0.13 | c0.15 | | |
| v/c Ratio | 0.61  | 0.79 | 0.71 | 1.03 | 1.10 | | |
| Uniform Delay, d1 | 53.0 | 54.9 | 54.1 | 60.8 | 60.8 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 16.1 | 9.6  | 14.2 | 51.0 | 95.3 | | |
| Delay (s) | 69.1 | 64.5 | 68.3 | 111.8 | 156.0 | | |
| Level of Service | E | E | E | F | F | | |
| Approach Delay (s) | 66.0 | 125.8 | | | | |
| Approach LOS | E | F | | | | |

**Intersection Summary**
### Movement Configurations

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<th>EBL</th>
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<th>EBR</th>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 14.4
- **HCM 6th LOS**: B
### Movement Configuration

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### Intersection Summary

- HCM 6th Ctrl Delay: 38.4
- HCM 6th LOS: D

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
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## Intersection Summary

- **HCM 6th Ctrl Delay**: 57.7
- **HCM 6th LOS**: E
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### Notes
User approved volume balancing among the lanes for turning movement.
### Movement Configuration

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### Additional Data

- **Initial Q (Qb), veh**: 0
- **Ped-Bike Adj(A_pbT)**: 1.00 1.00 1.00 1.00 1.00 1.00
- **Parking Bus, Adj**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Work Zone On Approach**: No No No
- **Adj Sat Flow, veh/h/ln**: 1856 1856 1856 1856 1856 1856 1856 1856 1856
- **Adj Flow Rate, veh/h**: 105 2056 67 1 1175 527 118 148 16
- **Peak Hour Factor**: 0.82 0.82 0.82 0.92 0.92 0.92 0.73 0.73 0.73
- **Percent Heavy Veh, %**: 33
- **Cap, veh/h**: 157 2286 74 2 3097 961 407 406 362
- **Arrive On Green**: 0.05 0.66 0.66 0.00 0.61 0.61 0.23 0.23 0.23
- **Sat Flow, veh/h**: 3428 3485 113 1767 5066 1572 1767 1763 1572
- **Cycle Q Clear(g_c), s**: 3.6 58.6 60.2 0.1 14.1 23.5 6.6 8.5 0.9
- **Prop In Lane**: 1.00 0.06 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Lane Grp Cap(c), veh/h**: 157 1156 1204 2 3097 961 407 406 362
- **V/C Ratio(X)**: 0.67 0.89 0.90 0.41 0.38 0.55 0.29 0.36 0.04
- **Avail Cap(c_a), veh/h**: 243 1212 1262 75 3339 1037 407 406 362
- **HCM Platoon Ratio**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Upstream Filter(I)**: 0.72 0.72 0.72 0.57 0.57 0.57 1.00 1.00 1.00
- **Uniform Delay (d), s/veh**: 56.3 17.2 17.5 59.9 11.8 13.6 38.1 38.8 35.9
- **Incr Delay (d2), s/veh**: 3.5 6.4 6.9 53.9 0.0 0.3 1.8 2.5 0.2
- **Initial Q Delay(d3), s/veh**: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
- **%ile BackOfQ(95%),veh/ln**: 3.0 30.3 32.3 0.1 8.0 11.6 5.5 7.1 0.7
- **LnGrp Delay(d),s/veh**: 59.8 23.6 24.4 113.8 11.8 13.9 39.9 41.3 36.1
- **LnGrp LOS**: E C C F B B D D D
- **Approach Vol, veh/h**: 2228 1703
- **Approach Delay, s/veh**: 25.7 12.6
- **Approach LOS**: C B D
- **Timer - Assigned Phs**: 2 3 4 7 8
- **Phs Duration (G+Y+Rc), s**: 32.1 4.7 83.2 10.0 77.9
- **Change Period (Y+Rc), s**: 4.5 4.5 4.5 4.5 4.5
- **Max Green Setting (Gmax), s**: 18.9 5.1 82.5 8.5 79.1
- **Max Q Clear Time (g_c+I1), s**: 10.5 2.1 62.2 5.6 25.5
- **Green Ext Time (p_c), s**: 0.9 0.0 16.5 0.1 16.0

### Intersection Summary

- **HCM 6th Ctrl Delay**: 21.4
- **HCM 6th LOS**: C
### Scenario 3 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project

05/02/2022

**Existing with Project AM Synchro 11 Report**

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 13.9
- **HCM 6th LOS**: B
### HCM 6th Signalized Intersection Summary

**8: Imperial Highway & Norwalk Bl**

05/06/2022

#### Movement

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#### Unsig. Movement Delay, s/veh

| LnGrp Delay(d),s/veh | 73.0 | 42.6 | 29.3 | 67.5 | 30.7 | 18.2 | 60.7 | 18.2 | 14.8 | 76.1 | 30.9 | 30.5 |
| LnGrp LOS | E | D | C | E | C | B | E | B | E | C | C |

#### Approach Vol, veh/h

| Approach Vol, veh/h | 1709 | 1533 | 1157 | 827 |
| Approach Delay, s/veh | 45.2 | 33.4 | 23.9 | 38.7 |
| Approach LOS | D | C | C | D |

#### Timer - Assigned Phs

| Phs Duration (G+Y+Rc), s | 16.2 | 45.5 | 15.0 | 43.3 | 17.7 | 44.0 | 18.9 | 39.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 13.9 | 35.1 | 12.5 | 40.5 | 20.4 | 28.6 | 16.5 | 36.5 |
| Max Q Clear Time (g_c+I1), s | 11.7 | 18.6 | 10.5 | 34.0 | 13.0 | 12.1 | 14.3 | 31.0 |
| Green Ext Time (p_c), s | 0.1 | 5.9 | 0.1 | 4.7 | 0.2 | 3.9 | 0.1 | 3.9 |

#### Intersection Summary

| HCM 6th Ctrl Delay | 36.0 |
| HCM 6th LOS | D |

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Scenario 3 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:28 pm 05/02/2022 Existing with Phs 4 Report
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### Intersection Summary

- HCM 6th Ctrl Delay: 18.0
- HCM 6th LOS: B
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### Summary

- **HCM 6th Ctrl Delay**: 53.8
- **HCM 6th LOS**: D
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### Work Zone On Approach

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 11.0
- **HCM 6th LOS**: B

**Notes**

User approved volume balancing among the lanes for turning movement.
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<td>A</td>
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**Intersection Summary**
- HCM 6th Ctrl Delay: 27.4
- HCM 6th LOS: C

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Scenario 3 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:28 pm 05/02/2022 Existing with Project AM Synchro 11 Report

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## Movement

| Movement    | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (veh/h) | 49  | 498 | 12  | 9   | 345 | 27  | 41  | 3   | 22  | 21  | 1   | 74  |
| Future Volume (veh/h)   | 49  | 498 | 12  | 9   | 345 | 27  | 41  | 3   | 22  | 21  | 1   | 74  |
| Initial Q (Qb), veh  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

### Lane Configurations

- **Traffic Volume (veh/h)**
- **Future Volume (veh/h)**
- **Initial Q (Qb), veh**
- **Ped-Bike Adj(A_pbT)**
- **Parking Bus, Adj**

### Work Zone on Approach

<table>
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<th>EBT</th>
<th>EBR</th>
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<th>WBT</th>
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<td>41</td>
<td>3</td>
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<td>498</td>
<td>12</td>
<td>9</td>
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<td>27</td>
<td>41</td>
<td>3</td>
<td>22</td>
<td>21</td>
<td>1</td>
<td>74</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>1.00</td>
<td>1.00</td>
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### Lane Grp Cap(c), veh/h

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<tr>
<td>Prop In Lane</td>
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<td>V/C Ratio(X)</td>
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<td>Prop In Lane</td>
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### Intersection Summary

- **HCM 6th Ctrl Delay**
- **HCM 6th LOS**

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**Scenario 3 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:28 pm 05/02/2022 Existing with Project AM Synchro 11 Report**

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### Scenario 3 J1962 Norwalk Entertainment District - Civic Center Specific Plan

**Project:** Protection of Existing with Project AM Synchro 11 Report

#### Movement

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<th>EBR</th>
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<th>SBL</th>
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<td>6</td>
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<td>12</td>
<td>35</td>
<td>30</td>
<td>73</td>
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<tr>
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<td>6</td>
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<td>1.00</td>
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</table>

#### Work Zone on Approach

| Adj Sat Flow, veh/h | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 130 | 489 | 48 | 7 | 293 | 24 | 75 | 28 | 20 | 53 | 45 | 111 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.86 | 0.86 | 0.86 | 0.60 | 0.60 | 0.60 | 0.66 | 0.66 | 0.66 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 0 |
| Cap, veh/h | 269 | 705 | 315 | 157 | 418 | 34 | 599 | 222 | 147 | 595 | 489 | 1032 |
| Arrive On Green | 0.08 | 0.20 | 0.20 | 0.01 | 0.13 | 0.13 | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 |
| Sat Flow, veh/h | 1767 | 3526 | 1572 | 1767 | 3301 | 269 | 834 | 346 | 229 | 832 | 762 | 1610 |
| Group Volume(v), veh/h | 130 | 489 | 48 | 7 | 156 | 161 | 123 | 0 | 0 | 1083 | 0 | 1032 |
| Group Sat Flow(s), veh/h | 1767 | 1763 | 1572 | 1767 | 1763 | 1807 | 1409 | 0 | 0 | 1594 | 0 | 1610 |
| Q Serve(g_s), s | 5.5 | 11.6 | 2.3 | 0.3 | 7.6 | 7.7 | 3.2 | 0.0 | 0.0 | 1.8 | 0.0 | 2.4 |
| Cycle Q Clear(g_c), s | 5.5 | 11.6 | 2.3 | 0.3 | 7.6 | 7.7 | 3.2 | 0.0 | 0.0 | 1.8 | 0.0 | 2.4 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | 0.15 | 0.61 | 0.16 | 0.54 | 1.00 |
| Lane Group Cap(c), veh/h | 269 | 705 | 315 | 157 | 223 | 229 | 968 | 0 | 0 | 1083 | 0 | 1032 |
| V/C Ratio(X) | 0.48 | 0.69 | 0.15 | 0.04 | 0.70 | 0.71 | 0.13 | 0.00 | 0.00 | 0.09 | 0.00 | 0.11 |
| Available Cap(c_a), veh/h | 467 | 1469 | 655 | 308 | 558 | 572 | 968 | 0 | 0 | 1083 | 0 | 1032 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.76 | 0.76 | 0.76 | 0.94 | 0.94 | 0.94 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.3 | 33.4 | 29.7 | 33.9 | 37.6 | 37.7 | 6.3 | 0.0 | 0.0 | 6.1 | 0.0 | 6.2 |
| Incr Delay (d2), s/veh | 1.0 | 0.9 | 0.2 | 0.1 | 3.7 | 3.7 | 3.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%), veh/h | 4.2 | 8.1 | 1.6 | 0.2 | 6.2 | 6.5 | 1.6 | 0.0 | 0.0 | 1.2 | 0.0 | 1.4 |
| LnGrp Delay(d), s/veh | 30.3 | 34.4 | 29.9 | 34.0 | 41.3 | 41.4 | 6.6 | 0.0 | 0.0 | 6.3 | 0.0 | 6.4 |
| LnGrp LOS | C | C | C | D | D | A | A | A | A | A | A |
| Approach Vol, veh/h | 667 | 324 | 123 | 209 |
| Approach Delay, s/veh | 33.3 | 41.2 | 6.6 | 6.4 |
| Approach LOS | C | D | A | A |

**Timer - Assigned Phases**

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**Intersection Summary**

- HCM 6th Ctrl Delay: 28.5
- HCM 6th LOS: C
### Movement Summary

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### Lane Configurations

- **Pre-Q (Qb), veh**
  - 0
- **Ped-Bike Adj (A_pbT)**
  - 1.00
- **Parking Bus, Adj**
  - 1.00
- **Work Zone On Approach**
  - No

### Traffic Volume

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### Initial Q Delay (d3), s/veh

- **Initial Q Delay (d3), s/veh**
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### %ile BackOfQ (95%), veh/ln

- **%ile BackOfQ (95%), veh/ln**
  - 15.7

### Lane Grp Delay (d), s/veh

- **Lane Grp Delay (d), s/veh**
  - 47.4

### Approach Vol, veh/h

- **Approach Vol, veh/h**
  - 464

### Approach Delay, s/veh

- **Approach Delay, s/veh**
  - 30.6

### Approach LOS

- **Approach LOS**
  - D

### Timer - Assigned Phs

- **Timer - Assigned Phs**
  - 1

### Phs Duration (G+Y+Rc), s

- **Phs Duration (G+Y+Rc), s**
  - 4.8

### Change Period (Y+Rc), s

- **Change Period (Y+Rc), s**
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### Max Green Setting (Gmax), s

- **Max Green Setting (Gmax), s**
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### Max Q Clear Time (g_c+I1), s

- **Max Q Clear Time (g_c+I1), s**
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### Green Ext Time (p_c), s

- **Green Ext Time (p_c), s**
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### Intersection Summary

- **HCM 6th Ctrl Delay**
  - 19.3

- **HCM 6th LOS**
  - B
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Intersection Summary

HCM 6th Ctrl Delay 32.9
HCM 6th LOS C
### Movement Lane Configurations

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### Intersection Summary

- **HCM 6th Ctrl Delay:** 17.8
- **HCM 6th LOS:** B

**Notes**

User approved volume balancing among the lanes for turning movement.
Scenario 3 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:28 pm 05/02/2022 Existing with Project AM Synchro 11 Report
Page 19
### Movement EBL2 EBL EBT EBR WBL WBT WBR WBR2 NBL NBT NBR NBR2

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| Actuated Green, G (s) | 67.4 | 67.4 | 67.4 | 4.0 | 75.9 | 6.5 | 32.6 | 32.6 |
| Effective Green, g (s) | 67.4 | 67.4 | 67.4 | 4.0 | 75.9 | 6.5 | 32.6 | 32.6 |
| Actuated g/C Ratio | 0.48 | 0.48 | 0.48 | 0.03 | 0.54 | 0.05 | 0.23 | 0.23 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 321 | 1687 | 754 | 50 | 2692 | 81 | 761 | 332 |
| v/s Ratio Prot | 0.19 | c0.02 | 0.15 | c0.06 | 0.13 |
| v/s Ratio Perm | c0.64 | 0.04 | |
| v/c Ratio | 1.33 | 0.39 | 0.09 | 0.78 | 0.27 | 1.23 | 0.57 | 0.30 |
| Uniform Delay, d1 | 36.3 | 23.1 | 19.7 | 67.6 | 17.2 | 66.8 | 47.5 | 44.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 168.5 | 0.1 | 0.1 | 53.9 | 0.1 | 175.8 | 3.1 | 2.3 |
| Delay (s) | 204.8 | 23.3 | 19.8 | 121.5 | 17.3 | 242.5 | 50.6 | 46.6 |
| Level of Service | F | C | B | F | B | F | D | D |
| Approach Delay (s) | 87.0 | 22.5 | |
| Approach LOS | F | C | |

### Intersection Summary

| HCM 2000 Control Delay | 66.0 |
| HCM 2000 Volume to Capacity ratio | 1.09 |
| Actuated Cycle Length (s) | 140.0 |
| Intersection Capacity Utilization | 74.1% |
| Analysis Period (min) | 15 |
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**Intersection Summary**
### Intersection

| Int Delay, s/veh | 0.6 |

### Movement

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### Intersection

| Int Delay, s/veh | 0.1 |

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| Int Delay, s/veh | 1.8 |

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#### Peak Hour Factor

| Heavy Vehicles, % | 2 2 2 2 2 |

#### Mvmt Flow

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### Major/Minor

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### Minor Lane/Major Mvmt

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### Intersection

| Int Delay, s/veh | 5.9 |

### Movement

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### Veh in Median Storage, #

| - | 0 | 0 | - | 0 | - |

### Peak Hour Factor

| 92 | 92 | 92 | 92 | 92 | 92 |

### Heavy Vehicles, %

| 2  | 2  | 2  | 2  | 2  | 2  |

### Movement Flow

| 21 | 0  | 0  | 84 | 125 | 0 |

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### HCM LOS

| A |

### Minor Lane/Major Movt

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<td>190</td>
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<td>1900</td>
<td>1900</td>
<td>1900</td>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 17.1
- **HCM 6th LOS**: B
**HCM 6th Signalized Intersection Summary**

2: Norwalk Bl & Crewe St

---

### Movement & Lane Configurations

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<th>NBL</th>
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- **Work Zone On Approach:** No
- **Adj Sat Flow, veh/h/ln:** 1900
- **Adj Flow Rate, veh/h:** 105
- **Peak Hour Factor:** 0.79
- **Percent Heavy Veh, %:** 0
- **Cap, veh/h:** 151
- **Arrive On Green:** 0.08
- **Sat Flow, veh/h:** 1810

---

### Traffic Volume

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- **Work Zone On Approach:** No
- **Adj Sat Flow, veh/h/ln:** 1900
- **Adj Flow Rate, veh/h:** 105
- **Peak Hour Factor:** 0.79
- **Percent Heavy Veh, %:** 0
- **Cap, veh/h:** 151
- **Arrive On Green:** 0.08
- **Sat Flow, veh/h:** 1810

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### Lane Group Cap(c), veh/h

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### V/C Ratio (X)

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### Intersection Summary

- **HCM 6th Ctrl Delay:** 6.2
- **HCM 6th LOS:** A
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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 40.4
- **HCM 6th LOS**: D

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 45.7
- **HCM 6th LOS**: D
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

**Lane Configurations**

Traffic Volume (veh/h) 0 1554 217 6 1322 0 0 0 0 319 129 159

Future Volume (veh/h) 0 1554 217 6 1322 0 0 0 0 319 129 159

Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0

Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 1.00

Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00

Work Zone On Approach No No No

Adj Sat Flow, veh/h ln 0 1856 1856 1856 1856 0 1856 1856 1856

Adj Flow Rate, veh/h 0 1746 244 7 1453 0 227 328 179

Peak Hour Factor 0.89 0.89 0.89 0.91 0.91 0.91 0.89 0.89 0.89

Percent Heavy Veh, % 0 3 3 3 3 3 3 3 3

Cap, veh/h 0 2460 764 30 2730 0 657 690 608

Arrive On Green 0.00 0.49 0.49 0.01 0.54 0.00 0.37 0.37 0.37

Sat Flow, veh/h 0 5233 1572 3428 5233 0 1767 2277 1215

Grp Volume(v), veh/h 0 1746 244 7 1453 0 227 328 179

Grp Sat Flow(s),veh/h/ln 0 1689 1572 1714 1689 0 1767 1856 1637

Q Serve(g_s), s 0.0 27.3 9.5 0.2 18.7 0.0 9.3 10.6 10.9

Cycle Q Clear(g_c), s 0.0 27.3 9.5 0.2 18.7 0.0 9.3 10.6 10.9

Prop In Lane 0.00 1.00 1.00 0.00 1.00

Lane Grp Cap(c), veh/h 0 2460 764 30 2730 0 657 690 608

V/C Ratio(X) 0.00 0.71 0.32 0.23 0.53 0.00 0.35 0.39 0.40

Avail Cap(c_a), veh/h 0 3189 990 187 3691 0 657 690 608

HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Uniform Delay (d), s/veh 0.0 20.4 15.8 49.7 15.0 0.0 22.8 23.2 23.3

Upstream Filter(I) 0.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

Unsign. Movement Delay, s/veh 0.0 20.4 15.8 49.7 15.0 0.0 22.8 23.2 23.3

LnGrp Delay(d),s/veh 0.0 20.9 16.0 53.5 15.2 0.0 24.3 24.9 25.3

Approach Vol, veh/h 1990 1460 734

Approach Delay, s/veh 20.3 15.4 24.8

Approach LOS C B A C C C

Timer - Assigned Phs 3 4 6 8

Phs Duration (G+Y+Rc), s 5.4 53.5 42.0 58.9

Change Period (Y+Rc), s 4.5 4.5 4.5 4.5

Max Green Setting (Gmax), s 5.5 63.5 37.5 73.5

Max Q Clear Time (g_c+I1), s 2.2 29.3 12.9 20.7

Green Ext Time (p_c), s 0.0 19.7 4.0 16.3

### Notes

User approved volume balancing among the lanes for turning movement.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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#### LnGrp Delay(d), s/veh

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### Intersection Summary

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## Scenario 4 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:29 pm 05/02/2022 Existing with Project PM Synchro 11 Report

### HCM 6th Signalized Intersection Summary

#### 7: Kalnor Ave & Imperial Highway

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 16.4
- **HCM 6th LOS**: B
## Movement

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 43.5
- **HCM 6th LOS**: D
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## HCM 6th Signalized Intersection Summary

- HCM 6th Ctrl Delay: 20.3
- HCM 6th LOS: C
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### Intersection Summary

| HCM 6th Ctrl Delay | 20.1 |
| HCM 6th LOS | C |
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### Lane Configurations

- **EBL**: EBL
- **EBT**: EBT
- **EBR**: EBR
- **WBL**: WBL
- **WBT**: WBT
- **WBR**: WBR
- **NBL**: NBL
- **NBT**: NBT
- **NBR**: NBR
- **SBL**: SBL
- **SBT**: SBT
- **SBR**: SBR

### Traffic Volume (veh/h)


### Future Volume (veh/h)


### Initial Q (Qb), veh

- Total initial Q: 0

### Ped-Bike Adj(A_pbT)

- Total Ped-Bike Adj: 1.00

### Parking Bus, Adj

- Total Parking Bus: 1.00

### Work Zone On Approach

- No

### Adj Sat Flow, veh/h/ln

- Total Adj Sat Flow: 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856

### Adj Flow Rate, veh/h

- Total Adj Flow Rate: 200, 1435, 116, 270, 1079, 133, 134, 570, 414

### Peak Hour Factor

- Total Peak Hour Factor: 0.91

### Percent Heavy Veh, %

- Total Percent Heavy Veh: 33

### Cap, veh/h

- Total Cap: 224, 1515, 470, 297, 1553, 191, 159, 794

### Arrive On Green

- Total Arrive On Green: 0.25

### Sat Flow, veh/h

- Total Sat Flow: 1767, 5066, 1572, 1767, 4569, 563, 1767, 3526

### Grp Volume(v), veh/h

- Total Grp Volume: 200, 1435, 116, 270

### Grp Sat Flow(s),veh/h/ln

- Total Grp Sat Flow: 1767, 1689, 1572, 1767

### Q Serve(g_s), s

- Total Q Serve: 13.1

### Cycle Q Clear(g_c), s

- Total Cycle Q Clear: 24.5

### Prop In Lane

- Total Prop In Lane: 1.00

### LnGrp Cap(c), veh/h

- Total LnGrp Cap: 224, 1515

### V/C Ratio(X)

- Total V/C Ratio: 0.89

### Avail Cap(c _a), veh/h

- Total Avail Cap: 269, 1541

### HCM Platoon Ratio

- Total HCM Platoon Ratio: 2.00

### Upstream Filter(I)

- Total Upstream Filter: 0.55

### Uniform Delay (d), s/veh

- Total Uniform Delay: 44.0

### Incr Delay (d2), s/veh

- Total Incr Delay: 16.2

### Initial Q Delay(d3),s/veh

- Total Initial Q Delay: 0.0

### %ile BackOfQ(95%),veh/ln

- Total %ile BackOfQ: 8.9

### LnGrp Delay(d),s/veh

- Total LnGrp Delay: 60.1

### LnGrp LOS

- Total LnGrp LOS: E, C, B

### Approach Vol, veh/h

- Total Approach Vol: 1751

### Approach Delay, s/veh

- Total Approach Delay: 33.5

### Approach LOS

- Total Approach LOS: C

### Timer - Assigned Phs

- Total Timer: 1

### Phs Duration (G+Y+Rc), s

- Total Phs Duration: 23.4

### Change Period (Y+Rc), s

- Total Change Period: 4.5

### Max Green Setting (Gmax), s

- Total Max Green Setting: 20.5

### Max Q Clear Time (g_c+I1), s

- Total Max Q Clear Time: 18.8

### Green Ext Time (p_c), s

- Total Green Ext Time: 0.1

### HCM 6th Ctrl Delay

- Total HCM 6th Ctrl Delay: 50.2

### HCM 6th LOS

- Total HCM 6th LOS: D
### Movement

<table>
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<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
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#### Traffic Volume (veh/h)

- EBL: 3
- EBT: 2
- EBR: 13
- WBL: 544
- WBT: 0
- WBR: 124
- NBL: 0
- NBT: 882
- NBR: 462
- SBL: 133
- SBT: 978
- SBR: 0

#### Future Volume (veh/h)

- EBL: 3
- EBT: 2
- EBR: 13
- WBL: 544
- WBT: 0
- WBR: 124
- NBL: 0
- NBT: 882
- NBR: 462
- SBL: 133
- SBT: 978
- SBR: 0

#### Initial Q (Qb), veh

- EBL: 0
- EBT: 0
- EBR: 0
- WBL: 0
- WBT: 0
- WBR: 0
- NBL: 0
- NBT: 0
- NBR: 0
- SBL: 0
- SBT: 0
- SBR: 0

#### Ped-Bike Adj(A_pbT)

- EBL: 1.00
- EBT: 1.00
- EBR: 1.00
- WBL: 1.00
- WBT: 1.00
- WBR: 1.00
- NBL: 1.00
- NBT: 1.00
- NBR: 1.00
- SBL: 1.00
- SBT: 1.00
- SBR: 1.00

#### Parking Bus, Adj

- EBL: 1.00
- EBT: 1.00
- EBR: 1.00
- WBL: 1.00
- WBT: 1.00
- WBR: 1.00
- NBL: 1.00
- NBT: 1.00
- NBR: 1.00
- SBL: 1.00
- SBT: 1.00
- SBR: 1.00

#### Work Zone On Approach

- No

#### Adj Sat Flow, veh/h

- EBL: 1856
- EBT: 1856
- EBR: 1856
- WBL: 1856
- WBT: 1856
- WBR: 0
- NBL: 1856
- NBT: 1856
- NBR: 1856
- SBL: 1856
- SBT: 1856
- SBR: 1856

#### Adj Flow Rate, veh/h

- EBL: 5
- EBT: 3
- EBR: 21
- WBL: 892
- WBT: 0
- WBR: 203
- NBL: 919
- NBT: 481
- NBR: 149
- SBL: 149
- SBT: 149
- SBR: 149

#### Peak Hour Factor

- EBL: 0.61
- EBT: 0.61
- EBR: 0.61
- WBL: 0.61
- WBT: 0.61
- WBR: 0.96
- NBL: 0.96
- NBT: 0.89
- NBR: 0.89
- SBL: 0.89
- SBT: 0.89
- SBR: 0.89

#### Percent Heavy Veh, %

- EBL: 33
- EBT: 33
- EBR: 33
- WBL: 33
- WBT: 33
- WBR: 33
- NBL: 33
- NBT: 33
- NBR: 33
- SBL: 33
- SBT: 33
- SBR: 33

#### Cap, veh/h

- EBL: 7
- EBT: 4
- EBR: 30
- WBL: 1007
- WBT: 0
- WBR: 448
- NBL: 0
- NBT: 1572
- NBR: 2233
- SBL: 2233
- SBT: 1572
- SBR: 1572

#### Arrive On Green

- EBL: 0.03
- EBT: 0.03
- EBR: 0.28
- WBL: 0.00
- WBT: 0.28
- WBR: 0.00
- NBL: 0.88
- NBT: 0.88
- NBR: 0.20
- SBL: 0.10
- SBT: 0.00
- SBR: 0.00

#### Sat Flow, veh/h

- Lane Group 1: 281
- Lane Group 2: 169
- Lane Group 3: 1180
- Lane Group 4: 3534

#### Grp Volume(v), veh/h

- Lane Group 1: 0
- Lane Group 2: 0
- Lane Group 3: 1572
- Lane Group 4: 5233

#### Grp Sat Flow(s), veh/h

- Lane Group 1: 0
- Lane Group 2: 0
- Lane Group 3: 1572
- Lane Group 4: 5233

#### Q Serve(g_s), s

- Lane Group 1: 0.00
- Lane Group 2: 0.00
- Lane Group 3: 29.0
- Lane Group 4: 29.0

#### Cycle Q Clear(g_c), s

- Lane Group 1: 0.00
- Lane Group 2: 0.00
- Lane Group 3: 12.7
- Lane Group 4: 12.7

#### Prop In Lane

- Lane Group 1: 0.00
- Lane Group 2: 0.00
- Lane Group 3: 0.00
- Lane Group 4: 0.00

#### Lane Grp Cap(c), veh/h

- Lane Group 1: 42
- Lane Group 2: 0
- Lane Group 3: 1007
- Lane Group 4: 2922

#### V/C Ratio(X)

- Lane Group 1: 0.69
- Lane Group 2: 0.00
- Lane Group 3: 0.89
- Lane Group 4: 0.89

#### Avail Cap(c_a), veh/h

- Lane Group 1: 0
- Lane Group 2: 0
- Lane Group 3: 1193
- Lane Group 4: 2233

#### HCM Platoon Ratio

- Lane Group 1: 1.00
- Lane Group 2: 1.00
- Lane Group 3: 1.00
- Lane Group 4: 1.00

#### Upstream Filter(I)

- Lane Group 1: 1.00
- Lane Group 2: 0.00
- Lane Group 3: 0.00
- Lane Group 4: 0.00

#### Uniform Delay (d), s/veh

- Lane Group 1: 58.0
- Lane Group 2: 0.0
- Lane Group 3: 41.0
- Lane Group 4: 41.0

#### Incr Delay (d2), s/veh

- Lane Group 1: 18.2
- Lane Group 2: 0.0
- Lane Group 3: 4.6
- Lane Group 4: 4.6

#### Initial Q Delay(d3), s/veh

- Lane Group 1: 0.0
- Lane Group 2: 0.0
- Lane Group 3: 0.0
- Lane Group 4: 0.0

#### %ile BackOfQ(95%), veh/ln

- Lane Group 1: 0.00
- Lane Group 2: 0.00
- Lane Group 3: 0.00
- Lane Group 4: 0.00

#### LnGrp Delay(d), s/veh

- Lane Group 1: 76.1
- Lane Group 2: 45.6
- Lane Group 3: 45.6
- Lane Group 4: 45.6

#### LnGrp LOS

- Lane Group 1: E
- Lane Group 2: A
- Lane Group 3: A
- Lane Group 4: A

#### Approach Vol, veh/h

- EBL: 29
- EBT: 1095
- EBR: 1400
- WBL: 1248

#### Approach Delay, s/veh

- EBL: 43.8
- EBT: 3.8
- EBR: 8.5

#### Approach LOS

- EBL: E
- EBT: D
- EBR: A

#### Timer - Assigned Phs

- EBL: 1
- EBT: 2
- EBR: 4
- WBL: 6
- WBT: 8

#### Phs Duration (G+Y+Rc), s

- EBL: 16.3
- EBT: 57.4
- EBR: 7.6
- WBL: 73.7
- WBT: 38.7

#### Change Period (Y+Rc), s

- EBL: 4.5
- EBT: 4.5
- EBR: 4.5
- WBL: 4.5
- WBT: 4.5

#### Max Green Setting (Gmax), s

- EBL: 15.5
- EBT: 28.0
- EBR: 18.0
- WBL: 48.0
- WBT: 40.5

#### Max Q Clear Time (g_c+I1), s

- EBL: 11.8
- EBT: 7.5
- EBR: 4.1
- WBL: 2.0
- WBT: 31.0

#### Green Ext Time (p_c), s

- EBL: 0.1
- EBT: 8.7
- EBR: 0.1
- WBL: 10.4
- WBT: 3.2

### Intersection Summary

- HCM 6th Ctrl Delay: 17.5
- HCM 6th LOS: B

#### Notes

User approved volume balancing among the lanes for turning movement.
### Movement Lane Configurations

<table>
<thead>
<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>WBR</th>
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<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
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<tbody>
<tr>
<td>Traffic Volume (veh/h)</td>
<td>108</td>
<td>463</td>
<td>0</td>
<td>0</td>
<td>669</td>
<td>3</td>
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<td>Ped-Bike Adj(A_pbT)</td>
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<td>%ile BackOfQ(95%),veh/h</td>
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- **HCM 6th Ctrl Delay**: 19.1
- **HCM 6th LOS**: B
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### Intersection Summary

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- **HCM 6th LOS**: C
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### Intersection Summary

| HCM 6th Ctrl Delay | 28.3 |
| HCM 6th LOS | C |
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### Intersection Summary

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- **HCM 6th LOS**: B
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 21.3
- **HCM 6th LOS**: C
### Movement

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### Lane Configurations

- Work Zone On Approach: No

- Adj Sat Flow, veh/h/ln: 1856 1856 1856

- Adj Flow Rate, veh/h: 38 248 121

- Peak Hour Factor: 0.96 0.96 0.96

- Percent Heavy Veh, %: 3 3 3

- Cap, veh/h: 185 388 165

- Arrive On Green: 0.10 0.10 0.10

- Sat Flow, veh/h: 1767 3711 1572

- Grp Volume, veh/h: 38 248 121

- Grp Sat Flow(s), veh/h/ln: 1767 1856 1572

- Q Serve(g_s), s: 2.4 7.7 9.0

- Cycle Q Clear(g_c), s: 2.4 7.7 9.0

- Prop In Lane: 1.00 1.00 1.00

- Lane Grp Cap(c), veh/h: 185 388 165

- V/C Ratio(X): 0.21 0.64 0.74

- Avail Cap(c_a), veh/h: 331 696 295

- HCM Platoon Ratio: 1.00 1.00 1.00

- Upstream Filter(I): 0.95 0.95 0.95

- Uniform Delay (d), s/veh: 49.2 51.5 52.1

- Incr Delay (d2), s/veh: 0.5 1.7 5.9

- Initial Q Delay(d3), s/veh: 0.0 0.0 0.0

- %ile BackOfQ(95%),veh/ln: 1.9 6.6 6.8

- LnGrp Delay(d),s/veh: 49.7 53.2 58.1

- LnGrp LOS: D D E

### Intersection Summary

- HCM 6th Ctrl Delay: 18.8

- HCM 6th LOS: B

### Notes

User approved volume balancing among the lanes for turning movement.
Scenario 4 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:29 pm 05/02/2022 Existing with PreDyM1 Report

19: San Antonio Dr & Firestone Bl

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

Lane Configurations

Traffic Volume (veh/h) 201 331 53 62 376 74 90 802 58 74 885 193
Future Volume (veh/h) 201 331 53 62 376 74 90 802 58 74 885 193
Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0
Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Paking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Work Zone On Approach No No No No
Adj Sat Flow, veh/h 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856
Adj Flow Rate, veh/h 228 376 60 78 470 92 106 944 68 83 994 217
Peak Hour Factor 0.88 0.88 0.88 0.80 0.80 0.85 0.85 0.85 0.89 0.89 0.89 0.89
Percent Heavy Veh, % 333333333333
Cap, veh/h 258 877 391 99 559 250 131 1714 765 104 1960 427
Arrive On Green 0.15 0.25 0.25 0.06 0.16 0.16 0.07 0.49 0.49 0.12 0.94 0.94
Sat Flow, veh/h 1767 3526 1572 1767 3526 1572 1767 3526 1572 1767 4163 907
Grp Volume(v), veh/h 228 376 60 78 470 92 106 944 68 83 994 217
Grp Sat Flow(s).veh/h/ln 1767 1763 1572 1767 1763 1572 1767 1763 1572 1767 1689 427
Q Serve(g_s), s 15.2 10.8 3.6 5.2 15.5 6.3 7.1 22.5 2.8 5.5 3.2 3.2
Cycle Q Clear(g_c), s 15.2 10.8 3.6 5.2 15.5 6.3 7.1 22.5 2.8 5.5 3.2 3.2
Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lane Grp Cap(c), veh/h 258 877 391 99 559 250 131 1714 765 104 1590 797
V/C Ratio(X) 0.88 0.43 0.15 0.79 0.84 0.37 0.81 0.55 0.09 0.80 0.51 0.51
Avail Cap(c_a), veh/h 361 1028 459 177 661 295 218 1714 765 169 1590 797
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 2.00
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Uniform Delay (d), s/veh 50.2 37.9 35.2 55.9 49.0 45.1 54.7 21.6 16.6 52.2 1.9 1.9
Incr Delay (d2), s/veh 16.8 0.3 0.2 12.7 8.3 0.9 4.0 0.4 0.1 12.2 1.1 2.2
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
%ile BackOfQ(95%),veh/ln 12.5 8.3 2.5 4.8 11.9 4.5 5.0 12.2 1.8 4.8 1.6 2.1
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh 67.0 38.2 35.4 68.6 57.3 46.0 58.7 22.1 16.6 64.4 3.0 4.1
LnGrp LOS E D D E D E D E C B E A
Approach Vol, veh/h 664 640 1118 1294
Approach Delay, s/veh 47.9 57.1 25.2 7.3
Approach LOS D E C A
Phs Duration (G+Y+Rc), s 11.6 62.9 11.2 34.3 13.4 61.0 22.0 23.5
Change Period (Y+Rc), s 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5
Max Green Setting (Gmax), s 11.5 43.5 12.0 35.0 14.8 40.2 24.5 22.5
Max Q Clear Time (g +I1), s 7.5 24.5 7.2 12.8 9.1 5.2 17.2 17.5
Green Ext Time (p_c), s 0.1 6.9 0.1 2.7 0.1 10.7 0.4 1.5

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

- **HCM 2000 Control Delay**: 70.9
- **HCM 2000 Volume to Capacity ratio**: 1.07
- **Actuated Cycle Length (s)**: 140.0
- **Intersection Capacity Utilization**: 82.4%
- **Analysis Period (min)**: 15

**Critical Lane Group**
### Movement

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### Intersection Summary
### Intersection

| Int Delay, s/veh | 0.8 |

### Movement

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| Sign Control | Stop | Stop | Free | Free | Free | Free |

| RT Channelized | None | None | None |
| Storage Length | -    | -    | -    |
| Veh in Median Storage, # | 0    | 0    | 0    |
| Grade, % | 0    | 0    | 0    |
| Peak Hour Factor | 92   | 92   | 92   |
| Heavy Vehicles, % | 0    | 0    | 3    |
| Mvmt Flow | 0   | 116 | 1008| 127 | 0   | 1217|

### Major/Minor

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### Intersection

| Int Delay, s/veh | 0.3 |

#### Movement

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#### Lane Configurations

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#### Sign Control

- RT Channelized: Stop, Stop, Free, Free, Free, Free
- Storage Length: 0
- Veh in Median Storage, #: 0
- Grade, %: 0
- Peak Hour Factor: 92
- Heavy Vehicles, %: 2
- Mvmt Flow: 7

#### Major/Minor

<table>
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<tr>
<th>Minor1</th>
<th>Major1</th>
<th>Major2</th>
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<tbody>
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#### Approach

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#### Minor Lane/Major Mvmt

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### Intersection

| Int Delay, s/veh | 3 |

### Movement

| Traffic Vol, veh/h | 23 41 31 70 124 0 |
| Future Vol, veh/h  | 23 41 31 70 124 0 |
| Conflicting Peds, #/hr | 0 0 0 0 0 0 |

| Sign Control | Stop Stop Free Free Free Free |
| RT Channelized | None None None None None |

| Storage Length | 0 0 0 0 0 0 |
| Veh in Median Storage, # | 0 0 0 0 0 0 |
| Grade, % | 0 0 0 0 0 0 |
| Peak Hour Factor | 92 92 92 92 92 92 |
| Heavy Vehicles, % | 2 2 2 2 2 2 |
| Mvmt Flow | 25 45 34 76 135 0 |

### Major/Minor

| Conflicting Flow All | 279 135 135 0 0 0 |
| Stage 1 | 135 - - - - |
| Stage 2 | 144 - - - - |
| Critical Hdwy | 6.42 6.22 4.12 - - - |
| Critical Hdwy Stg 1 | 5.42 - - - - |
| Critical Hdwy Stg 2 | 5.42 - - - - |
| Follow-up Hdwy | 3.518 3.318 2.218 - - - |
| Pot Cap-1 Maneuver | 711 914 1449 - - - |
| Stage 1 | 891 - - - - |
| Stage 2 | 883 - - - - |
| Platoon blocked, % | - - - - - |
| Mov Cap-1 Maneuver | 693 914 1449 - - - |
| Mov Cap-2 Maneuver | 693 - - - - |
| Stage 1 | 869 - - - - |
| Stage 2 | 883 - - - - |

### Approach

| HCM Control Delay, s | 9.8 | 2.3 | 0 |

### Minor Lane/Major Mvmt

| Capacity (veh/h) | 1449 - 820 - - |
| HCM Lane V/C Ratio | 0.023 - 0.085 - - |
| HCM Control Delay (s) | 7.5 0 9.8 - - |
| HCM Lane LOS | A A A - - |
| HCM 95th %tile Q(veh) | 0.1 - 0.3 - - |
### Intersection

| Int Delay, s/veh | 5.6 |

### Movement

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<tr>
<th>Lane Configurations</th>
<th>EBL</th>
<th>EBT</th>
<th>WBT</th>
<th>WBR</th>
<th>SBL</th>
<th>SBR</th>
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### Major/Minor

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### Approach

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### Minor Lane/Major Mvmt

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### HCM 6th Signalized Intersection Summary

**1: Norwalk Bl & Lakeland Rd**

05/06/2022

**Scenario 5 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:59 pm 05/02/2022 Future without Project AM Synchro 1 Report**

#### Movement EBL EBT EBR WBL WBT NBL NBT NBR SBL SBT SBR

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<thead>
<tr>
<th>Lane Configurations</th>
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<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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<tr>
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<td>85</td>
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<td>85</td>
<td>158</td>
<td>101</td>
<td>27</td>
<td>806</td>
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<td>77</td>
<td>506</td>
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<td>Initial Q (Qb), veh</td>
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<td>0</td>
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<td>0</td>
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<td>Ped-Bike Adj(A_pbT)</td>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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<tr>
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<table>
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<th>No</th>
<th>No</th>
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<th>Change Period (Y+Rc), s</th>
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<th>Max Q Clear Time (g_c+1), s</th>
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### Lane Configurations

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<th>48</th>
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<th>662</th>
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<td>662</td>
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### Work Zone On Approach

- No

### Adj Sat Flow, veh/h/ln

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### Adj Flow Rate, veh/h

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### Cap, veh/h

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<th>168</th>
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### Arrive On Green

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### Sat Flow, veh/h

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### Grp Volume(v), veh/h

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### Grp Sat Flow(s), veh/h/ln

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### Q Serve(g_s), s

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### Cycle Q Clear(g_c), s

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### Lane Grp Cap(c), veh/h

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### V/C Ratio(X)

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### Avail Cap(c_a), veh/h

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### Uniform Delay (d), s/veh

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### Initial Q Delay(d3), s/veh

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### LnGrp Delay(d), s/veh

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### Approach Vol, veh/h

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### Approach Delay, s/veh

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### Max Green Setting (Gmax), s

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### Green Ext Time (p_c), s

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### Intersection Summary

- HCM 6th Ctrl Delay: 7.1
- HCM 6th LOS: A
### Movement

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 38.6
- **HCM 6th LOS**: D

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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| Traffic Volume (veh/h) | 349 | 1233 | 84 | 121 | 1165 | 126 | 25 | 372 | 165 | 154 | 320 | 489 |
| Future Volume (veh/h)  | 349 | 1233 | 84 | 121 | 1165 | 126 | 25 | 372 | 165 | 154 | 320 | 489 |
| Initial Q (Qb), veh    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Work Zone On Approach   | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  |
| Adj Sat Flow, veh/h/ln  | 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856|
| Adj Flow Rate, veh/h    | 426 | 1504| 102 | 146 | 1404| 152 | 29 | 433 | 192 | 192 | 400 | 611 |
| Peak Hour Factor        | 0.82| 0.82| 0.83| 0.83| 0.83| 0.83| 0.83| 0.86| 0.86| 0.86| 0.80| 0.80|
| Percent Heavy Veh, %    | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   |
| Cap, veh/h              | 452 | 2288| 710 | 174 | 1491| 463 | 46 | 803 | 358 | 247 | 966 | 431 |
| Arrive On Green         | 0.26| 0.45| 0.45| 0.10| 0.29| 0.29| 0.29| 0.23| 0.23| 0.07| 0.27| 0.27|
| Sat Flow, veh/h         | 1767| 5066| 1572| 1767| 1767| 1767| 1572| 3526| 1572| 3428| 3526| 1572|
| Grp Volume(v), veh/h    | 426 | 1504| 102 | 146 | 1404| 152 | 29 | 433 | 192 | 192 | 400 | 611 |
| Grp Sat Flow(s),veh/h/ln| 1767| 1689| 1767| 1767| 1689| 1767| 1767| 1767| 1714| 1714| 1714| 1714|
| Q Serve(g_s), s         | 28.4| 27.8| 4.6 | 9.7 | 32.5| 9.1 | 2.0| 13.0| 12.9| 6.6 | 11.2| 32.9 |
| Cycle Q Clear(g_c), s   | 28.4| 27.8| 4.6 | 9.7 | 32.5| 9.1 | 2.0| 13.0| 12.9| 6.6 | 11.2| 32.9 |
| Prop In Lane            | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Lane Grp Cap(c), veh/h  | 452 | 2288| 710 | 174 | 1491| 463 | 46 | 803 | 358 | 247 | 966 | 431 |
| V/C Ratio(X)            | 0.94| 0.66| 0.14| 0.84| 0.94| 0.33| 0.64| 0.54| 0.78| 0.41| 1.42| 0.41 |
| Avail Cap(c_a), veh/h   | 479 | 2288| 710 | 269 | 1499| 465 | 74 | 803 | 358 | 266 | 966 | 431 |
| HCM Plateo Ratio        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Upstream Filter(I)      | 0.56| 0.56| 0.56| 0.84| 0.84| 0.84| 0.84| 1.00| 1.00| 1.00| 1.00| 1.00|
| Uniform Delay (d), s/veh| 43.8| 25.7| 19.3| 53.1| 41.3| 33.1| 57.9| 40.8| 40.8| 54.7| 35.7| 43.6 |
| Incr Delay (d2), s/veh  | 17.8| 0.4 | 0.1 | 11.0| 0.3 | 13.7| 2.6 | 5.7 | 12.8| 1.3 | 201.5|
| Initial Q Delay(d3), s/veh| 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln| 19.2| 15.2| 3.0 | 8.2 | 20.6| 6.3 | 1.9 | 9.9 | 9.4 | 5.9 | 8.6 | 55.9 |
| Unsig. Movement Delay, s/veh| | | | | | | | | | | | |
| LnGrp Delay(d),s/veh    | 61.6| 26.1| 19.3| 64.1| 51.8| 33.4| 71.6| 43.4| 46.4| 67.6| 37.0| 245.1|
| LnGrp LOS               | E   | C   | B   | E   | D   | E   | D   | E   | D   | E   | D   | F   |
| Approach Vol, veh/h     | 2032| 1702| 654 | 1203|
| Approach Delay, s/veh   | 33.2| 51.3| 45.5| 147.5|
| Approach LOS            | C   | D   | D   | E   |
| Timer - Assigned Phs    | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Phs Duration (G+Y+Rc), s| 13.1| 31.8| 16.3| 58.7| 7.6 | 37.4| 35.2| 39.8|
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 9.3 | 24.7| 18.3| 49.7| 5.0 | 29.0| 32.5| 35.5|
| Max Q Clear Time (g_c+H), s | 8.6 | 15.0| 11.7| 29.8| 4.0 | 34.9| 30.4| 34.5|
| Green Ext Time (p_c), s  | 0.0 | 2.5 | 0.2 | 11.6| 0.0 | 0.0 | 0.3 | 0.9 |

### Intersection Summary

- **HCM 6th Ctrl Delay**: 64.7
- **HCM 6th LOS**: E
### Movement

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### Notes

User approved volume balancing among the lanes for turning movement.
### Movement

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### Initial Q (Qb), veh

| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Work Zone On Approach

| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Peak Hour Factor       | 0.82 | 0.82 | 0.82 | 0.92 | 0.92 | 0.73 | 0.73 | 0.73 | 0.73 |
| Percent Heavy Veh, %    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |

### Cap, veh/h

| Arrive On Green | 0.05 | 0.67 | 0.67 | 0.00 | 0.63 | 0.63 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h  | 3428 | 3535 | 71   | 1767 | 5066 | 1572 | 1767 | 1763 | 1572 |

### Grp Volume(v), veh/h

| Grp Sat Flow(s),veh/h/ln | 1714 | 1763 | 1843 | 1767 | 1689 | 1572 | 1767 | 1763 | 1572 |
| Q Serve(g_s), s          | 3.8  | 63.6 | 64.8 | 0.1  | 14.8 | 23.5 | 8.2  | 10.6 | 1.0  |

### Cycle Q Clear(g_c), s

| Cycle Q Clear(g_c), s    | 3.8  | 63.6 | 64.8 | 0.1  | 14.8 | 23.5 | 8.2  | 10.6 | 1.0  |

### Prop In Lane

| Prop In Lane | 1.00 | 0.04 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Lane Grp Cap(c), veh/h

| Lane Grp Cap(c), veh/h | 162  | 1183 | 1236 | 2    | 3167 | 983  | 380  | 379  | 338  |
| V/C Ratio(X)           | 0.67 | 0.92 | 0.93 | 0.41 | 0.40 | 0.55 | 0.37 | 0.47 | 0.05 |

### Avail Cap(c_a), veh/h

| Avail Cap(c_a), veh/h | 243  | 1212 | 1267 | 75   | 3339 | 1037 | 380  | 379  | 338  |
| HCM Platoon Ratio     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Upstream Filter(I)

| Upstream Filter(I) | 0.69  | 0.69  | 0.69  | 0.56  | 0.56  | 0.56  | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.3  | 17.0  | 17.2  | 59.9  | 11.2  | 12.8  | 40.2 | 41.1 | 37.3 |
| Incr Delay (d2), s/veh  | 3.3   | 8.2   | 8.5   | 53.1  | 0.0   | 0.3   | 2.8  | 4.2  | 0.3  |
| Initial Q Delay(d3), s/veh | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/h | 3.1   | 32.6  | 34.5  | 0.1   | 8.2   | 11.4  | 6.9  | 8.8  | 0.7  |

### LnGrp Delay(d),s/veh

| LnGrp Delay(d),s/veh | 59.6  | 25.2  | 25.7  | 113.0 | 11.2  | 13.1  | 42.9 | 45.3 | 37.6 |
| LnGrp LOS            | E     | C     | C     | F     | B     | B     | D    | D    | D    |

### Approach Vol, veh/h

| Approach Vol, veh/h | 2342 | 1791 | 336  |
| Approach Delay, s/veh | 27.0  | 11.9  | 43.9 |

### Approach LOS

| Approach LOS | C | B | D |

### Timer - Assigned Phs

| Timer - Assigned Phs | 2 | 3 | 4 | 7 | 8 |

### Phs Duration (G+Y+Rc), s

| Phs Duration (G+Y+Rc), s | 30.3 | 4.7  | 85.0 | 10.2 | 79.5 |
| Change Period (Y+Rc), s   | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |
| Max Green Setting (Gmax), s | 18.9 | 5.1  | 82.5 | 8.5  | 79.1 |
| Max Q Clear Time (g_c+I1), s | 12.6 | 2.1  | 66.8 | 5.8  | 25.5 |
| Green Ext Time (p_c), s    | 1.0  | 0.0  | 13.7 | 0.1  | 17.6 |

### Intersection Summary

| Intersection Summary | HCM 6th Ctrl Delay | 22.2 |
| HCM 6th LOS          | C               |     |
| Movement          | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (veh/h) | 31  | 1515 | 31  | 14  | 1410 | 38  | 12  | 7   | 26  | 24  | 7   | 11  |
| Future Volume (veh/h)  | 31  | 1515 | 31  | 14  | 1410 | 38  | 12  | 7   | 26  | 24  | 7   | 11  |
| Initial Q (Qb), veh | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT) | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj     | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Work Zone On Approach | No | No | No | No | No | No | No | No | No | No | No | No |
| Adj Sat Flow, veh/h/ln | 1856| 1856| 1856| 1856| 1856| 1856| 1900| 1900| 1900| 1900| 1900| 1900|
| Adj Flow Rate, veh/h | 37  | 1825| 37  | 16  | 1584 | 43  | 16  | 9   | 35  | 32  | 9   | 15  |
| Peak Hour Factor     | 0.83| 0.83| 0.83| 0.89| 0.89| 0.89| 0.75| 0.75| 0.75| 0.75| 0.75| 0.75|
| Percent Heavy Veh, % | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   |
| Cap, veh/h | 60  | 3080 | 62  | 33  | 2070 | 923 | 278 | 143 | 360 | 378 | 143 | 239 |
| Arrive On Green      | 0.03| 0.60| 0.60| 0.02| 0.59| 0.59| 0.22| 0.22| 0.22| 0.22| 0.22| 0.22|
| Sat Flow, veh/h       | 1767| 5110| 104 | 1767| 3526| 1572| 937 | 637 | 1610| 1384| 640 | 1067|
| Grp Volume(v), veh/h | 37  | 1206| 656 | 16  | 1584| 43  | 25  | 35  | 32  | 0   | 32  | 24  |
| Grp Sat Flow(v),veh/h/ln | 1767| 1689| 1837| 1767| 1876| 1572| 1572| 1574| 0   | 1610| 1384| 0   |
| Q Serve(g_s), s       | 1.8 | 19.2| 19.2| 0.8 | 29.3| 1.0 | 0.0 | 0.0 | 1.5 | 1.6 | 0.0 | 1.0 |
| Cycle Q Clear(g_c), s | 1.8 | 19.2| 19.2| 0.8 | 29.3| 1.0 | 0.9 | 0.9 | 1.5 | 2.5 | 0.0 | 1.0 |
| Prop In Lane          | 1.00| 0.06| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 0.64| 1.00| 1.00| 0.63|
| Lane Grp Cap(c), veh/h | 60  | 2035| 1107| 33  | 2070| 923 | 420 | 0   | 360 | 378 | 0   | 382 |
| V/C Ratio(X)          | 0.62| 0.59| 0.59| 0.49| 0.77| 0.05| 0.06| 0.00| 0.10| 0.08| 0.00| 0.06|
| Avail Cap(c_a), veh/h | 172 | 3121| 1698| 132 | 3177| 1417| 420 | 0   | 360 | 378 | 0   | 382 |
| HCM Platoon Ratio     | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Upstream Filter(I)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Uniform Delay (d), s/veh | 41.5| 10.7| 42.3| 13.5| 7.6 | 26.6| 0.0  | 26.8| 27.6| 0.0  | 26.6|
| Incr Delay (d2), s/veh | 9.9 | 0.3 | 11.0| 0.6 | 0.0 | 0.3 | 0.0  | 0.5 | 0.4 | 0.0  | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| %ile BackOfQ(95%),veh/h | 1.7 | 10.5| 11.4| 0.8 | 15.7| 0.6 | 0.8  | 0.0 | 1.1 | 1.0  | 0.0 | 0.8 |
| LnGrp Delay(d),s/veh | 51.4| 11.0| 11.2| 53.4| 14.1| 7.7 | 26.9 | 0.0 | 27.4| 28.0 | 0.0 | 26.9 |
| LnGrp LOS             | D   | B   | B   | D   | B   | A   | C   | A   | C   | A   | C   | C   |
| Approach Vol, veh/h    | 1899| 1643| 60  | 56  |     |     |     |     |     |     |     |     |
| Approach Delay, s/veh  | 11.8| 14.3| 27.1| 27.5|     |     |     |     |     |     |     |     |
| Approach LOS           | B   | B   | C   | C   |     |     |     |     |     |     |     |     |
| Timer - Assigned Phs  | 2   | 3   | 4   | 6   | 7   | 8   |     |     |     |     |     |     |
| Phs Duration (G+Y+Rc), s | 24.0| 6.1 | 57.0| 24.0| 7.5 | 55.6|     |     |     |     |     |     |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |     |     |     |     |     |     |
| Max Green Setting (Gmax), s | 19.5| 6.5 | 80.5| 19.5| 8.5 | 78.5|     |     |     |     |     |     |
| Max Q Clear Time (g_c+H1), s | 3.5 | 2.8 | 21.2| 4.5 | 3.8 | 31.3|     |     |     |     |     |     |
| Green Ext Time (p_c), s | 0.1 | 0.0 | 24.0| 0.1 | 0.0 | 19.8|     |     |     |     |     |     |

**Intersection Summary**

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Intersection Summary

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| HCM 6th LOS | D |
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### Lane Configurations

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### Intersection Summary

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### HCM 6th Signalized Intersection Summary

#### 10: Imperial Highway & Volunteer Ave

**Scenario 5 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:59 pm 05/02/2022 Future without Project AM Synchro 11 Report**

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**Unsig. Movement Delay, s/veh**

**LnGrp Delay(d),s/veh**

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**LnGrp LOS**

**Approach Vol, veh/h**

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**Approach Delay, s/veh**

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**Approach LOS**

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**Intersection Summary**

**HCM 6th Ctrl Delay**

32.5

**HCM 6th LOS**

C
### Movement Lane Configurations

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 67.7
- **HCM 6th LOS**: E
| Movement          | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Lane Configurations |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Traffic Volume (veh/h) | 1   | 0   | 1   | 347 | 4   | 135 | 0   | 899 | 621 | 110 | 680 | 4   |     |
| Future Volume (veh/h) | 1   | 0   | 1   | 347 | 4   | 135 | 0   | 899 | 621 | 110 | 680 | 4   |     |
| Initial Q (Qb), veh | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |
| Ped-Bike Adj(A_pbT)  | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|     |
| Parking Bus, Adj     | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|     |
| Work Zone On Approach| No  | No  | No  | No  | No  | No  | No  | No  |     |     |     |     |     |
| Adj Sat Flow, veh/h/ln| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 0   |     |     |     |     |     |
| Adj Flow Rate, veh/h | 2   | 0   | 2   | 417 | 0   | 161 | 0   | 1138| 786 | 121 | 747 | 4   |     |
| Peak Hour Factor    | 0.50| 0.50| 0.50| 0.84| 0.84| 0.84| 0.79| 0.79| 0.79| 0.91| 0.91| 0.91|     |
| Percent Heavy Veh, % | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   |     |
| Cap, veh/h           | 4   | 0   | 4   | 520 | 0   | 231 | 0   | 3118| 1199| 145 | 3823| 20  |     |
| Arrive On Green      | 0.01| 0.00| 0.01| 0.15| 0.00| 0.15| 0.00| 1.00| 1.00| 0.16| 1.00| 1.00|     |
| Sat Flow, veh/h      | 832 | 0   | 832 | 3534| 0   | 1572| 0   | 5233| 1572| 1767| 5200| 28  |     |
| Grp Volume(v), veh/h | 4   | 0   | 0   | 417 | 0   | 161 | 0   | 1138| 786 | 121 | 485 | 266 |     |
| Grp Sat Flow(s),veh/h/ln| 1664| 0   | 1664| 0   | 1767| 0   | 1572| 0   | 1689| 1572| 1767| 1689| 1851|
| Q Serve(g_s), s      | 0.3 | 0   | 0   | 13.7| 0   | 11.7| 0   | 0   | 0   | 8.0 | 0   | 0   | 0   |
| Cycle Q Clear(g_c), s| 0.3 | 0   | 0   | 13.7| 0   | 11.7| 0   | 0   | 0   | 8.0 | 0   | 0   | 0   |
| Prop In Lane         | 0.50| 0.50| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 0.02|     |     |     |
| Lane Grp Cap(c), veh/h| 9   | 0   | 520 | 0   | 231 | 0   | 3118| 1199| 145 | 2483| 1360|     |     |
| V/C Ratio(X)         | 0.46| 0.00| 0.00| 0.80| 0.00| 0.70| 0.00| 0.36| 0.66| 0.83| 0.20| 0.20|     |
| Avail Cap(c_a), veh/h| 250 | 0   | 987 | 0   | 439 | 0   | 3118| 1199| 199 | 2483| 1360|     |     |
| HCM Platoon Ratio    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 2.00| 2.00| 2.00| 2.00|     |
| Upstream Filter(I)   | 1.00| 0.00| 0.00| 0.64| 0.00| 0.64| 0.00| 0.64| 0.64| 1.00| 1.00| 1.00|     |
| Uniform Delay (d), s/veh| 59.5| 0   | 0   | 49.5| 0   | 48.6| 0   | 0.0 | 0.0 | 49.3| 0   | 0   | 0   |
| Incr Delay (d2), s/veh| 33.9| 0   | 0   | 1.9 | 0   | 2.4 | 0   | 0.0 | 0.0 | 1.8 | 0   | 0.2 | 0.3 |
| Initial Q Delay(d3), s/veh| 0.0 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0.0 | 0.0 | 0   | 0   | 0   |
| %ile BackOfQ(95%),veh/h| 0.4 | 0   | 0   | 9.4 | 0   | 7.6 | 0   | 0.0 | 0.0 | 1.1 | 1.1 | 1.1 | 1.1 |
| LnGrp Delay(d),s/veh  | 93.4| 0   | 51.4| 0   | 51.0| 0   | 0.2 | 1.8 | 68.4| 0.2 | 0.3 |     |     |
| LnGrp LOS            | F   | A   | A   | A   | A   | A   | A   | A   | A   |     |     |     |     |
| Approach Vol, veh/h   | 4   | 578 | 1924|     |     |     |     |     |     |     |     |     | 872 |
| Approach Delay, s/veh | 93.4| 513 |     | 0.9 |     |     |     |     |     |     |     |     | 9.7 |
| Approach LOS          | F   | D   |     |     |     |     |     |     |     |     |     |     | A   |
| Timer - Assigned Phs  | 1   | 2   | 4   | 6   | 8   |     |     |     |     |     |     |     |     |
| Phs Duration (G+Y+Rc), s | 14.4| 78.4| 5.1 | 92.7| 22.2|     |     |     |     |     |     |     |     |
| Change Period (Y+Rc), s| 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |     |     |     |     |     |     |     |     |
| Max Green Setting (Gmax), s | 13.5| 37.0| 18.0| 55.0| 33.5|     |     |     |     |     |     |     |     |
| Max Q Clear Time (g_c+I1), s | 10.0| 2.0 | 2.3 | 2.0 | 15.7|     |     |     |     |     |     |     |     |
| Green Ext Time (p_c), s | 0.1 | 16.2| 0.0 | 5.8 | 2.0 |     |     |     |     |     |     |     |     |

### Intersection Summary

- **HCM 6th Ctrl Delay**: 11.9
- **HCM 6th LOS**: B

### Notes

User approved volume balancing among the lanes for turning movement.
## Movement

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<th>EBR</th>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 27.4
- **HCM 6th LOS**: C

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Scenario 5 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:59 pm 05/02/2022 Future without Project AM Synchro 11 Report Page 13
### Movement Lane Configurations

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### Intersection Summary

- HCM 6th Ctrl Delay: 28.2
- HCM 6th LOS: C
### Movement

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#### Lane Configurations

- **Traffic Volume (veh/h)**: 110 440 40 6 329 22 46 18 12 36 31 69
- **Future Volume (veh/h)**: 110 440 40 6 329 22 46 18 12 36 31 69
- **Initial Q (Qb), veh**: 0 0 0 0 0 0 0 0 0 0 0 0
- **Ped-Bike Adj (A_pbT)**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Parking Bus, Adj**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Work Zone On Approach**: No  No  No  No  No  No  No  No
- **Adj Sat Flow, veh/h/ln**: 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856
- **Adj Flow Rate, veh/h**: 134 537 49 7 383 26 77 30 20 55 47 105
- **Peak Hour Factor**: 0.82 0.82 0.82 0.86 0.86 0.60 0.60 0.60 0.66 0.66 0.66 0.66
- **Percent Heavy Veh, %**: 33 33 33 33 33 33 33 33 33 33 33 33
- **Cap, veh/h**: 271 510 361 171 524 35 571 220 136 569 469 984
- **Arrive On Green**: 0.08 0.23 0.23 0.01 0.16 0.16 0.61 0.61 0.61 0.61 0.61 0.61
- **Sat Flow, veh/h**: 1767 3526 1572 1767 3351 227 828 360 222 829 768 1610
- **Grp Volume(v), veh/h**: 134 537 49 7 201 208 127 0 0 1038 0 984
- **Grp Sat Flow(s), veh/h/ln**: 1767 1763 1572 1767 1763 1815 1410 0 0 1597 0 1610
- **Q Serve(g_s), s**: 5.5 12.5 2.2 0.3 9.8 9.8 1.8 0.0 0.0 0.0 0.0 2.4
- **Cycle Q Clear(g_c), s**: 5.5 12.5 2.2 0.3 9.8 9.8 3.8 0.0 0.0 2.4 0.0 2.4
- **Prop In Lane**: 1.00 1.00 1.00 0.12 0.61 0.16 0.54 1.00
- **Lane Grp Cap(c), veh/h**: 271 810 361 171 275 284 926 0 0 1038 0 984
- **V/C Ratio(X)**: 0.49 0.66 0.14 0.04 0.73 0.73 0.14 0.14 0.14 0.14 0.14 0.14
- **Avail Cap(c_a), veh/h**: 469 1508 673 322 578 595 926 0 0 1038 0 984
- **HCM Platoon Ratio**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Upstream Filter(I)**: 0.68 0.68 0.68 0.68 0.68 0.68 1.00 0.0 0.0 1.00 0.0 1.00
- **Uniform Delay (d), s/veh**: 27.5 31.5 27.6 31.7 36.2 36.2 7.5 0.0 0.0 7.2 0.0 7.2
- **Incr Delay (d2), s/veh**: 1.0 0.6 0.1 0.3 0.3 0.3 0.0 0.0 0.0 0.2 0.0 0.2
- **Initial Q Delay(d3), s/veh**: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
- **%ile BackOfQ(95%), veh/ln**: 4.2 8.4 15.0 2.0 6.7 7.8 1.9 0.0 0.0 1.4 0.0 1.5
- **Unsig. Movement Delay, s/veh**: 28.5 32.1 27.7 31.8 39.4 39.5 7.8 0.0 0.0 7.4 0.0 7.5
- **LnGrp LOS**: C C C C D D A A A A A A

#### Intersection Summary

- **HCM 6th Ctrl Delay**: 28.1
- **HCM 6th LOS**: C
### Movement

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<th>EBL</th>
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### Lane Configurations

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<td>Future Volume (veh/h)</td>
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### Traffic Volume

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<tbody>
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<tr>
<td>Future Volume (veh/h)</td>
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<td>113</td>
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<td>1054</td>
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<td>707</td>
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<td>Initial Q (Qb), veh</td>
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### Traffic Volume Summary

- Movement: EBL, EBT, EBR, WBL, WBT, WBR, NBL, NBT, NBR, SBL, SBT, SBR
- Traffic Volume (veh/h): 311, 13, 113, 39, 35, 8, 203, 1054, 19, 2, 707, 196
- Future Volume (veh/h): 311, 13, 113, 39, 35, 8, 203, 1054, 19, 2, 707, 196
- Initial Q (Qb), veh: 0
- Ped-Bike Adj(A_pbT): 1.00
- Parking Bus, Adj: 1.00

### Lane Configurations Summary

- Lane: EBL, EBT, EBR, WBL, WBT, WBR, NBL, NBT, NBR, SBL, SBT, SBR
- Traffic Volume (veh/h): 311, 13, 113, 39, 35, 8, 203, 1054, 19, 2, 707, 196
- Future Volume (veh/h): 311, 13, 113, 39, 35, 8, 203, 1054, 19, 2, 707, 196
- Initial Q (Qb), veh: 0
- Ped-Bike Adj(A_pbT): 1.00
- Parking Bus, Adj: 1.00

### Intersection Summary

- HCM 6th Ctrl Delay: 22.2
- HCM 6th LOS: C
### Traffic Volume (veh/h)

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<th>SBL</th>
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<tbody>
<tr>
<td>Traffic Volume (veh/h)</td>
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<td>114</td>
<td>121</td>
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<td>586</td>
<td>93</td>
<td>894</td>
<td>0</td>
<td>0</td>
<td>985</td>
<td>83</td>
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<tr>
<td>Future Volume (veh/h)</td>
<td>44</td>
<td>0</td>
<td>114</td>
<td>121</td>
<td>89</td>
<td>586</td>
<td>93</td>
<td>894</td>
<td>0</td>
<td>0</td>
<td>985</td>
<td>83</td>
</tr>
</tbody>
</table>

### Initial Q (Qb), veh

| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |

### Work Zone On Approach

- No
- No
- No
- No

### Adj Sat Flow, veh/h/ln

- 1856

### Adj Flow Rate, veh/h

### Peak Hour Factor

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<tr>
<th>Lanes</th>
<th>0.77</th>
<th>0.77</th>
<th>0.77</th>
<th>0.83</th>
<th>0.83</th>
<th>0.80</th>
<th>0.80</th>
<th>0.78</th>
<th>0.78</th>
<th>0.78</th>
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</thead>
</table>

### Percent Heavy Veh, %

### Cap, veh/h

| Lanes | 0 | 0 | 545 | 1105 | 688 | 157 | 2469 | 0 | 0 | 1924 | 161 |

### Arrive On Green

### Sat Flow, veh/h

### Grp Volume(v), veh/h

### Grp Sat Flow(s), veh/h/ln

### Q Serve(g_s), s

### Cycle Q Clear(g_c), s

### Prop In Lane

### Lane Grp Cap(c), veh/h

### V/C Ratio(X)

### Avail Cap(c_a), veh/h

### HCM Platoon Ratio

### Upstream Filter(I)

### Uniform Delay (d), s/veh

### Incr Delay (d2), s/veh

### Initial Q Delay(d3), s/veh

### %ile BackOfQ(95%), veh/ln

### LnGrp LOS

### LnGrp Delay(d), s/veh

### Approach Vol, veh/h

### Approach Delay, s/veh

### Approach LOS

### Timer - Assigned Phs

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<th>Phs</th>
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<th>5</th>
<th>6</th>
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<td>Max Green Setting (Gmax), s</td>
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<td>Max Q Clear Time (g_c+I1), s</td>
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<td>Green Ext Time (p_c), s</td>
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### Intersection Summary

- HCM 6th Ctrl Delay: 34.6
- HCM 6th LOS: C
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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<tbody>
<tr>
<td>Traffic Volume (veh/h)</td>
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<td>256</td>
<td>98</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>934</td>
<td>249</td>
<td>269</td>
<td>950</td>
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<td>Future Volume (veh/h)</td>
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<td>934</td>
<td>249</td>
<td>269</td>
<td>950</td>
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### Intersection Summary
- HCM 6th Ctrl Delay: 17.4
- HCM 6th LOS: B

### Notes
- User approved volume balancing among the lanes for turning movement.
### Movement Configuration

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<th>EBR</th>
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<th>WBT</th>
<th>WBR</th>
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<th>NBR</th>
<th>SBL</th>
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<td>44</td>
<td>38</td>
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<td>836</td>
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<td>Future Volume (veh/h)</td>
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<td>836</td>
<td>80</td>
<td>74</td>
<td>664</td>
<td>171</td>
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</tbody>
</table>

### Initial Q (Qb), veh

|         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

### Ped-Bike Adj(A_pbT)

|         | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Parking Bus, Adj

|         | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Work Zone On Approach

- No
- No
- No
- No

### Adj Sat Flow, veh/h/ln

|         | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |

### Adj Flow Rate, veh/h

|         | 220  | 395  | 50   | 42   | 368  | 51   | 74   | 995  | 95   | 90   | 810  | 209  |

### Peak Hour Factor

|         | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.84 | 0.84 | 0.84 | 0.82 | 0.82 | 0.82 |

### Percent Heavy Veh, %

|         | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |

### Cap, veh/h

|         | 251  | 840  | 375  | 55   | 451  | 201  | 94   | 1822 | 813  | 112  | 2117 | 542  |

### Arrive On Green

|         | 0.14 | 0.24 | 0.24 | 0.03 | 0.13 | 0.13 | 0.05 | 0.52 | 0.52 | 0.13 | 1.00 | 1.00 |

### Sat Flow, veh/h

|         | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 4018 | 1029 |

### Grp Volme(v), veh/h

|         | 220  | 395  | 50   | 42   | 368  | 51   | 74   | 995  | 95   | 90   | 810  | 209  |

### Grp Sat Flow(s),veh/h/ln

|         | 1767 | 1763 | 1572 | 1767 | 1763 | 1572 | 1767 | 1763 | 1572 | 1767 | 1763 | 1763 |

### V/C Ratio(X)

|         | 0.88 | 0.47 | 0.13 | 0.76 | 0.82 | 0.25 | 0.78 | 0.55 | 0.12 | 0.80 | 0.38 | 0.39 |

### Avail Cap(c), veh/h

|         | 362  | 1084 | 484  | 106  | 573  | 256  | 158  | 1822 | 813  | 112  | 1779 | 880  |

### HCM Platoon Ratio

|         | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |

### Uniform Delay (d), s/veh

|         | 50.5 | 39.2 | 36.0 | 57.7 | 50.9 | 47.2 | 56.1 | 19.5 | 14.9 | 51.7 | 0.0  | 0.0  |

### Incr Delay (d2), s/veh

|         | 15.5 | 0.4  | 0.2  | 18.7 | 7.1  | 0.7  | 1.3  | 0.1  | 0.0  | 11.9 | 0.6  | 1.2  |

### Initial Q Delay(d3),s/veh

|         | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |

### %ile BackOfQ(95%),veh/ln

|         | 12.0  | 8.7   | 2.1   | 2.8   | 9.8   | 2.5   | 3.0   | 10.7  | 1.9   | 5.2   | 0.3   | 0.5   |

### LnGrp Delay(d),s/veh

|         | 66.0  | 39.6  | 36.1  | 76.3  | 58.1  | 47.8  | 57.4  | 19.6  | 14.9  | 63.6  | 0.6   | 1.2   |

### LnGrp LOS

|         | E    | D    | D    | E    | D    | E    | D    | B    | B    | A    | A    |

### Approach Vol, veh/h

|         | 665  | 461  | 1164 | 1109 |

### Approach Delay, s/veh

|         | 48.1 | 58.6 | 21.6 | 5.9  |

### Approach LOS

|         | D    |    E | C    | A    |

### Phs Duration (G+Y+Rc), s

|         | 12.1 | 66.5 | 8.3  | 33.1 | 10.9 | 67.7 | 21.5 | 19.9 |

### Change Period (Y+Rc), s

|         | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |

### Max Green Setting (Gmax), s

|         | 12.8 | 45.1 | 7.2  | 36.9 | 10.7 | 47.2 | 24.6 | 19.5 |

### Max Q Clear Time (g_c+I1), s

|         | 7.9  | 24.8 | 4.8  | 13.5 | 7.0  | 2.0  | 16.6 | 14.2 |

### Green Ext Time (p_c), s

|         | 0.1  | 0.7  | 0.0  | 2.8  | 0.0  | 8.8  | 0.4  | 1.2  |

### Intersection Summary

- HCM 6th Ctrl Delay: 26.7
- HCM 6th LOS: C
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**Intersection Summary**

- HCM 2000 Control Delay: 71.6
- HCM 2000 Volume to Capacity ratio: 1.15
- Actuated Cycle Length (s): 140.0
- Intersection Capacity Utilization: 76.8%
- Analysis Period (min): 15
### Movement

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 17.7
- **HCM 6th LOS**: B
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## Intersection Summary

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- **HCM 6th LOS**: A
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**Intersection Summary**

HCM 6th Ctrl Delay: 48.8
HCM 6th LOS: D
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 19.9
- **HCM 6th LOS**: B

### Notes

User approved volume balancing among the lanes for turning movement.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

#### Lane Configurations
- Traffic Volume (veh/h)
  - 160 1723 47 4 1273 708 132 147 12 0 0 0
  - Future Volume (veh/h)
  - 160 1723 47 4 1273 708 132 147 12 0 0 0

#### Initial Q (Qb), veh
- 0 0 0 0 0 0 0 0 0 0 0 0

#### Ped-Bike Adj(A_pbT)
- 1.00 1.00 1.00 1.00 1.00 1.00

#### Parking Bus, Adj
- 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

#### Work Zone On Approach
- No

#### Adj Sat Flow, veh/h/ln
- 1856 1856 1856 1856 1856 1856 1856 1856 1856

#### Adj Flow Rate, veh/h
- 176 1893 52 5 1447 805 157 175 14

#### Peak Hour Factor
- 0.91 0.91 0.91 0.88 0.88 0.88 0.84 0.84 0.84

#### Percent Heavy Veh, %
- 33 33 33 33 33 33 33 33 33

#### Cap, veh/h
- 234 2241 61 11 2924 908 428 426 380

#### Arrive On Green
- 0.07 0.64 0.64 0.01 0.58 0.58 0.24 0.24 0.24

#### Sat Flow, veh/h
- 3428 3505 96 1767 5066 1572 1767 1763 1572

#### Grp Volume(v), veh/h
- 176 948 997 5 1447 805 157 175 14

#### Grp Sat Flow(s),veh/h/ln
- 1714 1763 1838 1767 1699 1572 1767 1763 1572

#### Q Serve(g_s), s
- 6.1 50.3 51.4 0.3 20.3 53.2 8.9 10.0 0.8

#### Cycle Q Clear(g_c), s
- 6.1 50.3 51.4 0.3 20.3 53.2 8.9 10.0 0.8

#### Prop In Lane
- 1.00 0.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00

#### Lane Grp Cap(c), veh/h
- 234 1127 1175 11 2924 908 428 426 380

#### V/C Ratio(X)
- 0.75 0.84 0.85 0.44 0.49 0.89 0.37 0.41 0.04

#### Avail Cap(c_a), veh/h
- 331 1197 1249 75 3166 983 428 426 380

#### HCM Platoon Ratio
- 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

#### Upstream Filter(I)
- 0.71 0.71 0.71 0.42 0.42 0.42 1.00 1.00 1.00

#### Uniform Delay (d), s/veh
- 54.9 16.9 17.1 59.4 15.0 22.0 37.8 38.3 34.8

#### Incr Delay (d2), s/veh
- 4.2 3.8 4.0 11.0 0.1 4.3 2.4 2.9 0.2

#### Initial Q Delay(d3),s/veh
- 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

#### %ile BackOfQ(95%),veh/ln
- 4.9 26.1 27.6 0.3 10.5 24.3 7.5 8.2 0.6

#### LnGrp Delay(d),s/veh
- 59.1 20.7 21.0 70.4 15.1 26.3 40.3 41.2 35.0

#### LnGrp LOS
- E C B D E B C D D C

#### Approach Vol, veh/h
- 2121 2257 346

#### Approach Delay, s/veh
- 24.1 19.2 40.5

#### Approach LOS
- C B D

#### Timer - Assigned Phs
- 2 3 4 7 8

#### Phs Duration (G+Y+Rc), s
- 33.5 5.3 81.2 12.7 73.8

#### Change Period (Y+Rc), s
- 4.5 4.5 4.5 4.5 4.5

#### Max Green Setting (Gmax), s
- 19.9 5.1 81.5 11.6 57.0

#### Max Q Clear Time (g_c+I1), s
- 12.0 2.3 53.4 8.1 55.2

#### Green Ext Time (p_c), s
- 1.2 0.0 19.3 0.2 14.1

### Intersection Summary

#### HCM 6th Ctrl Delay
- 22.9

#### HCM 6th LOS
- C
### Lane Configurations

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<td>1317</td>
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### Traffic Volume (veh/h)

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### Work Zone On Approach

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 17.5
- **HCM 6th LOS**: B
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</table>

### Work Zone On Approach

| No | No | No | No | No | No |

### Adj Sat Flow, veh/h/ln

| 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |

### Adj Flow Rate, veh/h

| 176  | 1256 | 82  | 280  | 1691 | 109 | 213 | 734 | 171 | 154 | 841 | 200 |

### Peak Hour Factor

| 0.96 | 0.96 | 0.96 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 | 0.82 | 0.89 | 0.89 | 0.89 |

### Percent Heavy Veh, %

| 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |

### Capital, veh/h

| 202  | 1500 | 466  | 303  | 1788 | 555 | 237 | 988 | 441 | 181 | 1259 | 391 |

### Arrive On Green

| 0.11 | 0.30 | 0.30 | 0.34 | 0.71 | 0.71 | 0.27 | 0.56 | 0.56 | 0.10 | 0.25 | 0.25 |

### Sat Flow, veh/h

| 1767 | 5066 | 1572 | 1767 | 5066 | 1572 | 1767 | 1572 | 1767 | 1572 | 1767 | 1572 |

### Cap, veh/h

| 202  | 1500 | 466  | 303  | 1788 | 555 | 237 | 988 | 441 | 181 | 1259 | 391 |

### V/C Ratio(X)

| 0.87 | 0.84 | 0.18 | 0.92 | 0.95 | 0.20 | 0.90 | 0.74 | 0.39 | 0.85 | 0.67 | 0.51 |

### Avail Cap(a), veh/h

| 214  | 1500 | 466  | 352  | 1836 | 570 | 267 | 988 | 441 | 199 | 1259 | 391 |

### HCM Platoon Ratio

| 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Upstream Filter(I)

| 0.91 | 0.91 | 0.91 | 0.50 | 0.50 | 0.50 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 |

### Uniform Delay (d), s/veh

| 52.2 | 39.5 | 31.4 | 38.7 | 16.6 | 11.8 | 43.2 | 23.1 | 20.6 | 53.0 | 40.7 | 38.8 |

### Incr Delay (d2), s/veh

| 26.8 | 4.0 | 0.2 | 16.5 | 6.1 | 0.1 | 28.7 | 5.0 | 2.6 | 24.8 | 2.6 | 4.3 |

### Initial Q Delay(d3), s/veh

| 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

### %ile BackOfQ(95%), veh/h

| 10.8 | 17.4 | 3.2 | 11.3 | 11.1 | 1.7 | 11.5 | 10.4 | 4.8 | 9.6 | 12.1 | 9.2 |

### Unsig. Movement Delay, s/veh

| LnGrp Delay(d), s/veh | 79.0 | 43.5 | 31.5 | 55.2 | 22.7 | 11.9 | 71.8 | 28.2 | 23.2 | 77.8 | 43.3 | 43.1 |

### LnGrp LOS

| E | D | C | E | C | B | E | C | E | D | D |

### Approach Vol, veh/h

| 1514 | 2080 | 1118 | 1198 |

### Approach Delay, s/veh

| 47.0 | 26.5 | 35.7 | 47.7 |

### Approach LOS

| D | C | D | D |

### Timer - Assigned Phs

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

### Phs Duration (G+Y+Rc), s

| 16.8 | 38.1 | 25.1 | 40.0 | 20.6 | 34.3 | 18.2 | 46.9 |

### Change Period (Y+Rc), s

| 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |

### Max Green Setting (Gmax), s

| 13.5 | 30.5 | 23.9 | 34.1 | 18.1 | 25.9 | 14.5 | 43.5 |

### Max Q Clear Time (g_c+I), s

| 12.3 | 20.8 | 20.3 | 29.8 | 16.0 | 20.0 | 13.8 | 37.4 |

### Green Ext Time (p_c), s

| 0.0 | 3.9 | 0.3 | 3.0 | 0.1 | 3.1 | 0.0 | 4.9 |

### Intersection Summary

| HCM 6th Ctrl Delay | 37.8 |

| HCM 6th LOS | D |
### Movement

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<th>EBR</th>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 23.0
- **HCM 6th LOS**: C
### Movement

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### Scenario Details

- **Scenario**: J1962 Norwalk Entertainment District - Civic Center Specific Plan Project
- **Time**: 3:59 pm
- **Date**: 05/02/2022
- **Project**: Future without Project PM Synchro 11 Report
- **Report**: Scenario BM Report

### Summary

- **HCM 6th Ctrl Delay**: 21.0
- **HCM 6th LOS**: C
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### Intersection Summary

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### Work Zone On Approach

- No
- No

### Adj Sat Flow, veh/h/Ln

- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856

### Adj Flow Rate, veh/h

- 5
- 3
- 21
- 893
- 0
- 238
- 0
- 888
- 473

### Peak Hour Factor

- 0.61
- 0.61
- 0.61
- 0.61
- 0.61
- 0.61
- 0.96
- 0.96
- 0.96
- 0.89
- 0.89
- 0.89

### Percent Heavy Veh, %

- 33
- 33
- 33
- 33

### Cap, veh/h

- 7
- 4
- 30
- 1010
- 0
- 449
- 0
- 2172
- 1123

### Arrive On Green

- 0.03
- 0.29
- 0.00
- 0.29
- 0.00
- 0.86
- 0.00
- 0.86
- 0.22

### Sat Flow, veh/h

- 281
- 169
- 1180
- 3534
- 0
- 1572
- 0
- 5233
- 1572

### Grp Volume (V), veh/h

- 42
- 0
- 0
- 1010
- 0
- 449
- 0
- 2172
- 1123

### V/C Ratio (X)

- 0.69
- 0.00
- 0.00
- 0.88
- 0.00
- 0.53
- 0.00
- 0.41
- 0.42

### Avail Cap (c_a), veh/h

- 244
- 0
- 0
- 1193
- 0
- 531
- 0
- 2172
- 1123

### HCM Platoon Ratio

- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 2.00
- 2.00

### Upstream Filter (I)

- 1.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 1.00
- 0.00

### Uniform Delay (d), s/veh

- 58.0
- 0.0
- 0.0
- 41.0
- 0.0
- 361.0
- 0.0
- 5.2
- 1.5

### Incr Delay (d2), s/veh

- 18.2
- 0.0
- 0.0
- 4.6
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0

### Initial Q Delay (d3), s/veh

- 2.0
- 0.0
- 0.0
- 17.8
- 0.0
- 9.1
- 0.0
- 2.4
- 4.3

### %ile BackOfQ (95%), veh/ln

- 2.0
- 0.0
- 0.0
- 17.8
- 0.0
- 9.1
- 0.0
- 2.4
- 4.3

### LnGrp Delay (d), s/veh

- 76.1
- 0.0
- 0.0
- 45.6
- 0.0
- 36.7
- 0.0
- 5.7
- 66.4

### LnGrp LOS

- E
- A
- A
- A
- D
- A
- D
- A
- E

### Approach Vol, veh/h

- 29
- 1131
- 1361

### Approach Delay, s/veh

- 76.1
- 43.7
- 9.2

### Approach LOS

- E
- A

### Timer - Assigned Phs

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### Intersection Summary

- HCM 6th Ctrl Delay: 18.2
- HCM 6th LOS: B

### Notes

User approved volume balancing among the lanes for turning movement.
### Movement

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### Intersection Summary

| HCM 6th Ctrl Delay | 19.1 |
| HCM 6th LOS      | B    |
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### Intersection Summary

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- **HCM 6th LOS**: C
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### Intersection Summary
- HCM 6th Ctrl Delay: 27.8
- HCM 6th LOS: C
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### Unsig. Movement Delay, s/veh

| LnGrp Delay(d)_s/veh | 46.7 | 33.3 | 40.0 | 35.1 | 0.0 | 33.3 | 60.3 | 13.9 | 13.8 | 71.0 | 0.2 | 0.1 |

### LnGrp LOS

| D | C | D | D | A | C | E | B | E | A | A |

### Approach Delay, s/veh

| Approach Vol, veh/h | 580 | 67 | 1234 | 802 |

### Approach LOS

| D | C | B | A |

### Timer - Assigned Phs

| Phs Duration (G+Y+Rc), s | 5.1 | 79.1 | 35.8 | 11.5 | 72.7 | 35.8 |

### Change Period (Y+Rc), s

| Max Green Setting (Gmax), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |

### Max Q Clear Time (g_c+I1), s

| Max Ext Time (p_c), s | 2.3 | 21.7 | 29.4 | 6.9 | 2.0 | 6.6 |

### Green Ext Time (p_c), s

| HCM 6th Ctrl Delay | 19.2 |

<p>| HCM 6th LOS | B |</p>
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**Scenario 6 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:59 pm 05/02/2022 Future without Project PM Synchro 11 Report**

**HCM 6th Ctrl Delay** 20.1

**HCM 6th LOS** C
### Movement

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### Notes

User approved volume balancing among the lanes for turning movement.
### HCM 6th Signalized Intersection Summary

**19: San Antonio Dr & Firestone Bl**

**05/06/2022**

#### Movement Configurations

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#### Intersection Summary

- HCM 6th Ctrl Delay: 28.9
- HCM 6th LOS: C
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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 14.7
- **HCM 6th LOS**: B
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### Capacity & Delay

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### HCM 6th Ctrl Delay & LOS

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### Scenario 7 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project AM Synchro 11 Report
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**Intersection Summary**

| HCM 6th Ctrl Delay | 38.6 |
| HCM 6th LOS | D |

**Notes**

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

#### Lane Configurations

Traffic Volume (veh/h)  | 349 | 1255 | 84 | 136 | 1187 | 129 | 25 | 372 | 174 | 158 | 320 | 489 |
Future Volume (veh/h)  | 349 | 1255 | 84 | 136 | 1187 | 129 | 25 | 372 | 174 | 158 | 320 | 489 |
Initial Q (Qb), veh   | 0   | 0   | 0  | 0   | 0    | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
Ped-Bike Adj(A_pbT)   | 1.00| 1.00| 1.00| 1.00| 1.00 | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
Parking Bus, Adj       | 1.00| 1.00| 1.00| 1.00| 1.00 | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

#### Work Zone On Approach
- No
- No
- No
- No

#### Adj Sat Flow, veh/h/ln
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856

#### Adj Flow Rate, veh/h
- 426
- 1530
- 102
- 164
- 1430
- 155
- 29
- 433
- 202
- 198
- 400
- 611

#### Peak Hour Factor
- 0.82
- 0.82
- 0.83
- 0.83
- 0.83
- 0.83
- 0.86
- 0.86
- 0.86
- 0.80
- 0.80
- 0.80

#### Percent Heavy Veh, %
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33

#### Cap, veh/h
- 452
- 2273
- 705
- 193
- 1529
- 475
- 29
- 344
- 202
- 198
- 400
- 611

#### Arrive On Green
- 0.26
- 0.45
- 0.45
- 0.11
- 0.30
- 0.30
- 0.03
- 0.22
- 0.22
- 0.07
- 0.27
- 0.27

#### Sat Flow, veh/h
- 1767
- 5066
- 1572
- 1767
- 5066
- 1572
- 1767
- 1763
- 1572
- 1714
- 1763
- 1572

#### Grp Vol (g), veh/h
- 426
- 1530
- 102
- 164
- 1430
- 155
- 29
- 433
- 202
- 198
- 400
- 611

#### Grp Cap (c), veh/h
- 452
- 2273
- 705
- 193
- 1529
- 475
- 29
- 344
- 202
- 198
- 400
- 611

#### V/C Ratio (X)
- 0.94
- 0.67
- 0.14
- 0.85
- 0.94
- 0.33
- 0.64
- 0.56
- 0.59
- 0.78
- 0.43
- 1.46

#### Avail Cap (c_a), veh/h
- 479
- 2273
- 705
- 287
- 1541
- 478
- 74
- 770
- 274
- 939
- 419

#### HCM Platoon Ratio
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

#### Upstream Filter(I)
- 0.55
- 0.55
- 0.55
- 0.83
- 0.83
- 0.83
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

#### Uniform Delay (d), s/veh
- 43.8
- 26.1
- 19.5
- 52.5
- 40.7
- 32.4
- 57.9
- 41.8
- 41.8
- 41.8
- 36.4
- 44.0

#### Incr Delay (d2), s/veh
- 17.6
- 0.4
- 0.1
- 12.2
- 9.4
- 0.3
- 13.7
- 7.2
- 12.8
- 1.4
- 219.2

#### Initial Q Delay (d3), s/veh
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0

#### %ile BackOfQ (95%), veh/ln
- 19.1
- 15.5
- 3.1
- 9.0
- 20.6
- 6.4
- 1.9
- 10.1
- 10.1
- 6.1
- 8.7
- 57.8

#### Unsig. Movement Delay, s/veh
- 9.5
- 6.6
- 2.7
- 7.0
- 6.2
- 8.4
- 6.3
- 9.7
- 6.9
- 7.1
- 10.9
- 12.0

#### LnGrp Delay (d), s/veh
- 61.4
- 26.6
- 19.6
- 64.7
- 50.2
- 32.8
- 71.6
- 44.7
- 49.3
- 67.4
- 37.8
- 263.2

#### LnGrp LOS
- E
- C
- B
- E
- D
- C
- E
- D
- E
- D
- F

#### Approach Vol, veh/h
- 2058
- 1749
- 664
- 1209

#### Approach Delay, s/veh
- 33.4
- 50.0
- 47.3
- 156.6

#### Approach LOS
- C
- D
- D
- F

#### Timer - Assigned Phs
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

#### Phs Duration (G+Y+Rc), s
- 13.4
- 30.7
- 17.6
- 58.3
- 7.6
- 36.5
- 35.2
- 40.7

#### Change Period (Y+Rc), s
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5

#### Max Green Setting (Gmax), s
- 9.6
- 23.4
- 19.5
- 49.5
- 5.0
- 28.0
- 32.5
- 36.5

#### Max Q Clear Time (g_c+I1), s
- 8.8
- 15.8
- 12.9
- 30.6
- 4.0
- 34.0
- 30.4
- 34.9

#### Green Ext Time (p_c), s
- 0.1
- 2.2
- 0.2
- 11.4
- 0.0
- 0.0
- 0.3
- 1.3

#### Intersection Summary

HCM 6th Ctrl Delay 66.4
HCM 6th LOS E
### Movement Configurations

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### Intersection Summary

| HCM 6th Ctrl Delay | 22.9 |
| HCM 6th LOS | C |

### Notes

User approved volume balancing among the lanes for turning movement.
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 22.9
- **HCM 6th LOS**: C
### HCM 6th Signalized Intersection Summary

#### 7: Kalnor Ave & Imperial Highway

**05/06/2022**

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 13.9
- **HCM 6th LOS**: B

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Scenario 7 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project AM Synchro 11 Report
### Movement Lane Configurations

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### Intersection Summary

| HCM 6th Ctrl Delay | 38.9 |
| HCM 6th LOS | D |
# HCM 6th Signalized Intersection Summary

**9: Avenida Manuel Salinas & Imperial Highway**

## Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

### Lane Configurations

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### Work Zone On Approach

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- No
- No

### Adj Sat Flow, veh/h/ln

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### Intersection Summary

- HCM 6th Ctrl Delay: 15.4
- HCM 6th LOS: B
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### Intersection Summary

| HCM 6th Ctrl Delay | 28.4 |
| HCM 6th LOS        | C    |
Scenario 7 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project AM Synchro 11 Report

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**Intersection Summary**

- HCM 6th Ctrl Delay: 71.3
- HCM 6th LOS: E
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**Intersection Summary**

| HCM 6th Ctrl Delay | 12.4 |
| HCM 6th LOS | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

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Scenario 7 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project AM Synchro 11 Report

Page 12
### Movement

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### Intersection Summary

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**Intersection Summary**

| HCM 6th Ctrl Delay | 31.0 |
| HCM 6th LOS | C |
**HCM 6th Signalized Intersection Summary**

15: Civic Center Dr & Volunteer Ave  
05/06/2022

### Movement

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### Lane Configurations

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### Lane Group

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### Intersection Summary

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<td>Parking Bus, Adj</td>
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| Grp Volume(v), veh/h  | 362 | 15  | 136 | 44  | 39  | 9   | 274 | 1395| 25  | 2   | 792 | 218 |
| Grp Sat Flow(s),veh/h/ln| 1347| 1856| 1572| 1227| 0   | 1795| 1714| 1763| 1844| 1763| 1767| 1572|
| Q Serve (g_s), s      | 31.4| 0.7  | 7.9 | 3.1 | 0.0 | 2.3 | 9.4 | 32.9 | 32.9 | 0.1 | 1.7 | 0.8 |
| Cycle Q Clear (g_c), s| 33.7| 0.7  | 7.9 | 3.8 | 0.0 | 2.3 | 9.4 | 32.9 | 32.9 | 0.1 | 1.7 | 0.8 |
| Prop In Lane          | 1.00| 1.00| 1.00| 0.19| 1.00| 0.03| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Lane Grp Cap (c), veh/h| 448 | 570 | 483 | 430 | 0   | 551 | 337 | 1018| 1065| 5   | 1700| 758 |
| V/C Ratio (X)         | 0.81| 0.03| 0.28| 0.10| 0.00| 0.09| 0.81| 0.68 | 0.68 | 0.42| 0.47| 0.29|
| Avail Cap (c_a), veh/h| 523 | 673 | 570 | 498 | 0   | 651 | 454 | 1018| 1065| 75  | 1700| 758 |
| HCM Platoon Ratio     | 1.00| 1.00| 1.00| 1.00| 0.00| 1.00| 1.00| 1.00| 1.00| 2.00| 2.00| 2.00|
| Upstream Filter (I)   | 0.88| 0.88| 0.88| 1.00| 0.00| 1.00| 1.00| 1.00| 1.00| 0.52| 0.52| 0.52|
| Uniform Delay (d), s/veh| 41.6| 29.0| 31.5| 30.4| 0   | 29.6| 53.0| 17.6 | 17.7 | 59.6| 1.1 | 1.1 |
| Incr Delay (d2), s/veh| 7.1 | 0.0  | 0.3 | 0.1 | 0.0 | 0.1 | 8.0 | 3.7  | 3.5 | 28.0 | 0.5 | 0.5 |
| Initial Q Delay (d3), s/veh| 0.0 | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 | 0.0  | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln| 16.4| 0.6  | 5.5 | 1.7 | 0.0 | 1.8 | 7.9 | 19.9 | 20.7 | 0.2 | 0.9 | 0.6 |

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<td>Timer - Assigned Phs 1 2 4 5 6 8</td>
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#### Lane Configurations

- **Lane Group Cap:**
  - EBL: 780
  - EBT: 762
  - EBR: 680
  - WBL: 154
  - WBT: 2495

#### Initial Q Delay

- 0.0

#### LnGrp LOS

- C: 22.7
- A: 75.0
- F: 36.3
- E: 0.0
- D: 10.1
- A: 12.3
- B: 0.0

#### Approach Vol, veh/h

- 976

#### Approach Delay, s/veh

- 70.0

### Intersection Summary

- **HCM 6th Ctrl Delay:** 36.6
- **HCM 6th LOS:** D
### Movement Lane Configurations

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 17.8
- **HCM 6th LOS**: B

**Notes**

User approved volume balancing among the lanes for turning movement.
| Movement   | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (veh/h) | 194 | 348 | 44  | 38  | 335 | 52  | 62  | 844 | 80  | 80  | 676 | 171 |
| Future Volume (veh/h)  | 194 | 348 | 44  | 38  | 335 | 52  | 62  | 844 | 80  | 80  | 676 | 171 |
| Initial Q (Qb), veh     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Work Zone On Approach  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  |
| Adj Sat Flow, veh/h/ln  | 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856|
| Adj Flow Rate, veh/h    | 220 | 395 | 50  | 42  | 368 | 57  | 74  | 1005| 95  | 98  | 824 | 209 |
| Peak Hour Factor        | 0.88| 0.88| 0.88| 0.91| 0.91| 0.91| 0.84| 0.84| 0.84| 0.82| 0.82| 0.82|
| Percent Heavy Veh, %    | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   |
| Cap, veh/h              | 250 | 835 | 372 | 55  | 447 | 199 | 94  | 1810| 807 | 121 | 2131| 537 |
| Arrive On Green         | 0.14| 0.24| 0.24| 0.03| 0.13| 0.13| 0.05| 0.51| 0.51| 0.14| 1.00| 1.00|
| Sat Flow, veh/h         | 1767| 3526| 1572| 1767| 3526| 1572| 1767| 3526| 1572| 1767| 4034| 1016|
| Grp Volcume(v), veh/h   | 220 | 395 | 50  | 42  | 368 | 57  | 74  | 1005| 95  | 98  | 689 | 344 |
| Grp Sat Flow(s),veh/h/ln| 1767| 1763| 1572| 1767| 1763| 1763| 1767| 1763| 1767| 1767| 1689| 1673|
| V/C Ratio(X)            | 0.88| 0.47| 0.13| 0.76| 0.82| 0.29| 0.78| 0.56| 0.51| 0.51| 0.39| 0.39|
| Avail Cap(c_a), veh/h   | 346 | 1022| 456 | 106 | 544 | 242 | 158 | 1810| 807 | 184 | 1784| 884 |
| HCM Platoon Ratio       | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 2.00| 2.00|
| Upstream Filter(I)      | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 0.61| 0.61|
| Lane Grp Cap(c), veh/h  | 250 | 835 | 372 | 55  | 447 | 199 | 94  | 1810| 807 | 121 | 1784| 884 |
| V/C Ratio(X)            | 0.88| 0.47| 0.13| 0.76| 0.82| 0.29| 0.78| 0.56| 0.51| 0.51| 0.39| 0.39|
| Avail Cap(c_a), veh/h   | 346 | 1022| 456 | 106 | 544 | 242 | 158 | 1810| 807 | 184 | 1784| 884 |
| Lane Grp Cap(c), veh/h  | 250 | 835 | 372 | 55  | 447 | 199 | 94  | 1810| 807 | 121 | 1784| 884 |
| LnGrp Delay(d), s/veh   | 67.7| 39.8| 36.3| 76.3| 59.5| 48.3| 57.4| 20.0| 15.1| 65.1| 0.6 | 1.2 |
| LnGrp LOS               | D   | D   | D   | E   | D   | E   | D   | E   | B   | E   | A   | A   |
| Approach Vol, veh/h     | 665 | 467 | 1174| 1131|
| Approach Delay, s/veh   | 48.7| 59.6| 22.0| 6.4 |
| Approach LOS            | D   | E   | C   | A   |
| Phs Duration (G+Y+Rc), s| 12.7| 66.1| 8.3 | 32.9| 10.9| 67.9| 21.5| 19.7|
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 12.5 | 47.5 | 7.2 | 34.8| 10.7| 49.3| 23.5| 18.5|
| Max Q Clear Time (g+c+I1), s | 8.5 | 25.3 | 4.8 | 13.6| 7.0 | 2.0 | 16.6| 14.2|
| Green Ext Time (p_c), s  | 0.1 | 8.1 | 0.0 | 2.7 | 0.0 | 9.1 | 0.3 | 1.0 |

Intersection Summary

HCM 6th Ctrl Delay 27.1
HCM 6th LOS C
### Lane Configurations

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### Intersection Summary

- **HCM 2000 Control Delay**: 76.4 s
- **HCM 2000 Level of Service**: E
- **HCM 2000 Volume to Capacity ratio**: 1.19
- **Actuated Cycle Length (s)**: 140.0 s
- **Sum of lost time (s)**: 22.5 s
- **Intersection Capacity Utilization**: 78.1%
- **ICU Level of Service**: D
- **Analysis Period (min)**: 15
- **c Critical Lane Group**
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| Int Delay, s/veh | 0.6 |

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### Approach

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| Int Delay, s/veh | 0.1 |

### Movement

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### Storage Length

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### Grade, %

| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Grade, %         | 0  | 0  | 0  | 0  | 0  | 0  |

### Heavy Vehicles, %

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### Approach

| HCM Control Delay, s | 9.5 | 0   | 0   |
| HCM LOS              | A   |     |     |

### Minor Lane/Major Mvmt

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| Int Delay, s/veh | 1.7 |

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### Minor Lane/Major Mvmt

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### Intersection

Int Delay, s/veh 5.9

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#### Lane Configurations

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#### Minor Lane/Major Mvmt

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<th>EBT</th>
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| Capacity (veh/h) | 1513 | - | - | - | 905 |
| HCM Lane V/C Ratio | 0.014 | - | - | 0.138 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9.6 |
| HCM Lane LOS | A | A | - | A |
| HCM 95th %title Q(veh) | 0 | - | - | 0.5 |
### Lane Configurations

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### HCM 6th Signalized Intersection Summary

- **HCM 6th Ctrl Delay**: 18.1
- **HCM 6th LOS**: B

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1: Norwalk Bl & Lakeland Rd  
05/06/2022
### Movement

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### Lane Configurations

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### Approach Vol, veh/h

198 | 1033 | 1189

### Approach Delay, s/veh

45.5 | 2.4 | 3.0

### Approach LOS

D | A | A

### Intersection Summary

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### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
## Movement Lane Configurations

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### Scenario 8 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project PM Synchro 11 Report

- **Lane Configurations**
  - **Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR**
  - **Traffic Volume (veh/h) 326 1281 65 212 1210 137 51 575 297 174 485 437**
  - **Future Volume (veh/h) 326 1281 65 212 1210 137 51 575 297 174 485 437**
  - **Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0**
  - **Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00**
  - **Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00**

### Intersection Summary

**HCM 6th Ctrl Delay** 50.5

**HCM 6th LOS D**
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### Intersection Summary

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### Notes

User approved volume balancing among the lanes for turning movement.
### Movement

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 22.7
- **HCM 6th LOS**: C
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Lane Configurations |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Traffic Volume (veh/h) | 81  | 1350 | 25  | 27  | 1869 | 109 | 13  | 18  | 24  | 85  | 22  | 69  |     |
| Future Volume (veh/h)  | 81  | 1350 | 25  | 27  | 1869 | 109 | 13  | 18  | 24  | 85  | 22  | 69  |     |
| Initial Q (Qb), veh      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |
| Ped-Bike Adj(A_pbT)     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |     |
| Parking Bus, Adj         | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |
| Work Zone On Approach    | No  | No  | No  | No  | No  | No  |     |     |     |     |     |     |     |
| Adj Sat Flow, veh/h/ln  | 1856 | 1856 | 1856 | 1856 | 1856 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h     | 91   | 1517 | 28   | 29   | 1988 | 116  | 18   | 25   | 33   | 91   | 24   | 75   |     |
| Peak Hour Factor         | 0.89 | 0.89 | 0.89 | 0.94 | 0.94 | 0.94 | 0.73 | 0.73 | 0.73 | 0.93 | 0.93 | 0.92 |     |
| Percent Heavy Veh, %     | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |     |
| Cap, veh/h               | 115  | 3502 | 65   | 47   | 2275 | 1015 | 123  | 155  | 270  | 221  | 68   | 212  |     |
| Arrive On Green          | 0.07 | 0.68 | 0.68 | 0.03 | 0.65 | 0.65 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |     |
| Sat Flow, veh/h          | 1767 | 5121 | 95   | 1767 | 3526 | 1572 | 461  | 924  | 1610 | 1366 | 405  | 1267 |     |
| Grp Volume(v), veh/h     | 91   | 1000 | 545  | 29   | 1988 | 116  | 18   | 25   | 33   | 91   | 24   | 75   |     |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1689 | 1839 | 1767 | 1763 | 1572 | 1384 | 0    | 1610 | 1366 | 0    | 1672 |     |
| Q Serve(g_s), s          | 5.6  | 14.7 | 14.7 | 1.8  | 50.7 | 3.1  | 0.1  | 0.0  | 1.9  | 7.0  | 0    | 0    | 0    |
| Cycle Q Clear(g_c), s    | 5.6  | 14.7 | 14.7 | 1.8  | 50.7 | 3.1  | 5.9  | 0.0  | 1.9  | 12.9 | 0    | 0    | 0    |
| Prop In Lane             | 1.00 | 0.05 | 1.00 | 1.00 | 0.42 | 1.00 | 1.00 | 0.76 |     |     |     |     |     |
| Lane Grp Cap(c), veh/h   | 115  | 2309 | 1257 | 47   | 2275 | 1015 | 278  | 0    | 270  | 221  | 0    | 280  |     |
| V/C Ratio(X)             | 0.79 | 0.43 | 0.43 | 0.62 | 0.87 | 0.11 | 0.15 | 0.00 | 0.12 | 0.41 | 0.00 | 0.35 |     |
| Avail Cap(c_a), veh/h    | 168  | 2497 | 1359 | 101  | 2473 | 1103 | 278  | 0    | 270  | 221  | 0    | 280  |     |
| HCM Platoon Ratio        | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |
| Upstream Filter(I)       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |
| Uniform Delay (d), s/veh | 50.9 | 7.9  | 7.9  | 53.2 | 15.9 | 7.5  | 39.2 | 0    | 39.1 | 46.4 | 0    | 40.7 |     |
| Incr Delay (d2), s/veh   | 14.5 | 0.1  | 0.2  | 12.3 | 3.6  | 0.0  | 1.2  | 0.0  | 0.9  | 5.6  | 0    | 3.5  |     |
| Initial Q Delay(d3), s/veh| 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |
| %ile BackOfQ(95%),veh/ln | 5.3  | 8.5  | 9.2  | 1.7  | 26.6 | 1.8  | 2.0  | 0.0  | 1.5  | 4.9  | 0    | 4.8  |     |
| LnGrp Delay(d),s/veh     | 65.5 | 8.0  | 8.1  | 65.5 | 19.5 | 7.6  | 40.4 | 0    | 40.0 | 52.0 | 0    | 44.2 |     |
| LnGrp LOS                | E    | A    | A    | E    | B    | A    | D    | A    | D    | D    | A    | D    |     |
| Approach Vol, veh/h      | 1636 |      |      | 2133 |      |     | 76   |      |      | 190  |     |     |     |
| Approach Delay, s/veh    | 11.2 |      |      | 19.5 |      |     | 40.2 |      |      | 47.9 |     |     |     |
| Approach LOS             | B    |      |      | B    |      |     | D    |      |      | D    |     |     |     |
| Timer - Assigned Phs     | 2    | 3    | 4    | 6    | 7    | 8    |     |     |     |     |     |     |     |
| Phs Duration (G+Y+Rc), s | 23.0 | 7.4  | 80.1 | 23.0 | 11.7 | 75.8 |     |     |     |     |     |     |     |
| Change Period (Y+Rc), s  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |     |     |     |     |     |     |     |
| Max Green Setting (Gmax), s | 18.5 | 6.3  | 81.7 | 18.5 | 10.5 | 77.5 |     |     |     |     |     |     |     |
| Max Q Clear Time (g_c+H), s | 7.9  | 3.8  | 16.7 | 14.9 | 7.6  | 52.7 |     |     |     |     |     |     |     |
| Green Ext Time (p_c), s  | 0.2  | 0.0  | 17.4 | 0.2  | 0.0  | 18.7 |     |     |     |     |     |     |     |

**Intersection Summary**

HCM 6th Ctrl Delay | 17.9
HCM 6th LOS | B
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HCM 6th LOS D
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Scenario 8 19962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project PM Synchro 11 Report
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 71.5
- **HCM 6th LOS**: E
## Scenario 8 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project

### 2:44 pm 05/04/2022 Future with Project PM Synchro 11 Report

| Movement   | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (veh/h) | 3   | 2   | 13  | 597 | 0   | 168 | 0   | 923 | 541 | 171 | 1029 | 0   |
| Future Volume (veh/h)  | 3   | 2   | 13  | 597 | 0   | 168 | 0   | 923 | 541 | 171 | 1029 | 0   |
| Initial Q (Qb), veh    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

### Work Zone On Approach
- No
- No
- No
- No

### Adj Sat Flow, veh/h/ln
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856

### Adj Flow Rate, veh/h
- 5
- 3
- 21
- 979
- 0
- 275
- 0
- 961
- 564
- 192
- 1156
- 0

### Peak Hour Factor
- 0.61
- 0.61
- 0.61
- 0.61
- 0.61
- 0.61
- 0.96
- 0.96
- 0.89
- 0.89
- 0.89
- 0.89

### Percent Heavy Veh, %
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33
- 33

### Cap, veh/h
- 7
- 4
- 30
- 1084
- 0
- 482
- 0
- 2002
- 1104
- 216
- 2811
- 0

### Arrive On Green
- 0.03
- 0.03
- 0.03
- 0.31
- 0.00
- 0.31
- 0.00
- 0.79
- 0.79
- 0.24
- 1.00
- 0.00

### Sat Flow, veh/h
- 281
- 169
- 1180
- 3534
- 0
- 1572
- 0
- 5233
- 1572
- 1767
- 1689
- 0

### Grp Volume(v), veh/h
- 29
- 0
- 0
- 979
- 0
- 275
- 0
- 961
- 564
- 192
- 1156
- 0

### Q Serve(g_s), s
- 2.1
- 0.0
- 0.0
- 31.9
- 0.0
- 17.6
- 0.0
- 7.7
- 15.7
- 12.6
- 0.0
- 0.0

### Upstream Filter(I)
- 1.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00

### Uniform Delay (d), s/veh
- 58.0
- 0.0
- 0.0
- 39.9
- 0.0
- 34.9
- 0.0
- 8.4
- 24.6
- 0.0
- 0.0
- 0.0

### Lane Grp Cap(c), veh/h
- 42
- 0
- 0
- 1084
- 0
- 482
- 0
- 2002
- 1104
- 216
- 2811
- 0

### LnGrp Delay(d), s/veh
- 76.1
- 0.0
- 0.0
- 45.4
- 0.0
- 35.6
- 0.0
- 9.1
- 73.1
- 0.4
- 0.0

### LnGrp LOS
- A
- A
- A
- D
- A
- D
- A
- E
- A
- A

### Approach Vol, veh/h
- 29
- 1254
- 1525
- 1348

### Approach Delay, s/veh
- 76.1
- 43.2
- 7.2
- 10.8

### Approach LOS
- E
- D
- A
- B

### Timer - Assigned Phs
- 1
- 2
- 4
- 6
- 8

### Phs Duration (G+Y+Rc), s
- 19.2
- 51.9
- 7.6
- 71.1
- 41.3

### Change Period (Y+Rc), s
- 4.5
- 4.5
- 4.5
- 4.5
- 4.5

### Max Green Setting (Gmax), s
- 16.5
- 27.0
- 18.0
- 48.0
- 40.5

### Max Q Clear Time (g_c+I1), s
- 14.6
- 17.7
- 4.1
- 2.0
- 33.9

### Green Ext Time (p_c), s
- 0.1
- 5.7
- 0.1
- 11.1
- 2.9

### Intersection Summary

#### HCM 6th Ctrl Delay
- 19.7

#### HCM 6th LOS
- B

### Notes

User approved volume balancing among the lanes for turning movement.
### Movement Lane Configurations

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<td>Future Volume (veh/h)</td>
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<td>0</td>
<td>765</td>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 17.8
- **HCM 6th LOS**: B

---

**Notes:**

- Scenario 8 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project PM Synchro 11 Report
- Page 13
### Movement

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### Work Zone On Approach

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### Phs Duration (G+Y+Rc), s

| 31.8 | 8.2  | 27.4 | 22.6 | 8.7  | 26.8 |

### Change Period (Y+Rc), s

| 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |

### Max Green Setting (Gmax), s

| 19.3 | 5.5  | 29.1 | 18.1 | 6.7  | 27.9 |

### Max Q Clear Time (g +I1), s

| 4.4  | 4.0  | 13.1 | 8.7  | 4.8  | 19.2 |

### Green Ext Time (p_c), s

| 0.3  | 0.0  | 3.3  | 0.6  | 0.0  | 3.2  |

### HCM 6th Ctrl Delay

| 27.5 |

### HCM 6th LOS

| C    |
### HCM 6th Signalized Intersection Summary

**15: Civic Center Dr & Volunteer Ave**

**05/06/2022**

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**Intersection Summary**

| HCM 6th Ctrl Delay | 27.6 |
| HCM 6th LOS | C   |
### Movement Summary

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### Lane Configurations

- **Lane Configurations**
- **Traffic Volume (veh/h)**
- **Future Traffic Volume (veh/h)**
- **Initial Qm (Qb), veh**
- **Ped-Bike Adj(A_pbT)**
- **Parking Bus, Adj**

### Scenario Summary

- **Scenario 8 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project**
- **2:44 pm 05/04/2022**
- **Future with Project PM Synchro 11 Report**

### Intersection Summary

- **HCM 6th Ctrl Delay** 19.4
- **HCM 6th LOS** B

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**Notes:**
- **HCM 6th Signalized Intersection Summary**
- **16: Civic Center Dr & Bloomfield Ave**
- **05/06/2022**

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**Scenario 8 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project PM Synchro 11 Report**

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<td>Approach LOS</td>
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<td>Timer - Assigned Phs</td>
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<td>Phs Duration (G+Y+Rc), s</td>
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<td>Max Green Setting (Gmax), s</td>
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<tr>
<td>Max Q Clear Time (g_c+I1), s</td>
<td>23.3</td>
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<td>32.5</td>
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<tr>
<td>Green Ext Time (p_c), s</td>
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**Intersection Summary**

- HCM 6th Ctrl Delay: 22.4
- HCM 6th LOS: C
## Scenario 8 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project PM Synchro 11 Report

### Movement 

<table>
<thead>
<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
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<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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</thead>
</table>

### Lane Configurations 

| Traffic Volume (veh/h) | 75  | 237 | 132 | 0   | 0   | 0   | 1057| 165 | 444 | 1303| 0   |
| Future Volume (veh/h)  | 75  | 237 | 132 | 0   | 0   | 0   | 1057| 165 | 444 | 1303| 0   |

| Initial Q (Qb), veh    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

### Work Zone On Approach 

- No
- No

### Adj Sat Flow, veh/h/ln 

<table>
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<tr>
<th>Lane</th>
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<th>1856</th>
<th>1856</th>
<th>0</th>
<th>1856</th>
<th>1856</th>
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### Adj Flow Rate, veh/h 

<table>
<thead>
<tr>
<th>Lane</th>
<th>78</th>
<th>261</th>
<th>128</th>
<th>0</th>
<th>1149</th>
<th>179</th>
<th>522</th>
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### Peak Hour Factor 

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<tr>
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<th>0.96</th>
<th>0.96</th>
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<th>0.92</th>
<th>0.92</th>
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### Percent Heavy Veh, % 

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### Cap, veh/h 

<table>
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<th>194</th>
<th>406</th>
<th>172</th>
<th>0</th>
<th>2652</th>
<th>413</th>
<th>610</th>
<th>4131</th>
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### Arrive On Green 

<table>
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<tr>
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<th>0.11</th>
<th>0.11</th>
<th>0.11</th>
<th>0.00</th>
<th>0.60</th>
<th>0.60</th>
<th>0.18</th>
<th>0.82</th>
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### Sat Flow, veh/h 

<table>
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<th>1767</th>
<th>3711</th>
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<th>1689</th>
<th>1732</th>
<th>1714</th>
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### Grp Volume(v), veh/h 

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<th>179</th>
<th>522</th>
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### Q Serve(g_s), s 

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<th>17.9</th>
<th>17.7</th>
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### Cycle Q Clear(g_c), s 

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<th>17.9</th>
<th>17.7</th>
<th>9.6</th>
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### Prop In Lane 

<table>
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<th>1.00</th>
<th>0.00</th>
<th>0.00</th>
<th>0.40</th>
<th>1.00</th>
<th>0.00</th>
<th>0.00</th>
<th>0.00</th>
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### Lane Grp Cap(c), veh/h 

<table>
<thead>
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<th>Lane</th>
<th>194</th>
<th>406</th>
<th>172</th>
<th>0</th>
<th>2026</th>
<th>1039</th>
<th>610</th>
<th>4131</th>
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### V/C Ratio(X) 

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<th>Lane</th>
<th>0.40</th>
<th>0.64</th>
<th>0.74</th>
<th>0.00</th>
<th>0.43</th>
<th>0.43</th>
<th>0.86</th>
<th>0.37</th>
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### Avail Cap(c_a), veh/h 

<table>
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<th>Lane</th>
<th>317</th>
<th>665</th>
<th>282</th>
<th>0</th>
<th>2026</th>
<th>1039</th>
<th>929</th>
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### HCM Platoon Ratio 

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<th>1.00</th>
<th>1.00</th>
<th>1.00</th>
<th>1.00</th>
<th>1.00</th>
<th>1.00</th>
<th>1.00</th>
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### Upstream Filter(I) 

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<th>0.93</th>
<th>0.93</th>
<th>0.93</th>
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<th>0.67</th>
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### Uniform Delay (d), s/veh 

<table>
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<tr>
<th>Lane</th>
<th>49.8</th>
<th>51.2</th>
<th>51.8</th>
<th>0.0</th>
<th>13.0</th>
<th>13.0</th>
<th>47.8</th>
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### Incr Delay (d2), s/veh 

<table>
<thead>
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<th>Lane</th>
<th>1.3</th>
<th>1.6</th>
<th>5.8</th>
<th>0.0</th>
<th>0.5</th>
<th>0.9</th>
<th>2.2</th>
<th>0.1</th>
<th>0.0</th>
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### Initial Q Delay(d3), s/veh 

<table>
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<th>Lane</th>
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<th>0.0</th>
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<th>0.0</th>
<th>0.0</th>
<th>0.0</th>
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### %ile BackOfQ(95%),veh/ln 

<table>
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<th>Lane</th>
<th>4.1</th>
<th>6.9</th>
<th>7.2</th>
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<th>9.7</th>
<th>10.1</th>
<th>10.7</th>
<th>4.1</th>
<th>0.0</th>
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### LnGrp Delay(d),s/veh 

<table>
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<tr>
<th>Lane</th>
<th>51.0</th>
<th>52.8</th>
<th>57.6</th>
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<th>13.4</th>
<th>13.9</th>
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### LnGrp LOS 

<table>
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<th>D</th>
<th>E</th>
<th>A</th>
<th>B</th>
<th>D</th>
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<th>A</th>
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### Approach Vol, veh/h 

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### Approach Delay, s/veh 

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### Approach LOS 

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### Timer - Assigned Phs 

<table>
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### Phs Duration (G+Y+Rc), s 

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### Change Period (Y+Rc), s 

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### Max Green Setting (Gmax), s 

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### Max Q Clear Time (g_c+I1), s 

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<th>11.6</th>
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### Green Ext Time (p_c), s 

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<th>1.6</th>
<th>11.9</th>
<th>1.7</th>
<th>19.1</th>
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</thead>
</table>

### Notes 

- User approved volume balancing among the lanes for turning movement.
| Movement          | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume    | 211 | 342 | 58  | 64  | 388 | 80  | 95  | 888 | 60  | 80  | 972 | 203 |
| Future Volume     | 211 | 342 | 58  | 64  | 388 | 80  | 95  | 888 | 60  | 80  | 972 | 203 |
| Initial Q (Qb)    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj      | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   |
| Parking Bus, Adj  | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   |
| Work Zone On      | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  |
| Adj Sat Flow      | 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856| 1856|
| Adj Flow Rate     | 240 | 389 | 80  | 80  | 485 | 100 | 112 | 1045| 71  | 90  | 1022| 228 |
| Peak Hour Factor  | 0.88| 0.88| 0.80| 0.80| 0.80| 0.85| 0.85| 0.89| 0.89| 0.89| 0.89| 0.89|
| Percent Heavy Veh | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   |
| Cap, veh/h        | 270 | 900 | 401 | 102 | 565 | 252 | 137 | 1671| 745 | 112 | 1929| 403 |
| Arrive On Green   | 0.15| 0.26| 0.06| 0.16| 0.16| 0.08| 0.47| 0.47| 0.13| 0.92| 0.92| 0.92|
| Sat Flow, veh/h   | 1767| 3526| 1572| 1767| 3526| 1572| 1767| 3526| 1572| 1767| 4199| 876 |
| Grp Volume(v)     | 240 | 389 | 80  | 80  | 485 | 100 | 112 | 1045| 71  | 90  | 878 | 442 |
| Grp Sat Flow(s)   | 1767| 1763| 1572| 1767| 1763| 1767| 1767| 1763| 1767| 1767| 1767| 1767|
| Q Serve(g_s)      | 16.0| 11.1| 3.9 | 5.4 | 16.1| 6.8 | 7.5 | 26.6| 3.0 | 5.9 | 5.3 | 5.3 |
| Cycle Q Clear(g_c)| 16.0| 11.1| 3.9 | 5.4 | 16.1| 6.8 | 7.5 | 26.6| 3.0 | 5.9 | 5.3 | 5.3 |
| Prop In Lane      | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   |
| Lane Grp Cap(c)   | 270 | 900 | 401 | 102 | 565 | 252 | 137 | 1671| 745 | 112 | 1552| 780 |
| V/C Ratio(X)      | 0.89| 0.43| 0.16| 0.79| 0.86| 0.40| 0.82| 0.63 | 0.10| 0.81| 0.57| 0.57|
| Avail Cap(c_a)    | 346 | 967 | 431 | 178 | 632 | 282 | 184 | 1671| 745 | 155 | 1552| 780 |
| HCM Platoon Ratio | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 2   | 2   |
| Upstream Filter(I)| 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   |
| Uniform Delay     | 49.9| 37.4| 34.7| 55.8| 49.1| 45.2| 54.5| 23.6 | 17.4| 51.7| 2.8 | 2.8 |
| Incr Delay        | 20.0| 0.3 | 0.2 | 12.5| 10.5| 1.0 | 2.6 | 0.2  | 0.0 | 17.8| 1.4 | 2.8 |
| Initial Q Delay   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| %ile BackOfQ(95%) | 13.3 | 8.4 | 2.8 | 4.9 | 12.5 | 5.0 | 4.5 | 12.8 | 1.7 | 5.5 | 2.4 | 3.0 |
| Unsig. Movement Delay | 69.9 | 37.4 | 34.7 | 55.8 | 49.1 | 45.2 | 54.5 | 23.6 | 17.4 | 69.5 | 4.2 | 5.6 |
| HCM 6th Ctrl Delay| 29.4 |
| HCM 6th LOS       | C   |     |     |     |     |     |     |     |     |     |     |     |
### Movement

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<td><strong>Lane Configurations</strong></td>
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<tr>
<td><strong>Traffic Volume (vph)</strong></td>
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<td>219</td>
<td>609</td>
<td>123</td>
<td>50</td>
<td>591</td>
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<td>32</td>
<td>123</td>
<td>409</td>
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<tr>
<td><strong>Future Volume (vph)</strong></td>
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<td>609</td>
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<td>591</td>
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<td>409</td>
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<td><strong>Ideal Flow (vph)</strong></td>
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<td><strong>Frt</strong></td>
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<td><strong>Frt Protected</strong></td>
<td>0.95</td>
<td>1.00</td>
<td>1.00</td>
<td>0.95</td>
<td>1.00</td>
<td>0.95</td>
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<td>1.00</td>
<td>1.00</td>
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<tr>
<td><strong>Satd. Flow (prot)</strong></td>
<td>1752</td>
<td>3505</td>
<td>1568</td>
<td>1752</td>
<td>4930</td>
<td></td>
<td></td>
<td></td>
<td>1752</td>
<td>3284</td>
<td>1427</td>
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<td><strong>Satd. Flow (perm)</strong></td>
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<td>1.00</td>
<td>1.00</td>
<td>0.95</td>
<td>1.00</td>
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<td>0.95</td>
<td>1.00</td>
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<tr>
<td><strong>Peak-hour factor, PHF</strong></td>
<td>0.98</td>
<td>0.98</td>
<td>0.98</td>
<td>0.98</td>
<td>0.89</td>
<td>0.89</td>
<td>0.89</td>
<td>0.89</td>
<td>0.92</td>
<td>0.92</td>
<td>0.92</td>
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<tr>
<td><strong>Adj. Flow (vph)</strong></td>
<td>126</td>
<td>223</td>
<td>621</td>
<td>126</td>
<td>56</td>
<td>664</td>
<td>72</td>
<td>36</td>
<td>134</td>
<td>445</td>
<td>263</td>
<td>40</td>
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<td><strong>RTOR Reduction (vph)</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>69</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<td>0.0</td>
<td>0.0</td>
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<tr>
<td><strong>Lane Group Flow (vph)</strong></td>
<td>0</td>
<td>349</td>
<td>621</td>
<td>57</td>
<td>56</td>
<td>772</td>
<td>0</td>
<td>0</td>
<td>134</td>
<td>521</td>
<td>143</td>
<td>0</td>
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<tr>
<td><strong>Heavy Vehicles (%)</strong></td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
</tr>
</tbody>
</table>

### Lane Group Flow (vph)

| Lane Grp Cap (vph) | 263 | 1439 | 644 | 62  | 2359 | 93  | 938 | 407 |

### Percentages

<table>
<thead>
<tr>
<th>Turn Type</th>
<th>Prot</th>
<th>Perm</th>
<th>NA</th>
<th>Perm</th>
<th>Prot</th>
<th>NA</th>
<th>Perm</th>
<th>Prot</th>
<th>NA</th>
<th>Perm</th>
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<td>Protected Phases</td>
<td>7</td>
<td>4</td>
<td>3</td>
<td>8</td>
<td>5</td>
<td>2</td>
<td></td>
<td></td>
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</table>

### Critical Lane Group

| Actuated Green, G (s) | 57.5 | 57.5 | 57.5 | 5.0 | 67.0 | 7.5 | 40.0 | 40.0 |
| Effective Green, g (s) | 57.5 | 57.5 | 57.5 | 5.0 | 67.0 | 7.5 | 40.0 | 40.0 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.41 | 0.04 | 0.48 | 0.05 | 0.29 | 0.29 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 263 | 1439 | 644 | 62 | 2359 | 93 | 938 | 407 |
| v/s Ratio Prot | 0.18 | c0.03 | 0.16 | c0.08 | 0.0 | 0.10 |
| v/s Ratio Perm | c0.54 | 0.04 | 1.33 | 0.43 | 0.90 | 0.33 | 1.44 | 0.56 |
| v/c Ratio | 1.2 | 29.5 | 25.2 | 67.3 | 22.6 | 66.2 | 42.5 | 39.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 171.0 | 0.2 | 0.1 | 80.1 | 0.1 | 248.8 | 2.4 | 2.4 |
| Delay (s) | 212.3 | 29.8 | 25.3 | 147.4 | 22.6 | 315.1 | 44.8 | 42.1 |
| Level of Service | F | C | C | F | C | F | D | D |
| Approach Delay (s) | 87.4 | 31.1 | 85.2 |
| Approach LOS | F | C | F |

### Intersection Summary

| HCM 2000 Control Delay | 79.8 |
| HCM 2000 Volume to Capacity ratio | 1.15 |
| Actuated Cycle Length (s) | 140.0 |
| Intersection Capacity Utilization | 84.6% |
| Analysis Period (min) | 15 |
| Critical Lane Group | c |
## Movement

<table>
<thead>
<tr>
<th>Movement</th>
<th>SBL2</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
<th>SWL2</th>
<th>SWL</th>
<th>SWR</th>
<th>SWR2</th>
</tr>
</thead>
</table>

### Traffic Volume (vph)
- 11 79 498 202 21 314 302 7
- 11 79 498 202 21 314 302 7

### Ideal Flow (vhpl)
- 1900 1900 1900 1900 1900 1900 1900 1900

### Total Lost time (s)
- 4.5 4.5 4.5 4.5 4.5

### Lane Util. Factor
- 1.00 0.95 1.00 0.97 0.91

### Lane Group Flow (vph)
- 0 95 524 213 0 496 228 0

### Heavy Vehicles (%)
- 3% 3% 3% 3% 3% 3% 3% 3%

### Turn Type

<table>
<thead>
<tr>
<th>Turn Type</th>
<th>Prot</th>
<th>Perm</th>
<th>NA</th>
<th>Prot</th>
<th>Prot</th>
<th>Perm</th>
</tr>
</thead>
</table>

### Protected Phases
- 1 6 12 12

### Permitted Phases
- 6 6 12

### Actuated Green, G (s)
- 28.0 28.0 28.0 19.5 19.5

### Effective Green, g (s)
- 28.0 28.0 28.0 19.5 19.5

### Actuated g/C Ratio
- 0.20 0.20 0.20 0.14 0.14

### Clearance Time (s)
- 4.5 4.5 4.5 4.5 4.5

### Vehicle Extension (s)
- 3.0 3.0 3.0 3.0 3.0

### Lane Grp Cap (vph)
- 151 701 313 462 198

### v/s Ratio Prot
- c0.15

### v/s Ratio Perm
- 0.13 0.14

### v/c Ratio
- 0.63 0.75 0.68 1.07 1.15

### Uniform Delay, d1
- 51.2 52.7 51.9 60.2 60.2

### Progression Factor
- 1.00 1.00 1.00 1.00 1.00

### Incremental Delay, d2
- 18.2 7.2 11.4 63.0 110.7

### Delay (s)
- 69.5 59.8 63.2 123.2 171.0

### Level of Service
- E  E  E  F  F

### Approach Delay (s)
- 61.8 138.3

### Approach LOS
- E  F

### Intersection Summary
### Intersection

| Int Delay, s/veh | 0.8 |

### Movement

<table>
<thead>
<tr>
<th>WBL</th>
<th>WBR</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
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<tr>
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#### Lane Configurations

<table>
<thead>
<tr>
<th>Traffic Vol, veh/h</th>
<th>0 107 1012 117 0 1210</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Vol, veh/h</td>
<td>0 107 1012 117 0 1210</td>
</tr>
<tr>
<td>Conflicting Peds, #/hr</td>
<td>0 0 0 0 0 0</td>
</tr>
</tbody>
</table>

#### Sign Control

- RT Channelized: None, None, None, None, None, None
- Storage Length: 0, 0, 0, 0, 0, 0

#### Conflict Flow

- All: 614, 0, 0, -
- Stage 1: -
- Stage 2: -

#### Critical Hdwy

- Stg 1: -
- Stg 2: -

#### Peak Hour Factor

- 92, 92, 92, 92, 92, 92

#### Heavy Vehicles, %

- 0, 0, 3, 3, 3, 3

#### Mvmt Flow

- 0 116 1100 127 0 1315

### Major/Minor

#### Minor

<table>
<thead>
<tr>
<th>Minor1</th>
<th>Major1</th>
<th>Major2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

- Conflicting Flow: All: 614, 0, 0, -
- Stage 1: 0, -
- Stage 2: 0, -

#### Critical Hdwy

- Follow-up Hdwy: 3.9, -
- Pot Cap-1 Maneuver: 0 377, -
- Stage 1: 0, -
- Stage 2: 0, -

#### Platoon blocked, %

- - - -

#### Mov Cap-2 Maneuver

- - - - -

- Stage 1: -
- Stage 2: -

### Approach

#### HCM Control Delay, s

<table>
<thead>
<tr>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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</thead>
<tbody>
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<td>18.8</td>
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#### HCM LOS

- C

### Minor Lane/Major Mvmt

#### Capacity (veh/h)

<table>
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<tbody>
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</tbody>
</table>

#### HCM Lane V/C Ratio

- 0.308

#### HCM Control Delay (s)

- 18.8

#### HCM Lane LOS

- C

#### HCM 95th %tile Q(veh)

- 1.3
Intersection

| Int Delay, s/veh | 0.3 |

Movement

<table>
<thead>
<tr>
<th>Movement</th>
<th>WBL</th>
<th>WBR</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
</tr>
</thead>
</table>

Lane Configurations

| Traffic Vol, veh/h | 6 0 60 51 0 68 |
| Future Vol, veh/h  | 6 0 60 51 0 68 |
| Conflicting Peds, #/hr | 0 0 0 0 0 0 |

Sign Control

| RT Channelized | Stop | Stop | Free | Free | Free | Free |
| Storage Length  | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | -    | -    | -    |
| Grade, %        | 0    | -    | -    | -    | -    | -    |
| Peak Hour Factor | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, % | 2    | 2    | 2    | 2    | 2    | 2    |

Mvmt Flow

| Movement Flow | 7    | 0    | 65   | 55   | 0    | 74   |

Major/Minor

| Conflicting Flow All | 167  | 93   | 0    | 0    | 120  | 0    |
| Stage 1             | 93   | -    | -    | -    | -    | -    |
| Stage 2             | 74   | -    | -    | -    | -    | -    |
| Critical Hdwy       | 6.42 | 6.22 | -    | -    | 4.12 | -    |
| Critical Hdwy Stg 1 | 5.42 | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2 | 5.42 | -    | -    | -    | -    | -    |
| Follow-up Hdwy      | 3.518| 3.318| -    | -    | 2.218| -    |
| Pot Cap-1 Maneuver  | 823  | 964  | -    | -    | 1468 | -    |
| Stage 1             | 931  | -    | -    | -    | -    | -    |
| Stage 2             | 949  | -    | -    | -    | -    | -    |
| Platoon blocked, %  | -    | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver  | 823  | 964  | -    | -    | 1468 | -    |
| Mov Cap-2 Maneuver  | 823  | -    | -    | -    | -    | -    |
| Stage 1             | 931  | -    | -    | -    | -    | -    |
| Stage 2             | 949  | -    | -    | -    | -    | -    |

Approach

<table>
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<tr>
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<th>SB</th>
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<tr>
<td>HCM LOS</td>
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</tbody>
</table>

Minor Lane/Major Mvmt

| Capacity (veh/h) | - | - | 823 | 1468 | - |
| HCM Lane V/C Ratio | - | 0.008 | - | - | - |
| HCM Control Delay (s) | - | 9.4 | 0 | - | - |
| HCM Lane LOS | - | A | A | - | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |
### Intersection

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<th>Int Delay, s/veh</th>
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<th>NBT</th>
<th>SBT</th>
<th>SBR</th>
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<tr>
<td>Traffic Vol, veh/h</td>
<td>23 41 31 80 135 0</td>
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<tr>
<td>Future Vol, veh/h</td>
<td>23 41 31 80 135 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Conflicting Peds, #/hr</td>
<td>0 0 0 0 0 0</td>
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<th>Stop</th>
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<th>Free</th>
<th>Free</th>
<th>Free</th>
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<td>None</td>
<td>-</td>
<td>None</td>
<td>-</td>
<td>None</td>
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| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, | 0 | - | 0 | 0 | - | - |
| Grade, % | 0 | - | 0 | 0 | - | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 45 | 34 | 87 | 147 | 0 |

<table>
<thead>
<tr>
<th>Major/Minor</th>
<th>Minor2</th>
<th>Major1</th>
<th>Major2</th>
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<tr>
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<td>147</td>
<td>147</td>
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<td>Stage 1</td>
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<td>Stage 2</td>
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<td>Critical Hdwy Stg 2</td>
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<tr>
<td>Follow-up Hdwy</td>
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<td>3.318</td>
<td>2.218</td>
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<tr>
<td>Pot Cap-1 Maneuver</td>
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<td>900</td>
<td>1435</td>
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<td>Stage 1</td>
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<td>Stage 2</td>
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<td>Platoon blocked, %</td>
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<td>Mov Cap-1 Maneuver</td>
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<td>Stage 2</td>
<td>873</td>
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<th>NB</th>
<th>SB</th>
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<tbody>
<tr>
<td>HCM Control Delay, s</td>
<td>9.9</td>
<td>2.1</td>
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<td>HCM LOS</td>
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<table>
<thead>
<tr>
<th>Minor Lane/Major Mvmt</th>
<th>NBL</th>
<th>NBT EBLn1</th>
<th>SBT</th>
<th>SBR</th>
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<tbody>
<tr>
<td>Capacity (veh/h)</td>
<td>1435</td>
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<td>803</td>
<td>-</td>
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<td>HCM Lane V/C Ratio</td>
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<tr>
<td>HCM Control Delay (s)</td>
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<td>0</td>
<td>9.9</td>
<td>-</td>
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<tr>
<td>HCM Lane LOS</td>
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<td>A</td>
<td>A</td>
<td>-</td>
</tr>
<tr>
<td>HCM 95th %tile Q(veh)</td>
<td>0.1</td>
<td>-</td>
<td>0.3</td>
<td>-</td>
</tr>
</tbody>
</table>
### Intersection

| Int Delay, s/veh | 5.6 |

### Movement

| Traffic Vol, veh/h | 44 0 0 178 165 0 |
| Future Vol, veh/h | 44 0 0 178 165 0 |
| Conflicting Peds, #/hr | 0 0 0 0 0 0 |

| Sign Control | Free Free Free Free Stop Stop |
| RT Channelized | - None None None |
| Storage Length | - - - - 0 - |
| Veh in Median Storage, # | - 0 0 0 0 - |
| Grade, % | - 0 0 0 0 - |
| Peak Hour Factor | 92 92 92 92 92 92 |
| Heavy Vehicles, % | 2 2 2 2 2 2 |
| Mvmt Flow | 48 0 0 193 179 0 |

### Major/Minor

| Conflicting Flow All | 193 0 0 193 97 |
| Stage 1 | - - - - 97 - |
| Stage 2 | - - - - 96 - |
| Critical Hdwy | 4.12 - - 6.42 6.22 |
| Critical Hdwy Stg 1 | - - - - 5.42 - |
| Critical Hdwy Stg 2 | - - - - 5.42 - |
| Follow-up Hdwy | 2.218 - - 3.518 3.318 |
| Pot Cap-1 Maneuver | 1380 - - - 796 959 |
| Stage 1 | - - - - 927 - |
| Stage 2 | - - - - 928 - |
| Platoon blocked, % | - - - |
| Mov Cap-1 Maneuver | 1380 - - - 768 959 |
| Mov Cap-2 Maneuver | - - - - 768 - |
| Stage 1 | - - - - 895 - |
| Stage 2 | - - - - 928 - |

### Approach

| HCM Control Delay, s | 7.7 0 11.1 |

### Minor Lane/Major Mvmt

| Capacity (veh/h) | 1380 - - - 768 |
| HCM Lane V/C Ratio | 0.035 - - 0.234 |
| HCM Control Delay (s) | 7.7 0 - - 11.1 |
| HCM Lane LOS | A A - - B |
| HCM 95th %tile Q(veh) | 0.1 - - - 0.9 |
**Queue Delay**

<table>
<thead>
<tr>
<th>Lane Group</th>
<th>Control Delay (s)</th>
<th>Queue Delay (s)</th>
<th>Total Delay (s)</th>
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</thead>
<tbody>
<tr>
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**Queue Length**

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**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.

# 95th percentile volume exceeds capacity, queue may be longer.
## Queues
### 20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

### Lane Group Summary

<table>
<thead>
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<th>EBR</th>
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### Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.
- 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.

<table>
<thead>
<tr>
<th>Lane Group</th>
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### Queues

**20: Pioneer Bl & Rosecrans Ave & San Antonio Dr**

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</table>

**Intersection Summary**

- Volume exceeds capacity, queue is theoretically infinite.

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  Queue shown is maximum after two cycles.

<table>
<thead>
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<th>Lane Group</th>
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**Intersection Summary**
### Queues
#### 20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

<table>
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#### Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
  - Queue shown is maximum after two cycles.

- 95th percentile volume exceeds capacity, queue may be longer.
  - Queue shown is maximum after two cycles.

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<tr>
<th>Lane Group</th>
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#### Scenario 4 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:29 pm 05/02/2022 Existing with PM Synchro 1.1 Report
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Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

# 95th percentile volume exceeds capacity, queue may be longer.
### Queues 20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

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**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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<thead>
<tr>
<th>Lane Group</th>
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### Queues

**20: Pioneer Bl & Rosecrans Ave & San Antonio Dr**

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**Intersection Summary**
### Queues
#### 20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

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**Intersection Summary**

*~* Volume exceeds capacity, queue is theoretically infinite.

*#* 95th percentile volume exceeds capacity, queue may be longer.

---

### Lane Group SWR

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**Intersection Summary**
### Intersection

| Int Delay, s/veh | 0.6 |

### Movement

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### Mvmt Flow

| 0 | 73 | 1011 | 54 | 0 | 816 |

### Major/Minor

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- **Int Delay, s/veh**: 0.1

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### Intersection

| Int Delay, s/veh | 1.8 |

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### Grade, %

| Peak Hour Factor | 92 |
| Heavy Vehicles, % | 2  |
| Mvmt Flow        | 10 |

### Approach

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| Int Delay, s/veh | 0.8 |

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| Grade, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 116 | 1008 | 127 | 0 | 1217 |

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| Int Delay, s/veh | 0.3 |

### Movement

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| Int Delay, s/veh | 3 |

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| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | 0 | - | - |
| Grade, % | 0 | - | 0 | 0 | - | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |

### Traffic Volume

| Mvmt Flow | 25 | 45 | 34 | 76 | 135 | 0 |

### Traffic Capacity

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### Minor Lane/Major Mvmt

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| Int Delay, s/veh | 5.6 |

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| Int Delay, s/veh | 0.6 |

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| Int Delay, s/veh | 0.1 |

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### HCM Lane V/C Ratio

| HCM Lane V/C Ratio | 0.003 |

### HCM Control Delay (s)

| HCM Control Delay (s) | 9.5 |

### HCM LOS

| HCM LOS | A |

| HCM 95th %tile Q(veh) | 0  | 0  |

---

Scenario 7 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 2:44 pm 05/04/2022 Future with Project AM Synchro 11 Report
### Intersection

| Int Delay, s/veh | 1.7 |

#### Movement

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#### Sign Control

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#### Major/Minor

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<th>Major2</th>
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<th>960</th>
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#### Minor Lane/Major Mvmt

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### Intersection

| Int Delay, s/veh | 5.9 |

### Movement

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<th>Traffic Vol, veh/h</th>
<th>Future Vol, veh/h</th>
<th>Conflicting Peds, #/hr</th>
<th>Sign Control</th>
<th>RT Channelized</th>
<th>Storage Length</th>
<th>Veh in Median Storage, #</th>
<th>Peak Hour Factor</th>
<th>Heavy Vehicles, %</th>
<th>Mvmt Flow</th>
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<th>WBT</th>
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### Intersection

| Int Delay, s/veh | 0.3 |

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### Lane Configurations

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<td>51</td>
<td>51</td>
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### Conflicting Peds, #/hr

| 0 | 0 | 0 | 0 | 0 | 0 |

### Sign Control

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<th>Free</th>
<th>Free</th>
<th>Free</th>
<th>Free</th>
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### Storage Length

| 0 | - | - | - | - | - |

### Veh in Median Storage, #

| 0 | 0 | 0 | 0 | 0 | 0 |

### Grade, %

| 0 | - | - | - | - | 0 |

### Peak Hour Factor

| 92 | 92 | 92 | 92 | 92 | 92 |

### Heavy Vehicles, %

| 2 | 2 | 2 | 2 | 2 | 2 |

### Mvmt Flow

| 7 | 0 | 65 | 55 | 0 | 74 |

### Major/Minor

<table>
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<tr>
<th>Minor1</th>
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<th>Major2</th>
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### Minor Lane/Major Mvmt

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<td>HCM Lane LOS</td>
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<tr>
<td>HCM 95th %tile Q(veh)</td>
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### Intersection

Int Delay, s/veh 2.8

### Movement

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### Sign Control

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### Major/Minor

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<th>Major2</th>
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### Approach

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<th>SB</th>
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<td>HCM LOS</td>
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### Minor Lane/Major Mvmt

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<th>Capacity (veh/h)</th>
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<th>NBT EBLn1</th>
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### Intersection

| Int Delay, s/veh | 5.6 |

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<th>WBT</th>
<th>WBR</th>
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### Lane Configurations

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<tbody>
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<td>0</td>
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<td>165</td>
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</tbody>
</table>

### Conflicting Peds, #/hr

| 0  | 0   | 0   | 0   | 0   | 0   |

### Sign Control

| Free | Free | Free | Free | Stop | Stop |

### RT Channelized

| -   | None | None | None |

### Storage Length

| -   | -    | -    | -    | -    |

### Veh in Median Storage, #

| -   | 0    | 0    | -    |

### Grade, %

| -   | 0    | 0    | -    |

### Peak Hour Factor

| 92  | 92   | 92   | 92   | 92   | 92   |

### Heavy Vehicles, %

| 2   | 2    | 2    | 2    | 2    |

### Mvmt Flow

| 48  | 0    | 0    | 193  | 179  | 0    |

### Major/Minor

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<th>Minor2</th>
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### Approach

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<th>WB</th>
<th>SB</th>
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<td>HCM LOS</td>
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</table>

### Minor Lane/Major Mvmt

<p>| Capacity (veh/h) | 1380 | - | - | - | 768 |
| HCM Lane V/C Ratio | 0.035 | - | - | - | 0.234 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 11.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.9 |</p>
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<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
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<td>18.0</td>
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<td>49.5</td>
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Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.
- 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.

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### Queue Analysis

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<td>0.79</td>
<td>0.71</td>
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</tbody>
</table>

**Intersection Summary**

- Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.
- 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
## Queues
20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

<table>
<thead>
<tr>
<th>Lane Group</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
<th>SWL</th>
</tr>
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<tbody>
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<td>131</td>
<td>39</td>
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<td>433</td>
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<td>361</td>
<td>113</td>
<td>295</td>
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<tr>
<td>v/c Ratio</td>
<td>1.33</td>
<td>0.39</td>
<td>0.16</td>
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<td>0.27</td>
<td>1.23</td>
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<td>0.64</td>
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<tr>
<td>Control Delay</td>
<td>200.2</td>
<td>24.4</td>
<td>5.1</td>
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<td>228.1</td>
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<td>0.0</td>
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<td>106.1</td>
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<td>228.1</td>
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<td>71.5</td>
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<td>255</td>
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<td>126</td>
<td></td>
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<td>815</td>
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<td>0</td>
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<tr>
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<td>0.69</td>
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</table>

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

<table>
<thead>
<tr>
<th>Lane Group</th>
<th>SWR</th>
</tr>
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<tbody>
<tr>
<td>Lane Group Flow (vph)</td>
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<td>Total Delay</td>
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<td>Queue Length 95th (ft)</td>
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<tr>
<td>Turn Bay Length (ft)</td>
<td></td>
</tr>
<tr>
<td>Base Capacity (vph)</td>
<td>183</td>
</tr>
<tr>
<td>Starvation Cap Reductn</td>
<td>0</td>
</tr>
<tr>
<td>Spillback Cap Reductn</td>
<td>0</td>
</tr>
<tr>
<td>Storage Cap Reductn</td>
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</tr>
<tr>
<td>Reduced v/c Ratio</td>
<td>0.73</td>
</tr>
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</table>

### Intersection Summary
<table>
<thead>
<tr>
<th>Lane Group</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
<th>SWL</th>
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</thead>
<tbody>
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<td>123</td>
<td>54</td>
<td>748</td>
<td>133</td>
<td>481</td>
<td>207</td>
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<td>460</td>
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<td>20.6</td>
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<tr>
<td>Total Delay</td>
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<td>29.2</td>
<td>5.2</td>
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<td>21.6</td>
<td>221.7</td>
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<td>68.8</td>
<td>63.5</td>
<td>68.3</td>
<td>115.4</td>
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<td>~151</td>
<td>203</td>
<td>70</td>
<td>80</td>
<td>232</td>
<td>180</td>
<td>~235</td>
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<tr>
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<td>42</td>
<td>#134</td>
<td>174</td>
<td>#289</td>
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<td>145</td>
<td>298</td>
<td>#277</td>
<td>#341</td>
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<tr>
<td>Internal Link Dist (ft)</td>
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<td>1904</td>
<td>852</td>
<td>1775</td>
<td>3298</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Turn Bay Length (ft)</td>
<td>362</td>
<td>55</td>
<td>158</td>
<td>255</td>
<td>344</td>
<td>202</td>
<td>126</td>
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<tr>
<td>Base Capacity (vph)</td>
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<td>62</td>
<td>2439</td>
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<td>160</td>
<td>650</td>
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<tr>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
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<tr>
<td>Storage Cap Reductn</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<td></td>
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<tr>
<td>Reduced v/c Ratio</td>
<td>1.18</td>
<td>0.42</td>
<td>0.17</td>
<td>0.87</td>
<td>0.31</td>
<td>1.25</td>
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<td>0.59</td>
<td>0.78</td>
<td>0.71</td>
<td>1.06</td>
</tr>
</tbody>
</table>

**Intersection Summary**

- Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.

- 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
Queues
20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

Lane Group Flow (vph) | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR | SWL
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
Lane Group Flow (vph) | 441 | 652 | 132 | 40 | 746 | 102 | 467 | 205 | 79 | 361 | 119 | 332
v/c Ratio | 1.41 | 0.39 | 0.16 | 0.65 | 0.28 | 1.26 | 0.58 | 0.47 | 0.60 | 0.61 | 0.45 | 0.77
Control Delay | 234.8 | 25.1 | 5.3 | 108.2 | 18.7 | 236.0 | 49.9 | 22.8 | 73.8 | 59.1 | 58.7 | 71.6
Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0
Total Delay | 234.8 | 25.1 | 5.3 | 108.2 | 18.7 | 236.0 | 49.9 | 22.8 | 73.8 | 59.1 | 58.7 | 71.6
Queue Length 50th (ft) | ~546 | 203 | 7 | 37 | 134 | ~116 | 207 | 71 | 67 | 162 | 99 | 153
Queue Length 95th (ft) | #703 | 236 | 45 | #86 | 147 | #239 | 269 | 160 | #132 | 214 | 163 | 176
Internal Link Dist (ft) | 2332 | 1904 | 852 | 1775 | 3298
Turn Bay Length (ft) | 362 | 55 | 158 | 255 | 344 | 202 | 126
Base Capacity (vph) | 312 | 1662 | 805 | 62 | 2619 | 81 | 801 | 439 | 132 | 588 | 263 | 432
Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
Reduced v/c Ratio | 1.41 | 0.39 | 0.16 | 0.65 | 0.28 | 1.26 | 0.58 | 0.47 | 0.60 | 0.61 | 0.45 | 0.77

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
  Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
  Queue shown is maximum after two cycles.

Lane Group | SWR
--- | ---
Lane Group Flow (vph) | 150
v/c Ratio | 0.82
Control Delay | 91.7
Queue Delay | 0.0
Total Delay | 91.7
Queue Length 50th (ft) | 148
Queue Length 95th (ft) | #218
Internal Link Dist (ft) | Turn Bay Length (ft)
Base Capacity (vph) | 183
Starvation Cap Reductn | 0
Spillback Cap Reductn | 0
Storage Cap Reductn | 0
Reduced v/c Ratio | 0.82

Intersection Summary
### Queues
#### 20: Pioneer Bl & Rosecrans Ave & San Antonio Dr
#### 05/11/2022

<table>
<thead>
<tr>
<th>Lane Group</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
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<th>SBT</th>
<th>SBR</th>
<th>SWL</th>
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<td>0.56</td>
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<td>0.72</td>
<td>1.05</td>
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<tr>
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<td>170.4</td>
<td>29.2</td>
<td>5.5</td>
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<td>21.8</td>
<td>224.8</td>
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<td>22.6</td>
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<td>66.7</td>
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<td>113.6</td>
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<td>52</td>
<td>151</td>
<td>~153</td>
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<td>81</td>
<td>237</td>
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<td>~248</td>
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<td>#159</td>
<td>#304</td>
<td>#283</td>
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<td>852</td>
<td>82</td>
<td>214</td>
<td>46.6</td>
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<td>66.7</td>
<td>70.1</td>
<td>113.6</td>
<td></td>
</tr>
<tr>
<td>Turn Bay Length (ft)</td>
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<td>55</td>
<td>158</td>
<td>255</td>
<td>255</td>
<td>344</td>
<td>202</td>
<td>126</td>
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<td></td>
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<tr>
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<td>0</td>
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<td>0</td>
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<td>0</td>
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<tr>
<td>Reduced v/c Ratio</td>
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<td>0.17</td>
<td>0.90</td>
<td>0.32</td>
<td>1.26</td>
<td>0.56</td>
<td>0.46</td>
<td>0.65</td>
<td>0.81</td>
<td>0.72</td>
<td>1.05</td>
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- Queue shown is maximum after two cycles.

<table>
<thead>
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<th>Lane Group</th>
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</tr>
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<tbody>
<tr>
<td>Lane Group Flow (vph)</td>
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<tr>
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<td>Turn Bay Length (ft)</td>
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<tr>
<td>Base Capacity (vph)</td>
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</tr>
<tr>
<td>Starvation Cap Reductn</td>
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</tr>
<tr>
<td>Spillback Cap Reductn</td>
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</tr>
<tr>
<td>Storage Cap Reductn</td>
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</tr>
<tr>
<td>Reduced v/c Ratio</td>
<td>1.12</td>
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</table>
### Queues

**20: Pioneer Bl & Rosecrans Ave & San Antonio Dr**

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<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
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<th>SBT</th>
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**Intersection Summary**

- Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

<table>
<thead>
<tr>
<th>Lane Group</th>
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<td>Spillback Cap Reductn</td>
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<td>Reduced v/c Ratio</td>
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**Intersection Summary**
### Queues

20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

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<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
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<td>5.8</td>
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<tr>
<td>Turn Bay Length (ft)</td>
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<td>158</td>
<td>255</td>
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<td>126</td>
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<tr>
<td>Reduced v/c Ratio</td>
<td>1.33</td>
<td>0.43</td>
<td>0.18</td>
<td>0.90</td>
<td>0.33</td>
<td>1.44</td>
<td>0.56</td>
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<td>0.75</td>
<td>0.68</td>
<td>1.07</td>
</tr>
</tbody>
</table>

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

# 95th percentile volume exceeds capacity, queue may be longer.

- Queue shown is maximum after two cycles.
- Queue shown is maximum after two cycles.

<table>
<thead>
<tr>
<th>Lane Group</th>
<th>SWR</th>
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<tbody>
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<td>Lane Group Flow (vph)</td>
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<td>v/c Ratio</td>
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<td>Queue Length 95th (ft)</td>
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<td>Turn Bay Length (ft)</td>
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<td>Base Capacity (vph)</td>
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<tr>
<td>Starvation Cap Reductn</td>
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<tr>
<td>Spillback Cap Reductn</td>
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<td>Storage Cap Reductn</td>
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</tr>
<tr>
<td>Reduced v/c Ratio</td>
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### Intersection Summary
Queues
20: Pioneer Bl & Rosecrans Ave & San Antonio Dr
05/11/2022

Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR | SWL
---|---|---|---|---|---|---|---|---|---|---|---|---
Lane Group Flow (vph) | 423 | 652 | 131 | 39 | 731 | 100 | 427 | 188 | 79 | 358 | 111 | 292
v/c Ratio | 1.32 | 0.39 | 0.16 | 0.63 | 0.27 | 1.23 | 0.55 | 0.44 | 0.56 | 0.64 | 0.44 | 0.68
Control Delay | 195.2 | 24.4 | 5.1 | 106.1 | 18.0 | 228.1 | 49.7 | 20.9 | 70.4 | 60.7 | 59.3 | 67.1
Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0
Total Delay | 195.2 | 24.4 | 5.1 | 106.1 | 18.0 | 228.1 | 49.7 | 20.9 | 70.4 | 60.7 | 59.3 | 67.1
Queue Length 50th (ft) | ~504 | 200 | 7 | 36 | 128 | ~112 | 188 | 57 | 67 | 162 | 92 | 132
Queue Length 95th (ft) | #661 | 232 | 43 | #85 | 141 | #235 | 247 | 140 | 124 | 215 | 154 | 156
Internal Link Dist (ft) | 2332 | 1904 | 852 | 202 | 126
Turn Bay Length (ft) | 362 | 55 | 158 | 255 | 344 | 202 | 126
Base Capacity (vph) | 321 | 1687 | 815 | 62 | 2659 | 81 | 783 | 430 | 142 | 563 | 252 | 429
Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
Reduced v/c Ratio | 1.32 | 0.39 | 0.16 | 0.63 | 0.27 | 1.23 | 0.55 | 0.44 | 0.56 | 0.64 | 0.44 | 0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group | SWR
---|---
Lane Group Flow (vph) | 133
v/c Ratio | 0.73
Control Delay | 81.3
Queue Delay | 0.0
Total Delay | 81.3
Queue Length 50th (ft) | 129
Queue Length 95th (ft) | 181
Internal Link Dist (ft) | 183
Turn Bay Length (ft) | 0
Base Capacity (vph) | 0
Starvation Cap Reductn | 0
Spillback Cap Reductn | 0
Storage Cap Reductn | 0
Reduced v/c Ratio | 0.73

Intersection Summary
<table>
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<th>EBT</th>
<th>EBR</th>
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<th>SBT</th>
<th>SBR</th>
<th>SWL</th>
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<tr>
<td>Total Delay</td>
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**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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**Intersection Summary**
### Queues
#### 20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

**05/11/2022**

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### Intersection Summary

- **~** Volume exceeds capacity, queue is theoretically infinite.
- **#** 95th percentile volume exceeds capacity, queue may be longer.

- **Queue shown is maximum after two cycles.**
- **Queue shown is maximum after two cycles.**

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### Intersection Summary
### Queues
#### 20: Pioneer Bl & Rosecrans Ave & San Antonio Dr

**05/11/2022**

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**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
### Movement

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**Approach Summary**

- **Approach Vol, veh/h**: 275
- **Approach Delay, s/veh**: 38.1
- **Approach LOS**: D

**Timer - Assigned Phs**: 2468

- **Phs Duration (G+Y+Rc), s**: 67.1
- **Change Period (Y+Rc), s**: 4.5
- **Max Green Setting (Gmax), s**: 54.5
- **Max Q Clear Time (g_c+I1), s**: 15.1
- **Green Ext Time (p_c), s**: 10.3

**Intersection Summary**

- **HCM 6th Ctrl Delay**: 14.4
- **HCM 6th LOS**: B
# HCM 6th Signalized Intersection Summary

## 2: Norwalk Bl & Crewe St

**05/11/2022**

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## Intersection Summary

- **HCM 6th Ctrl Delay**: 7.0
- **HCM 6th LOS**: A
### Movement

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#### Lane Configurations

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#### Work Zone On Approach

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#### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
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### Intersection Summary

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| HCM 6th LOS | E |
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<td>Green Ext Time (p_c), s</td>
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### Intersection Summary

- **HCM 6th Ctrl Delay:** 22.4
- **HCM 6th LOS:** C

**Notes**

User approved volume balancing among the lanes for turning movement.
### Movement

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</table>

| Traffic Volume (veh/h) | 86  | 1683 | 48  | 1   | 1073 | 479 | 86  | 108 | 12  | 0   | 0   | 0   |
| Future Volume (veh/h)  | 86  | 1683 | 48  | 1   | 1073 | 479 | 86  | 108 | 12  | 0   | 0   | 0   |
| Initial Q (Qb), veh    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

### Scenario 5 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project

### 11:59 am 05/04/2022 Existing

### AM TDMSynchro 11 Report

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| Traffic Volume (veh/h) | 86  | 1683 | 48  | 1   | 1073 | 479 | 86  | 108 | 12  | 0   | 0   | 0   |
| Future Volume (veh/h)  | 86  | 1683 | 48  | 1   | 1073 | 479 | 86  | 108 | 12  | 0   | 0   | 0   |
| Initial Q (Qb), veh    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)    | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Parking Bus, Adj        | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

### Work Zone On Approach

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<th>1856</th>
<th>1856</th>
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<td>Adj Flow Rate, veh/h</td>
<td>105</td>
<td>2052</td>
<td>59</td>
<td>1</td>
<td>1166</td>
<td>521</td>
<td>118</td>
<td>148</td>
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<td>Peak Hour Factor</td>
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<td>0.82</td>
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<td>0.92</td>
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<td>Percent Heavy Veh, %</td>
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<td>Cap, veh/h</td>
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<td>2287</td>
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<td>2</td>
<td>3085</td>
<td>958</td>
<td>411</td>
<td>410</td>
<td>366</td>
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</tbody>
</table>

| Arrive On Green        | 0.05 | 0.65 | 0.65 | 0.00 | 0.61 | 0.61 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h        | 3428 | 3500 | 100  | 1767 | 5066 | 1572 | 1767 | 1763 | 1572 |

| Grp Vol(v), veh/h      | 105  | 1028 | 1083 | 1    | 1166 | 521  | 118  | 148  | 16   |
| Grp Sat Flow(s), veh/h/ln | 1763 | 1838 | 1767 | 1689 | 1572 | 1767 | 1763 | 1572 | 1572 |
| Q Serve(g_s), s        | 3.6  | 58.2 | 59.6 | 1.0  | 14.0 | 23.3 | 6.6  | 8.4  | 0.9  |
| Cycle Q Clear(g_c), s  | 3.6  | 58.2 | 59.6 | 1.0  | 14.0 | 23.3 | 6.6  | 8.4  | 0.9  |

| Prop In Lane           | 1.00 | 0.05 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 157  | 1152 | 1201 | 2    | 3085 | 958  | 411  | 410  | 366  |
| V/C Ratio(X)           | 0.67 | 0.89 | 0.90 | 0.41 | 0.38 | 0.54 | 0.29 | 0.36 | 0.04 |
| Avail Cap(c_a), veh/h  | 243  | 1212 | 1263 | 75   | 3339 | 1037 | 411  | 410  | 366  |
| HCM Platoon Ratio      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)     | 0.72 | 0.72 | 0.72 | 0.57 | 0.57 | 0.57 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.3 | 17.3 | 17.5 | 59.9 | 11.9 | 13.7 | 37.9 | 38.6 | 35.7 |
| Incr Delay (d2), s/veh | 3.5  | 6.3  | 6.7  | 53.9 | 0.0  | 0.3  | 1.8  | 2.5  | 0.2  |
| Initial Q Delay(d3), s/veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%), veh/h | 30.1 | 32.0 | 30.1 | 7.9  | 11.5 | 5.5  | 7.1  | 0.7  | 0.7  |

### Unsig. Movement Delay, s/veh

| LnGrp Delay(d), s/veh | 59.8 | 23.6 | 24.2 | 113.8 | 12.0 | 14.0 | 39.6 | 41.0 | 35.9 |
| LnGrp LOS             | E    | C    | C    | F    | B    | B    | D    | D    | D    |

| Approach Vol, veh/h   | 2216 | 1688 | 282  |      |     |     |     |     |     |
| Approach Delay, s/veh | 25.6 | 12.7 | 40.1 |     |     |     |     |     |     |
| Approach LOS          | C    | B    | D    |     |     |     |     |     |     |

### Timer - Assigned Phs

| Phs Duration (G+Y+Rc), s | 32.4 | 4.7  | 82.9 | 10.0 | 77.6 |
| Change Period (Y+Rc), s  | 4.5  | 4.5  | 4.5  |     | 4.5  |
| Max Green Setting (Gmax), s | 18.9 | 5.1  | 82.5 | 8.5  | 79.1 |
| Max Q Clear Time (g_c+H1), s | 10.4 | 2.1  | 61.6 | 5.6  | 25.3 |
| Green Ext Time (p_c), s   | 0.9  | 0.0  | 16.8 | 0.1  | 15.8 |

### Intersection Summary

<p>| HCM 6th Ctrl Delay | 21.4 |
| HCM 6th LOS        | C    |</p>
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<td>Initial Q (Qb), veh</td>
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<tr>
<td>Ped-Bike Adj(A_pbT)</td>
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**Intersection Summary**

| HCM 6th Ctrl Delay | 14.4 |
| HCM 6th LOS | B |
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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### Intersection Summary

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- **HCM 6th LOS**: D
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**Intersection Summary**

- HCM 6th Ctrl Delay: 17.9
- HCM 6th LOS: B
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### Notes

User approved volume balancing among the lanes for turning movement.
### HCM 6th Signalized Intersection Summary

#### 13: Civic Center Dr & Courthouse-AMC Theater

**05/11/2022**

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 27.7
- **HCM 6th LOS**: C
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### Intersection Summary

- HCM 6th Ctrl Delay: 30.7
- HCM 6th LOS: C
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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 28.5
- **HCM 6th LOS**: C
### Scenario 5 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 19.2
- **HCM 6th LOS**: B
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<td>771</td>
<td>688</td>
<td>153</td>
<td>2469</td>
<td>0</td>
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<td>F</td>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 32.5
- **HCM 6th LOS**: C
### Movement

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<th>EBR</th>
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<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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#### Traffic Volume (veh/h)
- 43
- 248
- 95
- 0
- 0
- 0
- 0
- 849
- 242
- 273
- 866
- 0

#### Future Volume (veh/h)
- 43
- 248
- 95
- 0
- 0
- 0
- 0
- 849
- 242
- 273
- 866
- 0

#### Initial Q (Q0), veh
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

#### Ped-Bike Adj(A_pbT)
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

#### Parking Bus, Adj
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

#### Work Zone On Approach
- No
- No
- No

#### Adj Sat Flow, veh/h/ln
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 1856
- 0

#### Adj Flow Rate, veh/h
- 46
- 264
- 101
- 0
- 1011
- 288
- 333
- 1056
- 0

#### Peak Hour Factor
- 0.94
- 0.94
- 0.94
- 0.84
- 0.84
- 0.84
- 0.82
- 0.82
- 0.82

#### Percent Heavy Veh, %
- 3
- 3
- 3
- 3
- 3
- 3
- 3
- 3
- 3

#### Cap, veh/h
- 178
- 374
- 158
- 0
- 2615
- 744
- 409
- 3428
- 5233
- 0

#### Grp Sat Flow, veh/h
- 1767
- 3711
- 1572
- 0
- 4084
- 1115
- 3428
- 5233
- 0

#### Grp Volume(v), veh/h
- 46
- 264
- 101
- 0
- 1011
- 288
- 333
- 1056
- 0

#### Grp Flow Rate, veh/h
- 2.9
- 8.3
- 7.4
- 0
- 13.9
- 13.9
- 11.4
- 11.4
- 11.4

#### Cycle Q Clear(g_c), s
- 0.0
- 13.9
- 13.9
- 11.4
- 11.4
- 11.4
- 11.4
- 3

#### Prop In Lane
- 1.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00
- 0.00

#### Lane Grp Cap(c), veh/h
- 178
- 374
- 158
- 0
- 2254
- 1105
- 409
- 4176
- 0

#### V/C Ratio(X)
- 0.26
- 0.71
- 0.64
- 0.00
- 0.39
- 0.39
- 0.81
- 0.25
- 0.00

#### Avail Cap(c_a), veh/h
- 255
- 1275
- 1013
- 0
- 2254
- 1105
- 409
- 4176
- 0

#### Upstream Filter(I)
- 0.36
- 0.91
- 0.91
- 0.00
- 0.91
- 0.91
- 0.91
- 0.91
- 0.91

#### Uniform Delay (d), s/veh
- 0.0
- 8.9
- 8.9
- 51.6
- 51.6
- 2.3
- 2.3
- 2.3
- 2.3

#### Incr Delay (d2), s/veh
- 0.0
- 0.4
- 0.8
- 2.1
- 2.1
- 0.1
- 0.1
- 0.1
- 0.1

#### Initial Q Delay(d3), s/veh
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0

#### %ile BackOfQ(95%), veh/ln
- 7.1
- 5.6
- 5.6
- 5.6
- 5.6
- 5.6
- 5.6
- 5.6
- 5.6

#### LnGrp Delay(d), s/veh
- 0.0
- 9.3
- 9.3
- 9.3
- 9.3
- 9.3
- 9.3
- 9.3
- 9.3

#### LnGrp LOS
- A
- A
- A
- A
- A
- A
- A
- A
- A

#### Approach Vol, veh/h
- 411
- 1299
- 1389

#### Approach Delay, s/veh
- 54.3
- 9.5
- 14.7

#### Approach LOS
- A
- B

#### Timer - Assigned Phs
- 1
- 2
- 4
- 6

#### Phs Duration (G+Y+Rc), s
- 18.8
- 84.6
- 16.6
- 103.4

#### Change Period (Y+Rc), s
- 4.5
- 4.5
- 4.5
- 4.5

#### Max Green Setting (Gmax), s
- 25.5
- 56.5
- 24.5
- 86.5

#### Max Q Clear Time (g_c+I1), s
- 7.1
- 5.6
- 5.6
- 5.6

#### Green Ext Time (p_c), s
- 0.9
- 12.3
- 1.8
- 10.2

### Intersection Summary

- HCM 6th Ctrl Delay: 17.8
- HCM 6th LOS: B

### Notes

User approved volume balancing among the lanes for turning movement.
### Movement

<table>
<thead>
<tr>
<th>Lane Configurations</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
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<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
</tr>
</thead>
</table>

| Traffic Volume (veh/h) | 183 | 337 | 41 | 37 | 324 | 44 | 56 | 760 | 78 | 72 | 594 | 161 |
| Future Volume (veh/h)  | 183 | 337 | 41 | 37 | 324 | 44 | 56 | 760 | 78 | 72 | 594 | 161 |

| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Work Zone On Approach | No | No | No | No |

| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h   | 208 | 383 | 47 | 41 | 356 | 48 | 67 | 905 | 93 | 88 | 724 | 196 |

| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.84 | 0.84 | 0.84 | 0.84 | 0.82 | 0.82 |

| Percent Heavy Veh, % | 333333333333 |

| Cap, veh/h | 239 | 806 | 360 | 55 | 440 | 196 | 86 | 1862 | 830 | 110 | 2154 | 576 |

| Arrive On Green | 0.14 | 0.23 | 0.23 | 0.12 | 0.12 | 0.12 | 0.05 | 0.12 | 0.12 | 1.00 | 1.00 |

| Sat Flow, veh/h   | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 |

| Grp Volueresd, veh/h | 208 | 383 | 47 | 41 | 356 | 48 | 67 | 905 | 93 | 88 | 724 | 196 |

| Grp Sat Flow(s), veh/h/ln | 1767 | 1767 | 1767 | 1767 | 1767 | 1767 | 1767 | 1767 |

| Q Serve(g_s), s | 13.8 | 11.3 | 2.9 | 2.8 | 11.8 | 4.5 | 4.5 | 19.6 |

| Cycle Q Clear(g_c), s | 13.8 | 11.3 | 2.9 | 2.8 | 11.8 | 4.5 | 4.5 | 19.6 |

| Prop In Lane | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Lane Grp Cap(c), veh/h | 239 | 806 | 360 | 55 | 440 | 196 | 86 | 1862 | 830 | 110 | 1829 | 901 |

| V/C Ratio(X) | 0.87 | 0.47 | 0.13 | 0.75 | 0.81 | 0.24 | 0.78 | 0.49 | 0.11 | 0.80 | 0.34 | 0.34 |

| Avail Cap(c_a), veh/h | 361 | 1072 | 478 | 110 | 573 | 256 | 155 | 1862 | 830 | 186 | 1829 | 901 |

| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Uniform Delay (d), s/veh | 50.9 | 40.0 | 36.8 | 57.7 | 51.1 | 47.4 | 56.4 | 18.0 | 14.2 | 51.8 | 0.0 | 0.0 |

| Incre Delay (d2), s/veh | 13.9 | 0.4 | 0.2 | 18.1 | 6.6 | 0.6 | 1.4 | 0.1 | 0.0 | 12.2 | 0.5 | 1.0 |

| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| %ile BackOfQ(95%), veh/ln | 2.0 | 2.7 | 9.5 | 2.4 | 2.7 | 9.2 | 1.8 | 5.1 | 0.2 | 0.4 |

| Unsig. Movement Delay, s/veh | 64.8 | 40.5 | 37.0 | 75.8 | 57.7 | 48.0 | 57.9 | 18.1 | 14.2 | 64.0 | 0.5 | 1.0 |

| LnGrp Delay(d), s/veh | 64.8 | 40.5 | 37.0 | 75.8 | 57.7 | 48.0 | 57.9 | 18.1 | 14.2 | 64.0 | 0.5 | 1.0 |

| LnGrp LOS | E | D | D | E | E | D | E | B | B | E | A | A |

| Approach Vol, veh/h | 638 | 445 | 1065 | 1008 |

| Approach Delay, s/veh | 48.1 | 58.3 | 20.2 | 6.2 |

| Approach LOS | D | E | C | A |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

| Phs Duration (G+Y+Rc), s | 12.0 | 67.9 | 8.2 | 31.9 | 10.3 | 69.5 | 20.7 | 19.5 |

| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |

| Max Green Setting (Gmax), s | 24.5 | 19.5 |

| Max Q Clear Time (g_c+I1), s | 21.6 | 4.8 | 13.3 | 6.5 | 2.0 | 15.8 | 13.8 |

| Green Ext Time (p_c), s | 0.1 | 7.3 | 0.0 | 2.7 | 0.0 | 7.7 | 0.4 | 1.2 |

### Intersection Summary

| HCM 6th Ctrl Delay | 26.8 |
| HCM 6th LOS | C |
HCM 6th Edition methodology does not support more than 4 approaches.
### Movement

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<th>EBT</th>
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### Lane Configurations

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<th>45</th>
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<td>96</td>
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### Ideal Flow (vphpl)

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<tr>
<td>Frt</td>
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<th>1752</th>
<th>4967</th>
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## Scenario 5 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project

### 11:59 am 05/04/2022

**Existing with Project AM TDMSynchro 11 Report**

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### Intersection Summary
### Intersection

| Int Delay, s/veh | 0.4 |

### Movement

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### Minor Lane/Major Mvmt

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### Intersection

| Int Delay, s/veh | 0.1 |

### Movement

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<th>WBR</th>
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<th>NBR</th>
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### Major/Minor

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<th>Major2</th>
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<td>871</td>
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<td>Stage 2</td>
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### Approach

| HCM Control Delay, s | 9.5 | 0 | 0 |
| HCM LOS              | A   |   |   |

### Minor Lane/Major Mvmt

| Capacity (veh/h)    | -    | -    | 804  | 1391  | -    |
| HCM Lane V/C Ratio | -    | -    | 0.003 | -     | -    |
| HCM Control Delay (s) | -    | -    | 9.5  | 0     | -    |
| HCM Lane LOS        | -    | -    | A    | A     | -    |
| HCM 95th %tile Q(veh) | -    | -    | 0    | 0     | -    |
### Intersection

| Int Delay, s/veh | 1.7 |

### Movement

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<th>NBT</th>
<th>SBT</th>
<th>SBR</th>
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#### Lane Configurations

| Traffic Vol, veh/h | 8 | 14 | 12 | 63 | 73 | 0 |
| Future Vol, veh/h  | 8 | 14 | 12 | 63 | 73 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |

#### Sign Control

- RT Channelized
  - Stop
  - Free
- Storage Length
  - 0
- Veh in Median Storage, #
  - 0
- Peak Hour Factor
  - 92
- Heavy Vehicles, %
  - 2

#### Mvmt Flow

| Movement | 9 | 15 | 13 | 68 | 79 | 0 |

#### Major/Minor

<table>
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<th>Major1</th>
<th>Major2</th>
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#### Pot Cap-1 Maneuver

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<th>981</th>
<th>1519</th>
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#### Mov Cap-1 Maneuver

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#### Mov Cap-2 Maneuver

| Mov Cap-2 Maneuver | 810 | -   | -    |

#### HCM Control Delay, s

<table>
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<th>NB</th>
<th>SB</th>
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#### HCM LOS

- A

#### Minor Lane/Major Mvmt

| Capacity (veh/h) | 1519 | - | 911 |
| HCM Lane V/C Ratio | 0.009 | - | 0.026 |
| HCM Control Delay (s) | 7.4 | 0 | 9.1 |
| HCM Lane LOS | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 |
### Intersection

| Int Delay, s/veh | 5.8 |

### Movement

| Traffic Vol, veh/h | 16 | 0 | 0 | 65 | 98 | 0 |
| Future Vol, veh/h | 16 | 0 | 0 | 65 | 98 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Traffic Vol, veh/h | 16 | 0 | 0 | 65 | 98 | 0 |
| Future Vol, veh/h | 16 | 0 | 0 | 65 | 98 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |

### Lane Configurations

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<th>Future Vol, veh/h</th>
<th>Conflicting Peds, #/hr</th>
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<tr>
<td>Veh in Median Storage</td>
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<tr>
<td>Storage Length</td>
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<td>Peak Hour Factor</td>
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<td>92</td>
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<tr>
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### Major/Minor

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<td>Critical Hdy Stg 2</td>
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<td>Follow-up Hdy</td>
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<td>Platoon blocked, %</td>
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<td>Mov Cap-1 Maneuver</td>
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### Approach

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### Minor Lane/Major Mvmt

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HCM 6th Signalized Intersection Summary
1: Norwalk Bl & Lakeland Rd
05/11/2022

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| Unsig. Movement Delay, s/veh |     |     |     |     |     |     |     |     |     |     |     |     |
| LnGrp Delay(d), s/veh | 25.8| 0   | 0   | 30.8| 28.2| 27.9| 15.3| 10.8| 10.9| 20.1| 10.4| 10.4  |
| LnGrp LOS         | C | A | A | C | C | C | B | B | B | C | B | B |
| Approach Vol, veh/h | 206| 837| 999| 1001|     |     |     |     |     |     |     |     |
| Approach Delay, s/veh | 25.8| 28.9|     | 11.1|     |     |     |     |     |     |     |     |
| Approach LOS      | C | C |     |     | B | B | B | B | B | B | B | B |
| Timer - Assigned Phs | 2 | 4 | 6 | 8 |     |     |     |     |     |     |     |     |
| Phs Duration (G+Y+Rc), s | 60.7| 29.3| 60.7|     |     |     |     |     |     |     |     |     |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 |     |     |     |     |     |     |     |     |     |
| Max Green Setting (Gmax), s | 48.5| 32.5| 48.5|     |     |     |     |     |     |     |     |     |
| Max Q Clear Time (g_c+I1), s | 20.0| 10.0| 28.9|     |     |     |     |     |     |     |     |     |
| Green Ext Time (p_c), s | 7.9 | 1.2 | 6.9 | 3.2 |     |     |     |     |     |     |     |     |

Intersection Summary
HCM 6th Ctrl Delay 17.1
HCM 6th LOS B
### Movement EBL EBR NBL NBT SBT SBR

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<td>Adj Sat Flow, veh/h/ln</td>
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<td>Adj Flow Rate, veh/h</td>
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<td>Percent Heavy Veh, %</td>
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<td>Cap, veh/h</td>
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<td>Arrive On Green</td>
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<td>Sat Flow, veh/h</td>
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<td>Grp Volume(v), veh/h</td>
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### Intersection Summary

| HCM 6th Ctrl Delay | 6.2 |
| HCM 6th LOS | A |
## HCM 6th Signalized Intersection Summary
### 3: Firestone Bl & Imperial Highway

**05/11/2022**

### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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### Intersection Summary

| **HCM 6th Ctrl Delay** | 40.6 |
| **HCM 6th LOS** | D |

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
### HCM 6th Signalized Intersection Summary

#### 4: Pioneer Bl & Imperial Highway

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### Intersection Summary

- HCM 6th Ctrl Delay: 45.4
- HCM 6th LOS: D
**Movement**

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<th>217</th>
<th>6</th>
<th>1308</th>
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<th>0</th>
<th>0</th>
<th>0</th>
<th>313</th>
<th>127</th>
<th>159</th>
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<td>127</td>
<td>159</td>
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<td>0</td>
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<th>1.00</th>
<th>1.00</th>
<th>1.00</th>
<th>1.00</th>
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<th>1.00</th>
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<tbody>
<tr>
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<td>1.00</td>
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**Work Zone On Approach**
- No

**Adj Sat Flow, veh/h/ln**
- 0 | 1856 | 1856 | 1856 | 1856 | 0 | 1856 | 1856 | 1856 |

**Adj Flow Rate, veh/h**
- 0 | 1728 | 244 | 7 | 1437 | 0 | 225 | 321 | 179 |

**Peak Hour Factor**
- 0.89 | 0.89 | 0.89 | 0.91 | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 |

**Percent Heavy Veh, %**
- 0 | 3 | 3 | 3 | 0 | 3 | 3 | 3 |

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<th>Cap, veh/h</th>
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<th>759</th>
<th>30</th>
<th>2718</th>
<th>0</th>
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<td>0.48</td>
<td>0.01</td>
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<td>1572</td>
<td>3428</td>
<td>5233</td>
<td>0</td>
<td>1767</td>
<td>2259</td>
<td>1231</td>
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**Grp Volume(v), veh/h**
- 0 | 1728 | 244 | 7 | 1437 | 0 | 225 | 262 | 238 |

**Grp Sat Flow(s).veh/h/ln**
- 0 | 1689 | 1572 | 1714 | 1689 | 0 | 1767 | 1856 | 1634 |

**Q Serve(g_s), s**
- 0.0 | 26.9 | 9.5 | 0.2 | 18.4 | 0.0 | 9.2 | 10.3 | 10.7 |

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<th>26.9</th>
<th>9.5</th>
<th>0.2</th>
<th>18.4</th>
<th>0.0</th>
<th>9.2</th>
<th>10.3</th>
<th>10.7</th>
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<td>1.00</td>
<td>1.00</td>
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<td>1.00</td>
<td>0.75</td>
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**Lane Grp Cap(c), veh/h**
- 0 | 2446 | 759 | 30 | 2718 | 0 | 661 | 694 | 611 |

**V/C Ratio(X)**
- 0.00 | 0.71 | 0.32 | 0.23 | 0.53 | 0.00 | 0.34 | 0.38 | 0.39 |

**Avail Cap(c_a), veh/h**
- 0 | 3206 | 995 | 188 | 3711 | 0 | 661 | 694 | 611 |

**HCM Platoon Ratio**
- 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Upstream Filter(I)**
- 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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**%ile BackOfQ(95%),veh/h**
- 0.0 | 15.4 | 6.1 | 0.2 | 11.0 | 0.0 | 7.2 | 8.3 | 7.8 |

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<td>D</td>
<td>B</td>
<td>A</td>
<td>C</td>
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**Approach Vol, veh/h**
- 1972 | 1444 | 725 |

**Approach Delay, s/veh**
- 20.3 | 15.4 | 24.4 |

**Approach LOS**
- C   | B   |

**Cycle**
- 3   | 4   | 6   | 8   |

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**Intersection Summary**
- HCM 6th Ctrl Delay 19.3
- HCM 6th LOS B

**Notes**

User approved volume balancing among the lanes for turning movement.
### Movement Lane Configurations

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 23.4
- **HCM 6th LOS**: C
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### Intersection Summary

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- **HCM 6th LOS**: B
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### Intersection Summary

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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 19.6
- **HCM 6th LOS**: B
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### Intersection Summary

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- **HCM 6th LOS**: C
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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 49.9
- **HCM 6th LOS**: D
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<td>35.9</td>
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### Intersection Summary

- HCM 6th Ctrl Delay: 17.3
- HCM 6th LOS: B

**Notes**

User approved volume balancing among the lanes for turning movement.
HCM 6th Signalized Intersection Summary
13: Civic Center Dr & Courthouse-AMC Theater

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (veh/h) | 89 452 0 0 | 649 3 5 | 0 5 | 8 0 63 |
| Future Volume (veh/h) | 89 452 0 0 | 649 3 5 | 0 5 | 8 0 63 |
| Initial Q (Qb), veh | 0 0 0 0 0 0 | 0 0 0 | 0 0 0 0 0 0 0 |
| Ped-Bike Adj (A_pbT) | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Parking Bus, Adj | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Work Zone On Approach | No No No No |
| Adj Sat Flow, veh/hln | 1856 1856 0 0 1856 1856 1900 1900 1900 1900 1900 1900 |
| Adj Flow Rate, veh/h | 100 508 0 0 927 4 8 0 5 18 0 140 |
| Peak Hour Factor | 0.89 0.89 0.89 0.70 0.70 0.62 0.62 1.00 0.45 0.45 0.45 |
| Percent Heavy Veh, % | 33 0.00 0.00 0.00 33 0.00 0.00 0.00 0.00 0.00 0.00 |
| Cap, veh/h | 232 1434 0 0 1085 5 483 15 271 105 30 701 |
| Arrive On Green | 0.06 0.41 0.00 0.00 0.60 0.60 0.49 0.00 0.49 0.49 0.00 0.49 |
| Sat Flow, veh/h | 1767 3618 0 0 3693 16 849 31 550 122 61 1422 |
| Grp Vol, veh/h | 100 508 0 0 454 477 13 0 0 158 0 0 |
| Grp Sat Flow(s),veh/h/lnl | 1763 0 0 1763 1853 1430 0 0 1604 0 0 |
| Q Serve(g_s), s | 3.4 9.0 0.0 0.0 19.0 19.0 0.0 0.0 0.0 0.0 0.0 |
| Cycle Q Clear(g_c), s | 3.4 9.0 0.0 0.0 19.0 19.0 0.3 0.0 0.0 4.9 0.0 0.0 |
| Prop In Lane | 1.00 0.00 0.00 0.00 0.01 0.62 0.38 0.11 0.89 |
| Lane Grp Cap(c), veh/h | 232 1434 0 0 531 558 770 0 0 836 0 0 |
| V/C Ratio(X) | 0.43 0.35 0.00 0.00 0.85 0.85 0.02 0.00 0.00 0.19 0.00 0.00 |
| Avail Cap(c_a), veh/h | 340 2213 0 0 813 854 770 0 0 836 0 0 |
| HCM Platoon Ratio | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Upstream Filter(I) | 0.89 0.89 0.00 0.00 0.70 0.70 1.00 0.00 0.00 1.00 0.00 0.00 |
| Uniform Delay (d), s/veh | 21.3 18.5 0.0 0.0 16.3 16.3 11.6 0.0 0.0 12.8 0.0 0.0 |
| Incr Delay (d2), s/veh | 1.1 0.1 0.0 0.0 4.0 3.8 0.0 0.0 0.0 0.5 0.0 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.5 6.4 0.0 0.0 8.1 8.4 2.0 0.0 0.0 3.3 0.0 0.0 |
| Uns. Movement Delay, s/veh | 22.5 18.6 0.0 0.0 20.3 20.1 11.7 0.0 0.0 13.3 0.0 0.0 |
| LnGrp Delay(d),s/veh | 2.5 18.6 0.0 0.0 20.3 20.1 11.7 0.0 0.0 13.3 0.0 0.0 |
| LnGrp LOS | C B A A C C B A A B A |
| Approach Vol, veh/h | 608 931 | 13 158 |
| Approach Delay, s/veh | 19.3 20.2 | 11.7 13.3 |
| Approach LOS | B C | B B |
| Timer - Assigned Phs | 2 4 | 6 7 8 |
| Phs Duration (G+Y+Rc), s | 48.9 41.1 48.9 9.5 31.6 |
| Change Period (Y+Rc), s | 4.5 4.5 4.5 4.5 4.5 |
| Max Green Setting (Gmax), s | 24.5 56.5 24.5 10.5 41.5 |
| Max Q Clear Time (g_c+I1), s | 2.3 11.0 6.9 5.4 21.0 |
| Green Ext Time (p_c), s | 0.0 3.9 0.8 0.1 6.1 |

Intersection Summary

HCM 6th Ctrl Delay | 19.2
HCM 6th LOS | B
### Movement Lane Configurations

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<th>EBR</th>
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<tr>
<td>Traffic Volume (veh/h)</td>
<td>58</td>
<td>411</td>
<td>25</td>
<td>37</td>
<td>477</td>
<td>27</td>
<td>27</td>
<td>2</td>
<td>26</td>
<td>32</td>
<td>5</td>
<td>110</td>
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<td>Future Volume (veh/h)</td>
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<td>411</td>
<td>25</td>
<td>37</td>
<td>477</td>
<td>27</td>
<td>27</td>
<td>2</td>
<td>26</td>
<td>32</td>
<td>5</td>
<td>110</td>
</tr>
<tr>
<td>Initial Q (Qb), veh</td>
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<td>0</td>
<td>0</td>
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<tr>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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<tr>
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<td>1.00</td>
<td>1.00</td>
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<td>1.00</td>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
</tbody>
</table>

### Adj Flow Rate, veh/h

| Lane | 62 | 442 | 27 | 49 | 636 | 36 | 35 | 3 | 33 | 60 | 9 | 120 |

### Peak Hour Factor

| Lane | 0.93 | 0.93 | 0.93 | 0.75 | 0.75 | 0.75 | 0.78 | 0.78 | 0.78 | 0.53 | 0.53 | 0.92 |

### Percent Heavy Veh, %

| Lane | 33 | 33 | 33 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 |

### Cap, veh/h

| Lane | 198 | 763 | 46 | 255 | 751 | 42 | 33 | 60 | 9 | 325 | 49 | 331 |

### Arrive On Green

| Lane | 0.06 | 0.30 | 0.30 | 0.08 | 0.44 | 0.44 | 0.33 | 0.33 | 0.33 | 0.21 | 0.21 | 0.21 |

### Sat Flow, veh/h

| Lane | 1767 | 3376 | 206 | 1767 | 3392 | 192 | 1810 | 136 | 1495 | 1583 | 238 | 1610 |

### V/C Ratio (X)

| Lane | 0.31 | 0.58 | 0.58 | 0.19 | 0.85 | 0.85 | 0.06 | 0.06 | 0.06 | 0.07 | 0.18 | 0.00 |

### Avail Cap (c_a), veh/h

| Lane | 249 | 539 | 556 | 293 | 519 | 536 | 596 | 0 | 537 | 374 | 0 | 331 |

### HCM Platoon Ratio

| Lane | 1.33 | 1.33 | 1.33 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

### Uniform Delay (d), s/veh

| Lane | 26.1 | 27.8 | 27.9 | 24.8 | 23.7 | 23.7 | 20.6 | 0.0 | 20.7 | 29.5 | 0.0 | 30.7 |

### LnGrp Delay (d), s/veh

| Lane | 27.0 | 29.1 | 29.1 | 25.1 | 32.3 | 32.2 | 20.8 | 0.0 | 20.9 | 30.6 | 0.0 | 33.7 |

### HCM 6th Control Delay

| Lane | 30.3 |

### Intersection Summary

| HCM 6th LOS | C |
### Movement

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<th>EBR</th>
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<td>20</td>
<td>13</td>
<td>3</td>
<td>38</td>
<td>19</td>
<td>161</td>
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<td>9</td>
<td>336</td>
<td>16</td>
<td>20</td>
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<td>1856</td>
<td>1856</td>
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<td>1572</td>
<td>1767</td>
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<td>1556</td>
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### Intersection Summary

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### Movement

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<th>NBR</th>
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<th>SBT</th>
<th>SBR</th>
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</table>

### Lane Configurations

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<th>13</th>
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### Unsig. Movement Delay, s/veh

| LnGrp Delay(d), s/veh | 46.9| 34.0| 38.0| 35.1| 0.0 | 34.1| 61.5| 12.5 | 12.5 | 75.2| 0.2  | 0.1 |

### LnGrp LOS

| D | C | D | D | A | C | E | B | E | A | A |

### Approach Vol, veh/h

| 488 | 47 | 1075 | 654 |

### Approach Delay, s/veh

| 43.3 | 34.5 | 16.7 | 0.6 |

### Approach LOS

| D | C | B | A |

### Timer - Assigned Phs

| 1 | 2 | 3 | 4 | 5 | 6 | 8 |

### Phs Duration (G+Y+Rc), s

| 80.1 | 34.8 | 9.5 | 75.7 | 34.8 |

### Change Period (Y+Rc), s

| 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |

### Max Green Setting (Gmax), s

| 53.5 | 47.5 | 8.5 | 50.5 | 47.5 |

### Max Q Clear Time (g_c+I1), s

| 18.6 | 28.8 | 5.2 | 2.0  | 4.8 |

### Green Ext Time (p_c), s

| 0.0 | 7.7 | 1.5 | 0.1  | 4.7 | 0.2 |

### Intersection Summary

| HCM 6th Ctrl Delay | 18.1 |
| HCM 6th LOS | B |
### Movement

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#### Lane Configurations

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<th>156</th>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 18.7
- **HCM 6th LOS**: B

**Notes**

User approved volume balancing among the lanes for turning movement.
**HCM 6th Signalized Intersection Summary**

19: San Antonio Dr & Firestone Bl

**05/11/2022**

**Lane Configurations**

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**Intersection Summary**

HCM 6th Ctrl Delay 28.5
HCM 6th LOS C
HCM 6th Edition methodology does not support more than 4 approaches.
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### Intersection Summary

- **HCM 2000 Control Delay**: 70.0
- **HCM 2000 Level of Service**: E
- **HCM 2000 Volume to Capacity ratio**: 1.06
- **Actuated Cycle Length (s)**: 140.0
- **Sum of lost time (s)**: 22.5
- **Intersection Capacity Utilization**: 82.1%
- **ICU Level of Service**: E
- **Analysis Period (min)**: 15
- **c Critical Lane Group**
### Movement

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<td>Approach LOS</td>
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###Intersection Summary
### Intersection

| Int Delay, s/veh | 0.6 |

### Movement

<table>
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<tr>
<th>Lane Configurations</th>
<th>WBL</th>
<th>WBR</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
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<td>94</td>
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<td>94</td>
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| Storage Length | 0 | 0 | 0 | 0 | 0 | 0 |
| Veh in Median Storage, # | 0 | 0 | 0 | 0 | 0 | 0 |
| Grade, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 3 | 3 | 3 |

| Mvmt Flow | 0 | 93 | 1004 | 102 | 0 | 1211 |

### Major/Minor

<table>
<thead>
<tr>
<th>Minor Flow</th>
<th>Minor1</th>
<th>Major1</th>
<th>Major2</th>
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<td>Critical Hdwy Stg 2</td>
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<td>Follow-up Hdwy</td>
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<td>Platoon blocked, %</td>
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<td>Mov Cap-1 Maneuver</td>
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### Approach

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<tr>
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### Minor Lane/Major Mvmt

<table>
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### Intersection

| Int Delay, s/veh | 0.3 |

### Movement

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<th>WBR</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
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</thead>
</table>

### Lane Configurations

| Traffic Vol, veh/h | 5 | 0 | 53 | 43 | 0 | 66 |
| Future Vol, veh/h  | 5 | 0 | 53 | 43 | 0 | 66 |

### Conflicting Peds, #/hr

| 0 | 0 | 0 | 0 | 0 | 0 |

### Sign Control

| RT Channelized | Stop | Stop | Free | Free | Free | Free |
| Storage Length | 0 | 0 | 0 | 0 | 0 | 0 |

### Veh in Median Storage, #

| 0 | 0 | 0 | 0 | 0 | 0 |

### Grade, %

| 0 | 0 | 0 | 0 | 0 | 0 |

### Peak Hour Factor

| 92 | 92 | 92 | 92 | 92 | 92 |

### Heavy Vehicles, %

| 2 | 2 | 2 | 2 | 2 | 2 |

### Mvmt Flow

| 5 | 0 | 58 | 47 | 0 | 72 |

### Major/Minor

<table>
<thead>
<tr>
<th>Minor1</th>
<th>Major1</th>
<th>Major2</th>
</tr>
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</table>

| Conflicting Flow All | 154 | 82 | 0 | 0 | 105 | 0 |
| Stage 1 | 82 | - | - | - | - | - |
| Stage 2 | 72 | - | - | - | - | - |

### Critical Hdwy

| 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |

### Follow-up Hdwy

| 3.518 | 3.318 | - | - | 2.218 | - |

### Pot Cap-1 Maneuver

| 838 | 978 | - | - | 1486 | - |
| Stage 1 | 941 | - | - | - | - |
| Stage 2 | 951 | - | - | - | - |

### Platoon blocked, %

| - | - | - | - | - | - |

### Mov Cap-1 Maneuver

| 838 | 978 | - | - | 1486 | - |

### Mov Cap-2 Maneuver

| 838 | - | - | - | - | - |
| Stage 1 | 941 | - | - | - | - |
| Stage 2 | 951 | - | - | - | - |

### Approach

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### Minor Lane/Major Mvmt

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### Intersection

| Int Delay, s/veh | 2.8 |

### Movement

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#### Lane Configurations

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<tbody>
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<th>Free</th>
<th>Free</th>
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#### Storage Length

| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |

#### Grade, %

| Grade, % | 0 | - | - | 0 | 0 | - |

#### Peak Hour Factor

| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |

#### Mvmt Flow

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#### Major/Minor

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#### Approach

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#### Capacity (veh/h)

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### Intersection

| Int Delay, s/veh | 5.3 |

### Movement

| Traffic Vol, veh/h | 37 | 0 | 0 | 151 | 140 | 0 |
| Future Vol, veh/h  | 37 | 0 | 0 | 151 | 140 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |

#### Traffic Vol, veh/h

| Traffic Vol, veh/h | 37 | 0 | 0 | 151 | 140 | 0 |

#### Future Vol, veh/h

| Future Vol, veh/h | 37 | 0 | 0 | 151 | 140 | 0 |

#### Conflicting Peds, #/hr

| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |

### Sign Control

| RT Channelized | Free | Free | Free | Free | Stop | Stop |

### Storage Length

| Storage Length | - | - | - | 0 | - | - |

### Peak Hour Factor

| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |

### Heavy Vehicles, %

| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |

### Mvmt Flow

| Mvmt Flow | 40 | 0 | 0 | 164 | 152 | 0 |

### Major/Minor

| Conflicting Flow All | 164 | 0 | 0 | 162 | 82 |
| Stage 1 | - | - | - | 82 | - |
| Stage 2 | - | - | - | 80 | - |

### Critical Hdwy

| Critical Hdwy | 4.12 | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.42 | - |

### Follow-up Hdwy

| Follow-up Hdwy | 2.218 | - | - | 3.518 | 3.318 |

### Pot Cap-1 Maneuver

| Pot Cap-1 Maneuver | 1414 | - | - | 829 | 978 |
| Stage 1 | - | - | - | 941 | - |
| Stage 2 | - | - | - | 943 | - |

### Platoon blocked, %

| Platoon blocked, % | - | - | - | - | - | - |

### Mov Cap-1 Maneuver

| Mov Cap-1 Maneuver | 1414 | - | - | 806 | 978 |
| Stage 1 | - | - | - | 915 | - |
| Stage 2 | - | - | - | 943 | - |

### Mov Cap-2 Maneuver

| Mov Cap-2 Maneuver | - | - | - | 806 | - | - |

### Approach

<table>
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</table>

### Minor Lane/Major Mvmt

| Capacity (veh/h) | 1414 | - | - | - | 806 |
| HCM Lane V/C Ratio | 0.028 | - | - | 0.189 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.7 |
### Movement

<table>
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### Lane Configurations

- Lane Work Zone On Approach: No
- Adj Sat Flow, veh/h/ln: 1900
- Adj Flow Rate, veh/h: 42
- Peak Hour Factor: 0.73
- Percent Heavy Veh, %: 0.00
- Cap, veh/h: 77
- Arrive On Green: 0.21
- Sat Flow, veh/h: 148
- Grp Volume(v), veh/h: 283
- Grp Sat Flow(s),veh/h/ln: 1565
- Q Serve(g_s), s: 8.3
- Cycle Q Clear(g_c), s: 16.0
- Prop In Lane: 0.15
- Lane Grp Cap(c), veh/h: 373
- V/C Ratio(X): 0.76
- Avail Cap(c_a), veh/h: 479
- HCM Platoon Ratio: 1.00
- Upstream Filter(I): 1.00
- Uniform Delay (d), s/veh: 34.4
- Incr Delay (d2), s/veh: 5.2
- Initial Q Delay(d3),s/veh: 0.0
- %ile BackOfQ(95%),veh/ln: 10.5
- LnGrp Delay(d),s/veh: 39.6
- LnGrp LOS: D

### Intersection Summary

- HCM 6th Ctrl Delay: 14.7
- HCM 6th LOS: B
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**Intersection Summary**

HCM 6th Ctrl Delay 7.0

HCM 6th LOS A
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### Lane Configurations

- Ped-Bike Adj (A_pbT) 1.00
- Parking Bus, Adj 1.00
- Work Zone On Approach No

### Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:25 pm 05/04/2022 FP AM TDM Synchro 11 Report

### Lane Grp Cap(c), veh/h

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### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 66.2 s
- **HCM 6th LOS**: E
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### Timer - Assigned Phs

| Phs Duration (G+Y+Rc), s | 5.9 | 54.3 | 48.0 | 60.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.5 | 57.5 | 43.5 | 67.5 |
| Max Q Clear Time (g_c+H), s | 2.3 | 33.4 | 20.8 | 21.8 |
| Green Ext Time (p_c), s | 0.0 | 16.3 | 5.0 | 14.6 |

### Intersection Summary

- HCM 6th Ctrl Delay: 22.8
- HCM 6th LOS: C

### Notes

User approved volume balancing among the lanes for turning movement.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Work Zone On Approach | No | No | No |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 109 | 2202 | 77 | 1 | 1286 | 566 | 141 | 179 | 16 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.92 | 0.92 | 0.73 | 0.73 | 0.73 | 0.73 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cap, veh/h | 162 | 2354 | 82 | 2 | 3199 | 993 | 369 | 368 | 328 |
| Arrive On Green | 0.05 | 0.68 | 0.68 | 0.00 | 0.63 | 0.63 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 3428 | 3476 | 121 | 1767 | 5066 | 1572 | 1767 | 1763 | 1572 |

| Grp Volume(v), veh/h | 109 | 1110 | 1242 | 2 | 3199 | 993 | 369 | 368 | 328 |
| Grp Sat Flow(s),veh/h/ln | 1763 | 1834 | 1767 | 1689 | 1572 | 1767 | 1763 | 1763 | 1572 |
| Q Serve(g_s), s | 3.8 | 65.9 | 68.0 | 0.1 | 15.0 | 24.9 | 8.2 | 10.7 | 1.0 |
| Cycle Q Clear(g_c), s | 3.8 | 65.9 | 68.0 | 0.1 | 15.0 | 24.9 | 8.2 | 10.7 | 1.0 |
| Prop In Lane | 1.00 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 162 | 1194 | 1242 | 2 | 3199 | 993 | 369 | 368 | 328 |
| V/C Ratio(X) | 0.67 | 0.93 | 0.94 | 0.41 | 0.40 | 0.57 | 0.38 | 0.49 | 0.05 |
| Avail Cap(c_a), veh/h | 243 | 1212 | 1261 | 75 | 3339 | 1037 | 369 | 368 | 328 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.68 | 0.68 | 0.68 | 0.53 | 0.53 | 0.53 | 1.00 | 1.00 | 1.00 |

| Uniform Delay (d), s/veh | 56.3 | 16.9 | 17.2 | 59.9 | 10.9 | 12.7 | 40.8 | 41.8 | 38.0 |
| Incr Delay (d2), s/veh | 3.3 | 9.1 | 10.1 | 50.7 | 0.0 | 0.4 | 3.0 | 4.5 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| %ile BackOfQ(95%),veh/ln | 33.7 | 36.2 | 0.1 | 8.2 | 11.9 | 7.0 | 8.9 | 0.7 |

| Unsogl Movement Delay, s/veh | 59.5 | 26.0 | 27.3 | 110.5 | 11.0 | 13.1 | 43.8 | 46.4 | 38.2 |
| LnGrp Delay(d),s/veh | E | C | C | F | B | D | D | D | D |

| Approach Vol, veh/h | 2388 | 1853 | 336 |
| Approach Delay, s/veh | 28.2 | 11.7 | 44.9 |
| Approach LOS | C | B | D |

| Timer - Assigned Phs | 2 | 3 | 4 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 29.5 | 4.7 | 85.8 | 10.2 | 80.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.9 | 5.1 | 82.5 | 8.5 | 79.1 |
| Max Q Clear Time (g_c+I1), s | 12.7 | 2.1 | 70.0 | 5.8 | 26.9 |
| Green Ext Time (p_c), s | 1.0 | 0.0 | 11.3 | 0.1 | 18.4 |

### Intersection Summary

| HCM 6th Ctrl Delay | 22.7 |
| HCM 6th LOS | C |
## HCM 6th Signalized Intersection Summary

### 7: Kalnor Ave & Imperial Highway

### Movement

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### Intersection Summary

- HCM 6th Ctrl Delay: 13.9
- HCM 6th LOS: B
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<th>Work Zone On Approach</th>
<th>Adj Sat Flow, veh/h/ln</th>
<th>Adj Flow Rate, veh/h</th>
<th>Peak Hour Factor</th>
<th>Percent Heavy Veh, %</th>
<th>Cap, veh/h</th>
<th>Arrive On Green</th>
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<th>Grp Volume(v), veh/h</th>
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<th>Avail Cap(c_a), veh/h</th>
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**Intersection Summary**

- HCM 6th Ctrl Delay: 38.5
- HCM 6th LOS: D
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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 15.5
- **HCM 6th LOS**: B
## Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

### Lane Configurations

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### Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:25 pm 05/04/2022 FP AM TDM Synchro 11 Report

**HCM 6th Ctrl Delay:** 28.5

**HCM 6th LOS:** C
## Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:25 pm 05/04/2022 FP AM TDM Synchro 11 Report

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**Intersection Summary**

| HCM 6th Ctrl Delay | 70.9 |
| HCM 6th LOS | E |
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 12.3
- **HCM 6th LOS**: B

### Notes

User approved volume balancing among the lanes for turning movement.
### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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| Unsig. Movement Delay, s/veh | 24.2 | 21.8 | 0.0 | 0.0 | 31.1 | 31.1 | 10.7 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 |
| LnGrp Delay(d), s/veh | C | C | A | A | C | C | B | A | A | B | A | A |
| Approach Vol, veh/h | 922 | 680 | 4 | 19 |
| Approach Delay, s/veh | 22.2 | 31.1 | 10.7 | 10.8 |
| Approach LOS | C | C | B | B |

| Timer - Assigned Phs | 2 | 4 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 50.7 | 39.3 | 50.7 | 13.1 | 26.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.5 | 59.5 | 21.5 | 18.5 | 36.5 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 16.8 | 2.5 | 8.4 | 17.5 |
| Green Ext Time (p_c), s | 0.0 | 6.2 | 0.0 | 0.3 | 4.1 |

### Intersection Summary
- HCM 6th Ctrl Delay: 25.8
- HCM 6th LOS: C
## Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

### Traffic Volume (veh/h)

- EBL: 46, 543, 34, 11, 426, 26, 60, 9, 24, 20, 9, 64
- EBT: 46, 543, 34, 11, 426, 26, 60, 9, 24, 20, 9, 64

### Initial Q (Qb), veh

- EBL: 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0
- EBT: 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0

### Ped-Bike Adj (A_pbT)

- EBL: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00
- EBT: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00

### Parking Bus, Adj

- EBL: 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00
- EBT: 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00

### Work Zone On Approach

- EBL: No, No, No, No
- EBT: No, No, No, No

### Adj Sat Flow, veh/h

- EBL: 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856
- EBT: 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856, 1856

### Peak Hour Factor

- EBL: 0.84, 0.84, 0.84, 0.78, 0.78
- EBT: 0.84, 0.84, 0.84, 0.78, 0.78

### Percent Heavy Veh, %

- EBL: 33, 33, 33, 33, 33, 33, 33, 33
- EBT: 33, 33, 33, 33, 33

### Cap, veh/h

- EBL: 200, 759, 47, 150, 676, 41, 639, 163, 430, 258, 119, 331
- EBT: 200, 759, 47, 150, 676, 41, 639, 163, 430, 258, 119, 331

### Arrive On Green

- EBL: 0.08, 0.35, 0.11, 0.11
- EBT: 0.08, 0.35, 0.11, 0.11

### Sat Flow, veh/h

- EBL 1767, 3372, 209, 1767, 3378, 204, 1810, 462, 1218, 1257, 580, 1610
- EBT: 1767, 3372, 209, 1767, 3378, 204, 1810, 462, 1218, 1257, 580, 1610

### Grp Volume(v), veh/h

- EBL: 55, 337, 349, 14, 284, 295, 72, 0, 40, 38, 0, 70
- EBT: 55, 337, 349, 14, 284, 295, 72, 0, 40, 38, 0, 70

### Grp Sat Flow(s), veh/h

- EBL: 1767, 1767, 1819, 1810, 0, 1681, 1837, 0, 1610
- EBT: 1767, 1767, 1819, 1810, 0, 1681, 1837, 0, 1610

### Q Serve(g_s), s

- EBL: 2.2, 15.3, 15.4, 0.6, 12.9, 12.9, 2.4, 0.0, 1.4, 1.5, 0.0, 3.2
- EBT: 2.2, 15.3, 15.4, 0.6, 12.9, 12.9, 2.4, 0.0, 1.4, 1.5, 0.0, 3.2

### Lane Grp Cap(c), veh/h

- EBL: 200, 397, 409, 150, 353, 364, 639, 0, 593, 378, 0, 331
- EBT: 200, 397, 409, 150, 353, 364, 639, 0, 593, 378, 0, 331

### LnGrp Delay(d), s/veh

- EBL: 27.2, 32.5, 32.4, 28.6, 30.9, 30.9, 20.0, 0.0, 19.5, 29.5, 0.0, 31.1
- EBT: 27.2, 32.5, 32.4, 28.6, 30.9, 30.9, 20.0, 0.0, 19.5, 29.5, 0.0, 31.1

### Intersection Summary

- HCM 6th Ctrl Delay: 30.6
- HCM 6th LOS: C
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**Intersection Summary**

- **HCM 6th Ctrl Delay**: 28.0
- **HCM 6th LOS**: C
### HCM 6th Signalized Intersection Summary

#### 16: Civic Center Dr & Bloomfield Ave

**05/11/2022**

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 22.3
- **HCM 6th LOS**: C
## Movement

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<td>114</td>
<td>121</td>
<td>89</td>
<td>597</td>
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### Lane Configurations

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<tr>
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<td>0</td>
<td>114</td>
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<td>909</td>
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<tr>
<td>Future Volume (veh/h)</td>
<td>71</td>
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<td>114</td>
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<td>909</td>
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<td>1020</td>
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<tr>
<td>Initial Q (Qb), veh</td>
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<td>0</td>
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### Work Zone On Approach

| Lane | 92  | 0   | 148 | 146 | 107 | 719 | 116 | 1136| 0   | 0   | 1308 | 106 |

### Adj Sat Flow, veh/h

| Lane | 1856 | 0   | 1856 | 1856 | 1856 | 1856 | 0   | 0   | 1856 | 253 | 0   | 925  | 489 |

### Adj Flow Rate, veh/h

| Lane | 92  | 0   | 148 | 146 | 107 | 719 | 116 | 1136| 0   | 0   | 1308 | 106 |

### Q Serve(g_s), s

| Lane | 1804 | 1763| 1572 | 1714 | 1689 | 0   | 0   | 1387 | 0   | 0   | 1387 | 734 |

### Cycle Q Clear(g_c), s

| Lane | 11.1 | 0.0 | 51.7 | 4.0  | 24.3 | 0.0  | 0.0  | 13.0 | 0.0  | 0.0  | 13.0 | 13.0 |

### Prop In Lane

| Lane | 0.58 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### Lane Grp Cap(c), veh/h

| Lane | 777  | 759 | 677  | 157  | 2503 | 0   | 0   | 1387 | 0   | 0   | 1387 | 734 |

### V/C Ratio(X)

| Lane | 0.33 | 0.00 | 1.06 | 0.74 | 0.45 | 0.00 | 0.00 | 0.67 | 0.00 | 0.00 | 0.67 | 0.67 |

### HCM Platoon Ratio

| Lane | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.00 | 1.00 | 2.00 |

### Upstream Filter(I)

| Lane | 1.00 | 1.00 | 1.00 | 0.88 | 0.88 | 0.00 | 0.00 | 0.96 | 0.96 | 0.00 | 0.00 | 0.96 |

### Uniform Delay (d), s/veh

| Lane | 22.6 | 0.0  | 34.1 | 58.4 | 35.6 | 0.0  | 0.0  | 7.5  | 7.5  | 0.0  | 0.0  | 7.5  |

### Incr Delay (d2), s/veh

| Lane | 0.2  | 0.0  | 52.0 | 14.9 | 0.5  | 0.0  | 0.0  | 2.5  | 4.6  | 0.0  | 0.0  | 2.5  |

### Initial Q Delay(d3), s/veh

| Lane | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

### %ile BackOfQ(95%), veh/ln

| Lane | 8.4  | 0.0  | 39.4 | 3.8  | 16.3 | 0.0  | 0.0  | 5.4  | 6.5  | 0.0  | 0.0  | 5.4  |

### LnGrp Delay(d), s/veh

| Lane | 22.9 | 0.0  | 86.1 | 73.3 | 36.1 | 0.0  | 0.0  | 9.9  | 12.0 | 0.0  | 0.0  | 9.9  |

### LnGrp LOS

| Lane | C    | A    | F    | E    | D    | A    | A    | A    | B    | A    | A    | A    |

### Approach Vol, veh/h

| Lane | 972  | 1252 | 1414 | 1414 | 1414 | 1414 | 1414 | 1414 | 1414 | 1414 | 1414 | 1414 |

### Approach Delay, s/veh

| Lane | 69.7 | 39.5 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 |

### Approach LOS

| Lane | E    | D    | B    | B    | B    | B    | B    | B    | B    | B    | B    | B    |

### Timer - Assigned Phs

| Lane | 2    | 5    | 6    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    |

### Phs Duration (G+Y+Rc), s

| Lane | 63.8 | 10.0 | 53.8 | 56.2 | 56.2 | 56.2 | 56.2 | 56.2 | 56.2 | 56.2 | 56.2 | 56.2 |

### Change Period (Y+Rc), s

| Lane | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |

### Max Green Setting (Gmax), s

| Lane | 46.9 | 5.5  | 36.9 | 51.7 | 51.7 | 51.7 | 51.7 | 51.7 | 51.7 | 51.7 | 51.7 | 51.7 |

### Max Q Clear Time (g_c+I1), s

| Lane | 26.3 | 6.0  | 15.0 | 53.7 | 53.7 | 53.7 | 53.7 | 53.7 | 53.7 | 53.7 | 53.7 | 53.7 |

### Green Ext Time (p_c), s

| Lane | 8.4  | 0.0  | 10.6 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

| Lane | HCM 6th Ctrl Delay | 36.4 |

| Lane | HCM 6th LOS     | D    |
### Movement

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### Timer - Assigned Phs

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### Intersection Summary

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### Notes

User approved volume balancing among the lanes for turning movement.
### Scenario 1 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:25 pm 05/04/2022 FP AM TDM Synchro 11 Report

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (veh/h) | 194 | 348 | 44 | 38 | 335 | 51 | 62 | 842 | 80 | 79 | 674 | 171 |
| Future Volume (veh/h) | 194 | 348 | 44 | 38 | 335 | 51 | 62 | 842 | 80 | 79 | 674 | 171 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | No | No | No | No | No | No | No | No | No | No | No |
| Adj Sat Flow, veh/h-ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 220 | 395 | 50 | 42 | 368 | 56 | 74 | 1002 | 95 | 96 | 822 | 209 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.84 | 0.84 | 0.84 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| Cap, veh/h | 251 | 840 | 375 | 55 | 451 | 201 | 94 | 1809 | 807 | 119 | 2124 | 536 |
| Arrive On Green | 0.14 | 0.24 | 0.24 | 0.03 | 0.13 | 0.13 | 0.05 | 0.51 | 0.51 | 0.13 | 1.00 | 1.00 |
| Sat Flow, veh/h | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 4032 | 1018 |
| Grp Vol, veh/h-ln | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 3526 | 1572 | 1767 | 4032 | 1018 |
| Q Serve, s | 14.6 | 11.5 | 3.0 | 2.8 | 12.2 | 3.9 | 5.0 | 23.2 | 3.8 | 6.3 | 0.0 | 0.0 |
| Cycle Q Clear, s | 14.6 | 11.5 | 3.0 | 2.8 | 12.2 | 3.9 | 5.0 | 23.2 | 3.8 | 6.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.61 |
| Lane Grp Cap, veh/h | 251 | 840 | 375 | 55 | 451 | 201 | 94 | 1809 | 807 | 119 | 2124 | 536 |
| V/C Ratio | 0.88 | 0.47 | 0.13 | 0.76 | 0.82 | 0.28 | 0.78 | 0.55 | 0.12 | 0.81 | 0.39 | 0.39 |
| Avail Cap, veh/h | 362 | 1081 | 482 | 106 | 570 | 254 | 158 | 1809 | 807 | 194 | 1779 | 881 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.61 |
| Uniform Delay, s/veh | 50.5 | 39.2 | 36.0 | 57.7 | 50.9 | 47.3 | 56.1 | 19.9 | 15.1 | 51.2 | 0.0 | 0.0 |
| Incr Delay, s/veh | 15.5 | 0.4 | 0.2 | 18.7 | 7.2 | 0.7 | 1.3 | 0.1 | 0.0 | 11.7 | 0.6 | 1.2 |
| Initial Q Delay, s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%), veh-ln | 12.0 | 8.7 | 2.8 | 2.5 | 9.8 | 2.8 | 3.0 | 10.9 | 1.9 | 5.5 | 0.3 | 0.5 |
| Uns. Movement Delay, s/veh | 13.2 | 44.8 | 7.2 | 36.8 | 10.7 | 47.3 | 24.6 | 19.4 |
| LnGrp Delay, s/veh | 66.0 | 39.6 | 36.1 | 76.3 | 58.2 | 48.1 | 57.4 | 20.0 | 15.2 | 62.9 | 0.6 | 1.2 |
| LnGrp LOS | E | D | D | E | E | D | E | B | B | E | A | A |
| Approach Vol, veh/h | 665 | 466 | 1171 | 1127 |
| Approach Delay, s/veh | 48.1 | 58.6 | 22.0 | 6.1 |
| Approach LOS | D | E | C | A |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.6 | 66.1 | 8.3 | 33.1 | 10.9 | 67.7 | 21.5 | 19.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 44.8 | 7.2 | 36.8 | 10.7 | 47.3 | 24.6 | 19.4 |
| Max Q Clear Time, s | 25.2 | 4.8 | 13.5 | 7.0 | 2.0 | 16.6 | 14.2 |
| Green Ext Time, p_c, s | 0.1 | 7.6 | 0.0 | 2.8 | 0.0 | 9.0 | 0.4 | 1.2 |

### Intersection Summary
- HCM 6th Ctrl Delay: 26.8
- HCM 6th LOS: C
HCM 6th Edition methodology does not support more than 4 approaches.
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**Intersection Summary**

- HCM 2000 Control Delay: 75.0
- HCM 2000 Level of Service: E
- HCM 2000 Volume to Capacity ratio: 1.17
- Actuated Cycle Length (s): 140.0
- Sum of lost time (s): 22.5
- Intersection Capacity Utilization: 77.6%
- ICU Level of Service: D
- Analysis Period (min): 15
- c Critical Lane Group
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### Major/Minor

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<th>Major2</th>
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<td>177</td>
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<tr>
<td>Stage 1</td>
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<tr>
<td>Stage 2</td>
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<td>6.22</td>
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<tr>
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<tr>
<td>Critical Hdwy Stg 2</td>
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<td>3.318</td>
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<td>866</td>
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<tr>
<td>Stage 1</td>
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<tr>
<td>Stage 2</td>
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### Minor Lane/Major Mvmt

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<th>SBT</th>
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<td>HCM 95th %title Q(veh)</td>
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### Intersection

| Int Delay, s/veh | 1.6 |

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#### Lane Configurations

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<th>Traffic Vol, veh/h</th>
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<th>70</th>
<th>82</th>
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<tbody>
<tr>
<td>Future Vol, veh/h</td>
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<td>14</td>
<td>12</td>
<td>70</td>
<td>82</td>
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| Conflicting Peds, #/hr | 0   | 0   | 0   | 0   | 0   | 0   |

#### Sign Control

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<th>Stop</th>
<th>Free</th>
<th>Free</th>
<th>Free</th>
<th>Free</th>
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| Storage Length | 0    | -    | -    | -    | -    | -    |

| Veh in Median Storage, # | 0    | 0    | 0    | 0    | 0    | 0    |

| Grade, %                  | 0    | -    | -    | 0    | 0    | -    |

| Peak Hour Factor          | 92   | 92   | 92   | 92   | 92   | 92   |

| Heavy Vehicles, %         | 2    | 2    | 2    | 2    | 2    | 2    |

| Mvmt Flow                 | 9    | 15   | 13   | 76   | 89   | 0    |

### Major/Minor

#### Conflicting Flow All

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<td>102</td>
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<td>6.22</td>
<td>4.12</td>
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<tr>
<td>5.42</td>
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<tr>
<td>3.518</td>
<td>3.318</td>
<td>2.218</td>
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<td>798</td>
<td>969</td>
<td>1506</td>
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<tr>
<td>934</td>
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<td>-</td>
</tr>
<tr>
<td>922</td>
<td>-</td>
<td>-</td>
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</table>

| Platoon blocked, %        | -    | -    | -    | -    | -    | -    |

| Mov Cap-1 Maneuver        | 791  | 969  | 1506 | -    | -    | -    |
| Stage 1                   | 926  | -    | -    | -    | -    | -    |
| Stage 2                   | 922  | -    | -    | -    | -    | -    |

### Follow-up Hdwy

| Pot Cap-1 Maneuver        | 791  | 969  | 1506 | -    | -    | -    |
| Stage 1                   | 926  | -    | -    | -    | -    | -    |
| Stage 2                   | 922  | -    | -    | -    | -    | -    |

### Approach

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### HCM Control Delay, s

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### HCM LOS

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### Minor Lane/Major Mvmt

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<table>
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<td>HCM Lane LOS</td>
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<tr>
<td>HCM 95th %tile Q(veh)</td>
<td>0</td>
<td>-</td>
<td>0.1</td>
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## Intersection

| Int Delay, s/veh | 5.8 |

### Movement

| Traffic Vol, veh/h | 16 | 0 | 0 | 65 | 98 | 0 |
| Future Vol, veh/h  | 16 | 0 | 0 | 65 | 98 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 0 | 0 | 71 | 107 | 0 |

### Major/Minor

| Conflicting Flow All | 71 | 0 | - | 0 | 70 | 36 |
| Stage 1 | - | - | - | - | 36 | - |
| Stage 2 | - | - | - | - | 34 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1529 | - | - | - | 934 | 1037 |
| Stage 1 | - | - | - | - | 986 | - |
| Stage 2 | - | - | - | - | 988 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1529 | - | - | - | 924 | 1037 |
| Mov Cap-2 Maneuver | - | - | - | - | 924 | - |
| Stage 1 | - | - | - | - | 975 | - |
| Stage 2 | - | - | - | - | 988 | - |

### Approach

| HCM Control Delay, s | 7.4 | 0 | 9.4 |
| HCM LOS | A | | |

### Minor Lane/Major Mvmt

| Capacity (veh/h) | 1529 | - | - | - | 924 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.115 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9.4 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |
### Movement

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<th>EBR</th>
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<tbody>
<tr>
<td>Traffic Volume (veh/h)</td>
<td>20</td>
<td>145</td>
<td>25</td>
<td>188</td>
<td>245</td>
<td>196</td>
<td>42</td>
<td>639</td>
<td>200</td>
<td>102</td>
<td>817</td>
<td>63</td>
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<tr>
<td>Future Volume (veh/h)</td>
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<td>25</td>
<td>188</td>
<td>245</td>
<td>196</td>
<td>42</td>
<td>639</td>
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### Lane Configurations

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<tbody>
<tr>
<td>Traffic Volume (veh/h)</td>
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<td>145</td>
<td>25</td>
<td>188</td>
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<td>639</td>
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<td>817</td>
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<tr>
<td>Future Volume (veh/h)</td>
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<td>145</td>
<td>25</td>
<td>188</td>
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<td>196</td>
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<td>639</td>
<td>200</td>
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### Ped-Bike Adj

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### Parking Bus, Adj

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### Work Zone On Approach

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### Adj Sat Flow, veh/h

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### Adj Flow Rate, veh/h

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### Peak Hour Factor

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### Percent Heavy Veh, %

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### Cap, veh/h

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### Arrive On Green

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### Sat Flow, veh/h

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### Grp Volume(v), veh/h

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### Grp Sat Flow(s),veh/h/ln

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### Q Serve(g_s), s

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### Lane Grp Cap(c), veh/h

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### V/C Ratio(X)

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### Avail Cap(c_a), veh/h

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### HCM Platoon Ratio

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### Upstream Filter(I)

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### Uniform Delay (d), s/veh

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### Incr Delay (d2), s/veh

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### Initial Q Delay(d3),s/veh

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### %ile BackOfQ(95%),veh/ln

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### LnGrp Delay(d),s/veh

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### Approach Vol, veh/h

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### Approach Delay, s/veh

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### Approach LOS

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### Timer - Assigned Phs

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### Phs Duration (G+Y+Rc), s

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### Change Period (Y+Rc), s

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### Max Green Setting (Gmax), s

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### Max Q Clear Time (g_c+I1), s

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### Green Ext Time (p_c), s

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### Intersecion Summary

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### Intersection Summary

- HCM 6th Ctrl Delay: 6.2
- HCM 6th LOS: A
### Movement Summary

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<td>316</td>
<td>1192</td>
<td>359</td>
<td>340</td>
<td>474</td>
<td>16</td>
<td>392</td>
<td>445</td>
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<td>Future Volume (veh/h)</td>
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<td>316</td>
<td>1192</td>
<td>359</td>
<td>340</td>
<td>474</td>
<td>16</td>
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<td>445</td>
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### Lane Configurations

- **Traffic Volume (veh/h)**: 1357, 316, 1192, 359, 340, 474, 16, 392, 445, 1
- **Future Volume (veh/h)**: 1357, 316, 1192, 359, 340, 474, 16, 392, 445, 1
- **Initial Q(Qb), veh**: 0, 0, 0, 0, 0, 0, 0, 0, 0
- **Ped-Bike Adj(A_pbT)**: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00

### Additional Data

- **Approach Vol, veh/h**: 1799, 1730
- **Approach Delay, s/veh**: 36.0, 42.6
- **Approach LOS**: D, E
- **Phs Duration (G+Y+Rc)**: 42.3, 55.5, 19.9, 44.6, 55.5
- **Change Period (Y+Rc)**: 4.5, 4.5, 4.5, 4.5, 4.5
- **Max Green Setting (Gmax)**: 28.5, 54.5, 20.5, 31.5, 54.5
- **Max Q Clear Time (g_cmax)**: 16.1, 40.2, 14.7, 10.3, 43.4
- **Green Ext Time (p_c)**: 0.9, 2.7, 10.2, 0.7, 3.1
- **HCM 6th Ctrl Delay**: 40.9
- **HCM 6th LOS**: D

### Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.
### Movement Summary

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<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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| Traffic Volume (veh/h) | 326 | 1271 | 65 | 209 | 1201 | 135 | 51 | 575 | 293 | 172 | 485 | 437 |
| Future Volume (veh/h)  | 326 | 1271 | 65 | 209 | 1201 | 135 | 51 | 575 | 293 | 172 | 485 | 437 |

| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Work Zone On Approach | No | No | No | No |
| Adj Sat Flow, veh/h ln | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h  | 398 | 1550 | 79 | 243 | 1397 | 157 | 53 | 599 | 305 | 177 | 500 | 451 |
| Peak Hour Factor      | 0.82 | 0.82 | 0.82 | 0.86 | 0.86 | 0.86 | 0.96 | 0.96 | 0.96 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, %  | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| Cap, veh/h            | 426 | 1963 | 609 | 271 | 520 | 472 | 68 | 852 | 380 | 231 | 954 | 426 |
| Arrive On Green       | 0.24 | 0.39 | 0.39 | 0.15 | 0.30 | 0.30 | 0.04 | 0.24 | 0.24 | 0.07 | 0.27 | 0.27 |
| Sat Flow, veh/h       | 1767 | 5066 | 1572 | 1767 | 5066 | 1572 | 1767 | 3526 | 1572 | 3428 | 3526 | 1572 |
| Grp Vol (s), veh/h    | 398 | 1550 | 79 | 243 | 1397 | 157 | 53 | 599 | 305 | 177 | 500 | 451 |
| Grp Sat Flow(s), veh/h ln | 1767 | 1689 | 1572 | 1767 | 1689 | 1572 | 1767 | 1763 | 1572 | 1714 | 1763 | 1572 |
| Q Serve(g_s), s       | 26.5 | 32.4 | 3.9 | 16.2 | 32.0 | 9.3 | 3.6 | 18.6 | 21.9 | 6.1 | 14.5 | 32.5 |
| Cycle Q Clear(g_c), s | 26.5 | 32.4 | 3.9 | 16.2 | 32.0 | 9.3 | 3.6 | 18.6 | 21.9 | 6.1 | 14.5 | 32.5 |
| Prop In Lane          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h| 426 | 1963 | 609 | 271 | 520 | 472 | 68 | 852 | 380 | 231 | 954 | 426 |
| V/C Ratio(X)          | 0.94 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Avail Cap(c_a), veh/h | 464 | 1980 | 615 | 311 | 1541 | 478 | 93 | 852 | 380 | 243 | 954 | 426 |
| HCM Platoon Ratio     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Downstream Filter(lf)| 0.50 | 0.50 | 0.50 | 0.82 | 0.82 | 0.82 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.6 | 32.4 | 23.7 | 49.9 | 40.6 | 32.7 | 57.2 | 41.6 | 42.5 | 55.0 | 37.2 | 43.8 |
| Incr Delay (d2), s/veh | 15.5 | 1.1 | 0.0 | 21.4 | 7.8 | 0.3 | 24.5 | 4.8 | 16.2 | 13.0 | 2.1 | 60.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 95th BackOfQ(95%), veh/ln | 17.6 | 17.5 | 2.6 | 13.1 | 19.9 | 6.4 | 3.7 | 13.5 | 15.4 | 5.5 | 10.7 | 27.9 |

<table>
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<tr>
<th>Unsig. Movement Delay, s/veh</th>
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| LnGrp Delay(d), s/veh | 60.1 | 33.6 | 23.7 | 71.3 | 48.4 | 33.0 | 817 | 46.4 | 59.0 | 68.0 | 39.2 | 104.0 |
| LnGrp LOS              | E | C | C | E | D | C | F | D | E | D | F |
| Approach Vol, veh/h    | 2027 | 1797 | 957 | 1128 |
| Approach Delay, s/veh  | 38.4 | 50.1 | 52.4 | 68.6 |
| Approach LOS           | D | D | D | E |

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<td>Phs Duration (G+Y+Rc), s</td>
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<tr>
<td>Change Period (Y+Rc), s</td>
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<td>Max Green Setting (Gmax), s</td>
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<td>Max Q Clear Time (g_c+I1), s</td>
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<td>Green Ext Time (p_c), s</td>
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### Intersection Summary
- HCM 6th Ctrl Delay: 50.2
- HCM 6th LOS: D
**HCM 6th Signalized Intersection Summary**

**5: Frontage Rd/I-5 SB Off-Ramp & Imperial Highway**

### Movement

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<td>164</td>
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<td><strong>Parking Bus, Adj</strong></td>
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<td><strong>Adj Flow Rate, veh/h</strong></td>
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<td>252</td>
<td>15</td>
<td>1580</td>
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<td>1572</td>
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<td>789</td>
<td>58</td>
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<td>3515</td>
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<td><strong>HCM Platoon Ratio</strong></td>
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<td><strong>Upstream Filter(I)</strong></td>
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<td>0.0</td>
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<td><strong>%ile BackOfQ(95%),veh/ln</strong></td>
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<td>17.6</td>
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<td>9.9</td>
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<td><strong>Unsig. Movement Delay, s/veh</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td><strong>LnGrp Delay(d),s/veh</strong></td>
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<td>53.8</td>
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<td><strong>LnGrp LOS</strong></td>
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<td>C</td>
<td>B</td>
<td>D</td>
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<td>A</td>
<td>C</td>
<td>C</td>
<td>C</td>
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### Intersection Summary

- **HCM 6th Ctrl Delay**: 20.3
- **HCM 6th LOS**: C

### Notes

User approved volume balancing among the lanes for turning movement.
## Movement

<table>
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<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>WBR</th>
<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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<tbody>
<tr>
<td>Traffic Volume (veh/h)</td>
<td>160</td>
<td>1749</td>
<td>110</td>
<td>4</td>
<td>1327</td>
<td>734</td>
<td>132</td>
<td>147</td>
<td>12</td>
<td>0</td>
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<td>Future Volume (veh/h)</td>
<td>160</td>
<td>1749</td>
<td>110</td>
<td>4</td>
<td>1327</td>
<td>734</td>
<td>132</td>
<td>147</td>
<td>12</td>
<td>0</td>
<td>0</td>
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<td>Initial Q (Qb), veh</td>
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<td>0</td>
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<tr>
<td>Ped-Bike Adj(A_pbT)</td>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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</tr>
<tr>
<td>Parking Bus, Adj</td>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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</tbody>
</table>

## Traffic Volume Summary

- **Traffic Volume (veh/h):**
  - EBL: 160
  - EBT: 1749
  - EBR: 110
  - WBL: 4
  - WBT: 1327
  - WBR: 734
  - NBL: 132
  - NBT: 147
  - NBR: 12
  - SBL: 0
  - SBT: 0
  - SBR: 0

- **Future Volume (veh/h):**
  - EBL: 160
  - EBT: 1749
  - EBR: 110
  - WBL: 4
  - WBT: 1327
  - WBR: 734
  - NBL: 132
  - NBT: 147
  - NBR: 12
  - SBL: 0
  - SBT: 0
  - SBR: 0

## Traffic Flow Summary

- **Cap, veh/h:**
  - EBL: 233
  - EBT: 1155
  - EBR: 1191
  - WBL: 11
  - WBT: 3006
  - WBR: 933
  - NBL: 400
  - NBT: 399
  - NBR: 356

- **Upstream Filter(I):**
  - EBL: 0.69
  - EBT: 0.69
  - EBR: 0.69
  - WBL: 0.34
  - WBT: 0.34
  - WBR: 0.34
  - NBL: 0.34
  - NBT: 0.34
  - NBR: 0.34

- **Uniform Delay (d), s/veh:**
  - EBL: 54.9
  - EBT: 16.4
  - EBR: 16.9
  - WBL: 59.4
  - WBT: 14.1
  - WBR: 21.1
  - NBL: 39.4
  - NBT: 39.9
  - NBR: 36.3

- **Incr Delay (d2), s/veh:**
  - EBL: 5.5
  - EBT: 4.6
  - EBR: 5.3
  - WBL: 9.0
  - WBT: 3.8
  - WBR: 2.9
  - NBL: 3.5
  - NBT: 3.5
  - NBR: 0.2

- **%ile BackOfQ(95%), veh/ln:**
  - EBL: 27.4
  - EBT: 29.6
  - EBR: 30.3
  - WBL: 10.3
  - WBT: 24.2
  - WBR: 7.7
  - NBL: 8.4
  - NBT: 6.0

- **Unsig. Movement Delay, s/veh:**
  - EBL: 60.5
  - EBT: 21.0
  - EBR: 22.2
  - WBL: 68.4
  - WBT: 14.2
  - WBR: 24.9
  - NBL: 42.3
  - NBT: 43.4
  - NBR: 36.5

## Traffic Flow Summary

- **Approach Vol, veh/h:**
  - EBL: 2219
  - EBT: 2347

- **Approach Delay, s/veh:**
  - EBL: 24.7
  - EBT: 18.1

- **Approach LOS:**
  - EBL: C
  - EBT: B

## Timer - Assigned Phs

- **Phs Duration (G+Y+Rc), s:**
  - EBL: 31.6
  - EBT: 5.3
  - EBR: 83.1

- **Change Period (Y+Rc), s:**
  - EBL: 4.5
  - EBT: 4.5
  - EBR: 4.5

- **Max Green Setting (Gmax), s:**
  - EBL: 19.9
  - EBT: 5.1
  - EBR: 81.5

- **Max Q Clear Time (g_c+I1), s:**
  - EBL: 12.2
  - EBT: 2.3
  - EBR: 58.3

- **Green Ext Time (p_c), s:**
  - EBL: 1.2
  - EBT: 0.0
  - EBR: 17.7

## Intersection Summary

- **HCM 6th Ctrl Delay:** 22.8
- **HCM 6th LOS:** C
### Movement Lane Configurations

<table>
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<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
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<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
</tr>
</thead>
</table>

| Traffic Volume (veh/h) | 81  | 1343| 25  | 27  | 1849| 109 | 13  | 18  | 24  | 85  | 22  | 69  |
| Future Volume (veh/h) | 81  | 1343| 25  | 27  | 1849| 109 | 13  | 18  | 24  | 85  | 22  | 69  |

| Initial Q (Qb), veh | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| Ped-Bike Adj (A_pbT) | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

| Parking Bus, Adj | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

| Work Zone On Approach | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  | No  |

| Adj Sat Flow, veh/h/ln | 1856| 1856| 1856| 1856| 1856| 1856| 1900| 1900| 1900| 1900| 1900| 1900|

| Peak Hour Factor | 0.89| 0.89| 0.89| 0.94| 0.94| 0.73| 0.73| 0.73| 0.93| 0.93| 0.92| 0.92|

| Percent Heavy Veh, % | 33  | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 0   | 0   | 0   | 0   |

| Cap, veh/h | 115 | 3459| 64  | 47  | 2246| 102 | 129 | 283 | 234 | 71  | 223 | 0    |

| Arrive On Green | 0.07| 0.68| 0.68| 0.03| 0.64| 0.64| 0.18| 0.18| 0.18| 0.18| 0.18| 0.18|

| Sat Flow, veh/h | 1767| 5121| 95  | 1767| 1689| 1689| 1767| 1767| 1767| 1767| 1767| 1767|

| Grp Volume(v), veh/h | 91  | 995 | 542 | 29  | 1967| 116 | 18  | 25  | 33  | 91  | 24  | 75  |

| Q Serve(g_s), s | 5.6 | 15.0| 15.0| 1.8 | 50.7| 3.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |

| Cycle Q Clear(g_c), s | 5.6 | 15.0| 15.0| 1.8 | 50.7| 3.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |

| Prop In Lane | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

| Lane Grp Cap(c), veh/h | 115 | 2281| 1242| 47  | 2246| 102 | 292 | 0   | 283 | 234 | 0   | 294 |

| V/C Ratio(X) | 0.79| 0.44| 0.44| 0.62| 0.88| 0.12| 0.15| 0.00| 0.12| 0.39| 0.00| 0.34|

| Avail Cap(c_a), veh/h | 167 | 2460| 1339| 100 | 2434| 1086| 292 | 0   | 283 | 234 | 0   | 294 |

| HCM Platoon Ratio | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

| Upstream Filter(I) | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|

| Uniform Delay (d), s/veh | 51.1| 8.3 | 8.3 | 16.5| 7.9 | 38.5| 0.0 | 38.4| 45.6| 0.0 | 40.0| 0.0 |

| Incr Delay (d2), s/veh | 14.7| 0.1 | 0.2 | 12.4| 3.7 | 1.1 | 0.0 | 0.0 | 4.8 | 0.0 | 3.6 | 0.0 |

| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| %ile BackOfQ(95%), veh/h/ln | 8.7 | 9.4 | 1.7 | 26.9| 1.9 | 1.9 | 0.0 | 1.5 | 4.8 | 0.0 | 4.7 | 0.0 |

| Unsig. Movement Delay, s/veh | 65.7| 8.4 | 8.5 | 65.7| 20.2| 7.9 | 39.6| 0.0 | 39.2| 50.4| 0.0 | 43.0|

| LnGrp Delay(d), s/veh | 65.7| 8.4 | 8.5 | 65.7| 20.2| 7.9 | 39.6| 0.0 | 39.2| 50.4| 0.0 | 43.0|

| LnGrp LOS | E   | A   | A   | E   | C   | A   | D   | A   | D   | D   | A   | D   |

| Approach Vol, veh/h | 1628| 2112| 76  | 190 | 190 | 190 | 190 | 190 | 190 | 190 | 190 | 190 |

| Approach Delay, s/veh | 11.6| 20.2| 39.4| 46.6| 46.6| 46.6| 46.6| 46.6| 46.6| 46.6| 46.6| 46.6|

| Approach LOS | B   | C   | D   | D   | D   | D   | D   | D   | D   | D   | D   | D   |

### Timer - Assigned Phs

| Phs Duration (G+Y+Rc), s | 24.0| 7.5 | 79.3| 24.0| 11.7| 75.1| 24.0| 11.7| 75.1| 24.0| 11.7| 75.1|

| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |

| Max Green Setting (Gmax), s | 19.5| 6.3 | 80.7| 19.5| 10.5| 76.5| 19.5| 10.5| 76.5| 19.5| 10.5| 76.5|

| Max Q Clear Time (g_c+I1), s | 7.8 | 3.8 | 17.0| 14.8| 7.6 | 52.7| 7.8 | 3.8 | 17.0| 14.8| 7.6 | 52.7|

| Green Ext Time (p_c), s | 0.2 | 0.0 | 17.2| 0.3 | 0.0 | 17.8| 0.2 | 0.0 | 17.8| 0.3 | 0.0 | 17.8|

### Intersection Summary

- HCM 6th Ctrl Delay | 18.3
- HCM 6th LOS | B
### Scenario 2 J1962 Norwalk Entertainment District - Civic Center Specific Plan Project 3:25 pm 05/04/2022 FP PM TDM Synchro 11 Report

#### Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

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| Approach LOS | D | D | E | D | E | D | E | D | E | D | E | D

### Intersection Summary

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- **HCM 6th LOS**: D
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**Intersection Summary**

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### HCM 6th Signalized Intersection Summary

#### 10: Imperial Highway & Volunteer Ave

**05/11/2022**

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### Intersection Summary

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- **HCM 6th LOS**: C
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### Intersection Summary

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- HCM 6th LOS: E
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**Intersection Summary**

- HCM 6th Ctrl Delay | 17.8
- HCM 6th LOS | B
### Movement

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### Lane Configurations

- **Traffic Volume (veh/h)**: 58 501 51 40 545 27 53 11 29 33 14 111
- **Future Volume (veh/h)**: 58 501 51 40 545 27 53 11 29 33 14 111
- **Initial Q (Qb), veh**: 0 0 0 0 0 0 0 0 0 0 0 0
- **Ped-Bike Adj (A_pbT)**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Parking Bus, Adj**: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Work Zone On Approach**: No No No No
- **Adj Sat Flow, veh/h**: 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856 1856
- **Adj Flow Rate, veh/h**: 62 539 55 53 727 36 68 14 37 62 26 121
- **Peak Hour Factor**: 0.93 0.93 0.93 0.75 0.75 0.75 0.78 0.78 0.78 0.53 0.53 0.92
- **Percent Heavy Veh, %**: 333333000000
- **Cap, veh/h**: 197 803 82 237 839 42 556 142 375 263 110 327
- **Arrive On Green**: 0.06 0.33 0.33 0.08 0.49 0.49 0.31 0.31 0.31 0.20 0.20 0.20
- **Sat Flow, veh/h**: 1767 3230 329 1767 3419 169 1810 461 1219 1293 542 1610
- **Grp Volume(v), veh/h**: 62 293 301 53 375 388 68 0 517 373 0 327
- **Q Serve(g_s), s**: 2.3 12.9 13.0 2.0 16.9 17.0 2.4 0.0 2.0 3.6 0.0 5.8
- **Cycle Q Clear(g_c), s**: 2.3 12.9 13.0 2.0 16.9 17.0 2.4 0.0 2.0 3.6 0.0 5.8
- **Prop In Lane**: 1.00 0.18 1.00 0.09 1.00 0.73 0.70 1.00
- **Lane Grp Cap(c), veh/h**: 197 438 446 237 433 448 556 0 517 373 0 327
- **V/C Ratio(X)**: 0.31 0.67 0.67 0.22 0.87 0.87 0.12 0.00 0.10 0.24 0.00 0.37
- **Avail Cap(c_a), veh/h**: 240 554 565 273 543 562 556 0 517 373 0 327
- **HCM Platoon Ratio**: 1.33 1.33 1.33 2.00 2.00 2.00 2.00 0.00 1.00 1.00 0.00 1.00
- **Upstream Filter(I)**: 0.95 0.95 0.95 0.88 0.88 0.88 1.00 0.00 1.00 1.00 0.00 1.00
- **Uniform Delay (d), s/veh**: 24.9 27.0 23.5 21.6 21.6 22.4 0.00 22.3 30.0 0.00 30.9
- **Inc Delay (d2), s/veh**: 0.9 2.0 2.1 0.4 10.4 10.1 0.5 0.0 0.4 1.5 0.0 3.2
- **Initial Q Delay(d3), s/veh**: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
- **%ile BackOfQ(95%), veh/ln**: 1.8 8.8 8.9 1.4 9.7 10.0 2.0 0.0 1.5 3.1 0.0 4.5
- **Unsg. Movement Delay, s/veh**: 25.8 29.0 29.0 23.9 32.0 31.7 22.9 0.0 22.6 31.5 0.0 34.1
- **LnGrp Delay(d), s/veh**: C C C C C C C C A C C A C
- **Approach Vol, veh/h**: 656 816 119 209
- **Approach Delay, s/veh**: 28.7 31.3 22.8 33.0
- **Approach LOS**: C C C C C A C C A C
- **Timer - Assigned Phs**: 2 3 4 6 7 8
- **Phs Duration (G+Y+Rc), s**: 32.2 8.2 26.9 22.8 8.4 26.6
- **Change Period (Y+Rc), s**: 4.5 4.5 4.5 4.5 4.5 4.5
- **Max Green Setting (Gmax), s**: 19.9 5.5 28.3 18.3 6.1 27.7
- **Max Q Clear Time (g_c+I1), s**: 4.4 4.0 15.0 7.8 4.3 19.0
- **Green Ext Time (p_c), s**: 0.3 0.0 3.0 0.6 0.0 3.1

### Intersection Summary

- **HCM 6th Ctrl Delay**: 30.0
- **HCM 6th LOS**: C
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<td>778</td>
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### Intersection Summary

- **HCM 6th Ctrl Delay:** 27.6
- **HCM 6th LOS:** C
### Movement Summary

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<th>NBT</th>
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<th>SBL</th>
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#### Traffic Volume (veh/h)
- 281  
- 22  
- 233  
- 27  
- 13  
- 4  
- 145  
- 1026  
- 22  
- 4  
- 639  
- 88  

#### Future Volume (veh/h)
- 281  
- 22  
- 233  
- 27  
- 13  
- 4  
- 145  
- 1026  
- 22  
- 4  
- 639  
- 88  

#### Initial Q (Qb), veh
- 0  
- 0  
- 0  
- 0  
- 0  
- 0  
- 0  
- 0  
- 0  
- 0  
- 0  

#### Ped-Bike Adj(A_pbT)
- 1.00  
- 1.00  
- 1.00  
- 1.00  
- 1.00  
- 1.00  
- 1.00  

#### Parking Bus, Adj
- 1.00  
- 1.00  
- 1.00  
- 1.00  
- 1.00  
- 1.00  
- 1.00  

#### Work Zone On Approach
- No  
- No  
- No  
- No  

#### Adj Sat Flow, veh/h
- 1856  
- 1856  
- 1856  
- 1856  
- 1856  
- 1856  
- 1856  

#### Adj Flow Rate, veh/h
- 309  
- 24  
- 256  
- 41  
- 6  
- 153  
- 1080  
- 23  
- 4  
- 710  
- 98  

#### Initial Q Delay(d3),s/veh
- 0.0  
- 0.0  
- 0.0  
- 0.0  
- 0.0  
- 0.0  
- 0.0  

#### %ile BackOfQ(95%), veh/ln
- 13.5  
- 1.0  
- 10.5  
- 1.7  
- 0.0  
- 1.0  
- 4.3  
- 12.7  
- 13.1  
- 0.3  
- 0.1  
- 0.0  

#### Unsig. Movement Delay, s/veh

#### LnGrp Delay(d), s/veh
- 46.7  
- 33.3  
- 40.4  
- 35.1  
- 0.0  
- 33.3  
- 60.0  

#### LnGrp LOS
- D  
- C  
- D  

#### Approach Vol, veh/h
- 589  
- 67  
- 1256  

#### Approach Delay, s/veh
- 43.4  
- 34.4  
- 19.5  

#### Approach LOS
- D  
- C  

#### Phs Duration (G+Y+Rc), s
- 79.1  
- 35.8  
- 11.9  
- 72.3  

#### Change Period (Y+Rc), s
- 4.5  
- 4.5  
- 4.5  
- 4.5  

#### Max Green Setting (Gmax), s
- 55.5  
- 45.5  
- 11.5  
- 49.5  

#### Max Q Clear Time (g_c+I1), s
- 22.0  
- 29.4  
- 7.3  
- 2.0  

#### Green Ext Time (p_c), s
- 0.0  
- 9.0  
- 1.8  
- 0.2  

#### Intersection Summary
- HCM 6th Ctrl Delay: 19.4  
- HCM 6th LOS: B
**Movement**

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<th>NBT</th>
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<th>SBT</th>
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</table>

**Lane Configurations**

- Traffic Volume (veh/h) | 85 | 0 | 72 | 161 | 131 | 366 | 104 | 1010 | 0 | 0 | 1524 | 120 |
- Future Volume (veh/h) | 85 | 0 | 72 | 161 | 131 | 366 | 104 | 1010 | 0 | 0 | 1524 | 120 |
- Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
- Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
- Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Work Zone On Approach**

- Adj Sat Flow, veh/h/ln | 1856 | 0 | 1856 | 1856 | 1856 | 1856 | 1856 | 1856 | 0 | 0 | 1856 | 1856 |
- Adj Flow Rate, veh/h | 113 | 0 | 96 | 177 | 144 | 402 | 109 | 1063 | 0 | 0 | 1881 | 148 |
- Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 | 0.81 | 0.81 | 0.81 |
- Percent Heavy Veh, % | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 3 | 3 |
- Cap, veh/h | 0 | 0 | 0 | 455 | 454 | 405 | 162 | 3381 | 0 | 0 | 2792 | 219 |
- Arrive On Green | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.26 | 0.26 | 0.22 | 0.00 | 0.00 | 1.00 | 1.00 |
- Sat Flow, veh/h | 0 | 1767 | 1763 | 1572 | 3428 | 5233 | 0 | 0 | 1856 | 1856 |
- Grp Volume(v), veh/h | 0.0 | 177 | 144 | 402 | 109 | 1063 | 0 | 0 | 1881 | 148 |
- Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1572 | 1714 | 1689 | 0 | 0 | 1689 | 1788 |
- Q Serve(g_s), s | 9.9 | 7.9 | 30.6 | 3.8 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 |
- Cycle Q Clear(g_c), s | 9.9 | 7.9 | 30.6 | 3.8 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 |
- Prop In Lane | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 |
- Lane Grp Cap(c), veh/h | 455 | 454 | 405 | 162 | 3381 | 0 | 0 | 1968 | 1042 |
- V/C Ratio(X) | 0.39 | 0.32 | 0.99 | 0.67 | 0.31 | 0.00 | 0.00 | 0.00 | 0.68 |
- Avail Cap(c_a), veh/h | 455 | 454 | 405 | 183 | 3381 | 0 | 0 | 1968 | 1042 |
- HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 2.00 | 2.00 |
- Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.88 | 0.88 | 0.00 | 0.00 | 0.80 | 0.80 |
- Uniform Delay (d), s/veh | 36.8 | 36.0 | 44.4 | 58.1 | 23.8 | 0.0 | 0.0 | 0.00 | 0.00 |
- Incr Delay (d2), s/veh | 0.5 | 0.4 | 42.7 | 7.1 | 0.2 | 0.0 | 0.0 | 0.00 | 0.15 |
- Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | 0.00 |
- %ile BackOfQ(95%),veh/ln | 7.8 | 6.3 | 23.3 | 3.3 | 14.4 | 0.0 | 0.0 | 0.00 | 0.00 |
- Unsig. Movement Delay, s/veh | 37.3 | 36.4 | 87.2 | 65.2 | 24.0 | 0.0 | 0.0 | 1.5 | 2.8 |
- LnGrp Delay(d),s/veh | 37.3 | 36.4 | 87.2 | 65.2 | 24.0 | 0.0 | 0.0 | 1.5 | 2.8 |
- LnGrp LOS | D | D | F | E | C | A | A | A | A |
- Approach Vol, veh/h | 723 | 1172 | 2029 |
- Approach Delay, s/veh | 64.8 | 27.8 | 2.0 |
- Approach LOS | E | C | A |
- Phs Duration (G+Y+Rc), s | 84.6 | 10.2 | 74.4 | 35.4 |
- Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
- Max Green Setting (Gmax), s | 63.9 | 6.4 | 53.0 | 30.9 |
- Max Q Clear Time (g_c+I1), s | 23.1 | 5.8 | 2.0 | 32.6 |
- Green Ext Time (p_c), s | 9.7 | 0.0 | 26.5 | 0.0 |

**Intersection Summary**

- HCM 6th Ctrl Delay | 21.3 |
- HCM 6th LOS | C |
### Movement

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### Intersection Summary

- **HCM 6th Ctrl Delay**: 19.1
- **HCM 6th LOS**: B

**Notes**

User approved volume balancing among the lanes for turning movement.
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### Intersection Summary

- HCM 6th Ctrl Delay: 29.3
- HCM 6th LOS: C
HCM 6th Edition methodology does not support more than 4 approaches.
### Movement EBL2 EBL EBT EBR WBL WBT WBR WBR2 NBL NBT NBR NBR2

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| Int Delay, s/veh | 0.3 |

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### Minor Lane/Major Mvmt

| Capacity (veh/h) | 1446 | -  | 821 | -  | -  |
| HCM Lane V/C Ratio | 0.02 | -  | 0.073 | -  | -  |
| HCM Control Delay (s) | 7.5  | 0  | 9.7 | -  | -  |
| HCM LOS | A   | A  | A   | -  | -  |
| HCM 95th %tile Q(veh) | 0.1  | -  | 0.2 | -  | -  |
### Intersection

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<td>0</td>
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| Conflicting Peds, #/hr | 0   | 0   | 0   | 0   | 0   | 0   |

| Sign Control | Free | Free | Free | Free | Stop | Stop |

| RT Channelized | None | None | None | None |

| Storage Length | -    | -    | -    | -    |

| Veh in Median Storage, # | 0    | 0    | 0    | 0    |

| Grade, % | 0    |

| Peak Hour Factor | 92  |

| Heavy Vehicles, % | 2   |

| Mvmt Flow | 40  |

### Major/Minor Movement

| Conflicting Flow All | 164  |

| Stage 1 | -   |

| Stage 2 | -   |

| Critical Hdwy | 4.12 |

| Critical Hdwy Stg 1 | -   |

| Critical Hdwy Stg 2 | -   |

| Follow-up Hdwy | 2.218 |

| Pot Cap-1 Maneuver | 1414 |

| Stage 1 | -   |

| Stage 2 | -   |

| Platoon blocked, % | -   |

| Mov Cap-1 Maneuver | 1414 |

| Mov Cap-2 Maneuver | -   |

| Stage 1 | -   |

| Stage 2 | -   |

### Approach

| HCM Control Delay, s | 7.6 |

| HCM LOS | B   |

### Minor Lane/Major Mvmt

| Capacity (veh/h) | 1414 |

| HCM Lane V/C Ratio | 0.028 |

| HCM Control Delay (s) | 7.6 |

| HCM Lane LOS | A   |

| HCM 95th %title Q(veh) | 0.1 |
Appendices

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Appendix M.2  Parking Study
MEMORANDUM

TO: Ryan Aubry, Primestor
FROM: Sarah Drobis, P.E.
       Emily Wong, P.E.
       Richard Gibson, LEED Green Associate
DATE: June 20, 2022
RE: Shared Parking Analysis for the Norwalk Entertainment District
    Civic Center Specific Plan
    Norwalk, California

Gibson Transportation Consulting, Inc. (GTC) was asked to conduct a parking analysis for the proposed Norwalk Entertainment District – Civic Center Specific Plan (Specific Plan) to ensure that sufficient parking would be available to meet the parking demands of the Specific Plan area.

PROJECT DESCRIPTION

The Specific Plan area encompasses the southeast corner of Imperial Highway & Norwalk Boulevard (Project Site) in the City of Norwalk (City) and is composed of Los Angeles County (County) Assessor Parcel Numbers 8047-006-922, 8047-006-924, 8047-006-925, and a portion of 8047-006-927. The Specific Plan area currently contains City Hall, the City Hall Lawn, a portion of a building associated with the County Superior Court, a surface parking lot associated with City Hall (Existing Lot), and a parking garage (Existing Garage). The Specific Plan would authorize new development on the existing City Hall Lawn and the Existing Lot.

The Existing Garage contains a total of 1,050 parking spaces and serves City Hall, the County Superior Court, and a nearby theater south of the Project Site. The Existing Lot contains a total of 269 parking spaces, which serve City Hall uses (including staff, visitors, and City vehicle storage).

The Specific Plan would authorize the construction of a mixed-use development to include up to 350 residential units (a minimum of 15% of which would be covenanted affordable units) and 110,000 square feet (sf) of commercial uses consisting of a mix of retail, supermarket, and restaurant tenants (Project). To account for the potential range in commercial land uses, the shared parking analysis assumed that the commercial uses would be composed of 35,000 sf of retail, 40,000 sf of supermarket, and 35,000 sf of fine dining and high-turnover restaurant...
uses. The existing City Hall and portion of the County accessory building would remain and no changes are proposed. The Existing Lot and the City Hall Lawn would be removed and replaced with the Project’s new development.

The Specific Plan would provide standards for new development, including parking requirements developed specifically for the new uses on the Project Site. Market rate residential units would require 1.5 parking spaces per unit, plus 0.1 guest parking spaces per unit. Covenanted affordable residential units would require 0.5 parking spaces per unit. Commercial uses would require four parking spaces per 1,000 gross sf (or one parking space per 250 gross sf). The parking requirements proposed for the Specific Plan are reflected in Table 1. Parking for the Project would be accommodated within the Project Site. Assuming development of 350 residential units and 110,000 sf of commercial uses, the new development would construct a total of 651 spaces located within new buildings constructed as part of the Project’s new development. The remainder of the spaces required for the new development would be provided within the existing 1,050-space parking garage in the southeastern portion of the Project Site.

All 269 parking spaces within the Existing Lot would be removed with development of the Project. Thus, with the addition of 651 parking spaces in the new development, the removal of the 269 parking spaces in the Existing Lot, and the 1,050 parking spaces in the Existing Garage to remain, a total of 1,701 parking spaces would be provided on-site within the Project Site following Project buildout.

The Project would be completed and operational in Year 2025.

**SHAREDPARKINGANALYSIS METHODOLOGY**

**Project Development and Parking Supply**

As previously detailed, the Project would remove all 269 parking spaces of the Existing Lot and construct 651 parking spaces within the new development. The 1,050-space Existing Garage would remain. Therefore, a total of 1,701 parking spaces would be provided within the Project Site following Project buildout. Parking required by the Specific Plan for the Project (i.e., the new land uses to be developed) would be satisfied by the 651 parking spaces in the new development, and by use of a portion of the 1,050-space Existing Garage. The Existing Garage would also continue to be utilized for parking for City Hall, the County Superior Court, and the nearby theater and would absorb the existing utilization from the 269-space Existing Lot, which would be removed.

It is important to note the both the County Superior Court and theater have additional parking supplies, including other existing surface parking lots that are not included in the parking supply discussed above nor in the parking demands discussed throughout this memorandum.

**Existing Parking Demand for Project Site Parking Supply**

In order to establish the hourly parking demand patterns for the Existing Garage, the results of the parking demand surveys contained in *Parking Study – DoubleTree by Hilton Los Angeles, Norwalk 13111 Sycamore Dr, Norwalk (K2 Traffic Engineering, Inc., November 14, 2019)* were
reviewed. In addition, supplemental parking utilization surveys were conducted in April 2022\(^1\) to identify the parking demand patterns of the Existing Garage and Existing Lot. Due to the on-going effects of COVID-19 on typical business operations, the results of the Year 2019 and Year 2022 existing parking garage surveys were compared to develop a conservative baseline reflective of more typical (non-COVID-19) conditions of the parking demand patterns of the Existing Garage and Existing Lot.

The peak results used in the parking model discussed below are provided in Table 2. The results of the April 2022 survey are provided in the Attachment.

**Proposed Project Parking Requirements**

As discussed above, the Specific Plan establishes parking rates developed specifically for the proposed uses within the Project that deviate from the parking requirements established in Norwalk Municipal Code (Municipal Code) Section 17.03.040. In order to provide context for understanding the Project’s proposed parking requirements, Table 1 provides a comparison of the parking requirements for the Project land uses (as proposed by the Specific Plan) with the following three sources: (1) parking rates set forth in the Municipal Code; (2) parking rates found in *Shared Parking, 3rd Edition* (Urban Land Institute, International Council of Shopping Centers and National Parking Association [ULI/ICSC/NPA], February 2020) and (3) the maximum allowable residential parking rates for eligible projects under the California State Density Bonus Law contained in Assembly Bill (AB) 2334. These comparisons are further discussed below.

As shown in Table 1, the Specific Plan would require more parking for commercial uses than required by the Municipal Code. Because the combined commercial uses at the Project total more than 100,000 sf, the Municipal Code would require one parking space per 350 sf of gross floor area (GFA) for the Project’s total commercial component. The Specific Plan would require parking at a rate of one parking space per 250 sf of GFA for the commercial land uses (i.e., retail, restaurant, supermarket), consistent with the Municipal Code requirement for commercial uses less than 30,000 sf, and, therefore, would establish a higher total commercial parking requirement for the Project than would be required under the Municipal Code.

As detailed in Table 1, the Specific Plan parking requirement for market rate multi-family residential uses would be lower than the Municipal Code requirement, which requires two spaces located within a garage plus a minimum of one additional uncovered parking space for every bedroom in excess of two bedrooms for each dwelling unit and one uncovered space for every three units or fraction thereof designated for the exclusive use of guests. The Specific Plan would require 1.5 spaces per dwelling unit plus one guest space for every 10 dwelling units, resulting in a total parking rate of 1.6 parking spaces per dwelling unit, regardless of unit size/number of bedrooms. The Project does not anticipate providing any units larger than three-bedroom units. The Specific Plan would also establish a parking rate of 0.5 spaces per unit for each affordable housing unit.\(^2\) However, as discussed below, for the purposes of providing a more conservative evaluation, the parking demand analysis assumes that all residential units in the Project would be

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\(^1\) Parking utilization surveys were conducted on Thursday, April 21, 2022, between 6:00 AM and 9:00 PM and Saturday, April 23, 2022, between 9:00 AM and 9:00 PM.

\(^2\) Unlike the State Density Bonus Law (AB 2334), the Project’s proposed parking rate for affordable units applies only to the affordable units, not to all units in the Project.
market rate units and, thus, does not utilize the proposed parking rate of 0.5 spaces per unit for affordable units.

Also shown in Table 1, the proposed Specific Plan residential parking rates fall within the Shared Parking, 3rd Edition range of parking demand rates, which are based on empirical surveys of similar sites nationwide. Empirical parking demand studies contained in Future Parking Demand Study for Station Square Monrovia, California (GTC, January 23, 2019), which surveyed three multi-family residential developments in the City of Monrovia with similar unit-profiles to the Project, were also reviewed. It should be noted that the surveyed developments were located at least 1.0 miles of the Metro Monrovia L (Gold) Line Station and in areas with limited bus service. Thus, parking demand at the surveyed developments was not influenced by transit usage, and the comparison to the Specific Plan residential parking rates would be conservative, as transit bus service is readily available adjacent to or within 0.25 miles of the Project Site. As summarized in Table 1, the average peak parking demand for all three developments is 1.33 spaces per occupied unit, including guest demand, and the highest measured peak demand of all three locations was 1.46 spaces per unit, which are below the 1.6 per unit requirement proposed by the Specific Plan. Further, the Specific Plan multi-family residential rates are higher than the maximum allowed parking requirement for developments seeking a density bonus under AB 2334, which is applied to all units in a development.

Thus, because the proposed Specific Plan parking rates are comparable to or higher than commonly accepted and utilized parking rates, the proposed Specific Plan parking rates would be appropriate for the Project’s proposed land uses.

Parking Demand Analysis

A parking demand analysis was conducted in order to assess whether the 1,701 parking spaces provided on-site following Specific Plan buildout would be sufficient to accommodate both the Project’s parking demand (based on the Specific Plan parking rates) and the existing utilization of the Existing Garage and Existing Lot.

Parking Demand Model

To develop peak parking demand projections for the Project (new land uses) and to account for the existing utilization of the Existing Garage and Existing Lot, the Shared Parking, 3rd Edition parking model was calibrated based on the existing parking demand patterns at the Project Site (i.e., the Existing Garage and Existing Lot) as well as the Specific Plan parking rates for new land uses. The calibrated model was then applied to the Project’s proposed land uses to develop estimates of the Project Site’s future parking demand levels and patterns including both existing parking demand and demand from new land uses. For the proposed land uses, the parking model utilizes the Specific Plan’s parking rates to generate peak demand projections.

Parking Demand Model Calibration

**Methodology.** Shared Parking, 3rd Edition defines national averages to be used for parking demand rates for various land uses and suggests ranges of assumptions to be used for transit and internal
capture. The recommended methodology, however, states that the best way to measure the parking demand at a particular project is to use local data to modify the national averages so that they reflect local conditions. Accordingly, a parking model was prepared and calibrated to reflect the actual existing utilization of the Existing Garage and Existing Lot.

**Parking Utilization Data.** As discussed above, the data from the parking demand surveys was reviewed to determine the peak hourly parking utilization patterns of the Existing Garage and Existing Lot.

**Existing Occupied Floor Area.** The shared parking model typically utilizes floor area as the metric to generate parking demand for each land use. However, since none of the existing users of these parking facilities will be modified, it was assumed that the parking demand for these users would remain stable. Therefore, an accurate inventory of usable floor area at the time of the utilization survey for those existing users is not required for this calibration process.

As described above, the model was calibrated using the observed parking utilization patterns from the Existing Garage and Existing Lot.

The next steps involve adjustments to the model factors, in order to ensure the model reflects the actual parking occupancy utilization. The model adjustment factors are described below.

**Parking Demand Ratio.** The parking demand ratio is utilized by the model to generate parking demand estimates for the selected land uses of the Project’s new development and to account for the peak utilization of the existing parking facilities. The base rates were developed through ULI/ICSC/NPA’s extensive nationwide research efforts. The *Shared Parking, 3rd Edition* methodology requires that a specific parking ratio be utilized for each individual land use or existing parking demand dataset. While the base rate does represent the typical average use, adjustments to the demand rates may be necessary to achieve calibration to local conditions.

Adjustments to base *Shared Parking, 3rd Edition* demand rates were made for residential, retail, grocery, and restaurant land uses to reflect the application of Specific Plan parking rates to the Project’s new development and to reflect the peak utilization of the existing parking facilities based on the empirical utilization surveys.

**Time of Day.** Time of day is one of the key assumptions of the shared parking model. This factor reveals the hourly parking pattern of the analyzed land use; essentially, the peak demands are indicated by this factor. The *Shared Parking, 3rd Edition* research efforts have yielded a comprehensive data set of time of day factors for multiple land uses. As the demand for each land use fluctuates over the course of the day, the ability to implement shared parking emerges. The time of day factors for the utilization of the Existing Garage and Existing Lot were calibrated to reflect the observed parking occupancy patterns of the parking demand surveys. *Shared Parking, 3rd Edition* time of day patterns were utilized for the Project’s proposed land uses.

**Weekday vs. Weekend.** The shared parking analysis measured the parking demand on a weekday as well as on a weekend day (i.e., Saturday) because different land uses within a mixed-use development have different weekday and weekend parking demand patterns.

**Mode Split.** A factor that affects the overall parking demand at a particular site is the number of visitors and employees who arrive by automobile versus those who walk, bike, or take transit to a
site. Mode split accounts for the number of visitors and employees who arrive by means other than the automobile. Based on the available transit service in the Project area, as well as the nearby office, retail, and hotel uses, a nominal 5% mode split was applied to the Project’s commercial retail uses to account for any transit, biking, or walking.

**Seasonal Variation.** Seasonal variations used in the model were derived from published *Shared Parking, 3rd Edition* average rates. The shared parking analysis projected parking demand over the course of the year (i.e., each month), including the late December holiday season. The analysis shows that the December holiday season represents the busiest month of the year for the Project.

**Auto Occupancy.** The shared parking analysis used the national averages for auto occupancy, (i.e., the typical number of passengers in each vehicle parking at the site), for all land uses. In order to remain conservative and consistent with national averages for auto occupancy, no changes were made to the *Shared Parking, 3rd Edition* average rates. The shared parking model applied these assumptions/inputs and considers each land use separately in order to identify the peak parking demands of each component, as well as for the overall Project.

**Internal Capture.** The shared parking model could be modified to account for patrons who park then utilize more than one land use component within the Project during the same trip. However, the proposed Specific Plan parking rates were developed to account for the synergy of uses within the Project. Thus, for the purposes of providing a more conservative analysis, no additional refinements were applied to the calibration to account for internal capture.

**PROJECT ONLY PARKING DEMAND**

The proposed Specific Plan parking rates were applied to the shared parking demand model. In addition, it was assumed that 100% of non-guest residential spaces would be reserved and would not be shared with other uses. The results of the analysis are shown in Tables 3 and 4 and Figures 1A through 1D. As shown in Tables 3 and 4, the following peak parking demand for the Project only is projected to occur in late December:

<table>
<thead>
<tr>
<th>Day</th>
<th>Time</th>
<th>Projected Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>6:00 PM</td>
<td>937 spaces</td>
</tr>
<tr>
<td>Weekend</td>
<td>1:00 PM</td>
<td>922 spaces</td>
</tr>
</tbody>
</table>

The projected peak weekday parking demand of 937 spaces is composed of 350 customer/visitor spaces, 62 employee spaces, and 525 reserved residential spaces, as shown in Table 3. Given a parking supply of 651 parking spaces constructed within the Project’s new development, the remaining demand to be accommodated within the Existing Garage, during the busiest hour of the busiest weekday of the year would be 286 parking spaces.

The projected peak weekend parking demand of 922 spaces is composed of 332 customer/visitor spaces, 64 employee spaces, and 525 reserved residential spaces, as shown in Table 3. Given a parking supply of 651 parking spaces within the Project’s new development, the remaining demand to be accommodated within the Existing Garage during the busiest hour of the busiest weekend day of the year would be 271 parking spaces.
Figures 1A and 1B provide hourly breakdowns of parking demand for the Project by land use during a peak weekday and weekend day, respectively. Figures 1C and 1D depict the peak monthly parking demand for the Project on weekdays and weekend days, respectively. As shown in the figures, the peak parking demand for the Project can be accommodated within the total on-site supply of 1,701 spaces at all hours of the day during both weekdays and weekends.

**PROJECT WITH EXISTING USES PARKING DEMAND**

This analysis scenario assumes the proposed Specific Plan parking rates with 100% of non-guest residential spaces reserved and includes the existing utilization of the Existing Lot and Existing Garage. The results of the analysis are shown in Tables 5 and 6 and Figures 2A through 2D. As shown in Table 5, under this scenario, the following peak parking demand is projected to occur in late December:

<table>
<thead>
<tr>
<th>Day</th>
<th>Time</th>
<th>Projected Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>2:00 PM</td>
<td>1,329 spaces</td>
</tr>
<tr>
<td>Weekend</td>
<td>7:00 PM</td>
<td>1,131 spaces</td>
</tr>
</tbody>
</table>

The projected peak weekday parking demand of 1,329 spaces is composed of 413 spaces from the existing utilization of the Existing Garage and Existing Lot (as detailed above), 326 Project customer/visitor spaces, 65 Project employee spaces, and 525 Project reserved residential spaces, as shown in Table 5. Given a proposed parking supply of 651 parking spaces within the Project’s new development, the remaining demand to be accommodated within the Existing Garage during the busiest hour of the busiest weekday of the year would be 678 parking spaces. Given the 1,050 parking spaces in the Existing Garage, a surplus of 372 parking spaces within the Existing Garage would be available during the busiest hour of the busiest weekend day of the year. In other words, given a combined parking supply of 1,701 spaces (1,050 spaces in the Existing Garage and 651 spaces in the Project’s new development) the total demand of 1,329 spaces would leave a surplus of 372 parking spaces.

The projected peak weekend parking demand of 1,131 spaces composed of 317 spaces from the existing utilization of the Existing Garage and Existing Lot, 241 Project customer/visitor spaces, 48 Project employee spaces, and 525 Project reserved residential spaces, as shown in Table 5. Given a parking supply of 651 parking spaces within the Project’s new development, the remaining demand to be accommodated within the Existing Garage during the busiest hour of the busiest weekend day of the year would be 480 parking spaces. Given the 1,050 spaces in the Existing Garage, a surplus of 570 parking spaces within the Existing Garage would be available during the busiest hour of the busiest weekend day of the year. In other words, given the combined parking supply of 1,701 spaces, a total demand of 1,131 parking spaces would leave a surplus of 570 parking spaces.

Figures 3A and 3B provide hourly breakdowns of parking demand by land use for the Project and existing uses during a peak December weekday and weekend day, respectively. Figures 2C and 2D depict the peak monthly parking demand for the Project on weekdays and weekend days, respectively. As shown in the figures, the peak parking demand for the Project can be accommodated within the on-site supply during all weekdays and weekends.
SUMMARY

- The proposed Specific Plan would authorize the construction of up to 350 residential units and 110,000 sf of commercial uses consisting of a mix of retail, supermarket, and restaurant tenants. The Project would add a total of 651 parking spaces within the new development. The 1,050-space Existing Garage in the southeastern portion of the Project Site would remain. The existing 269-space Existing Lot would be removed.

- The Specific Plan would establish standards for new development, including parking requirement rates developed specifically for the Specific Plan. The Specific Plan’s parking rates for each of the proposed land use components of the Project are comparable to other commonly used and acceptable parking rates for these land uses. The residential parking rate is supported by empirical data collected in the City of Monrovia.

- All parking for the Project would be provided on site. Following buildout of the development authorized by the Specific Plan, 651 new parking spaces would be constructed and the 1,050-space Existing Garage would remain. Thus, a total of 1,701 parking spaces would be provided.

- The existing hourly parking demands for the Existing Garage and Existing Lot were obtained from parking demand surveys conducted in Year 2019 (prior to COVID-19) and April 2022 (refined to reflect typical [non-COVID] conditions).

- A shared parking analysis was conducted to analyze demand from the Project’s new land uses as well as the existing parking utilization of the Existing Garage and Existing Lot.

- Based on the results of the shared parking analysis, the peak parking demand for the Project, as well as the existing utilization of the Existing Garage and Existing Lot, can be accommodated within the total on-site parking supply after Project buildout of 1,701 parking spaces during all weekdays and weekends.
### TABLE 1
**COMPARISON OF PARKING RATES**

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<tbody>
<tr>
<td></td>
<td>Studio: 1 sp / DU</td>
<td>2 sp / DU</td>
<td>1 Bed: 1.05 sp / DU</td>
<td>0-1 Bed: 1 sp / DU</td>
<td>Colorado Commons - 1.46 sp / DU</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>1.5 sp / market rate DU</td>
<td>2 sp / DU</td>
<td>1 Bed: 1.80 sp / DU</td>
<td>2-3 Beds: 1.5 sp / DU</td>
<td>Paragon - 1.40 sp / DU</td>
</tr>
<tr>
<td></td>
<td>0.5 sp / affordable DU</td>
<td>+ 1 sp / 3 DU for guests</td>
<td>2 Bed: 2.65 sp / DU</td>
<td></td>
<td>Aruem - 1.21 sp / DU</td>
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<tr>
<td></td>
<td>+ 1 sp / 10 DU for guests</td>
<td></td>
<td>3+ Bed: 1.40 sp / DU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>1 sp / 250 sf GFA</td>
<td>1 sp / 350 sf GFA</td>
<td>1 sp / 250 sf GFA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Grocery</td>
<td>1 sp / 250 sf GFA</td>
<td>1 sp / 350 sf GFA</td>
<td>1 sp / 222 sf GFA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fine/Casual Dining</td>
<td>1 sp / 250 sf GFA</td>
<td>1 sp / 350 sf GFA</td>
<td>1 sp / 56 sf GFA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fast Casual/Fast Food</td>
<td>1 sp / 250 sf GFA</td>
<td>1 sp / 350 sf GFA</td>
<td>1 sp / 68 sf GFA</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Notes:**
sf - square feet, GFA - gross floor area, DU - Dwelling Unit

[a] Proposed rates for the Project as part of the Specific Plan.
[b] Based on Section 17.03.040 of the City of Norwalk Municipal Code, all commercial rates based on Commercial Center greater than 100,000 sf
[d] Maximum parking requirement allowed per California Assembly Bill 2334
[e] Source: *Future Parking Demand Study for Station Square, Monrovia, California* (Gibson Transportation Consulting, Inc., January 2019)
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<tr>
<td>Parking Garage Demand from 2019 Study [a]</td>
<td>Weekday</td>
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<td>71</td>
<td>170</td>
<td>200</td>
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<td>Parking Garage Demand from April 2022 Survey [b]</td>
<td>Weekday</td>
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<td>66</td>
<td>91</td>
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<td>Surface Parking Lot Demand from April 2022 Survey [b]</td>
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<th>Max Demand Used in Parking Models</th>
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<tr>
<td>Max Parking Garage Demand</td>
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<td>170</td>
<td>251</td>
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Notes
- No survey data available.
- [b] Parking demand surveys conducted on Thursday, April 21, 2022, and Saturday, April 23, 2022.
## TABLE 3
### PARKING DEMAND SUMMARY FOR
PROJECT ONLY WITH 100% RESERVED RESIDENTIAL SPACES

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Project Data</th>
<th>Weekday</th>
<th>Weekend</th>
<th>Weekday</th>
<th>Weekend</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Quantity</td>
<td>Unit</td>
<td>Base Ratio</td>
<td>Driving Adj</td>
<td>Non-Captive Ratio</td>
<td>Project Ratio</td>
<td>Unit For Ratio</td>
<td>Base Ratio</td>
<td>Driving Adj</td>
<td>Non-Captive Ratio</td>
</tr>
<tr>
<td>Retail (&lt;400 ksf)</td>
<td></td>
<td>35,000</td>
<td>sf GLA</td>
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<td>95%</td>
<td>100%</td>
<td>2.95 ksf GLA</td>
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<td>100%</td>
<td>2.95 ksf GLA</td>
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<td>100%</td>
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<td>Fine/Casual Dining</td>
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<td>100%</td>
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<td>95%</td>
<td>100%</td>
<td>3.33 ksf GLA</td>
</tr>
<tr>
<td>Employee</td>
<td></td>
<td>0.50</td>
<td></td>
<td>95%</td>
<td>95%</td>
<td>100%</td>
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<td>95%</td>
<td>100%</td>
<td>0.48</td>
<td>100%</td>
</tr>
<tr>
<td>Fast Casual/Fast Food</td>
<td></td>
<td>17,500</td>
<td>sf GLA</td>
<td>3.50</td>
<td>95%</td>
<td>100%</td>
<td>3.33 ksf GLA</td>
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<td>95%</td>
<td>100%</td>
<td>3.33 ksf GLA</td>
</tr>
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<td>100%</td>
<td>0.48</td>
<td>90%</td>
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<td>0.00</td>
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<td>100%</td>
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<td>0.00</td>
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<td>100%</td>
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</tr>
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<td>100%</td>
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<td>0.00</td>
<td>95%</td>
<td>100%</td>
<td>0.00 unit</td>
</tr>
<tr>
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<td>100%</td>
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<td>0.00</td>
<td>95%</td>
<td>100%</td>
<td>0.00 unit</td>
</tr>
<tr>
<td>2 Bedrooms</td>
<td></td>
<td>14</td>
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<td>0.00</td>
<td>95%</td>
<td>100%</td>
<td>0.00 unit</td>
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</tr>
<tr>
<td>3+ Bedrooms</td>
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<td>1.50</td>
<td>100%</td>
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<td>100%</td>
<td>1.50 unit</td>
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</tr>
<tr>
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<td>100%</td>
<td>0.10 unit</td>
<td>0.10</td>
<td>95%</td>
<td>100%</td>
<td>0.10 unit</td>
</tr>
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<th>Weekend</th>
<th>Weekday</th>
<th>Weekend</th>
<th>Weekday</th>
<th>Weekend</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
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<tbody>
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<td></td>
<td>Peak Hr Adj 6 PM</td>
<td>Peak Mo Adj December</td>
<td>Estimated Parking Demand</td>
<td>Peak Hr Adj 1 PM</td>
<td>Peak Mo Adj December</td>
<td>Estimated Parking Demand</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>90%</td>
<td>100%</td>
<td>93</td>
<td>100%</td>
<td>100%</td>
<td>104</td>
<td></td>
<td></td>
</tr>
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<td>0.90</td>
<td>95%</td>
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<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supermarket/Grocery</td>
<td>100%</td>
<td>100%</td>
<td>133</td>
<td>100%</td>
<td>100%</td>
<td>133</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee</td>
<td>0.50</td>
<td>95%</td>
<td>100%</td>
<td>0.48</td>
<td>100%</td>
<td>19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Food and Beverage</td>
<td>95%</td>
<td>100%</td>
<td>56</td>
<td>55%</td>
<td>100%</td>
<td>32</td>
<td></td>
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</tr>
<tr>
<td>Employee</td>
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<td>95%</td>
<td>100%</td>
<td>0.48</td>
<td>100%</td>
<td>6</td>
<td></td>
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</tr>
<tr>
<td>Fast Casual/Fast Food</td>
<td>85%</td>
<td>96%</td>
<td>48</td>
<td>100%</td>
<td>96%</td>
<td>57</td>
<td></td>
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</tr>
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<td>Employee</td>
<td>90%</td>
<td>100%</td>
<td>8</td>
<td>100%</td>
<td>100%</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
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<td>1 Bedroom</td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Bedrooms</td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3+ Bedrooms</td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
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<td>Reserved</td>
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<td>100%</td>
<td>525</td>
<td>100%</td>
<td>100%</td>
<td>525</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visitor</td>
<td>60%</td>
<td>100%</td>
<td>20%</td>
<td>100%</td>
<td>7</td>
<td>7</td>
<td></td>
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<th>Weekday</th>
<th>Weekend</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Peak Hr Adj 6 PM</td>
<td>Peak Mo Adj December</td>
<td>Estimated Parking Demand</td>
<td></td>
</tr>
<tr>
<td>Residential, Suburban</td>
<td></td>
<td>0%</td>
<td>-</td>
<td>-</td>
<td></td>
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<tr>
<td>Studio Efficiency</td>
<td></td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td></td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
</tr>
<tr>
<td>2 Bedrooms</td>
<td></td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
</tr>
<tr>
<td>3+ Bedrooms</td>
<td></td>
<td>60%</td>
<td>100%</td>
<td>-</td>
<td>65%</td>
</tr>
<tr>
<td>Reserved</td>
<td></td>
<td>100%</td>
<td>100%</td>
<td>525</td>
<td>100%</td>
</tr>
<tr>
<td>Visitor</td>
<td></td>
<td>60%</td>
<td>100%</td>
<td>20%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Number of Customer/Visitor: 350
Number of Employee/Resident: 332
Number of Reserved: 62
Number of Visitor: 64
Number of Reserved: 525
Number of Total: 937
Number of Total: 922
TABLE 4
PEAK MONTH PARKING DEMAND SUMMARY FOR
PROJECT ONLY WITH 100% RESERVED RESIDENTIAL SPACES
December
Weekday Estimated Peak-Hour Parking Demand
Land Use

Monthly
Adjustment

6 AM

7 AM

8 AM

9 AM

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

4 PM

5 PM

6 PM

7 PM

8 PM

9 PM

10 PM

11 PM

12 AM

Overall Pk
6 PM

AM Peak Hr
11 AM

PM Peak Hr
1 PM

Eve Peak Hr
6 PM

83
30
133
19

88
30
133
19

93
30
133
15

93
30
113
10

88
27
73
7

52
18
47
4

31
12
27
4

10
6
7
4

0
0
7
4

93
30
133
15

78
29
89
19

104
30
120
19

93
30
133
15

29
6
31
5

44
9
34
6

56
9
48
8

59
9
45
8

59
9
28
5

59
9
17
3

56
9
11
3

44
7
6
2

15
3
3
2

56
9
48
8

24
8
48
9

44
8
57
9

56
9
48
8

0
0
0
0
525
7
283
61
525
869

0
0
0
0
525
13
312
64
525
901

0
0
0
0
525
20
350
62
525
937

0
0
0
0
525
33
344
56
525
925

0
0
0
0
525
33
282
48
525
854

0
0
0
0
525
33
207
34
525
766

0
0
0
0
525
33
158
27
525
710

0
0
0
0
525
27
93
19
525
637

0
0
0
0
525
17
41
9
525
574

525
20
350
62
525
937

525
7
245
64
525
834

525
7
331
66
525
921

525
20
350
62
525
937

4 PM

5 PM

6 PM

7 PM

8 PM

9 PM

10 PM

11 PM

12 AM

Overall Pk
1 PM

AM Peak Hr
11 AM

PM Peak Hr
1 PM

Eve Peak Hr
6 PM

93
30
133
11

83
29
120
10

67
26
67
9

62
24
44
8

57
23
33
6

52
20
20
4

36
14
7
2

16
5
5
2

1
0
4
1

104
30
133
19

88
29
133
19

104
30
133
19

67
26
67
9

27
6
31
5

35
9
34
6

53
9
48
8

56
9
45
8

59
9
28
5

53
9
17
3

53
9
11
3

53
7
6
2

29
4
3
2

32
6
57
9

9
6
48
9

32
6
57
9

53
9
48
8

0
0
0
0
525
7
290
53
525
869

0
0
0
0
525
13
285
54
525
864

0
0
0
0
525
20
255
51
525
831

0
0
0
0
525
33
241
48
525
814

0
0
0
0
525
33
211
42
525
778

0
0
0
0
525
33
175
36
525
735

0
0
0
0
525
33
140
27
525
692

0
0
0
0
525
27
106
15
525
647

0
0
0
0
525
17
54
7
525
586

525
7
332
64
525
922

525
7
285
63
525
872

525
7
332
64
525
922

525
20
255
51
525
831

Retail
Retail (<400 ksf)
Employee
Supermarket/Grocery
Employee

100%
100%
100%
100%

1
3
7
4

5
5
27
6

16
8
40
8

31
14
67
15

57
23
80
17

78
29
89
19

93
30
113
19

104
30
120
19

Fine/Casual Dining
Employee
Fast Casual/Fast Food
Employee

100%
100%
96%
100%

0
0
3
2

0
2
6
2

0
4
11
3

0
6
17
3

9
8
31
6

24
8
48
9

44
8
57
9

44
8
57
9

100%
100%
100%
100%
100%
100%
Customer/Visitor
Employee/Resident
Reserved
Total

0
0
0
0
525
0
11
9
525
544

0
0
0
0
525
3
41
14
525
579

0
0
0
0
525
7
73
22
525
620

0
0
0
0
525
7
121
39
525
685

0
0
0
0
525
7
183
54
525
762

0
0
0
0
525
7
245
64
525
834

0
0
0
0
525
7
314
66
525
904

0
0
0
0
525
7
331
66
525
921

Residential, Suburban
Studio Efficiency
1 Bedroom
2 Bedrooms
3+ Bedrooms
Reserved
Visitor

104
98
30
30
126
129
19
19
Food and Beverage
38
24
8
6
51
34
8
6
Residential
0
0
0
0
525
7
326
65
525
916

0
0
0
0
525
7
292
62
525
878

December
Weekend Estimated Peak-Hour Parking Demand
Land Use

Monthly
Adjustment

6 AM

7 AM

8 AM

9 AM

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

Retail
Retail (<400 ksf)
Employee
Supermarket/Grocery
Employee

100%
100%
100%
100%

1
3
11
3

5
5
33
7

10
12
67
13

36
23
100
16

62
26
126
19

88
29
133
19

104
30
133
19

104
30
133
19

Fine/Casual Dining
Employee
Fast Casual/Fast Food
Employee

100%
100%
96%
100%

0
0
3
1

0
2
6
2

0
3
11
3

0
5
17
3

0
6
31
6

9
6
48
9

29
6
57
9

32
6
57
9

100%
100%
100%
100%
100%
100%
Customer/Visitor
Employee/Resident
Reserved
Total

0
0
0
0
525
0
15
7
525
547

0
0
0
0
525
7
51
15
525
590

0
0
0
0
525
7
95
31
525
650

0
0
0
0
525
7
160
48
525
732

0
0
0
0
525
7
226
58
525
809

0
0
0
0
525
7
285
63
525
872

0
0
0
0
525
7
329
64
525
919

0
0
0
0
525
7
332
64
525
922

Residential, Suburban
Studio Efficiency
1 Bedroom
2 Bedrooms
3+ Bedrooms
Reserved
Visitor

104
104
30
30
133
133
16
14
Food and Beverage
27
27
6
6
51
34
8
6
Residential
0
0
0
0
525
7
321
61
525
907

0
0
0
0
525
7
304
57
525
886


FIGURE 1A
PEAK PARKING DEMAND BY HOUR (WEEKDAY)
PROJECT ONLY WITH 100% RESERVED RESIDENTIAL SPACES

Parking Supply - 1,701 Parking Spaces
FIGURE 1B
PEAK PARKING DEMAND BY HOUR (WEEKEND)
PROJECT ONLY WITH 100% RESERVED RESIDENTIAL SPACES

Parking Supply - 1,701 Parking Spaces
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
PROJECT ONLY WITH 100% RESERVED RESIDENTIAL SPACES
FIGURE 1D
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
PROJECT ONLY WITH 100% RESERVED RESIDENTIAL SPACES
## TABLE 5
PROJECT WITH 100% RESERVED RESIDENTIAL AND EXISTING DEMAND

### Shared Parking Demand Summary

**Peak Month:** DECEMBER -- **Peak Period:** 2 PM, WEEKDAY

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<th>Project Data</th>
<th>Weekday</th>
<th>Weekend</th>
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<td>Base</td>
<td>Driving</td>
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<tr>
<td></td>
<td></td>
<td>Ratio</td>
<td>Adj</td>
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<tr>
<td>Retail (&lt;400 ksf)</td>
<td>35,000 sf GLA</td>
<td>3.10</td>
<td>95%</td>
</tr>
<tr>
<td>Employee</td>
<td>0.90</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Supermarket/Grocery</td>
<td>40,000 sf GLA</td>
<td>3.50</td>
<td>95%</td>
</tr>
<tr>
<td>Employee</td>
<td>0.50</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Fine/Casual Dining</td>
<td>17,500 sf GLA</td>
<td>3.50</td>
<td>95%</td>
</tr>
<tr>
<td>Employee</td>
<td>0.50</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Fast Casual/Fast Food</td>
<td>17,500 sf GLA</td>
<td>3.50</td>
<td>95%</td>
</tr>
<tr>
<td>Employee</td>
<td>0.50</td>
<td>95%</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Residential

- Studio Efficiency: 92 units
- 1 Bedroom: 204 units
- 2 Bedrooms: 40 units
- 3+ Bedrooms: 14 units
- Reserved: 100% res spaces
- Visitor: 350 units

### Food and Beverage

- Fine/Casual Dining: 17,500 sf GLA
- Employee: 0.50

### Additional Land Uses

- Existing Garage Demand: 1,000 sf GFA
- Employee: 0.00
- Existing Surface Lot Demand: 1,000 sf GFA
- Employee: 0.00

### Estimated Parking Demand

- Total: 1,329
- Customer/Visitor: 317
- Employee/Resident: 48
- Reserved: 525

### Reserved Parking Demand

- Total: 525
- Customer/Visitor: 326
- Employee/Resident: 48
- Reserved: 525
TABLE 6
PEAK MONTH PARKING DEMAND SUMMARY FOR
PROJECT WITH 100% RESERVED RESIDENTIAL AND EXISTING DEMAND
December
Weekday Estimated Peak-Hour Parking Demand
Land Use

Monthly
Adjustment

6 AM

7 AM

8 AM

9 AM

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

4 PM

5 PM

6 PM

7 PM

8 PM

9 PM

10 PM

11 PM

12 AM

Overall Pk
2 PM

AM Peak Hr
11 AM

PM Peak Hr
2 PM

Eve Peak Hr
7 PM

83
30
133
19

88
30
133
19

93
30
133
15

93
30
113
10

88
27
73
7

52
18
47
4

31
12
27
4

10
6
7
4

0
0
7
4

104
30
126
19

78
29
89
19

104
30
126
19

93
30
113
10

29
6
31
5

44
9
34
6

56
9
48
8

59
9
45
8

59
9
28
5

59
9
17
3

56
9
11
3

44
7
6
2

15
3
3
2

38
8
51
8

24
8
48
9

38
8
51
8

59
9
45
8

0
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0
0
525
7

0
0
0
0
525
13

0
0
0
0
525
20

0
0
0
0
525
33

0
0
0
0
525
33

0
0
0
0
525
33

0
0
0
0
525
33

0
0
0
0
525
27

0
0
0
0
525
17

525
7

525
7

525
7

525
33

245
0
90
0
618
61
525
1,204

188
0
83
0
583
64
525
1,172

108
0
71
0
529
62
525
1,116

189
0
36
0
569
56
525
1,150

232
0
36
0
550
48
525
1,122

220
0
28
0
455
34
525
1,014

210
0
21
0
389
27
525
941

175
0
7
0
275
19
525
819

140
0
7
0
188
9
525
721

302
111
739
65
525
1,329

326
120
691
64
525
1,280

302
111
739
65
525
1,329

189
36
569
56
525
1,150

Retail
Retail (<400 ksf)
Employee
Supermarket/Grocery
Employee

100%
100%
100%
100%

1
3
7
4

5
5
27
6

16
8
40
8

31
14
67
15

57
23
80
17

78
29
89
19

93
30
113
19

104
30
120
19

Fine/Casual Dining
Employee
Fast Casual/Fast Food
Employee

100%
100%
96%
100%

0
0
3
2

0
2
6
2

0
4
11
3

0
6
17
3

9
8
31
6

24
8
48
9

44
8
57
9

44
8
57
9

Residential, Suburban
Studio Efficiency
1 Bedroom
2 Bedrooms
3+ Bedrooms
Reserved
Visitor

100%
100%
100%
100%
100%
100%

0
0
0
0
525
0

0
0
0
0
525
3

0
0
0
0
525
7

0
0
0
0
525
7

0
0
0
0
525
7

0
0
0
0
525
7

0
0
0
0
525
7

0
0
0
0
525
7

100%
100%
100%
100%
Customer/Visitor
Employee/Resident
Reserved
Total

71
0
36
0
118
9
525
651

170
0
42
0
253
14
525
791

251
0
90
0
414
22
525
961

350
0
138
0
609
39
525
1,173

333
0
137
0
653
54
525
1,232

326
0
120
0
691
64
525
1,280

276
0
96
0
686
66
525
1,276

292
0
96
0
719
66
525
1,309

104
98
30
30
126
129
19
19
Food and Beverage
38
24
8
6
51
34
8
6
Residential

Existing Garage Demand
Employee
Existing Surface Lot Demand
Employee

0
0
0
0
525
7

0
0
0
0
525
7

Additional Land Uses
302
276
0
0
111
86
0
0
739
654
65
62
525
525
1,329
1,240

December
Weekend Estimated Peak-Hour Parking Demand
Land Use

Monthly
Adjustment

6 AM

7 AM

8 AM

9 AM

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

4 PM

5 PM

6 PM

7 PM

8 PM

9 PM

10 PM

11 PM

12 AM

Overall Pk
7 PM

AM Peak Hr
11 AM

PM Peak Hr
1 PM

Eve Peak Hr
7 PM

93
30
133
11

83
29
120
10

67
26
67
9

62
24
44
8

57
23
33
6

52
20
20
4

36
14
7
2

16
5
5
2

1
0
4
1

62
24
44
8

88
29
133
19

104
30
133
19

62
24
44
8

27
6
31
5

35
9
34
6

53
9
48
8

56
9
45
8

59
9
28
5

53
9
17
3

53
9
11
3

53
7
6
2

29
4
3
2

56
9
45
8

9
6
48
9

32
6
57
9

56
9
45
8

0
0
0
0
525
7

0
0
0
0
525
13

0
0
0
0
525
20

0
0
0
0
525
33

0
0
0
0
525
33

0
0
0
0
525
33

0
0
0
0
525
33

0
0
0
0
525
27

0
0
0
0
525
17

525
33

525
7

525
7

525
33

178
0
39
0
508
53
525
1,086

188
0
35
0
508
54
525
1,087

102
0
34
0
391
51
525
967

286
0
31
0
558
48
525
1,131

297
0
31
0
539
42
525
1,106

297
0
0
0
472
36
525
1,032

282
0
0
0
423
27
525
974

238
0
0
0
344
15
525
884

178
0
0
0
232
7
525
764

286
31
558
48
525
1,131

104
15
404
63
525
991

157
23
512
64
525
1,101

286
31
558
48
525
1,131

Retail
Retail (<400 ksf)
Employee
Supermarket/Grocery
Employee

100%
100%
100%
100%

1
3
11
3

5
5
33
7

10
12
67
13

36
23
100
16

62
26
126
19

88
29
133
19

104
30
133
19

104
30
133
19

Fine/Casual Dining
Employee
Fast Casual/Fast Food
Employee

100%
100%
96%
100%

0
0
3
1

0
2
6
2

0
3
11
3

0
5
17
3

0
6
31
6

9
6
48
9

29
6
57
9

32
6
57
9

Residential, Suburban
Studio Efficiency
1 Bedroom
2 Bedrooms
3+ Bedrooms
Reserved
Visitor

100%
100%
100%
100%
100%
100%

0
0
0
0
525
0

0
0
0
0
525
7

0
0
0
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525
7

0
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0
0
525
7

0
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0
0
525
7

0
0
0
0
525
7

0
0
0
0
525
7

0
0
0
0
525
7

100%
100%
100%
100%
Customer/Visitor
Employee/Resident
Reserved
Total

15
0
2
0
32
7
525
564

24
0
3
0
78
15
525
618

30
0
4
0
129
31
525
684

74
0
11
0
245
48
525
817

89
0
13
0
328
58
525
911

104
0
15
0
404
63
525
991

145
0
21
0
495
64
525
1,085

157
0
23
0
512
64
525
1,101

104
104
30
30
133
133
16
14
Food and Beverage
27
27
6
6
51
34
8
6
Residential

Existing Garage Demand
Employee
Existing Surface Lot Demand
Employee

0
0
0
0
525
7

0
0
0
0
525
7

Additional Land Uses
146
163
0
0
35
43
0
0
502
510
61
57
525
525
1,088
1,092


FIGURE 2A
PEAK PARKING DEMAND BY HOUR (WEEKDAY)
PROJECT WITH 100% RESERVED RESIDENTIAL AND EXISTING DEMAND

Parking Supply - 1,701 parking spaces

- Residential, Suburban
- Supermarket/Grocery
- Retail (<400 ksf)
- Fine/Casual Dining
- Fast Casual/Fast Food
- Existing Garage Demand
- Existing Surface Lot Demand
FIGURE 2B
PEAK PARKING DEMAND BY HOUR (WEEKEND)
PROJECT WITH 100% RESERVED RESIDENTIAL AND EXISTING DEMAND

Parking Supply - 1,701 parking spaces

Residential, Suburban
Retail (<400 ksf)
Supermarket/Grocery
Fine/Casual Dining
Fast Casual/Fast Food
Existing Garage Demand
Existing Surface Lot Demand
FIGURE 2C
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
PROJECT WITH 100% RESERVED RESIDENTIAL AND EXISTING DEMAND
FIGURE 2D
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
PROJECT RATES WITH 100% RESERVED RESIDENTIAL AND EXISTING DEMAND
Attachment

April 2022 Parking Occupancy Surveys
## Thursday Parking Utilization (4-21-22)

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<th>7:00 AM</th>
<th>8:00 AM</th>
<th>9:00 AM</th>
<th>10:00 AM</th>
<th>11:00 AM</th>
<th>12:00 PM</th>
<th>1:00 PM</th>
<th>2:00 PM</th>
<th>3:00 PM</th>
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<td>22</td>
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</tr>
</tbody>
</table>

### Notes
- **ADA** stands for Accessible Designated Area.
- **Carpool** refers to carpooled vehicles.
- **Staff** includes all employees.
- **Visitor** includes visitors from different categories.
- **City Vehicles** include city hall vehicles.
- **Employee** includes all staff members.
- **City Hall Visitor** refers to visitors from city hall.
- **ADA** and **City Trailer** are specific categories in the parking utilization data.
<table>
<thead>
<tr>
<th>Parking Garage</th>
<th>Spaces</th>
<th>12:00 PM</th>
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</tr>
</thead>
<tbody>
<tr>
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<td>255</td>
<td>71</td>
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<td>99</td>
<td>104</td>
<td>94</td>
<td>125</td>
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</tr>
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<td>28%</td>
<td>36%</td>
<td>39%</td>
<td>41%</td>
<td>37%</td>
<td>49%</td>
<td>46%</td>
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<td>9%</td>
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<tr>
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* Surface Lot - Farmers Market during the 12:00 PM - 2:00 PM hours
Appendices

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