APPENDIX H

Transportation Study and LADOT Review Letter

TRANSPORTATION ASSESSMENT FOR HOLLYWOOD CENTRAL

HOLLYWOOD, CALIFORNIA

JULY 2022

PREPARED FOR

J & J HOLLYWOOD, LLC

PREPARED BY

Gibson
transportation consulting, inc.

TRANSPORTATION ASSESSMENT
FOR
HOLLYWOOD CENTRAL

HOLLYWOOD, CALIFORNIA

July 2022

Prepared for:

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Chapter 1

Introduction

This study presents the transportation assessment for the proposed mixed-use development project (Project) located at 1610-1638 N Las Palmas Avenue, 1623-1645 N Cherokee Avenue, 6626-6636 W Hollywood Boulevard, and 1638-1644 N Cherokee Avenue (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) (Hollywood Community Plan) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in consultation with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes a mixed-use development contained within four existing buildings and four new buildings. The Project would consist of 633 apartment units, 44,778 square feet (sf) of office, and 67,328 sf of restaurant/retail uses. The Project Site is currently occupied by 51,204 sf of existing commercial office, retail, and restaurant uses, including 32,938 sf of commercial uses to be maintained[1] and 18,266 sf commercial uses to be removed with development of the Project.

The Project would include approximately 444 parking spaces within two to three subterranean parking levels. The Project would also provide bicycle parking spaces as required by the Los Angeles Municipal Code (LAMC), including approximately 338 long-term and 60 short-term spaces. Primary vehicular access would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue. Each of the three driveways would accommodate all turning maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage.

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[1] The four existing buildings to be maintained with development of the Project would also include approximately 6,276 sf of currently vacant building area , and therefore, was not considered herein for transportation impact analysis purposes.

The conceptual ground level Project site plan is illustrated in Figure 1.

An alternative development program has also been evaluated and would consist of 586 apartment units, 77 hotel guest rooms, 44,778 sf of office, and 67,328 sf of restaurant (Alternative Project). The site access and circulation plan of the Alternative Project would be the same as the Project's. The detailed analysis of the Alternative Project is provided in Appendix A.

PROJECT LOCATION

The Project Site is in City Council District 13 and is comprised of 12 Los Angeles County Assessor parcels (Assessor Parcel Numbers 5547-014-005, -006, -009, -021, -022, -023, -024, -025, and -044 and 5547-015-001, -006, and -024). As illustrated in Figure 2, the Project Site is generally bounded by, and adjacent to, commercial uses on all sides, as well as Hollywood Boulevard to the north and Las Palmas Avenue to the west. Cherokee Avenue bifurcates the Project Site. Hollywood Boulevard provides primary local and regional access to the Project Site. The Project Site is located approximately 0.50 miles southwest of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles (approximately 8.00 miles southeast) and the San Fernando Valley (approximately 10.00 miles northwest). The nearest US 101 ramps are accessible via Cahuenga Boulevard and located approximately 0.50 miles northeast of the Project Site.

The Project is located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Hollywood & Highland Station. The fixed-rail Metro B Line travels between Union Station in downtown Los Angeles and North Hollywood at 12-minute intervals throughout the day. Additionally, transit is provided through the Project area by Metro bus stops serving Lines 2, 212, 217, and 224 and LADOT Downtown Area Short Hop (DASH) bus stops serving Hollywood Clockwise and Hollywood Counterclockwise lines at the Project study intersections.

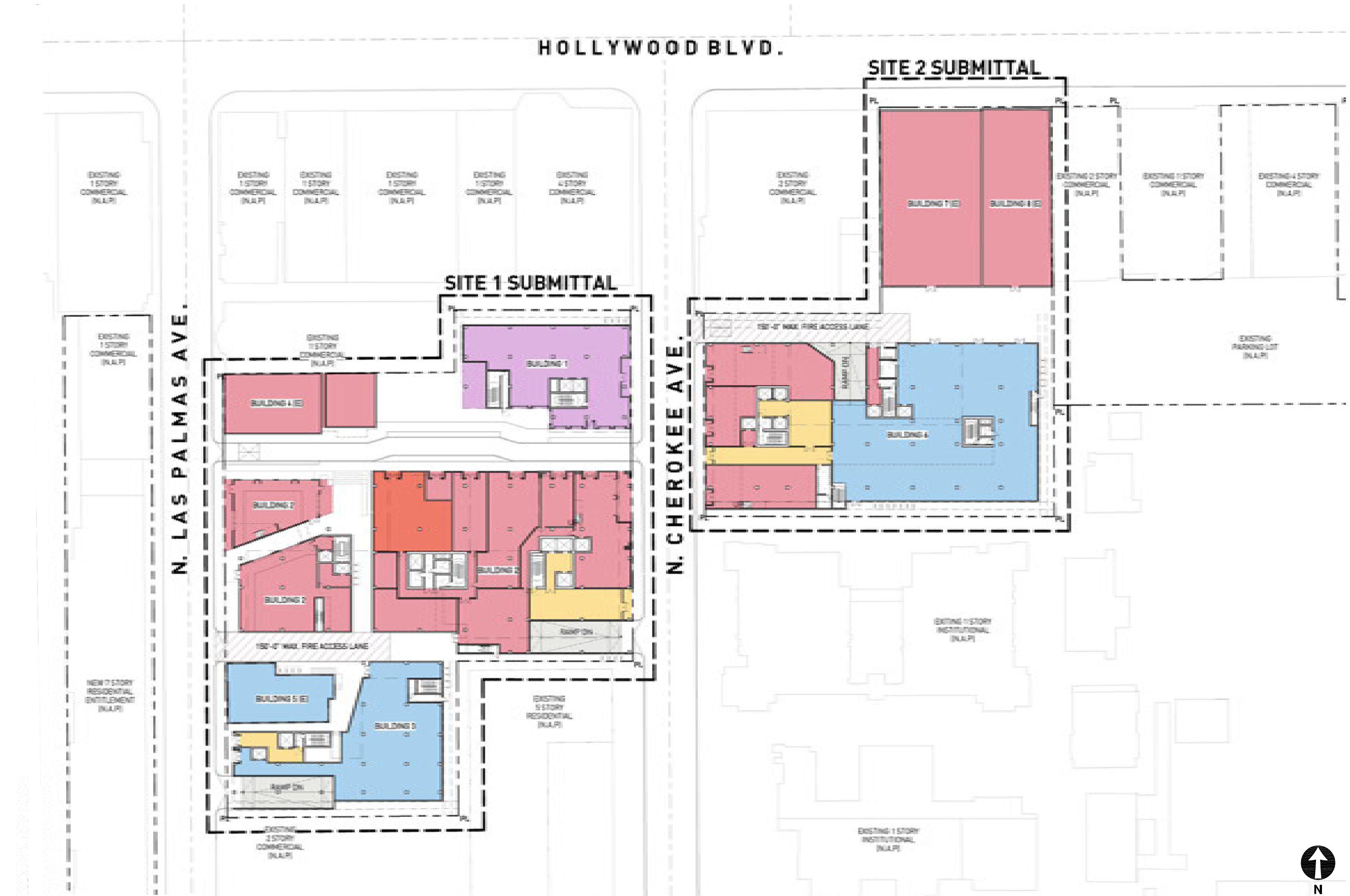
STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with the LADOT *Transportation Assessment Guidelines* (July 2020, updated August 2021) (TAG), and is in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, study locations, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT in December 2021. A copy of the signed MOU is provided in Appendix B.

ORGANIZATION OF REPORT

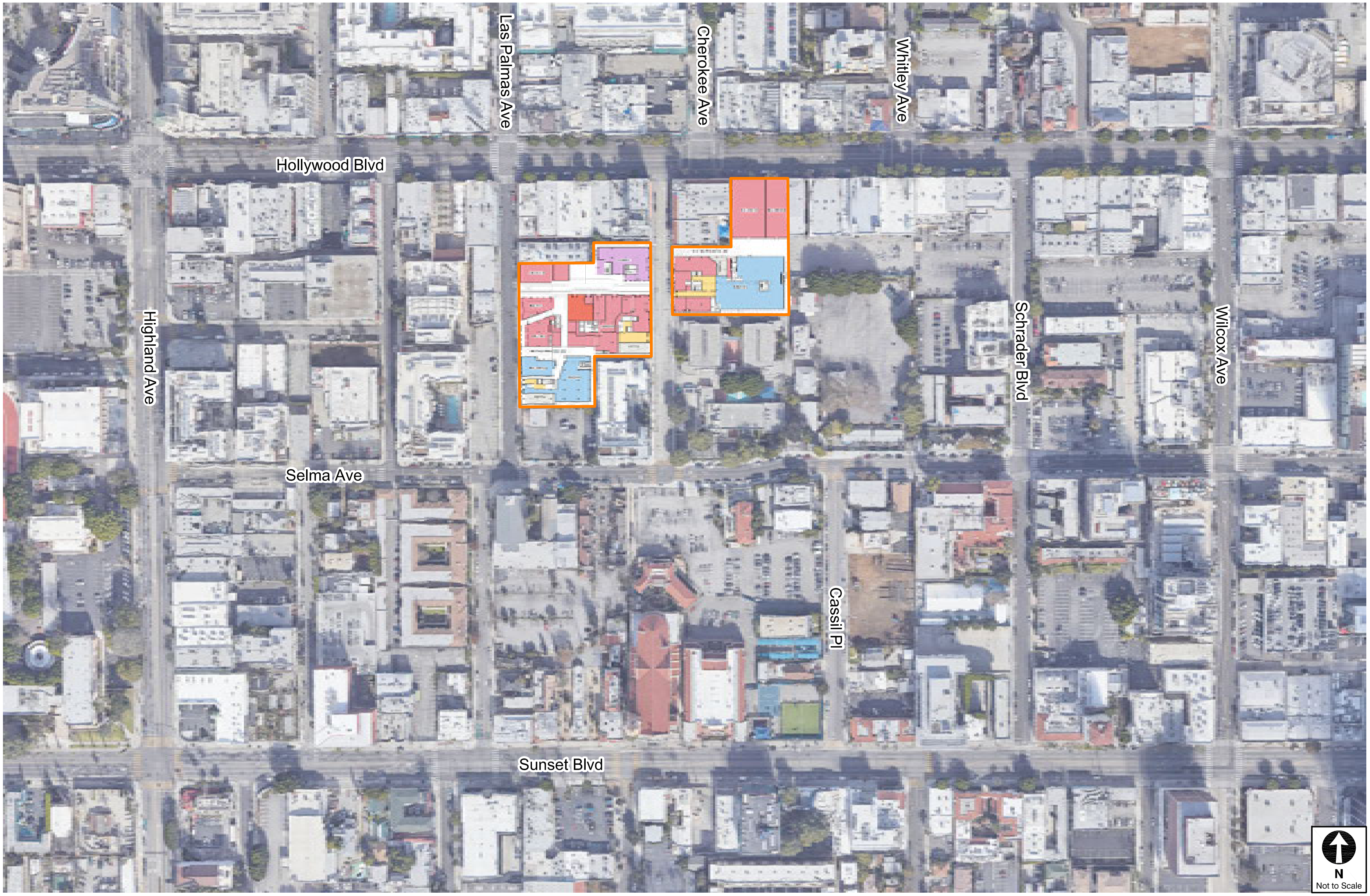
This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 presents the Project Traffic including the Project trip generation, trip distribution, and trip assignment. Chapter 4 details the CEQA Analysis of Transportation Impacts including TAG Thresholds T-1 through T-3 and the Freeway Safety Analysis. Chapter 5 details the Non-CEQA Transportation Analyses including the pedestrian, bicycle, and transit assessments, Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis. Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.



Source: Studio One Eleven. October, 2021.

PROJECT SITE PLAN

FIGURE
1



PROJECT SITE LOCATION

FIGURE 2

Chapter 2

Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing 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, at the time of the MOU approval in December 2021. An inventory of lane configurations, signal phasing, parking restrictions, etc., for the analyzed intersections was also collected, along with peak period traffic counts provided in Appendix C.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2027, which correspond to anticipated occupancy of the Project.

STUDY AREA

The operational analysis Study Area includes 10 study intersections along Hollywood Boulevard, Selma Avenue, and Sunset Boulevard as detailed in Table 1 and illustrated in Figure 3. The intersections were selected in consultation with LADOT based on the following factors identified in the TAG:

1. Primary Project driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections that are adjacent to the Project site or that are expected to be integral to the Project's site access and circulation plan
4. Signalized intersections in proximity to the Project site where 100 or more net new Project trips would be added

The existing lane configurations at the analyzed intersections are illustrated 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, arterials, collector, and local streets that provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

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

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.
        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, and generally includes a ROW width of 110 feet, and pavement widths of 80 feet.
    - Avenues are typically narrow arterials that pass through both residential and commercial areas and include three categories:
        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.

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

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

- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph, with a ROW width generally at 66 feet and pavement width of 40 feet.

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

    - Continuous Local Streets connect to other streets at both ends.

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

Primary regional access to the Project Site is provided by US 101 within the Study Area. The arterial providing access to the Project Site is Hollywood Boulevard. The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Plan:

Freeways

- US 101 – US 101 is a freeway that generally runs in the north-south direction and is located approximately 0.50 miles northeast of the Project Site. Nearest to the Study Area, US 101 provides four travel lanes in each direction. Access to and from US 101 is available via on- and off-ramps at Cahuenga Boulevard.

Roadways

- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue I and generally travels in the east-west direction within the Study Area. It is located along the northern boundary of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections and a center turn lane. Two-hour metered parking is generally available on both sides of the street east of Las Palmas Avenue within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Hollywood Boulevard is 70 feet within the Study Area.

- Sunset Boulevard – Sunset Boulevard is a designated Avenue I and generally travels in the east-west direction within the Study Area. It is located south of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections and a center turn lane. Two-hour metered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Sunset Boulevard is 70 feet within the Study Area.

- Highland Avenue – Highland Avenue is a designated Avenue I and generally travels in the north-south direction within the Study Area. It is located west of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections. Two-hour metered parking is generally available on both sides of the street south of Hawthorn Avenue within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Highland Avenue is 75 feet within the Study Area.

- Wilcox Avenue – Wilcox Avenue is a designated Modified Avenue III and generally travels in the north-south direction within the Study Area. It is located east of the Project Site and provides two travel lanes, one lane in each direction, with left-turn lanes at major intersections and a center turn lane. Bicycle routes are provided on both sides of Wilcox Avenue. Two-hour metered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Wilcox Avenue is 40 feet within the Study Area.

- Las Palmas Avenue – Las Palmas Avenue is a designated Local Street and generally travels in the north-south direction within the Study Area. It is located along the western boundary of the Project Site and provides two travel lanes, one lane in each direction. Two-hour metered parking is generally available on both sides of the street north of Selma Avenue and on the east side of the street south of Selma Avenue; two-hour unmetered parking is generally available on the west side of the street south of Selma Avenue within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Las Palmas Avenue is 36 feet within the Study Area.

- Selma Avenue – Selma Avenue is a designated Local Street and generally travels in the east-west direction within the Study Area. It is located south of the Project Site and provides two travel lanes, one lane in each direction. Bicycle routes are provided on both sides of Selma Avenue. Two-hour metered parking is generally available on both sides of the street west of McCadden Avenue and east of Cassil Place; two-hour unmetered parking is generally available between McCadden Avenue and Cassil Place within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Selma Avenue is 36 feet within the Study Area.

- Cherokee Avenue – Cherokee Avenue is a designated Local Street and generally travels in the north-south direction within the Study Area. It bifurcates the Project Site and provides two travel lanes, one lane in each direction. Two-hour metered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Cherokee Avenue is 36 feet within the Study Area.

The existing mobility facilities at each of the analyzed study intersections are illustrated in Figure 5 and the Mobility Plan street designations within the Study Area are illustrated 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 WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the Project area ranges between approximately 95-97 points[2].

The existing pedestrian facilities provided at the study intersections are illustrated in Figure 5. As detailed in Figure 5, sidewalk facilities are provided along all Project frontages.

Pedestrian destinations within 0.25 miles of the Project Site are illustrated in Figure 6, including various commercial uses located along Hollywood Boulevard.

Existing Bicycle System

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

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[2] Walk Score (www.walkscore.com) rates the Project Site with a score of 95-97 of 100 possible points (scores accessed on December 23, 2021, for 1610-1638 N Las Palmas Avenue, 1623-1645 N Cherokee Avenue, 6626-6636 W Hollywood Boulevard, and 1638-1644 N Cherokee Avenue). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Bicycle Enhanced Network (Low-Stress Network) (BEN) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths (Class I) and protected bicycle lanes (Class IV). Class IV protected bicycle lanes including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets, provide further protection from other travel lanes. Class IV networks often provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. Once implemented, these facilities would offer a safer environment for both cyclists and motorists. The BLN consists of Class II bicycle lanes with striped separation from motorized vehicle traffic and Class III bicycle lanes (sharrows).

There are currently Class III bicycle routes along Wilcox Avenue and Selma Avenue within the Study Area.

Existing Transit System

The Project Study Area is served by bus and rail lines operated by Metro and LADOT. Figure 7 illustrates the existing transit service and transit stops within the Study Area.

Table 2 details the transit lines currently operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and the frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak-period stops made nearest the Project Site.

Tables 3A and 3B detail the total residual capacity of the Metro and LADOT bus and rail lines during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus. The residual capacity was based on Year 2019 (i.e., pre COVID-19) transit ridership data provided by Metro and LADOT. As detailed in Tables 3A and 3B, the transit lines within 0.25 miles walking distance of the Project Site currently have available capacity for 6,735 additional riders during the morning peak hour and

5,997 additional riders during the afternoon peak hour. The transit lines with bus stops or stations located more than 0.25 miles from the Project Site were not included.

Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Hollywood Boulevard adjacent to the Project Site has been identified as part of the HIN. In addition, Sunset Boulevard and Selma Avenue east of Schrader Boulevard, within the Study Area, are also identified as part of the HIN.

Existing Traffic Volumes

Traffic count data collection is generally conducted during times with typical travel demand patterns (i.e., when local schools are in session, businesses in full operation, weeks without holidays, etc.) Due to the ongoing Safer at Home/Safer LA: Emergency Orders[3] in response to the COVID-19 pandemic, LADOT is allowing the use of historical traffic count data with application of an adjustment factor.

Therefore, historical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak hour traffic count data was utilized for this analysis. The following identifies the count year of the data utilized for each study intersection:

1. Highland Avenue & Hollywood Boulevard – Year 2020 (January)
2. Las Palmas Avenue & Hollywood Boulevard – Year 2017
3. Cherokee Avenue & Hollywood Boulevard – Year 2015

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[3] The standing public health orders issued by the City and/or County of Los Angeles beginning March 2020 and remaining in effect until further notice.

4. Wilcox Avenue & Hollywood Boulevard – Year 2018
5. Highland Avenue & Selma Avenue – Year 2018
6. Las Palmas Avenue & Selma Avenue – Year 2016
7. Wilcox Avenue & Selma Avenue – Year 2016
8. Highland Avenue & Sunset Boulevard – Year 2018
9. Las Palmas Avenue & Sunset Boulevard – Year 2017
10. Wilcox Avenue & Sunset Boulevard – Year 2018

Local schools were in session when these traffic counts were conducted. Traffic counts were conservatively increased at a rate of 1% per year to reflect regional growth and development between the year of the traffic count and the existing year. Although the traffic counts were conducted at different times, a review of the data and typical traffic conditions (i.e., prior to COVID-19) indicated that the overall traffic volume patterns have remained relatively constant. Thus, for the purposes of this analysis, the Existing Conditions traffic volumes represent typical Year 2022 conditions. The existing intersection peak hour traffic volumes are illustrated in Figure 8. The traffic count worksheets are provided in Appendix C.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

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

> "The Transportation Assessment must estimate ambient traffic conditions for the study horizon year selected during the scoping phase and recorded in the executed MOU. The study must clearly identify the horizon year and annual ambient growth rate used for the study. The horizon year should align with the development project's expected completion year. For development projects constructed in phases over several years, the Transportation Assessment should analyze intermediary milestones before the buildout and completion of the project. The annual ambient growth rate shall be determined by LADOT staff during the scoping process and can be based on an adopted TSP, the most recent SCAG regional transportation model, the citywide transportation model, or other empirical information approved by LADOT.
>
> "The Transportation Assessment must consider related projects. For related development projects, this should include the associated trip generation for known development projects within one-half mile (2,640 foot) radius of the project site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections. Consultation with the

> Department of City Planning and LADOT may be required to compile the related projects list. The City's ZIMAS database can be used to assist in identifying development projects that have submitted applications to the City of Los Angeles. Project access and circulation constraints would be determined by adding project-generated trips to future base traffic volumes including ambient growth and related projects and conducting the operational analysis."

The ambient growth factor discussed below likely includes some traffic increases resulting from the Related Projects. Therefore, through some inherent double counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

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

Ambient Traffic Growth

Existing traffic is expected to increase because of regional growth and development outside the Study Area. Based on discussions with LADOT during the MOU process, an ambient growth factor of 1% per year compounded annually was applied to be conservative by adjusting the existing traffic volumes to reflect the effects of the regional growth and development by Year 2027. The total adjustment applied over the five-year period between Year 2022 and the anticipated buildout year of the Project was 5.10%. This growth factor accounts for increases in traffic due to potential projects plus projects not yet proposed and projects located outside the Study Area.

Related Projects

In accordance with the TAG, this study also considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analytical step, the potential impact of the Project is evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects within 0.50 miles of the Project Site and within 0.25 miles of the farthest outlying study intersection were considered for analysis.

The list of Related Projects is based on information provided by LADCP and LADOT in May 2022, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 4 and their approximate locations illustrated in Figure 9. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project and, notwithstanding that some may never be approved or developed, they were all considered as part of this Study and conservatively assumed to be completed by the Project buildout Year 2027. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next three years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

In addition, the list of Related Projects includes the City's draft update to the Hollywood Community Plan, which is currently in the approval stage. Based on information available from the City, the updated Hollywood Community Plan will propose updates to land use policies and plans that would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Hollywood Community Plan area. Corresponding decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The Hollywood Community Plan update, once adopted, will be a long-range plan designed to accommodate population, housing, and employment growth in Hollywood until Year 2040. Only the initial period of any such projected growth, which is accounted for in the ambient growth factor, would overlap with the Project's future baseline forecast, as the Project would be completed in Year 2027, prior to the update to the Hollywood Community Plan's horizon year.

The projected growth reflected by the list of Related Projects, which is a conservative assumption, as discussed above, accounts for any overlapping growth that may be assumed by the updated Hollywood Community Plan upon its adoption. With the addition of the ambient growth factor previously discussed, the Future without Project Conditions traffic volumes are even more conservative. Using these assumptions, the potential operational traffic impacts of the Project were evaluated. The development of estimated traffic volumes added to the study intersections due to 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 provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in the latest Institute of Transportation Engineers' (ITE) trip generation manual. The Related Projects trip generation estimates detailed in Table 4 are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These 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 10 illustrates the peak hour traffic volumes associated with these Related Projects at the 10 study intersections.

Future without Project Traffic Volumes

The Future without Project Conditions peak hour traffic volumes include the combination of Existing Conditions traffic volumes, ambient growth to Year 2027, and Related Project traffic. These volumes at the 10 study intersections are illustrated in Figure 11.

Future Roadway Improvements

The analysis of Future Conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. Other proposed traffic/trip reduction strategies such as transportation demand management (TDM) programs for individual buildings and developments were omitted from the Future Conditions analyses. The following plans were evaluated for their potential effects on the future roadway configurations.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made because of the Mobility Plan. However, the following mobility-enhanced networks included corridors within the Study Area, as well as other within 0.25 miles of the Project Site, and are illustrated in Figure 12:

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

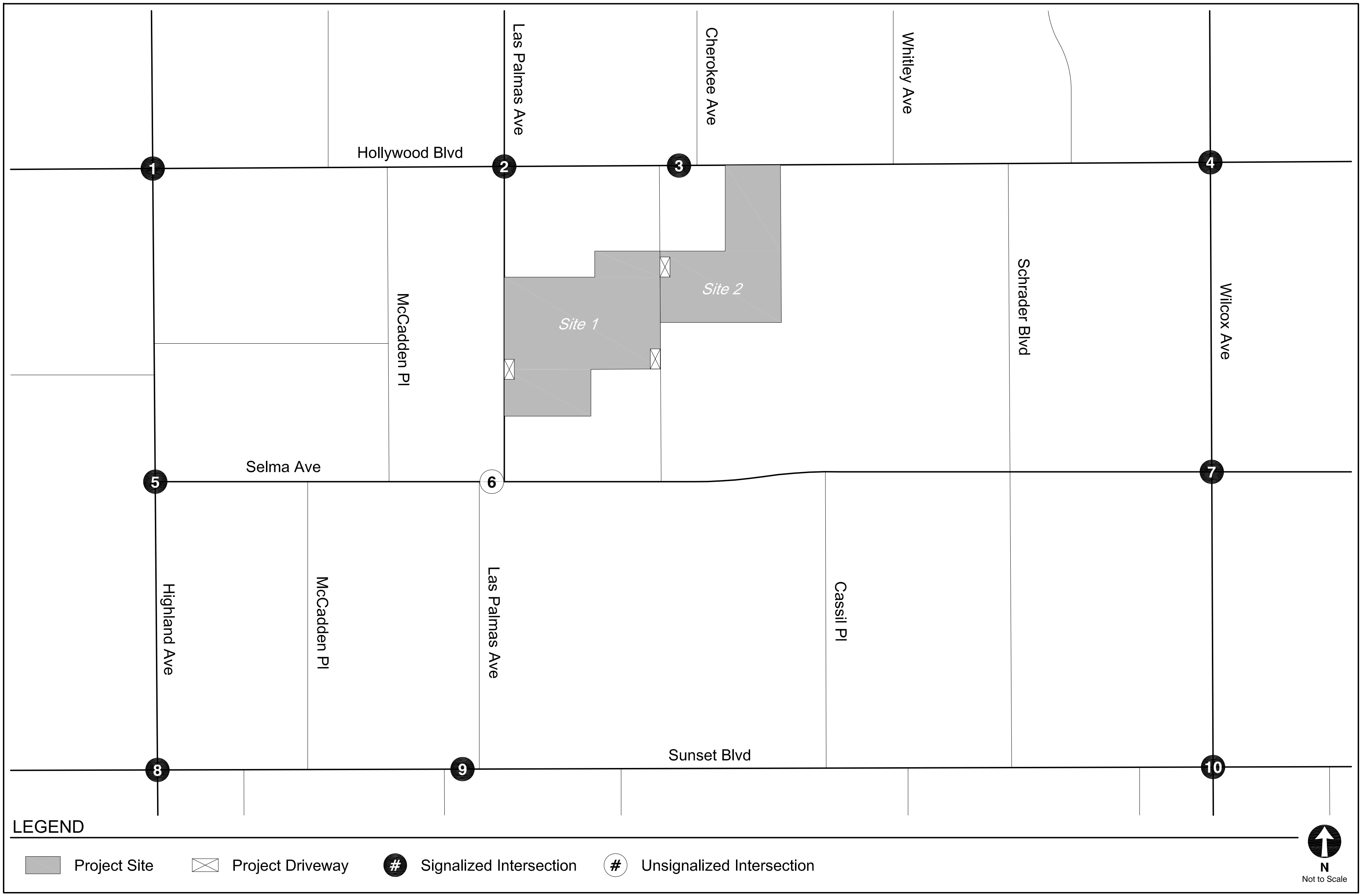
- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of Local Streets that are slow moving and safe enough to connect neighborhoods through active transportation. Several streets within the Study Area are designated parts of the NEN, including Selma Avenue and Las Palmas Avenue between Selma Avenue and Sunset Boulevard.

- BLN/BEN: Within the Study Area, Sunset Boulevard and Highland Avenue have been identified as part of the BLN, and Hollywood Boulevard has been identified as part of the BEN.

- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Several streets within the Study Area, including Hollywood Boulevard, Sunset Boulevard, Highland Avenue, and Wilcox Avenue, are designated

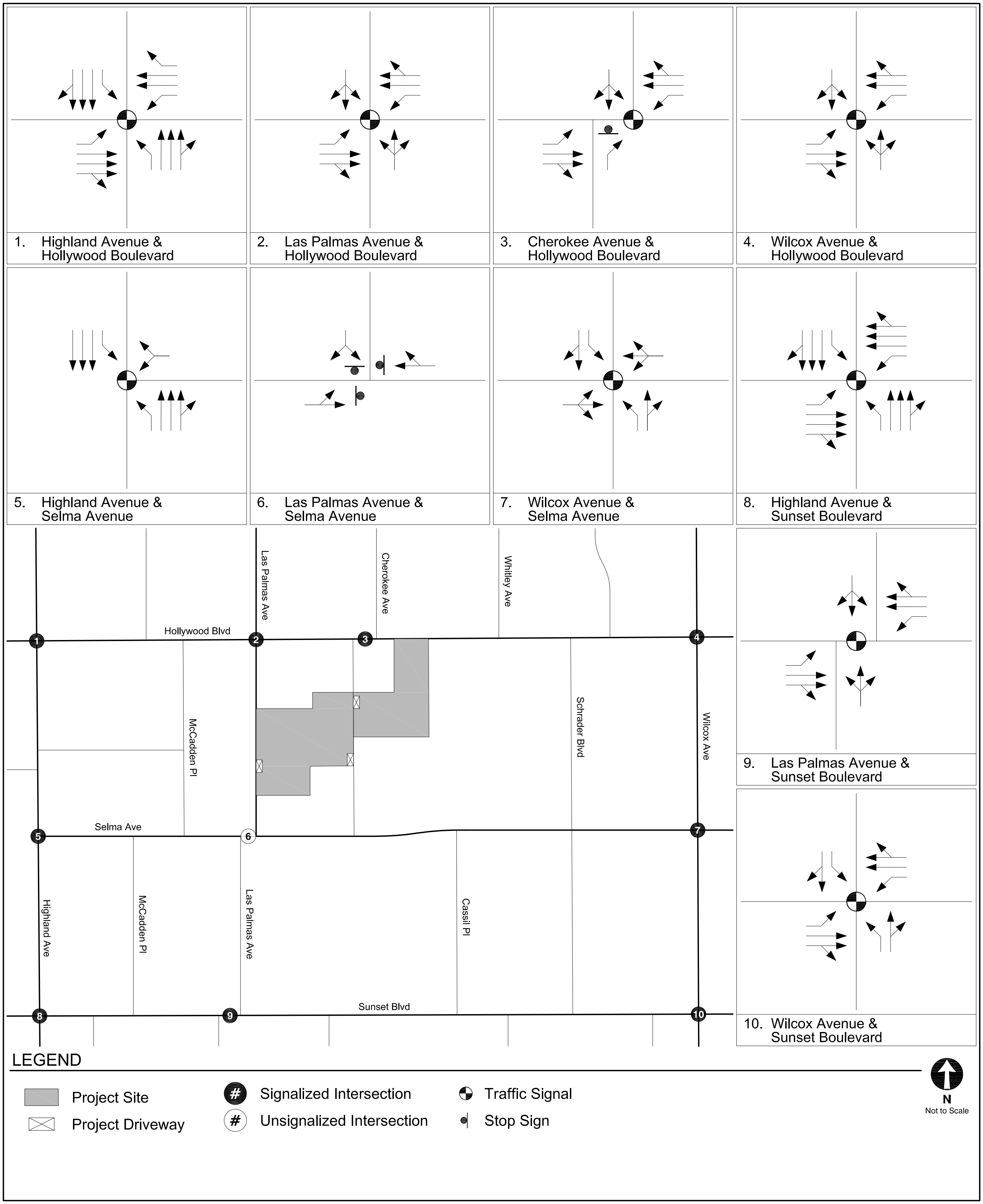
PEDs, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities.

Safe Routes to School (SRTS). The SRTS program seeks to enhance pedestrian safety and comfort on routes to and from school. The program invests in "school zone projects, neighborhood street projects and traffic safety education" and includes improvements such as continental and scramble crosswalks, curb extensions and ramps, rectangular rapid flashing beacons, traffic signals, and bicycle facilities. The nearest schools to the Project Site are Selma Avenue Elementary School, adjacent to the Project Site, and Hollywood High School, approximately 0.25 miles southwest of the Project Site. As illustrated in Figure 5, the Selma Avenue Elementary School SRTS Plan has installed several infrastructure improvements projects along Hollywood Boulevard and Sunset Boulevard, including high visibility crosswalks at Intersection #2, Las Palmas Avenue & Hollywood Boulevard, and Intersection #10, Wilcox Avenue & Sunset Boulevard. The Hollywood High School SRTS Plan has installed several infrastructure improvements along Highland Avenue, including a scramble crosswalk at Intersection #1, Highland Avenue & Hollywood Boulevard. No additional SRTS improvements are planned or proposed in the Project area.



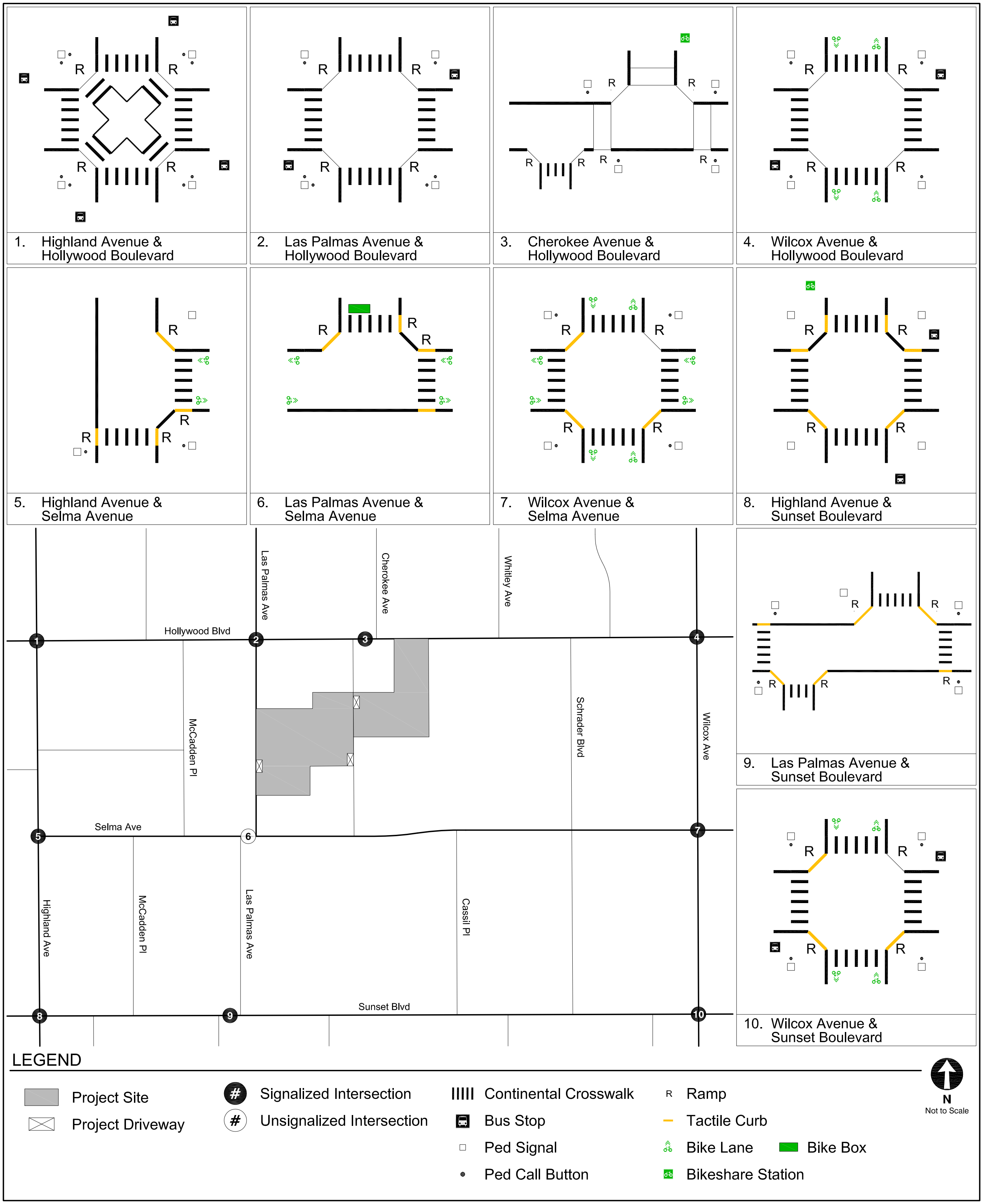
STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3



INTERSECTION LANE CONFIGURATIONS

FIGURE 4



EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 5

EXISTING MOBILITY PLAN TRANSPORTATION DESIGNATIONS & PEDESTRIAN DESTINATIONS

FIGURE 6

LEGEND

▨ Project Site

M Metro Rail Station

🟥 Metro Rail (B) Line

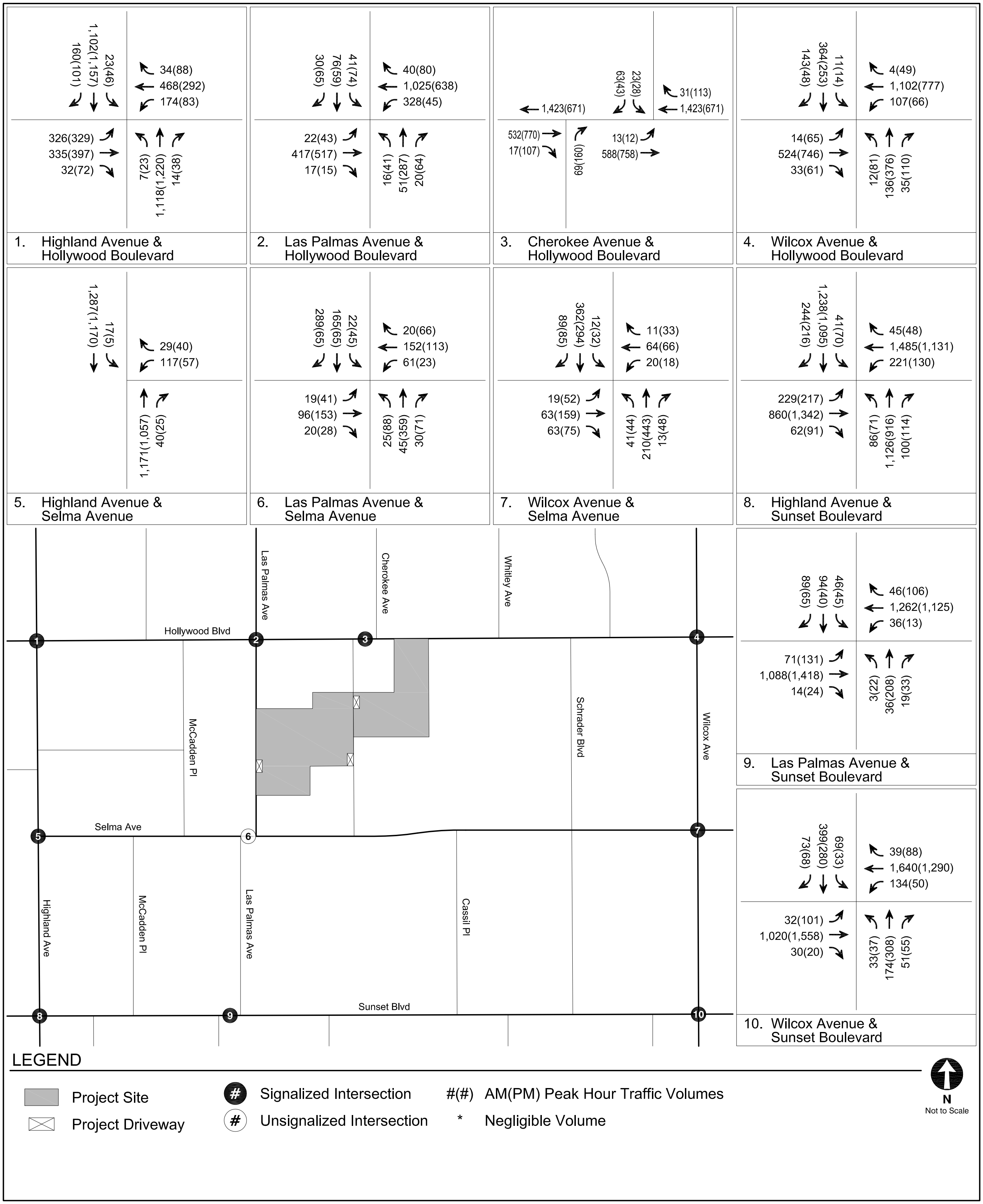
— Metro Local / Limited

Bus Stop

- - - LADOT DASH

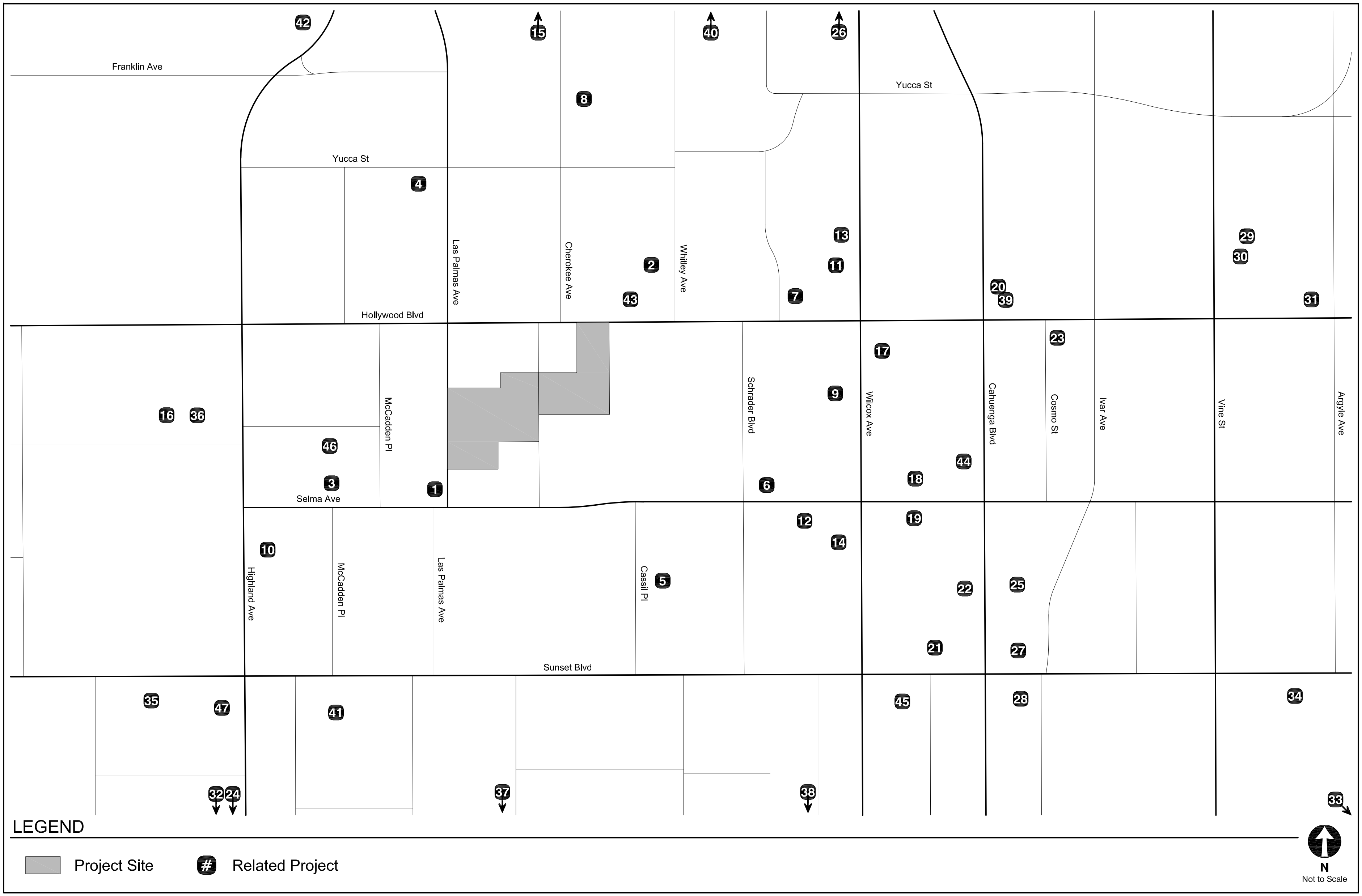
N
Not to Scale

EXISTING TRANSIT SERVICE	FIGURE 7



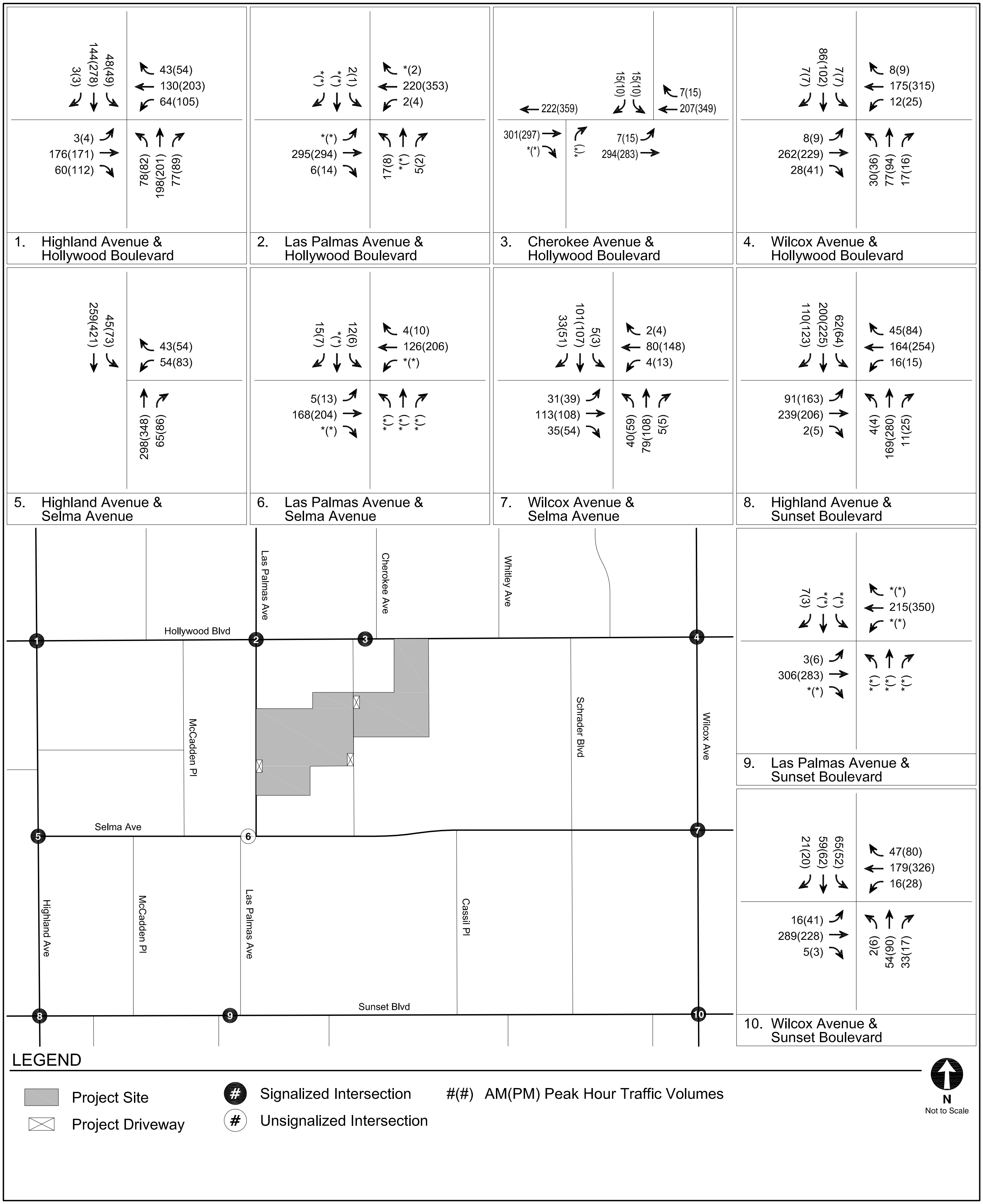
EXISTING CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8



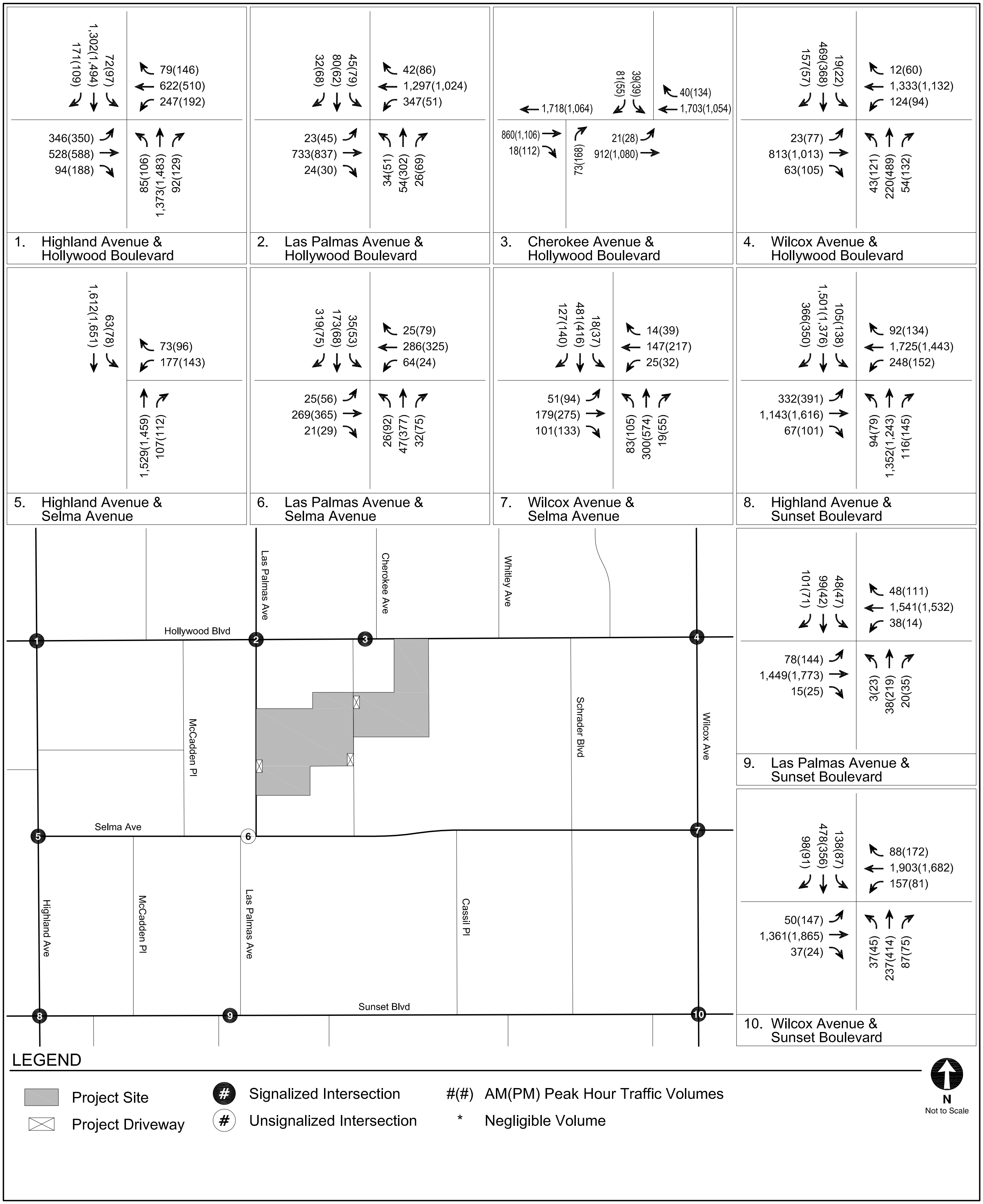
LOCATIONS OF RELATED PROJECTS

FIGURE 9



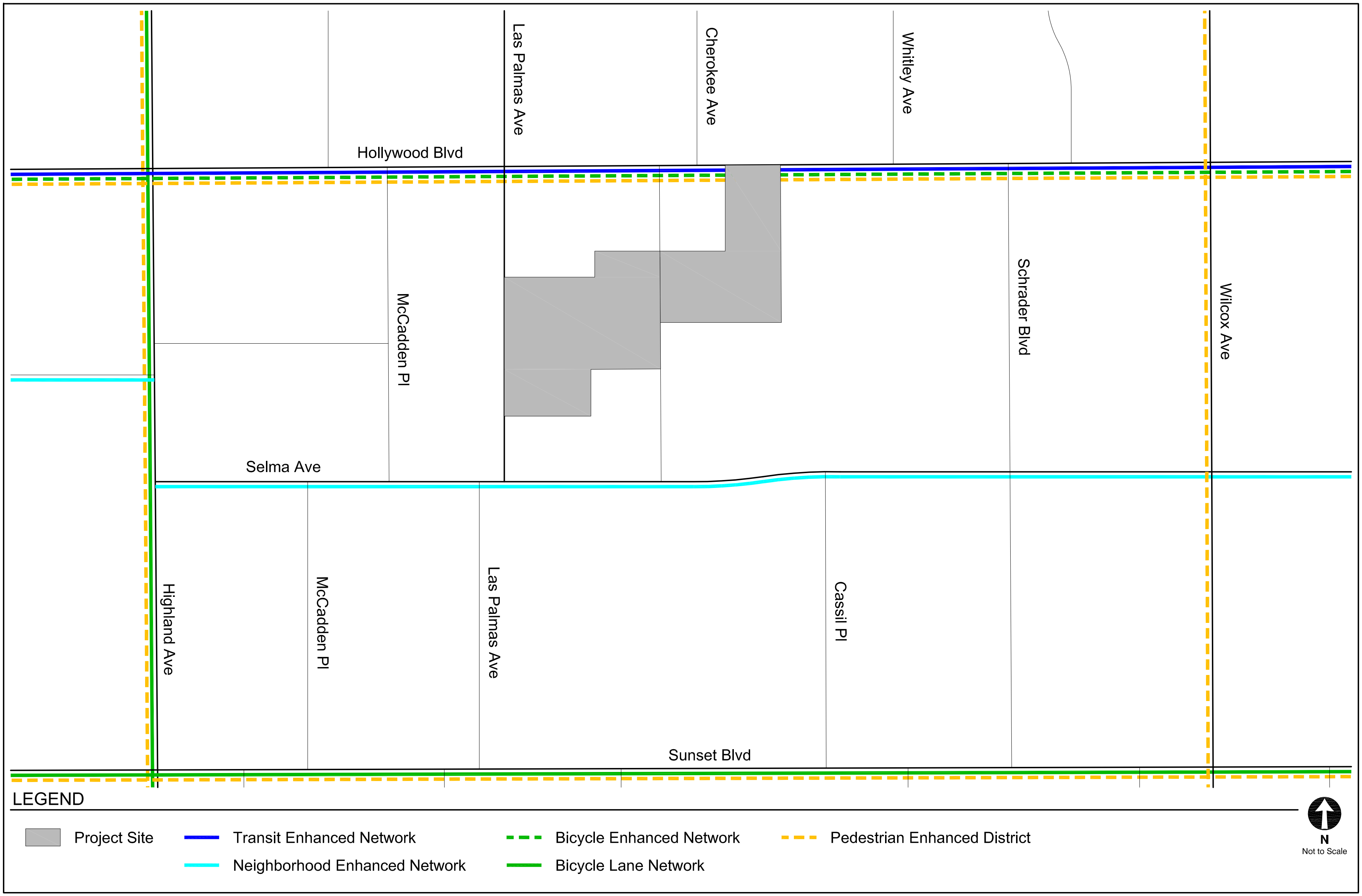
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2027)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11



ROADWAY MODAL PRIORITIES

FIGURE
12

TABLE 1
STUDY INTERSECTION

No	North/South Street	East/West Street	Existing Traffic Control
1.	Highland Avenue	Hollywood Boulevard	Signalized
2.	Las Palmas Avenue	Hollywood Boulevard	Signalized
3.	Cherokee Avenue	Hollywood Boulevard	Signalized
4.	Wilcox Avenue	Hollywood Boulevard	Signalized
5.	Highland Avenue	Selma Avenue	Signalized
6.	Las Palmas Avenue	Selma Avenue	Unsignalized
7.	Wilcox Avenue	Selma Avenue	Signalized
8.	Highland Avenue	Sunset Boulevard	Signalized
9.	Las Palmas Avenue	Sunset Boulevard	Signalized
10.	Wilcox Avenue	Sunset Boulevard	Signalized

TABLE 2
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			Morning Peak Hour		Afternoon Peak Hour	
Metro Bus Service [a]			**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2 Downtown Los Angeles - Westwood via Sunset Boulevard	Local	24-hours	8	8	8	8
212 B Line Hollywood/Vine Station - C Line Hawthorne/Lennox Stations via La Brea Avenue	Local	4:30 A.M. - 3:00 A.M.	11	10	10	11
217 B Line Vermont/Sunset Station - E Line LA Cienega/Jefferson Station via Hollywood Boulevard, Fairfax Avenue, La Cienega Boulevard	Local	24-hours	10	10	10	10
[b] 224 Sylmar - Universal City via San Fernando Boulevard and Lankershim Boulevard	Late Night/OWL	24-hours	-	-	-	-
LADOT DASH Bus Service			**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
HWC Hollywood Clockwise	Local	6:00 A.M. - 8:00 P.M.	30	N/A	30	N/A
HWCC Hollywood Counterclockwise	Local	6:00 A.M. - 8:00 P.M.	N/A	30	N/A	30
Metro Rail Service			**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 2:00 A.M.	12	12	12	12

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.

NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Transit routes and frequencies are current as of the time of publishing this analysis, including recent changes based on the Metro Next Generation Bus Study.

[b] Metro route 224 only operates Late Night/OWL Extension service in the vicinity of the Project Site and thus peak hour headways cannot be calculated.

TABLE 3A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Average Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
2	Downtown Los Angeles - Westwood via Sunset Boulevard	50	19	45	11.3	29.2	39	21	290	151
212	B Line Hollywood/Vine Station - C Line Hawthorne/Lennox Stations via La Brea Avenue	50	8	17	4.2	6.9	46	43	252	269
217	B Line Vermont/Sunset Station - E Line LA Cienega/Jefferson Station via Hollywood Boulevard, Fairfax Avenue, La Cienega Boulevard	50	6	11	4.4	6.9	46	43	262	269
[c] 224	Sylmar - Universal City via San Fernando Boulevard and Lankershim Boulevard	50	-	-	-	-	-	-	-	-
LADOT DASH Bus Service										
HWC	Hollywood Clockwise	30	[d]	N/A	8	N/A	22	N/A	44	N/A
HWCC	Hollywood Counterclockwise	30	N/A	[d]	N/A	4	N/A	26	N/A	52
Metro Rail Service										
B	Downtown Los Angeles - North Hollywood	750	349	202	277	194	473	556	2,365	2,780
								Total Remaining Peak Hour Transit System Capacity	**6,735**	

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.

NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Capacity assumptions:

Metro Bus - 40 seated only / 50 seated + standing

LADOT DASH Bus - 25 seated only / 30 seated + standing

Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.

[b] Based on ridership data provided by Metro Bus and LADOT in 2019 and Metro Rail in 2018. No recent data was available due to COVID-19.

[c] Metro route 224 only operates Late Night/OWL Extension service in the vicinity of the Project Site and thus peak hour ridership is not available.

[d] LADOT DASH Hollywood Clockwise and Hollywood Counterclockwise peak load data not available.

TABLE 3B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Average Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
2	Downtown Los Angeles - Westwood via Sunset Boulevard	50	36	32	28.0	20.0	22	30	160	225
212	B Line Hollywood/Vine Station - C Line Hawthorne/Lennox Stations via La Brea Avenue	50	10	12	8.1	7.5	42	43	251	234
217	B Line Vermont/Sunset Station - E Line LA Cienega/Jefferson Station via Hollywood Boulevard, Fairfax Avenue, La Cienega Boulevard	50	12	8	9.1	6.3	41	44	245	251
[c] 224	Sylmar - Universal City via San Fernando Boulevard and Lankershim Boulevard	50	-	-	-	-	-	-	-	-
LADOT DASH Bus Service										
HWC	Hollywood Clockwise	30	[d]	N/A	15	N/A	15	N/A	30	N/A
HWCC	Hollywood Counterclockwise	30	N/A	[d]	N/A	2	N/A	28	N/A	56
Metro Rail Service										
B	Downtown Los Angeles - North Hollywood	750	291	391	270	321	480	429	2,400	2,145
								Total Remaining Peak Hour Transit System Capacity	**5,997**	

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.

NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Capacity assumptions:

Metro Bus - 40 seated only / 50 seated + standing

LADOT DASH Bus - 25 seated only / 30 seated + standing

Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.

[b] Based on ridership data provided by Metro Bus and LADOT in 2019 and Metro Rail in 2018. No recent data was available due to COVID-19.

[c] Metro route 224 only operates Late Night/OWL Extension service in the vicinity of the Project Site and thus peak hour ridership is not available.

[d] LADOT DASH Hollywood Clockwise and Hollywood Counterclockwise peak load data not available.

TABLE 4
RELATED PROJECTS LIST

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Apartments	1601 N Las Palmas Ave	202 apartment units (69 affordable)	562	17	48	65	41	23	64
2.	1719 Whitley Hotel	1719 N Whitley Ave	156 hotel rooms	1,275	49	34	83	48	46	94
3.	6753 Selma MU	6753 Selma Ave	51 apartment units and 438 sf ground floor retail	286	5	13	18	14	10	24
4.	Apartments	1749 Las Palmas Ave	70 apartment units and 3,117 sf retail	147	2	9	11	9	5	14
5.	Mixed-Use	1524-1538 N Cassil Pl	200 apartment units and 1,400 sf restaurant	1,081	22	51	73	55	34	89
6.	1600 Schrader	1600 Schrader Blvd	198 hotel rooms and 5,557 sf restaurant	1,666	58	40	98	80	63	143
7.	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage	547	(16)	(11)	(27)	32	4	36
8.	Residential	1818 N Cherokee Ave	65 apartment units and 21 affordable housing units	397	9	21	30	20	12	32
9.	1637 N Wilcox MU	1637 N Wilcox Ave	93 apartment units, 61 affordable housing units and 6,586 sf commercial	831	20	44	64	40	27	67
10.	Hollywood Crossroads	1540-1552 Highland Ave and 6701 W Sunset Blvd	950 residential units, 308 hotel rooms, 95,000 sf office and 185,000 sf commercial retail uses	14,833	381	498	879	733	548	1,281
11.	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
12.	Tommie Hotel	6516 W Selma Ave	212 hotel rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
13.	1723 N Wilcox	1723 N Wilcox Ave	81-room hotel and 2,236 sf restaurant	634	25	15	40	25	24	49
14.	Citizen News	1545 N Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant	2,341	36	50	86	128	47	175
15.	Montecito Senior Housing	6650 W Franklin Ave	68 senior apartment units	234	5	9	14	9	8	17
16.	6831 Hawthorn Ave MU	6831 Hawthorn Ave	140 residential units and 1,207 sf restaurant	545	16	35	51	31	19	50
17.	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf of office, 11,020 sf of retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
18.	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,939 sf restaurant	1,227	43	27	70	56	44	100
19.	Wilcox & Selma Residential Project	6422 W Selma Avenue	40 apartment units and 5 affordable housing units	126	(3)	10	7	9	(1)	8
20.	1708 Cahuenga	1708 N Cahuenga Blvd	217,269 sf office/commercial	1,904	195	31	226	36	189	225

Notes:

sf: square feet

[a] Related project information provided by the Los Angeles Department of Transportation [LADOT] and Department of City Planning in May 2022, and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

TABLE 4 CONT.

RELATED PROJECTS LIST

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
21.	6445 Sunset	6445 Sunset Blvd	175 hotel rooms and 12,500 sf restaurant	1,409	77	58	135	80	61	141
22.	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant, 1,200 sf guest lounge, and 3,300 sf restaurant	469	13	9	22	17	17	34
23.	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms, 11,000 sf restaurant	6,396	54	40	94	60	44	104
24.	Apartments	1411 N Highland Ave	76 apartment units and 2,500 sf commercial	823	23	43	66	45	26	71
25.	Artisan Hollywood	1520 N Cahuenga Blvd	243 residential units, 27 affordable housing units and 6,805 sf restaurant	1,143	34	75	109	82	40	122
26.	1921 Wilcox Residential	1921 Wilcox Ave	99 apartment units	361	(1)	18	17	14	4	18
27.	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
28.	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	(6)	51
29.	Hollywood Center MU (Formerly Millennium)	1720 N Vine St	1,005 residential units (872 apartment units, 133 affordable senior housing units) and 30,176 sf retail	6,346	171	290	461	368	264	632
30.	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant	1,101	58	41	99	35	42	77
31.	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
32.	Mixed-Use	1233 N Highland Ave	72 apartment units and 12,160 sf commercial	714	11	27	38	38	28	66
33.	Academy Square	1341 Vine St and 6332 W De Longpre Ave	200 apartment units and 301,854 sf restaurant/office	6,218	330	164	494	152	220	372
34.	Sunset Vine 2	6262 & 6266 W Sunset Boulevard	150 multi-family units and 13,130 sf restaurant	603	11	35	46	33	22	55
35. [b]	Hotel	6830 W Sunset Blvd	24 hotel rooms	201	6	5	11	7	7	14
36. [b]	Mixed-Use/Commercial/dwelling	6817 W Hawthorn Ave	137 apartment units and 1,207 sf commercial	880	20	41	61	44	28	72
37. [b]	Units	1301 N Cherokee Ave	18 apartment units	98	2	4	6	5	3	8
38. [b]	Apartments	6535 Fountain Ave	31 apartment units, 3 affordable apartment units	181	3	9	12	10	5	15
39. [b]	Commercial	1708 N Cahuenga Blvd	217,269 sf office commercial building	2,116	217	35	252	40	210	250
40. [b]	Apartments	6555 W Franklin Ave	Construct new 25 apartment units, 3 affordable units	148	2	8	10	8	4	12

Notes:

sf: square feet

[a] Related project information provided by the Los Angeles Department of Transportation [LADOT] and Department of City Planning in May 2022, and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

[b] Trip Generation estimates developed internally using *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, 2017 and LADOT's *Transportation Assessment Guidelines*.

TABLE 4 CONT.
RELATED PROJECTS LIST

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
41. [b]	Proposed restaurant	6726 W Sunset Blvd	3,172 sf restaurant	356	18	14	32	19	12	31
42.	Highland Ave Indigo Hotel Project	1841 N Highland Ave	100 hotel rooms (business)	694	29	19	48	26	24	50
43.	Hyatt House Hotel & Retail	6611 W Hollywood Blvd	167 hotel rooms, 10,500 sf retail, and 5,400 sf restaurant	81	23	20	43	(8)	14	6
44.	Restaurant Expansion	1615 N Cahuenga Blvd	Expand existing 6,632 sf restaurant to 10,270 sf	294	2	1	3	17	7	24
45.	Sunset & Wilcox Mixed-Use	6450 W Sunset Blvd	431,032 sf office and 12,386 sf restaurant	2,836	311	50	361	93	319	412
46. [b]	6766 Hawthorn Micro-Housing Residential Mixed-Use	6766 W Hawthorn Ave	58 apartment units (7 affordable units) and 220 sf retail	314	6	15	21	14	11	25
47.	Fast Food with Drive-Through	6800 W Sunset Blvd	2,129 sf fast food with drive-through	343	18	18	36	15	14	29

OTHER AREA-WIDE PROJECTS

Project	Description	Extents
Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis.	South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue.

Notes:

sf: square feet

[a] Related project information provided by the Los Angeles Department of Transportation [LADOT] and Department of City Planning in May 2022, and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

[b] Trip Generation estimates developed internally using *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, 2017 and LADOT's *Transportation Assessment Guidelines*

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 traffic analysis.

PROJECT TRIP GENERATION

The number of peak hour trips expected to be generated by the Project was estimated using morning and afternoon peak hour rates published in *Trip Generation Manual, 11th Edition* (ITE, 2021), as well as morning and afternoon peak hour rates for multi-family housing units based on empirical data collected in the City as published in the TAG. To provide a more conservative analysis, all 67,328 sf of the Project's new and existing to remain restaurant/retail uses were considered as restaurant use for trip generation purposes.

In consultation with LADOT during the MOU process, the following are allowable trip generation reductions to account for internal capture, public transit usage/walking arrivals, and pass-by trips:

- Internal Capture: A 10% internal capture reduction was applied to the commercial trip generation estimates to account for person trips made between the different uses of the Project without requiring an additional vehicle trip.

- Transit Usage: A 15% transit usage reduction was applied to the trip generation estimates (except for the office and multi-family housing units, for which transit usage is assumed to be inherent in the trip generation rates) in accordance with the TAG methodology for a development within 0.25 miles of a Metro rail station. The Project Site is located within 0.25 miles of the Metro B Line Hollywood & Highland Station.

- Pass-By: Consistent with Attachment H of the TAG, 20% and 50% pass-by reductions were applied to the commercial restaurant trip generation and retail trip generation estimates, respectively, to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

After accounting for the reductions described above and the removal of existing uses on-site, the Project is estimated to generate 436 net new morning peak hour trips (179 inbound, 257 outbound) and 430 net new afternoon peak hour trips (271 inbound, 159 outbound), as detailed in Table 5. The trip generation for the Alternative Project are also provided for reference in Table A-1 of Appendix A.

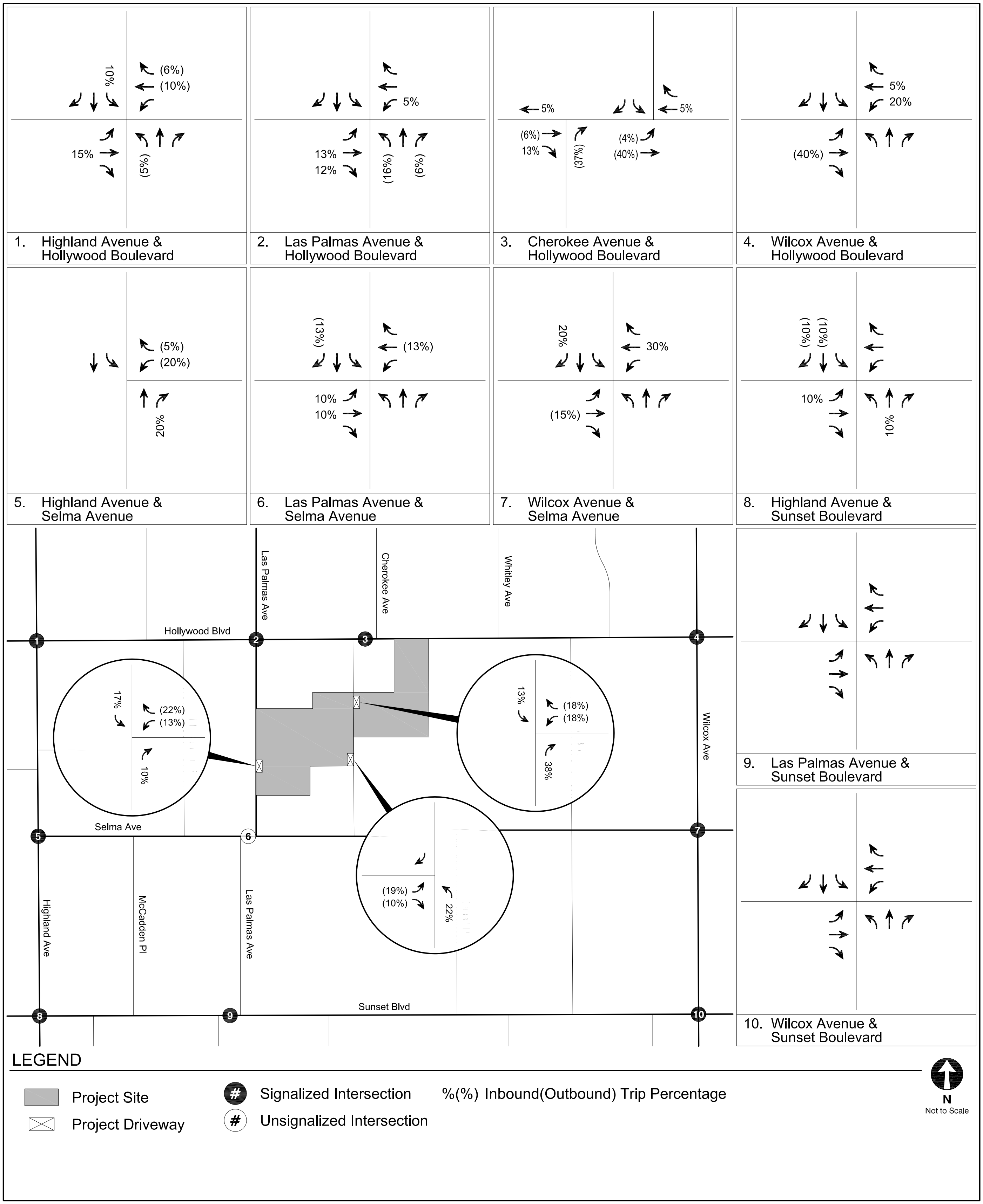
PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is primarily dependent on the location of employment and commercial uses from which tenants of the Project would be drawn, characteristics of the street system serving the Project Site, existing intersection traffic volumes, the location of the proposed driveways, as well as input from LADOT staff.

The intersection-level trip distribution for the Project is illustrated in Figures 13A through 13F.

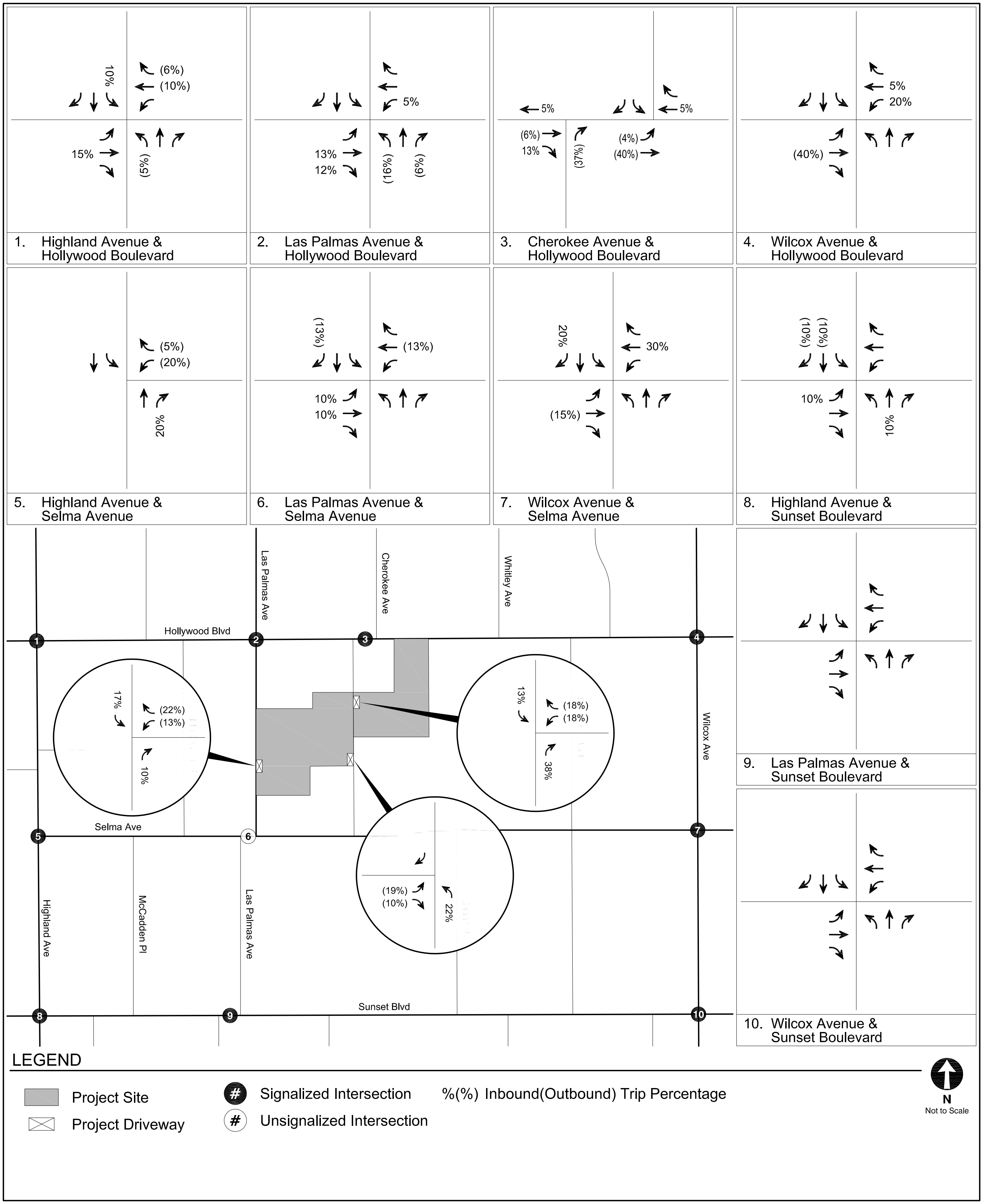
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates detailed in Table 5 and the trip distribution pattern illustrated in Figures 13A through 13F, were used to assign the Project-generated traffic through the study intersections. Figure 14 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



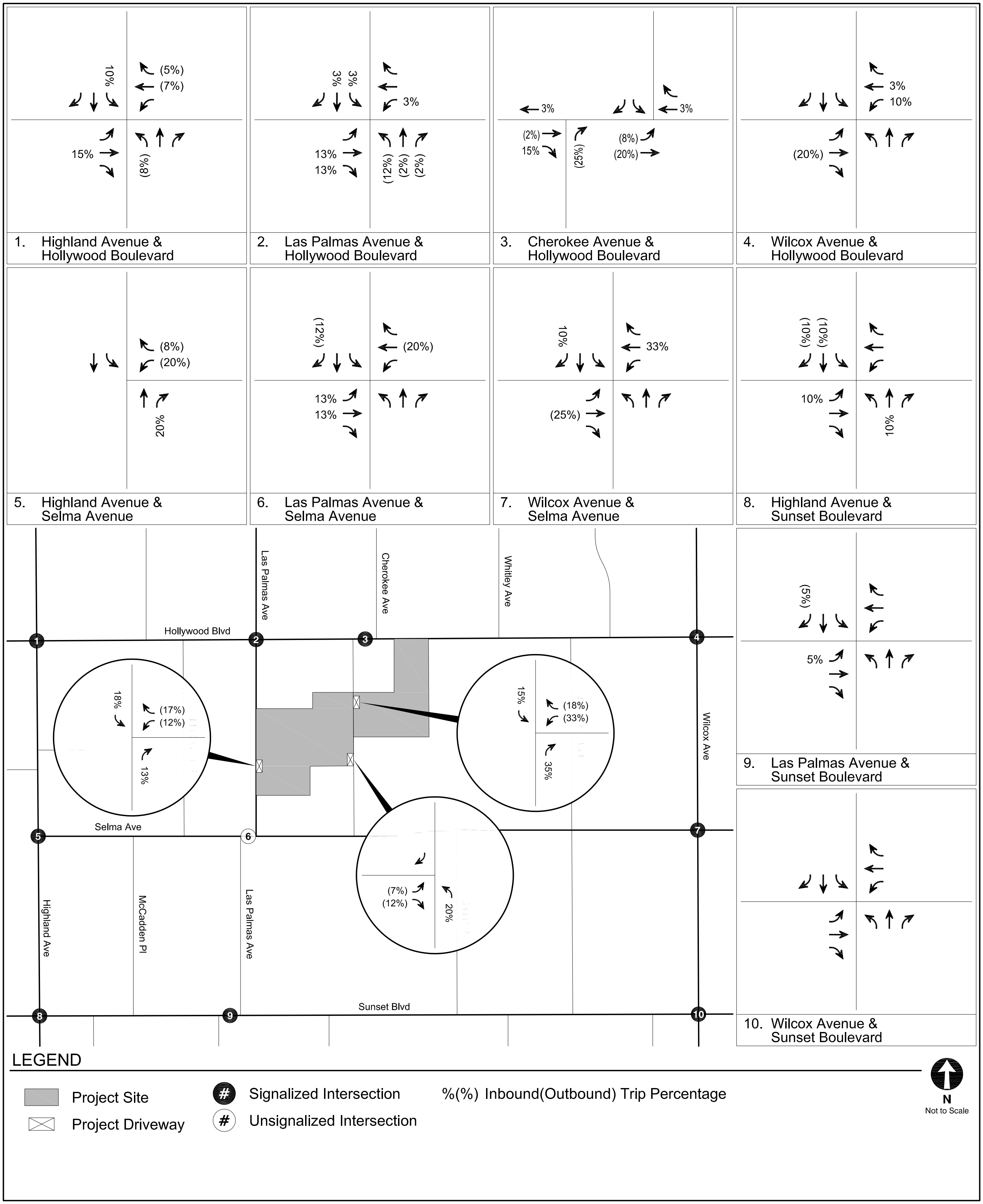
PROJECT TRIP DISTRIBUTION
RESIDENTIAL - AM PEAK HOUR

FIGURE
13A



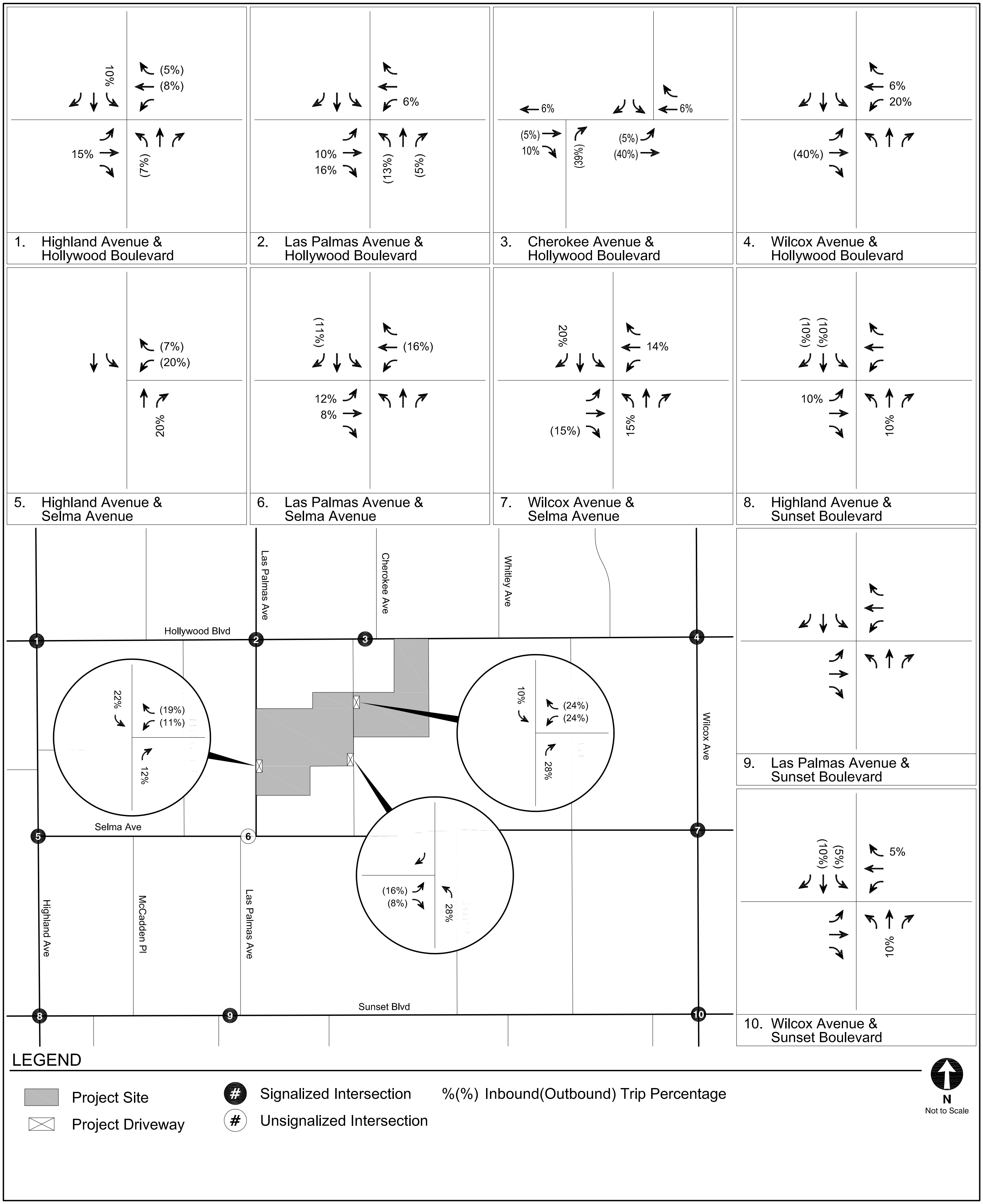
PROJECT TRIP DISTRIBUTION
OFFICE - AM PEAK HOUR

FIGURE
13B



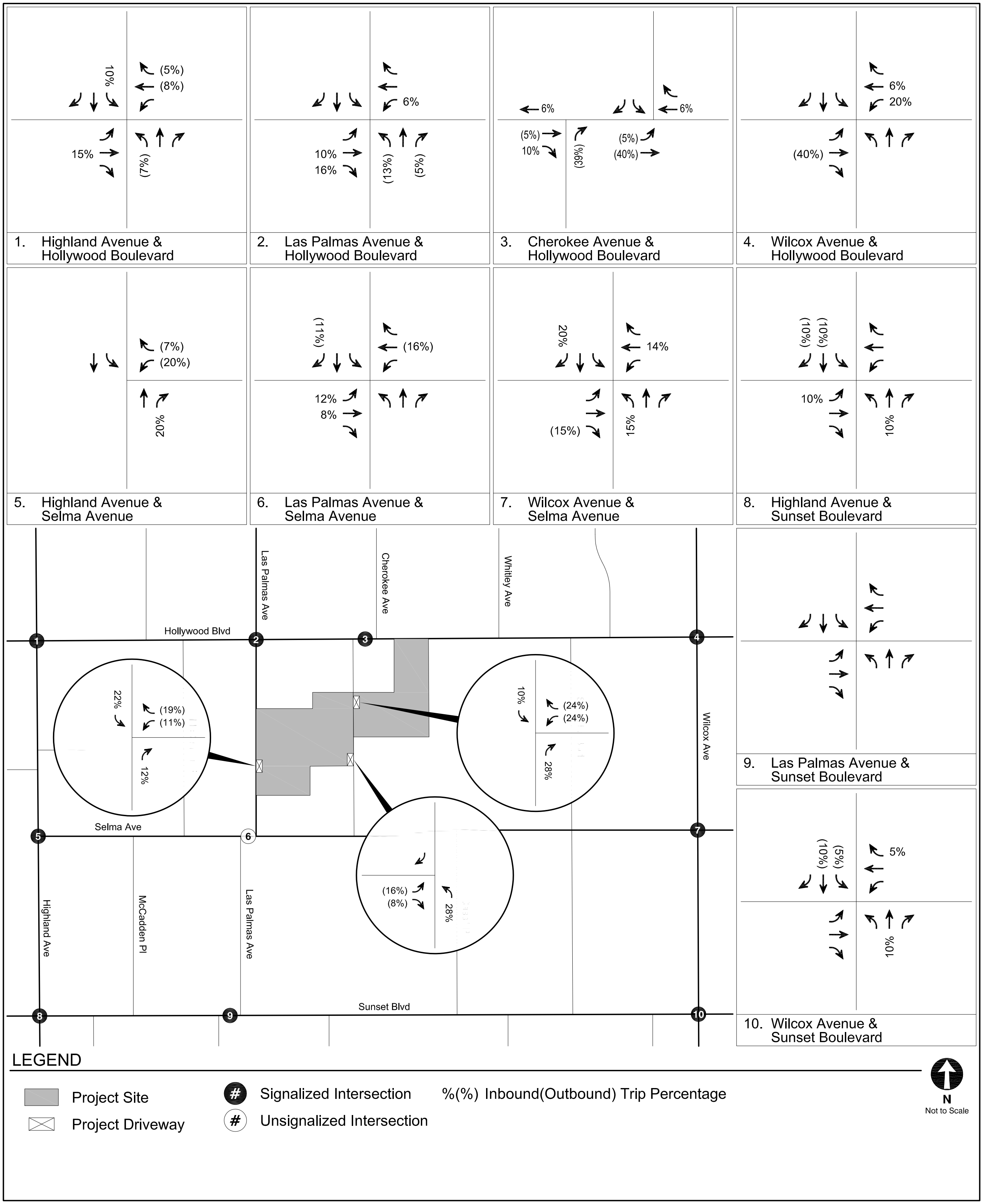
PROJECT TRIP DISTRIBUTION
COMMERCIAL - AM PEAK HOUR

FIGURE
13C



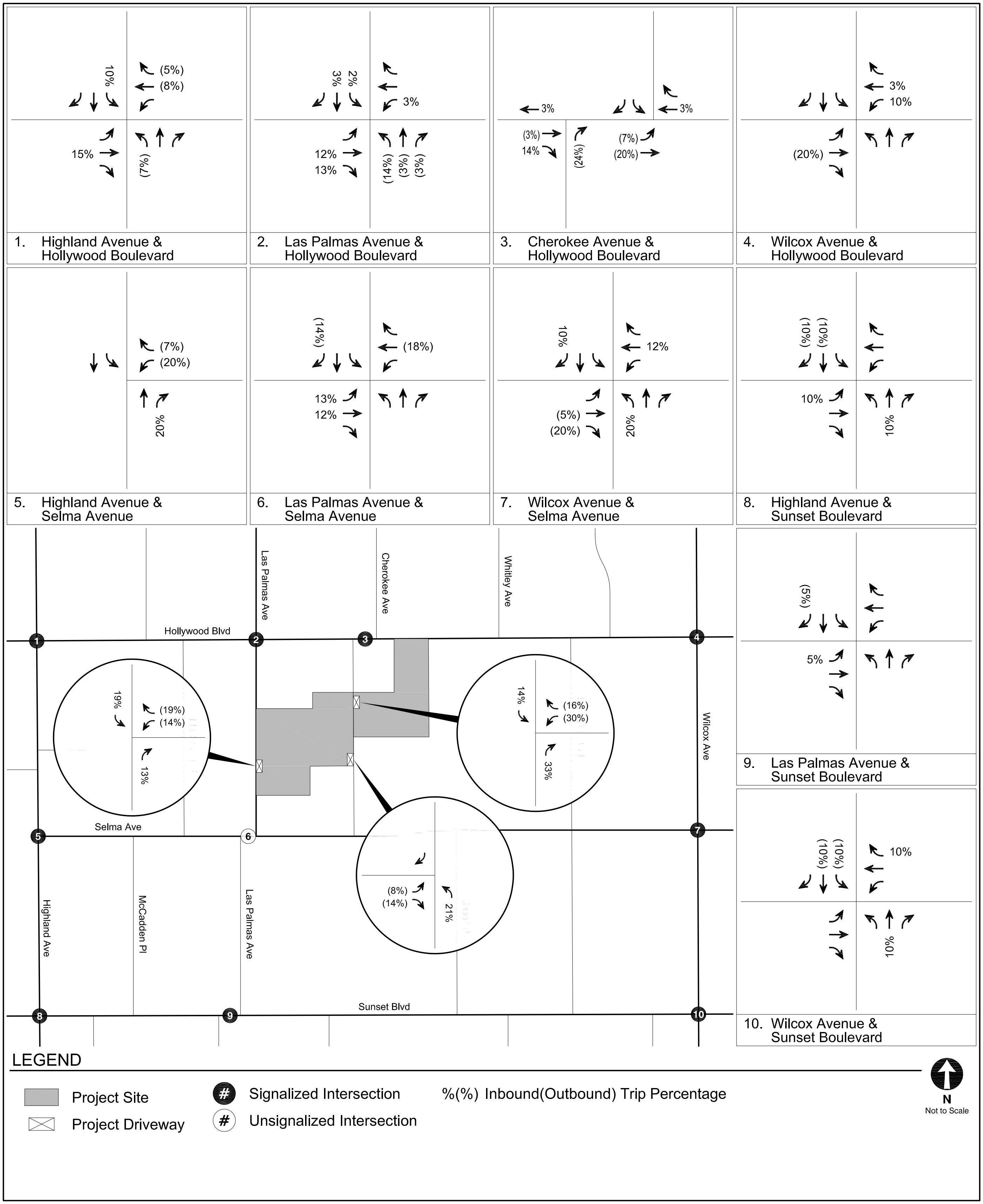
PROJECT TRIP DISTRIBUTION
RESIDENTIAL - PM PEAK HOUR

FIGURE
13D



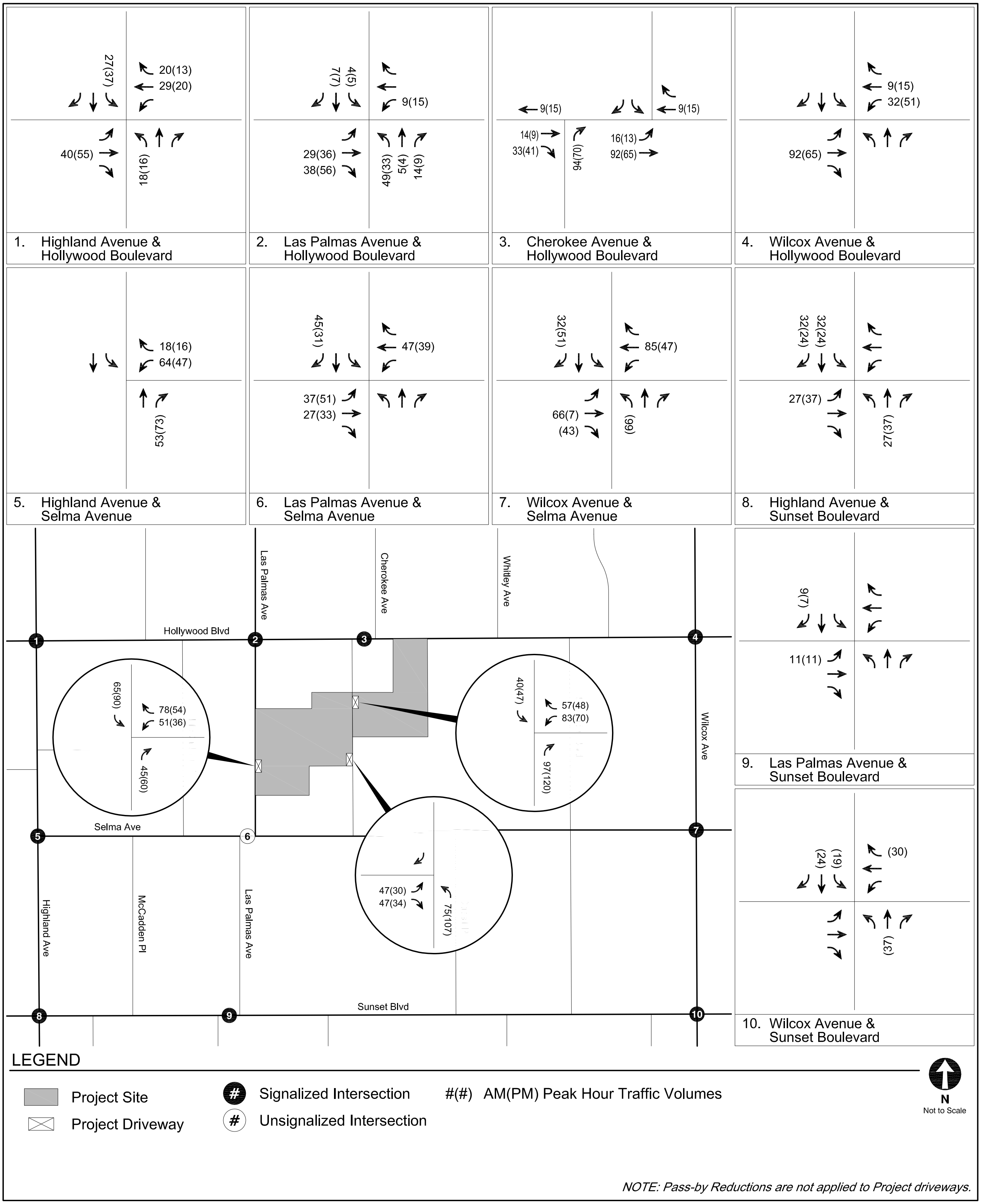
PROJECT TRIP DISTRIBUTION
OFFICE - PM PEAK HOUR

FIGURE
13E



PROJECT TRIP DISTRIBUTION
COMMERCIAL - PM PEAK HOUR

FIGURE
13F



NOTE: Pass-by Reductions are not applied to Project driveways.

PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14

TABLE 5
PROJECT VEHICLE TRIP GENERATION

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Mid-Rise) [b]	221	per du	15%	85%	0.31	74%	26%	0.30
Multifamily Housing (High-Rise) [b]	222	per du	11%	89%	0.23	69%	31%	0.30
General Office [c]	710	per ksf	87%	13%	0.84	16%	84%	0.87
Strip Retail Plaza (<40k) [d]	822	per ksf	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant [d]	932	per ksf	55%	45%	9.57	61%	39%	9.05
Trip Generation Estimates								
Multifamily Housing (Mid-Rise)	221	112 du	5	30	35	25	9	34
Multifamily Housing (High-Rise)	222	521 du	13	107	120	108	48	156
Subtotal - Residential			**18**	**137**	**155**	**133**	**57**	**190**
Office	710	44.778 ksf	33	5	38	6	33	39
Commercial - Restaurant	932	67.328 ksf	354	290	644	371	238	609
Internal Capture Reduction - 10% [e]			*(35)*	*(29)*	*(64)*	*(37)*	*(24)*	*(61)*
Transit/Walk Reduction - 15% [f]			*(48)*	*(39)*	*(87)*	*(50)*	*(32)*	*(82)*
Pass-by Reduction - 20% [g]			*(54)*	*(45)*	*(99)*	*(57)*	*(36)*	*(93)*
TOTAL NEW TRIPS - PROPOSED PROJECT			**268**	**319**	**587**	**366**	**236**	**602**
Existing Uses [h]								
Office	710	13.406 ksf	10	1	11	2	10	12
Commercial - Retail	820	16.375 ksf	23	16	39	54	54	108
Internal Capture Reduction - 10% [e]			*(2)*	*(2)*	*(4)*	*(5)*	*(6)*	*(11)*
Transit/Walk Reduction - 15% [f]			*(3)*	*(2)*	*(5)*	*(7)*	*(8)*	*(15)*
Pass-by Reduction - 50% [g]			*(9)*	*(6)*	*(15)*	*(21)*	*(20)*	*(41)*
Commercial - Restaurant	932	21.423 ksf	113	92	205	118	76	194
Internal Capture Reduction - 10% [e]			*(11)*	*(10)*	*(21)*	*(12)*	*(7)*	*(19)*
Transit/Walk Reduction - 15% [f]			*(15)*	*(13)*	*(28)*	*(16)*	*(10)*	*(26)*
Pass-by Reduction - 20% [g]			*(17)*	*(14)*	*(31)*	*(18)*	*(12)*	*(30)*
TOTAL NET TRIPS - EXISTING USES			***(89)***	***(62)***	***(151)***	***(95)***	***(77)***	***(172)***
TOTAL NET NEW PROJECT TRIPS			**179**	**257**	**436**	**271**	**159**	**430**

Notes:

du: dwelling unit; ksf: 1,000 square feet

[a] Except as noted, trip generation based on rates from *Trip Generation Manual, 11th Edition* , Institute of Transportation Engineers (ITE), 2021.

[b] Residential trip generation estimates based on peak hour trip generation rates for mid-rise and high-rise multi-family uses in Multi-Use Dense Urban areas from Table 3.3-1 of *Transportation Assessment Guidelines* (LADOT, July 2020), and peak hour directional distributions for mid-rise and high-rise multi-family uses in Dense Urban areas, Close to Transit from *Trip Generation, 11th Edition* (ITE, 2021).

[c] Office uses utilize rates for Dense Multi-Use Urban areas from *Trip Generation Manual, 11th Edition* (ITE, 2021).

[d] Retail and restaurant uses utilize rates for General Urban/Suburban areas from *Trip Generation Manual, 11th Edition* (ITE, 2021).

[e] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and restaurant).

[f] The Project Site is located within 0.25 miles of the Metro B Line Hollywood & Highland Station. Therefore, a 15% transit reduction was applied to account for transit usage and walking visitor arrivals.

[g] Pass-by reductions account for Project trips made by drivers already passing by the Project site for a different primary trip purpose.

[h] The Existing Uses account for uses that have been active for at least six consecutive months during the last two year, including 32,938 sf commercial uses to be maintained 18,266 sf commercial uses to be removed.

Chapter 4

CEQA Analysis of Transportation Impacts

This chapter presents the results of the CEQA-related transportation assessment. The analysis identifies potential conflicts the Project may have with adopted City plans and policies and the improvements to resolve those conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743), and an identification of any evident hazards that may be created due to geometric design features.

METHODOLOGY

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 VMT, to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

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

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

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

Section 4A: Threshold T-1

Conflicting with Plans, Programs, Ordinances, or Policies Analysis

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

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet,* provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* for the Project is provided in Appendix D. The Project is in the process of seeking waivers of dedication; if those waivers are granted, then the Project would be in compliance with the Mobility Plan roadway standards.

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

Mobility Plan

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

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

An analysis of the Project's consistency with the specific policies of the Mobility Plan is detailed in Table 6 and Appendix D. As described in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would not preclude the City from implementing Mobility Plan improvements.

Access to the Project would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue, both of which are designated Local Streets. Each of the three driveways would accommodate all turning maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage. All driveways and access points would be designed consistent with LADOT standards and all Americans with Disabilities Act (ADA) requirements. The Project is seeking waivers to the dedication and widening requirements along Las Palmas Avenue and Cherokee Avenue due to constraints of the physical structures on-site.

The Project is located within a Transit Priority Area (TPA), defined by the City as an area within 0.50 miles of an existing or planned major transit stop, as well as within a High-Quality Transit Area (HQTA), defined in *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments* (Southern California Association of Governments [SCAG], Adopted September 2020) (RTP/SCS) as an area within 0.50 miles of a well-serviced transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. The Project would also provide bicycle parking for residents, employees, and visitors, thereby promoting public and active transportation modes and reducing the Project VMT per capita for residents compared to the average for the area, as demonstrated in Section 4B. Further, the Project does not propose modifying, removing, or otherwise negatively affect existing bicycle infrastructure.

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

Plan for a Healthy Los Angeles

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

An analysis of the Project’s consistency with Plan for a Healthy Los Angeles is detailed in Table 7. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements. Further, the Project supports healthy lifestyles by locating housing and employment opportunities within both a TPA and an HQTA and by providing bicycle parking.
Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the Hollywood Community Plan area.

An analysis of the Project's consistency with the Hollywood Community Plan is detailed in Table 8. The Project would provide residential, office, and commercial uses within both a TPA and an HQTA to further the development of Hollywood as a major center of population, employment, and retail services, as well as encourage the use of alternative modes of transportation by all users. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project, as further detailed in Section 5B. In addition, the Project would implement TDM strategies including bike parking per the LAMC and bike share facilities to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Section 4B. Thus, the Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan.

The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. *Hollywood Community Plan Update Draft Environmental Impact Report* (Terry A. Hayes Associates, Inc., November 2018) was released for public review in October 2019. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated to the Plan Update and released in August 2021. The City is still in its final steps of the adoption process and formal adoption of the Hollywood Community Plan Update is anticipated in late Year 2022 or Year 2023.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed short-term and long-term bicycle parking supply for the

Project would be provided in accordance with the LAMC. Thus, the Project's proposed supply would be consistent with LAMC Section 12.31.A.16.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. The Project includes non-residential uses greater than 25,000 sf; therefore, the Project would be subject to the requirements of the TDM Ordinance. The non-residential component of the Project would incorporate TDM measures to encourage use of alternative transportation modes by providing on-site bicycle parking and bike share facilities, as well as concentrating development in proximity to transit opportunities, consistent with the requirements set forth in the TDM Ordinance.

Vision Zero Action Plan / Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. As described in Chapter 2, adjacent to the Project Site, Hollywood Boulevard has been identified as part of the HIN. LADOT has completed installation of the following upgrades as part of ongoing Vision Zero Safety Improvement Projects:

Hollywood Boulevard Safety Improvement Project

- Scramble crosswalk at Intersection #1, Highland Avenue & Hollywood Boulevard
- Continental crosswalk striping at Intersection #2, Las Palmas Avenue & Hollywood Boulevard

No additional improvements are currently planned adjacent to the Project Site. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on adjacent streets. Thus, the Project does not conflict with Vision Zero.

Streetscape Plans

The Project is not located within the boundaries of any streetscape plan and, therefore, streetscape plans do not apply to the Project.

Citywide Design Guidelines

The Pedestrian-First Design approach of *Citywide Design Guidelines* (Los Angeles City Planning Urban Design Studio, October 2019) identifies design strategies that "create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety."

The Pedestrian-First Design guidelines are:

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

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is detailed in Table 9.

The Project design includes separate pedestrian access from vehicular access via individual residential lobby and retail entrances along the Project frontage. Additionally, the Project is seeking waivers from dedication and widening requirements on Cherokee Avenue due to physical constraints of the existing structures on-site. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

CUMULATIVE ANALYSIS

The Project is consistent with the City of Los Angeles plans and policies listed in Table 2.1-1 of the TAG along with the described documents above; therefore, the Project would not result in a significant impact under Threshold T-1.

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.50 miles of the Project Site and any transportation system improvements in the vicinity. A list of Related Projects located within 0.50 miles of the Project Site and 0.25 miles of the farthest outlying study intersection is provided in Table 4.

Two Related Projects are located along the same block of the Project Site. Related Project #1 (1601 N. Las Palmas Avenue) is proposed adjacent to the Project driveway on Las Palmas Avenue. Related Project #45 (6111 W. Hollywood Boulevard)[4] is proposed approximately 200 feet east and across the street from the Project frontage along Hollywood Boulevard. Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Therefore, the Project, together with the Related Projects detailed in Table 4, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

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[4] It should be noted that the Related Project has since been terminated. However, to provide a conservative analysis, the Related Project was considered in the cumulative analysis.

TABLE 6
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 - Safety First	
Policy 1.1 Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** Access to the Project would be provided via three full access driveways: one along Las Palmas Avenue and two along Cherokee Avenue, both of which are designated Local Streets. Each of the three driveways would accommodate both right-turn and left-turn ingress and egress maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential/hotel lobby and retail entrances along the Project frontage.
Policy 1.2 Complete Streets Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	**Consistent. T**he Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. The Project would support the mobility goals of the City and help facilitate pedestrian and bicycle accessibility by improving the safety and mobility of all users.
Policy 1.3 Safe Routes to Schools Prioritize the safety of school children on all streets regardless of highway classifications.	**Consistent.** The Project Site is located adjacent to Selma Avenue Elementary School and approximately 0.25 miles northeast of Hollywood High School. The Selma Avenue Elementary School Safe Routes to School Plan has installed several infrastructure improvements projects along Hollywood Boulevard and Sunset Boulevard, including high visibility crosswalks at Intersection #2, Las Palmas Avenue & Hollywood Boulevard, and Intersection #10, Wilcox Avenue & Sunset Boulevard. The Hollywood High School Safe Routes to School Plan has installed several infrastructure improvements along Highland Avenue, including a scramble crosswalk at Intersection #1, Highland Avenue & Hollywood Boulevard. The Project would not interfere with the existing improvements nor prevent future improvements from being implemented in the study area.
Policy 1.6, Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**Consistent.** The construction management plan that would be prepared to address non-CEQA impacts would include detour routes for all applicable travel modes, including pedestrian and transit users.
Chapter 2 - World Class Infrastructure	
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, improved lighting elements, and landscaping design which does not hinder sight distance, mobility, or accessibility.
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** Nearest to the Project Site, Hollywood Boulevard, Sunset Boulevard, Highland Avenue, and Wilcox Avenue are identified as part of the Mobility Plan's Pedestrian Enhanced Network. The Project does not propose repurposing existing curb space and does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. The Project provides street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. Additionally, the Project would provide separate pedestrian entrances from the vehicular driveways to the Project Site. All driveways would be designed to provide an adequate pedestrian refuge area between the driveways where necessary.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** Selma Avenue and Las Palmas Avenue between Selma Avenue and Sunset Boulevard are designated as parts of the Mobility Plan's Neighborhood Enhanced Network. The Project would not affect travel speed or safety, impede the development of any future improvements, or interfere with the neighborhood character of any of these streets.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** Hollywood Boulevard is designated as part of the Mobility Plan's Transit Enhanced Network. The Project would develop transit-accessible residential and commercial space within an identified Transit Priority Area and High-Quality Transit Area. As discussed in Chapter 2, there is sufficient capacity within the existing and future transit system to accommodate the additional ridership generated by the Project.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** Within the Study Area, Sunset Boulevard and Highland Avenue have been identified as part of the Bicycle Lane Network, and Hollywood Boulevard has been identified as part of the Bicycle Enhanced Network. The Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with a bicycle facility. Bicycle parking would also be provided on-site in accordance with LAMC requirements.

Notes:

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

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

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that included multiple modes.	**Consistent.** Hollywood Boulevard adjacent to the Project Site is identified as part of the Mobility Plan's Transit Enhanced Network, Pedestrian Enhanced Network, and Bicycle Enhanced Network. The Project would provide ground floor commercial space accessible via Hollywood Boulevard that would serve the adjacent neighborhood. The Project would also provide safe access to the adjacent transit stops.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** All commercial loading activities would occur on-site as to not disrupt the operations within the public right-of-way.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**Consistent.** The Project does not propose modifications to widen streets beyond their required Mobility Plan classifications. The Project is seeking waivers for dedication and widening requirements along Cherokee Avenue due to physical constraints of the existing structures on-site.
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian and bicycle entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of access points along Las Palmas Avenue and Cherokee Avenue, and adequate parking supply as allowed for projects within a State Enterprise Zone.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of residential, office, and local-serving commercial uses located within proximity to transit in the large entertainment and commercial industry in the Hollywood Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within 0.25 miles of the Metro B Line Hollywood & Highland Station and several local bus lines, providing residents, employees, and patrons opportunities to travel to the Project Site via multiple public transit services.
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile solutions" by developing a project located in an active commercial area of the Hollywood Community and within 0.25 miles of a Metro B Line Hollywood & Highland Station. Additionally, the Project includes several design features as TDM measures, such as a reduced parking supply, bicycle parking, and bike share facilities, that will encourage the use of transit and other alternative modes of transportation.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. The Project includes a reduced parking supply, the provision of bike parking per the LAMC, and bike share facilities as Project design features.

Notes:

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

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

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking as required for projects within the Hollywood Redevelopment Project area. The Project would also retain the existing on-street parking around Project frontage, to the extent feasible.
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, bicycle parking facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located within 0.25 miles of a Metro B Line Hollywood & Highland Station, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents and employees than the average for the area, as demonstrated in Section 4B. Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site.

Notes:

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

TABLE 7
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at adjacent intersections. The Project supports healthy lifestyles by locating housing and jobs near transit (Metro B Line and local bus routes), and providing bicycle parking.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**Consistent.** The Project provides residential and employment opportunities in close proximity to transit. The Project does not displace any existing housing; rather, it converts a substantial amount of underutilized commercial and parking space into an active and vibrant mixed-use community with improved mobility options.
Chapter 2 - A City Built for Health	
Policy 2.1 Access to Goods and Services Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.	**Consistent.** The Project provides employment and entrepreneurial opportunities for both new residents and existing community members through the development of office and restaurant space.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in Section 4B. Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including a reduced parking supply, the provision of bike parking per the LAMC, and bike share facilities as Project design features. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

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

TABLE 8
PROJECT CONSISTENCY WITH HOLLYWOOD COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would provide a mixed-use development including residential, office, and commercial uses to further the development of Hollywood as a major center of population, employment, and retail services near an active commercial center with accessible transit options, including the Metro B Line.
Objective 4: To promote economic well being and public convenience through: a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.	**Consistent.** The Project would propose office and local-serving commercial uses as part of the mixed-use development.
Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage and the expansion and improvement of public transportation service.	**Consistent.** The Project would provide residential and commercial land uses within 0.25 miles of the Metro B Line Hollywood & Highland Station and near several local bus routes. The Project's close proximity to transit provides alternative modes of transportation for residents, employees, and visitors to take to and from the Project Site.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Hollywood Community Plan,* Los Angeles Department of City Planning, 1988.

TABLE 9
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project provides for the safety, comfort, and accessibility of pedestrians in a number of ways. First, the Project would separate pedestrian access from vehicular access via individual residential lobby and retail entrances along the Project frontage. Primary vehicular access would be provided via three full access driveways: one along Las Palmas Avenue and two along Cherokee Avenue. Each of the three driveways would accommodate both right-turn and left-turn ingress and egress maneuvers. As discussed above, pedestrian and bicycle access would be provided separate from the vehicular access. Therefore, it is not anticipated that the Project would result in conflict between pedestrians and vehicles. The Project design includes accessible sidewalks, pedestrian amenities, and a vehicular driveway in accordance with the City's design considerations. The Project would provide street trees to provide adequate shade and a more comfortable environment for pedestrians. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses.
360 Degree Design	
Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience Design to create livable places and desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged.	**Consistent.** The Project design includes elements that reinforce orientation to the street, such as local-serving ground floor restaurant space and the Project's connections to the off-site pedestrian facilities. The Project is also located in proximity to active commercial centers of the Hollywood Community and residential neighborhoods, as well as various transit opportunities.
Climate-Adapted Design	
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users Design projects to incorporate sustainable design and energy efficiency principles. Encouraging sustainability and innovation contributes to the well-being of current and future generations.	**Consistent.** The Project would provide street trees to provide adequate shade and a more comfortable environment for pedestrians.

Notes:

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

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

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

The VMT analysis presented below was conducted in accordance with the TAG, which satisfies State requirements under SB 743.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use
- Home-Based Work Attraction: trips to a workplace destination originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, December 2018).

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for the APC areas:

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG

The Project is located within the Central APC and, therefore, has a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6.

Retail VMT

As detailed in the OPR Technical Advisory, retail projects (including general retail 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. According to the TAG, a regional-serving retail use can lengthen trips and increase VMT because it is likely to shift business away from local-serving 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 OPR's Technical Advisory and the TAG, retail stores less than 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 2.2.4 of the TAG, retail projects greater than 50,000 net sf are required to run the City's Travel Demand Forecasting (TDF) model to determine the net change in daily VMT with development of a project. For mixed-use projects with retail components greater than 50,000 net 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.

Travel Behavior Zones (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network
2. Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density
3. Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets

4. Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network

The VMT Calculator determines a project’s TBZ based on the latitude and longitude of a project address. The Project is located within an Urban (Zone 4) TBZ.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths

The VMT Calculator determines a project’s VMT based on trip length information from the City’s Travel Demand Forecasting Model, which considers the traffic analysis zones within 0.125 miles of a project to determine the average trip length and trip type, which factor into the calculation of a project’s VMT.

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District [LAUSD], 2012), *Trip Generation Manual, 9th Edition* (ITE, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and their respective sizes as the primary input. Consistent with the peak hour trip generation estimates detailed in Chapter 3, all 67,328 sf of the Project's proposed restaurant/retail uses were modeled as restaurant use in the VMT Calculator to provide a more conservative analysis.

Project VMT

The Project incorporates TDM measures that would reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the Project's reduced parking supply, provision of bike parking per the LAMC, and bike share facilities were considered Project design features as identified in the VMT Calculator.

The VMT analysis results based on the VMT Calculator are detailed in Table 10. The VMT Calculator estimates that the Project would generate a daily household VMT of 5,727 and daily work VMT of 2,752. Thus, the Project would generate average household VMT per capita of 4.0 and average work VMT per employee of 6.1. Neither the average household VMT per capita nor average work VMT per employee of the Project would exceed the Central APC significant household VMT impact threshold of 6.0 and significant work VMT impact threshold of 7.6, respectively. Therefore, the Project would not result in a significant household or work VMT impact, and no mitigation measures would be required. The detailed output from the VMT Calculator is provided in Appendix E.

The VMT analysis results and detailed output from the VMT Calculator for the Alternative Project are also provided in Appendix A.

Restaurant/Retail Uses

The Project includes approximately 67,328 sf of total restaurant/retail uses, which would replace approximately 37,798 sf of existing restaurant and retail uses currently on-site. Thus, the Project would propose a net increase of 29,530 sf of new restaurant/retail uses at the Project Site. Thus, the net new restaurant/retail uses would not exceed the net 50,000 sf threshold between local-serving and regional-serving retail identified in the TAG. In addition, as detailed in the following discussion, the Project is not intended to be a regional-serving retail project and would instead serve the local community. Thus, the Project's restaurant/retail uses would be considered local-serving, and the VMT impacts are assumed to be less than significant. Therefore, no further VMT analysis of the restaurant/retail uses beyond what is provided by the VMT Calculator (i.e., City's TDF model) would be required.

Not a Retail Project. The TAG's definition of a regional-serving retail project explicitly includes the term "retail project." The Project is a mixed-use development that is made up of residential, office, and restaurant/retail uses. The restaurant/retail uses are intended to serve Project residents, employees, visitors, transit riders, and the surrounding community.

Not Regional-Serving. While the Project includes 67,328 sf of total restaurant/retail uses, it is not anticipated that any single tenant would occupy a space larger than 50,000 sf. The Project would provide restaurant/retail uses to complement the mixed-use developments of the surrounding area. According to the OPR Technical Advisory, because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local serving. For these reasons, through the MOU process, LADOT agreed that the restaurant/retail uses would generally serve the local needs of the area. As stated in the OPR Technical Advisory (page 16), adding retail opportunities into the urban fabric improves commercial destination proximity and, therefore, shortens trips and reduces VMT.

CUMULATIVE ANALYSIS

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

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

As described above, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site by implementing TDM strategies including reduced parking supply, bicycle share station, and the provision of bike parking per the LAMC as Project design features. Therefore, the Project would result in a less-than-significant cumulative impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

Furthermore, the Project Site is well-served by Metro rail and various local bus lines and would contribute to the productivity and use of the regional transportation system. The Project would provide both housing and commercial uses near transit and encourage active transportation by providing new bicycle parking infrastructure, in line with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

TABLE 10
VMT ANALYSIS SUMMARY

Project Information	
Land Use	**Size**
Multi-Family Housing	633 du
High-Turnover (Sit-Down) Restaurant	67,328 sf
General Office	44,778 sf
Project Analysis [a]	
Resident Population	1,426
Employee Population	448
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Urban
Maximum Allowable VMT Reduction [b]	75%
VMT Analysis [c]	
Daily Vehicle Trips	5,672
Total Daily VMT	38,293
Total Home-Based Production VMT	5,727
Household VMT per Capita [d]	4.0
Impact Threshold	6.0
Significant Impact	NO
Total Home-Based Work Attraction VMT	2,752
Work VMT per Employee [e]	6.1
Impact Threshold	7.6
Significant Impact	NO

Notes:

du = dwelling units. sf = square feet.

[a] VMT results based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[c] The implementation of a reduced parking supply, new bike share stations, and the provision of bike parking per LAMC are included as Project design features.

[d] Based on home-based production trips only (see Appendix D, Report 4).

[e] Based on home-based work attraction trips only (see Appendix D, Report 4).

Section 4C: Threshold T-2.2

Substantially Inducing Additional Automobile Travel Analysis

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

The Project is not a transportation project that would induce automobile travel. Therefore, further evaluation is not required, and the Project would not result in a significant impact under Threshold T-2.2.

Section 4D: Threshold T-3

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

Evaluation is required for projects that propose new access points or modifications along the public ROW (i.e., street dedications) under Threshold T-3. Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

ACCESS OVERVIEW

As described in Chapter 1, vehicular access would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue. Each of the three driveways would accommodate all turning maneuvers. The Project would not increase the number of curb cuts along Las Palmas Avenue nor Cherokee Avenue and would instead modify and consolidate the existing curb cuts. No exceptional horizontal or vertical curvatures exist along the sections of either roadway that would create sight distance issues for traffic utilizing the driveways. Along the Project frontage, the Project is seeking waivers for dedication and widening requirements on Cherokee Avenue and Las Palmas Avenue due to the physical constraints of the existing structures. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The vehicular driveways would provide adequate sight distance. Las Palmas Avenue and Cherokee Avenue have no curvatures and are relatively level adjacent to the Project Site. The driveway designs would accommodate adequate sight distance triangles free of obstruction for vehicular ingress and egress, and the designs would not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles. Additionally, the vehicular driveways would intersect Las Palmas Avenue and Cherokee Avenue at right angles to maximize sight distance.

Based on the analysis described in Chapter 3, the Project would generate fewer than 450 overall trips during any single peak hour, which is fewer than eight vehicles every minute distributed among three driveways. The driveways would have the capacity to accommodate the Project trips and, therefore, no queuing hazards are expected to occur related to operation of the driveways.

Consistency with Modal Priority Networks

The Project vehicular driveways on Las Palmas Avenue and Cherokee Avenue are not proposed along a street designated as part of any modal priority network as identified in the Mobility Plan. Nevertheless, the designs of the driveways do not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles, and the Project vehicular driveways would intersect the streets at right angles to maximize sight distance and eliminate left turn conflicts. Thus, both Project vehicular driveways would present no substantial conflict with any of the modal priorities. Moreover, the Project would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

As discussed above, pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the Project frontage. The Project would result in an increase in both pedestrian and bicycle activity along Las Palmas Avenue and Cherokee Avenue; however, the access locations would be designed to accommodate wider sidewalks and enhanced connectivity that meet the City’s requirements to further protect pedestrian and bicycle safety. The driveways would not cross any existing bicycle infrastructure and adequate sight distance exists for drivers entering and exiting the driveway to see oncoming pedestrians and bicyclists. Therefore, the Project is not anticipated to result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

Incompatible Uses

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

Summary

Based on this review, the Project would not result in hazards from its design or operation and would not result in a significant traffic impact.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. As detailed in Section 4A, there are two identified Related Projects proposed with access points along the same block as the Project. The Project driveways and Related Project access points would be designed according to the City’s guidelines and would be placed at a distance to provide adequate pedestrian refuge areas and to limit potential vehicle conflicts. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts. Further review of the cumulative traffic conditions with the addition of Project and Related Project traffic is provided in Chapter 5.

Section 4E
Freeway Safety Analysis

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

ANALYSIS METHODOLOGY

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

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis when the project adds 25 or more peak hour trips to any freeway off-ramp. A project would result adverse safety conditions at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes[5].
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

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

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

PROJECT SAFETY ANALYSIS

The Project is located approximately 0.50 miles southwest of US 101. As detailed in Table 11, the Project exceeds the City's freeway safety analysis screening threshold of 25 net new peak hour afternoon trips at the US 101 Southbound Off-Ramps to Cahuenga Boulevard and Highland Avenue, as well as the US 101 Northbound Off-Ramp to Hollywood Boulevard. Thus, further freeway ramp safety analysis during the afternoon peak hour at three off-ramps is required.

A Project freeway safety analysis of Caltrans facilities was conducted for Future without Project Conditions and Future with Project Conditions Year 2027. The future traffic volumes were forecasted based on available traffic counts at the intersections from Year 2015, which are provided in Appendix C. The traffic volumes were adjusted with 1% annual ambient growth in the same manner as future traffic volumes developed for Year 2027 Conditions in Chapter 2.

The assessment of the off-ramp facilities included a review of the resulting queue length as compared to the total available queuing capacity of the ramp to determine whether the queue would extend beyond the length of the ramp onto the freeway mainline. Based on the Freeway Safety Guidance, the ramp capacity includes the length of each approach lane to the intersection and the remaining length of the ramp to the gore point where the ramp diverges from the freeway mainline. Table 12 details the ramp storage capacity for each of the off-ramps.

The 95th percentile ramp queue was calculated using the Highway Capacity Manual (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the City for the signalized location. The 95th percentile ramp queue measures the probability that a queue length will reach a certain length and is the maximum vehicular queue that would not be exceeded 95% of the time. 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 detailed analysis worksheets are provided in Appendix F.

Table 12 summarizes the queue results. As shown, under Future with Project Conditions, the queue at the off-ramp would not exceed the ramp storage length and the Project would not add 50 feet or more to any queue during any of the analyzed peak hours compared to Future without Project Conditions. Therefore, the Project would not be subject to a speed differential analyses, nor cause an adverse safety condition, and no corrective measures are required. In addition, US 101 is an eight-lane freeway facility that has an hourly capacity of 14,000-16,000 vehicles per hour. Thus, the Project is not expected to have any measurable contribution to the operation of US 101. Nonetheless, the Project would implement comprehensive TDM strategies to reduce single-occupancy vehicle trips to and from the Project Site.

The freeway off-ramp screening and queueing safety analysis for the Alternative Project is provided in Appendix A.

TABLE 11
FREEWAY OFF-RAMP SCREENING

Freeway Off-Ramp	**Peak Hour**	**Project Traffic**	**Meets Screening Criteria?** [a]
US 101 Southbound			
Off-ramp to Cahuenga Boulevard [b]	AM PM	23 41	NO **YES**
Off-ramp to Highland Avenue [c]	AM PM	18 27	NO **YES**
US 101 Northbound			
Off-ramp to Hollywood Boulevard [d]	AM PM	18 27	NO **YES**
Off-ramp to Sunset Boulevard [e]	AM PM	16 20	NO NO

Notes:

[a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

[b] 20% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Cahuenga Boulevard.

[c] 10% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Highland Avenue.

[d] 20% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Hollywood Boulevard.

[e] 5% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Sunset Boulevard.

TABLE 12
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS

Off-ramp	Ramp Storage Length (ft)	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
	Storage Capacity [a]		Future without Project Conditions (Year 2027)	Future with Project Conditions (Year 2027)			
US 101 Southbound Off-ramp to Cahuenga Avenue	1,100	P.M.	84	91	NO	NO	NO
US 101 Southbound Off-ramp to Highland Avenue	5,650	P.M.	513	513	NO	NO	NO
US 101 Northbound Off-ramp to Hollywood Boulevard	1,220	P.M.	68	75	NO	NO	NO

Notes:

Ramp storage length and 95th percentile queue reported in feet.

[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.

[b] Based on Future with Project Conditions (Year 2025) queue.

[c] The difference in queue length between Future with Project and without Project Conditions.

[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

Chapter 5

Non-CEQA Transportation Analysis

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

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

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

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

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

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

EXISTING FACILITIES

Pedestrians and Bicycles

Existing pedestrian facilities adjacent to the Project Site include sidewalks along both sides of Las Palmas Avenue, Cherokee Avenue, and Hollywood Boulevard that would be maintained with the Project. The Project driveways would be designed with the minimum required driveway width and intersect the roadway at right angles to maximize sight distance. The Project would not introduce any modifications or disruptions to existing bicycle facilities. As such, the Project would not directly or indirectly result in a permanent removal or modification that would lead to a significant degradation of pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, as well as vehicular traffic volumes using Las Palmas Avenue or Cherokee Avenue, none of these volumes are anticipated to reach a level where degradation, capacity constraint, or conflict would arise.

Figure 6 presents a map of commercial and institutional facilities within walking distance of the Project Site that could attract pedestrian activity.

Transit

As described in Chapter 2 and illustrated in Figure 7, the Project is located within 0.25 miles of the Metro B Line Hollywood & Highland Station. The fixed-rail Metro B Line travels between Union Station in downtown Los Angeles and North Hollywood at 12-minute intervals throughout the day. Additionally, transit is provided through the Project area by Metro bus stops serving Lines 2, 212, 217, and 224 and LADOT DASH bus stops serving Hollywood Clockwise and Hollywood Counterclockwise lines at the Project study intersections. The nearest stops to the Project Site include bus stops serving line 224 and the Hollywood Clockwise and Hollywood Counterclockwise at Intersection #1, Highland Avenue & Hollywood Boulevard, bus stops serving Lines 212 and 217 at Intersection #2, Las Palmas Avenue & Hollywood Boulevard, and bus stops serving Line 2 at Intersection #8, Highland Avenue & Sunset Boulevard. The existing transit infrastructure provided at the nearest stops is as follows:

Intersection #1, Highland Avenue & Hollywood Boulevard

- Bus stop shelter and benches on the east side of the north leg
- Bus stop shelter and bench on the west side of the south leg

Intersection #2, Las Palmas Avenue & Hollywood Boulevard

- No infrastructure

Intersection #8, Highland Avenue & Sunset Boulevard

- Bus stop shelter and benches on the west side of the north leg
- Bus stop bench on the north side of the east leg
- Bus stop shelter and bench on the east side of the south leg
- Bus stop shelter and benches on the south side of the west leg

The total residual capacity of the Metro and LADOT bus and rail lines during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus was reviewed in Chapter 2. As detailed in Tables 3A and 3B, the transit lines within 0.25 miles walking distance of the Project Site currently have additional capacity for 6,735 additional riders during the morning peak hour and 5,997 additional riders during the afternoon peak hour.

INTENSIFICATION OF USE

The Project would not directly or indirectly result in a permanent removal or modification of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, adequate capacity is provided to accommodate foreseeable demand for those existing facilities. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus and rail services in Hollywood and its proximity to active commercial centers, it is ideally situated to encourage non-automobile trips to and from those destinations and reach additional public transit routes. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities and operations dedicated to those travel modes.

Transit Ridership

For the purposes of this analysis, the transit/walk-in vehicular trips detailed in Table 5 were all assumed as transit trips during the morning and afternoon peak hour and are projected at 57 and 44 vehicular trips, respectively. Based on the average vehicle occupancy factor of 1.55 for all trip purposes in Los Angeles County, as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016), the total Project transit trips correspond to 88 net new transit riders during the morning peak hour and 68 net new transit riders during the afternoon peak hour. The Project transit trip estimate is a small fraction (approximately 1%) of the residual peak hour transit capacity of the rail/bus lines within 0.25 miles walking distance of the Project Site. As such, the nearby transit capacity can accommodate the intensification of transit usage attributable to the Project without absorbing excess capacity.

CONCLUSION

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus and rail services and its proximity to active commercial and entertainment uses, it is ideally situated to encourage non-automobile trips to and from those destination and reach additional public transit routes. Additionally, the Project would promote a more comfortable and walkable environment for all users through improvements along the Project frontages. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities nor operations dedicated to those travel modes.

Section 5B

Project Access, Safety, and Circulation Assessment

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

PROJECT ACCESS

Vehicles

Vehicular access to the Project Site access would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue. Each of the three driveways would accommodate all turning maneuvers.

Pedestrians and Bicycles

Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage. These facilities would provide adequate capacity and allow safer movement for pedestrians and bicycles to, from, and around the Project Site.

PASSENGER LOADING EVALUATION

The Project would provide an area for tenant move-in/move-out staging and passenger loading within the parking garage on-site. Additionally, metered on-street parking is allowed Las Palmas Avenue and Cherokee Avenue adjacent to the Project Site that can serve passenger loading purposes when not in use by parked vehicles.

OPERATIONAL EVALUATION

Intersection operation conditions were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of 10 study intersections, including nine signalized and one unsignalized, were selected for detailed transportation analysis in consultation with LADOT.

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

- Existing with Project Conditions (Year 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 2027) – 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 2027).

The operational evaluation for the Alternative Project is provided in Appendix A.

Methodology

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the HCM methodology, which was implemented using Synchro software and signal timing worksheets from the City to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 13 details a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized and unsignalized intersections.

The queue lengths were estimated using Synchro, which reports the 95th percentile queue length for signalized and unsignalized intersections in vehicles per lane, which can be converted into linear distance by multiplying the vehicle queue by 25 feet per vehicle. The reported queues were calculated using the HCM signalized intersection methodology.

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

Existing with Project Conditions

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and illustrated in Figure 14 were added to the existing morning and afternoon peak hour traffic volumes illustrated in Figure 8. The resulting volumes are illustrated in Figure 15 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 14 details the intersection LOS under Existing Conditions and Existing with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As detailed in Table 14, eight of the 10 study intersections operate at LOS D or better during both the morning and afternoon peak hours under Existing Conditions. The remaining intersections operate at LOS E or F during at least one of the analyzed peak hours. Under Existing with Project Conditions, five of the 10 study intersections are anticipated to operate at LOS D or better during both morning and afternoon peak hours. The remaining intersections would operate at LOS E or F during at least one of the analyzed peak hours.

Future with Project Conditions

Traffic Volumes. All future adjustments, including cumulative traffic growth (i.e., ambient growth and Related Project traffic) and transportation infrastructure improvements described in Chapter 2 are incorporated into this analysis. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and illustrated in Figure 14 were added to the Future without Project (Year 2027) morning and afternoon peak hour traffic volumes illustrated in Figure 11. The resulting volumes are illustrated in Figure 16 and represent Future with Project Conditions after development of the Project in Year 2027.

Intersection LOS. Table 15 details the results of the Future without Project Conditions and Future with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As detailed in Table 15, four of the 10 study intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours under Future without Project

Conditions (Year 2027). The remaining study intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours. Under Future with Project Conditions, one of the 10 study intersections is anticipated to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Conditions (Year 2027). The remaining study intersections are anticipated to operate at LOS E or F during at least one of the analyzed peak hours.

DRIVEWAY AND INTERSECTION QUEUING ANALYSIS

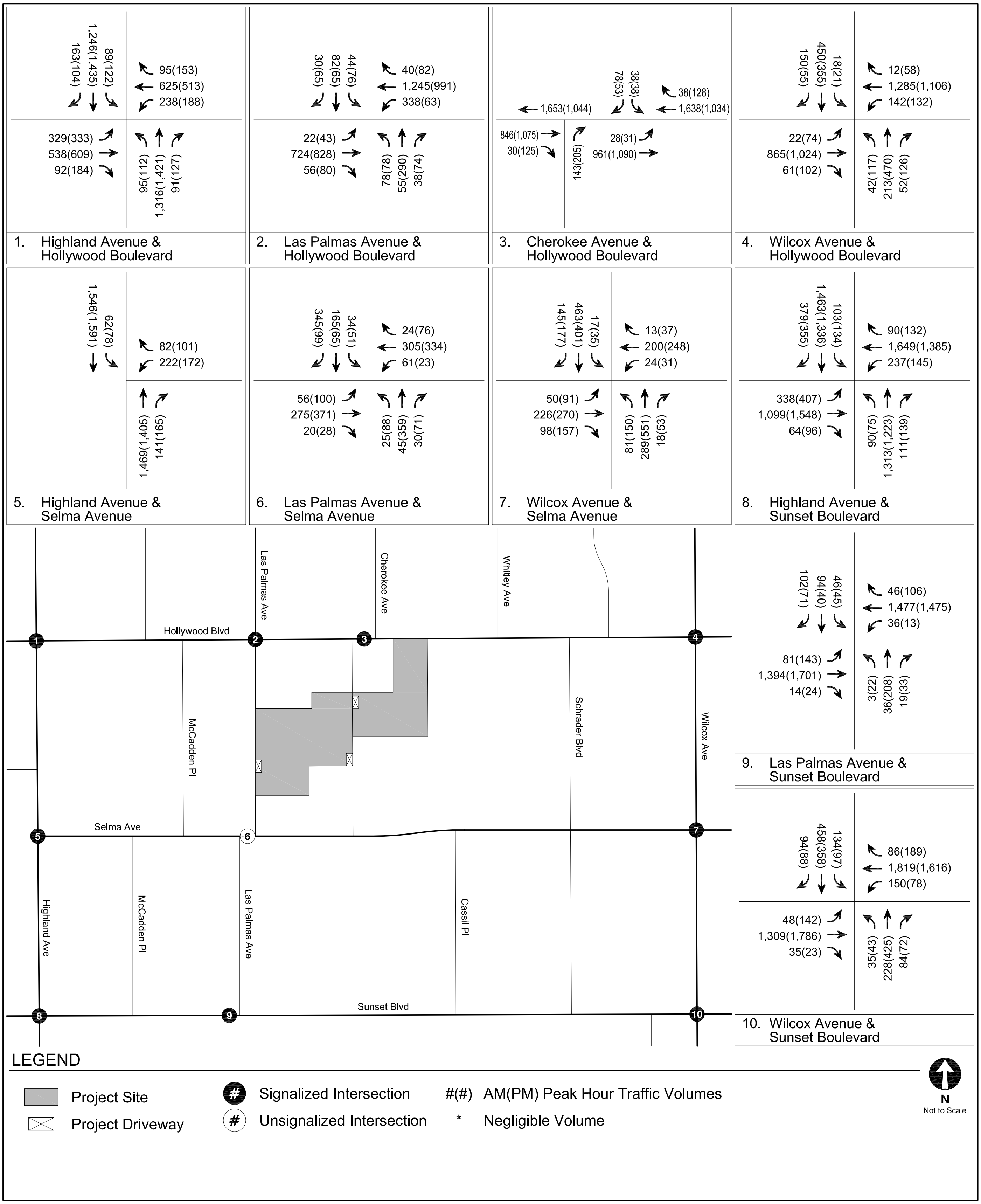
The driveways and study intersections were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths. The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length, in vehicles, for each approach lane, which can be converted into linear distance by multiplying vehicle lengths by 25 feet. The reported queues are calculated using the HCM methodology. Detailed queuing analysis worksheets are provided in Appendix F.

RECOMMENDED ACTIONS

It is anticipated that the Project will add to the cumulative traffic within the Study Area, as detailed above. As discussed in Section 4B, the Project will implement various TDM strategies to reduce both single occupancy trips to the Project Site and Project traffic throughout the Study Area during the most congested time periods of the day. The Project will develop and implement a TDM program, including Project design features such as reduced parking supply, bike share facilities, and the provision of bicycle parking per the LAMC, to promote non-automobile travel, reduce the use of single-occupant vehicle trips, etc.

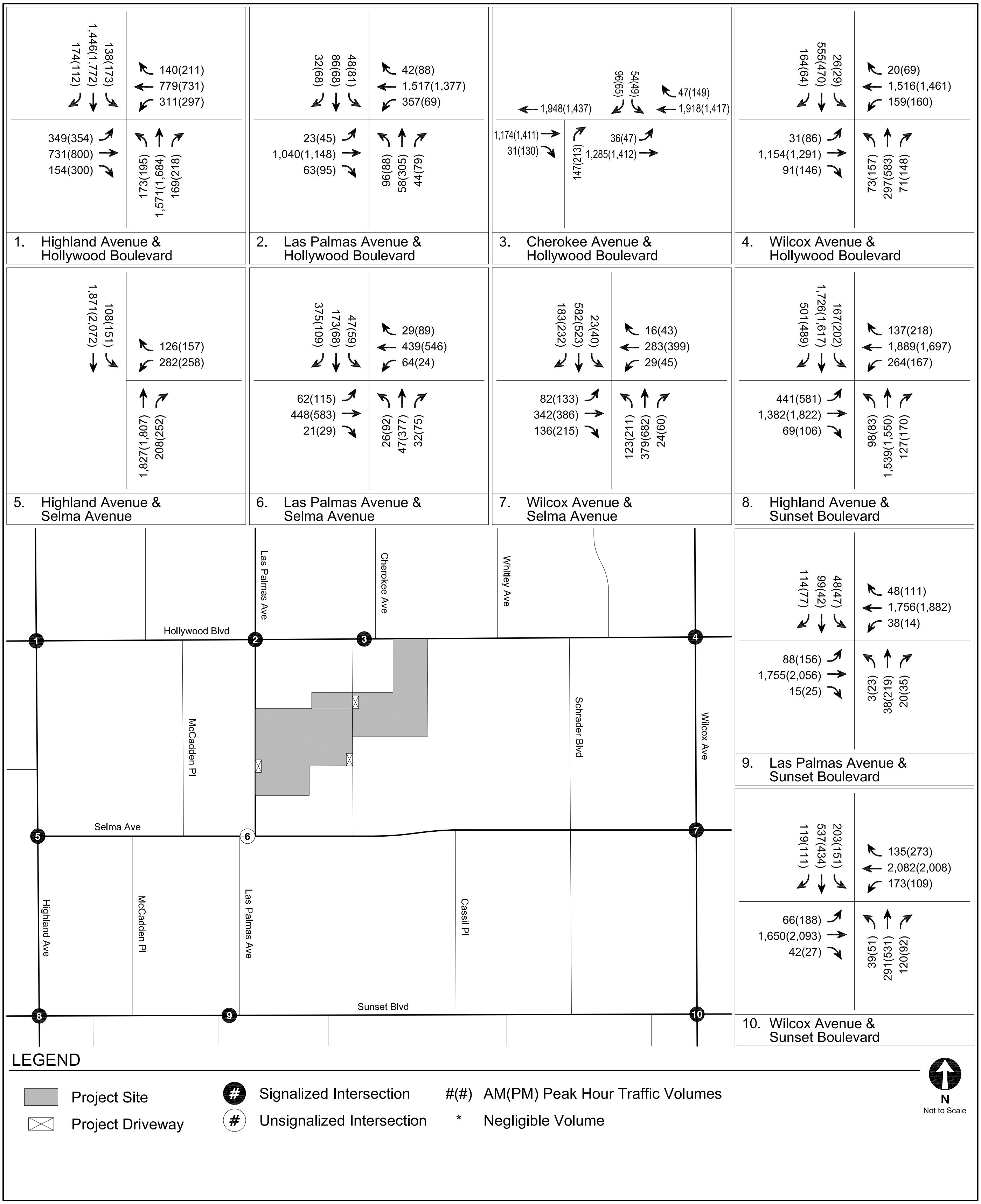
The Project would also comply with the current requirements of the TDM Ordinance. The TDM Ordinance is currently being updated and is expected to be completed prior to the anticipated occupancy of the Project. If adopted, the Project would be subject to the terms of the proposed TDM Ordinance and would likely be required to comply with additional trip-reduction strategies. As such, the Project’s TDM Program would further reduce vehicle trips to/from the Project Site and throughout the Study Area.

Beyond the identified TDM strategies, the Project would also manage site access and circulation operations to minimize potential queue onto the adjacent public ROW. Additionally, the Project will work in conjunction with LADOT to develop a local improvement program to manage site access and circulation operations as well as provide road safety enhancements for pedestrian, bicycle, and transit users in the Project vicinity.



EXISTING WITH PROJECT CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15



FUTURE WITH PROJECT CONDITIONS (YEAR 2027)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16

TABLE 13
INTERSECTION LEVEL OF SERVICE

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

Notes:

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

[a] Measured in seconds.

TABLE 14
EXISTING CONDITIONS (YEAR 2022)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1.	Highland Avenue &	AM	44.3	D	52.5	D
[a]	Hollywood Boulevard	PM	47.5	D	58.0	E
2.	Las Palmas Avenue &	AM	56.1	E	108.7	F
[b]	Hollywood Boulevard	PM	34.7	C	50.8	D
3A.	Cherokee Avenue (South Leg) &	AM	11.9	B	16.9	C
[c]	Hollywood Boulevard	PM	17.6	C	31.3	D
3B.	Cherokee Avenue (North Leg) &	AM	25.6	C	26.6	C
[b]	Hollywood Boulevard	PM	13.7	B	16.5	B
4.	Wilcox Avenue &	AM	29.5	C	36.9	D
[b]	Hollywood Boulevard	PM	29.5	C	41.8	D
5.	Highland Avenue &	AM	6.6	A	12.1	B
[b]	Selma Avenue	PM	5.8	A	10.5	B
6.	Las Palmas Avenue &	AM	15.6	C	62.2	F
[d]	Selma Avenue	PM	27.9	D	149.9	F
7.	Wilcox Avenue &	AM	11.6	B	16.4	B
[b]	Selma Avenue	PM	12.6	B	17.1	B
8.	Highland Avenue &	AM	51.8	D	100.4	F
[b]	Sunset Boulevard	PM	38.0	D	83.7	F
9.	Las Palmas Avenue &	AM	20.5	C	26.9	C
[b]	Sunset Boulevard	PM	26.1	C	47.0	D
10.	Wilcox Avenue &	AM	82.3	F	129.5	F
[b]	Sunset Boulevard	PM	76.4	E	155.1	F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[b] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[d] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

TABLE 15
FUTURE CONDITIONS (YEAR 2027)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1.	Highland Avenue &	AM	56.2	E	87.0	F
[a]	Hollywood Boulevard	PM	59.3	E	116.8	F
2.	Las Palmas Avenue &	AM	110.5	F	209.9	F
[b]	Hollywood Boulevard	PM	50.3	D	69.9	E
3A.	Cherokee Avenue (South Leg) &	AM	14.6	B	23.6	C
[c]	Hollywood Boulevard	PM	26.3	D	67.8	F
3B.	Cherokee Avenue (North Leg) &	AM	28.2	C	47.7	D
[b]	Hollywood Boulevard	PM	16.9	B	21.7	C
4.	Wilcox Avenue &	AM	39.2	D	70.2	E
[b]	Hollywood Boulevard	PM	38.9	D	101.3	F
5.	Highland Avenue &	AM	9.8	A	20.3	C
[b]	Selma Avenue	PM	9.0	A	32.1	C
6.	Las Palmas Avenue &	AM	48.6	E	162.5	F
[d]	Selma Avenue	PM	136.8	F	333.0	F
7.	Wilcox Avenue &	AM	15.2	B	27.7	C
[b]	Selma Avenue	PM	16.2	B	119.2	F
8.	Highland Avenue &	AM	106.4	F	173.3	F
[b]	Sunset Boulevard	PM	90.8	F	187.4	F
9.	Las Palmas Avenue &	AM	33.5	C	81.8	F
[b]	Sunset Boulevard	PM	65.2	E	142.5	F
10.	Wilcox Avenue &	AM	145.6	F	203.0	F
[b]	Sunset Boulevard	PM	172.9	F	262.8	F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[b] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[d] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

Section 5C

Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City’s General Plan, which can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

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

Section 5D
Construction Impact Analysis

This section summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities associated with the Project and was performed in accordance with TAG Section 3.4, Project Construction.

CONSTRUCTION EVALUATION CRITERIA

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

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

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

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

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

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over an approximately 31-month period, with completion anticipated in Year 2027. Peak haul truck activity occurs during the grading phase and peak worker activity occurs during the building construction phase. These phases of construction were studied in greater detail.

GRADING PHASE

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

Haul trucks would travel on approved truck routes designated within the City. Haul truck traffic would take the most direct route to the appropriate freeway ramps. The haul route will be reviewed and approved by the City.

Grading Phase Trip Generation

Based on projections compiled for the Project, approximately 102,000 cubic yards (CY) of material would be excavated and removed from the Project Site over a 282-day period. It is anticipated that a maximum of 26 trucks per workday, based on an anticipated haul truck capacity of 14 CY, would be required during this phase. Thus, up to 52 daily truck trips (26 inbound, 26 outbound) are forecasted to occur during the grading phase, with approximately eight trips per hour (four inbound, four outbound) uniformly over a typical seven-hour, off-peak hauling period.

Because construction trucks (such as earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up most of the vehicles on the roads, they have a greater effect on traffic than a passenger vehicle. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (TRB, 1980) defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 22.11 of the HCM suggest a PCE of 2.0 for trucks traveling on level terrain. Assuming a PCE factor of 2.0, the 52 daily truck trips would be equivalent to 104 daily PCE trips. The eight hourly truck trips would be equivalent to approximately 16 PCE trips per hour (eight inbound, eight outbound).

In addition, a maximum of 15 construction workers per day are anticipated during the grading phase. The 15 construction workers would conservatively result in 30 one-way vehicle trips (15 inbound, 15 outbound), to and from the Project Site daily. It is anticipated that most workers would arrive on-site prior to the weekday morning commuter peak hour and leave prior to or after the afternoon commuter peak hour. Therefore, no peak hour construction traffic impacts are expected during the grading phase of construction.

BUILDING CONSTRUCTION PHASE

During the building construction phase, parking for construction workers would generally be provided on-site or, if needed, in local public parking facilities until the on-site parking facility is available. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan. Construction materials storage and truck staging would generally be contained on-site or in the parking lane along the Project frontages on Las Palmas Avenue or Cherokee Avenue.

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, the building construction phase would employ the most construction workers, with a maximum of 649 workers per day. The estimated number of daily vehicle trips associated with the construction workers is conservatively estimated at approximately 1,298 one-way trips (649 inbound and 649 outbound trips), but nearly all those trips would occur outside of the peak hours, as described above. As such, the building construction phase of the Project is not expected to cause peak hour operational issues at any of the study intersections.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

Access

Construction activities are expected to 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) adjacent to the Project Site. The parking lanes on Las Palmas Avenue or Cherokee Avenue may be temporarily closed throughout the construction period. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan and emergency access would not be impeded.

The use of the public ROW would require temporary re-routing of pedestrian and bicycle traffic. The Construction Management Plan would include measures to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways (e.g., use of light-duty barriers and cones, use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Transit

No existing bus stops are located adjacent to the Project Site and, thus, no temporary relocation of any bus stop is anticipated due to the construction of the Project.

Parking

The curb lanes along Las Palmas Avenue or Cherokee Avenue may be used for staging, deliveries, and/or crane placement during construction. Thus, construction activities may potentially result in temporary loss of up to 15 public parking spaces.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval prior to commencing construction and is part of the building permit approval. 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.

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities on Las Palmas Avenue and Cherokee Avenue to ensure traffic safety on public ROWs. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.

- Spacing of trucks to discourage a convoy effect.

- Containment of construction activity within the Project Site boundaries to the extent feasible.

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.

- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, to not impede school drop-off and pick-up activities and students using LAUSD’s identified pedestrian routes to nearby schools.

- Maintenance of a log, available on the job site always, 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. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

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

Section 5E
Parking Analysis

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

VEHICLE PARKING CODE REQUIREMENTS

The LAMC details City parking requirements for new developments. However, the Project qualifies for parking reductions based on the State Density Bonus Law (Gov. Code 65915 (p)) and AB 2345. AB 2345 allows eligible density bonus projects to provide parking at a rate of 0.5 spaces per dwelling unit. An eligible density bonus project must be within 0.50 miles of a major transit stop to receive parking reductions under AB 2345. The Project qualifies for parking reductions under AB 2345 because it is located within 0.25 miles of the Metro B Line Hollywood & Highland Station. The commercial parking requirements of the Project are based on rates provided in LAMC Section 12.21.A4(x)(3) for projects within the Hollywood Redevelopment Project area, which requires commercial developments to provide two spaces per 1,000 sf, as detailed in Table 16. In addition, per Section 12.23.B8(c), parking for the addition or enlargement of a non-conforming building shall only be provided for the net increase in floor area, and no additional parking spaces are required for the original portion. Therefore, vehicle parking for the Project would only be required for the addition of building area, as detailed in Table 16.

As summarized in Table 16, the minimum parking requirement for the Project would be a total of 402 parking spaces.

The vehicular parking code requirements for the Alternative Project are provided in Appendix A.

BICYCLE PARKING CODE REQUIREMENTS

LAMC Section 12.21.A.16 details the long-term and short-term bicycle parking requirements for new developments, which are summarized in Table 17. As previously detailed, per Section 12.23B(c), bicycle parking would only be required for the additional new building area. As shown, the Project would require a total of 336 long-term and 57 short-term bicycle parking spaces. The Project's proposed bicycle parking spaces would satisfy the LAMC requirements for on-site bicycle parking supply.

The bicycle parking code requirements for the Alternative Project are provided in Appendix A.

TABLE 16
VEHICLE CODE PARKING REQUIREMENTS

Land Use [a]	**Size**	**Parking Rate**	**Total Spaces**
Residential [b]	633 du	0.50 sp / 1 du	317
Net New Office [c]	30,488 sf	2.00 sp / 1,000 sf	61
Net New Restaurant [c]	42,404 sf	2.00 sp / 1,000 sf	85
		Total Parking Requirement	**463**
Reductions for Bicycle Parking Provided [d]		Bicycle Spaces	Vehicle Space Reduction
Residential		188 sp	*(47) sp*
Non-Residential		56 sp	*(14) sp*
Total Project Code Parking Requirement with Bicycle Parking Reduction			**402 sp**

Notes:

du: dwelling unit sf: square feet sp: space

[a] Per LAMC Section 12.23.B8(c), parking for the addition or enlargement of a non-conforming building shall only be provided for the net increase in floor area, and no additional parking spaces are required for the original portion.

[b] Residential parking rates per LAMC Section 11.5.11(e).

[c] Parking rates per LAMC Section 12.21.A4(X)(3) for commercial uses within the Hollywood Redevelopment Project area.

[d] Per LAMC 12.21.A4, bicycle parking spaces can replace up to 30% for residential buildings that qualify for a density bonus and up to 30% of required vehicle parking spaces within non-residential buildings at a rate of 1 vehicle space for every 4 bicycle spaces provided.

TABLE 17
BICYCLE CODE PARKING REQUIREMENTS

Land Use [a]	Size	Short-Term Bicycle Parking Rate [b]	Short-Term Bicycle Parking Requirement	Long-Term Bicycle Parking Rate [b]	Long-Term Bicycle Parking Requirement
Site 1 Residential					
1-25 units	25 du	1.0 sp / 10 du	3 sp	1.0 sp / 1 du	25 sp
26-100 units	75 du	1.0 sp / 15 du	5 sp	1.0 sp / 2 du	50 sp
101-200 units	100 du	1.0 sp / 20 du	5 sp	1.0 sp / 2 du	50 sp
200-393 units	193 du	1.0 sp / 40 du	5 sp	1.0 sp / 4 du	48 sp
Office [c]	7,689 sf	1.0 sp / 10,000 sf	2 sp	1.0 sp / 5,000 sf	2 sp
Restaurant [c]	34,963 sf	1.0 sp / 2,000 sf	17 sp	1.0 sp / 2,000 sf	17 sp
Site 2 Residential					
1-25 units	25 du	1.0 sp / 10 du	3 sp	1.0 sp / 1 du	25 sp
26-100 units	75 du	1.0 sp / 15 du	5 sp	1.0 sp / 2 du	50 sp
101-200 units	100 du	1.0 sp / 20 du	5 sp	1.0 sp / 2 du	50 sp
200-240 units	40 du	1.0 sp / 40 du	1 sp	1.0 sp / 4 du	10 sp
Office [c]	22,799 sf	1.0 sp / 10,000 sf	2 sp	1.0 sp / 5,000 sf	5 sp
Restaurant [c]	7,441 sf	1.0 sp / 2,000 sf	4 sp	1.0 sp / 2,000 sf	4 sp
		Short-Term Bicycle Parking Requirement	**57 sp**	**Long-Term Bicycle Parking Requirement**	**336 sp**
				Total Code Bicycle Parking Requirement	**393 sp**

Notes:

[a] Per LAMC Section 12.23.B8(c), parking for the addition or enlargement of a non-conforming building shall only be provided for the net increase in floor area, and no additional parking spaces are required for the original portion.

[b] Bicycle requirements as calculated by LAMC Section 12.21.A.16.

[c] Per LAMC Section 12.21.A.16.A(2)i, a minimum of two short-term and two long-term bicycle parking spaces shall be provided for all commercial, institutional, and industrial uses.

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 1610-1638 N Las Palmas Avenue, 1623-1645 N Cherokee Avenue, 6626-6636 W Hollywood Boulevard, and 1638-1644 N Cherokee Avenue.
- The Project proposes 633 apartment units, 44,778 sf of office, and 67,328 sf of restaurant/retail uses and is anticipated to be completed in Year 2027. An Alternative Project has been analyzed with 586 apartment units, 77 hotel rooms, 44,778 sf of office, and 67,328 sf of restaurant/retail uses.
- Vehicular access would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue.
- The Project is estimated to generate 436 net new morning peak hour trips and 430 net new afternoon peak hour trips.
- The Project would be consistent with the City's plans, programs, ordinances, and polices and would not result in any geometric design hazard impacts.
- The Project would incorporate TDM strategies such as LAMC required bicycle parking and bike share facilities. With application of these TDM strategies, the Project VMT impacts would be less than significant and, therefore, no mitigation measures would be required.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible and would be substantially less than the traffic generated by operation of the Project. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.
- The Project would provide a total of 444 vehicle parking spaces within two to three subterranean parking levels beneath each building and 60 short-term and 338 long-term bicycle parking spaces, sufficient under the LAMC.

References

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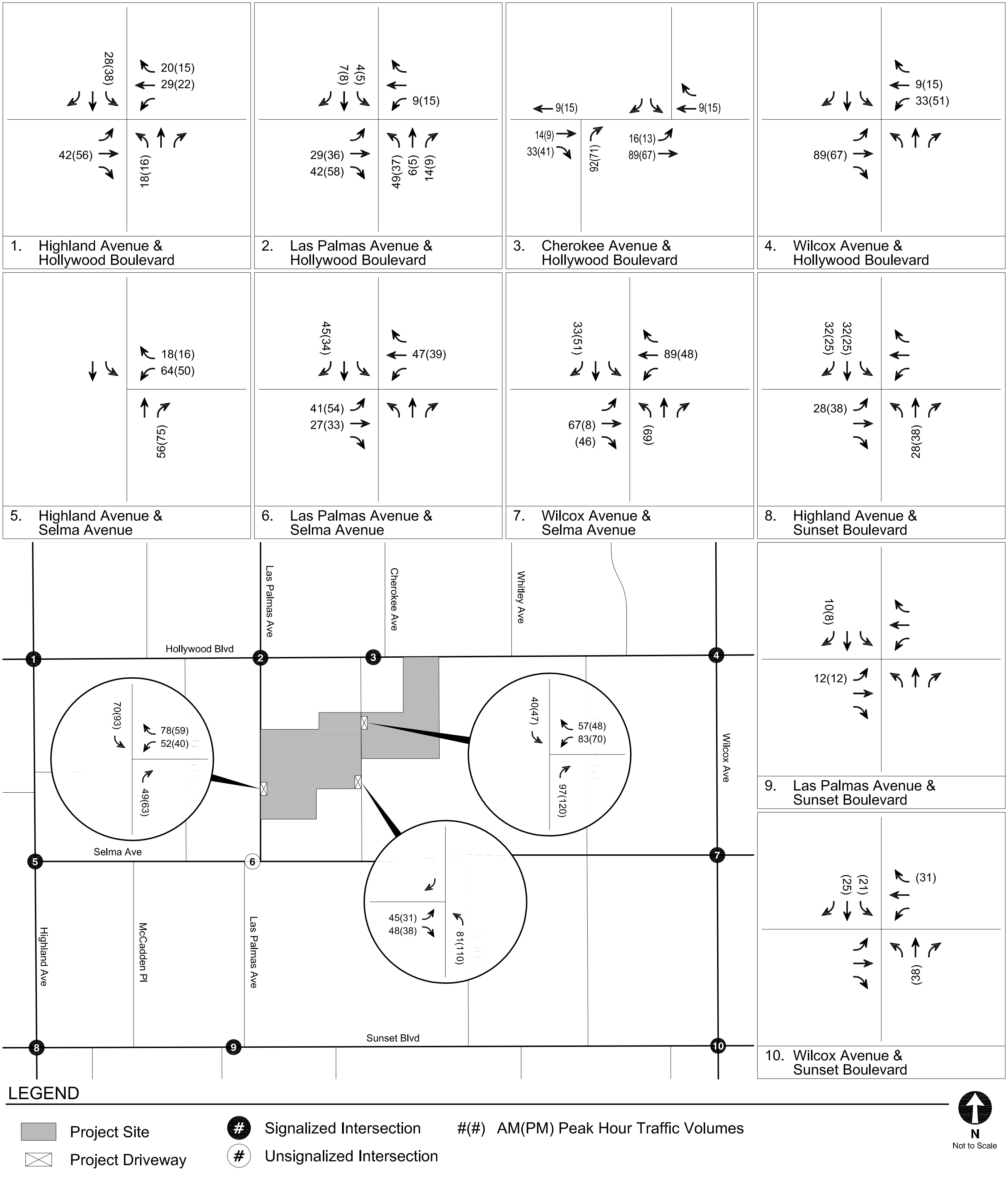
Appendix A

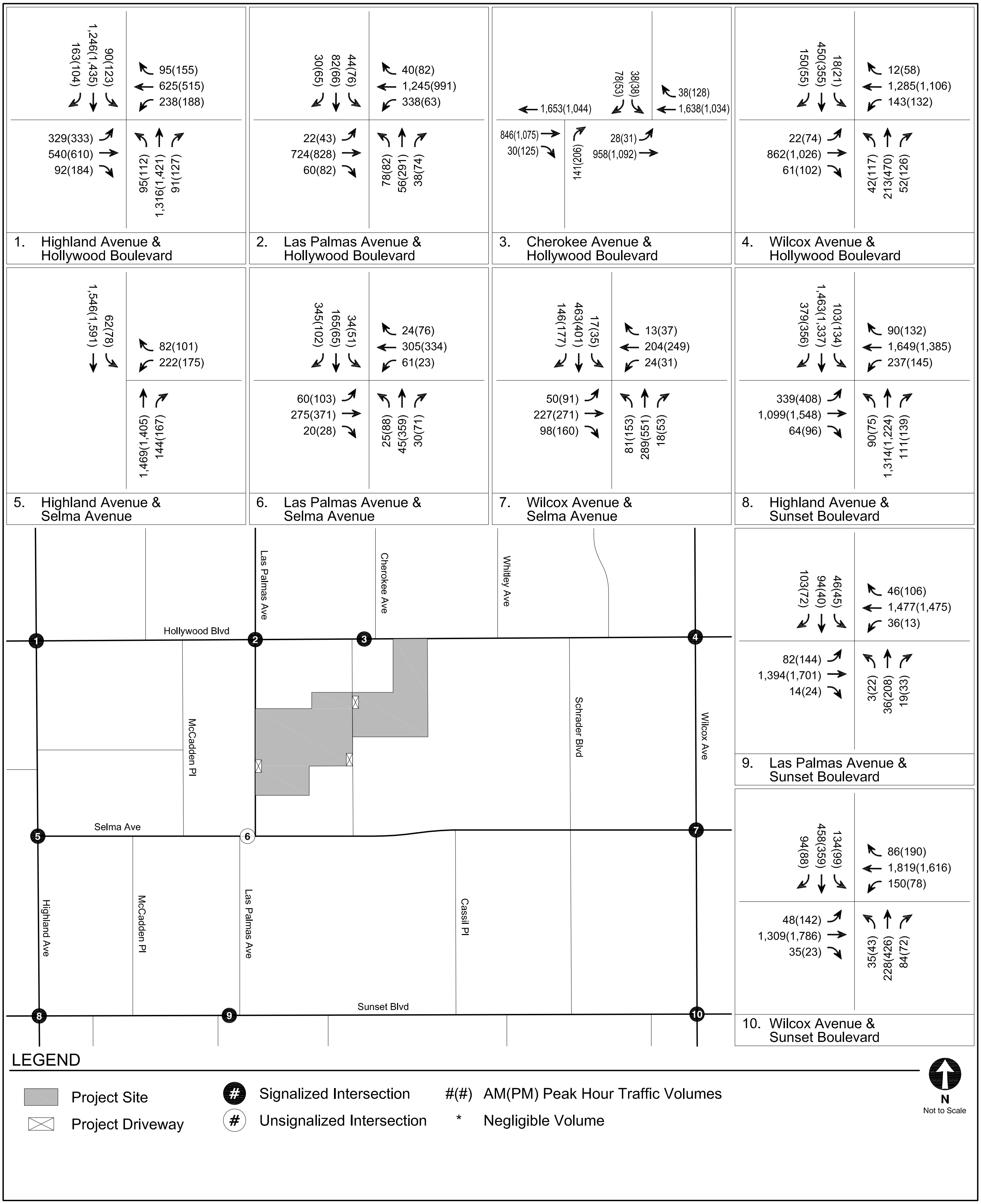
Alternative Project Analysis



NOTE: Pass-by Reductions are not applied to Project driveways.

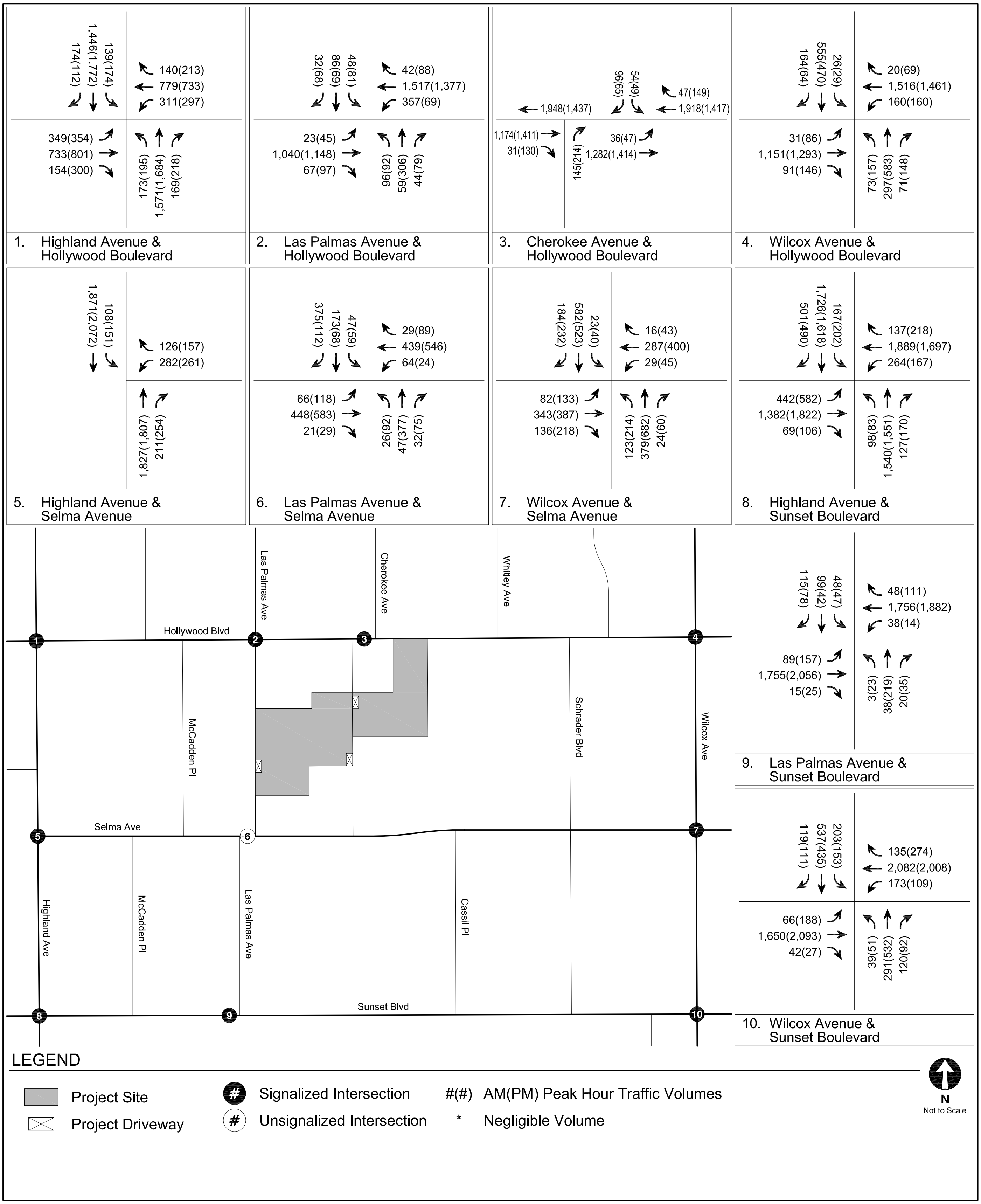
ALTERNATIVE PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
A-1



EXISTING WITH ALTERNATIVE PROJECT CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
A-2



FUTURE WITH ALTERNATIVE PROJECT CONDITIONS (YEAR 2025)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
A-3

TABLE A-1
ALTERNATIVE PROJECT VEHICLE TRIP GENERATION

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Mid-Rise) [b]	221	per du	15%	85%	0.31	74%	26%	0.30
Multifamily Housing (High-Rise) [b]	222	per du	11%	89%	0.23	69%	31%	0.30
Hotel [c]	310	per room	56%	44%	0.46	51%	49%	0.59
General Office [d]	710	per ksf	87%	13%	0.84	16%	84%	0.87
Strip Retail Plaza (<40k) [c]	822	per ksf	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant [c]	932	per ksf	55%	45%	9.57	61%	39%	9.05
Trip Generation Estimates								
Multifamily Housing (Mid-Rise)	221	65 du	3	17	20	15	5	20
Multifamily Housing (High-Rise)	222	521 du	13	107	120	108	48	156
Subtotal - Residential			**16**	**124**	**140**	**123**	**53**	**176**
Hotel	310	77 rooms	20	15	35	23	22	45
Transit/Walk Reduction - 15% [e]			*(3)*	*(2)*	*(5)*	*(3)*	*(4)*	*(7)*
Office	710	44.778 ksf	33	5	38	6	33	39
Commercial - Restaurant	932	67.328 ksf	354	290	644	371	238	609
Internal Capture Reduction - 10% [f]			*(35)*	*(29)*	*(64)*	*(37)*	*(24)*	*(61)*
Transit/Walk Reduction - 15% [e]			*(48)*	*(39)*	*(87)*	*(50)*	*(32)*	*(82)*
Pass-by Reduction - 20% [g]			*(54)*	*(45)*	*(99)*	*(57)*	*(36)*	*(93)*
TOTAL NEW TRIPS - PROPOSED PROJECT			**283**	**319**	**602**	**376**	**250**	**626**
Existing Uses [h]								
Office	710	13.406 ksf	10	1	11	2	10	12
Commercial - Retail	820	16.375 ksf	23	16	39	54	54	108
Internal Capture Reduction - 10% [f]			*(2)*	*(2)*	*(4)*	*(5)*	*(6)*	*(11)*
Transit/Walk Reduction - 15% [e]			*(3)*	*(2)*	*(5)*	*(7)*	*(8)*	*(15)*
Pass-by Reduction - 50% [g]			*(9)*	*(6)*	*(15)*	*(21)*	*(20)*	*(41)*
Commercial - Restaurant	932	21.423 ksf	113	92	205	118	76	194
Internal Capture Reduction - 10% [f]			*(11)*	*(10)*	*(21)*	*(12)*	*(7)*	*(19)*
Transit/Walk Reduction - 15% [e]			*(15)*	*(13)*	*(28)*	*(16)*	*(10)*	*(26)*
Pass-by Reduction - 20% [g]			*(17)*	*(14)*	*(31)*	*(18)*	*(12)*	*(30)*
TOTAL NET TRIPS - EXISTING USES			***(89)***	***(62)***	***(151)***	***(95)***	***(77)***	***(172)***
TOTAL NET NEW PROJECT TRIPS			**194**	**257**	**451**	**281**	**173**	**454**

Notes:

du: dwelling unit; ksf: 1,000 square feet

[a] Except as noted, trip generation based on rates from *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers (ITE), 2021.

[b] Residential trip generation estimates based on peak hour trip generation rates for mid-rise and high-rise multi-family uses in Multi-Use Dense Urban areas from Table 3.3-1 of *Transportation Assessment Guidelines* (LADOT, July 2020), and peak hour directional distributions for mid-rise and high-rise multi-family uses in Dense Urban areas, Close to Transit from *Trip Generation, 11th Edition* (ITE, 2021).

[c] Hotel, Retail, and Residential uses utilize General Urban/Suburban rates derived in *Trip Generation Manual, 11th Edition.*

[d] Office uses utilize rates for Dense Multi-Use Urban areas from *Trip Generation Manual, 11th Edition* (ITE, 2021).

[e] The Project Site is located within 0.25 miles of the Metro B Line Hollywood & Highland Station. Therefore, a 15% transit reduction was applied to account for transit usage and walking visitor arrivals.

[f] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and restaurant).

[g] Pass-by reductions account for Project trips made by drivers already passing by the Project site for a different primary trip purpose.

[h] Existing uses include 32,938 sf commercial to be maintained and the following uses to be removed:

- 7,938 sf office at 1638 & 1646 Cherokee Avenue
- 2,805 sf retail at 1644 & 1648 Cherokee Avenue
- 1,464 sf retail at 1642 Cherokee Avenue
- 6,059 sf retail at 6628 & 6636 Hollywood Boulevard (Buildings 7 and 8)

TABLE A-2
ALTERNATIVE PROJECT VMT ANALYSIS SUMMAR

Project Information	
Land Use	**Size**
Multi-Family Housing	586 du
Hotel	77 rooms
High-Turnover (Sit-Down) Restaurant	67,328 sf
General Office	44,778 sf
Project Analysis [a]	
Resident Population	1,320
Employee Population	486
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Urban
Maximum Allowable VMT Reduction [b]	75%
VMT Analysis [c]	
Daily Vehicle Trips	5,833
Total Daily VMT	39,417
Total Home-Based Production VMT	5,272
Household VMT per Capita [d]	4.0
Impact Threshold	6.0
Significant Impact	NO
Total Home-Based Work Attraction VMT	3,006
Work VMT per Employee [e]	6.2
Impact Threshold	7.6
Significant Impact	NO

Notes:

du = dwelling units. sf = square feet.

[a] VMT results based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[c] The implementation of a reduced parking supply, new bike share stations, and the provision of bike parking per LAMC are included as Project design features.

[d] Based on home-based production trips only (see Appendix D, Report 4).

[e] Based on home-based work attraction trips only (see Appendix D, Report 4).

TABLE A-3
PROJECT ALTERNATIVE FREEWAY OFF-RAMP SCREENING

Freeway Off-Ramp	Peak Hour	Project Traffic	Meets Screening Criteria? [a]
US 101 Southbound			
Off-ramp to Cahuenga Boulevard [b]	AM PM	24 41	NO **YES**
Off-ramp to Highland Avenue [c]	AM PM	19 28	NO **YES**
US 101 Northbound			
Off-ramp to Hollywood Boulevard [d]	AM PM	19 28	NO **YES**
Off-ramp to Sunset Boulevard [e]	AM PM	16 21	NO NO

Notes:

[a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

[b] 20% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Cahuenga Boulevard.

[c] 10% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Highland Avenue.

[d] 20% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Hollywood Boulevard.

[e] 5% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Sunset Boulevard.

TABLE A-4
ALTERNATIVE PROJECT - FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS

Off-ramp	Ramp Storage Length (ft)	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
	Storage Capacity [a]		Future without Project Conditions (Year 2027)	Future with Project Conditions (Year 2027)			
US 101 Southbound Off-ramp to Cahuenga Avenue	1,100	P.M.	84	91	NO	NO	NO
US 101 Southbound Off-ramp to Highland Avenue	5,650	P.M.	513	513	NO	NO	NO
US 101 Northbound Off-ramp to Hollywood Boulevard	1,220	P.M.	68	75	NO	NO	NO

Notes:

Ramp storage length and 95th percentile queue reported in feet.

[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.

[b] Based on Future with Project Conditions (Year 2025) queue.

[c] The difference in queue length between Future with Project and without Project Conditions.

[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

TABLE A-5
EXISTING CONDITIONS (YEAR 2022)
ALTERNATIVE PROJECT - INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Existing Conditions		Existing with Alternative Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1. [a]	Highland Avenue & Hollywood Boulevard	AM PM	44.3 47.5	D D	52.5 58.0	D E
2. [b]	Las Palmas Avenue & Hollywood Boulevard	AM PM	56.1 34.7	E C	109.4 50.8	F D
3A. [c]	Cherokee Avenue (South Leg) & Hollywood Boulevard	AM PM	11.9 17.6	B C	16.8 31.5	C D
3B. [b]	Cherokee Avenue (North Leg) & Hollywood Boulevard	AM PM	25.6 13.7	C B	26.7 16.5	C B
4. [b]	Wilcox Avenue & Hollywood Boulevard	AM PM	29.5 29.5	C C	36.9 41.9	D D
5. [b]	Highland Avenue & Selma Avenue	AM PM	6.6 5.8	A A	12.1 10.6	B B
6. [d]	Las Palmas Avenue & Selma Avenue	AM PM	15.6 27.9	C D	63.0 152.2	F F
7. [b]	Wilcox Avenue & Selma Avenue	AM PM	11.6 12.6	B B	16.5 17.2	B B
8. [b]	Highland Avenue & Sunset Boulevard	AM PM	51.8 38.0	D D	100.4 83.9	F F
9. [b]	Las Palmas Avenue & Sunset Boulevard	AM PM	20.5 26.1	C C	26.9 47.0	C D
10. [b]	Wilcox Avenue & Sunset Boulevard	AM PM	82.3 76.4	F E	129.5 155.3	F F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[b] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[d] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

TABLE A-6
FUTURE CONDITIONS (YEAR 2027)
ALTERNATIVE PROJECT - INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Future without Project Conditions		Future with Alternative Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1. [a]	Highland Avenue & Hollywood Boulevard	AM PM	56.2 59.3	E E	87.1 116.9	F F
2. [b]	Las Palmas Avenue & Hollywood Boulevard	AM PM	110.5 50.3	F D	211.7 70.0	F E
3A. [c]	Cherokee Avenue (South Leg) & Hollywood Boulevard	AM PM	14.6 26.3	B D	23.4 68.5	C F
3B. [b]	Cherokee Avenue (North Leg) & Hollywood Boulevard	AM PM	28.2 16.9	C B	47.8 21.7	D C
4. [b]	Wilcox Avenue & Hollywood Boulevard	AM PM	39.2 38.9	D D	70.2 101.5	E F
5. [b]	Highland Avenue & Selma Avenue	AM PM	9.8 9.0	A A	20.4 32.7	C C
6. [d]	Las Palmas Avenue & Selma Avenue	AM PM	48.6 136.8	E F	163.8 335.8	F F
7. [b]	Wilcox Avenue & Selma Avenue	AM PM	15.2 16.2	B B	28.1 122.3	C F
8. [b]	Highland Avenue & Sunset Boulevard	AM PM	106.4 90.8	F F	173.4 187.7	F F
9. [b]	Las Palmas Avenue & Sunset Boulevard	AM PM	33.5 65.2	C E	81.8 142.5	F F
10. [b]	Wilcox Avenue & Sunset Boulevard	AM PM	145.6 172.9	F F	203.0 262.8	F F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[b] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[d] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

TABLE A-7
ALTERNATIVE PROJECT - VEHICLE CODE PARKING REQUIREMENTS

Land Use [a]	**Size**	**Parking Rate**	**Total Spaces**
Residential [b]	633 du	0.50 sp / 1 du	317
Office [c]	30,488 sf	2.00 sp / 1,000 sf	61
Commercial Retail/Restaurant [c]	42,404 sf	2.00 sp / 1,000 sf	85
Hotel [d]			
First 30 guestrooms	30 rooms	1.00 sp / 1 room	30
Next 30 guestrooms	30 rooms	0.50 sp / 1 room	15
Remaining guestrooms	17 rooms	0.33 sp / 1 room	6
		Total Parking Requirement	**514**

Reductions for Bicycle Parking Provided [e]	Bicycle Spaces	Vehicle Space Reduction
Residential	188 sp	*(47) sp*
Non-Residential	56 sp	*(14) sp*
Total Project Code Parking Requirement with Bicycle Parking Reduction		**453 sp**

Notes:

du: dwelling unit sf: square feet sp: space

[a] Per LAMC Section 12.23.B8(c), parking for the addition or enlargement of a non-conforming building shall only be provided for the net inc in floor area, and no additional parking spaces are required for the original portion.

[b] Residential parking rates per LAMC Section 11.5.11(e).

[c] Parking rates per LAMC Section 12.21.A4(X)(3) for commercial uses within the Hollywood Redevelopment Project area.

[d] Parking rates per Section 12.21.A4(b) of the Los Angeles Municipal Code.

[e] Per LAMC 12.21.A4, bicycle parking spaces can replace up to 30% for residential buildings that qualify for a density bonus and up to 30% of required vehicle parking spaces within non-residential buildings at a rate of 1 vehicle space for every 4 bicycle spaces provided.

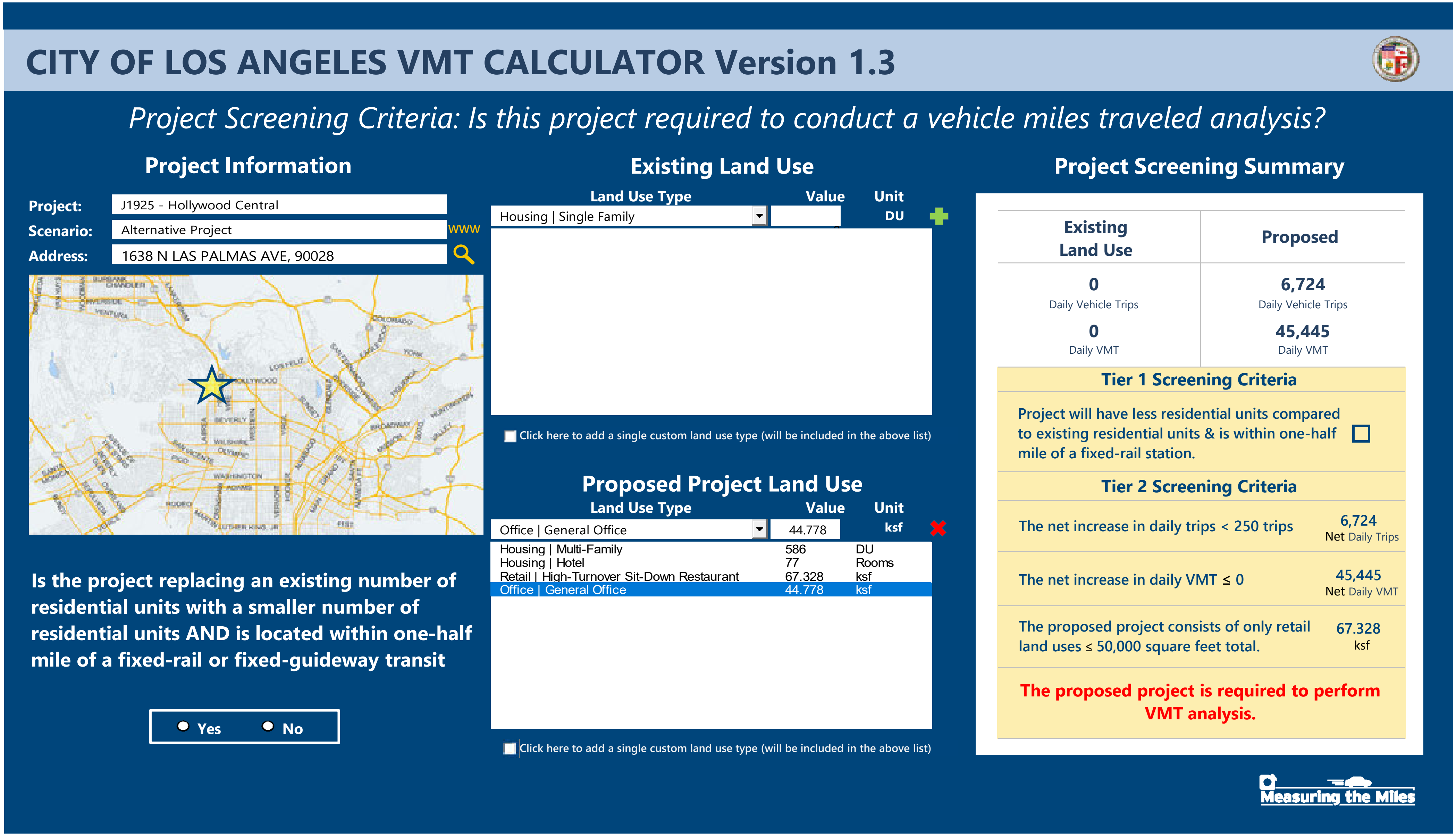
TABLE A-8
ALTERNATIVE PROJECT - BICYCLE CODE PARKING REQUIREMENTS

Land Use [a]	**Size**	**Short-Term Bicycle Parking Rate** [b]	**Short-Term Bicycle Parking Requirement**	**Long-Term Bicycle Parking Rate** [b]	**Long-Term Bicycle Parking Requirement**
Residential					
1-25 units	25 du	1.0 sp / 10 du	2 sp	1.0 sp / 1 du	25 sp
26-100 units	75 du	1.0 sp / 15 du	5 sp	1.0 sp / 2 du	50 sp
101-200 units	100 du	1.0 sp / 20 du	5 sp	1.0 sp / 2 du	50 sp
200-633 units	433 du	1.0 sp / 40 du	11 sp	1.0 sp / 4 du	108 sp
Office	30,488 sf	1.0 sp / 10,000 sf	3 sp	1.0 sp / 5,000 sf	6 sp
Restaurant	42,404 sf	1.0 sp / 2,000 sf	21 sp	1.0 sp / 2,000 sf	21 sp
Hotel	77 rooms	1.0 sp / 10 rooms	8 sp	1.0 sp / 10 rooms	8 sp
		Short-Term Bicycle Parking Requirement	**55 sp**	**Long-Term Bicycle Parking Requirement**	**268 sp**
				Total Code Bicycle Parking Requirement	**323 sp**

Notes:

[a] Per LAMC Section 12.23.B8(c), parking for the addition or enlargement of a non-conforming building shall only be provided for the net increase in floor area, and no additional are required for the original portion.

[b] Bicycle requirements as calculated by Section 12.21.A.16 of *Los Angeles Municipal Code (LAMC).*



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: J1925 - Hollywood Central

Scenario: Alternative Project

Address: 1638 N LAS PALMAS AVE, 90028

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	44.778	ksf
Housing | Multi-Family	586	DU
Housing | Hotel	77	Rooms
Retail | High-Turnover Sit-Down Restaurant	67.328	ksf
Office | General Office	44.778	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	**6,724** Daily Vehicle Trips
0 Daily VMT	**45,445** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

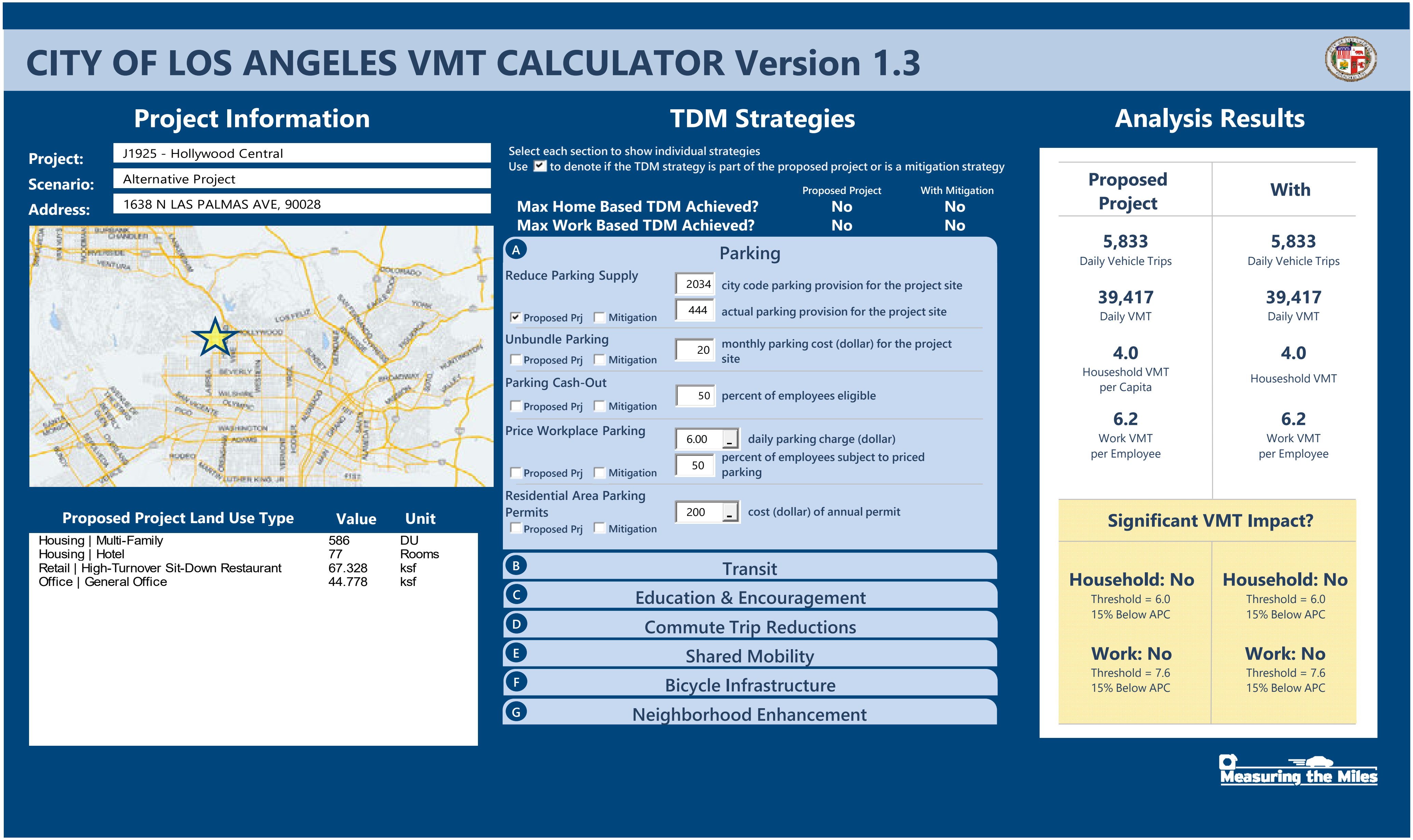
Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	6,724 Net Daily Trips
The net increase in daily VMT ≤ 0	45,445 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	67.328 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/30/2022



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: J1925 - Hollywood Central

Scenario: Alternative Project

Address: 1638 N LAS PALMAS AVE, 90028

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	586	DU
Housing | Hotel	77	Rooms
Retail | High-Turnover Sit-Down Restaurant	67.328	ksf
Office | General Office	44.778	ksf

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

Reduce Parking Supply

2034 city code parking provision for the project site

444 actual parking provision for the project site

☑ Proposed Prj ☐ Mitigation

Unbundle Parking

20 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
5,833 Daily Vehicle Trips	5,833 Daily Vehicle Trips
39,417 Daily VMT	39,417 Daily VMT
4.0 Household VMT per Capita	4.0 Household VMT
6.2 Work VMT per Employee	6.2 Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

6/30/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 30, 2022
Project Name: J1925 - Hollywood Central
Project Scenario: Alternative Project
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	586	DU
	Townhouse	*0*	*DU*
	Hotel	77	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	67.328	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	44.778	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 487
Total Population: 1,320

Proposed Project		*With Mitigation*	
5,833	**Daily Vehicle Trips**	**5,833**	**Daily Vehicle Trips**
39,417	**Daily VMT**	**39,417**	**Daily VMT**
4	**Household VMT per Capita**	**4**	**Household VMT per Capita**
6.2	**Work VMT per Employee**	**6.2**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 30, 2022
Project Name: J1925 - Hollywood Central
Project Scenario: Alternative Project
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	2034	2034
		Actual parking provision (spaces)	444	444
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 30, 2022
Project Name: J1925 - Hollywood Central
Project Scenario: Alternative Project
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

= Minimum (X%, 1-[(1-A)*(1-B)...])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 30, 2022
Project Name: J1925 - Hollywood Central
Project Scenario: Alternative Project
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	525	-34.9%	342	7.6	3,990	2,599
Home Based Other Production	1,455	-51.2%	710	4.9	7,130	3,479
Non-Home Based Other Production	2,042	-8.5%	1,868	7.6	15,519	14,197
Home-Based Work Attraction	706	-42.9%	403	8.6	6,072	3,466
Home-Based Other Attraction	4,132	-51.3%	2,013	6.3	26,032	12,682
Non-Home Based Other Attraction	1,528	-9.2%	1,388	6.5	9,932	9,022

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.3%	297	2,254	-13.3%	297	2,254
Home Based Other Production	-13.3%	616	3,018	-13.3%	616	3,018
Non-Home Based Other Production	-13.3%	1,620	12,314	-13.3%	1,620	12,314
Home-Based Work Attraction	-13.3%	350	3,006	-13.3%	350	3,006
Home-Based Other Attraction	-13.3%	1,746	11,000	-13.3%	1,746	11,000
Non-Home Based Other Attraction	-13.3%	1,204	7,825	-13.3%	1,204	7,825

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,320
Total Employees: 487
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**5,272**	**5,272**
Total Home Based Work Attraction VMT	**3,006**	**3,006**
Total Home Based VMT Per Capita	**4.0**	**4.0**
Total Work Based VMT Per Employee	**6.2**	**6.2**

HCM Signalized Intersection Capacity Analysis
1: Highland & Hollywood

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	329	540	92	238	625	95	95	1316	91	90	1246	163
Future Volume (vph)	329	540	92	238	625	95	95	1316	91	90	1246	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5036		1770	4997	
Flt Permitted	0.18	1.00	1.00	0.43	1.00	1.00	0.07	1.00		0.07	1.00	
Satd. Flow (perm)	334	3539	1583	802	3539	1583	129	5036		129	4997	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	358	587	100	259	679	103	103	1430	99	98	1354	177
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	358	587	100	259	679	103	103	1529	0	98	1531	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	98.0	73.8	83.8	73.7	53.5	63.5	67.8	57.8		67.8	57.8	
Effective Green, g (s)	98.0	73.8	83.8	73.7	53.5	63.5	67.8	57.8		67.8	57.8	
Actuated g/C Ratio	0.54	0.41	0.47	0.41	0.30	0.35	0.38	0.32		0.38	0.32	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	504	1450	736	437	1051	558	139	1617		139	1604	
v/s Ratio Prot	c0.16	0.17	0.01	0.07	0.19	0.01	c0.04	0.30		0.04	c0.31	
v/s Ratio Perm	c0.23		0.06	0.18		0.05	0.24			0.23		
v/c Ratio	0.71	0.40	0.14	0.59	0.65	0.18	0.74	0.95		0.71	0.95	
Uniform Delay, d1	31.0	37.6	27.4	36.8	55.0	40.3	44.9	59.6		44.8	59.8	
Progression Factor	1.00	1.00	1.00	0.64	0.41	0.37	0.66	0.83		1.00	1.00	
Incremental Delay, d2	4.7	0.8	0.1	1.2	1.6	0.4	16.7	11.4		25.9	14.0	
Delay (s)	35.6	38.4	27.5	24.7	24.4	15.1	46.3	61.1		70.7	73.8	
Level of Service	D	D	C	C	C	B	D	E		E	E	
Approach Delay (s)		36.4			23.5			60.2			73.6	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	52.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	22	724	60	338	1245	40	78	56	38	44	82	30
Future Volume (veh/h)	22	724	60	338	1245	40	78	56	38	44	82	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	787	65	367	1353	43	85	61	41	48	89	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1499	124	190	1586	50	352	251	161	237	433	155
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	387	3323	274	647	3515	112	654	508	326	428	877	314
Grp Volume(v), veh/h	24	421	431	367	683	713	187	0	0	170	0	0
Grp Sat Flow(s),veh/h/ln	387	1777	1821	647	1777	1850	1488	0	0	1619	0	0
Q Serve(g_s), s	11.0	39.3	39.4	41.8	61.7	61.9	3.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	72.9	39.3	39.4	81.2	61.7	61.9	13.2	0.0	0.0	10.2	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.06	0.45		0.22	0.28		0.19
Lane Grp Cap(c), veh/h	81	802	821	190	802	835	764	0	0	825	0	0
V/C Ratio(X)	0.29	0.52	0.53	1.93	0.85	0.85	0.24	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	81	802	821	190	802	835	764	0	0	825	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	0.89	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	103.6	58.8	58.8	73.5	44.1	44.1	26.3	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	8.0	2.2	2.1	435.9	11.1	10.8	0.8	0.0	0.0	0.6	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	2.4	26.3	26.9	55.4	38.7	40.1	8.6	0.0	0.0	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.6	61.0	60.9	509.3	55.2	54.9	27.1	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	F	E	E	F	E	D	C	A	A	C	A	A
Approach Vol, veh/h		876			1763			187			170	
Approach Delay, s/veh		62.3			149.6			27.1			26.1	
Approach LOS		E			F			C			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89
Max Q Clear Time (g_c+I1), s		74.9		15.2		83.2		12.2
Green Ext Time (p_c), s		5.0		1.3		0.0		1.1

Intersection Summary			
HCM 6th Ctrl Delay			109.4
HCM 6th LOS			F

Notes

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	846	30	0	1653	0	141
Future Vol, veh/h	846	30	0	1653	0	141
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	920	33	0	1797	0	153

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	953	0	-	477
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	412	-	0	457
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	412	-	-	457
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	457	-	-	412	-
HCM Lane V/C Ratio	0.335	-	-	-	-
HCM Control Delay (s)	16.8	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			↰↑↱	
Traffic Volume (veh/h)	22	862	61	143	1285	12	42	213	52	18	450	150
Future Volume (veh/h)	22	862	61	143	1285	12	42	213	52	18	450	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	937	66	155	1397	13	46	232	57	20	489	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	1369	96	180	1467	14	290	693	170	53	631	206
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32	0.32	0.48	0.48	0.48
Sat Flow, veh/h	382	3367	237	562	3608	34	780	1450	356	25	1320	431
Grp Volume(v), veh/h	24	494	509	155	688	722	46	0	289	672	0	0
Grp Sat Flow(s),veh/h/ln	382	1777	1828	562	1777	1864	780	0	1806	1775	0	0
Q Serve(g_s), s	2.8	20.6	20.6	16.0	33.7	33.8	0.0	0.0	11.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	36.6	20.6	20.6	36.6	33.7	33.8	12.1	0.0	11.0	28.4	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.02	1.00		0.20	0.03		0.24
Lane Grp Cap(c), veh/h	92	723	743	180	723	758	290	0	863	889	0	0
V/C Ratio(X)	0.26	0.68	0.68	0.86	0.95	0.95	0.16	0.00	0.33	0.76	0.00	0.00
Avail Cap(c_a), veh/h	92	723	743	180	723	758	290	0	863	889	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	0.96	0.00	0.96	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.3	21.9	21.9	39.8	25.8	25.9	20.1	0.0	19.7	19.6	0.0	0.0
Incr Delay (d2), s/veh	5.2	4.0	3.9	38.5	23.6	23.0	1.1	0.0	1.0	5.9	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	1.2	13.3	13.6	9.1	25.1	26.0	1.6	0.0	8.7	18.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	26.0	25.9	78.3	49.4	48.8	21.2	0.0	20.7	25.6	0.0	0.0
LnGrp LOS	D	C	C	E	D	D	C	A	C	C	A	A
Approach Vol, veh/h		1027			1565			335			672	
Approach Delay, s/veh		26.5			52.0			20.8			25.6	
Approach LOS		C			D			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		14.1		38.6		30.4				
Green Ext Time (p_c), s		0.0		2.2		0.0		3.9				

Intersection Summary		
HCM 6th Ctrl Delay		36.9
HCM 6th LOS		D

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	1	3	222	2	82	1	1469	144	62	1546	1
Future Volume (veh/h)	0	1	3	222	2	82	1	1469	144	62	1546	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	3	241	2	89	1	1597	157	67	1680	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	102	307	295	2	96	245	3304	324	189	3684	2
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.25	0.70	0.70	0.70	1.00	1.00	1.00
Sat Flow, veh/h	0	412	1236	1050	9	388	294	4727	464	274	5271	3
Grp Volume(v), veh/h	0	0	4	332	0	0	1	1150	604	67	1085	596
Grp Sat Flow(s),veh/h/ln	0	0	1648	1446	0	0	294	1702	1787	274	1702	1870
Q Serve(g_s), s	0.0	0.0	0.3	40.0	0.0	0.0	0.2	27.6	27.7	14.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	40.4	0.0	0.0	0.2	27.6	27.7	42.6	0.0	0.0
Prop In Lane	0.00		0.75	0.73		0.27	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	409	393	0	0	245	2380	1249	189	2380	1307
V/C Ratio(X)	0.00	0.00	0.01	0.84	0.00	0.00	0.00	0.48	0.48	0.35	0.46	0.46
Avail Cap(c_a), veh/h	0	0	815	752	0	0	245	2380	1249	189	2380	1307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	0.39	0.39	0.39
Uniform Delay (d), s/veh	0.0	0.0	51.0	66.2	0.0	0.0	8.2	12.3	12.3	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.1	0.1	2.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	22.0	0.0	0.0	0.0	12.2	12.8	1.5	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	51.0	71.2	0.0	0.0	8.2	12.4	12.4	6.7	0.2	0.4
LnGrp LOS	A	A	D	E	A	A	A	B	B	A	A	A
Approach Vol, veh/h		4			332			1755			1748	
Approach Delay, s/veh		51.0			71.2			12.4			0.6	
Approach LOS		D			E			B			A	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		130.5		49.5		130.5		49.5
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89
Max Q Clear Time (g_c+I1), s		29.7		2.3		44.6		42.4
Green Ext Time (p_c), s		33.8		0.0		27.6		2.3

Intersection Summary			
HCM 6th Ctrl Delay			12.1
HCM 6th LOS			B

Notes

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

Intersection	
Intersection Delay, s/veh	63
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	60	275	20	61	305	24	25	45	30	34	165	345
Future Vol, veh/h	60	275	20	61	305	24	25	45	30	34	165	345
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	299	22	66	332	26	27	49	33	37	179	375
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	35	42.4	15.2	104.8
HCM LOS	D	E	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	17%	16%	6%
Vol Thru, %	45%	77%	78%	30%
Vol Right, %	30%	6%	6%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	355	390	544
LT Vol	25	60	61	34
Through Vol	45	275	305	165
RT Vol	30	20	24	345
Lane Flow Rate	109	386	424	591
Geometry Grp	1	1	1	1
Degree of Util (X)	0.26	0.792	0.858	1.129
Departure Headway (Hd)	9.052	7.931	7.812	6.876
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	399	459	466	532
Service Time	7.052	5.931	5.812	4.893
HCM Lane V/C Ratio	0.273	0.841	0.91	1.111
HCM Control Delay	15.2	35	42.4	104.8
HCM Lane LOS	C	D	E	F
HCM 95th-tile Q	1	7.1	8.8	19.7

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	50	227	98	24	204	13	81	289	18	17	463	146
Future Volume (veh/h)	50	227	98	24	204	13	81	289	18	17	463	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	247	107	26	222	14	88	314	20	18	503	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	304	124	70	430	26	389	1080	69	730	846	267
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	163	1106	451	93	1566	94	773	1740	111	1046	1362	431
Grp Volume(v), veh/h	408	0	0	262	0	0	88	0	334	18	0	662
Grp Sat Flow(s),veh/h/ln	1721	0	0	1753	0	0	773	0	1850	1046	0	1793
Q Serve(g_s), s	9.3	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.6	0.0	20.0
Cycle Q Clear(g_c), s	20.1	0.0	0.0	10.8	0.0	0.0	24.4	0.0	0.0	0.6	0.0	20.0
Prop In Lane	0.13		0.26	0.10		0.05	1.00		0.06	1.00		0.24
Lane Grp Cap(c), veh/h	518	0	0	525	0	0	389	0	1149	730	0	1113
V/C Ratio(X)	0.79	0.00	0.00	0.50	0.00	0.00	0.23	0.00	0.29	0.02	0.00	0.59
Avail Cap(c_a), veh/h	852	0	0	872	0	0	389	0	1149	730	0	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.91	0.00	0.91	0.32	0.00	0.32
Uniform Delay (d), s/veh	30.8	0.0	0.0	27.6	0.0	0.0	4.4	0.0	0.0	6.6	0.0	10.2
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.7	0.0	0.0	1.2	0.0	0.6	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	0.0	0.0	8.3	0.0	0.0	1.1	0.0	0.3	0.2	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	0.0	28.3	0.0	0.0	5.6	0.0	0.6	6.6	0.0	11.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	B
Approach Vol, veh/h		408			262			422			680	
Approach Delay, s/veh		33.5			28.3			1.6			10.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.4		29.6		60.4		29.6				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		26.4		22.1		22.0		12.8				
Green Ext Time (p_c), s		2.0		2.6		4.3		1.7				

Intersection Summary			
HCM 6th Ctrl Delay			16.5
HCM 6th LOS			B

Notes

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

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	339	1099	64	237	1649	90	90	1314	111	103	1463	379
Future Volume (veh/h)	339	1099	64	237	1649	90	90	1314	111	103	1463	379
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	368	1195	70	258	1792	98	98	1428	121	112	1590	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1530	90	307	1470	80	174	1582	134	191	1340	343
Arrive On Green	0.13	0.31	0.31	0.12	0.30	0.30	0.06	0.33	0.33	0.07	0.33	0.33
Sat Flow, veh/h	1781	4934	289	1781	4955	271	1781	4795	406	1781	4050	1037
Grp Volume(v), veh/h	368	824	441	258	1230	660	98	1014	535	112	1333	669
Grp Sat Flow(s),veh/h/ln	1781	1702	1818	1781	1702	1822	1781	1702	1797	1781	1702	1684
Q Serve(g_s), s	15.5	26.5	26.5	11.9	35.6	35.6	4.2	34.1	34.1	4.9	39.7	39.7
Cycle Q Clear(g_c), s	15.5	26.5	26.5	11.9	35.6	35.6	4.2	34.1	34.1	4.9	39.7	39.7
Prop In Lane	1.00		0.16	1.00		0.15	1.00		0.23	1.00		0.62
Lane Grp Cap(c), veh/h	290	1055	564	307	1010	540	174	1123	593	191	1126	557
V/C Ratio(X)	1.27	0.78	0.78	0.84	1.22	1.22	0.56	0.90	0.90	0.59	1.18	1.20
Avail Cap(c_a), veh/h	290	1055	564	319	1010	540	179	1123	593	195	1126	557
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	0.09	0.09	0.09	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	36.4	37.7	37.7	28.6	42.2	42.2	29.8	38.4	38.4	29.6	40.1	40.1
Incr Delay (d2), s/veh	145.3	3.8	7.0	1.9	99.1	101.0	3.8	11.7	19.5	3.7	90.8	104.5
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	30.7	17.1	18.6	6.3	35.9	38.7	3.6	22.4	25.0	4.1	43.3	46.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	181.7	41.5	44.7	30.5	141.3	143.2	33.6	50.1	57.9	33.3	130.9	144.7
LnGrp LOS	F	D	D	C	F	F	C	D	E	C	F	F
Approach Vol, veh/h		1633			2148			1647			2114	
Approach Delay, s/veh		74.0			128.6			51.6			130.1	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	44.9	21.0	41.0	13.2	44.8	19.4	42.6
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 39	* 16	35.6	* 8.1	* 39	* 15	36.4
Max Q Clear Time (g_c+I1), s	6.2	41.7	17.5	37.6	6.9	36.1	13.9	28.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.5	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	100.4
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	82	1394	14	36	1477	46	3	36	19	46	94	103
Future Volume (veh/h)	82	1394	14	36	1477	46	3	36	19	46	94	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1515	15	39	1605	50	3	39	21	50	102	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	1713	17	285	1604	50	40	341	175	107	214	210
Arrive On Green	0.16	0.95	0.95	0.06	0.46	0.46	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3605	36	1781	3518	109	29	1137	583	236	715	701
Grp Volume(v), veh/h	89	746	784	39	809	846	63	0	0	264	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1851	1748	0	0	1651	0	0
Q Serve(g_s), s	2.8	15.6	15.7	1.3	54.5	54.7	0.0	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear(g_c), s	2.8	15.6	15.7	1.3	54.5	54.7	3.1	0.0	0.0	15.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.06	0.05		0.33	0.19		0.42
Lane Grp Cap(c), veh/h	201	844	886	285	810	844	556	0	0	531	0	0
V/C Ratio(X)	0.44	0.88	0.88	0.14	1.00	1.00	0.11	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	476	844	886	593	810	844	556	0	0	531	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	1.9	2.0	15.2	32.6	32.6	30.5	0.0	0.0	34.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	7.0	6.8	0.0	9.0	10.0	0.4	0.0	0.0	3.3	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	2.0	4.6	4.7	0.9	27.1	28.6	2.5	0.0	0.0	11.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	9.0	8.7	15.2	41.6	42.7	30.9	0.0	0.0	38.1	0.0	0.0
LnGrp LOS	C	A	A	B	D	F	C	A	A	D	A	A
Approach Vol, veh/h		1619			1694			63			264	
Approach Delay, s/veh		9.7			41.5			30.9			38.1	
Approach LOS		A			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	60.7		43.0	14.0	63.0		43.0
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0
Max Q Clear Time (g_c+I1), s	4.8	56.7		5.1	3.3	17.7		17.6
Green Ext Time (p_c), s	0.2	0.0		0.3	0.1	14.5		1.5

Intersection Summary			
HCM 6th Ctrl Delay			26.9
HCM 6th LOS			C

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	48	1309	35	150	1819	86	35	228	84	134	458	94
Future Volume (veh/h)	48	1309	35	150	1819	86	35	228	84	134	458	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1423	38	163	1977	93	38	248	91	146	498	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1434	38	82	1402	65	295	624	229	450	720	147
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.64	0.64	0.64
Sat Flow, veh/h	201	3536	94	363	3457	161	819	1305	479	1041	1506	309
Grp Volume(v), veh/h	52	714	747	163	1008	1062	38	0	339	146	0	600
Grp Sat Flow(s),veh/h/ln	201	1777	1853	363	1777	1841	819	0	1784	1041	0	1815
Q Serve(g_s), s	0.0	36.0	36.1	0.4	36.5	36.5	3.2	0.0	11.0	8.2	0.0	19.4
Cycle Q Clear(g_c), s	36.5	36.0	36.1	36.5	36.5	36.5	22.6	0.0	11.0	19.2	0.0	19.4
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.27	1.00		0.17
Lane Grp Cap(c), veh/h	80	721	752	82	721	747	295	0	852	450	0	867
V/C Ratio(X)	0.65	0.99	0.99	2.00	1.40	1.42	0.13	0.00	0.40	0.32	0.00	0.69
Avail Cap(c_a), veh/h	80	721	752	82	721	747	295	0	852	450	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	1.00	0.00	1.00	0.75	0.00	0.75
Uniform Delay (d), s/veh	45.0	26.6	26.6	45.0	26.8	26.8	25.7	0.0	15.2	15.6	0.0	12.1
Incr Delay (d2), s/veh	15.6	19.5	19.5	489.3	188.1	197.5	0.9	0.0	1.4	1.4	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	22.7	23.6	23.2	78.4	84.3	1.2	0.0	8.1	3.3	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	46.1	46.2	534.3	214.9	224.2	26.6	0.0	16.5	17.1	0.0	15.5
LnGrp LOS	E	D	D	F	F	F	C	A	B	B	A	B
Approach Vol, veh/h		1513			2233			377			746	
Approach Delay, s/veh		46.6			242.6			17.5			15.8	
Approach LOS		D			F			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.6	48.4	41.6	48.4
Change Period (Y+Rc), s	5.1	* 5.4	5.1	* 5.4
Max Green Setting (Gmax), s	36.5	* 43	36.5	* 43
Max Q Clear Time (g_c+I1), s	38.5	24.6	38.5	21.4
Green Ext Time (p_c), s	0.0	2.2	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	129.5
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	28	958	1638	38	38	78
Future Volume (veh/h)	28	958	1638	38	38	78
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	1041	1780	41	41	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	1945	1943	45	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	256	3647	3644	82	1781	1585
Grp Volume(v), veh/h	30	1041	888	933	41	85
Grp Sat Flow(s),veh/h/ln	256	1777	1777	1856	1781	1585
Q Serve(g_s), s	14.9	0.0	81.4	82.4	2.2	5.4
Cycle Q Clear(g_c), s	98.5	0.0	81.4	82.4	2.2	5.4
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	61	1945	972	1015	840	748
V/C Ratio(X)	0.49	0.54	0.91	0.92	0.05	0.11
Avail Cap(c_a), veh/h	61	1945	972	1015	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.20	0.20	1.00	1.00
Uniform Delay (d), s/veh	44.0	0.0	36.9	37.1	25.7	26.5
Incr Delay (d2), s/veh	25.5	1.1	3.6	3.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.5	40.4	42.6	1.8	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.4	1.1	40.5	40.8	25.8	26.9
LnGrp LOS	E	A	D	D	C	C
Approach Vol, veh/h		1071	1821		126	
Approach Delay, s/veh		3.0	40.6		26.5	
Approach LOS		A	D		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		100.5		7.4		84.4
Green Ext Time (p_c), s		0.0		2.4		0.4
Intersection Summary						
HCM 6th Ctrl Delay			26.7			
HCM 6th LOS			C			

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↑↱		↰	↑↑↑↱	
Traffic Volume (vph)	333	610	184	188	515	155	112	1421	127	123	1435	104
Future Volume (vph)	333	610	184	188	515	155	112	1421	127	123	1435	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5023		1770	5034	
Flt Permitted	0.22	1.00	1.00	0.40	1.00	1.00	0.06	1.00		0.06	1.00	
Satd. Flow (perm)	417	3539	1583	745	3539	1583	119	5023		119	5034	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	362	663	200	204	560	168	122	1545	138	134	1560	113
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	362	663	200	204	560	168	122	1683	0	134	1673	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	93.0	71.6	81.6	65.7	48.3	58.3	72.8	62.8		72.8	62.8	
Effective Green, g (s)	93.0	71.6	81.6	65.7	48.3	58.3	72.8	62.8		72.8	62.8	
Actuated g/C Ratio	0.52	0.40	0.45	0.37	0.27	0.32	0.40	0.35		0.40	0.35	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	521	1407	717	371	949	512	139	1752		139	1756	
v/s Ratio Prot	c0.16	0.19	0.02	0.05	0.16	0.02	0.05	c0.34		c0.05	0.33	
v/s Ratio Perm	c0.20		0.11	0.15		0.09	0.31			0.34		
v/c Ratio	0.69	0.47	0.28	0.55	0.59	0.33	0.88	0.96		0.96	0.95	
Uniform Delay, d1	29.7	40.2	30.8	41.0	57.2	46.0	45.1	57.4		49.1	57.2	
Progression Factor	1.00	1.00	1.00	0.70	0.47	0.44	0.79	1.03		1.00	1.00	
Incremental Delay, d2	4.0	1.1	0.2	1.2	1.9	1.2	39.3	13.2		67.3	12.9	
Delay (s)	33.7	41.3	31.0	29.8	28.6	21.3	74.8	72.1		116.4	70.0	
Level of Service	C	D	C	C	C	C	E	E		F	E	
Approach Delay (s)		37.4			27.5			72.2			73.5	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	58.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱			✥			✥	
Traffic Volume (veh/h)	43	828	82	63	991	82	82	291	74	76	66	65
Future Volume (veh/h)	43	828	82	63	991	82	82	291	74	76	66	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	900	89	68	1077	89	89	316	80	83	72	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	1473	146	150	1499	124	156	537	132	220	190	175
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	481	3266	323	569	3323	274	269	1088	268	390	385	355
Grp Volume(v), veh/h	47	490	499	68	576	590	485	0	0	226	0	0
Grp Sat Flow(s),veh/h/ln	481	1777	1812	569	1777	1821	1625	0	0	1130	0	0
Q Serve(g_s), s	17.0	46.4	46.4	19.7	47.3	47.4	9.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	64.4	46.4	46.4	66.1	47.3	47.4	40.6	0.0	0.0	30.8	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.15	0.18		0.16	0.37		0.31
Lane Grp Cap(c), veh/h	130	802	818	150	802	821	826	0	0	586	0	0
V/C Ratio(X)	0.36	0.61	0.61	0.45	0.72	0.72	0.59	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	130	802	818	150	802	821	826	0	0	586	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	92.4	61.8	61.8	66.5	40.1	40.1	33.2	0.0	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	6.2	2.8	2.8	9.6	5.5	5.4	3.0	0.0	0.0	1.9	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	4.4	30.1	30.6	5.9	29.8	30.5	23.1	0.0	0.0	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.6	64.6	64.6	76.1	45.6	45.5	36.2	0.0	0.0	31.6	0.0	0.0
LnGrp LOS	F	E	E	E	D	D	D	A	A	C	A	A
Approach Vol, veh/h		1036			1234			485			226	
Approach Delay, s/veh		66.1			47.2			36.2			31.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89
Max Q Clear Time (g_c+I1), s		66.4		42.6		68.1		32.8
Green Ext Time (p_c), s		11.7		3.7		11.5		1.8

Intersection Summary			
HCM 6th Ctrl Delay			50.8
HCM 6th LOS			D

Notes

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

HCM 6th TWSC
3: Cherokee & Hollywood

06/30/2022

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	1075	125	0	1044	0	206
Future Vol, veh/h	1075	125	0	1044	0	206
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	1168	136	0	1135	0	224

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1304	0	-	652
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	278	-	0	352
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	278	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	31.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	-	-	278	-
HCM Lane V/C Ratio	0.636	-	-	-	-
HCM Control Delay (s)	31.5	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	4.2	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✥	
Traffic Volume (veh/h)	74	1026	102	132	1106	58	117	470	126	21	355	55
Future Volume (veh/h)	74	1026	102	132	1106	58	117	470	126	21	355	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1115	111	143	1202	63	127	511	137	23	386	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	1327	132	118	1397	73	261	679	182	53	569	85
Arrive On Green	0.27	0.27	0.27	0.41	0.41	0.41	0.16	0.16	0.16	0.48	0.48	0.48
Sat Flow, veh/h	438	3264	325	455	3435	180	944	1421	381	24	1190	178
Grp Volume(v), veh/h	80	606	620	143	621	644	127	0	648	469	0	0
Grp Sat Flow(s),veh/h/ln	438	1777	1812	455	1777	1838	944	0	1802	1392	0	0
Q Serve(g_s), s	7.8	29.0	29.0	7.6	28.7	28.8	3.1	0.0	30.9	3.6	0.0	0.0
Cycle Q Clear(g_c), s	36.6	29.0	29.0	36.6	28.7	28.8	37.6	0.0	30.9	34.5	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.10	1.00		0.21	0.05		0.13
Lane Grp Cap(c), veh/h	118	723	737	118	723	747	261	0	861	707	0	0
V/C Ratio(X)	0.68	0.84	0.84	1.21	0.86	0.86	0.49	0.00	0.75	0.66	0.00	0.00
Avail Cap(c_a), veh/h	118	723	737	118	723	747	261	0	861	707	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	0.61	0.00	0.61	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.2	30.0	30.0	43.8	24.4	24.4	38.9	0.0	32.8	17.2	0.0	0.0
Incr Delay (d2), s/veh	19.0	7.9	7.8	149.9	12.7	12.5	3.9	0.0	3.8	4.9	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	4.4	19.4	19.8	13.3	20.1	20.6	5.6	0.0	20.8	11.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	37.8	37.8	193.7	37.1	36.8	42.9	0.0	36.6	22.1	0.0	0.0
LnGrp LOS	E	D	D	F	D	D	D	A	D	C	A	A
Approach Vol, veh/h		1306			1408			775			469	
Approach Delay, s/veh		39.7			52.9			37.6			22.1	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		39.6		38.6		36.5				
Green Ext Time (p_c), s		0.0		1.6		0.0		1.6				

Intersection Summary			
HCM 6th Ctrl Delay			41.9
HCM 6th LOS			D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	0	0	175	0	101	2	1405	167	78	1591	1
Future Volume (veh/h)	0	0	0	175	0	101	2	1405	167	78	1591	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	190	0	110	2	1527	182	85	1729	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	414	0	240	0	120	243	3356	400	209	3825	2
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.73	0.73	0.73	1.00	1.00	1.00
Sat Flow, veh/h	0	1870	0	934	0	541	280	4625	551	286	5271	3
Grp Volume(v), veh/h	0	0	0	300	0	0	2	1123	586	85	1117	613
Grp Sat Flow(s),veh/h/ln	0	1870	0	1475	0	0	280	1702	1771	286	1702	1870
Q Serve(g_s), s	0.0	0.0	0.0	35.8	0.0	0.0	0.4	24.3	24.4	16.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	35.8	0.0	0.0	0.4	24.3	24.4	41.3	0.0	0.0
Prop In Lane	0.00		0.00	0.63		0.37	1.00		0.31	1.00		0.00
Lane Grp Cap(c), veh/h	0	414	0	359	0	0	243	2470	1285	209	2470	1357
V/C Ratio(X)	0.00	0.00	0.00	0.83	0.00	0.00	0.01	0.45	0.46	0.41	0.45	0.45
Avail Cap(c_a), veh/h	0	925	0	762	0	0	243	2470	1285	209	2470	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	0.42	0.42	0.42
Uniform Delay (d), s/veh	0.0	0.0	0.0	68.5	0.0	0.0	6.8	10.1	10.1	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.1	0.1	2.5	0.3	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	0.0	0.0	0.0	20.2	0.0	0.0	0.0	10.6	11.0	1.6	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	73.6	0.0	0.0	6.8	10.2	10.2	6.3	0.3	0.5
LnGrp LOS	A	A	A	E	A	A	A	B	B	A	A	A
Approach Vol, veh/h		0			300			1711			1815	
Approach Delay, s/veh		0.0			73.6			10.2			0.6	
Approach LOS					E			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		135.3		44.7		135.3		44.7				
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8				
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89				
Max Q Clear Time (g_c+I1), s		26.4		0.0		43.3		37.8				
Green Ext Time (p_c), s		34.1		0.0		29.4		2.1				

Intersection Summary		
HCM 6th Ctrl Delay		10.6
HCM 6th LOS		B

Notes

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

HCM 6th AWSC
6: Las Palmas & Selma

06/30/2022

Intersection	
Intersection Delay, s/veh	152.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	103	371	28	23	334	76	88	359	71	51	65	102
Future Vol, veh/h	103	371	28	23	334	76	88	359	71	51	65	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	403	30	25	363	83	96	390	77	55	71	111
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	186.9	116.5	198.9	32.3
HCM LOS	F	F	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	21%	5%	23%
Vol Thru, %	69%	74%	77%	30%
Vol Right, %	14%	6%	18%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	518	502	433	218
LT Vol	88	103	23	51
Through Vol	359	371	334	65
RT Vol	71	28	76	102
Lane Flow Rate	563	546	471	237
Geometry Grp	1	1	1	1
Degree of Util (X)	1.344	1.311	1.117	0.619
Departure Headway (Hd)	9.671	9.993	10.367	11.861
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	383	371	353	308
Service Time	7.671	7.993	8.367	9.861
HCM Lane V/C Ratio	1.47	1.472	1.334	0.769
HCM Control Delay	198.9	186.9	116.5	32.3
HCM Lane LOS	F	F	F	D
HCM 95th-tile Q	23.9	22	14.9	3.8

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	91	271	160	31	249	37	153	551	53	35	401	177
Future Volume (veh/h)	91	271	160	31	249	37	153	551	53	35	401	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	295	174	34	271	40	166	599	58	38	436	192
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	344	191	80	536	75	271	854	83	475	626	276
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	1.00	1.00	1.00	0.51	0.51	0.51
Sat Flow, veh/h	232	889	495	92	1386	194	798	1679	163	777	1231	542
Grp Volume(v), veh/h	568	0	0	345	0	0	166	0	657	38	0	628
Grp Sat Flow(s),veh/h/ln	1617	0	0	1672	0	0	798	0	1841	777	0	1773
Q Serve(g_s), s	16.9	0.0	0.0	0.0	0.0	0.0	16.8	0.0	0.0	2.3	0.0	24.2
Cycle Q Clear(g_c), s	29.7	0.0	0.0	12.8	0.0	0.0	41.0	0.0	0.0	2.3	0.0	24.2
Prop In Lane	0.17		0.31	0.10		0.12	1.00		0.09	1.00		0.31
Lane Grp Cap(c), veh/h	672	0	0	690	0	0	271	0	937	475	0	902
V/C Ratio(X)	0.85	0.00	0.00	0.50	0.00	0.00	0.61	0.00	0.70	0.08	0.00	0.70
Avail Cap(c_a), veh/h	814	0	0	841	0	0	271	0	937	475	0	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.32	0.00	0.32	0.38	0.00	0.38
Uniform Delay (d), s/veh	25.8	0.0	0.0	20.9	0.0	0.0	10.9	0.0	0.0	11.4	0.0	16.8
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.6	0.0	0.0	3.3	0.0	1.4	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.9	0.0	0.0	9.2	0.0	0.0	3.8	0.0	0.7	0.7	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	0.0	21.4	0.0	0.0	14.1	0.0	1.4	11.5	0.0	18.5
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		568			345			823			666	
Approach Delay, s/veh		32.8			21.4			4.0			18.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.3		39.7		50.3		39.7
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43
Max Q Clear Time (g_c+I1), s		43.0		31.7		26.2		14.8
Green Ext Time (p_c), s		0.0		3.1		3.6		2.3

Intersection Summary			
HCM 6th Ctrl Delay			17.2
HCM 6th LOS			B

Notes

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	408	1548	96	145	1385	132	75	1224	139	134	1337	356
Future Volume (veh/h)	408	1548	96	145	1385	132	75	1224	139	134	1337	356
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	443	1683	104	158	1505	143	82	1330	151	146	1453	387
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	1790	111	195	1288	122	171	1481	168	198	1303	345
Arrive On Green	0.16	0.36	0.36	0.14	0.54	0.54	0.06	0.32	0.32	0.07	0.32	0.32
Sat Flow, veh/h	1781	4916	303	1781	4743	450	1781	4651	528	1781	4019	1064
Grp Volume(v), veh/h	443	1165	622	158	1080	568	82	973	508	146	1229	611
Grp Sat Flow(s),veh/h/ln	1781	1702	1816	1781	1702	1789	1781	1702	1775	1781	1702	1679
Q Serve(g_s), s	19.5	39.7	39.8	7.9	32.6	32.6	3.6	32.8	32.8	6.6	38.9	38.9
Cycle Q Clear(g_c), s	19.5	39.7	39.8	7.9	32.6	32.6	3.6	32.8	32.8	6.6	38.9	38.9
Prop In Lane	1.00		0.17	1.00		0.25	1.00		0.30	1.00		0.63
Lane Grp Cap(c), veh/h	349	1240	661	195	925	486	171	1084	565	198	1104	544
V/C Ratio(X)	1.27	0.94	0.94	0.81	1.17	1.17	0.48	0.90	0.90	0.74	1.11	1.12
Avail Cap(c_a), veh/h	349	1240	661	195	925	486	179	1084	565	198	1104	544
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	37.3	36.9	36.9	30.3	27.4	27.4	30.2	39.0	39.0	30.4	40.5	40.5
Incr Delay (d2), s/veh	141.3	13.6	21.7	2.4	76.7	78.1	2.1	11.7	19.7	11.9	62.5	74.2
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	35.9	25.6	28.9	4.0	24.0	25.4	2.9	21.7	24.0	6.2	35.8	37.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	178.5	50.5	58.6	32.8	104.1	105.5	32.3	50.7	58.7	42.3	103.0	114.7
LnGrp LOS	F	D	E	C	F	F	C	D	E	D	F	F
Approach Vol, veh/h		2230			1806			1563			1986	
Approach Delay, s/veh		78.2			98.3			52.4			102.1	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	44.1	25.0	38.0	13.6	43.4	13.9	49.1
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 38	* 20	32.6	* 8.2	* 38	* 8.5	43.7
Max Q Clear Time (g_c+I1), s	15.6	40.9	21.5	34.6	8.6	34.8	9.9	41.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.6	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	83.9
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	144	1701	24	13	1475	106	22	208	33	45	40	72
Future Volume (veh/h)	144	1701	24	13	1475	106	22	208	33	45	40	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1849	26	14	1603	115	24	226	36	49	43	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1811	25	115	1521	108	58	443	68	142	129	198
Arrive On Green	0.11	0.67	0.67	0.03	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3588	50	1781	3364	240	86	1478	225	346	432	659
Grp Volume(v), veh/h	157	914	961	14	841	877	286	0	0	170	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1781	1777	1827	1789	0	0	1437	0	0
Q Serve(g_s), s	6.1	60.6	60.6	0.5	54.3	54.3	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	60.6	60.6	0.5	54.3	54.3	15.6	0.0	0.0	11.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.13	0.08		0.13	0.29		0.46
Lane Grp Cap(c), veh/h	208	897	940	115	803	826	569	0	0	470	0	0
V/C Ratio(X)	0.76	1.02	1.02	0.12	1.05	1.06	0.50	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	476	897	940	476	803	826	569	0	0	470	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.8	19.7	19.7	28.4	32.9	32.9	34.9	0.0	0.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	18.1	19.2	0.0	25.0	30.7	3.1	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	27.9	29.6	0.4	32.1	34.8	11.9	0.0	0.0	7.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	37.8	38.9	28.5	57.9	63.6	38.0	0.0	0.0	35.1	0.0	0.0
LnGrp LOS	C	F	F	C	F	F	D	A	A	D	A	A
Approach Vol, veh/h		2032			1732			286			170	
Approach Delay, s/veh		37.8			60.5			38.0			35.1	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	**1**	**2**		**4**	**5**	**6**		**8**				
Phs Duration (G+Y+Rc), s	16.7	60.3		43.0	10.4	66.6		43.0				
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0				
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0				
Max Q Clear Time (g_c+I1), s	8.1	56.3		17.6	2.5	62.6		13.0				
Green Ext Time (p_c), s	0.4	0.0		1.6	0.0	0.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			47.0									
HCM 6th LOS			D									

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	142	1786	23	78	1616	190	43	426	72	99	359	88
Future Volume (veh/h)	142	1786	23	78	1616	190	43	426	72	99	359	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1941	25	85	1757	207	47	463	78	108	390	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1457	19	80	1302	150	491	745	126	303	692	170
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.96	0.96	0.96
Sat Flow, veh/h	223	3593	46	223	3210	371	910	1560	263	865	1449	357
Grp Volume(v), veh/h	154	958	1008	85	957	1007	47	0	541	108	0	486
Grp Sat Flow(s),veh/h/ln	223	1777	1862	223	1777	1804	910	0	1823	865	0	1806
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	2.7	0.0	19.8	7.3	0.0	2.3
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	5.0	0.0	19.8	27.1	0.0	2.3
Prop In Lane	1.00		0.02	1.00		0.21	1.00		0.14	1.00		0.20
Lane Grp Cap(c), veh/h	80	721	755	80	721	731	491	0	871	303	0	863
V/C Ratio(X)	1.92	1.33	1.34	1.06	1.33	1.38	0.10	0.00	0.62	0.36	0.00	0.56
Avail Cap(c_a), veh/h	80	721	755	80	721	731	491	0	871	303	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.11	0.11	0.11	1.00	1.00	1.00	1.00	0.00	1.00	0.63	0.00	0.63
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	14.3	0.0	17.5	8.1	0.0	1.1
Incr Delay (d2), s/veh	421.3	149.2	151.8	118.7	157.0	178.2	0.4	0.0	3.3	2.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	58.7	62.3	7.9	68.1	76.2	1.1	0.0	13.4	2.0	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	466.3	176.0	178.6	163.7	183.8	204.9	14.6	0.0	20.8	10.1	0.0	2.8
LnGrp LOS	F	F	F	F	F	F	B	A	C	B	A	A
Approach Vol, veh/h		2120			2049			588			594	
Approach Delay, s/veh		198.3			193.3			20.3			4.1	
Approach LOS		F			F			C			A	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.6		48.4		41.6		48.4
Change Period (Y+Rc), s		5.1		* 5.4		5.1		* 5.4
Max Green Setting (Gmax), s		36.5		* 43		36.5		* 43
Max Q Clear Time (g_c+I1), s		38.5		21.8		38.5		29.1
Green Ext Time (p_c), s		0.0		3.9		0.0		3.3

Intersection Summary			
HCM 6th Ctrl Delay			155.3
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

06/30/2022

Movement	EBL	EBT	WBT	WBR	SBL	SBR
	↗	→	←	↖	↘	↙
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	31	1092	1034	128	38	53
Future Volume (veh/h)	31	1092	1034	128	38	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1187	1124	139	41	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	169	1945	1742	215	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	439	3647	3277	393	1781	1585
Grp Volume(v), veh/h	34	1187	626	637	41	58
Grp Sat Flow(s),veh/h/ln	439	1777	1777	1800	1781	1585
Q Serve(g_s), s	7.5	0.0	44.4	44.6	2.2	3.6
Cycle Q Clear(g_c), s	52.9	0.0	44.4	44.6	2.2	3.6
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	169	1945	972	985	840	748
V/C Ratio(X)	0.20	0.61	0.64	0.65	0.05	0.08
Avail Cap(c_a), veh/h	169	1945	972	985	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.44	0.44	1.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	28.5	28.5	25.7	26.1
Incr Delay (d2), s/veh	2.6	1.4	1.5	1.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.7	24.3	24.7	1.8	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	1.4	30.0	30.0	25.8	26.3
LnGrp LOS	B	A	C	C	C	C
Approach Vol, veh/h		1221	1263		99	
Approach Delay, s/veh		1.8	30.0		26.1	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		54.9		5.6		46.6
Green Ext Time (p_c), s		25.7		1.8		11.6

Intersection Summary			
HCM 6th Ctrl Delay			16.5
HCM 6th LOS			B

Notes

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

HCM Signalized Intersection Capacity Analysis
1: Highland & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	349	733	154	311	779	140	173	1571	169	139	1446	174
Future Volume (vph)	349	733	154	311	779	140	173	1571	169	139	1446	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5011		1770	5003	
Flt Permitted	0.09	1.00	1.00	0.10	1.00	1.00	0.07	1.00		0.07	1.00	
Satd. Flow (perm)	163	3539	1583	178	3539	1583	123	5011		125	5003	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	379	797	167	338	847	152	188	1708	184	151	1572	189
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	379	797	167	338	847	152	188	1892	0	151	1761	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	95.0	46.9	57.9	85.9	41.8	51.8	71.8	60.8		69.8	59.8	
Effective Green, g (s)	95.0	46.9	57.9	85.9	41.8	51.8	71.8	60.8		69.8	59.8	
Actuated g/C Ratio	0.53	0.26	0.32	0.48	0.23	0.29	0.40	0.34		0.39	0.33	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	525	922	509	474	821	455	149	1692		139	1662	
v/s Ratio Prot	c0.20	0.23	0.02	0.17	c0.24	0.02	c0.08	0.38		0.06	0.35	
v/s Ratio Perm	0.18		0.09	0.17		0.08	c0.43			0.36		
v/c Ratio	0.72	0.86	0.33	0.71	1.03	0.33	1.26	1.12		1.09	1.06	
Uniform Delay, d1	47.4	63.5	46.3	47.6	69.1	50.5	52.3	59.6		50.1	60.1	
Progression Factor	1.00	1.00	1.00	0.98	0.53	0.49	0.88	0.72		1.00	1.00	
Incremental Delay, d2	4.9	10.6	0.4	0.5	19.1	0.2	147.2	58.9		101.3	39.8	
Delay (s)	52.2	74.1	46.7	47.3	55.4	25.1	193.3	101.8		151.4	99.9	
Level of Service	D	E	D	D	E	C	F	F		F	F	
Approach Delay (s)		64.5			49.9			110.0			104.0	
Approach LOS		E			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	87.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	98.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	23	1040	67	357	1517	42	96	59	44	48	86	32
Future Volume (veh/h)	23	1040	67	357	1517	42	96	59	44	48	86	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	1130	73	388	1649	46	104	64	48	52	93	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1529	99	101	1593	44	366	224	160	240	423	154
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	290	3389	219	465	3531	98	681	453	324	433	856	311
Grp Volume(v), veh/h	25	592	611	388	828	867	216	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	290	1777	1831	465	1777	1853	1457	0	0	1601	0	0
Q Serve(g_s), s	0.0	57.4	57.4	23.8	81.2	81.2	5.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	81.2	57.4	57.4	81.2	81.2	81.2	16.6	0.0	0.0	11.2	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.05	0.48		0.22	0.29		0.19
Lane Grp Cap(c), veh/h	40	802	826	101	802	836	749	0	0	816	0	0
V/C Ratio(X)	0.62	0.74	0.74	3.83	1.03	1.04	0.29	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	40	802	826	101	802	836	749	0	0	816	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	117.2	66.5	66.5	82.8	49.4	49.4	27.2	0.0	0.0	25.8	0.0	0.0
Incr Delay (d2), s/veh	21.3	2.0	1.9	1296.1	40.4	41.4	1.0	0.0	0.0	0.6	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	2.6	33.0	34.0	73.2	57.3	60.0	9.9	0.0	0.0	8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	138.5	68.5	68.4	1378.9	89.8	90.8	28.2	0.0	0.0	26.4	0.0	0.0
LnGrp LOS	F	E	E	F	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1228			2083			216			180	
Approach Delay, s/veh		69.9			330.3			28.2			26.4	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	85.8	94.2	85.8	94.2
Change Period (Y+Rc), s	4.6	* 5.3	4.6	* 5.3
Max Green Setting (Gmax), s	81.2	* 89	81.2	* 89
Max Q Clear Time (g_c+I1), s	83.2	18.6	83.2	13.2
Green Ext Time (p_c), s	0.0	1.5	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	211.7
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	1174	31	0	1948	0	145
Future Vol, veh/h	1174	31	0	1948	0	145
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	1276	34	0	2117	0	158

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1310	0	-	655
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	277	-	0	350
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	277	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	277	-
HCM Lane V/C Ratio	0.45	-	-	-	-
HCM Control Delay (s)	23.4	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.2	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✥	
Traffic Volume (veh/h)	31	1151	91	160	1516	20	73	297	71	26	555	164
Future Volume (veh/h)	31	1151	91	160	1516	20	73	297	71	26	555	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1251	99	174	1648	22	79	323	77	28	603	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1357	107	105	1460	19	196	697	166	57	644	186
Arrive On Green	0.54	0.54	0.54	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	297	3336	263	404	3591	48	692	1460	348	33	1348	390
Grp Volume(v), veh/h	34	665	685	174	815	855	79	0	400	809	0	0
Grp Sat Flow(s),veh/h/ln	297	1777	1823	404	1777	1862	692	0	1808	1771	0	0
Q Serve(g_s), s	0.0	30.8	31.0	5.6	36.6	36.6	0.0	0.0	13.4	19.8	0.0	0.0
Cycle Q Clear(g_c), s	36.6	30.8	31.0	36.6	36.6	36.6	30.1	0.0	13.4	39.4	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.03	1.00		0.19	0.03		0.22
Lane Grp Cap(c), veh/h	80	723	741	105	723	757	196	0	864	887	0	0
V/C Ratio(X)	0.42	0.92	0.92	1.66	1.13	1.13	0.40	0.00	0.46	0.91	0.00	0.00
Avail Cap(c_a), veh/h	80	723	741	105	723	757	196	0	864	887	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	0.86	0.00	0.86	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.0	19.3	19.4	44.3	26.7	26.7	20.1	0.0	15.8	22.4	0.0	0.0
Incr Delay (d2), s/veh	8.1	11.0	11.1	334.1	74.3	74.7	5.2	0.0	1.5	15.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	16.4	16.9	21.7	41.7	43.6	2.9	0.0	9.2	25.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	30.3	30.5	378.4	101.0	101.4	25.4	0.0	17.3	37.6	0.0	0.0
LnGrp LOS	D	C	C	F	F	F	C	A	B	D	A	A
Approach Vol, veh/h		1384			1844			479			809	
Approach Delay, s/veh		30.8			127.3			18.6			37.6	
Approach LOS		C			F			B			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		32.1		38.6		41.4				
Green Ext Time (p_c), s		0.0		2.4		0.0		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		70.2
HCM 6th LOS		E

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	1	3	282	2	126	1	1827	211	108	1871	1
Future Volume (veh/h)	0	1	3	282	2	126	1	1827	211	108	1871	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	3	307	2	137	1	1986	229	117	2034	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	135	404	361	2	146	169	2884	329	98	3271	2
Arrive On Green	0.00	0.33	0.33	0.33	0.33	0.33	0.62	0.62	0.62	1.00	1.00	1.00
Sat Flow, veh/h	0	412	1236	1002	7	447	208	4648	531	174	5271	3
Grp Volume(v), veh/h	0	0	4	446	0	0	1	1449	766	117	1313	722
Grp Sat Flow(s),veh/h/ln	0	0	1648	1456	0	0	208	1702	1775	174	1702	1870
Q Serve(g_s), s	0.0	0.0	0.3	53.3	0.0	0.0	0.3	50.6	51.9	59.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	53.6	0.0	0.0	0.3	50.6	51.9	111.7	0.0	0.0
Prop In Lane	0.00		0.75	0.69		0.31	1.00		0.30	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	538	509	0	0	169	2112	1101	98	2112	1160
V/C Ratio(X)	0.00	0.00	0.01	0.88	0.00	0.00	0.01	0.69	0.70	1.19	0.62	0.62
Avail Cap(c_a), veh/h	0	0	815	755	0	0	169	2112	1101	98	2112	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	0.20	0.20	0.20
Uniform Delay (d), s/veh	0.0	0.0	40.9	59.0	0.0	0.0	13.0	22.6	22.8	38.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.2	0.3	106.3	0.3	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	0.0	0.0	0.2	28.4	0.0	0.0	0.0	22.6	24.1	10.7	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	40.9	66.8	0.0	0.0	13.0	22.7	23.1	144.4	0.3	0.5
LnGrp LOS	A	A	D	E	A	A	B	C	C	F	A	A
Approach Vol, veh/h		4			446			2216			2152	
Approach Delay, s/veh		40.9			66.8			22.9			8.2	
Approach LOS		D			E			C			A	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		116.4		63.6		116.4		63.6
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89
Max Q Clear Time (g_c+I1), s		53.9		2.3		113.7		55.6
Green Ext Time (p_c), s		24.8		0.0		0.0		3.2

Intersection Summary			
HCM 6th Ctrl Delay			20.4
HCM 6th LOS			C

Notes

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

Intersection	
Intersection Delay, s/veh	163.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	66	448	21	64	439	29	26	47	32	47	173	375
Future Vol, veh/h	66	448	21	64	439	29	26	47	32	47	173	375
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	487	23	70	477	32	28	51	35	51	188	408
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	164.4	160.9	20.4	191.3
HCM LOS	F	F	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	12%	12%	8%
Vol Thru, %	45%	84%	83%	29%
Vol Right, %	30%	4%	5%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	535	532	595
LT Vol	26	66	64	47
Through Vol	47	448	439	173
RT Vol	32	21	29	375
Lane Flow Rate	114	582	578	647
Geometry Grp	1	1	1	1
Degree of Util (X)	0.301	1.261	1.252	1.337
Departure Headway (Hd)	12.227	9.29	9.297	8.428
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	296	395	393	440
Service Time	10.227	7.29	7.297	6.428
HCM Lane V/C Ratio	0.385	1.473	1.471	1.47
HCM Control Delay	20.4	164.4	160.9	191.3
HCM Lane LOS	C	F	F	F
HCM 95th-tile Q	1.2	21.3	20.9	26.2

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	82	343	136	29	287	16	123	379	24	23	582	184
Future Volume (veh/h)	82	343	136	29	287	16	123	379	24	23	582	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	373	148	32	312	17	134	412	26	25	633	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	427	162	76	614	32	117	861	54	546	674	213
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.99	0.99	0.99	0.49	0.49	0.49
Sat Flow, veh/h	194	1065	403	81	1531	80	659	1741	110	951	1362	430
Grp Volume(v), veh/h	610	0	0	361	0	0	134	0	438	25	0	833
Grp Sat Flow(s),veh/h/ln	1663	0	0	1691	0	0	659	0	1851	951	0	1793
Q Serve(g_s), s	18.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.4	1.2	0.0	39.5
Cycle Q Clear(g_c), s	31.0	0.0	0.0	13.0	0.0	0.0	44.5	0.0	0.4	1.7	0.0	39.5
Prop In Lane	0.15		0.24	0.09		0.05	1.00		0.06	1.00		0.24
Lane Grp Cap(c), veh/h	713	0	0	722	0	0	117	0	915	546	0	887
V/C Ratio(X)	0.86	0.00	0.00	0.50	0.00	0.00	1.15	0.00	0.48	0.05	0.00	0.94
Avail Cap(c_a), veh/h	835	0	0	850	0	0	117	0	915	546	0	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0.80	0.09	0.00	0.09
Uniform Delay (d), s/veh	25.1	0.0	0.0	20.0	0.0	0.0	22.0	0.0	0.3	12.0	0.0	21.5
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.5	0.0	0.0	119.3	0.0	1.4	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.0	0.0	0.0	9.4	0.0	0.0	10.6	0.0	0.8	0.5	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	0.0	20.6	0.0	0.0	141.3	0.0	1.7	12.1	0.0	24.1
LnGrp LOS	C	A	A	C	A	A	F	A	A	B	A	C
Approach Vol, veh/h		610			361			572			858	
Approach Delay, s/veh		32.9			20.6			34.4			23.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		46.5		33.0		41.5		15.0				
Green Ext Time (p_c), s		0.0		3.1		0.0		2.4				

Intersection Summary			
HCM 6th Ctrl Delay			28.1
HCM 6th LOS			C

Notes

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	442	1382	69	264	1889	137	98	1540	127	167	1726	501
Future Volume (veh/h)	442	1382	69	264	1889	137	98	1540	127	167	1726	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	480	1502	75	287	2053	149	107	1674	138	182	1876	545
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1527	76	261	1401	101	175	1619	133	179	1343	375
Arrive On Green	0.13	0.31	0.31	0.11	0.29	0.29	0.06	0.34	0.34	0.07	0.34	0.34
Sat Flow, veh/h	1781	4981	249	1781	4861	351	1781	4807	396	1781	3968	1107
Grp Volume(v), veh/h	480	1026	551	287	1434	768	107	1185	627	182	1598	823
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1702	1807	1781	1702	1799	1781	1702	1671
Q Serve(g_s), s	15.5	35.9	35.9	13.4	34.6	34.6	4.6	40.4	40.4	8.0	40.6	40.6
Cycle Q Clear(g_c), s	15.5	35.9	35.9	13.4	34.6	34.6	4.6	40.4	40.4	8.0	40.6	40.6
Prop In Lane	1.00		0.14	1.00		0.19	1.00		0.22	1.00		0.66
Lane Grp Cap(c), veh/h	290	1044	560	261	982	521	175	1146	606	179	1152	566
V/C Ratio(X)	1.65	0.98	0.98	1.10	1.46	1.47	0.61	1.03	1.04	1.02	1.39	1.45
Avail Cap(c_a), veh/h	290	1044	560	261	982	521	179	1146	606	179	1152	566
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	0.09	0.09	0.09	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	36.2	41.3	41.3	34.5	42.7	42.7	29.7	39.8	39.8	30.6	39.7	39.7
Incr Delay (d2), s/veh	309.5	23.7	33.7	50.4	208.0	214.2	5.8	35.6	46.2	59.4	177.7	210.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	48.7	25.3	28.7	11.5	57.4	62.3	4.0	30.7	34.4	9.7	65.6	72.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	345.7	65.0	75.0	84.9	250.7	256.9	35.4	75.4	86.0	90.0	217.4	250.6
LnGrp LOS	F	E	E	F	F	F	D	F	F	F	F	F
Approach Vol, veh/h		2057			2489			1919			2603	
Approach Delay, s/veh		133.2			233.5			76.6			219.0	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	45.8	21.0	40.0	13.4	45.6	18.8	42.2
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 40	* 16	34.6	* 8	* 40	* 13	36.8
Max Q Clear Time (g_c+I1), s	6.6	42.6	17.5	36.6	10.0	42.4	15.4	37.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	173.4
HCM 6th LOS	F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	89	1755	15	38	1756	48	3	38	20	48	99	115
Future Volume (veh/h)	89	1755	15	38	1756	48	3	38	20	48	99	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	1908	16	41	1909	52	3	41	22	52	108	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1711	14	171	1608	44	39	342	175	103	211	217
Arrive On Green	0.16	0.95	0.95	0.06	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3612	30	1781	3534	96	26	1139	583	225	702	724
Grp Volume(v), veh/h	97	937	987	41	955	1006	66	0	0	285	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1853	1749	0	0	1651	0	0
Q Serve(g_s), s	3.1	56.8	56.8	1.4	54.6	54.6	0.0	0.0	0.0	8.5	0.0	0.0
Cycle Q Clear(g_c), s	3.1	56.8	56.8	1.4	54.6	54.6	3.3	0.0	0.0	17.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.05		0.33	0.18		0.44
Lane Grp Cap(c), veh/h	203	842	883	171	808	843	556	0	0	531	0	0
V/C Ratio(X)	0.48	1.11	1.12	0.24	1.18	1.19	0.12	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	476	842	883	476	808	843	556	0	0	531	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.8	3.2	3.2	26.7	32.7	32.7	30.5	0.0	0.0	35.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	52.9	54.2	0.1	83.1	87.9	0.4	0.0	0.0	3.9	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	1.7	17.0	18.2	0.9	51.1	54.9	2.6	0.0	0.0	12.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	56.1	57.4	26.8	115.8	120.6	31.0	0.0	0.0	39.2	0.0	0.0
LnGrp LOS	C	F	F	C	F	F	C	A	A	D	A	A
Approach Vol, veh/h		2021			2002			66			285	
Approach Delay, s/veh		55.2			116.4			31.0			39.2	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.4	60.6		43.0	14.2	62.8		43.0
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0
Max Q Clear Time (g_c+I1), s	5.1	56.6		5.3	3.4	58.8		19.2
Green Ext Time (p_c), s	0.2	0.0		0.3	0.1	0.0		1.6

Intersection Summary			
HCM 6th Ctrl Delay			81.8
HCM 6th LOS			F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	66	1650	42	173	2082	135	39	291	120	203	537	119
Future Volume (veh/h)	66	1650	42	173	2082	135	39	291	120	203	537	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	1793	46	188	2263	147	42	316	130	221	584	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1436	37	80	1375	88	182	602	247	366	709	157
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	144	3540	91	252	3390	218	737	1259	518	944	1484	328
Grp Volume(v), veh/h	72	897	942	188	1174	1236	42	0	446	221	0	713
Grp Sat Flow(s),veh/h/ln	144	1777	1854	252	1777	1831	737	0	1777	944	0	1811
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	4.7	0.0	15.7	19.2	0.0	30.5
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	35.2	0.0	15.7	34.9	0.0	30.5
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.29	1.00		0.18
Lane Grp Cap(c), veh/h	80	721	752	80	721	743	182	0	849	366	0	865
V/C Ratio(X)	0.90	1.24	1.25	2.35	1.63	1.66	0.23	0.00	0.53	0.60	0.00	0.82
Avail Cap(c_a), veh/h	80	721	752	80	721	743	182	0	849	366	0	865
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)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	0.16	0.00	0.16
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	35.4	0.0	16.4	28.6	0.0	20.2
Incr Delay (d2), s/veh	13.9	111.1	115.0	644.4	289.5	304.8	2.9	0.0	2.3	1.2	0.0	1.5
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	2.6	46.9	50.0	29.0	112.5	121.0	1.8	0.0	10.8	5.7	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	137.9	141.7	689.4	316.3	331.6	38.3	0.0	18.7	29.8	0.0	21.8
LnGrp LOS	E	F	F	F	F	F	D	A	B	C	A	C
Approach Vol, veh/h		1911			2598			488			934	
Approach Delay, s/veh		136.8			350.6			20.4			23.7	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.6	48.4	41.6	48.4
Change Period (Y+Rc), s	5.1	* 5.4	5.1	* 5.4
Max Green Setting (Gmax), s	36.5	* 43	36.5	* 43
Max Q Clear Time (g_c+I1), s	38.5	37.2	38.5	36.9
Green Ext Time (p_c), s	0.0	1.6	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	203.0
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

06/30/2022

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	36	1282	1918	47	54	96
Future Volume (veh/h)	36	1282	1918	47	54	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1393	2085	51	59	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	40	1945	1940	47	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	188	3647	3639	86	1781	1585
Grp Volume(v), veh/h	39	1393	1041	1095	59	104
Grp Sat Flow(s),veh/h/ln	188	1777	1777	1855	1781	1585
Q Serve(g_s), s	0.4	0.0	98.5	98.5	3.3	6.7
Cycle Q Clear(g_c), s	98.5	0.0	98.5	98.5	3.3	6.7
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	40	1945	972	1015	840	748
V/C Ratio(X)	0.96	0.72	1.07	1.08	0.07	0.14
Avail Cap(c_a), veh/h	40	1945	972	1015	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	49.2	0.0	40.7	40.7	26.0	26.9
Incr Delay (d2), s/veh	131.4	2.3	34.0	37.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	1.1	58.9	63.0	2.7	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	180.6	2.3	74.7	78.4	26.1	27.3
LnGrp LOS	F	A	F	F	C	C
Approach Vol, veh/h		1432	2136		163	
Approach Delay, s/veh		7.2	76.6		26.9	
Approach LOS		A	E		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		100.5		8.7		100.5
Green Ext Time (p_c), s		0.0		3.1		0.0

Intersection Summary			
HCM 6th Ctrl Delay			47.8
HCM 6th LOS			D

Notes

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

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	354	801	300	297	733	213	195	1684	218	174	1772	112
Future Volume (vph)	354	801	300	297	733	213	195	1684	218	174	1772	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	4998		1770	5040	
Flt Permitted	0.10	1.00	1.00	0.11	1.00	1.00	0.06	1.00		0.06	1.00	
Satd. Flow (perm)	179	3539	1583	198	3539	1583	117	4998		121	5040	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	385	871	326	323	797	232	212	1830	237	189	1926	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	385	871	326	323	797	232	212	2067	0	189	2048	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	91.0	43.7	56.7	80.9	37.6	48.6	76.8	63.8		72.8	61.8	
Effective Green, g (s)	91.0	43.7	56.7	80.9	37.6	48.6	76.8	63.8		72.8	61.8	
Actuated g/C Ratio	0.51	0.24	0.32	0.45	0.21	0.27	0.43	0.35		0.40	0.34	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	527	859	498	467	739	427	169	1771		149	1730	
v/s Ratio Prot	c0.20	c0.25	0.05	0.17	0.23	0.03	c0.09	0.41		0.08	0.41	
v/s Ratio Perm	0.17		0.16	0.14		0.11	c0.44			0.43		
v/c Ratio	0.73	1.01	0.65	0.69	1.08	0.54	1.25	1.17		1.27	1.18	
Uniform Delay, d1	47.2	68.2	53.2	47.0	71.2	56.2	56.1	58.1		52.6	59.1	
Progression Factor	1.00	1.00	1.00	0.98	0.57	0.59	0.80	0.87		1.00	1.00	
Incremental Delay, d2	5.2	34.2	3.1	1.4	43.6	1.5	143.3	79.8		163.1	88.9	
Delay (s)	52.3	102.4	56.3	47.2	84.2	34.5	188.4	130.2		215.7	148.0	
Level of Service	D	F	E	D	F	C	F	F		F	F	
Approach Delay (s)		80.7			66.9			135.6			153.8	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	116.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	45	1148	97	69	1377	88	92	306	79	81	69	68
Future Volume (veh/h)	45	1148	97	69	1377	88	92	306	79	81	69	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	1248	105	75	1497	96	100	333	86	88	75	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1497	126	74	1530	98	164	519	131	214	182	167
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	320	3318	279	403	3392	217	283	1050	265	377	368	338
Grp Volume(v), veh/h	49	667	686	75	781	812	519	0	0	237	0	0
Grp Sat Flow(s),veh/h/ln	320	1777	1820	403	1777	1831	1598	0	0	1083	0	0
Q Serve(g_s), s	2.5	65.6	65.9	15.3	77.5	78.7	12.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	81.2	65.6	65.9	81.2	77.5	78.7	46.2	0.0	0.0	33.7	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.12	0.19		0.17	0.37		0.31
Lane Grp Cap(c), veh/h	44	802	821	74	802	826	813	0	0	562	0	0
V/C Ratio(X)	1.10	0.83	0.84	1.01	0.97	0.98	0.64	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	44	802	821	74	802	826	813	0	0	562	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	117.1	70.0	70.1	86.5	48.4	48.7	34.7	0.0	0.0	30.4	0.0	0.0
Incr Delay (d2), s/veh	71.2	1.0	1.0	107.7	26.2	27.4	3.8	0.0	0.0	2.3	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	4.2	34.7	35.6	9.7	50.4	52.7	25.5	0.0	0.0	12.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.3	71.0	71.1	194.2	74.5	76.1	38.6	0.0	0.0	32.7	0.0	0.0
LnGrp LOS	F	E	E	F	E	E	D	A	A	C	A	A
Approach Vol, veh/h		1402			1668			519			237	
Approach Delay, s/veh		75.1			80.7			38.6			32.7	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	85.8	94.2	85.8	94.2
Change Period (Y+Rc), s	4.6	* 5.3	4.6	* 5.3
Max Green Setting (Gmax), s	81.2	* 89	81.2	* 89
Max Q Clear Time (g_c+I1), s	83.2	48.2	83.2	35.7
Green Ext Time (p_c), s	0.0	4.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	70.0
HCM 6th LOS	E

Notes

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

3: Cherokee & Hollywood

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	1411	130	0	1437	0	214
Future Vol, veh/h	1411	130	0	1437	0	214
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	1534	141	0	1562	0	233

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1675	0	-	838
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	182	-	0	266
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	182	-	-	266
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	68.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	266	-	-	182	-
HCM Lane V/C Ratio	0.874	-	-	-	-
HCM Control Delay (s)	68.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	7.5	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✥	
Traffic Volume (veh/h)	86	1293	146	160	1461	69	157	583	148	29	470	64
Future Volume (veh/h)	86	1293	146	160	1461	69	157	583	148	29	470	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	1405	159	174	1588	75	171	634	161	32	511	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1310	147	80	1405	66	179	688	175	47	405	53
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32	0.32	0.48	0.48	0.48
Sat Flow, veh/h	299	3220	362	329	3455	163	833	1439	365	10	848	111
Grp Volume(v), veh/h	93	771	793	174	813	850	171	0	795	613	0	0
Grp Sat Flow(s),veh/h/ln	299	1777	1805	329	1777	1841	833	0	1805	969	0	0
Q Serve(g_s), s	0.0	36.6	36.6	0.0	36.6	36.6	0.0	0.0	38.2	4.8	0.0	0.0
Cycle Q Clear(g_c), s	36.6	36.6	36.6	36.6	36.6	36.6	43.0	0.0	38.2	43.0	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.09	1.00		0.20	0.05		0.11
Lane Grp Cap(c), veh/h	80	723	734	80	723	749	179	0	862	505	0	0
V/C Ratio(X)	1.16	1.07	1.08	2.17	1.13	1.13	0.96	0.00	0.92	1.21	0.00	0.00
Avail Cap(c_a), veh/h	80	723	734	80	723	749	179	0	862	505	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	1.00	1.00	1.00	0.09	0.00	0.09	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	26.7	26.7	45.0	26.7	26.7	39.7	0.0	29.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	109.6	40.1	45.2	567.6	73.7	76.6	12.4	0.0	2.1	113.4	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	6.7	28.5	30.5	25.9	41.5	43.8	5.6	0.0	19.5	35.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	154.6	66.8	71.9	612.6	100.4	103.3	52.1	0.0	31.1	134.2	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	D	A	C	F	A	A
Approach Vol, veh/h		1657			1837			966			613	
Approach Delay, s/veh		74.2			150.3			34.8			134.2	
Approach LOS		E			F			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.5	48.5	41.5	48.5
Change Period (Y+Rc), s	* 4.9	* 5.5	* 4.9	* 5.5
Max Green Setting (Gmax), s	* 37	* 43	* 37	* 43
Max Q Clear Time (g_c+I1), s	38.6	45.0	38.6	45.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.5
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	0	0	261	0	157	2	1807	254	151	2072	1
Future Volume (veh/h)	0	0	0	261	0	157	2	1807	254	151	2072	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	284	0	171	2	1964	276	164	2252	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	615	0	335	0	182	114	2803	389	94	3261	1
Arrive On Green	0.00	0.00	0.00	0.33	0.00	0.33	0.62	0.62	0.62	0.82	0.82	0.82
Sat Flow, veh/h	0	1870	0	921	0	555	168	4533	629	170	5272	2
Grp Volume(v), veh/h	0	0	0	455	0	0	2	1469	771	164	1454	799
Grp Sat Flow(s),veh/h/ln	0	1870	0	1476	0	0	168	1702	1757	170	1702	1870
Q Serve(g_s), s	0.0	0.0	0.0	53.8	0.0	0.0	1.2	52.1	53.7	57.6	31.6	31.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	53.8	0.0	0.0	32.8	52.1	53.7	111.3	31.6	31.6
Prop In Lane	0.00		0.00	0.62		0.38	1.00		0.36	1.00		0.00
Lane Grp Cap(c), veh/h	0	615	0	518	0	0	114	2105	1087	94	2105	1157
V/C Ratio(X)	0.00	0.00	0.00	0.88	0.00	0.00	0.02	0.70	0.71	1.74	0.69	0.69
Avail Cap(c_a), veh/h	0	925	0	762	0	0	114	2105	1087	94	2105	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	0.0	0.0	0.0	58.6	0.0	0.0	28.3	23.0	23.3	55.0	8.9	8.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.2	0.4	335.9	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	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	28.9	0.0	0.0	0.1	23.2	24.7	20.8	10.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	66.7	0.0	0.0	28.3	23.2	23.7	390.9	9.1	9.2
LnGrp LOS	A	A	A	E	A	A	C	C	C	F	A	A
Approach Vol, veh/h		0			455			2242			2417	
Approach Delay, s/veh		0.0			66.7			23.4			35.0	
Approach LOS					E			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		116.0		64.0		116.0		64.0				
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8				
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89				
Max Q Clear Time (g_c+I1), s		55.7		0.0		113.3		55.8				
Green Ext Time (p_c), s		23.4		0.0		0.0		3.3				

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	335.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	118	583	29	24	546	89	92	377	75	59	68	112
Future Vol, veh/h	118	583	29	24	546	89	92	377	75	59	68	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	634	32	26	593	97	100	410	82	64	74	122
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	461.7	373.6	247	48.9
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	16%	4%	25%
Vol Thru, %	69%	80%	83%	28%
Vol Right, %	14%	4%	14%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	544	730	659	239
LT Vol	92	118	24	59
Through Vol	377	583	546	68
RT Vol	75	29	89	112
Lane Flow Rate	591	793	716	260
Geometry Grp	1	1	1	1
Degree of Util (X)	1.436	1.94	1.735	0.678
Departure Headway (Hd)	12.596	12.077	12.54	16.683
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	296	309	301	221
Service Time	10.596	10.077	10.54	14.683
HCM Lane V/C Ratio	1.997	2.566	2.379	1.176
HCM Control Delay	247	461.7	373.6	48.9
HCM Lane LOS	F	F	F	E
HCM 95th-tile Q	22.4	40.4	32.2	4.2

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	133	387	218	45	400	43	214	682	60	40	523	232
Future Volume (veh/h)	133	387	218	45	400	43	214	682	60	40	523	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	421	237	49	435	47	233	741	65	43	568	252
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	368	199	86	636	66	80	710	62	80	514	228
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.56	0.56	0.56	0.42	0.42	0.42
Sat Flow, veh/h	224	773	417	88	1335	138	667	1695	149	676	1228	545
Grp Volume(v), veh/h	803	0	0	531	0	0	233	0	806	43	0	820
Grp Sat Flow(s),veh/h/ln	1414	0	0	1561	0	0	667	0	1844	676	0	1772
Q Serve(g_s), s	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.7	0.0	0.0	37.7
Cycle Q Clear(g_c), s	42.9	0.0	0.0	21.4	0.0	0.0	37.7	0.0	37.7	37.7	0.0	37.7
Prop In Lane	0.18		0.30	0.09		0.09	1.00		0.08	1.00		0.31
Lane Grp Cap(c), veh/h	721	0	0	788	0	0	80	0	772	80	0	742
V/C Ratio(X)	1.11	0.00	0.00	0.67	0.00	0.00	2.91	0.00	1.04	0.54	0.00	1.10
Avail Cap(c_a), veh/h	721	0	0	788	0	0	80	0	772	80	0	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09	0.09	0.00	0.09
Uniform Delay (d), s/veh	25.3	0.0	0.0	17.5	0.0	0.0	38.8	0.0	19.9	45.0	0.0	26.2
Incr Delay (d2), s/veh	69.1	0.0	0.0	2.3	0.0	0.0	863.7	0.0	23.8	2.3	0.0	49.2
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	40.9	0.0	0.0	12.8	0.0	0.0	33.5	0.0	20.5	1.5	0.0	29.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.4	0.0	0.0	19.8	0.0	0.0	902.5	0.0	43.7	47.3	0.0	75.4
LnGrp LOS	F	A	A	B	A	A	F	A	F	D	A	F
Approach Vol, veh/h		803			531			1039			863	
Approach Delay, s/veh		94.4			19.8			236.3			74.0	
Approach LOS		F			B			F			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.2		47.8		42.2		47.8				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		39.7		44.9		39.7		23.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		3.7				

Intersection Summary			
HCM 6th Ctrl Delay			122.3
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	582	1822	106	167	1697	218	83	1551	170	202	1618	490
Future Volume (veh/h)	582	1822	106	167	1697	218	83	1551	170	202	1618	490
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	633	1980	115	182	1845	237	90	1686	185	220	1759	533
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	1819	105	179	1246	159	173	1471	161	188	1267	372
Arrive On Green	0.16	0.37	0.37	0.09	0.36	0.36	0.06	0.31	0.31	0.07	0.32	0.32
Sat Flow, veh/h	1781	4937	286	1781	4585	584	1781	4671	511	1781	3918	1150
Grp Volume(v), veh/h	633	1363	732	182	1366	716	90	1227	644	220	1521	771
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1765	1781	1702	1778	1781	1702	1663
Q Serve(g_s), s	19.5	44.2	44.2	8.0	32.6	32.6	4.0	37.8	37.8	8.6	38.8	38.8
Cycle Q Clear(g_c), s	19.5	44.2	44.2	8.0	32.6	32.6	4.0	37.8	37.8	8.6	38.8	38.8
Prop In Lane	1.00		0.16	1.00		0.33	1.00		0.29	1.00		0.69
Lane Grp Cap(c), veh/h	349	1254	670	179	925	480	173	1072	560	188	1101	538
V/C Ratio(X)	1.81	1.09	1.09	1.02	1.48	1.49	0.52	1.14	1.15	1.17	1.38	1.43
Avail Cap(c_a), veh/h	349	1254	670	179	925	480	179	1072	560	188	1101	538
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	37.3	37.9	37.9	35.1	38.3	38.3	30.4	41.1	41.1	31.4	40.6	40.6
Incr Delay (d2), s/veh	376.3	52.5	62.8	24.9	215.4	222.7	2.5	76.4	86.3	104.2	175.1	201.0
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	72.1	37.8	42.6	6.1	54.3	57.8	3.3	38.6	42.2	13.5	61.4	66.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	413.5	90.4	100.7	60.0	253.7	261.0	32.9	117.5	127.4	135.6	215.7	241.6
LnGrp LOS	F	F	F	F	F	F	C	F	F	F	F	F
Approach Vol, veh/h		2728			2264			1961			2512	
Approach Delay, s/veh		168.1			240.4			116.9			216.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	25.0	38.0	14.0	43.0	13.4	49.6
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 38	* 20	32.6	* 8.6	* 38	* 8	44.2
Max Q Clear Time (g_c+I1), s	16.0	40.8	21.5	34.6	10.6	39.8	10.0	46.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary			
HCM 6th Ctrl Delay			187.7
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✣			✣	
Traffic Volume (veh/h)	157	2056	25	14	1882	111	23	219	35	47	42	78
Future Volume (veh/h)	157	2056	25	14	1882	111	23	219	35	47	42	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	2235	27	15	2046	121	25	238	38	51	46	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1809	22	118	1542	90	58	443	68	137	128	199
Arrive On Green	0.08	0.50	0.50	0.03	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3596	43	1781	3412	200	86	1476	226	329	428	664
Grp Volume(v), veh/h	171	1102	1160	15	1056	1111	301	0	0	182	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1863	1781	1777	1834	1788	0	0	1421	0	0
Q Serve(g_s), s	7.2	60.4	60.4	0.5	54.2	54.2	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.2	60.4	60.4	0.5	54.2	54.2	16.6	0.0	0.0	12.3	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.11	0.08		0.13	0.28		0.47
Lane Grp Cap(c), veh/h	208	894	937	118	803	829	569	0	0	465	0	0
V/C Ratio(X)	0.82	1.23	1.24	0.13	1.31	1.34	0.53	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	476	894	937	476	803	829	569	0	0	465	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.4	29.8	29.8	28.3	32.9	32.9	35.2	0.0	0.0	33.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	105.8	108.0	0.0	142.4	154.0	3.5	0.0	0.0	2.5	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	6.2	64.6	68.5	0.4	71.1	77.6	12.5	0.0	0.0	8.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	135.6	137.8	28.4	175.3	186.8	38.7	0.0	0.0	35.7	0.0	0.0
LnGrp LOS	C	F	F	C	F	F	D	A	A	D	A	A
Approach Vol, veh/h		2433			2182			301			182	
Approach Delay, s/veh		129.5			180.2			38.7			35.7	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.8	60.2		43.0	10.6	66.4		43.0
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0
Max Q Clear Time (g_c+I1), s	9.2	56.2		18.6	2.5	62.4		14.3
Green Ext Time (p_c), s	0.4	0.0		1.6	0.0	0.0		1.1

Intersection Summary			
HCM 6th Ctrl Delay			142.5
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	188	2093	27	109	2008	274	51	532	92	153	435	111
Future Volume (veh/h)	188	2093	27	109	2008	274	51	532	92	153	435	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	2275	29	118	2183	298	55	578	100	166	473	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1457	19	80	1278	170	438	742	128	208	686	176
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.96	0.96	0.96
Sat Flow, veh/h	134	3593	46	160	3151	420	823	1553	269	762	1437	368
Grp Volume(v), veh/h	204	1122	1182	118	1209	1272	55	0	678	166	0	594
Grp Sat Flow(s),veh/h/ln	134	1777	1862	160	1777	1795	823	0	1822	762	0	1804
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	3.6	0.0	27.9	15.1	0.0	3.9
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	7.5	0.0	27.9	43.0	0.0	3.9
Prop In Lane	1.00		0.02	1.00		0.23	1.00		0.15	1.00		0.20
Lane Grp Cap(c), veh/h	80	721	755	80	721	728	438	0	871	208	0	862
V/C Ratio(X)	2.55	1.56	1.56	1.47	1.68	1.75	0.13	0.00	0.78	0.80	0.00	0.69
Avail Cap(c_a), veh/h	80	721	755	80	721	728	438	0	871	208	0	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	15.4	0.0	19.5	17.7	0.0	1.1
Incr Delay (d2), s/veh	700.8	251.6	254.6	269.2	310.9	342.3	0.6	0.0	6.8	3.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.7	90.7	96.0	13.9	119.7	131.5	1.3	0.0	18.4	4.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	745.8	278.3	281.4	314.2	337.6	369.1	16.0	0.0	26.4	20.6	0.0	1.5
LnGrp LOS	F	F	F	F	F	F	B	A	C	C	A	A
Approach Vol, veh/h		2508			2599			733			760	
Approach Delay, s/veh		317.8			351.9			25.6			5.7	
Approach LOS		F			F			C			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.6	48.4	41.6	48.4
Change Period (Y+Rc), s	5.1	* 5.4	5.1	* 5.4
Max Green Setting (Gmax), s	36.5	* 43	36.5	* 43
Max Q Clear Time (g_c+I1), s	38.5	29.9	38.5	45.0
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	262.8
HCM 6th LOS	F

Notes

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

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	47	1414	1417	149	49	65
Future Volume (veh/h)	47	1414	1417	149	49	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	1537	1540	162	53	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	76	1945	1777	185	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	288	3647	3342	338	1781	1585
Grp Volume(v), veh/h	51	1537	835	867	53	71
Grp Sat Flow(s),veh/h/ln	288	1777	1777	1809	1781	1585
Q Serve(g_s), s	22.5	0.0	72.3	74.9	2.9	4.5
Cycle Q Clear(g_c), s	98.5	0.0	72.3	74.9	2.9	4.5
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	76	1945	972	990	840	748
V/C Ratio(X)	0.67	0.79	0.86	0.88	0.06	0.09
Avail Cap(c_a), veh/h	76	1945	972	990	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	34.8	35.4	25.9	26.3
Incr Delay (d2), s/veh	38.5	3.4	1.0	1.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	1.6	34.1	36.0	2.4	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.8	3.4	35.8	36.5	26.0	26.6
LnGrp LOS	E	A	D	D	C	C
Approach Vol, veh/h		1588	1702		124	
Approach Delay, s/veh		5.8	36.2		26.3	
Approach LOS		A	D		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		100.5		6.5		76.9
Green Ext Time (p_c), s		0.0		2.3		6.3

Intersection Summary			
HCM 6th Ctrl Delay			21.7
HCM 6th LOS			C

Notes

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

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	45	48	81	166	100	0
Future Vol, veh/h	45	48	81	166	100	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	52	88	180	109	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	465	109	109	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	356	-	-	-	-	-
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	556	945	1481	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	945	1481	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s	11.3		2.5		0	
HCM LOS	B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1481	-	676	-	-
HCM Lane V/C Ratio	0.059	-	0.15	-	-
HCM Control Delay (s)	7.6	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

HCM 6th TWSC
13: Las Palmas & Driveway

06/30/2022

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↑↱			↰↑
Traffic Vol, veh/h	52	78	87	49	70	476
Future Vol, veh/h	52	78	87	49	70	476
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	85	95	53	76	517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	791	122	0	0	148	0
Stage 1	122	-	-	-	-	-
Stage 2	669	-	-	-	-	-
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	358	929	-	-	1434	-
Stage 1	903	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	332	929	-	-	1434	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	540	1434	-
HCM Lane V/C Ratio	-	-	0.262	0.053	-
HCM Control Delay (s)	-	-	14	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	83	57	114	97	40	17
Future Vol, veh/h	83	57	114	97	40	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	62	124	105	43	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	281	177	0	0	229	0
Stage 1	177	-	-	-	-	-
Stage 2	104	-	-	-	-	-
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	709	866	-	-	1339	-
Stage 1	854	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	686	866	-	-	1339	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11		0		5.5
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	1339	-
HCM Lane V/C Ratio	-	-	0.203	0.032	-
HCM Control Delay (s)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱			↰↑	↑↱	
Traffic Vol, veh/h	31	38	110	286	177	0
Future Vol, veh/h	31	38	110	286	177	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	41	120	311	192	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	743	192	192	0	-	0
Stage 1	192	-	-	-	-	-
Stage 2	551	-	-	-	-	-
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	383	850	1381	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	850	1381	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	511	-	-
HCM Lane V/C Ratio	0.087	-	0.147	-	-
HCM Control Delay (s)	7.9	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	40	59	392	63	93	175
Future Vol, veh/h	40	59	392	63	93	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	64	426	68	101	190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	852	460	0	0	494	0
Stage 1	460	-	-	-	-	-
Stage 2	392	-	-	-	-	-
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	330	601	-	-	1070	-
Stage 1	636	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	295	601	-	-	1070	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	424	1070	-
HCM Lane V/C Ratio	-	-	0.254	0.094	-
HCM Control Delay (s)	-	-	16.4	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.3	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	70	48	197	120	47	107
Future Vol, veh/h	70	48	197	120	47	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	52	214	130	51	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	497	279	0	0	344	0
Stage 1	279	-	-	-	-	-
Stage 2	218	-	-	-	-	-
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	532	760	-	-	1215	-
Stage 1	768	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	508	760	-	-	1215	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	2.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	1215	-
HCM Lane V/C Ratio	-	-	0.219	0.042	-
HCM Control Delay (s)	-	-	12.8	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱			↰	↱	
Traffic Vol, veh/h	45	48	81	170	101	0
Future Vol, veh/h	45	48	81	170	101	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	52	88	185	110	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	471	110	110	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	361	-	-	-	-	-
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	551	943	1480	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	515	943	1480	-	-	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s	11.3		2.4		0	
HCM LOS	B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	673	-	-
HCM Lane V/C Ratio	0.059	-	0.15	-	-
HCM Control Delay (s)	7.6	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↑↱			↰↑
Traffic Vol, veh/h	52	78	91	49	70	500
Future Vol, veh/h	52	78	91	49	70	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	85	99	53	76	543

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	821	126	0	0	152	0
Stage 1	126	-	-	-	-	-
Stage 2	695	-	-	-	-	-
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	344	924	-	-	1429	-
Stage 1	900	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	318	924	-	-	1429	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	457	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	524	1429	-
HCM Lane V/C Ratio	-	-	0.27	0.053	-
HCM Control Delay (s)	-	-	14.4	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↑↱			↰↑
Traffic Vol, veh/h	83	57	118	97	40	18
Future Vol, veh/h	83	57	118	97	40	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	62	128	105	43	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	287	181	0	0	233	0
Stage 1	181	-	-	-	-	-
Stage 2	106	-	-	-	-	-
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	703	862	-	-	1335	-
Stage 1	850	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	680	862	-	-	1335	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	5.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	744	1335	-
HCM Lane V/C Ratio	-	-	0.205	0.033	-
HCM Control Delay (s)	-	-	11.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	31	38	110	294	182	0
Future Vol, veh/h	31	38	110	294	182	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	41	120	320	198	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	758	198	198	0	-	0
Stage 1	198	-	-	-	-	-
Stage 2	560	-	-	-	-	-
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	375	843	1375	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	843	1375	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s	13.4		2.1		0	
HCM LOS	B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	501	-	-
HCM Lane V/C Ratio	0.087	-	0.15	-	-
HCM Control Delay (s)	7.9	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	40	59	412	63	93	184
Future Vol, veh/h	40	59	412	63	93	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	64	448	68	101	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	884	482	0	0	516	0
Stage 1	482	-	-	-	-	-
Stage 2	402	-	-	-	-	-
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	316	584	-	-	1050	-
Stage 1	621	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	282	584	-	-	1050	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	1050	-
HCM Lane V/C Ratio	-	-	0.264	0.096	-
HCM Control Delay (s)	-	-	17	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.3	-

HCM 6th TWSC
14: Cherokee & Driveway

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↑↱			↰↑
Traffic Vol, veh/h	70	48	205	120	47	112
Future Vol, veh/h	70	48	205	120	47	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	52	223	130	51	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	512	288	0	0	353	0
Stage 1	288	-	-	-	-	-
Stage 2	224	-	-	-	-	-
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	522	751	-	-	1206	-
Stage 1	761	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	499	751	-	-	1206	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1206	-
HCM Lane V/C Ratio	-	-	0.222	0.042	-
HCM Control Delay (s)	-	-	13	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

HCM Unsignalized Intersection Capacity Analysis
1: Cahuenga & US 101 SB Off-Ramp

07/05/2022

	↗	↘	↖	↑	↓	↙
Movement	**EBL**	**EBR**	**NBL**	**NBT**	**SBT**	**SBR**
Lane Configurations	↰	↱↱		↑↑	↑↑↑	
Traffic Volume (veh/h)	8	954	0	2303	320	0
Future Volume (Veh/h)	8	954	0	2303	320	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	1037	0	2503	348	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1600	116	348			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1600	116	348			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	0	100			
cM capacity (veh/h)	97	914	1208			

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	9	518	518	1252	1252	116	116	116
Volume Left	9	0	0	0	0	0	0	0
Volume Right	0	518	518	0	0	0	0	0
cSH	97	914	914	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.57	0.57	0.74	0.74	0.07	0.07	0.07
Queue Length 95th (ft)	7	91	91	0	0	0	0	0
Control Delay (s)	45.9	14.0	14.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	B	B					
Approach Delay (s)	14.2			0.0		0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

HCM 6th Signalized Intersection Summary
2: Highland/US 101 SB Off-Ramp & Hollywood Bowl/Pat Moore Way

07/05/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰↑	↱↱					↰↑↑↱		↰	↑↑↑	↱
Traffic Volume (veh/h)	15	9	9	0	0	0	17	2782	133	171	2979	16
Future Volume (veh/h)	15	9	9	0	0	0	17	2782	133	171	2979	16
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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	10	10				18	3024	145	186	3238	17
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	59	59	92				50	5077	244	128	4427	1374
Arrive On Green	0.03	0.03	0.03				0.87	0.87	0.87	0.87	0.87	0.87
Sat Flow, veh/h	1781	1777	2790				10	5856	281	67	5106	1585
Grp Volume(v), veh/h	16	10	10				845	1491	851	186	3238	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1395				1568	1464	1651	67	1702	1585
Q Serve(g_s), s	0.8	0.5	0.3				0.0	12.4	12.7	65.3	20.7	0.1
Cycle Q Clear(g_c), s	0.8	0.5	0.3				9.9	12.4	12.7	78.0	20.7	0.1
Prop In Lane	1.00		1.00				0.02		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	59	59	92				1401	2538	1432	128	4427	1374
V/C Ratio(X)	0.27	0.17	0.11				0.60	0.59	0.59	1.45	0.73	0.01
Avail Cap(c_a), veh/h	356	355	558				1401	2538	1432	128	4427	1374
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	42.5	42.3	42.2				1.5	1.6	1.6	32.7	2.2	0.8
Incr Delay (d2), s/veh	2.5	1.4	0.5				1.9	1.0	1.8	239.7	1.1	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/ln	0.7	0.4	0.2				2.6	1.8	2.7	20.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	43.7	42.7				3.4	2.6	3.5	272.3	3.3	0.8
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		36						3187			3441	
Approach Delay, s/veh		44.0						3.1			17.8	
Approach LOS		D						A			B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		82.5		7.5		82.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		63.0		18.0		63.0						
Max Q Clear Time (g_c+I1), s		14.7		2.8		80.0						
Green Ext Time (p_c), s		42.5		0.1		0.0						
Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑			↑↑	↱	↰	↰	↱			
Traffic Volume (veh/h)	96	1523	0	0	694	583	312	0	108	0	0	0
Future Volume (veh/h)	96	1523	0	0	694	583	312	0	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	104	1655	0	0	754	634	339	0	117			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	276	1874	0	0	1874	836	1149	0	511			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.32	0.00	0.32			
Sat Flow, veh/h	390	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	104	1655	0	0	754	634	339	0	117			
Grp Sat Flow(s),veh/h/ln	390	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	13.1	24.7	0.0	0.0	7.6	18.9	4.3	0.0	3.2			
Cycle Q Clear(g_c), s	20.7	24.7	0.0	0.0	7.6	18.9	4.3	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	276	1874	0	0	1874	836	1149	0	511			
V/C Ratio(X)	0.38	0.88	0.00	0.00	0.40	0.76	0.30	0.00	0.23			
Avail Cap(c_a), veh/h	281	1925	0	0	1925	859	1149	0	511			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.7	12.5	0.0	0.0	8.5	11.2	15.2	0.0	14.9			
Incr Delay (d2), s/veh	0.9	5.1	0.0	0.0	0.1	3.8	0.7	0.0	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			
%ile BackOfQ(95%),veh/ln	1.9	14.0	0.0	0.0	4.4	10.2	3.0	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	17.7	0.0	0.0	8.6	15.0	15.9	0.0	15.9			
LnGrp LOS	B	B	A	A	A	B	B	A	B			
Approach Vol, veh/h		1759			1388			456				
Approach Delay, s/veh		17.6			11.6			15.9				
Approach LOS		B			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		23.9		36.1				36.1				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		6.3		26.7				20.9				
Green Ext Time (p_c), s		1.3		4.9				6.0				

Intersection Summary			
HCM 6th Ctrl Delay			15.0
HCM 6th LOS			B

Notes

User approved volume balancing among the lanes for turning movement.

Appendix B

Memorandum of Understanding

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Hollywood Central

Project Address: 1610-1638 N Las Palmas, 1623-1645 N Cherokee, 6626-6636 W Hollywood, and 1638-1644 N Cherokee, Los Angeles, CA 90028

Project Description: The Project proposes the development of either (Option A) 634 apartment units, 29,644 sf office, 21,152 sf retail, and 54,090 sf restaurant uses or (Option B) 587 apartment units, 77 hotel guest rooms, 29,644 sf office, 21,152 sf retail, and 54,090 sf restaurant uses. Existing uses to be removed include 7,938 sf office and 10,328 sf retail.

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

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

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

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

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

1 Unbundle Parking

2 Bike Share

3 ____________________

4 ____________________

5 ____________________

6 ____________________

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th Edition / TAG

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

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

Option A / Option B

	IN	OUT	TOTAL
AM Trips	93 / 108	189 / 189	282 / 297
PM Trips	208 / 218	129 / 143	337 / 361

NET Daily Vehicle Trips (DVT)

__________ DVT (ITE ___ ed.)

4,396 / 4,43 DVT (VMT Calculator ver. 1.3)

---

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

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

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1.0 % Per Yr.

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

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

1 See Table 1
2
3
4
5
6

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

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

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

V. ACCESS ASSESSMENT

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

VI. ACCESS ASSESSMENT CRITERIA

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

VII. SITE PLAN AND MAP OF STUDY AREA

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

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

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

VIII. FREEWAY SAFETY ANALYSIS SCREENING

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

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

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	J & J Hollywood, LLC
Address:	555 W. 5th Street, Suite 3375, Los Angeles, CA 90013	11661 San Vicente Boulevard, Fifth Floor, Los Angeles, CA 90049
Phone Number:	(213) 683-0088	(310) 820-5151
E-Mail:	lmullarkey-williams@gibsontrans.com	tom@jandjpropertyco.com

Approved by: x Lauren Mullarkey-Williams 1/3/22 x 12/27/21
Consultant's Representative Date LADOT Representative **Date

Adjacent Municipality: ______________ Approved by: ______________ ______________
(if applicable) Representative Date

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

LADOT

Access Assessment Criteria

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

I. PROJECT INFORMATION

Project Name: Hollywood Central

Project Address: 1610-1638 N Las Palmas, 1623-1645 N Cherokee, 6626-6636 W Hollywood, and 1638-1644 N Cherokee, Los Angeles, CA 90028

Project Description: The Project proposes the development of either (Option A) 634 apartment units, 29,644 sf office, 21,152 sf retail, and 54,090 sf restaurant uses or (Option B) 587 apartment units, 77 hotel guest rooms, 29,644 sf office, 21,152 sf retail, and 54,090 sf restaurant uses. Existing uses to be removed include 7,938 sf office and 10,328 sf retail.

LADOT Project Case Number: ____________________

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ VMT Calculator ☐ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	To be provided.		
	Total new trips:		

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☐ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and

other municipal bus stops)

- Key pedestrian destinations with hours of operation:
    - schools (school times)
    - government offices with a public counter or meeting room
    - senior citizen centers
    - recreation centers or playgrounds
    - public libraries
    - medical centers or clinics
    - child care facilities
    - post offices
    - places of worship
    - grocery stores
    - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☑ Yes ☐ No

If yes, list streets and include distance from the project:

See Table #5 at ________(feet)

____ at ________(feet)

____ at ________(feet)

____ at ________(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☑ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

________(feet) at See Table #6 ________ ________(feet) at ________________

________(feet) at ________________ ________(feet) at ________________

________(feet) at ________________ ________(feet) at ________________

________(feet) at ________________ ________(feet) at ________________

________(feet) at ________________ ________(feet) at ________________

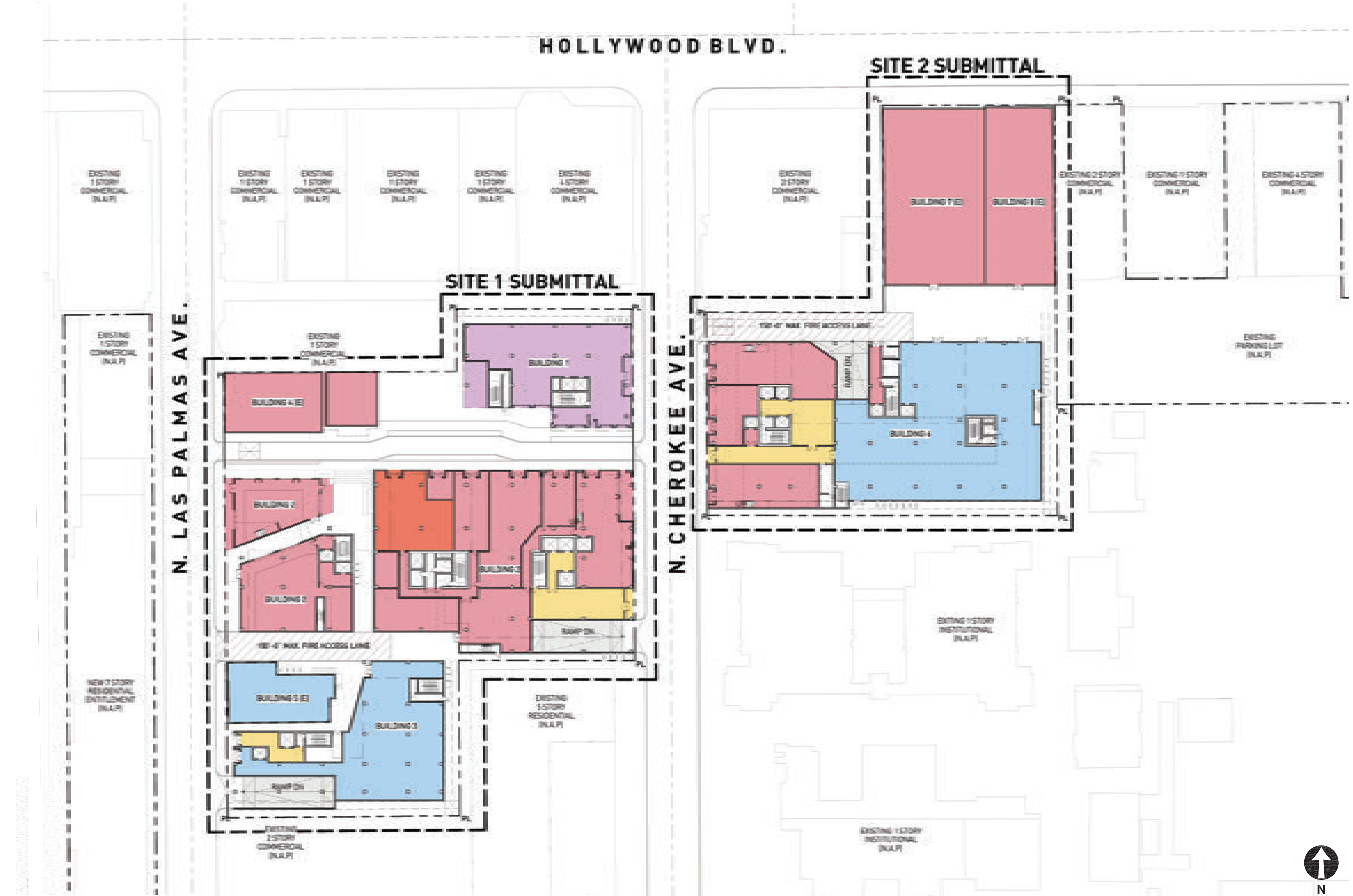
________(feet) at ________________ ________(feet) at ________________

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☑ Yes ☐ No

If yes, will the project require temporary closure of any of the following city facilities?

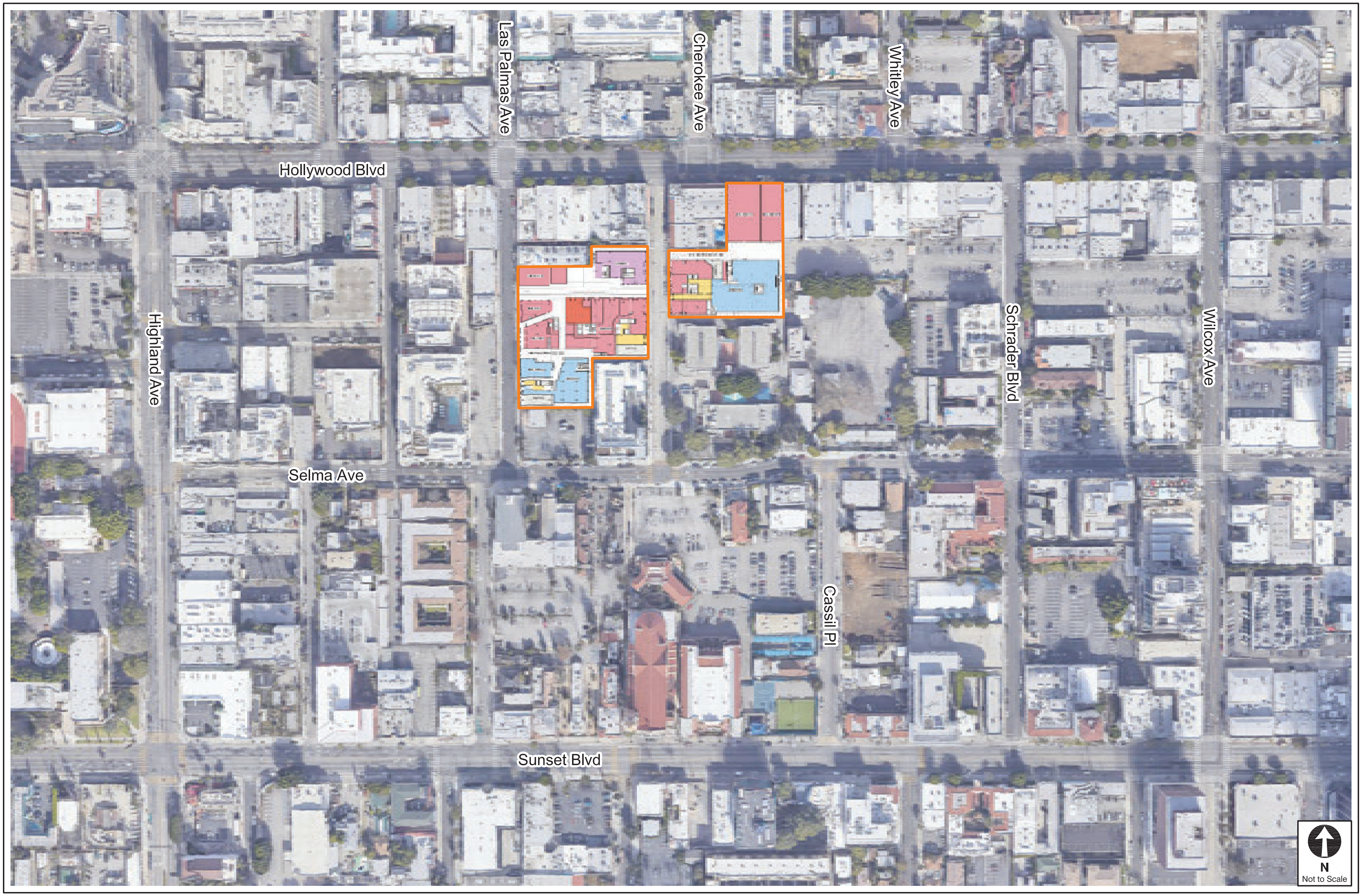
- ✓ sidewalk
- bike lane
- ✓ parking lane
- ✓ travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: ________________________



Source: Studio One Eleven. October, 2021.

PROJECT SITE PLAN

FIGURE
1

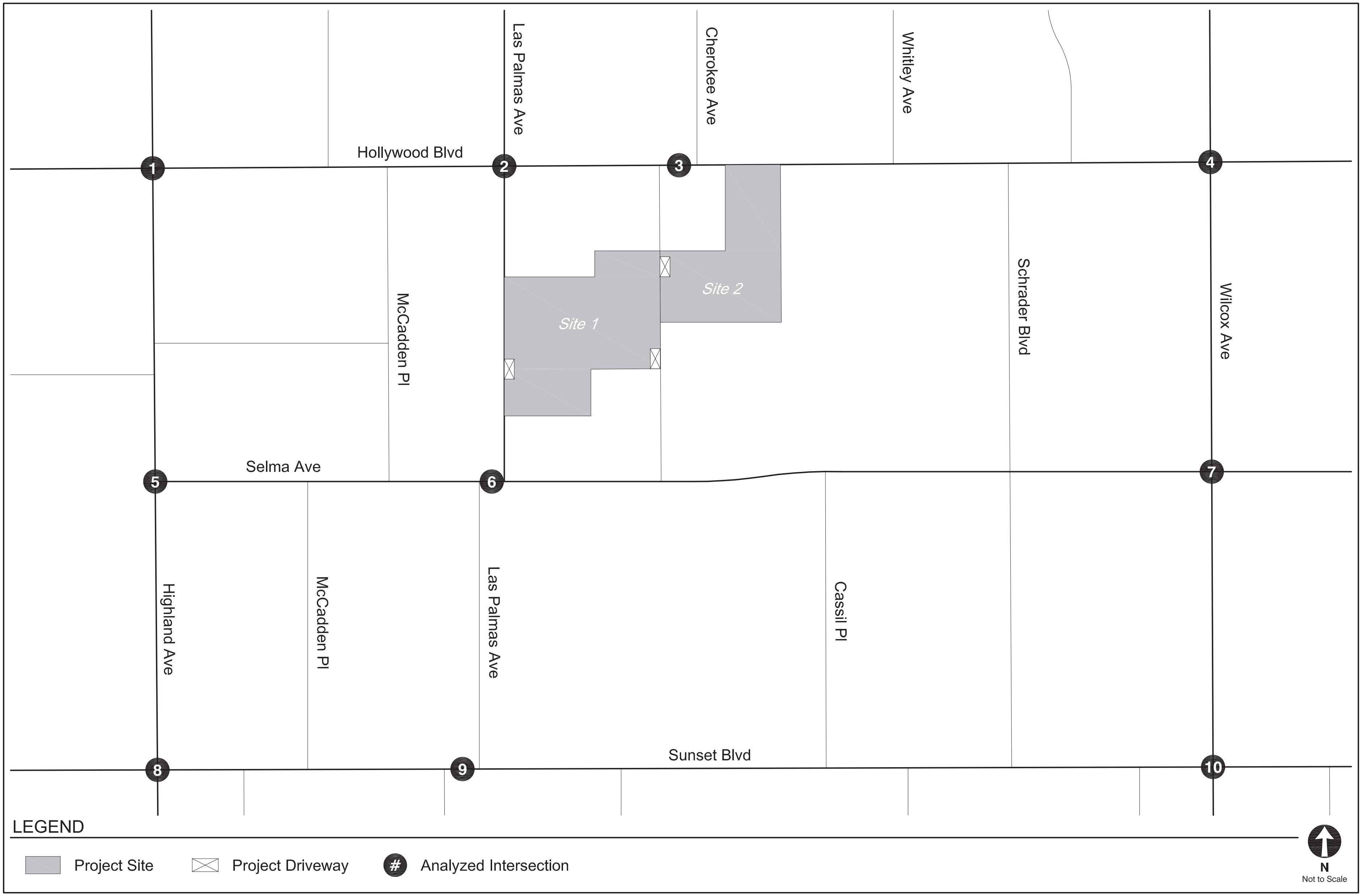


PROJECT SITE LOCATION

FIGURE 2

TABLE 1
STUDY INTERSECTIONS

No	North/South Street	East/West Street	Existing Traffic Control
1.	Highland Avenue	Hollywood Boulevard	Signalized
2.	Las Palmas Avenue	Hollywood Boulevard	Signalized
3.	Cherokee Avenue	Hollywood Boulevard	Signalized
4.	Wilcox Avenue	Hollywood Boulevard	Signalized
5.	Highland Avenue	Selma Avenue	Signalized
6.	Las Palmas Avenue	Selma Avenue	Unsignalized
7.	Wilcox Avenue	Selma Avenue	Signalized
8.	Highland Avenue	Sunset Boulevard	Signalized
9.	Las Palmas Avenue	Sunset Boulevard	Signalized
10.	Wilcox Avenue	Sunset Boulevard	Signalized



STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE
3

TABLE 2A
OPTION A - PROJECT VEHICLE TRIP GENERATION

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Mid-Rise) [b]	221	per du	15%	85%	0.31	74%	26%	0.30
Multifamily Housing (High-Rise) [b]	222	per du	11%	89%	0.23	69%	31%	0.30
General Office [c]	710	per ksf	87%	13%	0.84	16%	84%	0.87
Strip Retail Plaza (<40k) [d]	822	per ksf	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant [d]	932	per ksf	55%	45%	9.57	61%	39%	9.05
Trip Generation Estimates								
Multifamily Housing (Mid-Rise) [b]	221	113 du	5	30	35	25	9	34
Multifamily Housing (High-Rise) [b]	222	521 du	13	107	120	108	48	156
Subtotal - Residential			**18**	**137**	**155**	**133**	**57**	**190**
Office	710	29.644 ksf	22	3	25	4	22	26
Commercial - Retail [e]	820	37.621 ksf	53	36	89	124	124	248
Internal Capture Reduction - 10% [f]			*(5)*	*(4)*	*(9)*	*(12)*	*(13)*	*(25)*
Transit/Walk Reduction - 15% [g]			*(7)*	*(5)*	*(12)*	*(17)*	*(16)*	*(33)*
Pass-by Reduction - 50% [h]			*(21)*	*(13)*	*(34)*	*(48)*	*(47)*	*(95)*
Commercial - Restaurant [e]	932	37.621 ksf	198	162	360	207	133	340
Internal Capture Reduction - 10% [f]			*(20)*	*(16)*	*(36)*	*(21)*	*(13)*	*(34)*
Transit/Walk Reduction - 15% [g]			*(27)*	*(22)*	*(49)*	*(28)*	*(18)*	*(46)*
Pass-by Reduction - 20% [h]			*(30)*	*(25)*	*(55)*	*(32)*	*(20)*	*(52)*
TOTAL NEW TRIPS - PROPOSED PROJECT			**181**	**253**	**434**	**310**	**209**	**519**
Existing Uses [i]								
Office	710	7.938 ksf	6	1	7	1	6	7
Commercial - Retail [e]	820	21.633 ksf	31	20	51	72	71	143
Internal Capture Reduction - 10% [f]			*(3)*	*(2)*	*(5)*	*(7)*	*(7)*	*(14)*
Transit/Walk Reduction - 15% [g]			*(4)*	*(3)*	*(7)*	*(10)*	*(9)*	*(19)*
Pass-by Reduction - 50% [h]			*(12)*	*(8)*	*(20)*	*(28)*	*(27)*	*(55)*
Commercial - Restaurant [e]	932	21.633 ksf	114	93	207	120	76	196
Internal Capture Reduction - 10% [f]			*(11)*	*(10)*	*(21)*	*(12)*	*(8)*	*(20)*
Transit/Walk Reduction - 15% [g]			*(15)*	*(13)*	*(28)*	*(16)*	*(10)*	*(26)*
Pass-by Reduction - 20% [h]			*(18)*	*(14)*	*(32)*	*(18)*	*(12)*	*(30)*
TOTAL NET TRIPS - EXISTING USES			***(88)***	***(64)***	***(152)***	***(102)***	***(80)***	***(182)***
TOTAL NET NEW PROJECT TRIPS			**93**	**189**	**282**	**208**	**129**	**337**

Notes:

du: dwelling unit; ksf: 1,000 square feet

[a] Except as noted, trip generation source is *Trip Generation Manual, 11th Edition* , Institute of Transportation Engineers, 2021.

[b] Residential uses utilize Dense Multi-Use Urban, Close to Rail Transit directional distribution derived in *Trip Generation, 11th Edition* and Dense Multi-Use Urban rates *derived in Transportation Assessment Guidelines,* Los Angeles Department of Transportation, June 2020.

[c] Office uses utilize Dense Multi-Use Urban rates derived in *Trip Generation Manual, 11th Edition.*

[d] Retail and Residential uses utilize General Urban/Suburban rates derived in *Trip Generation Manual, 11th Edition.*

[e] The Project's commercial floor area, including proposed and existing uses to be maintained, were assumed to be 50% retail and 50% restaurant.

[f] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and restaurant).

[g] The Project Site is located within 0.25 miles of the Metro B Line Hollywood & Highland Station. Therefore, a 15% transit reduction was applied to account for transit usage and walking visitor arrivals.

[h] Pass-by reductions account for Project trips made by drivers already passing by the Project site for a different primary trip purpose.

[i] Existing uses include 32,928 sf commercial to be maintained and the following uses to be removed:
- 7,938 sf office at 1638 & 1646 Cherokee Avenue
- 2,804 sf retail at 1644 & 1648 Cherokee Avenue
- 1,464 sf salon at 1642 Cherokee Avenue
- 6,060 sf retail at 6628 & 6636 Hollywood Boulevard (Buildings 7 and 8)

TABLE 2B
OPTION B - PROJECT VEHICLE TRIP GENERATION

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Mid-Rise) [b]	221	per du	15%	85%	0.31	74%	26%	0.30
Multifamily Housing (High-Rise) [b]	222	per du	11%	89%	0.23	69%	31%	0.30
Hotel [c]	310	per room	56%	44%	0.46	51%	49%	0.59
General Office [d]	710	per ksf	87%	13%	0.84	16%	84%	0.87
Strip Retail Plaza (<40k) [c]	822	per ksf	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant [c]	932	per ksf	55%	45%	9.57	61%	39%	9.05
Trip Generation Estimates								
Multifamily Housing (Mid-Rise) [b]	221	66 du	3	17	20	15	5	20
Multifamily Housing (High-Rise) [b]	222	521 du	13	107	120	108	48	156
Subtotal - Residential			**16**	**124**	**140**	**123**	**53**	**176**
Hotel	310	77 rooms	20	15	35	23	22	45
Transit/Walk Reduction - 15% [e]			*(3)*	*(2)*	*(5)*	*(3)*	*(4)*	*(7)*
Office	710	29.644 ksf	22	3	25	4	22	26
Commercial - Retail [f]	820	37.621 ksf	53	36	89	124	124	248
Internal Capture Reduction - 10% [g]			*(5)*	*(4)*	*(9)*	*(12)*	*(13)*	*(25)*
Transit/Walk Reduction - 15% [e]			*(7)*	*(5)*	*(12)*	*(17)*	*(16)*	*(33)*
Pass-by Reduction - 50% [h]			*(21)*	*(13)*	*(34)*	*(48)*	*(47)*	*(95)*
Commercial - Restaurant [f]	932	37.621 ksf	198	162	360	207	133	340
Internal Capture Reduction - 10% [g]			*(20)*	*(16)*	*(36)*	*(21)*	*(13)*	*(34)*
Transit/Walk Reduction - 15% [e]			*(27)*	*(22)*	*(49)*	*(28)*	*(18)*	*(46)*
Pass-by Reduction - 20% [h]			*(30)*	*(25)*	*(55)*	*(32)*	*(20)*	*(52)*
TOTAL NEW TRIPS - PROPOSED PROJECT			**196**	**253**	**449**	**320**	**223**	**543**
Existing Uses [i]								
Office	710	7.938 ksf	6	1	7	1	6	7
Commercial - Retail [f]	820	21.633 ksf	31	20	51	72	71	143
Internal Capture Reduction - 10% [g]			*(3)*	*(2)*	*(5)*	*(7)*	*(7)*	*(14)*
Transit/Walk Reduction - 15% [e]			*(4)*	*(3)*	*(7)*	*(10)*	*(9)*	*(19)*
Pass-by Reduction - 50% [h]			*(12)*	*(8)*	*(20)*	*(28)*	*(27)*	*(55)*
Commercial - Restaurant [f]	932	21.633 ksf	114	93	207	120	76	196
Internal Capture Reduction - 10% [g]			*(11)*	*(10)*	*(21)*	*(12)*	*(8)*	*(20)*
Transit/Walk Reduction - 15% [e]			*(15)*	*(13)*	*(28)*	*(16)*	*(10)*	*(26)*
Pass-by Reduction - 20% [h]			*(18)*	*(14)*	*(32)*	*(18)*	*(12)*	*(30)*
TOTAL NET TRIPS - EXISTING USES			***(88)***	***(64)***	***(152)***	***(102)***	***(80)***	***(182)***
TOTAL NET NEW PROJECT TRIPS			**108**	**189**	**297**	**218**	**143**	**361**

Notes:

du: dwelling unit; ksf: 1,000 square feet

[a] Except as noted, trip generation source is *Trip Generation Manual, 11th Edition* , Institute of Transportation Engineers, September 2021.

[b] Residential uses utilize Dense Multi-Use Urban, Close to Rail Transit directional distribution derived in *Trip Generation, 11th Edition* and Dense Multi-Use Urban rates *derived in Transportation Assessment Guidelines,* Los Angeles Department of Transportation, June 2020.

[c] Hotel, Retail, and Residential uses utilize General Urban/Suburban rates derived in *Trip Generation Manual, 11th Edition.*

[d] Office uses utilize Dense Multi-Use Urban rates derived in *Trip Generation Manual, 11th Edition.*

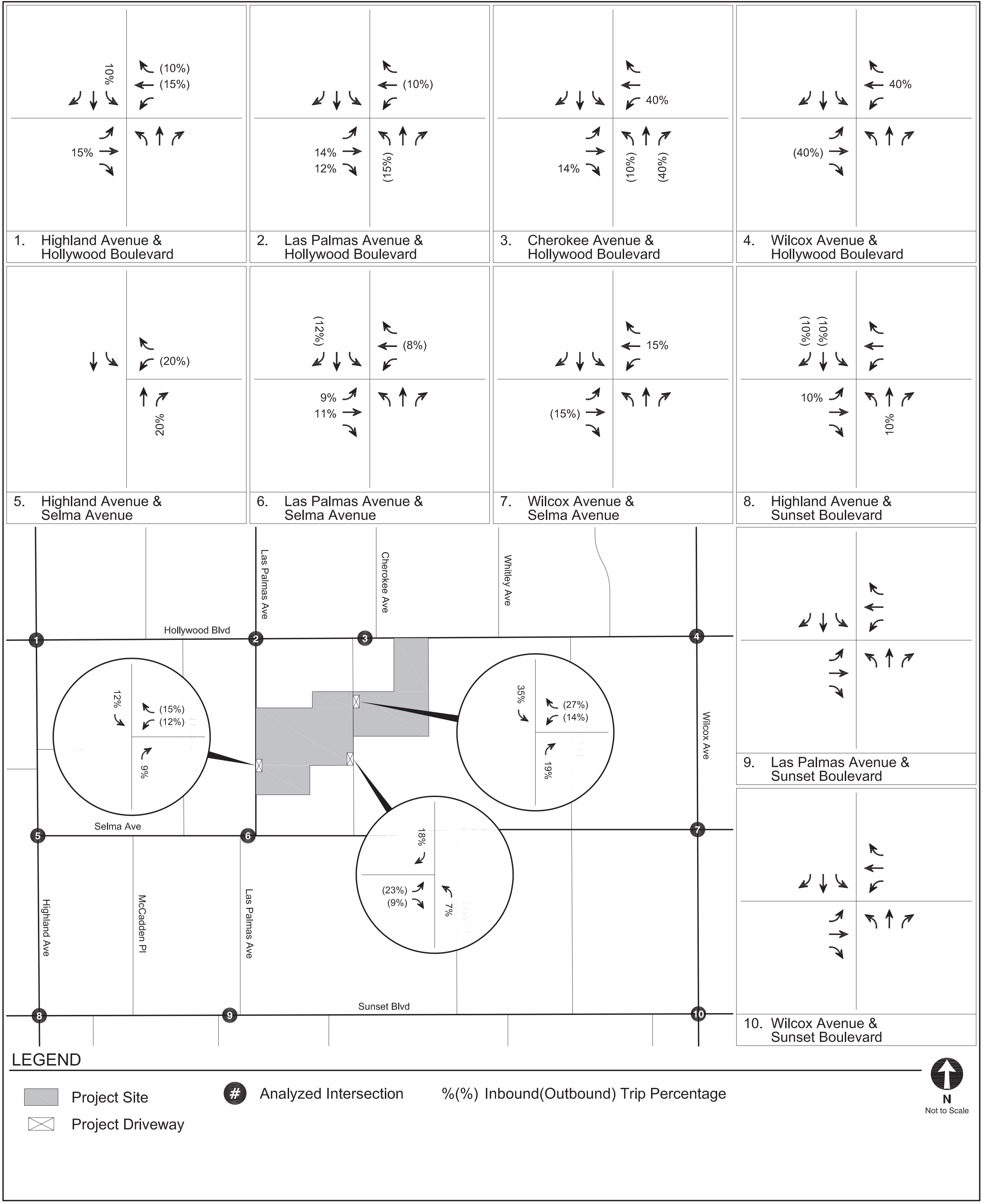
[e] The Project Site is located within 0.25 miles of the Metro B Line Hollywood & Highland Station. Therefore, a 15% transit reduction was applied to account for transit usage and walking visitor arrivals.

[f] The Project's commercial floor area, including proposed and existing uses to be maintained, were assumed to be 50% retail and 50% restaurant.

[g] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and restaurant).

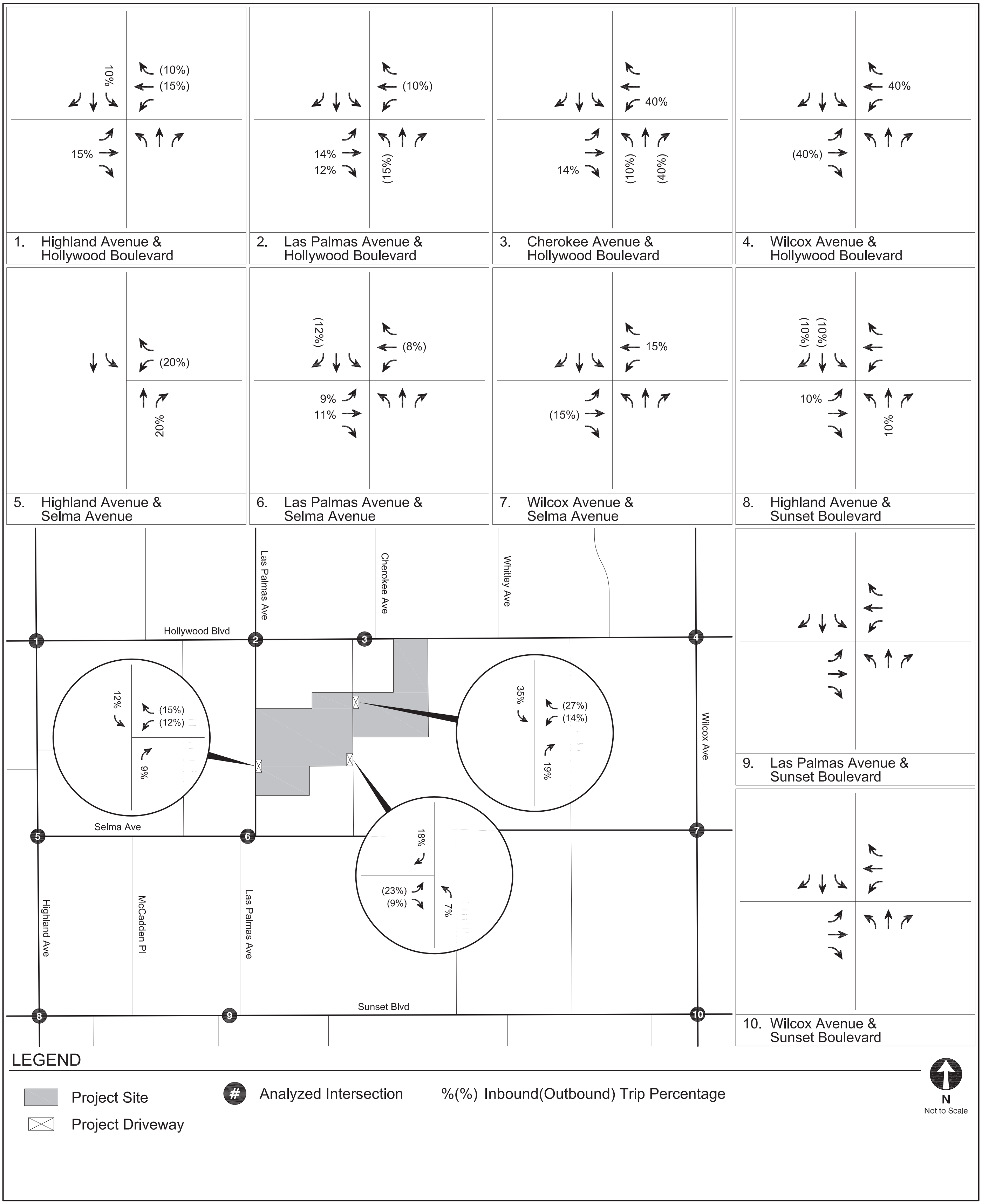
[h] Pass-by reductions account for Project trips made by drivers already passing by the Project site for a different primary trip purpose.

[i] Existing uses include 32,928 sf commercial to be maintained and the following uses to be removed:
- 7,938 sf of office at 1638 & 1646 Cherokee Avenue
- 2,804 sf retail at 1644 & 1648 Cherokee Avenue
- 1,464 sf salon at 1642 Cherokee Avenue
- 6,060 sf retail at 6628 & 6636 Hollywood Boulevard (Buildings 7 and 8)



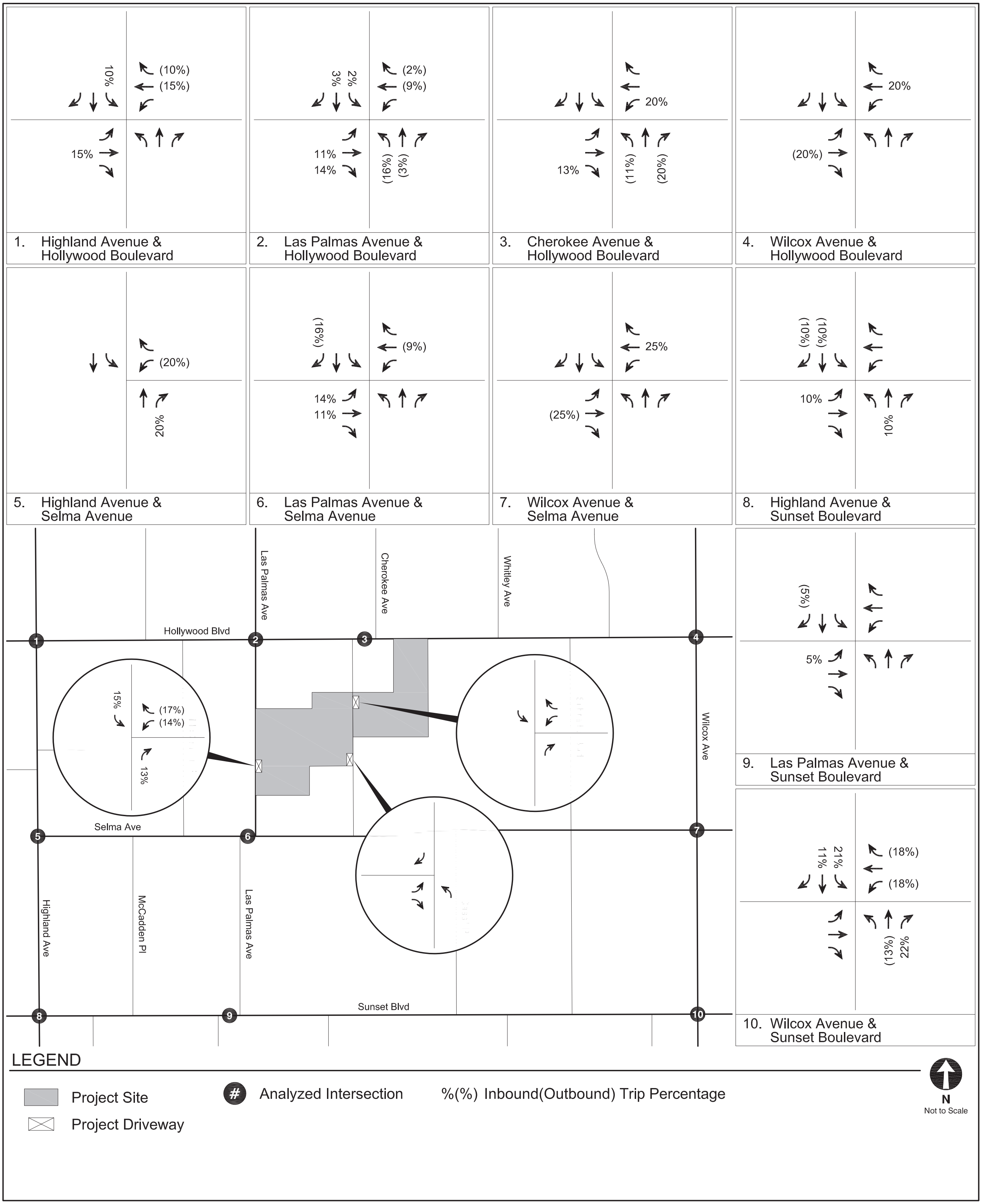
PROJECT TRIP DISTRIBUTION
RESIDENTIAL - AM PEAK HOUR

FIGURE
4A



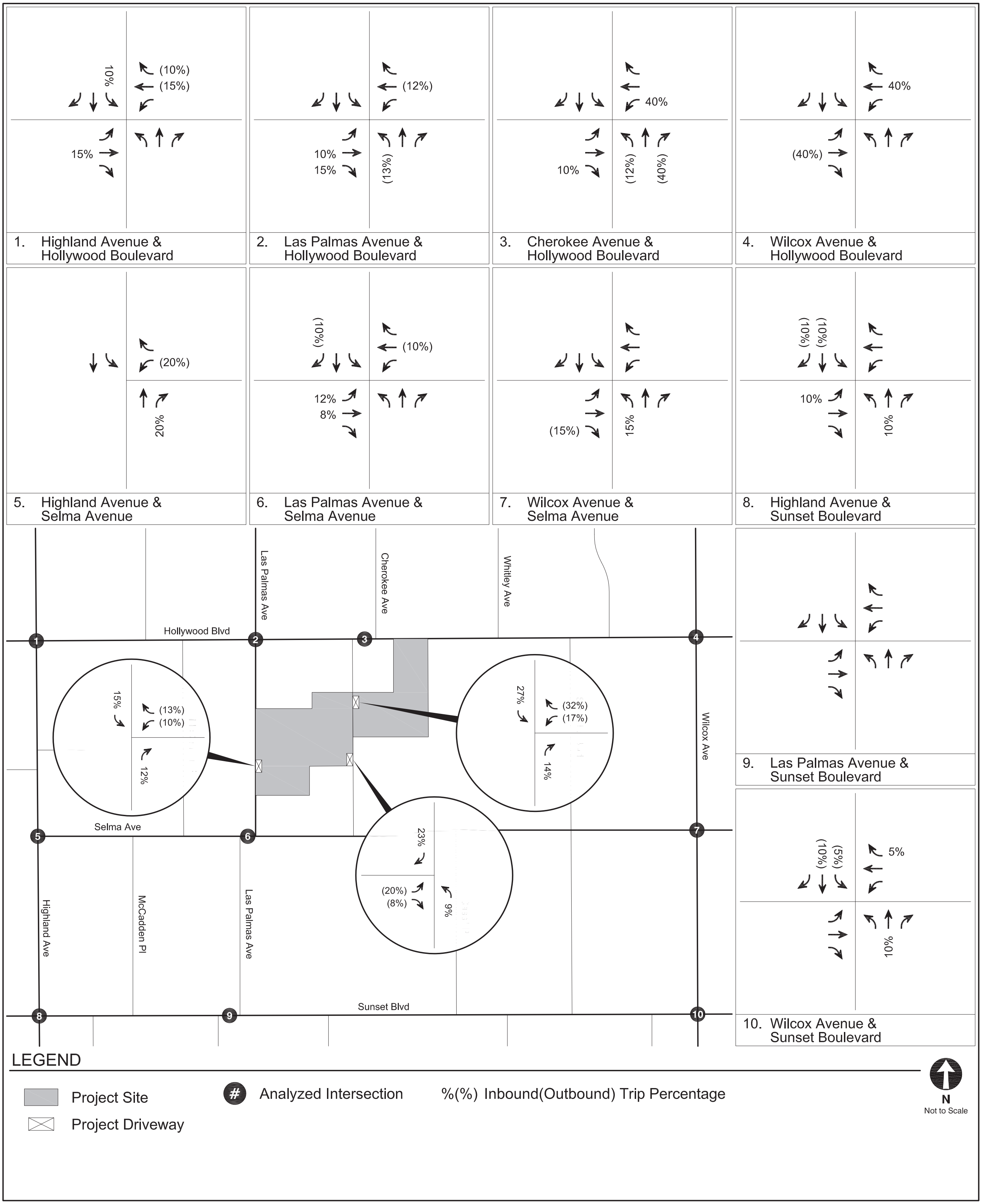
PROJECT TRIP DISTRIBUTION
OFFICE - AM PEAK HOUR

FIGURE
4B



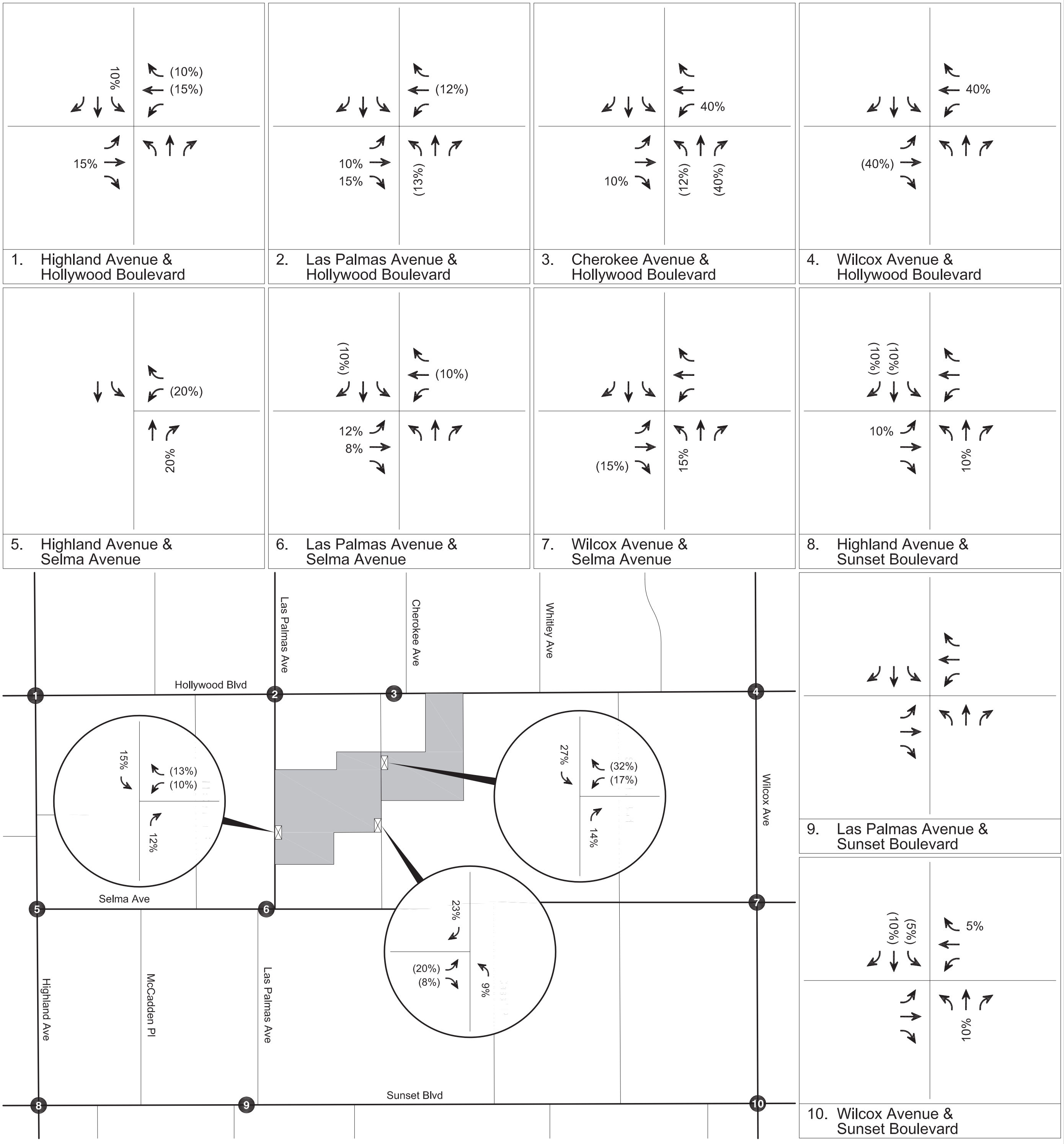
PROJECT TRIP DISTRIBUTION
HOTEL / COMMERCIAL - AM PEAK HOUR

FIGURE
4C



PROJECT TRIP DISTRIBUTION
RESIDENTIAL - PM PEAK HOUR

FIGURE
4D



LEGEND

▨ Project Site

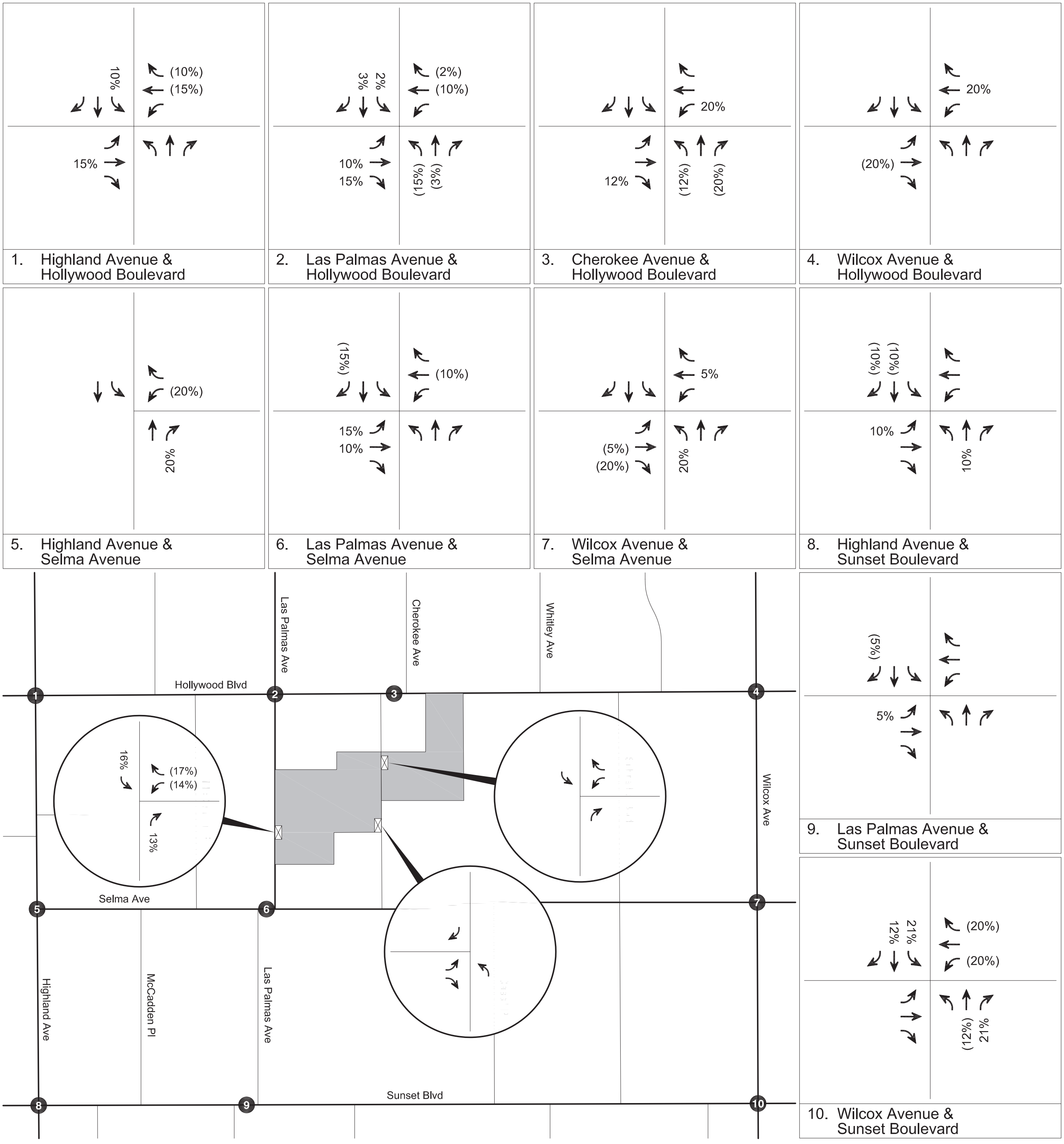
☒ Project Driveway

● Analyzed Intersection

%(%) Inbound(Outbound) Trip Percentage

PROJECT TRIP DISTRIBUTION
OFFICE - PM PEAK HOUR

FIGURE
4E



LEGEND

▨ Project Site

☒ Project Driveway

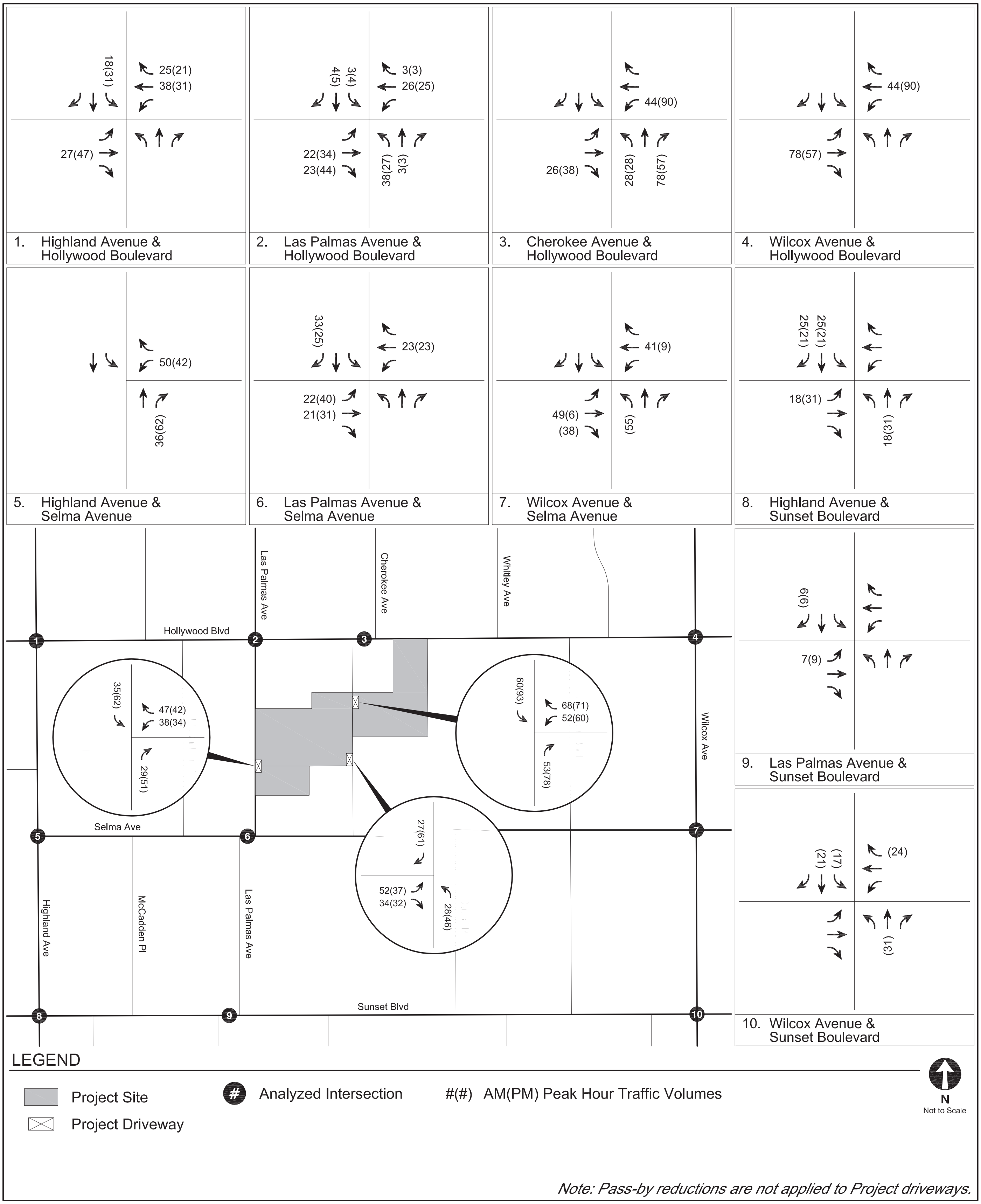
● # Analyzed Intersection

%(%) Inbound(Outbound) Trip Percentage

N
Not to Scale

PROJECT TRIP DISTRIBUTION
HOTEL AND COMMERCIAL - PM PEAK HOUR

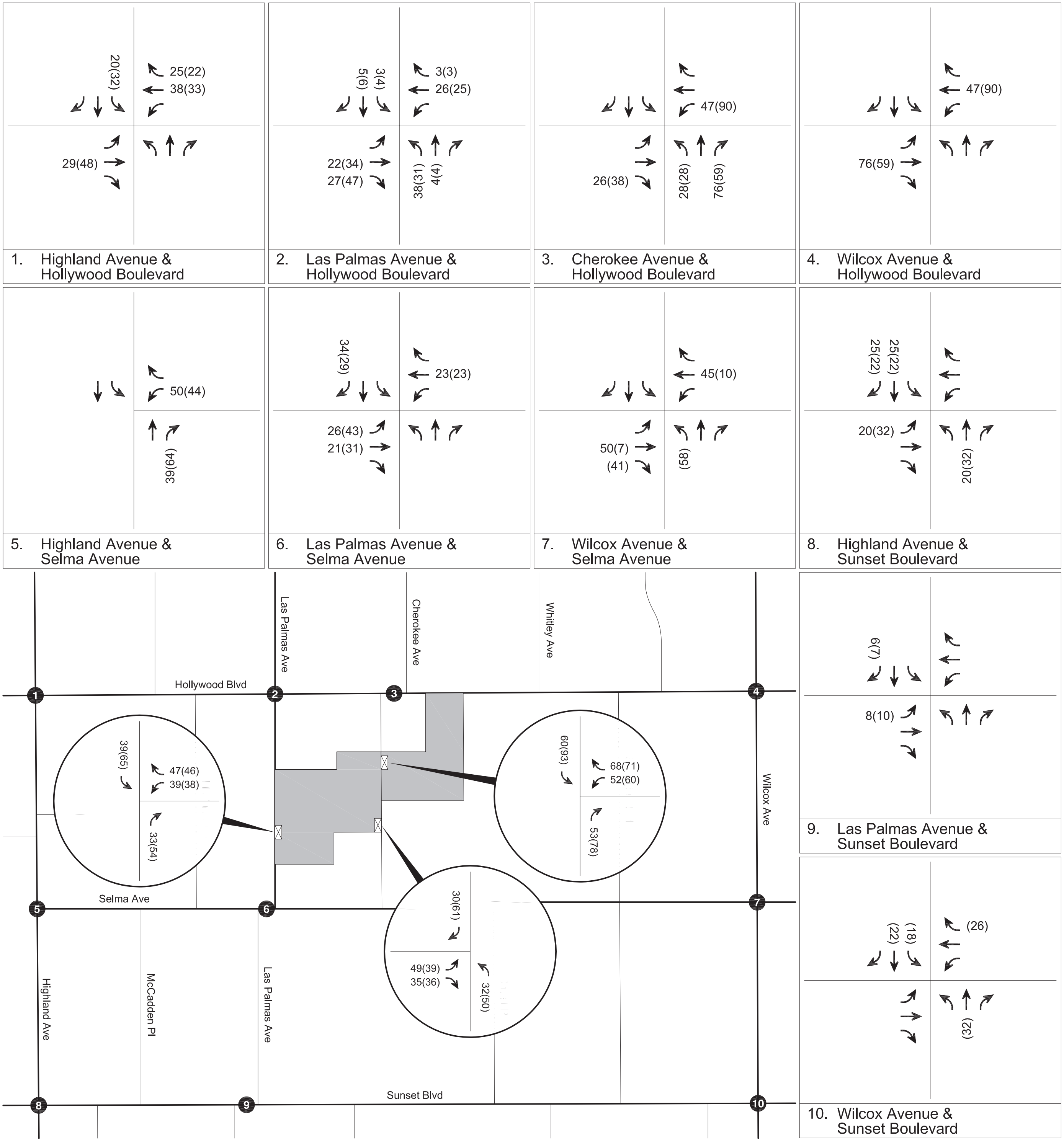
FIGURE
4F



Note: Pass-by reductions are not applied to Project driveways.

PROJECT-ONLY - OPTION A
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5A



LEGEND

▨ Project Site

☒ Project Driveway

● Analyzed Intersection

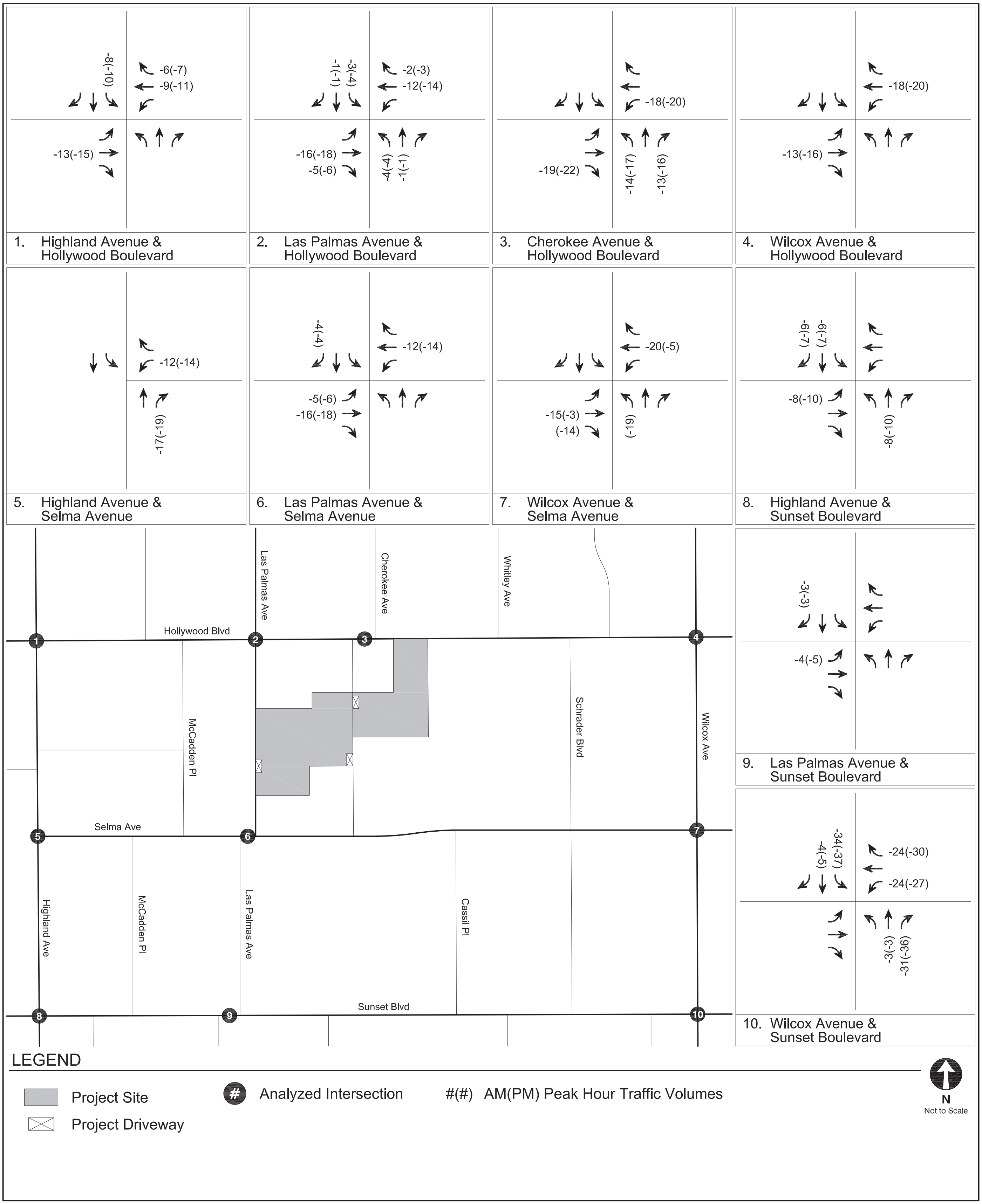
#(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

Note: Pass-by reductions are not applied to Project driveways.

PROJECT-ONLY - OPTION B
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5B



EXISTING USES
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6

TABLE 3
RELATED PROJECTS LIST

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Apartments	1601 N Las Palmas Ave	202 apartment units (69 affordable)	562	17	48	65	41	23	64
2.	1719 Whitley Hotel	1719 N Whitley Ave	156 hotel rooms	1,275	49	34	83	48	46	94
3.	6753 Selma MU	6753 Selma Ave	51 apartment units and 438 sf ground floor retail	286	5	13	18	14	10	24
4.	Apartments	1749 Las Palmas Ave	70 apartment units and 3,117 sf retail	147	2	9	11	9	5	14
5.	Mixed-Use	1524-1538 N Cassil Pl	200 apartment units and 1,400 sf restaurant	1,081	22	51	73	55	34	89
6.	1600 Schrader	1600 Schrader Blvd	168 hotel rooms and 5,979 sf restaurant	1,666	58	40	98	80	63	143
7.	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage	547	(16)	(11)	(27)	32	4	36
8.	Residential	1818 N Cherokee Ave	65 apartment units and 21 affordable housing units	397	9	21	30	20	12	32
9.	1637 N Wilcox MU	1637 N Wilcox Ave	93 apartment units, 61 affordable housing units and 6,586 sf commercial	831	20	44	64	40	27	67
10.	Hollywood Crossroads	1540-1552 Highland Ave and 6701 W Sunset Blvd	950 residential units, 308 hotel rooms, 95,000 sf office and 185,000 sf commercial retail uses	14,833	381	498	879	733	548	1,281
11.	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf of retail	1,244	54	35	89	49	43	92
12.	Tommie Hotel	6516 W Selma Ave	212 hotel rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
13.	1723 N Wilcox	1723 N Wilcox Ave	81-room hotel and 2,236 sf restaurant	634	25	15	40	25	24	49
14.	Citizen News	1545 N Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant	2,341	36	50	86	128	47	175
15.	Montecito Senior Housing	6650 W Franklin Ave	68 senior apartment units	234	5	9	14	9	8	17
16.	6831 Hawthorn Ave MU	6831 Hawthorn Ave	140 residential units and 1,207 sf restaurant	545	16	35	51	31	19	50
17.	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf of office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
18.	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf of restaurant	1,227	43	27	70	56	44	100
19.	Wilcox & Selma Residential Project	6422 W Selma Avenue	40 apartment units and 5 affordable housing units	126	(3)	10	7	9	(1)	8
20.	1708 Cahuenga	1708 N Cahuenga Blvd	217,269 sf office/commercial	1,904	195	31	226	36	189	225
21.	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	(19)	11	(8)	62	4	66
22.	6445 Sunset	6445 Sunset Blvd	175 hotel rooms and 11,400 sf restaurant	1,409	77	58	135	80	61	141
23.	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
24.	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms, 11,000 sf restaurant	6,396	54	40	94	60	44	104
25.	Apartments	1411 N Highland Ave	76 apartment units and 2,500 sf commercial	823	23	43	66	45	26	71

Notes:

sf: square feet

[a] Related project information provided by the Los Angeles Department of Transportation [LADOT] in September 2021, Department of City Planning in November 2021, and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

TABLE 3 CONT.
RELATED PROJECTS LIST

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
26.	Artisan Hollywood	1520 N Cahuenga Blvd	243 residential units, 27 affordable housing units and 6,805 sf restaurant	1,143	34	75	109	82	40	122
27.	1921 Wilcox Residential	1921 Wilcox Ave	99 apartment units	361	(1)	18	17	14	4	18
28.	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
29.	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	(6)	51
30.	Hollywood Center MU (Formerly Millennium)	1720 N Vine St	1,005 residential units (872 apartment units, 133 affordable senior housing units) and 30,176 sf retail	6,346	171	290	461	368	264	632
31.	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant	1,101	58	41	99	35	42	77
32.	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf of office	1,918	243	33	276	43	411	254
33.	Mixed-Use	1233 N Highland Ave	72 apartment units and 12,160 sf commercial	714	11	27	38	38	28	66
34.	Academy Square	1341 Vine St and 6332 W De Longpre Ave	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
35.	Sunset Vine 2	6262 & 6266 W Sunset Boulevard	150 multi-family units and 13,130 sf restaurant	603	11	35	46	33	22	55
36. [b]	Hotel	6830 W Sunset Blvd	24 hotel rooms	201	6	5	11	7	7	14
37. [b]	Mixed-Use/Commercial/dwelling	6817 W Hawthorn Ave	137 apartment units and 1,207 sf of commercial	880	20	41	61	44	28	72
38. [b]	Units	1301 N Cherokee Ave	18 apartment units	98	2	4	6	5	3	8
39. [b]	Apartments	6535 Fountain Ave	31 apartment units, 3 affordable apartment units	181	3	9	12	10	5	15
40. [b]	Commercial	1708 N Cahuenga Blvd	217,269 sf of office commercial building	2,116	217	35	252	40	210	250
41.	Apartments	1818 N Cherokee Ave	86 apartment units (including 21 affordable units)	397	9	21	30	20	12	32
42. [b]	Apartments	6555 W Franklin Ave	Construct new 25 apartment units, 3 affordable units	148	2	8	10	8	4	12
43. [b]	Proposed restaurant	6726 W Sunset Blvd	3,172 sf restaurant	356	18	14	32	19	12	31
44.	Highland Ave Indigo Hotel Project	1841 N Highland Ave	100 hotel rooms (business)	694	29	19	48	26	24	50
45.	Hyatt House Hotel & Retail	6611 W Hollywood Blvd	167 hotel rooms, 10,500 sf retail, and 5,400 sf restaurant	81	23	20	43	(8)	14	6
46.	Restaurant Expansion	1615 N Cahuenga Blvd	Expand existing 6,632 sf restaurant to 10,270 sf	294	2	1	3	17	7	24
47.	Sunset & Wilcox Mixed-Use	6450 W Sunset Blvd	431,032 sf of office and 12,386 sf restaurant	2,836	311	50	361	93	319	412
48. [b]	6766 Hawthorn Micro-Housing Residential Mixed-Use	6766 W Hawthorn Ave	58 apartment units (7 affordable units) and 220 sf retail	314	6	15	21	14	11	25

OTHER AREA-WIDE PROJECTS

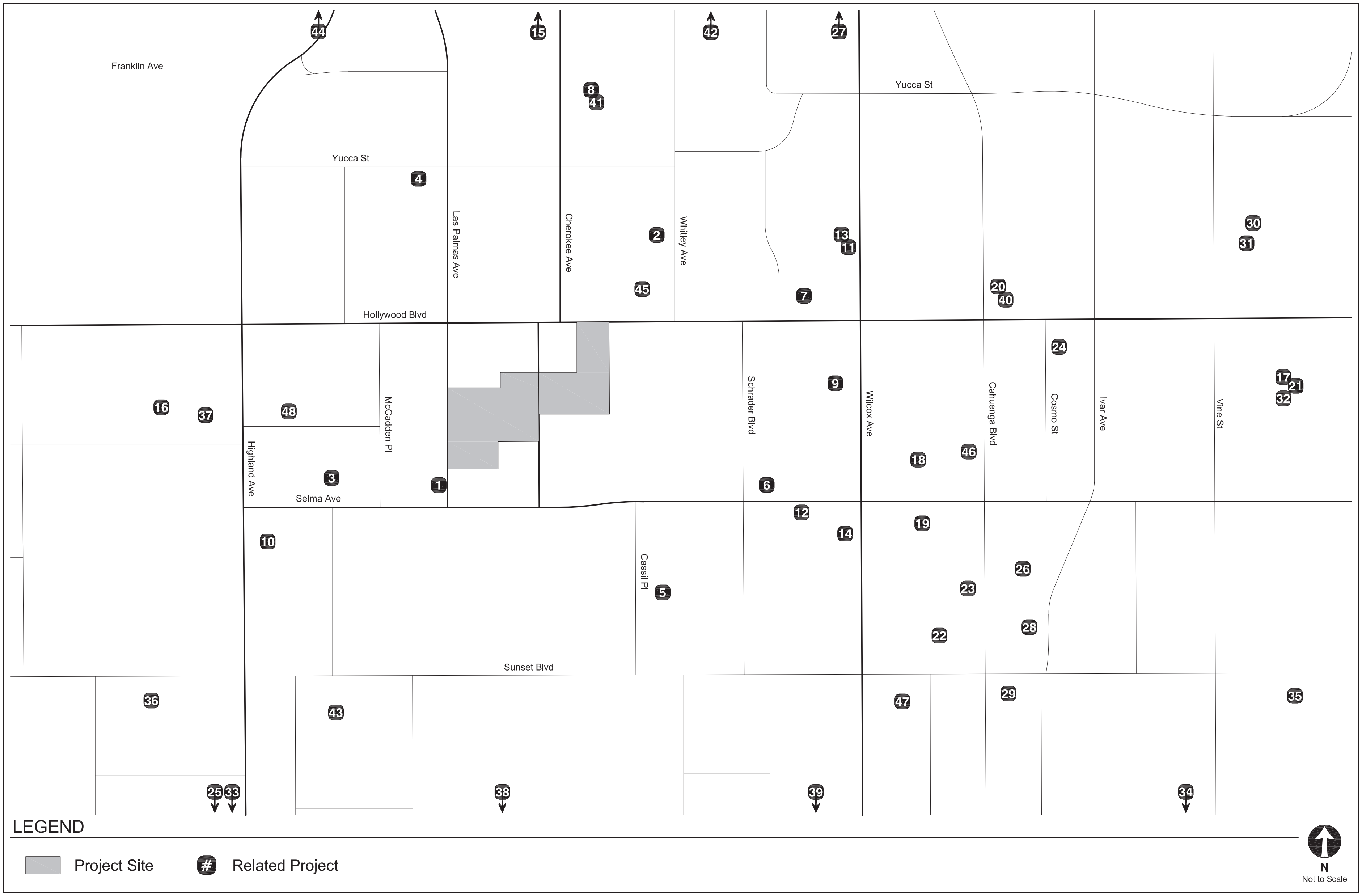
Project	Description	Extents
Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis.	South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue.

Notes:

sf: square feet

[a] Related project information provided by the Los Angeles Department of Transportation [LADOT] in September 2021, Department of City Planning in November 2021, and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

[b] Trip Generation estimates developed internally using *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers, 2017 and LADOT's *Transportation Assessment Guidelines* .

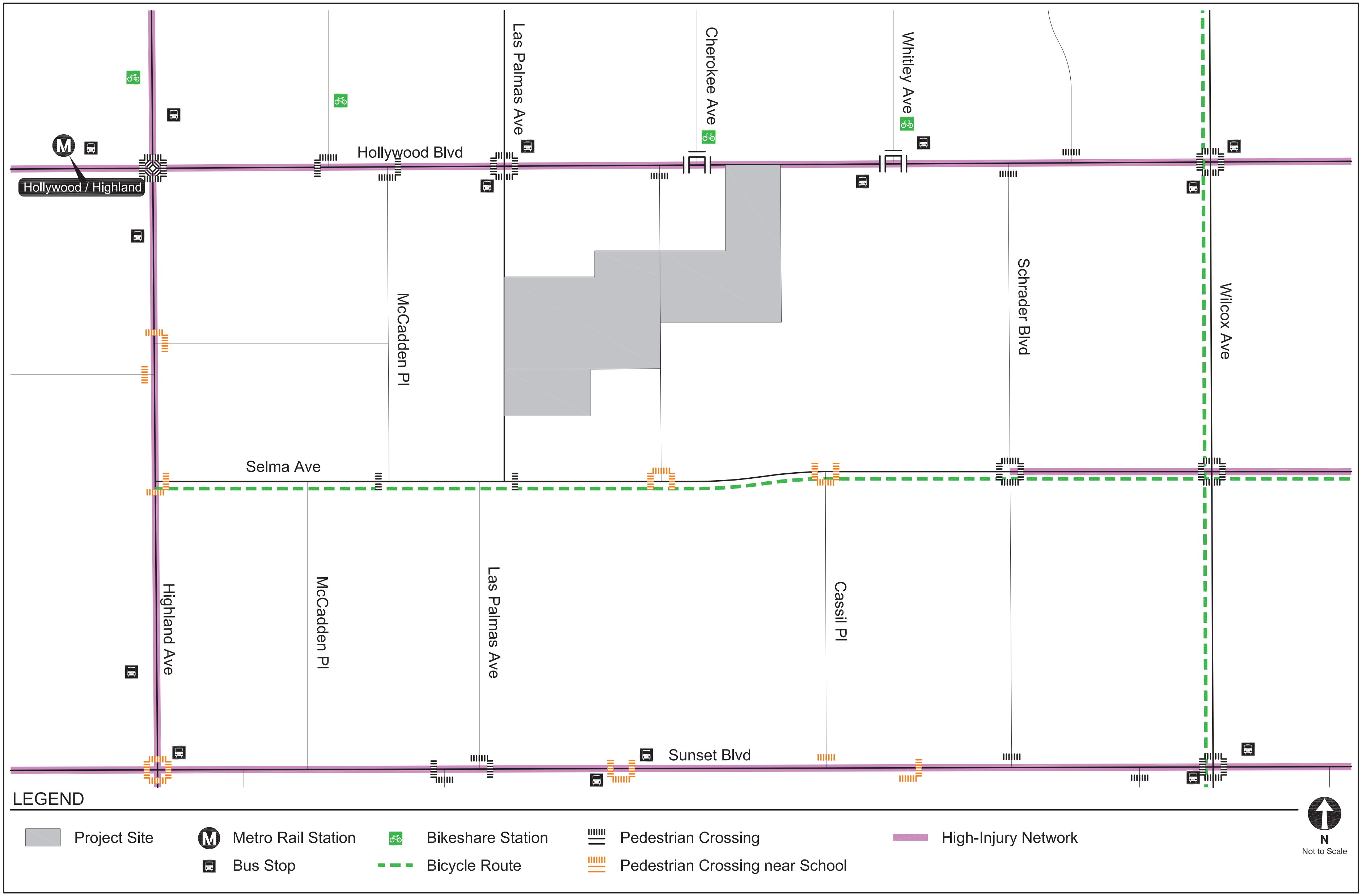


LOCATIONS OF RELATED PROJECTS

FIGURE 7

PEDESTRIAN ATTRACTORS INVENTORY

FIGURE
8



EXISTING TRANSPORTATION FACILITIES

FIGURE 9

TABLE 4A
FREEWAY OFF-RAMP SCREENING PROCESS

OPTION B			
Freeway Off-Ramp	**Peak Hour**	**Project Traffic**	**Meets Screening Criteria?** [a]
US 101 Southbound			
Off-ramp to Cahuenga Boulevard [b]	AM PM	22 44	NO YES
Off-ramp to Highland Avenue [c]	AM PM	18 31	NO YES
US 101 Northbound			
Off-ramp to Hollywood Boulevard [d]	AM PM	22 44	NO YES
Off-ramp to Sunset Boulevard [e]	AM PM	16 24	NO NO

Notes:

[a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

[b] 20% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Cahuenga Boulevard.

[c] 10% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Highland Avenue.

[d] 20% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Hollywood Boulevard.

[e] 5% of incoming residential and office trips and 10% of incoming commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Sunset Boulevard.

TABLE 4B
FREEWAY OFF-RAMP SCREENING PROCESS

OPTION A			
Freeway Off-Ramp	**Peak Hour**	**Project Traffic**	**Meets Screening Criteria?** [a]
US 101 Southbound			
Off-ramp to Cahuenga Boulevard [b]	AM PM	24 44	NO YES
Off-ramp to Highland Avenue [c]	AM PM	20 32	NO YES
US 101 Northbound			
Off-ramp to Hollywood Boulevard [d]	AM PM	24 44	NO YES
Off-ramp to Sunset Boulevard [e]	AM PM	18 25	NO YES

Notes:

[a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

[b] 20% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Cahuenga Boulevard.

[c] 10% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Highland Avenue.

[d] 20% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Hollywood Boulevard.

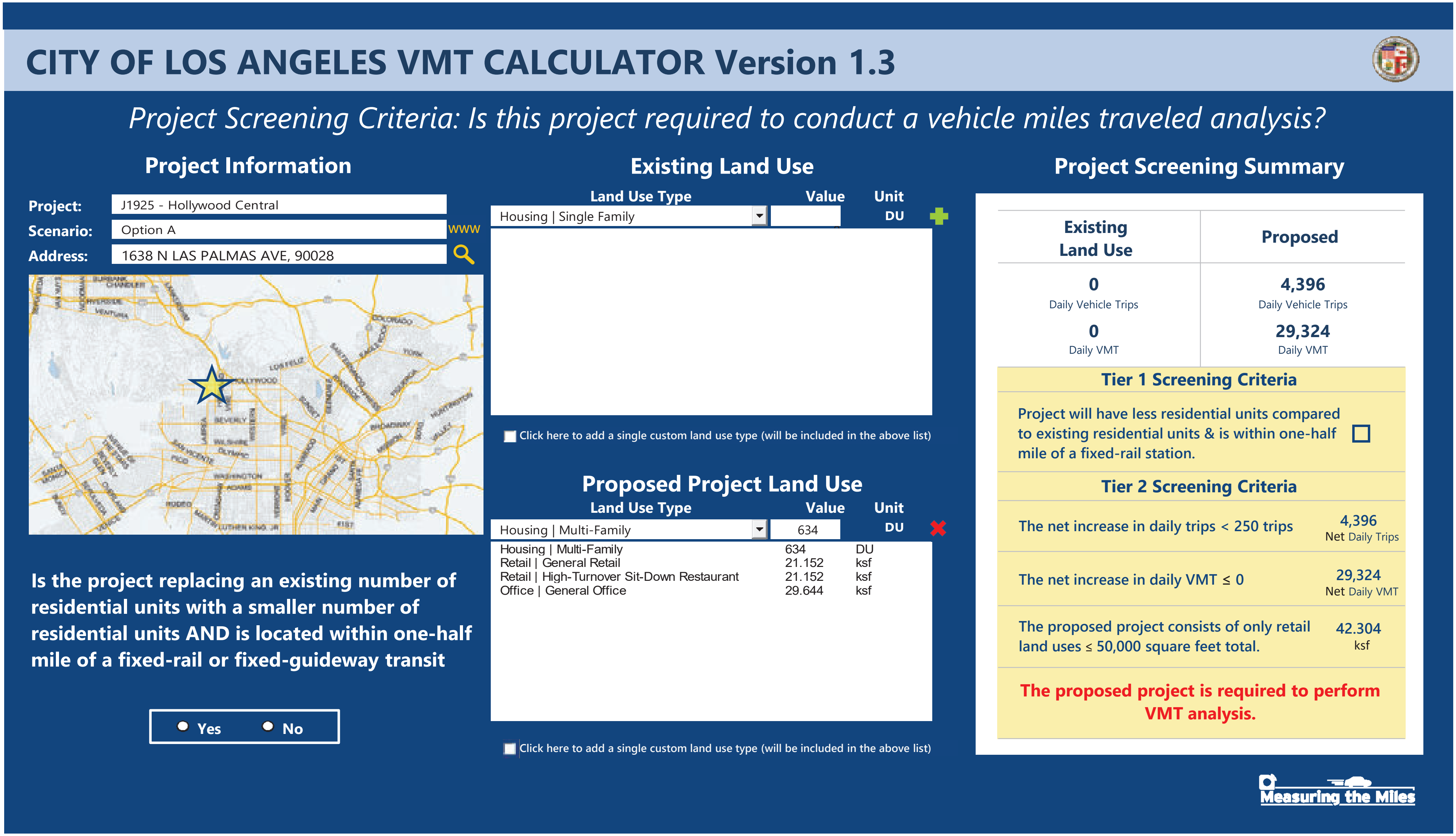
[e] 5% of incoming residential and office trips and 10% of incoming hotel and commercial trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Sunset Boulevard.

TABLE 5
FACILITIES INVENTORY - HIGH INJURY NETWORK

Roadway	Distance (ft)
Hollywood Boulevard	0
Selma Avenue	610
Highland Avenue	765
Sunset Boulevard	910
Las Palmas Avenue	980

TABLE 6
FACILITIES INVENTORY - CROSSING DISTANCES

Crossing Control Device	Distance (ft)
Hollywood Blvd from Highland Ave to McCadden Pl	290
Hollywood Blvd between McCadden Pl (off-set intersection)	160
Hollywood Blvd from McCadden Pl to Las Palmas Ave	185
Hollywood Blvd from Las Palmas Ave to Cherokee Ave	330
Hollywood Blvd from Cherokee Ave to Whitley Ave	340
Hollywood Blvd from Whitley Ave to Wilcox Ave	600
Highland Ave from Yucca St to Hollywood Blvd	415
Highland Ave from Hollywood Blvd to Hawthorn Ave	265
Highland Ave from Hawthorn Ave to Selma Ave	360
Highland Ave from Selma Ave to Sunset Blvd	525
Wilcox Ave from Yucca St to Hollywood Blvd	760
Wilcox Ave from Hollywood Blvd to Selma Ave	575
Wilcox Ave from Selma Ave to Sunset Blvd	560
Sunset Blvd from Highland Ave to Las Palmas Ave	540
Sunset Blvd between Las Palmas Ave (off-set intersection)	115
Sunset Blvd from Las Palmas Ave to Cherokee Ave	240
Sunset Blvd from Cherokee Ave to Seward St	615
Sunset Blvd from Seward St to Wilcox Ave	585



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: J1925 - Hollywood Central
Scenario: Option A
Address: 1638 N LAS PALMAS AVE, 90028

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	634	DU
Housing | Multi-Family	634	DU
Retail | General Retail	21.152	ksf
Retail | High-Turnover Sit-Down Restaurant	21.152	ksf
Office | General Office	29.644	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	4,396 Daily Vehicle Trips
0 Daily VMT	29,324 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

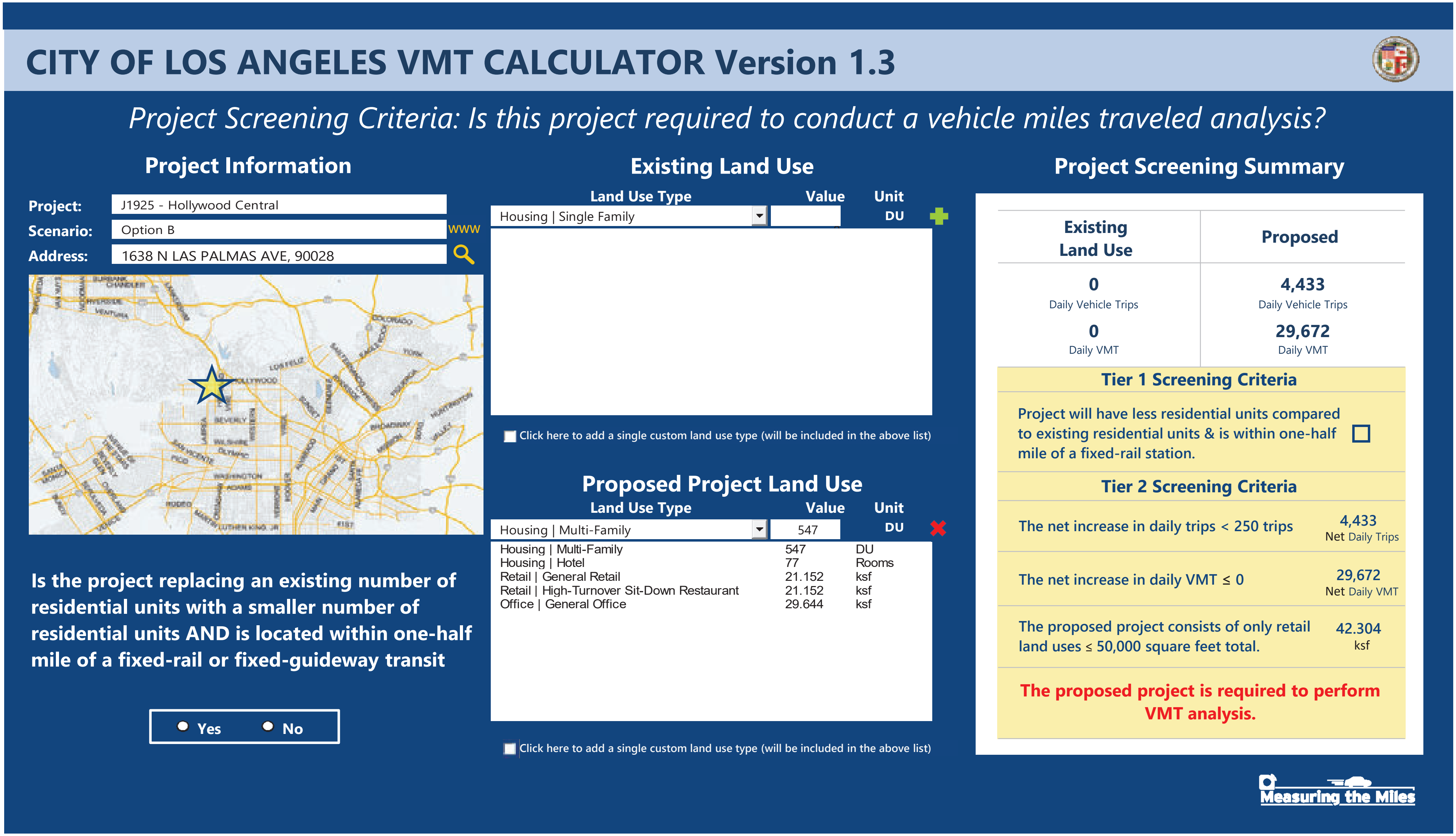
The net increase in daily trips < 250 trips	4,396 Net Daily Trips
The net increase in daily VMT ≤ 0	29,324 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	42.304 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

NOTES:
The VMT analysis considers new VMT, therefore the existing uses to be maintained as part of the Project were not considered for VMT impact purposes.

12/17/2021



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: J1925 - Hollywood Central
Scenario: Option B
Address: 1638 N LAS PALMAS AVE, 90028

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	547	DU

Housing | Multi-Family	547	DU
Housing | Hotel	77	Rooms
Retail | General Retail	21.152	ksf
Retail | High-Turnover Sit-Down Restaurant	21.152	ksf
Office | General Office	29.644	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	4,433 Daily Vehicle Trips
0 Daily VMT	29,672 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	4,433 Net Daily Trips
The net increase in daily VMT ≤ 0	29,672 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	42.304 ksf

The proposed project is required to perform VMT analysis.

NOTES:
The VMT analysis considers new VMT, therefore the existing uses to be maintained as part of the Project were not considered for VMT impact purposes.

12/17/2021

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By: ____________________

Print Name: Lauren Mullarkey-Williams

Title: Associate

Company: Gibson Transportation Consulting, Inc.

Address: 555 W. 5th Street, Suite 3375, Los Angeles, CA 90013

Phone: (213) 683-0088

Email Address: lmullarkey-williams@gibsontrans.com

Date: ____________________

Appendix C

Traffic Count Data

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Highland Ave

East/West Hollywood Blvd

Day: Wednesday Date: 01/22/2020 Weather: SUNNY

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

School Day: Yes Central District I/S CODE 22506

	N/B	S/B	E/B	W/B
DUAL-WHEELED	195	200	109	104
BIKES	38	47	81	58
BUSES	36	40	118	87

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	303	7.45	430	7.00	193	9.30	220	7.30
PM PK 15 MIN	331	16.15	337	15.45	206	15.30	129	17.15
AM PK HOUR	1149	7.30	1467	7.00	742	8.45	739	7.30
PM PK HOUR	1266	15.45	1310	15.30	791	16.15	477	16.30

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	17	986	32	1035	*7-8*	25	1218	224	1467	2502	50	20	84	33
8-9	7	1096	14	1117	*8-9*	23	1080	157	1260	2377	92	37	179	79
9-10	18	1018	30	1066	*9-10*	28	1111	137	1276	2342	121	32	228	72
15-16	13	1080	46	1139	*15-16*	48	1084	139	1271	2410	537	37	617	67
16-17	23	1196	37	1256	*16-17*	44	1128	99	1271	2527	500	37	751	7
17-18	20	1007	31	1058	*17-18*	45	1134	102	1281	2339	449	11	682	0
TOTAL	98	6383	190	6671	TOTAL	213	6755	858	7826	14497	1749	174	2541	258

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	210	233	40	483	*7-8*	157	526	44	727	1210	73	51	17	5
8-9	320	328	31	679	*8-9*	171	459	33	663	1342	83	38	48	27
9-10	354	306	40	700	*9-10*	155	346	53	554	1254	50	17	57	17
15-16	373	340	66	779	*15-16*	87	267	95	449	1228	253	13	125	5
16-17	323	389	71	783	*16-17*	90	286	86	462	1245	251	4	118	5
17-18	295	384	65	744	*17-18*	81	268	128	477	1221	283	6	127	0
TOTAL	1875	1980	313	4168	TOTAL	741	2152	439	3332	7500	993	129	492	59

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Las Palmas Ave

East/West Hollywood Blvd

Day: Wednesday Date: April 26, 2017 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	28	13	100	144
BIKES	0	0	0	0
BUSES	0	0	87	85

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	32	8.45	61	9.00	122	9.15	379	8.00
PM PK 15 MIN	115	17.00	60	17.00	167	17.45	227	17.45
AM PK HOUR	109	8.15	201	9.00	448	8.30	1367	7.30
PM PK HOUR	434	16.30	197	16.30	553	15.30	726	17.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	2	28	8	38	*7-8*	18	47	38	103	141	0	0	0	0
8-9	18	65	22	105	*8-9*	38	81	35	154	259	0	0	0	0
9-10	11	41	22	74	*9-10*	34	108	59	201	275	0	0	0	0
15-16	25	187	59	271	*15-16*	67	62	25	154	425	0	0	0	0
16-17	42	296	41	379	*16-17*	52	67	41	160	539	0	0	0	0
17-18	39	273	61	373	*17-18*	70	56	62	188	561	0	0	0	0
TOTAL	137	890	213	1240	TOTAL	279	421	260	960	2200	0	0	0	0

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	7	280	10	297	*7-8*	230	938	26	1194	1491	0	0	0	0
8-9	25	397	15	437	*8-9*	318	885	42	1245	1682	0	0	0	0
9-10	28	382	15	425	*9-10*	269	802	37	1108	1533	0	0	0	0
15-16	22	471	12	505	*15-16*	65	543	51	659	1164	0	0	0	0
16-17	35	490	24	549	*16-17*	60	534	39	633	1182	0	0	0	0
17-18	41	492	14	547	*17-18*	43	607	76	726	1273	0	0	0	0
TOTAL	158	2512	90	2760	TOTAL	985	4309	271	5565	8325	0	0	0	0

ITM Peak Hour Summary

Prepared by:

Las Palmas Ave and Hollywood Blvd , Hollywood

Date: 4/26/2017

Day: Wednesday

Project #: 17-5237-003

City: Hollywood

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Total Peak Hour Summary

Southbound Approach

Las Palmas Ave

Lanes	0	1	0		
AM	29	72	39	108	**AM**
NOON	0	0	0	0	**NOON**
PM	62	56	70	390	**PM**
	↲	↓	↳	⇧	

Hollywood Blvd

Eastbound Approach

	AM	**NOON**	**PM**	
	1019	0	708	⇦
1	21	0	41	↱
2	397	0	492	→
0	16	0	14	↴
Lanes	**AM**	**NOON**	**PM**	

CONTROL

Signalized

Westbound Approach

	AM	**NOON**	**PM**	**Lanes**
↰	38	0	76	0
←	975	0	607	2
↙	312	0	43	1
⇨	455	0	623	
	AM	**NOON**	**PM**	

Northbound Approach

	⇩	↰	↑	↱	
AM	400	15	49	19	**AM**
NOON	0	0	0	0	**NOON**
PM	113	39	273	61	**PM**
		0	1	0	**Lanes**

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

Total Ins & Outs

North Leg

140	108	**AM**
0	0	**NOON**
188	390	**PM**

West Leg

AM	**NOON**	**PM**
1019	0	708
434	0	547

East Leg

1325	0	726
455	0	623
AM	**NOON**	**PM**

South Leg

AM	400	83
NOON	0	0
PM	113	373

Total Volume Per Leg

North Leg

248	**AM**
0	**NOON**
578	**PM**

West Leg

AM	**NOON**	**PM**
1453	0	1255

East Leg

1780	0	1349
AM	**NOON**	**PM**

South Leg

AM	483
NOON	0
PM	486

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5237-003

Day: Wednesday

TOTALS

City: Hollywood

Date: 4/26/2017

AM

NS/EW Streets:	Las Palmas Ave			Las Palmas Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	1	3	1	2	9	12	3	64	0	22	185	5	307
7:15 AM	0	4	2	1	7	8	1	50	1	55	251	12	392
7:30 AM	1	12	4	6	16	10	1	71	2	89	245	5	462
7:45 AM	0	9	1	9	15	8	2	95	7	64	257	4	471
8:00 AM	1	13	5	11	21	9	4	104	3	73	297	9	550
8:15 AM	9	12	8	11	16	2	7	92	4	81	228	15	485
8:30 AM	5	15	5	8	20	10	8	106	2	94	193	10	476
8:45 AM	3	25	4	8	24	14	6	95	6	70	167	8	430
9:00 AM	1	20	2	7	28	26	3	96	4	66	209	6	468
9:15 AM	4	7	7	9	26	15	13	106	3	81	209	7	487
9:30 AM	5	4	6	8	23	12	3	86	5	67	187	13	419
9:45 AM	1	10	7	10	31	6	9	94	3	55	197	11	434

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	31	134	52	90	236	132	60	1059	40	817	2625	105	5381
APPROACH %'s :	14.29%	61.75%	23.96%	19.65%	51.53%	28.82%	5.18%	91.37%	3.45%	23.03%	74.01%	2.96%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	15	49	19	39	72	29	21	397	16	312	975	38	1982
PEAK HR FACTOR :		0.716			0.854			0.935			0.874		0.901

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5237-003 | **Day:** Wednesday

TOTALS

City: Hollywood | **Date:** 4/26/2017

AM

NS/EW Streets:	Las Palmas Ave			Las Palmas Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
3:00 PM	4	32	11	23	25	6	8	111	1	23	136	7	387
3:15 PM	6	36	14	14	13	6	2	117	3	15	140	15	381
3:30 PM	7	56	22	13	13	7	7	136	4	14	130	16	425
3:45 PM	8	63	12	17	11	6	5	107	4	13	137	13	396
4:00 PM	7	59	6	13	19	11	9	120	7	17	132	7	407
4:15 PM	7	78	11	12	11	9	8	139	7	10	126	14	432
4:30 PM	13	86	10	15	16	11	9	130	6	16	142	9	463
4:45 PM	15	73	14	12	21	10	9	101	4	17	134	9	419
5:00 PM	8	79	28	27	17	16	8	115	4	15	114	13	444
5:15 PM	17	79	12	19	24	9	3	107	4	10	131	22	437
5:30 PM	6	61	6	13	11	14	13	121	5	8	171	15	444
5:45 PM	8	54	15	11	4	23	17	149	1	10	191	26	509

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	106	756	161	189	185	128	98	1453	50	168	1684	166	5144
APPROACH %'s :	10.36%	73.90%	15.74%	37.65%	36.85%	25.50%	6.12%	90.76%	3.12%	8.33%	83.45%	8.23%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	39	273	61	70	56	62	41	492	14	43	607	76	1834
PEAK HR FACTOR :		0.811			0.783			0.819			0.800		0.901

CONTROL : Signalized

WILTEC
Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

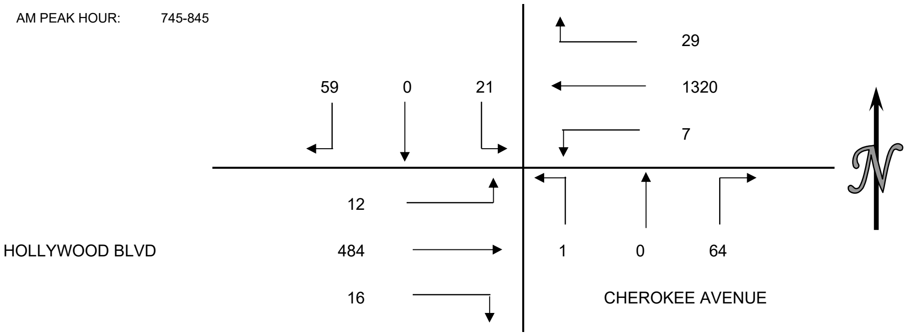
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 20 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CHEROKEE AVENUE
E/W HOLLYWOOD BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	18	0	7	9	223	1	1	0	0	1	74	3	337
715-730	8	0	3	9	268	1	5	0	1	1	68	5	369
730-745	8	0	6	4	301	1	2	0	0	1	86	3	412
745-800	12	0	6	5	337	2	14	0	0	4	118	2	500
800-815	19	0	4	5	322	1	20	0	1	4	111	7	494
815-830	18	0	4	8	327	2	16	0	0	6	143	0	524
830-845	10	0	7	11	334	2	14	0	0	2	112	3	495
845-900	14	0	7	10	310	1	7	0	0	2	128	2	481
900-915	19	0	5	6	300	1	6	0	0	1	126	3	467
915-930	9	0	6	12	339	9	5	0	0	3	127	3	513
930-945	24	0	4	9	299	4	4	0	0	1	112	6	463
945-1000	15	0	11	13	268	2	8	0	1	3	126	1	448
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	46	0	22	27	1129	5	22	0	1	7	346	13	1618
715-815	47	0	19	23	1228	5	41	0	2	10	383	17	1775
730-830	57	0	20	22	1287	6	52	0	1	15	458	12	1930
745-845	59	0	21	29	1320	7	64	0	1	16	484	12	2013
800-900	61	0	22	34	1293	6	57	0	1	14	494	12	1994
815-915	61	0	23	35	1271	6	43	0	0	11	509	8	1967
830-930	52	0	25	39	1283	13	32	0	0	8	493	11	1956
845-945	66	0	22	37	1248	15	22	0	0	7	493	14	1924
900-1000	67	0	26	40	1206	16	23	0	1	8	491	13	1891

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	19	0	7	1	27
715-730	7	1	8	2	18
730-745	27	5	12	2	46
745-800	21	2	18	5	46
800-815	25	4	23	10	62
815-830	29	3	17	6	55
830-845	24	2	21	2	49
854-900	51	3	32	5	91
900-915	52	3	25	2	82
915-930	17	5	35	2	59
930-945	44	8	35	5	92
945-1000	70	2	50	8	130
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	74	8	45	10	137
715-815	80	12	61	19	172
730-830	102	14	70	23	209
745-845	99	11	79	23	212
800-900	129	12	93	23	257
815-915	156	11	95	15	277
830-930	144	13	113	11	281
845-945	164	19	127	14	324
900-1000	183	18	145	17	363

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	3	0	1	0	4
730-745	1	0	1	0	2
745-800	3	0	3	0	6
800-815	1	0	1	0	2
815-830	5	0	2	0	7
830-845	4	0	1	0	5
845-900	5	1	2	0	8
900-915	1	0	1	0	2
915-930	0	2	5	1	8
930-945	2	0	2	0	4
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	9	0	5	0	14
715-815	8	0	6	0	14
730-830	10	0	7	0	17
745-845	13	0	7	0	20
800-900	15	1	6	0	22
815-915	15	1	6	0	22
830-930	10	3	9	1	23
845-945	8	3	10	1	22
900-1000	4	2	8	1	15

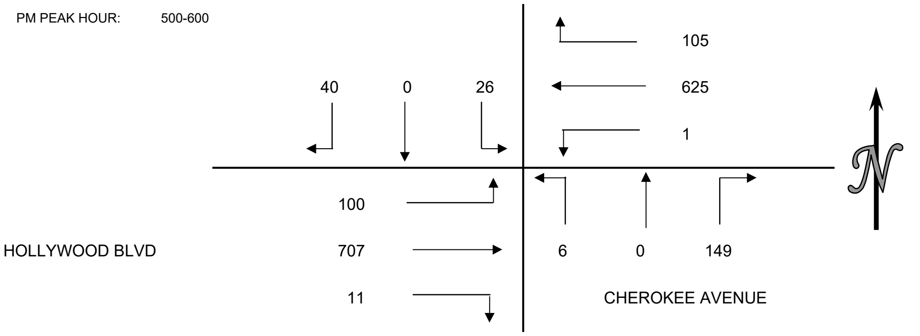
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 20 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	CHEROKEE AVENUE
	E/W	HOLLYWOOD BLVD
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	17	0	8	24	197	1	17	0	0	4	184	5	457
315-330	5	0	5	19	180	0	28	0	0	1	176	12	426
330-345	17	0	4	9	151	0	34	0	0	3	170	6	394
345-400	9	0	5	21	144	1	18	0	1	4	183	3	389
400-415	14	0	9	16	142	0	26	0	0	2	178	16	403
415-430	12	0	15	20	187	0	29	0	1	5	200	18	487
430-445	8	0	6	15	144	1	24	0	0	7	162	14	381
445-500	5	0	6	14	155	1	34	0	0	4	160	21	400
500-515	7	0	5	14	137	0	45	0	3	3	183	26	423
515-530	14	0	6	24	159	0	32	0	0	4	205	20	464
530-545	13	0	9	39	148	1	35	0	2	3	149	29	428
545-600	6	0	6	28	181	0	37	0	1	1	170	25	455
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	48	0	22	73	672	2	97	0	1	12	713	26	1666
315-415	45	0	23	65	617	1	106	0	1	10	707	37	1612
330-430	52	0	33	66	624	1	107	0	2	14	731	43	1673
345-445	43	0	35	72	617	2	97	0	2	18	723	51	1660
400-500	39	0	36	65	628	2	113	0	1	18	700	69	1671
415-515	32	0	32	63	623	2	132	0	4	19	705	79	1691
430-530	34	0	23	67	595	2	135	0	3	18	710	81	1668
445-545	39	0	26	91	599	2	146	0	5	14	697	96	1715
500-600	40	0	26	105	625	1	149	0	6	11	707	100	1770

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	217	15	179	42	453
315-330	170	17	165	28	380
330-345	135	9	149	28	321
345-400	128	11	146	27	312
400-415	157	17	166	21	361
415-430	164	9	156	27	356
430-445	100	13	146	38	297
445-500	129	5	168	31	333
500-515	193	6	125	37	361
515-530	106	13	158	25	302
530-545	142	13	119	16	290
545-600	152	7	126	32	317
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	650	52	639	125	1466
315-415	590	54	626	104	1374
330-430	584	46	617	103	1350
345-445	549	50	614	113	1326
400-500	550	44	636	117	1347
415-515	586	33	595	133	1347
430-530	528	37	597	131	1293
445-545	570	37	570	109	1286
500-600	593	39	528	110	1270

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	5	1	9	0	15
315-330	2	0	4	1	7
330-345	2	0	2	1	5
345-400	4	0	1	0	5
400-415	3	0	1	0	4
415-430	4	0	2	0	6
430-445	1	0	9	0	10
445-500	4	1	2	1	8
500-515	0	0	2	0	2
515-530	5	0	5	0	10
530-545	4	3	2	0	9
545-600	3	1	4	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	13	1	16	2	32
315-415	11	0	8	2	21
330-430	13	0	6	1	20
345-445	12	0	13	0	25
400-500	12	1	14	1	28
415-515	9	1	15	1	26
430-530	10	1	18	1	30
445-545	13	4	11	1	29
500-600	12	4	13	0	29

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-030
Date: 5/15/2018

Total

NS/EW Streets:	Wilcox Ave				Wilcox Ave				Hollywood Blvd				Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	18	7	0	2	62	36	0	2	54	4	0	20	202	0	0	409
7:15 AM	2	13	4	0	2	74	31	0	3	81	5	0	24	212	5	0	456
7:30 AM	1	18	6	0	1	101	57	0	1	90	4	0	28	268	2	0	577
7:45 AM	6	26	9	0	0	87	33	0	2	115	9	0	30	273	1	0	591
8:00 AM	1	33	10	0	2	103	25	0	1	141	8	0	37	232	2	0	595
8:15 AM	4	30	3	0	1	58	33	0	5	127	13	0	16	255	0	0	545
8:30 AM	4	30	9	0	3	96	33	0	3	114	4	0	26	292	2	0	616
8:45 AM	3	38	12	0	5	93	46	0	4	122	7	0	24	280	0	0	634
9:00 AM	5	21	10	0	2	86	24	0	5	102	8	0	14	203	4	0	484
9:15 AM	7	36	8	0	2	86	24	0	10	110	6	1	11	179	2	0	482
9:30 AM	14	34	9	0	4	83	38	0	12	94	14	1	17	247	8	0	575
9:45 AM	10	27	12	0	3	87	35	0	7	99	9	0	25	228	4	0	546
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	324	99	0	27	1016	415	0	55	1249	91	2	272	2871	30	0	6510
APPROACH %'s :	12.24%	67.22%	20.54%	0.00%	1.85%	69.68%	28.46%	0.00%	3.94%	89.41%	6.51%	0.14%	8.57%	90.48%	0.95%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	12	131	34	0	11	350	137	0	13	504	32	0	103	1059	4	0	2390
PEAK HR FACTOR :	0.750	0.862	0.708	0.000	0.550	0.850	0.745	0.000	0.650	0.894	0.615	0.000	0.696	0.907	0.500	0.000	0.942
	0.835				0.865				0.915				0.911				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	71	22	0	6	44	10	0	18	178	11	0	14	175	7	1	566
4:15 PM	10	82	21	0	4	64	12	0	13	154	9	0	14	157	3	1	544
4:30 PM	18	66	23	0	4	57	8	0	12	137	8	0	12	144	7	0	496
4:45 PM	15	80	27	0	5	70	11	0	15	170	12	0	22	149	4	0	580
5:00 PM	23	111	27	1	0	58	11	0	18	207	12	0	17	204	13	0	702
5:15 PM	17	83	23	0	4	52	8	0	16	187	23	0	12	184	14	1	624
5:30 PM	19	85	23	0	3	61	15	0	13	164	11	0	16	195	6	1	612
5:45 PM	19	82	33	0	6	72	12	0	15	159	13	0	18	164	14	0	607
6:00 PM	17	94	22	0	3	70	13	0	12	165	9	0	21	195	12	0	633
6:15 PM	16	80	16	1	6	62	12	0	15	152	16	1	21	202	10	0	610
6:30 PM	15	82	23	0	6	71	18	0	15	183	20	0	10	203	6	0	652
6:45 PM	16	92	17	0	2	77	20	0	15	139	11	0	13	194	6	3	605
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	194	1008	277	2	49	758	150	0	177	1995	155	1	190	2166	102	7	7231
APPROACH %'s :	13.10%	68.06%	18.70%	0.14%	5.12%	79.21%	15.67%	0.00%	7.60%	85.70%	6.66%	0.04%	7.71%	87.87%	4.14%	0.28%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	78	361	106	1	13	243	46	0	62	717	59	0	63	747	47	2	2545
PEAK HR FACTOR :	0.848	0.813	0.803	0.250	0.542	0.844	0.767	0.000	0.861	0.866	0.641	0.000	0.875	0.915	0.839	0.500	0.906
	0.843				0.839				0.884				0.918				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-030
Date: 5/15/2018

Bikes

NS/EW Streets:	Wilcox Ave				Wilcox Ave				Hollywood Blvd				Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	0	2	1	0	0	1	0	0	0	1	0	0	5
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:30 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	4	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	5	1	0	0	6	1	0	0	28	0	0	42
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%	85.71%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	0	1	1	0	0	12	0	0	17
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.750	0.000	0.000	0.607
	0.250				0.500				0.500				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
4:30 PM	0	1	0	0	0	0	0	0	1	6	0	0	0	2	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
5:00 PM	0	0	1	0	1	1	0	0	1	0	0	0	1	2	0	0	7
5:15 PM	0	0	0	0	0	1	0	0	0	4	2	0	0	3	0	0	10
5:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	4	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
6:00 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	5
6:15 PM	0	1	0	0	0	0	0	0	1	3	0	0	1	5	0	0	11
6:30 PM	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	6
6:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	1	0	1	3	0	0	3	31	3	0	2	36	0	0	84
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	25.00%	75.00%	0.00%	0.00%	8.11%	83.78%	8.11%	0.00%	5.26%	94.74%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	2	0	0	1	8	3	0	1	13	0	0	30
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.250	0.500	0.375	0.000	0.250	0.813	0.000	0.000	0.750
	0.250				0.375				0.500				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & Hollywood Blvd
City: Hollywood

Project ID: 18-05272-030
Date: 5/15/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Wilcox Ave		Wilcox Ave		Hollywood Blvd		Hollywood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	9	7	4	5	1	4	3	6	39
7:15 AM	8	6	4	6	0	4	3	6	37
7:30 AM	5	5	7	16	4	3	0	8	48
7:45 AM	7	7	8	12	1	7	1	7	50
8:00 AM	12	10	9	11	5	2	6	9	64
8:15 AM	13	14	9	14	2	5	2	3	62
8:30 AM	9	13	27	16	5	6	5	2	83
8:45 AM	23	25	24	30	4	7	6	10	129
9:00 AM	21	24	25	17	3	0	5	3	98
9:15 AM	23	28	23	28	3	5	9	11	130
9:30 AM	15	30	16	20	2	2	3	4	92
9:45 AM	23	33	27	25	8	7	12	15	150
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	168	202	183	200	38	52	55	84	982
APPROACH %'s :	45.41%	54.59%	47.78%	52.22%	42.22%	57.78%	39.57%	60.43%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	57	62	69	71	16	20	19	24	338
PEAK HR FACTOR :	0.620	0.620	0.639	0.592	0.800	0.714	0.792	0.600	0.655
	0.620		0.648		0.818		0.672		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	63	44	68	88	13	13	31	20	340
4:15 PM	31	38	49	68	10	10	44	11	261
4:30 PM	61	47	56	56	10	6	18	17	271
4:45 PM	73	75	65	51	5	23	29	12	333
5:00 PM	61	61	59	51	17	9	23	16	297
5:15 PM	55	54	69	74	14	6	36	26	334
5:30 PM	53	43	51	72	8	19	32	34	312
5:45 PM	68	76	67	48	7	11	25	17	319
6:00 PM	82	81	84	74	9	12	28	18	388
6:15 PM	48	78	66	56	10	5	22	31	316
6:30 PM	50	71	66	75	12	10	20	17	321
6:45 PM	37	53	88	54	12	12	17	23	296
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	682	721	788	767	127	136	325	242	3788
APPROACH %'s :	48.61%	51.39%	50.68%	49.32%	48.29%	51.71%	57.32%	42.68%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	237	234	246	245	46	45	116	93	1262
PEAK HR FACTOR :	0.871	0.770	0.891	0.828	0.676	0.592	0.806	0.684	0.945
	0.818		0.858		0.843		0.792		

Prepared by National Data & Surveying Services

Wilcox Ave & Hollywood Blvd

Peak Hour Turning Movement Count

ID: 18-05272-030
City: Hollywood

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM	AM	07:00 AM - 10:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	04:00 PM - 07:00 PM

Wilcox Ave SOUTHBOUND

	↲	↓	↳	U-turn	Exit ⇧
AM	137	350	11	0	148
NOON	0	0	0	0	0
PM	46	243	13	0	470
Lanes	0	1	0	0	

Hollywood Blvd WESTBOUND

Lanes		PM	NOON	AM
0	↰	47	0	4
2	←	747	0	1059
1	↲	63	0	103
0	U-turn	2	0	0
	Exit ⇨	838	0	549

Hollywood Blvd EASTBOUND

	AM	NOON	PM	Lanes
Exit ⇦	1208	0	871	
U-turn	0	0	0	0
↱	13	0	62	1
→	504	0	717	2
↴	32	0	59	0

Wilcox Ave NORTHBOUND

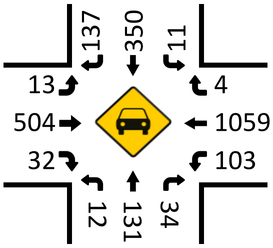
	Exit ⇩	U-turn	↰	↑	↱
Lanes		0	1	1	0
PM	366	1	78	361	106
NOON	0	0	0	0	0
AM	485	0	12	131	34

CONTROL

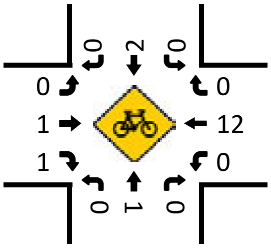
Signalized

	AM	NOON	PM
TEV	2390	0	2545
PHF	0.94		0.91

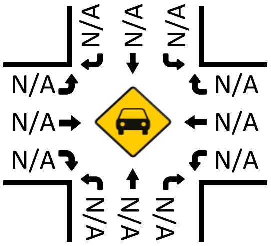
Total Vehicles (AM)



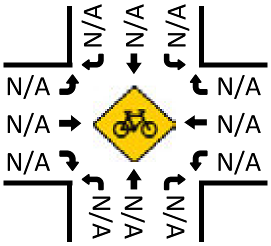
Bikes (AM)



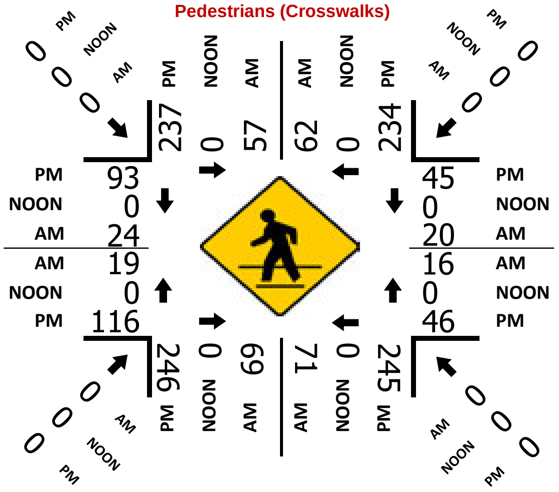
Total Vehicles (Noon)



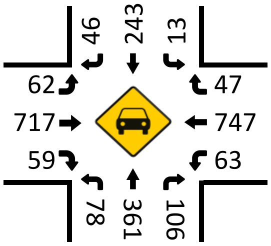
Bikes (NOON)



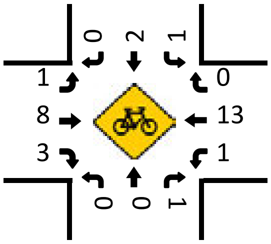
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Highland Avenue

East/West Selma Avenue

Day: Wednesday **Date:** September 26, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 22524

	N/B	S/B	E/B	W/B
DUAL-WHEELED	205	195	0	16
BIKES	12	26	3	4
BUSES	34	55	0	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	303	7.45	340	9.15	4	8.00	48	8.00
PM PK 15 MIN	291	4.15	318	5.00	8	3.15	33	5.30
AM PK HOUR	1189	7.45	1303	7.30	8	7.15	146	7.30
PM PK HOUR	1050	3.30	1210	5.00	15	3.00	130	5.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	32	1038	30	1100	*7-8*	14	1261	26	1301	2401	6	8	0	0
8-9	1	1125	38	1164	*8-9*	16	1237	1	1254	2418	12	7	0	0
9-10	0	1056	31	1087	*9-10*	17	1257	1	1275	2362	9	4	0	0
3-4	8	966	15	989	*3-4*	0	1155	12	1167	2156	25	0	1	1
4-5	2	1016	24	1042	*4-5*	5	1124	1	1130	2172	17	0	0	0
5-6	6	874	30	910	*5-6*	35	1160	15	1210	2120	22	0	0	0
TOTAL	49	6075	168	6292	TOTAL	87	7194	56	7337	13629	91	19	1	1

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	2	0	3	5	*7-8*	72	6	16	94	99	41	22	55	36
8-9	0	1	3	4	*8-9*	112	2	28	142	146	66	69	79	113
9-10	0	0	0	0	*9-10*	66	0	36	102	102	101	14	209	18
3-4	9	0	6	15	*3-4*	26	0	18	44	59	244	0	125	0
4-5	0	0	0	0	*4-5*	55	0	38	93	93	249	0	123	0
5-6	4	3	0	7	*5-6*	79	10	41	130	137	251	0	166	0
TOTAL	15	4	12	31	TOTAL	410	18	177	605	636	952	105	757	167

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South: Highland Avenue

East/West: Selma Avenue

Day: Wednesday
Date: #############
Weather: CLEAR

School Day: Yes
District: Hollywood
I/S Code: 22524

Hours: 7-10 AM, 3-6 PM
Staff: CUI

NORTHBOUND Approach | **SOUTHBOUND Approach** | **TOTAL**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S
7-8	0	4	0	4	7-8	0	7	0	7	11
8-9	0	3	0	3	8-9	0	4	0	4	7
9-10	0	2	0	2	9-10	0	3	0	3	5
3-4	0	1	0	1	3-4	1	5	0	6	7
4-5	0	1	0	1	4-5	0	4	0	4	5
5-6	0	1	0	1	5-6	0	1	1	2	3
TOTAL	0	12	0	12	TOTAL	1	24	1	26	38

EASTBOUND Approach | **WESTBOUND Approach** | **TOTAL**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	7-8	0	0	0	0	0
8-9	0	0	1	1	8-9	1	0	1	2	3
9-10	0	0	1	1	9-10	0	0	0	0	1
3-4	0	1	0	1	3-4	0	0	0	0	1
4-5	0	0	0	0	4-5	0	0	1	1	1
5-6	0	0	0	0	5-6	0	0	1	1	1
TOTAL	0	1	2	3	TOTAL	1	0	3	4	7

REMARKS (6 hour total):

	NB	**SB**	**EB**	**WB**	**TOTAL**
- Female Riders	0	4	1	0	5
- No helmet riders	8	11	2	3	24
- Sidewalk Riding	9	6	1	0	16
- Wrong way riding	4	2	0	0	6

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Highland Avenue

East/West: Selma Avenue

Day: Wednesday
Date: ################
Weather: CLEAR
School Day: YES
District: Hollywood
I/S Code: 22524
Hours: 7-10 AM, 3-6 PM
Staff: CUI

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	0	15	11	26
7:15-7:30	0	3	18	14	35
7:30-7:45	0	4	30	19	53
7:45-8:00	0	7	28	19	54
8:00-8:15	0	5	32	40	77
8:15-8:30	0	10	16	38	64
8:30-8:45	0	3	70	23	96
8:45-9:00	0	1	74	34	109
9:00-9:15	0	3	64	43	110
9:15-9:30	0	3	43	23	69
9:30-9:45	0	4	29	26	59
9:45-10:00	0	3	91	23	117
Hours					
7 - 8	0	14	91	63	168
8 - 9	0	19	192	135	346
9 - 10	0	13	227	115	355
TOTAL	0	46	510	313	869

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	2	4	74	130	210
3:15-3:30	0	18	48	104	170
3:30-3:45	0	12	66	118	196
3:45-4:00	0	16	62	136	214
4:00-4:15	0	6	64	120	190
4:15-4:30	0	12	70	96	178
4:30-4:45	0	10	54	140	204
4:45-5:00	0	6	58	142	206
5:00-5:15	0	16	82	144	242
5:15-5:30	0	14	100	112	226
5:30-5:45	0	8	88	116	212
5:45-6:00	0	6	62	130	198
Hours					
3 - 4	2	50	250	488	790
4 - 5	0	34	246	498	778
5 - 6	0	44	332	502	878
	2	128	828	1488	2446

REMARKS (6 hour total):

	N-LEG	**S-LEG**	**E-LEG**	**W-LEG**	**TOTAL**
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	1	4	11	8	24

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Location ID: 9
North/South: Las Palmas Avenue
East/West: Selma Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	11	10	3	0	3	0	1	2	3	0	7	2	42
7:15	33	14	1	3	6	2	2	3	1	2	4	3	74
7:30	74	37	5	3	22	3	2	4	3	5	10	5	173
7:45	77	40	7	6	34	14	5	7	6	7	33	4	240
8:00	38	27	8	6	37	13	6	10	9	6	11	4	175
8:15	91	27	3	3	48	16	9	15	4	4	31	3	254
8:30	66	61	3	4	24	14	8	10	5	2	15	7	219
8:45	70	28	4	6	21	9	6	15	9	3	13	3	187
9:00	74	42	4	2	44	11	0	18	9	2	14	6	226
9:15	68	25	3	5	25	3	3	10	7	5	13	9	176
9:30	51	26	4	7	14	13	6	13	3	4	17	14	172
9:45	41	31	5	5	22	9	4	16	11	12	16	11	183

Total Volume:	694	368	50	50	300	107	52	123	70	52	184	71	2121
Approach %	62%	33%	4%	11%	66%	23%	21%	50%	29%	17%	60%	23%	

Peak Hr Begin:	7:45												
PHV	272	155	21	19	143	57	28	42	24	19	90	18	888
PHF	0.862			0.817			0.839			0.722			0.874

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	13	6	13	16	7	7	43	15	5	25	9	185
15:15	20	12	8	7	27	6	7	41	10	9	41	16	204
15:30	21	20	5	14	26	5	20	50	15	7	23	14	220
15:45	25	16	7	8	17	7	11	47	5	5	31	12	191
16:00	14	26	2	8	16	11	12	52	10	2	35	11	199
16:15	23	13	10	13	22	5	14	81	9	8	31	14	243
16:30	22	14	8	10	20	1	12	80	13	2	33	11	226
16:45	14	14	7	17	23	4	20	81	22	4	36	10	252
17:00	20	11	9	15	19	6	11	91	22	7	28	10	249
17:15	12	18	15	15	32	4	20	90	15	8	42	10	281
17:30	15	18	11	15	32	8	16	76	24	7	38	9	269
17:45	20	17	8	15	32	4	17	54	22	8	41	11	249

Total Volume:	232	192	96	150	282	68	167	786	182	72	404	137	2768
Approach %	45%	37%	18%	30%	56%	14%	15%	69%	16%	12%	66%	22%	

Peak Hr Begin:	16:45												
PHV	61	61	42	62	106	22	67	338	83	26	144	39	1051
PHF	0.911			0.864			0.976			0.871			0.935

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	0	0	0	1	0	4	0
7:15	1	0	4	0	2	0	0	0
7:30	2	0	6	0	7	0	1	0
7:45	3	0	2	0	10	0	2	0
8:00	1	0	9	0	11	0	0	0
8:15	4	0	4	0	9	0	3	0
8:30	3	0	4	0	11	0	1	0
8:45	2	0	7	0	14	0	8	0
9:00	4	0	6	0	7	0	2	0
9:15	2	0	2	0	5	0	2	0
9:30	0	0	2	0	11	1	1	0
9:45	0	0	4	0	11	0	5	0

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	4	0	9	0	20	0	2	0
15:15	3	0	7	0	11	0	0	0
15:30	5	1	10	0	19	0	5	0
15:45	6	0	9	0	19	0	3	0
16:00	5	1	12	1	18	0	4	0
16:15	1	0	3	0	6	0	6	0
16:30	1	0	8	0	5	1	3	0
16:45	7	0	9	0	16	0	1	0
17:00	10	0	10	0	11	0	5	0
17:15	4	0	9	0	26	0	10	0
17:30	3	0	3	0	7	0	3	0
17:45	7	0	2	0	5	0	5	0

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Wilcox Ave

East/West Selma Ave

Day: Tuesday Date: May 10, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	45	53	17	18
BIKES	13	15	24	15
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	74	8.45	124	9.00	45	7.45	32	9.45
PM PK 15 MIN	136	17.00	112	17.00	84	16.00	38	17.15
AM PK HOUR	263	8.15	458	8.15	157	7.45	107	9.00
PM PK HOUR	503	17.00	393	16.15	272	15.15	120	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	84	12	117
8-9	39	198	12	249
9-10	25	180	18	223
15-16	49	302	48	399
16-17	42	369	36	447
17-18	41	417	45	503
TOTAL	217	1550	171	1938

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	279	72	363
8-9	11	341	84	436
9-10	7	307	133	447
15-16	22	246	86	354
16-17	30	264	55	349
17-18	30	277	80	387
TOTAL	112	1714	510	2336

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
480	34	0	6	3
685	49	0	12	0
670	47	0	22	0
753	98	5	53	4
796	73	3	57	3
890	85	3	59	3
4274	386	11	209	13

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	17	51	82
8-9	18	59	59	136
9-10	21	40	34	95
15-16	75	89	84	248
16-17	39	131	70	240
17-18	49	150	71	270
TOTAL	216	486	369	1071

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	17	8	37
8-9	19	60	10	89
9-10	21	68	18	107
15-16	12	38	34	84
16-17	8	44	28	80
17-18	17	62	31	110
TOTAL	89	289	129	507

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
119	31	0	24	4
225	31	0	46	0
202	43	0	45	0
332	108	7	78	10
320	82	5	61	5
380	79	4	67	3
1578	374	16	321	22

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Highland Ave & Sunset Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-046
Date: 5/16/2018

Total

NS/EW Streets:	N Highland Ave				N Highland Ave				Sunset Blvd				Sunset Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	212	15	0	7	270	66	0	33	158	10	0	54	390	9	0	1236
7:15 AM	12	242	14	0	8	281	67	0	40	145	12	0	39	405	13	0	1278
7:30 AM	30	272	22	0	3	308	49	0	59	175	13	0	59	328	15	0	1333
7:45 AM	23	277	21	0	14	291	55	0	37	205	14	0	40	418	13	0	1408
8:00 AM	15	278	31	0	15	300	71	0	55	217	14	0	54	352	6	0	1408
8:15 AM	15	255	22	0	6	291	59	0	69	229	19	0	59	329	9	0	1362
8:30 AM	12	239	28	0	10	307	61	0	57	249	23	0	50	285	5	0	1326
8:45 AM	7	252	30	0	5	292	64	0	41	284	25	0	39	273	5	0	1317
9:00 AM	6	186	22	0	10	292	51	0	44	253	22	0	47	244	12	0	1189
9:15 AM	11	182	33	0	12	288	39	0	45	275	16	0	35	235	9	0	1180
9:30 AM	11	230	24	0	13	241	53	0	47	227	20	0	33	242	14	0	1155
9:45 AM	11	183	28	0	17	242	50	0	41	237	14	1	39	310	13	0	1186
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	165	2808	290	0	120	3403	685	0	568	2654	202	1	548	3811	123	0	15378
APPROACH %'s :	5.06%	86.06%	8.89%	0.00%	2.85%	80.87%	16.28%	0.00%	16.58%	77.49%	5.90%	0.03%	12.23%	85.03%	2.74%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	83	1082	96	0	38	1190	234	0	220	826	60	0	212	1427	43	0	5511
PEAK HR FACTOR :	0.692	0.973	0.774	0.000	0.633	0.966	0.824	0.000	0.797	0.902	0.789	0.000	0.898	0.853	0.717	0.000	0.979
	0.973				0.947				0.872				0.893				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	214	18	0	11	261	47	0	33	265	22	0	22	193	15	0	1111
4:15 PM	15	210	17	0	15	225	35	0	46	344	16	0	35	217	7	0	1182
4:30 PM	2	206	26	0	10	261	46	0	40	278	20	0	26	233	11	0	1159
4:45 PM	4	192	17	0	13	206	54	0	44	315	26	1	23	266	18	0	1179
5:00 PM	12	223	19	0	18	281	54	0	39	314	26	0	24	235	15	0	1260
5:15 PM	10	211	27	0	13	227	50	0	46	367	9	0	24	291	11	0	1286
5:30 PM	10	242	30	0	9	285	51	0	42	291	21	0	31	279	10	0	1301
5:45 PM	12	220	21	0	23	229	52	0	38	308	24	0	38	291	14	0	1270
6:00 PM	14	227	29	0	16	297	56	0	47	283	25	0	37	250	10	0	1291
6:15 PM	16	205	28	0	16	253	41	0	46	347	24	0	29	281	8	0	1294
6:30 PM	12	246	25	0	22	291	60	0	48	323	11	0	27	266	11	0	1342
6:45 PM	26	202	28	0	13	211	51	0	68	337	27	0	32	290	17	0	1302
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	143	2598	285	0	179	3027	597	0	537	3772	251	1	348	3092	147	0	14977
APPROACH %'s :	4.73%	85.86%	9.42%	0.00%	4.71%	79.60%	15.70%	0.00%	11.77%	82.70%	5.50%	0.02%	9.70%	86.20%	4.10%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	68	880	110	0	67	1052	208	0	209	1290	87	0	125	1087	46	0	5229
PEAK HR FACTOR :	0.654	0.894	0.948	0.000	0.761	0.886	0.867	0.000	0.768	0.929	0.806	0.000	0.845	0.937	0.676	0.000	0.974
	0.935				0.889				0.918				0.928				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Highland Ave & Sunset Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-046
Date: 5/16/2018

Bikes

NS/EW Streets:	N Highland Ave				N Highland Ave				Sunset Blvd				Sunset Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	3
7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	4	0	0	6
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	6
8:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
8:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	5
8:45 AM	0	1	0	0	0	3	0	0	0	1	0	0	0	4	0	0	9
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	2	0	0	5
9:30 AM	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	8
9:45 AM	0	0	0	0	0	3	0	0	0	2	0	0	1	2	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	9	2	0	1	12	1	0	0	12	0	0	2	19	2	0	60
APPROACH %'s :	0.00%	81.82%	18.18%	0.00%	7.14%	85.71%	7.14%	0.00%	0.00%	100.00%	0.00%	0.00%	8.70%	82.61%	8.70%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	2	0	0	2	0	0	0	3	0	0	0	9	1	0	19
PEAK HR FACTOR :	0.000	0.500	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.563	0.250	0.000	0.792
		0.500				0.250				0.375				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	3	0	0	0	1	0	0	0	1	0	0	6
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	2	0	6
4:30 PM	0	2	0	0	1	0	0	0	0	3	0	0	2	3	0	0	11
4:45 PM	1	0	1	0	0	0	0	0	0	2	1	0	0	4	1	0	10
5:00 PM	0	2	0	0	2	1	1	0	1	2	0	0	0	3	0	0	12
5:15 PM	0	3	0	0	1	1	1	0	1	3	0	0	0	2	1	0	13
5:30 PM	0	2	1	0	1	1	0	0	0	4	1	0	1	3	0	0	14
5:45 PM	0	1	0	0	0	1	2	0	0	2	0	0	0	3	0	0	9
6:00 PM	0	1	0	0	0	1	0	0	2	1	0	0	0	3	0	0	8
6:15 PM	0	1	0	0	0	2	0	0	0	0	1	0	0	1	0	0	5
6:30 PM	0	2	0	0	1	1	0	0	1	1	0	0	1	3	1	0	11
6:45 PM	0	2	0	0	0	0	0	0	0	3	1	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	16	3	0	6	12	4	0	5	23	4	0	5	27	5	0	111
APPROACH %'s :	5.00%	80.00%	15.00%	0.00%	27.27%	54.55%	18.18%	0.00%	15.63%	71.88%	12.50%	0.00%	13.51%	72.97%	13.51%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	0	6	0	0	1	4	0	0	3	5	2	0	1	7	1	0	30
PEAK HR FACTOR :	0.00	0.750	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.417	0.500	0.000	0.250	0.583	0.250	0.000	0.682
		0.750				0.625				0.625				0.450			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Highland Ave & Sunset Blvd
City: Hollywood
Project ID: 18-05272-046
Date: 5/16/2018

Pedestrians (Crosswalks)

NS/EW Streets:	N Highland Ave		N Highland Ave		Sunset Blvd		Sunset Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	5	15	5	6	9	17	7	3	67
7:15 AM	6	39	6	10	10	16	13	5	105
7:30 AM	13	61	4	20	20	19	24	11	172
7:45 AM	9	123	10	32	49	16	50	6	295
8:00 AM	6	18	6	19	18	10	17	4	98
8:15 AM	12	14	9	11	13	12	18	9	98
8:30 AM	10	11	13	8	21	26	9	11	109
8:45 AM	10	7	7	7	17	16	14	12	90
9:00 AM	5	9	9	6	13	19	6	8	75
9:15 AM	4	10	5	11	9	13	13	8	73
9:30 AM	10	9	8	6	17	15	8	8	81
9:45 AM	12	16	8	14	10	21	6	15	102
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	102	332	90	150	206	200	185	100	1365
APPROACH %'s :	23.50%	76.50%	37.50%	62.50%	50.74%	49.26%	64.91%	35.09%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	40	216	29	82	100	57	109	30	663
PEAK HR FACTOR :	0.769	0.439	0.725	0.641	0.510	0.750	0.545	0.682	0.562
	0.485		0.661		0.604		0.621		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	15	16	15	9	23	31	15	24	148
4:15 PM	16	15	16	11	29	28	11	8	134
4:30 PM	13	13	12	24	14	16	51	19	162
4:45 PM	18	27	16	18	25	22	20	27	173
5:00 PM	20	22	15	13	24	24	37	24	179
5:15 PM	26	13	15	19	12	18	24	21	148
5:30 PM	22	17	34	25	25	30	14	34	201
5:45 PM	10	18	17	16	19	26	14	20	140
6:00 PM	7	18	29	11	13	17	37	29	161
6:15 PM	23	27	13	16	12	17	23	18	149
6:30 PM	7	17	9	8	17	11	12	19	100
6:45 PM	19	12	15	16	11	21	10	9	113
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	196	215	206	186	224	261	268	252	1808
APPROACH %'s :	47.69%	52.31%	52.55%	47.45%	46.19%	53.81%	51.54%	48.46%	
PEAK HR :	06:00 PM - 07:00 PM								TOTAL
PEAK HR VOL :	56	74	66	51	53	66	82	75	523
PEAK HR FACTOR :	0.609	0.685	0.569	0.797	0.779	0.786	0.554	0.647	0.812
	0.650		0.731		0.930		0.595		

Prepared by National Data & Surveying Services

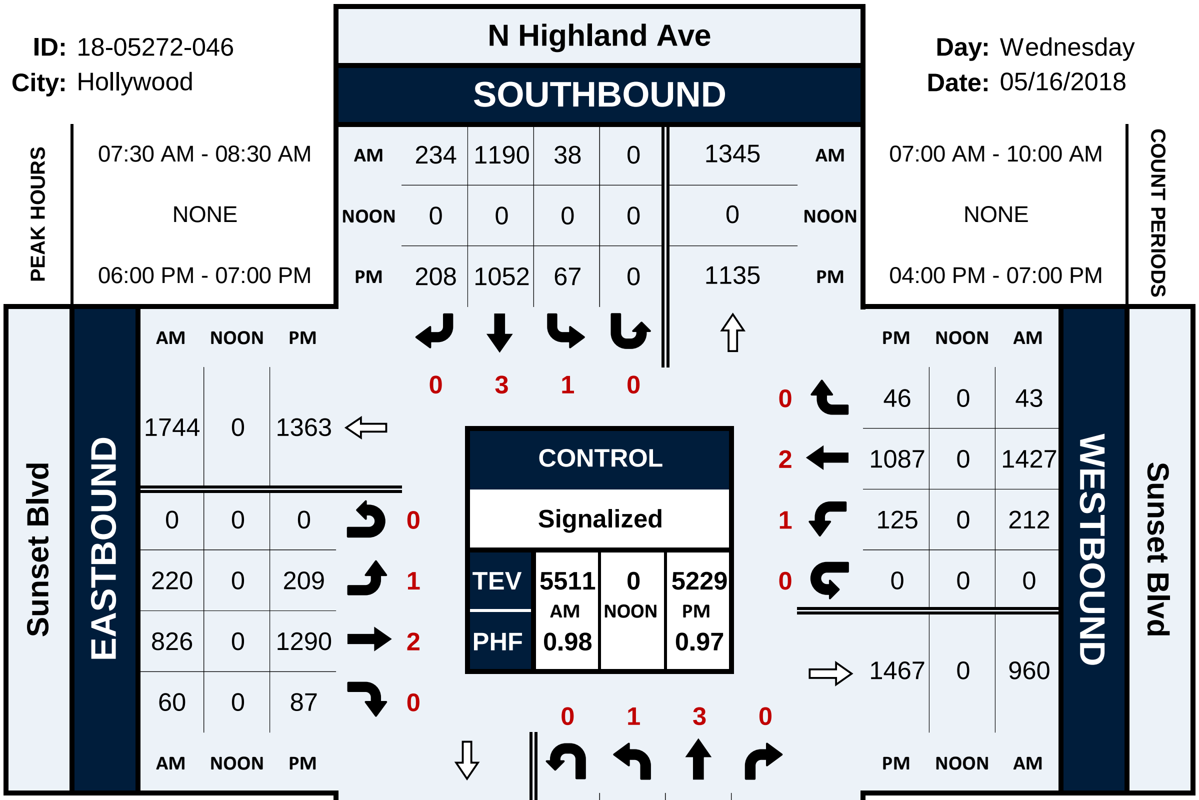
N Highland Ave & Sunset Blvd

Peak Hour Turning Movement Count

ID: 18-05272-046
City: Hollywood

Day: Wednesday
Date: 05/16/2018

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	07:00 AM - 10:00 AM
NONE	NOON	NONE
06:00 PM - 07:00 PM	PM	04:00 PM - 07:00 PM



N Highland Ave – SOUTHBOUND

	Right	Through	Left	U-turn	Departing
AM	234	1190	38	0	1345
NOON	0	0	0	0	0
PM	208	1052	67	0	1135
Lanes	0	3	1	0	

Sunset Blvd – EASTBOUND

	AM	NOON	PM	Lanes
Departing	1744	0	1363	
U-turn	0	0	0	0
Left	220	0	209	1
Through	826	0	1290	2
Right	60	0	87	0

Sunset Blvd – WESTBOUND

Lanes		PM	NOON	AM
0	Right	46	0	43
2	Through	1087	0	1427
1	Left	125	0	212
0	U-turn	0	0	0
	Departing	1467	0	960

N Highland Ave – NORTHBOUND

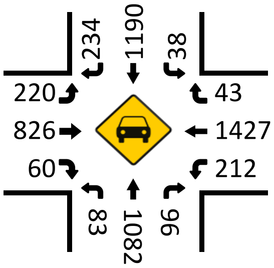
	Departing	U-turn	Left	Through	Right
Lanes		0	1	3	0
PM	1264	0	68	880	110
NOON	0	0	0	0	0
AM	1462	0	83	1082	96

CONTROL

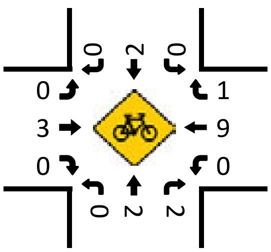
Signalized

	AM	NOON	PM
TEV	5511	0	5229
PHF	0.98		0.97

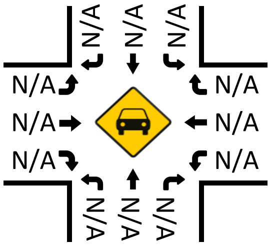
Total Vehicles (AM)



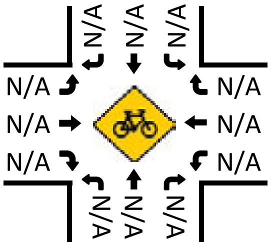
Bikes (AM)



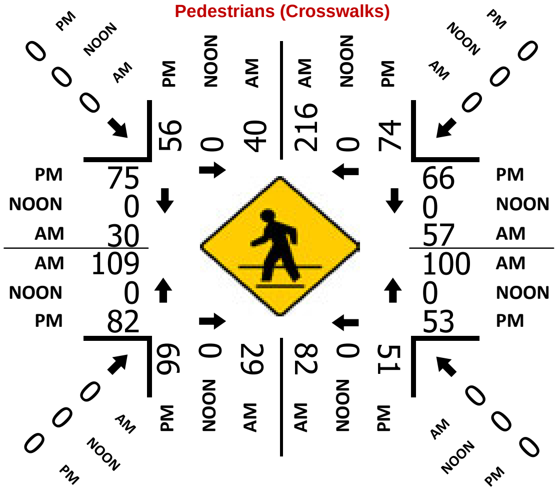
Total Vehicles (Noon)



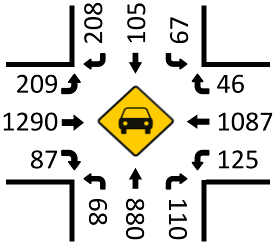
Bikes (NOON)



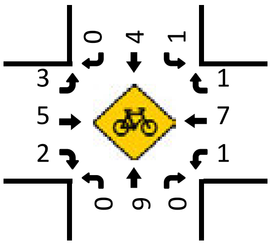
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Las Palmas Ave

East/West Sunset Blvd

Day: Wednesday Date: April 26, 2017 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	12	43	194	244
BIKES	0	0	0	0
BUSES	0	0	38	46

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	19	9.15	67	8.45	316	8.30	444	7.00
PM PK 15 MIN	81	16.30	40	17.15	404	17.30	324	17.30
AM PK HOUR	59	8.30	221	8.15	1116	8.00	1573	7.00
PM PK HOUR	273	16.15	143	17.00	1523	16.45	1190	16.45

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	3	17	7	27	*7-8*	17	65	39	121	148	0	0	0	0
8-9	3	34	18	55	*8-9*	44	89	85	218	273	0	0	0	0
9-10	14	22	18	54	*9-10*	28	78	63	169	223	0	0	0	0
15-16	13	126	35	174	*15-16*	31	38	46	115	289	0	0	0	0
16-17	34	198	29	261	*16-17*	27	42	40	109	370	0	0	0	0
17-18	21	198	31	250	*17-18*	43	38	62	143	393	0	0	0	0
TOTAL	88	595	138	821	TOTAL	190	350	335	875	1696	0	0	0	0

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	24	747	8	779	*7-8*	13	1535	25	1573	2352	0	0	0	0
8-9	68	1035	13	1116	*8-9*	34	1201	44	1279	2395	0	0	0	0
9-10	65	940	11	1016	*9-10*	25	1155	26	1206	2222	0	0	0	0
15-16	76	1119	26	1221	*15-16*	14	916	65	995	2216	0	0	0	0
16-17	143	1302	21	1466	*16-17*	12	998	87	1097	2563	0	0	0	0
17-18	125	1349	23	1497	*17-18*	12	1070	101	1183	2680	0	0	0	0
TOTAL	501	6492	102	7095	TOTAL	110	6875	348	7333	14428	0	0	0	0

ITM Peak Hour Summary

Prepared by:

Las Palmas Ave and Sunset Blvd , Hollywood

Date: 4/26/2017

Day: Wednesday

Project #: 17-5237-004

City: Hollywood

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Total Peak Hour Summary

Southbound Approach

Las Palmas Ave

	↲	↓	↳	⇧
Lanes	0	1	0	
AM	75	80	39	128
NOON	0	0	0	0
PM	56	40	38	425

Sunset Blvd

Eastbound Approach

	Lanes	**AM**	**NOON**	**PM**
⇦		1347	0	1156
↱	1	57	0	126
→	3	1031	0	1379
↴	0	13	0	18

CONTROL

Signalized

Westbound Approach

	AM	**NOON**	**PM**	**Lanes**
↰	39	0	96	0
←	1267	0	1082	3
↙	27	0	12	1
⇨	1085	0	1450	

Northbound Approach

	⇩	↰	↑	↱
AM	120	5	32	15
NOON	0	0	0	0
PM	70	18	203	33
Lanes		0	1	0

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

Total Ins & Outs

North Leg

	⬇	⬆
AM	194	128
NOON	0	0
PM	134	425

West Leg

	AM	**NOON**	**PM**
⬅	1347	0	1156
➡	1101	0	1523

East Leg

	AM	**NOON**	**PM**
⬅	1333	0	1190
➡	1085	0	1450

South Leg

	⬇	⬆
AM	120	52
NOON	0	0
PM	70	254

Total Volume Per Leg

North Leg

AM	322
NOON	0
PM	559

West Leg

AM	**NOON**	**PM**
2448	0	2679

East Leg

AM	**NOON**	**PM**
2418	0	2640

South Leg

AM	172
NOON	0
PM	324

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5237-004

Day: Wednesday

TOTALS

City: Hollywood

Date: 4/26/2017

AM

NS/EW Streets:	Las Palmas Ave			Las Palmas Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
7:00 AM	0	2	3	0	6	4	3	169	2	2	436	6	633
7:15 AM	0	0	2	6	14	10	5	161	1	3	359	10	571
7:30 AM	1	4	0	2	23	13	6	184	4	3	390	5	635
7:45 AM	2	11	2	9	22	12	10	233	1	5	350	4	661
8:00 AM	0	7	4	6	17	21	9	290	2	6	336	15	713
8:15 AM	2	10	6	14	20	21	13	223	4	10	294	11	628
8:30 AM	1	4	3	10	21	21	25	285	6	6	287	9	678
8:45 AM	0	13	5	14	31	22	21	237	1	12	284	9	649
9:00 AM	4	5	5	12	18	17	13	276	2	4	296	11	663
9:15 AM	5	6	8	9	22	17	13	224	2	10	280	2	598
9:30 AM	1	4	1	3	18	14	22	230	5	8	305	5	616
9:45 AM	4	7	4	4	20	15	17	210	2	3	274	8	568

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	73	43	89	232	187	157	2722	32	72	3891	95	7613
APPROACH %'s :	14.71%	53.68%	31.62%	17.52%	45.67%	36.81%	5.39%	93.51%	1.10%	1.77%	95.88%	2.34%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	5	32	15	39	80	75	57	1031	13	27	1267	39	2680
PEAK HR FACTOR :		0.722			0.882			0.871			0.928		0.940

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5237-004

Day: Wednesday

TOTALS

City: Hollywood

Date: 4/26/2017

AM

NS/EW Streets:	Las Palmas Ave			Las Palmas Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
3:00 PM	1	18	10	6	12	14	13	292	9	2	249	18	644
3:15 PM	5	28	7	10	9	14	19	266	8	5	222	18	611
3:30 PM	5	40	9	7	11	4	24	264	5	3	222	13	607
3:45 PM	2	40	9	8	6	14	20	297	4	4	223	16	643
4:00 PM	9	46	9	9	11	6	31	322	6	3	230	18	700
4:15 PM	13	43	7	13	9	14	33	309	2	4	252	21	720
4:30 PM	10	62	9	1	14	9	45	340	9	3	233	35	770
4:45 PM	2	47	4	4	8	11	34	331	4	2	283	13	743
5:00 PM	7	59	10	8	13	11	31	340	8	2	256	18	763
5:15 PM	5	48	7	15	10	15	34	334	3	3	264	25	763
5:30 PM	4	49	12	11	9	19	27	374	3	5	279	40	832
5:45 PM	5	42	2	9	6	17	33	301	9	2	271	18	715

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	68	522	95	101	118	148	344	3770	70	38	2984	253	8511
APPROACH %'s :	9.93%	76.20%	13.87%	27.52%	32.15%	40.33%	8.22%	90.11%	1.67%	1.16%	91.11%	7.73%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	18	203	33	38	40	56	126	1379	18	12	1082	96	3101
PEAK HR FACTOR :		0.836			0.838			0.942			0.918		0.932

CONTROL : Signalized

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & Sunset Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-047
Date: 5/16/2018

Total

NS/EW Streets:	Wilcox Ave				Wilcox Ave				Sunset Blvd				Sunset Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	6	2	0	9	46	10	0	4	164	2	0	8	398	6	0	656
7:15 AM	5	12	5	0	8	65	15	0	2	184	1	0	9	464	7	0	777
7:30 AM	4	19	11	0	8	82	17	0	10	172	3	0	28	440	9	0	803
7:45 AM	9	30	10	0	11	96	16	0	5	254	10	0	40	416	9	0	906
8:00 AM	10	37	8	0	12	105	19	0	8	246	5	0	40	407	9	0	906
8:15 AM	5	52	11	0	23	89	17	0	6	230	4	0	26	408	7	0	878
8:30 AM	8	48	20	0	20	93	18	0	12	250	10	0	23	345	12	0	859
8:45 AM	7	46	16	0	14	75	17	0	25	280	5	0	23	298	10	0	816
9:00 AM	5	40	9	0	10	84	21	0	18	284	4	0	16	305	11	0	807
9:15 AM	8	39	17	0	15	79	21	0	16	262	7	0	13	269	11	0	757
9:30 AM	7	42	9	0	11	60	7	0	8	271	8	0	9	283	15	1	731
9:45 AM	9	36	11	0	8	82	21	0	15	253	7	0	14	296	14	0	766
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	78	407	129	0	149	956	199	0	129	2850	66	0	249	4329	120	1	9662
APPROACH %'s :	12.70%	66.29%	21.01%	0.00%	11.43%	73.31%	15.26%	0.00%	4.24%	93.60%	2.17%	0.00%	5.30%	92.13%	2.55%	0.02%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	32	167	49	0	66	383	70	0	31	980	29	0	129	1576	37	0	3549
PEAK HR FACTOR :	0.800	0.803	0.613	0.000	0.717	0.912	0.921	0.000	0.646	0.965	0.725	0.000	0.806	0.947	0.771	0.000	0.979
	0.816				0.954				0.956				0.937				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	66	19	0	9	81	9	0	17	331	11	1	16	246	17	0	832
4:15 PM	4	88	13	0	12	63	12	0	31	318	4	1	12	272	19	0	849
4:30 PM	8	79	17	0	3	49	17	0	32	339	5	1	8	270	13	0	841
4:45 PM	10	78	5	0	5	61	8	0	32	337	12	0	12	279	15	0	854
5:00 PM	5	74	17	0	5	70	16	0	19	362	11	0	8	272	21	0	880
5:15 PM	8	62	11	0	14	65	15	0	21	390	6	0	10	261	17	2	882
5:30 PM	7	77	25	0	4	69	18	0	28	370	5	0	13	299	24	1	940
5:45 PM	7	74	12	0	19	86	8	0	29	346	11	0	11	307	19	0	929
6:00 PM	13	71	14	0	8	64	16	0	19	363	5	0	10	293	19	0	895
6:15 PM	9	89	15	0	5	55	10	0	18	363	6	0	14	286	14	0	884
6:30 PM	7	61	13	0	6	79	18	0	36	381	4	0	10	325	23	0	963
6:45 PM	7	75	11	0	13	71	21	0	24	390	4	0	14	336	29	0	995
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	94	894	172	0	103	813	168	0	306	4290	84	3	138	3446	230	3	10744
APPROACH %'s :	8.10%	77.07%	14.83%	0.00%	9.50%	75.00%	15.50%	0.00%	6.53%	91.61%	1.79%	0.06%	3.62%	90.28%	6.03%	0.08%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	36	296	53	0	32	269	65	0	97	1497	19	0	48	1240	85	0	3737
PEAK HR FACTOR :	0.692	0.831	0.883	0.000	0.615	0.851	0.774	0.000	0.674	0.960	0.792	0.000	0.857	0.923	0.733	0.000	0.939
	0.852				0.871				0.958				0.906				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & Sunset Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-047
Date: 5/16/2018

Bikes

NS/EW Streets:	Wilcox Ave				Wilcox Ave				Sunset Blvd				Sunset Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	2	0	0	5
8:30 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	3	0	0	6
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	0	6
9:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	4	2	0	0	14	0	0	0	24	0	0	45
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	1	0	0	3	0	0	0	9	0	0	16
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.750	0.000	0.000	0.667
	0.250				0.750				0.375				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
4:15 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	4	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	0	9
4:45 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	0	7
5:00 PM	0	0	0	0	0	1	0	0	0	5	0	0	0	1	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:30 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	3	0	0	8
5:45 PM	0	2	0	0	0	0	0	0	2	2	0	0	0	5	1	0	12
6:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4
6:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	1	3	0	0	8
6:30 PM	0	1	0	0	0	0	0	0	0	6	0	0	0	3	0	0	10
6:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	9	0	0	0	2	0	0	3	37	0	0	2	31	2	0	87
APPROACH %'s :	10.00%	90.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	7.50%	92.50%	0.00%	0.00%	5.71%	88.57%	5.71%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	1	4	0	0	0	1	0	0	0	10	0	0	2	8	0	0	26
PEAK HR FACTOR :	0.25	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.417	0.000	0.000	0.500	0.667	0.000	0.000	0.650
	0.625				0.250				0.417				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & Sunset Blvd
City: Hollywood
Project ID: 18-05272-047
Date: 5/16/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Wilcox Ave		Wilcox Ave		Sunset Blvd		Sunset Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	4	5	4	4	0	1	3	23
7:15 AM	1	2	1	2	1	0	1	0	8
7:30 AM	3	7	6	1	4	3	1	0	25
7:45 AM	6	15	8	9	2	1	2	4	47
8:00 AM	5	8	7	7	6	0	2	2	37
8:15 AM	11	11	11	5	5	6	6	9	64
8:30 AM	3	31	14	12	3	0	5	2	70
8:45 AM	3	41	11	35	9	9	5	7	120
9:00 AM	8	12	12	7	5	6	2	4	56
9:15 AM	7	5	17	9	3	2	4	4	51
9:30 AM	6	15	5	8	4	6	2	3	49
9:45 AM	10	20	11	11	4	2	2	16	76
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	65	171	108	110	50	35	33	54	626
APPROACH %'s :	27.54%	72.46%	49.54%	50.46%	58.82%	41.18%	37.93%	62.07%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	25	65	40	33	16	7	15	17	218
PEAK HR FACTOR :	0.568	0.524	0.714	0.688	0.667	0.292	0.625	0.472	0.779
	0.662		0.702		0.523		0.533		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	26	15	30	14	8	5	9	8	115
4:15 PM	16	28	18	9	10	6	14	18	119
4:30 PM	13	12	18	17	9	7	10	6	92
4:45 PM	13	9	14	20	8	7	9	7	87
5:00 PM	9	16	17	16	5	7	7	4	81
5:15 PM	8	14	17	11	7	5	7	8	77
5:30 PM	24	16	21	8	6	7	6	11	99
5:45 PM	28	20	16	19	13	10	11	6	123
6:00 PM	22	20	13	14	8	5	13	16	111
6:15 PM	19	23	26	21	2	4	18	12	125
6:30 PM	23	14	28	15	8	5	12	4	109
6:45 PM	6	10	19	10	4	0	8	9	66
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	207	197	237	174	88	68	124	109	1204
APPROACH %'s :	51.24%	48.76%	57.66%	42.34%	56.41%	43.59%	53.22%	46.78%	
PEAK HR :	**06:00 PM - 07:00 PM**								TOTAL
PEAK HR VOL :	70	67	86	60	22	14	51	41	411
PEAK HR FACTOR :	0.761	0.728	0.768	0.714	0.688	0.700	0.708	0.641	0.822
	0.815		0.777		0.692		0.767		

Prepared by National Data & Surveying Services

Wilcox Ave & Sunset Blvd

Peak Hour Turning Movement Count

ID: 18-05272-047
City: Hollywood

Day: Wednesday
Date: 05/16/2018

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	06:00 PM - 07:00 PM	04:00 PM - 07:00 PM

Wilcox Ave

SOUTHBOUND

AM	70	383	66	0	235
NOON	0	0	0	0	0
PM	65	269	32	0	478
	0	1	1	0	

Sunset Blvd

EASTBOUND

	AM	NOON	PM	
	1678	0	1341	
	0	0	0	0
	31	0	97	1
	980	0	1497	2
	29	0	19	0

CONTROL

Signalized

	AM	NOON	PM
TEV	3549	0	3737
PHF	0.98		0.94

Sunset Blvd

WESTBOUND

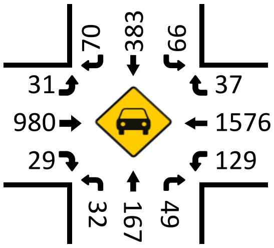
	PM	NOON	AM
0	85	0	37
2	1240	0	1576
1	48	0	129
0	0	0	0
	1582	0	1095

NORTHBOUND

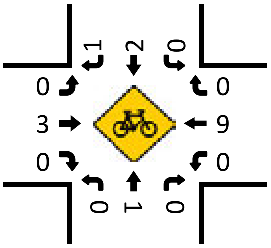
Wilcox Ave

		0	1	1	0
PM	336	0	36	296	53
NOON	0	0	0	0	0
AM	541	0	32	167	49

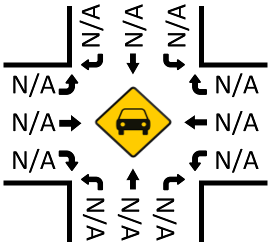
Total Vehicles (AM)



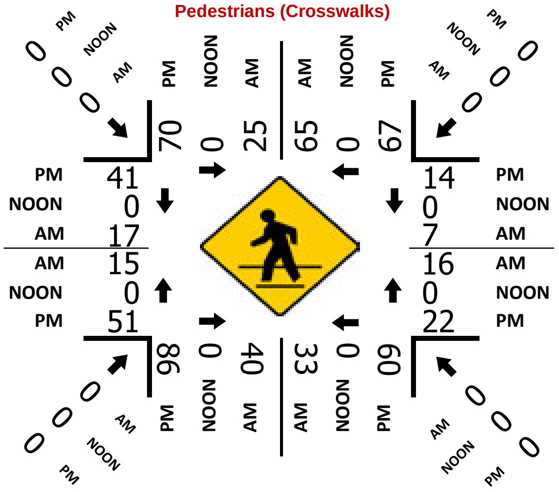
Bikes (AM)



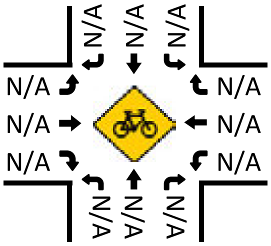
Total Vehicles (Noon)



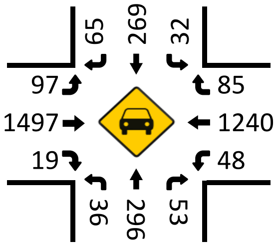
Pedestrians (Crosswalks)



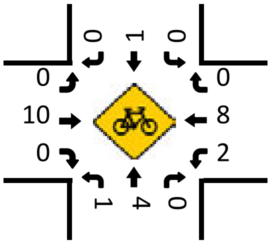
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

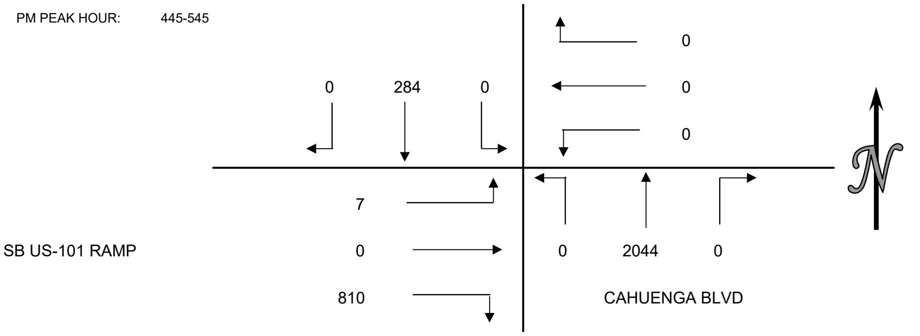
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 27, 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	CAHUENGA BLVD
	E/W	SB US-101 OFF RAMP
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	110	0	0	0	0	0	390	0	156	0	3	659
315-330	0	109	0	0	0	0	0	390	0	161	0	2	662
330-345	0	104	0	0	0	0	0	438	0	140	0	4	686
345-400	0	93	0	0	0	0	0	476	0	151	0	5	725
400-415	0	88	0	0	0	0	0	485	0	176	0	3	752
415-430	0	71	0	0	0	0	0	531	0	158	0	8	768
430-445	0	81	0	0	0	0	0	493	0	162	0	3	739
445-500	0	76	0	0	0	0	0	509	0	182	0	2	769
500-515	0	99	0	0	0	0	0	505	0	202	0	1	807
515-530	0	68	0	0	0	0	0	530	0	213	0	0	811
530-545	0	41	0	0	0	0	0	500	0	213	0	4	758
545-600	0	58	0	0	0	0	0	475	0	214	0	4	751
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	416	0	0	0	0	0	1694	0	608	0	14	2732
315-415	0	394	0	0	0	0	0	1789	0	628	0	14	2825
330-430	0	356	0	0	0	0	0	1930	0	625	0	20	2931
345-445	0	333	0	0	0	0	0	1985	0	647	0	19	2984
400-500	0	316	0	0	0	0	0	2018	0	678	0	16	3028
415-515	0	327	0	0	0	0	0	2038	0	704	0	14	3083
430-530	0	324	0	0	0	0	0	2037	0	759	0	6	3126
445-545	0	284	0	0	0	0	0	2044	0	810	0	7	3145
500-600	0	266	0	0	0	0	0	2010	0	842	0	9	3127

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-315	0	0	0	1	1
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	1	1
415-430	0	0	0	1	1
430-445	0	0	0	4	4
445-500	0	0	0	1	1
500-515	0	0	0	5	5
515-530	0	0	0	0	0
530-545	0	0	0	2	2
545-600	0	0	0	2	2
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	0	0	0	1	1
315-415	0	0	0	1	1
330-430	0	0	0	2	2
345-445	0	0	0	6	6
400-500	0	0	0	7	7
415-515	0	0	0	11	11
430-530	0	0	0	10	10
445-545	0	0	0	8	8
500-600	0	0	0	9	9

BICYCLE COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-315	0	0	0	0	0
315-330	0	0	0	0	0
330-345	0	0	0	0	0
345-400	0	0	0	1	1
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	0	0	0	1	1
315-415	0	0	0	1	1
330-430	0	0	0	1	1
345-445	0	0	0	1	1
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

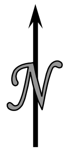
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		THURSDAY MAY 28 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	HIGHLAND/CAHUENGA BLVD
	E/W	SB US 101 ON-RAMP
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	SB HIGHLAND					NB HIGHLAND			EB DVWY 1			EB HOLLYWOOD BOWL RD			
PERIOD	1A	1B	2	3	3U	7	8	9	10A	11A	12A	10B	11B	12B	TOTAL
300-315	3	0	543	26	4	32	598	3	0	1	1	2	2	5	1220
315-330	11	0	539	15	2	57	611	5	0	0	0	1	1	3	1245
330-345	8	0	587	41	2	56	550	4	0	1	0	6	6	8	1269
345-400	2	1	507	37	3	42	612	6	0	0	1	3	3	5	1222
400-415	3	0	467	23	2	36	660	6	0	0	3	1	1	10	1212
415-430	4	1	712	41	2	21	659	5	0	0	0	2	2	5	1454
430-445	4	1	691	40	8	22	566	2	0	0	0	1	1	4	1340
445-500	2	0	604	35	2	38	674	5	0	1	0	2	2	2	1367
500-515	2	0	612	23	1	37	570	3	0	0	0	3	3	2	1256
515-530	0	1	647	57	5	37	551	2	0	0	0	1	1	1	1303
530-545	1	0	676	51	3	24	637	1	0	0	1	1	1	4	1400
545-600	1	1	540	31	0	36	639	1	0	0	0	0	0	2	1251
HOUR TOTALS	SB HIGHLAND					NB HIGHLAND			EB DVWY 1			EB HOLLYWOOD BOWL RD			
PERIOD	1A	1B	2	3	3U	7	8	9	10A	11A	12A	10B	11B	12B	TOTAL
300-400	24	1	2176	119	11	187	2371	18	0	2	2	12	12	21	4956
315-415	24	1	2100	116	9	191	2433	21	0	1	4	11	11	26	4948
330-430	17	2	2273	142	9	155	2481	21	0	1	4	12	12	28	5157
345-445	13	3	2377	141	15	121	2497	19	0	0	4	7	7	24	5228
400-500	13	2	2474	139	14	117	2559	18	0	1	3	6	6	21	5373
415-515	12	2	2619	139	13	118	2469	15	0	1	0	8	8	13	5417
430-530	8	2	2554	155	16	134	2361	12	0	1	0	7	7	9	5266
445-545	5	1	2539	166	11	136	2432	11	0	1	1	7	7	9	5326
500-600	4	2	2475	162	9	134	2397	7	0	0	1	5	5	9	5210

PM PEAK HOUR: 415-515

PLEASE SEE GRAPHIC BELOW



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	1	1
315-330	0	0	0	3	3
330-345	0	0	0	1	1
345-400	0	0	0	2	2
400-415	0	0	0	4	4
415-430	0	0	0	2	2
430-445	0	0	0	0	0
445-500	0	2	0	0	2
500-515	0	5	0	4	9
515-530	0	0	0	0	0
530-545	0	0	0	4	4
545-600	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	0	0	7	7
315-415	0	0	0	10	10
330-430	0	0	0	9	9
345-445	0	0	0	8	8
400-500	0	2	0	6	8
415-515	0	7	0	6	13
430-530	0	7	0	4	11
445-545	0	7	0	8	15
500-600	0	5	0	11	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	0	0	1
315-330	0	3	0	2	5
330-345	0	1	0	1	2
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	0	0	1
845-900	0	0	0	1	1
900-915	0	0	0	4	4
915-930	0	0	0	0	0
930-945	0	0	0	2	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	5	0	3	8
315-415	0	4	0	3	7
330-430	0	1	0	1	2
345-445	0	1	0	0	1
800-900	0	1	0	1	2
815-915	0	1	0	5	6
830-930	0	1	0	5	6
845-945	0	0	0	7	7
500-600	0	0	0	6	6

WILTEC
Tel: (626) 564-1944 Fax: (626) 564-0969 info@wilt

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		HOLLYWOOD TRAFFIC COUNTS
DATE:		WEDNESDAY, MAY 27, 2015
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	NORTHBOUND US-101 RAMPS
	E/W	HOLLYWOOD BOULEVARD
CITY:		HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	SB VAN NESS AVE.			WB HOLLYWOOD BLVD			NB US-101 FWY OFF-RAMP				EB HOLLYWOOD BLVD		
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M
300-315	6	7	5	6	111	153	19	3	1	49	299	2	23
315-330	6	4	4	8	116	175	27	4	0	37	340	2	22
330-345	5	8	1	8	121	136	22	5	0	70	339	3	19
345-400	8	11	4	2	136	151	19	2	0	83	331	8	18
400-415	3	8	4	7	122	123	14	3	0	62	325	4	26
415-430	6	11	3	4	109	177	19	2	0	54	298	4	17
430-445	7	13	4	5	107	126	9	0	0	39	301	6	21
445-500	8	13	5	5	117	135	9	0	0	54	314	7	21
500-515	13	12	7	2	138	154	8	3	1	41	304	7	17
515-530	9	17	4	2	122	138	13	0	3	46	343	5	21
530-545	7	20	7	8	130	171	11	2	0	45	336	2	21
545-600	5	33	12	12	109	148	16	1	0	64	326	6	26
HOUR TOTALS	SB VAN NESS AVE.			WB HOLLYWOOD BLVD			NB US-101 FWY OFF-RAMP				EB HOLLYWOOD BLVD		
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M
300-400	25	30	14	24	484	615	87	14	1	239	1309	15	82
315-415	22	31	13	25	495	585	82	14	0	252	1335	17	85
330-430	22	38	12	21	488	587	74	12	0	269	1293	19	80
345-445	24	43	15	18	474	577	61	7	0	238	1255	22	82
400-500	24	45	16	21	455	561	51	5	0	209	1238	21	85
415-515	34	49	19	16	471	592	45	5	1	188	1217	24	76
430-530	37	55	20	14	484	553	39	3	4	180	1262	25	80
445-545	37	62	23	17	507	598	41	5	4	186	1297	21	80
500-600	34	82	30	24	499	611	48	6	4	196	1309	20	85

PM PEAK HOUR: 315-415

PLEASE INTERSECTION GRAPHIC BELOW

HOLLYWOOD BOULEVARD

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	4	14	0	25
315-330	13	6	14	0	33
330-345	3	3	22	0	28
345-400	19	6	18	0	43
400-415	8	5	18	0	31
415-430	14	11	30	0	55
430-445	8	8	21	0	37
445-500	11	0	18	0	29
500-515	8	4	14	0	26
515-530	7	2	12	0	21
530-545	9	5	21	0	35
545-600	7	12	27	0	46
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	42	19	68	0	129
315-415	43	20	72	0	135
330-430	44	25	88	0	157
345-445	49	30	87	0	166
400-500	41	24	87	0	152
415-515	41	23	83	0	147
430-530	34	14	65	0	113
445-545	35	11	65	0	111
500-600	31	23	74	0	128

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	2	3	0	8
315-330	5	0	9	0	14
330-345	7	0	7	0	14
345-400	0	1	4	0	5
400-415	2	0	3	0	5
415-430	4	0	3	0	7
430-445	3	1	4	0	8
845-900	0	0	5	0	5
900-915	5	1	5	0	11
915-930	1	0	3	0	4
930-945	1	0	2	0	3
545-600	5	0	6	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	15	3	23	0	41
315-415	14	1	23	0	38
330-430	13	1	17	0	31
345-445	9	2	14	0	25
800-900	9	1	15	0	25
815-915	12	2	17	0	31
830-930	9	2	17	0	28
845-945	7	1	15	0	23
500-600	12	1	16	0	29

Appendix D

CEQA T-1 Plans, Policies, Programs Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

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

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

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

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

I. SCREENING CRITERIA FOR POLICY ANALYSIS

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

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

☑ Yes ☐ No

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

☐ Yes ☑ No

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

☑ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

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

These questions address potential conflict with:

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

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

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

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

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

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

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

☐ Yes ☐ No ☑N/A

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

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?
☐ **Yes** ☐ **No** ☑N/A

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

Hollywood Boulevard
Frontage 1 Existing PROW'/Curb' : Existing 70/100 Required 70/100 Proposed 70/100

Cherokee Avenue
Frontage 2 Existing PROW'/Curb' : Existing 35/50 Required 36/60 Proposed 36/60

Las Palmas Avenue
Frontage 3 Existing PROW'/Curb' : Existing 35/50 Required 36/60 Proposed 36/60

Frontage 4 Existing PROW'/Curb' : Existing ____________ Required ______________ Proposed ________________

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

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

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

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

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

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

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

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

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

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

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

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

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

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

☐ **Yes** ☑ No

B.2 Driveway Access

These questions address potential conflict with:

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

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

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

Site Planning Best Practices:

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

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

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

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

☐ **Yes** ☑ No

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

Impact Analysis

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

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

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

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

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

☐ **Yes** ☐ No ☑ N/A

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

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

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

☐ **Yes** ☐ No ☑ N/A

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

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

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

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

☐ Yes ☑ No

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

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

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

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

☐ Yes ☑ No

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

☐ Yes ☐ **No** ☑ N/A

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

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 3.8*** *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*
>
> ***Mobility Plan 2035 Policy 4.8 –*** *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*
>
> ***Mobility Plan 2035 Policy 4.13*** *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

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

☐ Yes ☑ No

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

☐ Yes ☐ **No** ☑ N/A

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

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

☑ Yes ☐ **No**

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

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

☑ Yes ☐ No

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

☑ Yes ☐ **No** ☐ N/A

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

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

E. Consistency with Regional Plans

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

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

☑ Yes ☐ No

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

☐ Yes ☑ No ☐ N/A

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

☑ Yes ☐ No ☐ N/A

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

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

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

References

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

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

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

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

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

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

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

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

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

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

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

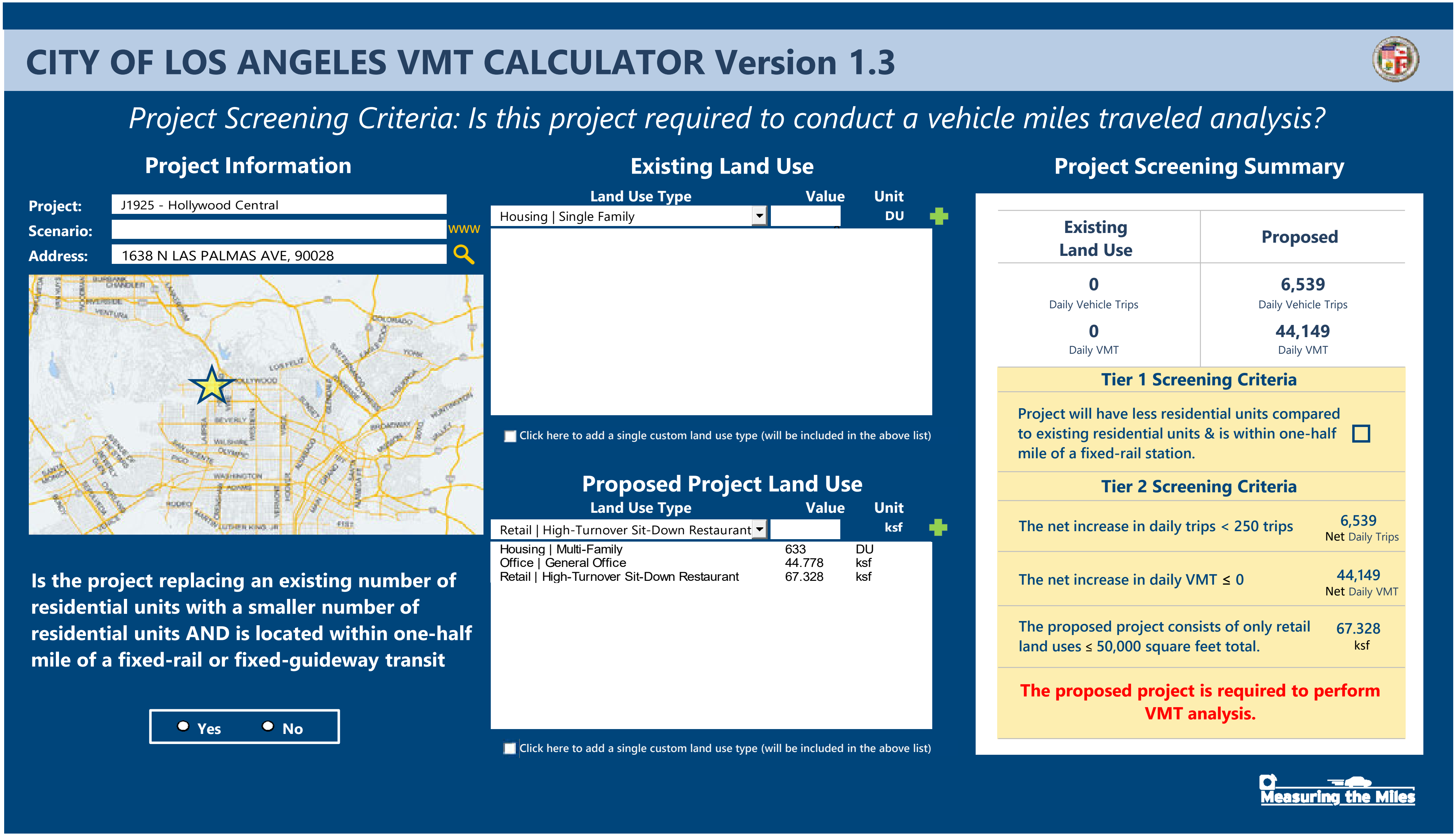
The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for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

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

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

Appendix E

VMT Analysis Worksheets



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: J1925 - Hollywood Central

Scenario:

Address: 1625 N LAS PALMAS AVE, 90028

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant		ksf
Housing | Multi-Family	633	DU
Office | General Office	44.778	ksf
Retail | High-Turnover Sit-Down Restaurant	67.328	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	**6,539** Daily Vehicle Trips
0 Daily VMT	**44,149** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	6,539 Net Daily Trips
The net increase in daily VMT ≤ 0	44,149 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	67.328 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/29/2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: J1925 - Hollywood Central

Scenario:

Address: 1638 N LAS PALMAS AVE, 90028

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	633	DU
Office | General Office	44.778	ksf
Retail | High-Turnover Sit-Down Restaurant	67.328	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

Reduce Parking Supply
1767 city code parking provision for the project site
444 actual parking provision for the project site
☑ Proposed Prj ☐ Mitigation

Unbundle Parking
20 monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation

Parking Cash-Out
50 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Price Workplace Parking
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking
☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits
200 cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
5,672 Daily Vehicle Trips	**5,672** Daily Vehicle Trips
38,293 Daily VMT	**38,293** Daily VMT
4.0 Household VMT per Capita	**4.0** Household VMT
6.1 Work VMT per Employee	**6.1** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

6/29/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 29, 2022
Project Name: J1925 - Hollywood Central
Project Scenario:
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	633	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	67.328	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	44.778	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 448
Total Population: 1,426

Proposed Project		***With Mitigation***	
5,672	**Daily Vehicle Trips**	**5,672**	**Daily Vehicle Trips**
38,293	**Daily VMT**	**38,293**	**Daily VMT**
4	**Household VMT per Capita**	**4**	**Household VMT per Capita**
6.1	**Work VMT per Employee**	**6.1**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 29, 2022
Project Name: J1925 - Hollywood Central
Project Scenario:
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1767	1767
		Actual parking provision (spaces)	444	444
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 29, 2022
Project Name: J1925 - Hollywood Central
Project Scenario:
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 29, 2022
Project Name: J1925 - Hollywood Central
Project Scenario:
Project Address: 1638 N LAS PALMAS AVE, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	567	-34.2%	373	7.6	4,309	2,835
Home Based Other Production	1,571	-51.1%	769	4.9	7,698	3,768
Non-Home Based Other Production	2,039	-8.5%	1,866	7.6	15,496	14,182
Home-Based Work Attraction	650	-43.2%	369	8.6	5,590	3,173
Home-Based Other Attraction	3,729	-51.3%	1,815	6.3	23,493	11,435
Non-Home Based Other Attraction	1,483	-9.2%	1,347	6.5	9,640	8,756

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.3%	324	2,459	-13.3%	324	2,459
Home Based Other Production	-13.3%	667	3,268	-13.3%	667	3,268
Non-Home Based Other Production	-13.3%	1,619	12,301	-13.3%	1,619	12,301
Home-Based Work Attraction	-13.3%	320	2,752	-13.3%	320	2,752
Home-Based Other Attraction	-13.3%	1,574	9,918	-13.3%	1,574	9,918
Non-Home Based Other Attraction	-13.3%	1,168	7,595	-13.3%	1,168	7,595

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,426
Total Employees: 448
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**5,727**	**5,727**
Total Home Based Work Attraction VMT	**2,752**	**2,752**
Total Home Based VMT Per Capita	**4.0**	**4.0**
Total Work Based VMT Per Employee	**6.1**	**6.1**

Appendix F

HCM Analysis Worksheets

HCM Signalized Intersection Capacity Analysis
1: Highland & Hollywood

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	326	335	32	174	468	34	7	1118	14	23	1102	160
Future Volume (vph)	326	335	32	174	468	34	7	1118	14	23	1102	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5076		1770	4989	
Flt Permitted	0.32	1.00	1.00	0.53	1.00	1.00	0.07	1.00		0.08	1.00	
Satd. Flow (perm)	595	3539	1583	996	3539	1583	129	5076		149	4989	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	354	364	35	189	509	37	8	1215	15	25	1198	174
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	354	364	35	189	509	37	8	1230	0	25	1372	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	98.0	78.8	86.8	77.2	62.0	72.0	65.8	57.8		69.8	59.8	
Effective Green, g (s)	98.0	78.8	86.8	77.2	62.0	72.0	65.8	57.8		69.8	59.8	
Actuated g/C Ratio	0.54	0.44	0.48	0.43	0.34	0.40	0.37	0.32		0.39	0.33	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	532	1549	763	492	1218	633	120	1629		147	1657	
v/s Ratio Prot	c0.12	0.10	0.00	0.03	0.14	0.00	0.00	0.24		c0.01	c0.28	
v/s Ratio Perm	c0.24		0.02	0.13		0.02	0.02			0.06		
v/c Ratio	0.67	0.23	0.05	0.38	0.42	0.06	0.07	0.76		0.17	0.83	
Uniform Delay, d1	25.3	31.7	24.7	32.9	45.2	33.2	40.8	54.8		38.4	55.4	
Progression Factor	1.00	1.00	1.00	0.36	0.24	0.24	0.88	0.94		1.00	1.00	
Incremental Delay, d2	3.1	0.4	0.0	0.3	0.7	0.1	0.2	3.2		2.5	4.9	
Delay (s)	28.5	32.1	24.7	12.3	11.8	8.1	36.2	54.6		40.9	60.3	
Level of Service	C	C	C	B	B	A	D	D		D	E	
Approach Delay (s)		30.0			11.7			54.5			59.9	
Approach LOS		C			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	44.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✣			✣	
Traffic Volume (veh/h)	22	417	17	328	1025	40	16	51	20	41	76	30
Future Volume (veh/h)	22	417	17	328	1025	40	16	51	20	41	76	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	453	18	357	1114	43	17	55	22	45	83	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	1572	62	349	1574	61	157	500	194	237	430	165
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	486	3484	138	922	3488	135	270	1013	392	427	871	335
Grp Volume(v), veh/h	24	231	240	357	567	590	94	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	486	1777	1845	922	1777	1846	1675	0	0	1633	0	0
Q Serve(g_s), s	8.5	20.8	20.9	60.3	46.3	46.4	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	54.8	20.8	20.9	81.2	46.3	46.4	5.0	0.0	0.0	9.4	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.07	0.18		0.23	0.28		0.20
Lane Grp Cap(c), veh/h	134	802	833	349	802	833	851	0	0	832	0	0
V/C Ratio(X)	0.18	0.29	0.29	1.02	0.71	0.71	0.11	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	134	802	833	349	802	833	851	0	0	832	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	87.4	50.9	50.9	63.3	39.8	39.8	24.3	0.0	0.0	25.4	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.9	0.9	53.9	5.2	5.0	0.3	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	2.2	15.4	15.9	29.8	29.2	30.2	4.1	0.0	0.0	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.3	51.8	51.8	117.2	45.1	44.9	24.6	0.0	0.0	25.9	0.0	0.0
LnGrp LOS	F	D	D	F	D	D	C	A	A	C	A	A
Approach Vol, veh/h		495			1514			94			161	
Approach Delay, s/veh		53.6			62.0			24.6			25.9	
Approach LOS		D			E			C			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89
Max Q Clear Time (g_c+I1), s		56.8		7.0		83.2		11.4
Green Ext Time (p_c), s		8.8		0.6		0.0		1.1

Intersection Summary	
HCM 6th Ctrl Delay	56.1
HCM 6th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	532	17	0	1423	0	69
Future Vol, veh/h	532	17	0	1423	0	69
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	578	18	0	1547	0	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	596	0	-	298
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	610	-	0	596
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	610	-	-	596
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	610	-
HCM Lane V/C Ratio	0.126	-	-	-	-
HCM Control Delay (s)	11.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

02/14/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			↰↑↱	
Traffic Volume (veh/h)	14	524	33	107	1102	4	12	136	35	11	364	143
Future Volume (veh/h)	14	524	33	107	1102	4	12	136	35	11	364	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	570	36	116	1198	4	13	148	38	12	396	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1380	87	286	1477	5	362	686	176	48	608	233
Arrive On Green	0.13	0.13	0.13	0.41	0.41	0.41	0.16	0.16	0.16	0.48	0.48	0.48
Sat Flow, veh/h	465	3395	214	814	3633	12	857	1435	369	14	1272	489
Grp Volume(v), veh/h	15	298	308	116	586	616	13	0	186	563	0	0
Grp Sat Flow(s),veh/h/ln	465	1777	1832	814	1777	1868	857	0	1804	1774	0	0
Q Serve(g_s), s	2.8	13.8	13.9	11.2	26.3	26.3	0.0	0.0	8.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	29.1	13.8	13.9	25.1	26.3	26.3	3.1	0.0	8.1	21.7	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.01	1.00		0.20	0.02		0.28
Lane Grp Cap(c), veh/h	133	723	745	286	723	760	362	0	862	889	0	0
V/C Ratio(X)	0.11	0.41	0.41	0.41	0.81	0.81	0.04	0.00	0.22	0.63	0.00	0.00
Avail Cap(c_a), veh/h	133	723	745	286	723	760	362	0	862	889	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	0.99	0.00	0.99	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	29.1	29.1	29.3	23.6	23.6	21.1	0.0	23.2	17.9	0.0	0.0
Incr Delay (d2), s/veh	1.6	1.6	1.6	4.2	9.6	9.2	0.2	0.0	0.6	3.4	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	0.7	11.0	11.3	4.5	18.1	18.8	0.4	0.0	6.8	14.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	30.7	30.7	33.6	33.2	32.8	21.3	0.0	23.8	21.4	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	C	A	C	C	A	A
Approach Vol, veh/h		621			1318			199			563	
Approach Delay, s/veh		31.2			33.1			23.6			21.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		31.1		10.1		28.3		23.7				
Green Ext Time (p_c), s		3.2		1.2		7.3		3.8				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	1	3	117	2	29	1	1171	40	17	1287	1
Future Volume (veh/h)	0	1	3	117	2	29	1	1171	40	17	1287	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	3	127	2	32	1	1273	43	18	1399	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	53	159	180	2	36	355	4154	140	357	4316	3
Arrive On Green	0.00	0.13	0.13	0.13	0.13	0.13	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	0	412	1236	1123	18	283	385	5072	171	417	5270	4
Grp Volume(v), veh/h	0	0	4	161	0	0	1	854	462	18	904	496
Grp Sat Flow(s),veh/h/ln	0	0	1648	1424	0	0	385	1702	1840	417	1702	1870
Q Serve(g_s), s	0.0	0.0	0.4	19.7	0.0	0.0	0.1	10.9	10.9	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.4	20.1	0.0	0.0	0.1	10.9	10.9	11.5	0.0	0.0
Prop In Lane	0.00		0.75	0.79		0.20	1.00		0.09	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	211	218	0	0	355	2788	1506	357	2788	1531
V/C Ratio(X)	0.00	0.00	0.02	0.74	0.00	0.00	0.00	0.31	0.31	0.05	0.32	0.32
Avail Cap(c_a), veh/h	0	0	815	749	0	0	355	2788	1506	357	2788	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.51	0.51	0.51	0.57	0.57	0.57
Uniform Delay (d), s/veh	0.0	0.0	68.6	77.3	0.0	0.0	3.0	3.9	3.9	0.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.1	0.3	0.2	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	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	12.2	0.0	0.0	0.0	5.8	6.2	0.0	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	68.6	82.1	0.0	0.0	3.0	4.1	4.2	0.6	0.2	0.3
LnGrp LOS	A	A	E	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		4			161			1317			1418	
Approach Delay, s/veh		68.6			82.1			4.1			0.2	
Approach LOS		E			F			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	152.1	27.9	152.1	27.9
Change Period (Y+Rc), s	* 4.7	* 4.8	* 4.7	* 4.8
Max Green Setting (Gmax), s	* 82	* 89	* 82	* 89
Max Q Clear Time (g_c+I1), s	12.9	2.4	13.5	22.1
Green Ext Time (p_c), s	24.9	0.0	28.4	1.0

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

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

HCM 2010 AWSC
6: Las Palmas & Selma

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	19	96	20	61	152	20	25	45	30	22	165	289
Future Vol, veh/h	19	96	20	61	152	20	25	45	30	22	165	289
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	104	22	66	165	22	27	49	33	24	179	314
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	13	10.1	19.4
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	14%	26%	5%
Vol Thru, %	45%	71%	65%	35%
Vol Right, %	30%	15%	9%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	135	233	476
LT Vol	25	19	61	22
Through Vol	45	96	152	165
RT Vol	30	20	20	289
Lane Flow Rate	109	147	253	517
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.245	0.412	0.712
Departure Headway (Hd)	5.81	6.005	5.854	4.955
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	594	613	724
Service Time	3.886	4.077	3.916	3.006
HCM Lane V/C Ratio	0.178	0.247	0.413	0.714
HCM Control Delay	10.1	11	13	19.4
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	0.6	1	2	6

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

02/14/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	19	63	63	20	64	11	41	210	13	12	362	89
Future Volume (veh/h)	19	63	63	20	64	11	41	210	13	12	362	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	68	68	22	70	12	45	228	14	13	393	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	100	89	77	164	25	705	1350	83	961	1121	277
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	0.77	0.77	0.77
Sat Flow, veh/h	138	822	733	234	1348	206	906	1744	107	1138	1448	358
Grp Volume(v), veh/h	157	0	0	104	0	0	45	0	242	13	0	490
Grp Sat Flow(s),veh/h/ln	1693	0	0	1788	0	0	906	0	1851	1138	0	1806
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.2	0.0	7.6
Cycle Q Clear(g_c), s	8.0	0.0	0.0	4.8	0.0	0.0	8.1	0.0	0.0	0.2	0.0	7.6
Prop In Lane	0.13		0.43	0.21		0.12	1.00		0.06	1.00		0.20
Lane Grp Cap(c), veh/h	251	0	0	266	0	0	705	0	1433	961	0	1398
V/C Ratio(X)	0.63	0.00	0.00	0.39	0.00	0.00	0.06	0.00	0.17	0.01	0.00	0.35
Avail Cap(c_a), veh/h	837	0	0	856	0	0	705	0	1433	961	0	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.96	0.00	0.96	0.75	0.00	0.75
Uniform Delay (d), s/veh	38.2	0.0	0.0	36.8	0.0	0.0	0.4	0.0	0.0	2.3	0.0	3.2
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.2	0.0	0.0	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	6.3	0.0	0.0	3.9	0.0	0.0	0.1	0.0	0.2	0.1	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	0.0	37.7	0.0	0.0	0.6	0.0	0.2	2.3	0.0	3.7
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		157			104			287			503	
Approach Delay, s/veh		40.7			37.7			0.3			3.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.2		15.8		74.2		15.8				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		10.1		10.0		9.6		6.8				
Green Ext Time (p_c), s		1.7		1.0		3.5		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									

Notes

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	229	860	62	221	1485	45	86	1126	100	41	1238	244
Future Volume (veh/h)	229	860	62	221	1485	45	86	1126	100	41	1238	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	935	67	240	1614	49	93	1224	109	45	1346	265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	1581	113	345	1612	49	178	1606	143	196	1390	273
Arrive On Green	0.12	0.33	0.33	0.11	0.32	0.32	0.06	0.34	0.34	0.05	0.32	0.32
Sat Flow, veh/h	1781	4864	348	1781	5092	155	1781	4773	425	1781	4281	842
Grp Volume(v), veh/h	249	654	348	240	1079	584	93	873	460	45	1070	541
Grp Sat Flow(s),veh/h/ln	1781	1702	1808	1781	1702	1843	1781	1702	1794	1781	1702	1719
Q Serve(g_s), s	12.5	19.2	19.3	10.7	38.0	38.0	4.0	27.5	27.5	1.9	37.2	37.2
Cycle Q Clear(g_c), s	12.5	19.2	19.3	10.7	38.0	38.0	4.0	27.5	27.5	1.9	37.2	37.2
Prop In Lane	1.00		0.19	1.00		0.08	1.00		0.24	1.00		0.49
Lane Grp Cap(c), veh/h	266	1107	588	345	1078	583	178	1146	604	196	1105	558
V/C Ratio(X)	0.93	0.59	0.59	0.70	1.00	1.00	0.52	0.76	0.76	0.23	0.97	0.97
Avail Cap(c_a), veh/h	266	1107	588	399	1078	583	186	1146	604	224	1105	558
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	0.42	0.42	0.42	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	34.5	33.8	33.9	25.4	41.0	41.0	30.0	35.5	35.5	27.1	39.9	39.9
Incr Delay (d2), s/veh	38.0	0.8	1.6	1.9	18.0	24.4	2.4	4.8	8.8	0.6	19.8	30.3
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/ln	11.9	12.7	13.6	7.0	22.9	25.8	3.3	17.7	19.4	1.5	25.2	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	34.7	35.5	27.2	59.0	65.4	32.3	40.3	44.3	27.7	59.7	70.2
LnGrp LOS	E	C	D	C	F	F	C	D	D	C	E	E
Approach Vol, veh/h		1251			1903			1426			1656	
Approach Delay, s/veh		42.4			56.9			41.1			62.3	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.2	19.4	43.4	11.6	45.6	18.4	44.4
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8.2	* 38	* 14	38.0	* 8.1	* 39	* 17	35.4
Max Q Clear Time (g_c+I1), s	6.0	39.2	14.5	40.0	3.9	29.5	12.7	21.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.6	0.3	5.7

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	71	1088	14	36	1262	46	3	36	19	46	94	89
Future Volume (veh/h)	71	1088	14	36	1262	46	3	36	19	46	94	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1183	15	39	1372	50	3	39	21	50	102	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1708	22	368	1602	58	40	341	175	113	226	193
Arrive On Green	0.15	0.95	0.95	0.06	0.46	0.46	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3593	46	1781	3497	127	29	1137	583	256	754	644
Grp Volume(v), veh/h	77	585	613	39	696	726	63	0	0	249	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1847	1749	0	0	1654	0	0
Q Serve(g_s), s	2.4	5.7	5.7	1.3	41.9	42.1	0.0	0.0	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.7	5.7	1.3	41.9	42.1	3.1	0.0	0.0	14.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.07	0.05		0.33	0.20		0.39
Lane Grp Cap(c), veh/h	238	844	885	368	814	846	556	0	0	532	0	0
V/C Ratio(X)	0.32	0.69	0.69	0.11	0.86	0.86	0.11	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	516	844	885	675	814	846	556	0	0	532	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.7	1.7	1.7	14.3	29.0	29.0	30.5	0.0	0.0	34.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	3.5	3.3	0.0	1.2	1.1	0.4	0.0	0.0	2.9	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	1.7	3.0	3.0	0.9	19.7	20.5	2.5	0.0	0.0	10.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	5.2	5.0	14.3	30.1	30.2	30.9	0.0	0.0	37.3	0.0	0.0
LnGrp LOS	C	A	A	B	C	C	C	A	A	D	A	A
Approach Vol, veh/h		1275			1461			63			249	
Approach Delay, s/veh		6.1			29.7			30.9			37.3	
Approach LOS		A			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	61.0		43.0	14.0	63.0		43.0				
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0				
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0				
Max Q Clear Time (g_c+I1), s	4.4	44.1		5.1	3.3	7.7		16.5				
Green Ext Time (p_c), s	0.2	0.0		0.3	0.1	15.4		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

02/14/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	32	1020	30	134	1640	39	33	174	51	69	399	73
Future Volume (veh/h)	32	1020	30	134	1640	39	33	174	51	69	399	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1109	33	146	1783	42	36	189	55	75	434	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1429	43	145	1439	34	358	665	194	530	736	134
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.64	0.64	0.64
Sat Flow, veh/h	255	3524	105	493	3549	83	887	1392	405	1136	1540	280
Grp Volume(v), veh/h	35	559	583	146	890	935	36	0	244	75	0	513
Grp Sat Flow(s),veh/h/ln	255	1777	1851	493	1777	1855	887	0	1797	1136	0	1820
Q Serve(g_s), s	0.0	24.6	24.6	11.9	36.5	36.5	2.6	0.0	7.4	3.1	0.0	14.8
Cycle Q Clear(g_c), s	36.5	24.6	24.6	36.5	36.5	36.5	17.4	0.0	7.4	10.5	0.0	14.8
Prop In Lane	1.00		0.06	1.00		0.04	1.00		0.23	1.00		0.15
Lane Grp Cap(c), veh/h	80	721	751	145	721	752	358	0	859	530	0	870
V/C Ratio(X)	0.44	0.78	0.78	1.01	1.24	1.24	0.10	0.00	0.28	0.14	0.00	0.59
Avail Cap(c_a), veh/h	80	721	751	145	721	752	358	0	859	530	0	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	45.0	23.2	23.2	42.3	26.8	26.8	22.1	0.0	14.2	12.4	0.0	11.3
Incr Delay (d2), s/veh	11.5	5.7	5.4	76.0	117.6	120.3	0.6	0.0	0.8	0.5	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	15.4	15.9	10.4	55.3	58.5	1.1	0.0	5.5	1.3	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	28.9	28.6	118.4	144.3	147.1	22.7	0.0	15.0	12.9	0.0	14.0
LnGrp LOS	E	C	C	F	F	F	C	A	B	B	A	B
Approach Vol, veh/h		1177			1971			280			588	
Approach Delay, s/veh		29.6			143.7			16.0			13.9	
Approach LOS		C			F			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.6		48.4		41.6		48.4				
Change Period (Y+Rc), s		5.1		* 5.4		5.1		* 5.4				
Max Green Setting (Gmax), s		36.5		* 43		36.5		* 43				
Max Q Clear Time (g_c+I1), s		38.5		19.4		38.5		16.8				
Green Ext Time (p_c), s		0.0		1.6		0.0		3.9				

Intersection Summary	
HCM 6th Ctrl Delay	82.3
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	13	588	1423	31	23	63
Future Volume (veh/h)	13	588	1423	31	23	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	639	1547	34	25	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	102	1945	1945	43	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	324	3647	3649	78	1781	1585
Grp Volume(v), veh/h	14	639	772	809	25	68
Grp Sat Flow(s),veh/h/ln	324	1777	1777	1856	1781	1585
Q Serve(g_s), s	5.5	0.0	62.6	62.9	1.4	4.3
Cycle Q Clear(g_c), s	69.5	0.0	62.6	62.9	1.4	4.3
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	102	1945	972	1016	840	748
V/C Ratio(X)	0.14	0.33	0.79	0.80	0.03	0.09
Avail Cap(c_a), veh/h	102	1945	972	1016	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.45	0.45	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	32.6	32.7	25.5	26.2
Incr Delay (d2), s/veh	2.8	0.5	3.1	3.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.2	33.6	35.1	1.1	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	0.5	35.7	35.7	25.5	26.5
LnGrp LOS	C	A	D	D	C	C
Approach Vol, veh/h		653	1581		93	
Approach Delay, s/veh		1.0	35.7		26.2	
Approach LOS		A	D		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		71.5		6.3		64.9
Green Ext Time (p_c), s		8.9		1.7		11.8

Intersection Summary						
HCM 6th Ctrl Delay			25.6			
HCM 6th LOS			C			

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	329	397	72	83	292	88	23	1220	38	46	1157	101
Future Volume (vph)	329	397	72	83	292	88	23	1220	38	46	1157	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5062		1770	5024	
Flt Permitted	0.46	1.00	1.00	0.50	1.00	1.00	0.07	1.00		0.07	1.00	
Satd. Flow (perm)	859	3539	1583	933	3539	1583	123	5062		123	5024	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	358	432	78	90	317	96	25	1326	41	50	1258	110
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	358	432	78	90	317	96	25	1367	0	50	1368	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	95.0	80.2	90.2	74.5	63.7	73.7	70.8	60.8		70.8	60.8	
Effective Green, g (s)	95.0	80.2	90.2	74.5	63.7	73.7	70.8	60.8		70.8	60.8	
Actuated g/C Ratio	0.53	0.45	0.50	0.41	0.35	0.41	0.39	0.34		0.39	0.34	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	591	1576	793	436	1252	648	139	1709		139	1696	
v/s Ratio Prot	c0.09	0.12	0.01	0.01	0.09	0.01	0.01	0.27		c0.02	c0.27	
v/s Ratio Perm	c0.23		0.04	0.07		0.05	0.06			0.12		
v/c Ratio	0.61	0.27	0.10	0.21	0.25	0.15	0.18	0.80		0.36	0.81	
Uniform Delay, d1	25.8	31.5	23.6	32.6	41.3	33.4	38.6	54.1		39.4	54.2	
Progression Factor	1.00	1.00	1.00	0.45	0.36	0.35	1.04	1.04		1.00	1.00	
Incremental Delay, d2	1.8	0.4	0.1	0.2	0.4	0.4	0.6	4.0		7.1	4.2	
Delay (s)	27.5	31.9	23.6	14.8	15.4	12.0	40.8	60.4		46.5	58.5	
Level of Service	C	C	C	B	B	B	D	E		D	E	
Approach Delay (s)		29.4			14.6			60.0			58.0	
Approach LOS		C			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

02/14/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	43	517	15	45	638	80	41	287	64	74	59	65
Future Volume (veh/h)	43	517	15	45	638	80	41	287	64	74	59	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	562	16	49	693	87	45	312	70	80	64	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	1592	45	330	1433	180	94	644	140	233	186	193
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	693	3529	100	836	3177	399	147	1304	284	416	377	391
Grp Volume(v), veh/h	47	283	295	49	387	393	427	0	0	215	0	0
Grp Sat Flow(s),veh/h/ln	693	1777	1852	836	1777	1799	1735	0	0	1184	0	0
Q Serve(g_s), s	9.2	18.7	18.7	7.3	27.5	27.6	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	36.8	18.7	18.7	26.1	27.5	27.6	29.4	0.0	0.0	30.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.22	0.11		0.16	0.37		0.33
Lane Grp Cap(c), veh/h	246	802	836	330	802	811	879	0	0	612	0	0
V/C Ratio(X)	0.19	0.35	0.35	0.15	0.48	0.48	0.49	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	246	802	836	330	802	811	879	0	0	612	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.6	32.2	32.3	40.8	34.7	34.7	30.3	0.0	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.2	1.1	0.9	2.1	2.1	1.9	0.0	0.0	1.6	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	8.1	13.2	13.7	2.9	18.4	18.7	19.0	0.0	0.0	11.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	33.4	33.4	41.7	36.8	36.8	32.2	0.0	0.0	31.3	0.0	0.0
LnGrp LOS	D	C	C	D	D	D	C	A	A	C	A	A
Approach Vol, veh/h		625			829			427			215	
Approach Delay, s/veh		34.6			37.0			32.2			31.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	85.8	94.2	85.8	94.2
Change Period (Y+Rc), s	4.6	* 5.3	4.6	* 5.3
Max Green Setting (Gmax), s	81.2	* 89	81.2	* 89
Max Q Clear Time (g_c+I1), s	38.8	31.4	29.6	32.4
Green Ext Time (p_c), s	14.6	3.2	22.3	1.7

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	770	107	0	671	0	160
Future Vol, veh/h	770	107	0	671	0	160
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	837	116	0	729	0	174

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	953	0	-	477
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	412	-	0	457
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	412	-	-	457
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	457	-	-	412	-
HCM Lane V/C Ratio	0.381	-	-	-	-
HCM Control Delay (s)	17.6	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.8	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✣	
Traffic Volume (veh/h)	65	746	61	66	777	49	81	376	110	14	253	48
Future Volume (veh/h)	65	746	61	66	777	49	81	376	110	14	253	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	811	66	72	845	53	88	409	120	15	275	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1353	110	192	1381	87	534	664	195	57	708	130
Arrive On Green	0.13	0.13	0.13	0.41	0.41	0.41	0.16	0.16	0.16	0.48	0.48	0.48
Sat Flow, veh/h	620	3328	271	632	3396	213	1053	1389	408	32	1482	271
Grp Volume(v), veh/h	71	433	444	72	442	456	88	0	529	342	0	0
Grp Sat Flow(s),veh/h/ln	620	1777	1822	632	1777	1832	1053	0	1797	1785	0	0
Q Serve(g_s), s	10.0	20.6	20.7	9.5	17.7	17.7	0.0	0.0	24.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	27.7	20.6	20.7	30.2	17.7	17.7	10.8	0.0	24.7	10.9	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.12	1.00		0.23	0.04		0.15
Lane Grp Cap(c), veh/h	210	723	741	192	723	745	534	0	859	895	0	0
V/C Ratio(X)	0.34	0.60	0.60	0.37	0.61	0.61	0.16	0.00	0.62	0.38	0.00	0.00
Avail Cap(c_a), veh/h	210	723	741	192	723	745	534	0	859	895	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	0.90	0.00	0.90	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.6	32.1	32.1	34.4	21.1	21.1	24.3	0.0	30.2	15.1	0.0	0.0
Incr Delay (d2), s/veh	3.8	3.2	3.1	5.5	3.8	3.7	0.6	0.0	3.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	15.3	15.7	3.1	12.4	12.7	3.5	0.0	18.0	8.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	35.3	35.2	39.9	24.9	24.8	24.9	0.0	33.2	16.4	0.0	0.0
LnGrp LOS	D	D	D	D	C	C	C	A	C	B	A	A
Approach Vol, veh/h		948			970			617			342	
Approach Delay, s/veh		36.2			26.0			32.0			16.4	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.5	48.5	41.5	48.5
Change Period (Y+Rc), s	* 4.9	* 5.5	* 4.9	* 5.5
Max Green Setting (Gmax), s	* 37	* 43	* 37	* 43
Max Q Clear Time (g_c+I1), s	29.7	26.7	32.2	12.9
Green Ext Time (p_c), s	5.3	3.6	3.5	2.3

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	0	0	57	0	40	2	1057	25	5	1170	1
Future Volume (veh/h)	0	0	0	57	0	40	2	1057	25	5	1170	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	62	0	43	2	1149	27	5	1272	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	157	0	102	3	51	397	4432	104	433	4550	4
Arrive On Green	0.00	0.00	0.00	0.08	0.00	0.08	0.86	0.86	0.86	0.86	0.86	0.86
Sat Flow, veh/h	0	1870	0	839	42	611	435	5132	121	477	5270	4
Grp Volume(v), veh/h	0	0	0	105	0	0	2	762	414	5	822	451
Grp Sat Flow(s),veh/h/ln	0	1870	0	1492	0	0	435	1702	1849	477	1702	1870
Q Serve(g_s), s	0.0	0.0	0.0	11.9	0.0	0.0	0.1	7.1	7.1	0.3	7.8	7.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	12.5	0.0	0.0	8.0	7.1	7.1	7.4	7.8	7.8
Prop In Lane	0.00		0.00	0.59		0.41	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	0	157	0	157	0	0	397	2940	1596	433	2940	1614
V/C Ratio(X)	0.00	0.00	0.00	0.67	0.00	0.00	0.01	0.26	0.26	0.01	0.28	0.28
Avail Cap(c_a), veh/h	0	925	0	765	0	0	397	2940	1596	433	2940	1614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.69	0.69	0.69	0.65	0.65	0.65
Uniform Delay (d), s/veh	0.0	0.0	0.0	81.2	0.0	0.0	2.9	2.2	2.2	2.8	2.2	2.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.1	0.3	0.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	8.7	0.0	0.0	0.0	3.6	4.0	0.1	4.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	86.1	0.0	0.0	2.9	2.3	2.4	2.8	2.4	2.5
LnGrp LOS	A	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			105			1178			1278	
Approach Delay, s/veh		0.0			86.1			2.4			2.4	
Approach LOS					F			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	160.1	19.9	160.1	19.9
Change Period (Y+Rc), s	* 4.7	* 4.8	* 4.7	* 4.8
Max Green Setting (Gmax), s	* 82	* 89	* 82	* 89
Max Q Clear Time (g_c+I1), s	10.0	0.0	9.8	14.5
Green Ext Time (p_c), s	20.9	0.0	23.9	0.7

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

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

Intersection	
Intersection Delay, s/veh	27.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	41	153	28	23	113	66	88	359	71	45	65	65
Future Vol, veh/h	41	153	28	23	113	66	88	359	71	45	65	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	166	30	25	123	72	96	390	77	49	71	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.4	14.4	43.5	13
HCM LOS	C	B	E	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	18%	11%	26%
Vol Thru, %	69%	69%	56%	37%
Vol Right, %	14%	13%	33%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	518	222	202	175
LT Vol	88	41	23	45
Through Vol	359	153	113	65
RT Vol	71	28	66	65
Lane Flow Rate	563	241	220	190
Geometry Grp	1	1	1	1
Degree of Util (X)	0.919	0.454	0.409	0.344
Departure Headway (Hd)	5.873	6.768	6.703	6.519
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	614	531	534	548
Service Time	3.926	4.842	4.78	4.597
HCM Lane V/C Ratio	0.917	0.454	0.412	0.347
HCM Control Delay	43.5	15.4	14.4	13
HCM Lane LOS	E	C	B	B
HCM 95th-tile Q	11.7	2.3	2	1.5

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	52	159	75	18	66	33	44	443	48	32	294	85
Future Volume (veh/h)	52	159	75	18	66	33	44	443	48	32	294	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	173	82	20	72	36	48	482	52	35	320	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	223	98	78	238	105	645	1122	121	668	944	271
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	1.00	1.00	1.00	0.68	0.68	0.68
Sat Flow, veh/h	231	1017	445	143	1085	481	974	1659	179	870	1397	402
Grp Volume(v), veh/h	312	0	0	128	0	0	48	0	534	35	0	412
Grp Sat Flow(s),veh/h/ln	1693	0	0	1709	0	0	974	0	1838	870	0	1798
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.2	0.0	8.7
Cycle Q Clear(g_c), s	15.8	0.0	0.0	5.4	0.0	0.0	9.3	0.0	0.0	1.2	0.0	8.7
Prop In Lane	0.18		0.26	0.16		0.28	1.00		0.10	1.00		0.22
Lane Grp Cap(c), veh/h	419	0	0	421	0	0	645	0	1243	668	0	1216
V/C Ratio(X)	0.74	0.00	0.00	0.30	0.00	0.00	0.07	0.00	0.43	0.05	0.00	0.34
Avail Cap(c_a), veh/h	844	0	0	838	0	0	645	0	1243	668	0	1216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.72	0.00	0.72	0.92	0.00	0.92
Uniform Delay (d), s/veh	33.4	0.0	0.0	29.5	0.0	0.0	0.7	0.0	0.0	4.9	0.0	6.1
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.8	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	0.0	0.0	4.2	0.0	0.0	0.1	0.0	0.5	0.4	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	0.0	29.9	0.0	0.0	0.8	0.0	0.8	5.1	0.0	6.8
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		312			128			582			447	
Approach Delay, s/veh		36.1			29.9			0.8			6.7	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.4		24.6		65.4		24.6				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		11.3		17.8		10.7		7.4				
Green Ext Time (p_c), s		4.0		2.0		3.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay			12.6
HCM 6th LOS			B

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

02/14/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	217	1342	91	130	1131	48	71	916	114	70	1095	216
Future Volume (veh/h)	217	1342	91	130	1131	48	71	916	114	70	1095	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	1459	99	141	1229	52	77	996	124	76	1190	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	1620	110	203	1475	62	211	1642	204	259	1526	301
Arrive On Green	0.11	0.33	0.33	0.14	0.59	0.59	0.06	0.36	0.36	0.06	0.36	0.36
Sat Flow, veh/h	1781	4883	331	1781	5024	213	1781	4600	571	1781	4278	845
Grp Volume(v), veh/h	236	1017	541	141	833	448	77	736	384	76	947	478
Grp Sat Flow(s),veh/h/ln	1781	1702	1811	1781	1702	1832	1781	1702	1768	1781	1702	1718
Q Serve(g_s), s	10.8	34.2	34.2	6.6	23.7	23.7	3.2	21.3	21.4	3.1	29.7	29.7
Cycle Q Clear(g_c), s	10.8	34.2	34.2	6.6	23.7	23.7	3.2	21.3	21.4	3.1	29.7	29.7
Prop In Lane	1.00		0.18	1.00		0.12	1.00		0.32	1.00		0.49
Lane Grp Cap(c), veh/h	295	1129	601	203	1000	538	211	1215	631	259	1215	613
V/C Ratio(X)	0.80	0.90	0.90	0.69	0.83	0.83	0.37	0.61	0.61	0.29	0.78	0.78
Avail Cap(c_a), veh/h	357	1160	617	230	1000	538	223	1215	631	287	1215	613
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	28.5	38.2	38.2	28.7	22.4	22.4	25.8	31.7	31.7	23.5	34.4	34.4
Incr Delay (d2), s/veh	10.3	9.6	16.1	2.7	2.3	4.1	1.1	2.2	4.3	0.6	4.8	9.2
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	9.2	22.0	24.5	4.3	9.3	10.3	2.5	14.0	15.0	2.4	18.8	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	47.8	54.3	31.4	24.6	26.5	26.9	33.9	36.0	24.1	39.2	43.6
LnGrp LOS	D	D	D	C	C	C	C	C	D	C	D	D
Approach Vol, veh/h		1794			1422			1197			1501	
Approach Delay, s/veh		48.6			25.9			34.1			39.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	48.0	18.6	40.6	12.8	48.0	14.0	45.2
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8.2	* 39	* 17	34.0	* 9.2	* 38	* 10	40.9
Max Q Clear Time (g_c+I1), s	15.2	31.7	12.8	25.7	5.1	23.4	8.6	36.2
Green Ext Time (p_c), s	0.0	5.0	0.3	5.0	0.0	6.6	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	131	1418	24	13	1125	106	22	208	33	45	40	65
Future Volume (veh/h)	131	1418	24	13	1125	106	22	208	33	45	40	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	1541	26	14	1223	115	24	226	36	49	43	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1805	30	172	1486	139	58	444	68	147	133	186
Arrive On Green	0.11	0.67	0.67	0.03	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3576	60	1781	3284	308	86	1479	225	360	442	619
Grp Volume(v), veh/h	142	765	802	14	661	677	286	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1781	1777	1815	1790	0	0	1421	0	0
Q Serve(g_s), s	4.7	39.7	39.9	0.5	38.9	39.1	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	39.7	39.9	0.5	38.9	39.1	15.6	0.0	0.0	10.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.17	0.08		0.13	0.30		0.44
Lane Grp Cap(c), veh/h	259	897	939	172	804	821	570	0	0	465	0	0
V/C Ratio(X)	0.55	0.85	0.85	0.08	0.82	0.83	0.50	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	527	897	939	532	804	821	570	0	0	465	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.8	16.3	16.3	21.1	28.6	28.7	34.8	0.0	0.0	32.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	4.1	3.9	0.0	0.9	0.9	3.1	0.0	0.0	2.1	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	8.2	17.4	18.2	0.4	18.4	18.8	11.9	0.0	0.0	7.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	20.3	20.3	21.1	29.6	29.6	38.0	0.0	0.0	34.8	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	D	A	A	C	A	A
Approach Vol, veh/h		1709			1352			286			163	
Approach Delay, s/veh		20.6			29.5			38.0			34.8	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	60.3		43.0	10.4	66.6		43.0				
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0				
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0				
Max Q Clear Time (g_c+I1), s	6.7	41.1		17.6	2.5	41.9		12.7				
Green Ext Time (p_c), s	0.4	0.0		1.6	0.0	0.0		1.0				

Intersection Summary			
HCM 6th Ctrl Delay			26.1
HCM 6th LOS			C

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

02/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	101	1558	20	50	1290	88	37	308	55	33	280	68
Future Volume (veh/h)	101	1558	20	50	1290	88	37	308	55	33	280	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	1693	22	54	1402	96	40	335	60	36	304	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1457	19	80	1369	93	544	738	132	409	694	169
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.96	0.96	0.96
Sat Flow, veh/h	351	3592	47	284	3375	230	1005	1544	277	989	1453	354
Grp Volume(v), veh/h	110	836	879	54	736	762	40	0	395	36	0	378
Grp Sat Flow(s),veh/h/ln	351	1777	1862	284	1777	1829	1005	0	1821	989	0	1807
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	2.0	0.0	13.0	1.2	0.0	1.4
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	3.4	0.0	13.0	14.2	0.0	1.4
Prop In Lane	1.00		0.03	1.00		0.13	1.00		0.15	1.00		0.20
Lane Grp Cap(c), veh/h	80	721	755	80	721	742	544	0	870	409	0	863
V/C Ratio(X)	1.37	1.16	1.16	0.67	1.02	1.03	0.07	0.00	0.45	0.09	0.00	0.44
Avail Cap(c_a), veh/h	80	721	755	80	721	742	544	0	870	409	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.45	0.45	0.45	1.00	1.00	1.00	1.00	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	13.6	0.0	15.7	3.7	0.0	1.1
Incr Delay (d2), s/veh	200.1	79.6	80.6	37.2	38.9	40.3	0.3	0.0	1.7	0.4	0.0	1.5
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	10.6	40.7	42.8	3.6	30.5	31.8	0.9	0.0	9.4	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	245.1	106.4	107.3	82.2	65.7	67.0	13.8	0.0	17.4	4.1	0.0	2.6
LnGrp LOS	F	F	F	F	F	F	B	A	B	A	A	A
Approach Vol, veh/h		1825			1552			435			414	
Approach Delay, s/veh		115.2			66.9			17.1			2.7	
Approach LOS		F			E			B			A	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.6		48.4		41.6		48.4
Change Period (Y+Rc), s		5.1		* 5.4		5.1		* 5.4
Max Green Setting (Gmax), s		36.5		* 43		36.5		* 43
Max Q Clear Time (g_c+I1), s		38.5		15.0		38.5		16.2
Green Ext Time (p_c), s		0.0		2.8		0.0		2.7

Intersection Summary			
HCM 6th Ctrl Delay			76.4
HCM 6th LOS			E

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	12	758	671	113	28	43
Future Volume (veh/h)	12	758	671	113	28	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	824	729	123	30	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	299	1945	1665	281	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	647	3647	3135	513	1781	1585
Grp Volume(v), veh/h	13	824	426	426	30	47
Grp Sat Flow(s),veh/h/ln	647	1777	1777	1778	1781	1585
Q Serve(g_s), s	1.0	0.0	25.7	25.7	1.6	2.9
Cycle Q Clear(g_c), s	27.4	0.0	25.7	25.7	1.6	2.9
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	299	1945	972	973	840	748
V/C Ratio(X)	0.04	0.42	0.44	0.44	0.04	0.06
Avail Cap(c_a), veh/h	299	1945	972	973	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	3.7	0.0	24.3	24.3	25.6	25.9
Incr Delay (d2), s/veh	0.3	0.7	1.1	1.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.3	16.2	16.3	1.3	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9	0.7	25.4	25.4	25.6	26.1
LnGrp LOS	A	A	C	C	C	C
Approach Vol, veh/h		837	852		77	
Approach Delay, s/veh		0.7	25.4		25.9	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		29.4		4.9		27.7
Green Ext Time (p_c), s		28.3		1.4		6.7

Intersection Summary		
HCM 6th Ctrl Delay		13.7
HCM 6th LOS		B

Notes

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

HCM Signalized Intersection Capacity Analysis
1: Highland & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	329	538	92	238	625	95	95	1316	91	89	1246	163
Future Volume (vph)	329	538	92	238	625	95	95	1316	91	89	1246	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5036		1770	4997	
Flt Permitted	0.18	1.00	1.00	0.43	1.00	1.00	0.07	1.00		0.07	1.00	
Satd. Flow (perm)	334	3539	1583	804	3539	1583	129	5036		129	4997	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	358	585	100	259	679	103	103	1430	99	97	1354	177
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	358	585	100	259	679	103	103	1529	0	97	1531	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	98.0	73.8	83.8	73.7	53.5	63.5	67.8	57.8		67.8	57.8	
Effective Green, g (s)	98.0	73.8	83.8	73.7	53.5	63.5	67.8	57.8		67.8	57.8	
Actuated g/C Ratio	0.54	0.41	0.47	0.41	0.30	0.35	0.38	0.32		0.38	0.32	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	504	1450	736	437	1051	558	139	1617		139	1604	
v/s Ratio Prot	c0.16	0.17	0.01	0.07	0.19	0.01	c0.04	0.30		0.04	c0.31	
v/s Ratio Perm	c0.23		0.06	0.18		0.05	0.24			0.22		
v/c Ratio	0.71	0.40	0.14	0.59	0.65	0.18	0.74	0.95		0.70	0.95	
Uniform Delay, d1	31.0	37.5	27.4	36.8	55.0	40.3	44.9	59.6		44.7	59.8	
Progression Factor	1.00	1.00	1.00	0.64	0.41	0.37	0.65	0.83		1.00	1.00	
Incremental Delay, d2	4.7	0.8	0.1	1.2	1.6	0.4	16.7	11.4		25.2	14.0	
Delay (s)	35.6	38.4	27.5	24.7	24.4	15.1	46.1	61.1		70.0	73.8	
Level of Service	D	D	C	C	C	B	D	E		E	E	
Approach Delay (s)		36.4			23.5			60.2			73.6	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	52.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	22	724	56	338	1245	40	78	55	38	44	82	30
Future Volume (veh/h)	22	724	56	338	1245	40	78	55	38	44	82	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	787	61	367	1353	43	85	60	41	48	89	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1507	117	192	1586	50	354	248	162	237	433	155
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	387	3342	259	650	3515	112	657	501	328	428	877	315
Grp Volume(v), veh/h	24	418	430	367	683	713	186	0	0	170	0	0
Grp Sat Flow(s),veh/h/ln	387	1777	1824	650	1777	1850	1487	0	0	1620	0	0
Q Serve(g_s), s	11.0	39.1	39.1	42.1	61.7	61.9	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	72.9	39.1	39.1	81.2	61.7	61.9	13.2	0.0	0.0	10.1	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.06	0.46		0.22	0.28		0.19
Lane Grp Cap(c), veh/h	81	802	823	192	802	835	763	0	0	826	0	0
V/C Ratio(X)	0.29	0.52	0.52	1.91	0.85	0.85	0.24	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	81	802	823	192	802	835	763	0	0	826	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	103.6	58.7	58.7	73.4	44.1	44.1	26.3	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	8.1	2.2	2.1	429.5	11.1	10.8	0.8	0.0	0.0	0.6	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	2.4	26.2	26.8	55.1	38.7	40.1	8.6	0.0	0.0	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.7	60.9	60.8	502.9	55.2	54.9	27.0	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	F	E	E	F	E	D	C	A	A	C	A	A
Approach Vol, veh/h		872			1763			186			170	
Approach Delay, s/veh		62.3			148.3			27.0			26.1	
Approach LOS		E			F			C			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89
Max Q Clear Time (g_c+I1), s		74.9		15.2		83.2		12.1
Green Ext Time (p_c), s		5.0		1.3		0.0		1.1

Intersection Summary	
HCM 6th Ctrl Delay	108.7
HCM 6th LOS	F

Notes

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

HCM 6th TWSC
3: Cherokee & Hollywood

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	846	30	0	1653	0	143
Future Vol, veh/h	846	30	0	1653	0	143
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	920	33	0	1797	0	155

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	953	0	-	477
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	412	-	0	457
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	412	-	-	457
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	457	-	-	412	-
HCM Lane V/C Ratio	0.34	-	-	-	-
HCM Control Delay (s)	16.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✥	
Traffic Volume (veh/h)	22	865	61	142	1285	12	42	213	52	18	450	150
Future Volume (veh/h)	22	865	61	142	1285	12	42	213	52	18	450	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	940	66	154	1397	13	46	232	57	20	489	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	1370	96	179	1467	14	290	693	170	53	631	206
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32	0.32	0.48	0.48	0.48
Sat Flow, veh/h	382	3368	236	560	3608	34	780	1450	356	25	1320	431
Grp Volume(v), veh/h	24	496	510	154	688	722	46	0	289	672	0	0
Grp Sat Flow(s),veh/h/ln	382	1777	1828	560	1777	1864	780	0	1806	1775	0	0
Q Serve(g_s), s	2.8	20.7	20.7	15.9	33.7	33.8	0.0	0.0	11.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	36.6	20.7	20.7	36.6	33.7	33.8	12.1	0.0	11.0	28.4	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.02	1.00		0.20	0.03		0.24
Lane Grp Cap(c), veh/h	92	723	743	179	723	758	290	0	863	889	0	0
V/C Ratio(X)	0.26	0.69	0.69	0.86	0.95	0.95	0.16	0.00	0.33	0.76	0.00	0.00
Avail Cap(c_a), veh/h	92	723	743	179	723	758	290	0	863	889	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	0.96	0.00	0.96	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.3	22.0	22.0	39.9	25.8	25.9	20.1	0.0	19.7	19.6	0.0	0.0
Incr Delay (d2), s/veh	5.2	4.1	4.0	38.3	23.6	23.0	1.1	0.0	1.0	5.9	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	1.2	13.4	13.6	9.1	25.1	26.0	1.6	0.0	8.7	18.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	26.1	25.9	78.2	49.4	48.8	21.2	0.0	20.7	25.6	0.0	0.0
LnGrp LOS	D	C	C	E	D	D	C	A	C	C	A	A
Approach Vol, veh/h		1030			1564			335			672	
Approach Delay, s/veh		26.5			52.0			20.8			25.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		14.1		38.6		30.4				
Green Ext Time (p_c), s		0.0		2.2		0.0		3.9				

Intersection Summary			
HCM 6th Ctrl Delay			36.9
HCM 6th LOS			D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	1	3	222	2	82	1	1469	141	62	1546	1
Future Volume (veh/h)	0	1	3	222	2	82	1	1469	141	62	1546	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	3	241	2	89	1	1597	153	67	1680	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	102	307	295	2	96	245	3313	317	190	3684	2
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.25	0.70	0.70	0.70	1.00	1.00	1.00
Sat Flow, veh/h	0	412	1236	1050	9	388	294	4739	453	275	5271	3
Grp Volume(v), veh/h	0	0	4	332	0	0	1	1147	603	67	1085	596
Grp Sat Flow(s),veh/h/ln	0	0	1648	1446	0	0	294	1702	1789	275	1702	1870
Q Serve(g_s), s	0.0	0.0	0.3	40.0	0.0	0.0	0.2	27.5	27.6	14.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	40.4	0.0	0.0	0.2	27.5	27.6	42.4	0.0	0.0
Prop In Lane	0.00		0.75	0.73		0.27	1.00		0.25	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	409	393	0	0	245	2380	1250	190	2380	1307
V/C Ratio(X)	0.00	0.00	0.01	0.84	0.00	0.00	0.00	0.48	0.48	0.35	0.46	0.46
Avail Cap(c_a), veh/h	0	0	815	752	0	0	245	2380	1250	190	2380	1307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	0.39	0.39	0.39
Uniform Delay (d), s/veh	0.0	0.0	51.0	66.2	0.0	0.0	8.2	12.3	12.3	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.1	0.1	2.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	22.0	0.0	0.0	0.0	12.1	12.8	1.5	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	51.0	71.2	0.0	0.0	8.2	12.4	12.4	6.6	0.2	0.4
LnGrp LOS	A	A	D	E	A	A	A	B	B	A	A	A
Approach Vol, veh/h		4			332			1751			1748	
Approach Delay, s/veh		51.0			71.2			12.4			0.6	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	130.5	49.5	130.5	49.5
Change Period (Y+Rc), s	* 4.7	* 4.8	* 4.7	* 4.8
Max Green Setting (Gmax), s	* 82	* 89	* 82	* 89
Max Q Clear Time (g_c+I1), s	29.6	2.3	44.4	42.4
Green Ext Time (p_c), s	33.7	0.0	27.7	2.3

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	62.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	56	275	20	61	305	24	25	45	30	34	165	345
Future Vol, veh/h	56	275	20	61	305	24	25	45	30	34	165	345
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	299	22	66	332	26	27	49	33	37	179	375
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	33.9	42	15.1	103.7
HCM LOS	D	E	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	16%	16%	6%
Vol Thru, %	45%	78%	78%	30%
Vol Right, %	30%	6%	6%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	351	390	544
LT Vol	25	56	61	34
Through Vol	45	275	305	165
RT Vol	30	20	24	345
Lane Flow Rate	109	382	424	591
Geometry Grp	1	1	1	1
Degree of Util (X)	0.259	0.782	0.856	1.126
Departure Headway (Hd)	9.012	7.916	7.785	6.853
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	401	462	471	532
Service Time	7.012	5.916	5.785	4.871
HCM Lane V/C Ratio	0.272	0.827	0.9	1.111
HCM Control Delay	15.1	33.9	42	103.7
HCM Lane LOS	C	D	E	F
HCM 95th-tile Q	1	6.9	8.7	19.6

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣		↰	↱		↰	↱	
Traffic Volume (veh/h)	50	226	98	24	200	13	81	289	18	17	463	145
Future Volume (veh/h)	50	226	98	24	200	13	81	289	18	17	463	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	246	107	26	217	14	88	314	20	18	503	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	303	124	70	427	26	390	1082	69	731	848	267
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	164	1105	453	95	1561	95	774	1740	111	1046	1365	429
Grp Volume(v), veh/h	407	0	0	257	0	0	88	0	334	18	0	661
Grp Sat Flow(s),veh/h/ln	1722	0	0	1751	0	0	774	0	1850	1046	0	1793
Q Serve(g_s), s	9.5	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.6	0.0	19.9
Cycle Q Clear(g_c), s	20.0	0.0	0.0	10.5	0.0	0.0	24.3	0.0	0.0	0.6	0.0	19.9
Prop In Lane	0.13		0.26	0.10		0.05	1.00		0.06	1.00		0.24
Lane Grp Cap(c), veh/h	517	0	0	523	0	0	390	0	1151	731	0	1115
V/C Ratio(X)	0.79	0.00	0.00	0.49	0.00	0.00	0.23	0.00	0.29	0.02	0.00	0.59
Avail Cap(c_a), veh/h	852	0	0	871	0	0	390	0	1151	731	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.91	0.00	0.91	0.32	0.00	0.32
Uniform Delay (d), s/veh	30.8	0.0	0.0	27.6	0.0	0.0	4.3	0.0	0.0	6.5	0.0	10.2
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.7	0.0	0.0	1.2	0.0	0.6	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	0.0	0.0	8.2	0.0	0.0	1.1	0.0	0.3	0.2	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	0.0	28.3	0.0	0.0	5.5	0.0	0.6	6.6	0.0	10.9
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	B
Approach Vol, veh/h		407			257			422			679	
Approach Delay, s/veh		33.5			28.3			1.6			10.8	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.5		29.5		60.5		29.5				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		26.3		22.0		21.9		12.5				
Green Ext Time (p_c), s		2.0		2.6		4.3		1.6				
Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	338	1099	64	237	1649	90	90	1313	111	103	1463	379
Future Volume (veh/h)	338	1099	64	237	1649	90	90	1313	111	103	1463	379
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	367	1195	70	258	1792	98	98	1427	121	112	1590	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1530	90	307	1470	80	174	1582	134	191	1340	343
Arrive On Green	0.13	0.31	0.31	0.12	0.30	0.30	0.06	0.33	0.33	0.07	0.33	0.33
Sat Flow, veh/h	1781	4934	289	1781	4955	271	1781	4795	407	1781	4050	1037
Grp Volume(v), veh/h	367	824	441	258	1230	660	98	1013	535	112	1333	669
Grp Sat Flow(s),veh/h/ln	1781	1702	1818	1781	1702	1822	1781	1702	1797	1781	1702	1684
Q Serve(g_s), s	15.5	26.5	26.5	11.9	35.6	35.6	4.2	34.1	34.1	4.9	39.7	39.7
Cycle Q Clear(g_c), s	15.5	26.5	26.5	11.9	35.6	35.6	4.2	34.1	34.1	4.9	39.7	39.7
Prop In Lane	1.00		0.16	1.00		0.15	1.00		0.23	1.00		0.62
Lane Grp Cap(c), veh/h	290	1055	564	307	1010	540	174	1123	593	191	1126	557
V/C Ratio(X)	1.27	0.78	0.78	0.84	1.22	1.22	0.56	0.90	0.90	0.59	1.18	1.20
Avail Cap(c_a), veh/h	290	1055	564	319	1010	540	179	1123	593	196	1126	557
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	0.13	0.13	0.13	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	36.4	37.7	37.7	28.6	42.2	42.2	29.8	38.4	38.4	29.6	40.1	40.1
Incr Delay (d2), s/veh	143.9	3.8	7.0	2.7	99.4	101.8	3.8	11.7	19.4	3.7	90.8	104.5
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	30.5	17.1	18.6	6.6	36.5	39.4	3.6	22.4	25.0	4.1	43.3	46.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	180.3	41.5	44.7	31.3	141.6	144.0	33.6	50.0	57.8	33.3	130.9	144.7
LnGrp LOS	F	D	D	C	F	F	C	D	E	C	F	F
Approach Vol, veh/h		1632			2148			1646			2114	
Approach Delay, s/veh		73.6			129.1			51.6			130.1	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	44.9	21.0	41.0	13.2	44.8	19.4	42.6
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 39	* 16	35.6	* 8.1	* 39	* 15	36.4
Max Q Clear Time (g_c+I1), s	6.2	41.7	17.5	37.6	6.9	36.1	13.9	28.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.6	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	100.4
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	81	1394	14	36	1477	46	3	36	19	46	94	102
Future Volume (veh/h)	81	1394	14	36	1477	46	3	36	19	46	94	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	1515	15	39	1605	50	3	39	21	50	102	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	1713	17	285	1605	50	40	341	175	107	215	209
Arrive On Green	0.16	0.95	0.95	0.06	0.46	0.46	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3605	36	1781	3518	109	29	1137	583	238	717	697
Grp Volume(v), veh/h	88	746	784	39	809	846	63	0	0	263	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1851	1748	0	0	1652	0	0
Q Serve(g_s), s	2.8	15.6	15.7	1.3	54.5	54.7	0.0	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear(g_c), s	2.8	15.6	15.7	1.3	54.5	54.7	3.1	0.0	0.0	15.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.06	0.05		0.33	0.19		0.42
Lane Grp Cap(c), veh/h	201	844	886	285	810	844	556	0	0	531	0	0
V/C Ratio(X)	0.44	0.88	0.88	0.14	1.00	1.00	0.11	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	476	844	886	593	810	844	556	0	0	531	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	1.9	2.0	15.2	32.6	32.6	30.5	0.0	0.0	34.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	7.0	6.8	0.0	9.0	10.0	0.4	0.0	0.0	3.3	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	2.0	4.6	4.7	0.9	27.1	28.6	2.5	0.0	0.0	11.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	9.0	8.7	15.2	41.5	42.6	30.9	0.0	0.0	38.0	0.0	0.0
LnGrp LOS	C	A	A	B	D	F	C	A	A	D	A	A
Approach Vol, veh/h		1618			1694			63			263	
Approach Delay, s/veh		9.7			41.5			30.9			38.0	
Approach LOS		A			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	60.7		43.0	14.0	63.0		43.0
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0
Max Q Clear Time (g_c+I1), s	4.8	56.7		5.1	3.3	17.7		17.5
Green Ext Time (p_c), s	0.2	0.0		0.3	0.1	14.5		1.5

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	48	1309	35	150	1819	86	35	228	84	134	458	94
Future Volume (veh/h)	48	1309	35	150	1819	86	35	228	84	134	458	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1423	38	163	1977	93	38	248	91	146	498	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1434	38	82	1402	65	295	624	229	450	720	147
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.64	0.64	0.64
Sat Flow, veh/h	201	3536	94	363	3457	161	819	1305	479	1041	1506	309
Grp Volume(v), veh/h	52	714	747	163	1008	1062	38	0	339	146	0	600
Grp Sat Flow(s),veh/h/ln	201	1777	1853	363	1777	1841	819	0	1784	1041	0	1815
Q Serve(g_s), s	0.0	36.0	36.1	0.4	36.5	36.5	3.2	0.0	11.0	8.2	0.0	19.4
Cycle Q Clear(g_c), s	36.5	36.0	36.1	36.5	36.5	36.5	22.6	0.0	11.0	19.2	0.0	19.4
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.27	1.00		0.17
Lane Grp Cap(c), veh/h	80	721	752	82	721	747	295	0	852	450	0	867
V/C Ratio(X)	0.65	0.99	0.99	2.00	1.40	1.42	0.13	0.00	0.40	0.32	0.00	0.69
Avail Cap(c_a), veh/h	80	721	752	82	721	747	295	0	852	450	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	1.00	0.00	1.00	0.75	0.00	0.75
Uniform Delay (d), s/veh	45.0	26.6	26.6	45.0	26.8	26.8	25.7	0.0	15.2	15.6	0.0	12.1
Incr Delay (d2), s/veh	15.6	19.5	19.5	489.3	188.1	197.5	0.9	0.0	1.4	1.4	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	22.7	23.6	23.2	78.4	84.3	1.2	0.0	8.1	3.3	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	46.1	46.2	534.3	214.9	224.2	26.6	0.0	16.5	17.1	0.0	15.5
LnGrp LOS	E	D	D	F	F	F	C	A	B	B	A	B
Approach Vol, veh/h		1513			2233			377			746	
Approach Delay, s/veh		46.6			242.6			17.5			15.8	
Approach LOS		D			F			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.6		48.4		41.6		48.4				
Change Period (Y+Rc), s		5.1		* 5.4		5.1		* 5.4				
Max Green Setting (Gmax), s		36.5		* 43		36.5		* 43				
Max Q Clear Time (g_c+I1), s		38.5		24.6		38.5		21.4				
Green Ext Time (p_c), s		0.0		2.2		0.0		4.9				

Intersection Summary			
HCM 6th Ctrl Delay			129.5
HCM 6th LOS			F

Notes

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

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	28	961	1638	38	38	78
Future Volume (veh/h)	28	961	1638	38	38	78
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	1045	1780	41	41	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	1945	1943	45	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	256	3647	3644	82	1781	1585
Grp Volume(v), veh/h	30	1045	888	933	41	85
Grp Sat Flow(s),veh/h/ln	256	1777	1777	1856	1781	1585
Q Serve(g_s), s	14.9	0.0	81.4	82.4	2.2	5.4
Cycle Q Clear(g_c), s	98.5	0.0	81.4	82.4	2.2	5.4
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	61	1945	972	1015	840	748
V/C Ratio(X)	0.49	0.54	0.91	0.92	0.05	0.11
Avail Cap(c_a), veh/h	61	1945	972	1015	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.20	0.20	1.00	1.00
Uniform Delay (d), s/veh	44.0	0.0	36.9	37.1	25.7	26.5
Incr Delay (d2), s/veh	25.5	1.1	3.6	3.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.5	40.4	42.6	1.8	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.4	1.1	40.5	40.8	25.8	26.9
LnGrp LOS	E	A	D	D	C	C
Approach Vol, veh/h		1075	1821		126	
Approach Delay, s/veh		3.0	40.6		26.5	
Approach LOS		A	D		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		100.5		7.4		84.4
Green Ext Time (p_c), s		0.0		2.4		0.4

Intersection Summary		
HCM 6th Ctrl Delay		26.6
HCM 6th LOS		C

Notes

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

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	333	609	184	188	513	153	112	1421	127	122	1435	104
Future Volume (vph)	333	609	184	188	513	153	112	1421	127	122	1435	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5023		1770	5034	
Flt Permitted	0.23	1.00	1.00	0.40	1.00	1.00	0.06	1.00		0.06	1.00	
Satd. Flow (perm)	420	3539	1583	745	3539	1583	119	5023		119	5034	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	362	662	200	204	558	166	122	1545	138	133	1560	113
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	362	662	200	204	558	166	122	1683	0	133	1673	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	93.0	71.6	81.6	65.7	48.3	58.3	72.8	62.8		72.8	62.8	
Effective Green, g (s)	93.0	71.6	81.6	65.7	48.3	58.3	72.8	62.8		72.8	62.8	
Actuated g/C Ratio	0.52	0.40	0.45	0.37	0.27	0.32	0.40	0.35		0.40	0.35	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	522	1407	717	371	949	512	139	1752		139	1756	
v/s Ratio Prot	c0.16	0.19	0.02	0.05	0.16	0.02	0.05	c0.34		c0.05	0.33	
v/s Ratio Perm	c0.20		0.11	0.15		0.09	0.31			0.33		
v/c Ratio	0.69	0.47	0.28	0.55	0.59	0.32	0.88	0.96		0.96	0.95	
Uniform Delay, d1	29.7	40.2	30.8	41.0	57.2	46.0	45.1	57.4		48.8	57.2	
Progression Factor	1.00	1.00	1.00	0.70	0.46	0.43	0.79	1.03		1.00	1.00	
Incremental Delay, d2	4.0	1.1	0.2	1.2	1.9	1.2	39.3	13.2		65.6	12.9	
Delay (s)	33.7	41.3	31.0	29.8	28.2	21.0	75.1	72.2		114.4	70.0	
Level of Service	C	D	C	C	C	C	E	E		F	E	
Approach Delay (s)		37.4			27.3			72.4			73.3	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	58.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	43	828	80	63	991	82	78	290	74	76	65	65
Future Volume (veh/h)	43	828	80	63	991	82	78	290	74	76	65	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	900	87	68	1077	89	85	315	80	83	71	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	1477	143	151	1499	124	151	544	134	221	189	176
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	481	3274	316	570	3323	274	258	1102	272	392	382	357
Grp Volume(v), veh/h	47	488	499	68	576	590	480	0	0	225	0	0
Grp Sat Flow(s),veh/h/ln	481	1777	1813	570	1777	1821	1633	0	0	1131	0	0
Q Serve(g_s), s	17.0	46.3	46.3	19.6	47.3	47.4	8.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	64.4	46.3	46.3	66.0	47.3	47.4	39.6	0.0	0.0	31.2	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.15	0.18		0.17	0.37		0.32
Lane Grp Cap(c), veh/h	130	802	818	151	802	821	830	0	0	586	0	0
V/C Ratio(X)	0.36	0.61	0.61	0.45	0.72	0.72	0.58	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	130	802	818	151	802	821	830	0	0	586	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	92.4	61.8	61.8	66.4	40.1	40.1	32.9	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	6.2	2.8	2.8	9.5	5.5	5.4	2.9	0.0	0.0	1.9	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	4.4	30.1	30.6	5.9	29.8	30.5	22.7	0.0	0.0	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	64.6	64.5	75.9	45.6	45.5	35.8	0.0	0.0	31.7	0.0	0.0
LnGrp LOS	F	E	E	E	D	D	D	A	A	C	A	A
Approach Vol, veh/h		1034			1234			480			225	
Approach Delay, s/veh		66.1			47.2			35.8			31.7	
Approach LOS		E			D			D			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89
Max Q Clear Time (g_c+I1), s		66.4		41.6		68.0		33.2
Green Ext Time (p_c), s		11.7		3.7		11.6		1.8

Intersection Summary			
HCM 6th Ctrl Delay			50.8
HCM 6th LOS			D

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	1075	125	0	1044	0	205
Future Vol, veh/h	1075	125	0	1044	0	205
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	1168	136	0	1135	0	223

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1304	0	-	652
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	278	-	0	352
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	278	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	31.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	-	-	278	-
HCM Lane V/C Ratio	0.633	-	-	-	-
HCM Control Delay (s)	31.3	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	4.1	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✥	
Traffic Volume (veh/h)	74	1024	102	132	1106	58	117	470	126	21	355	55
Future Volume (veh/h)	74	1024	102	132	1106	58	117	470	126	21	355	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1113	111	143	1202	63	127	511	137	23	386	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	1327	132	119	1397	73	261	679	182	53	569	85
Arrive On Green	0.27	0.27	0.27	0.41	0.41	0.41	0.16	0.16	0.16	0.48	0.48	0.48
Sat Flow, veh/h	438	3264	325	456	3435	180	944	1421	381	24	1190	178
Grp Volume(v), veh/h	80	605	619	143	621	644	127	0	648	469	0	0
Grp Sat Flow(s),veh/h/ln	438	1777	1812	456	1777	1838	944	0	1802	1392	0	0
Q Serve(g_s), s	7.8	28.9	29.0	7.6	28.7	28.8	3.1	0.0	30.9	3.6	0.0	0.0
Cycle Q Clear(g_c), s	36.6	28.9	29.0	36.6	28.7	28.8	37.6	0.0	30.9	34.5	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.10	1.00		0.21	0.05		0.13
Lane Grp Cap(c), veh/h	118	723	737	119	723	747	261	0	861	707	0	0
V/C Ratio(X)	0.68	0.84	0.84	1.21	0.86	0.86	0.49	0.00	0.75	0.66	0.00	0.00
Avail Cap(c_a), veh/h	118	723	737	119	723	747	261	0	861	707	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	0.61	0.00	0.61	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.2	29.9	30.0	43.8	24.4	24.4	38.9	0.0	32.8	17.2	0.0	0.0
Incr Delay (d2), s/veh	19.0	7.8	7.7	148.4	12.7	12.5	3.9	0.0	3.8	4.9	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	4.4	19.4	19.8	13.3	20.1	20.6	5.6	0.0	20.8	11.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	37.7	37.7	192.1	37.1	36.8	42.9	0.0	36.6	22.1	0.0	0.0
LnGrp LOS	E	D	D	F	D	D	D	A	D	C	A	A
Approach Vol, veh/h		1304			1408			775			469	
Approach Delay, s/veh		39.6			52.7			37.6			22.1	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		39.6		38.6		36.5				
Green Ext Time (p_c), s		0.0		1.6		0.0		1.6				

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

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	0	0	172	0	101	2	1405	165	78	1591	1
Future Volume (veh/h)	0	0	0	172	0	101	2	1405	165	78	1591	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	187	0	110	2	1527	179	85	1729	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	410	0	236	0	120	244	3373	395	210	3836	2
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.73	0.73	0.73	1.00	1.00	1.00
Sat Flow, veh/h	0	1870	0	929	0	546	280	4634	543	287	5271	3
Grp Volume(v), veh/h	0	0	0	297	0	0	2	1121	585	85	1117	613
Grp Sat Flow(s),veh/h/ln	0	1870	0	1475	0	0	280	1702	1773	287	1702	1870
Q Serve(g_s), s	0.0	0.0	0.0	35.4	0.0	0.0	0.4	24.1	24.1	16.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	35.4	0.0	0.0	0.4	24.1	24.1	40.7	0.0	0.0
Prop In Lane	0.00		0.00	0.63		0.37	1.00		0.31	1.00		0.00
Lane Grp Cap(c), veh/h	0	410	0	356	0	0	244	2478	1290	210	2478	1361
V/C Ratio(X)	0.00	0.00	0.00	0.83	0.00	0.00	0.01	0.45	0.45	0.40	0.45	0.45
Avail Cap(c_a), veh/h	0	925	0	762	0	0	244	2478	1290	210	2478	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	0.42	0.42	0.42
Uniform Delay (d), s/veh	0.0	0.0	0.0	68.7	0.0	0.0	6.7	9.9	9.9	3.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.1	0.1	2.4	0.3	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	0.0	0.0	0.0	20.1	0.0	0.0	0.0	10.4	10.9	1.6	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	73.8	0.0	0.0	6.7	10.0	10.1	6.2	0.3	0.5
LnGrp LOS	A	A	A	E	A	A	A	A	B	A	A	A
Approach Vol, veh/h		0			297			1708			1815	
Approach Delay, s/veh		0.0			73.8			10.0			0.6	
Approach LOS					E			B			A	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		135.7		44.3		135.7		44.3
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89
Max Q Clear Time (g_c+I1), s		26.1		0.0		42.7		37.4
Green Ext Time (p_c), s		34.1		0.0		29.8		2.1

Intersection Summary			
HCM 6th Ctrl Delay			10.5
HCM 6th LOS			B

Notes

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

Intersection	
Intersection Delay, s/veh	149.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	100	371	28	23	334	76	88	359	71	51	65	99
Future Vol, veh/h	100	371	28	23	334	76	88	359	71	51	65	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	403	30	25	363	83	96	390	77	55	71	108
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	181.9	115.2	197	31.7
HCM LOS	F	F	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	20%	5%	24%
Vol Thru, %	69%	74%	77%	30%
Vol Right, %	14%	6%	18%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	518	499	433	215
LT Vol	88	100	23	51
Through Vol	359	371	334	65
RT Vol	71	28	76	99
Lane Flow Rate	563	542	471	234
Geometry Grp	1	1	1	1
Degree of Util (X)	1.34	1.299	1.114	0.61
Departure Headway (Hd)	9.61	9.947	10.297	11.805
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	383	369	358	308
Service Time	7.61	7.947	8.297	9.805
HCM Lane V/C Ratio	1.47	1.469	1.316	0.76
HCM Control Delay	197	181.9	115.2	31.7
HCM Lane LOS	F	F	F	D
HCM 95th-tile Q	23.8	21.7	14.8	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	91	270	157	31	248	37	150	551	53	35	401	177
Future Volume (veh/h)	91	270	157	31	248	37	150	551	53	35	401	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	293	171	34	270	40	163	599	58	38	436	192
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	342	188	79	532	75	274	859	83	477	630	277
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	1.00	1.00	1.00	0.51	0.51	0.51
Sat Flow, veh/h	234	891	491	93	1386	195	798	1679	163	777	1231	542
Grp Volume(v), veh/h	563	0	0	344	0	0	163	0	657	38	0	628
Grp Sat Flow(s),veh/h/ln	1615	0	0	1673	0	0	798	0	1841	777	0	1773
Q Serve(g_s), s	16.7	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	2.3	0.0	24.1
Cycle Q Clear(g_c), s	29.5	0.0	0.0	12.8	0.0	0.0	40.1	0.0	0.0	2.3	0.0	24.1
Prop In Lane	0.18		0.30	0.10		0.12	1.00		0.09	1.00		0.31
Lane Grp Cap(c), veh/h	667	0	0	686	0	0	274	0	942	477	0	907
V/C Ratio(X)	0.84	0.00	0.00	0.50	0.00	0.00	0.59	0.00	0.70	0.08	0.00	0.69
Avail Cap(c_a), veh/h	813	0	0	841	0	0	274	0	942	477	0	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.33	0.00	0.33	0.38	0.00	0.38
Uniform Delay (d), s/veh	25.9	0.0	0.0	21.0	0.0	0.0	10.5	0.0	0.0	11.3	0.0	16.6
Incr Delay (d2), s/veh	6.9	0.0	0.0	0.6	0.0	0.0	3.1	0.0	1.4	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.7	0.0	0.0	9.2	0.0	0.0	3.7	0.0	0.7	0.7	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	0.0	21.6	0.0	0.0	13.6	0.0	1.4	11.4	0.0	18.3
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		563			344			820			666	
Approach Delay, s/veh		32.7			21.6			3.9			17.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.5		39.5		50.5		39.5
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43
Max Q Clear Time (g_c+I1), s		42.1		31.5		26.1		14.8
Green Ext Time (p_c), s		0.0		3.1		3.6		2.3

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

8: Highland & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	407	1548	96	145	1385	132	75	1223	139	134	1336	355
Future Volume (veh/h)	407	1548	96	145	1385	132	75	1223	139	134	1336	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	442	1683	104	158	1505	143	82	1329	151	146	1452	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	1790	111	195	1288	122	171	1481	168	198	1304	345
Arrive On Green	0.16	0.36	0.36	0.14	0.54	0.54	0.06	0.32	0.32	0.07	0.32	0.32
Sat Flow, veh/h	1781	4916	303	1781	4743	450	1781	4651	528	1781	4021	1063
Grp Volume(v), veh/h	442	1165	622	158	1080	568	82	973	507	146	1228	610
Grp Sat Flow(s),veh/h/ln	1781	1702	1816	1781	1702	1789	1781	1702	1775	1781	1702	1679
Q Serve(g_s), s	19.5	39.7	39.8	7.9	32.6	32.6	3.6	32.7	32.7	6.6	38.9	38.9
Cycle Q Clear(g_c), s	19.5	39.7	39.8	7.9	32.6	32.6	3.6	32.7	32.7	6.6	38.9	38.9
Prop In Lane	1.00		0.17	1.00		0.25	1.00		0.30	1.00		0.63
Lane Grp Cap(c), veh/h	349	1240	661	195	925	486	171	1084	565	198	1104	545
V/C Ratio(X)	1.26	0.94	0.94	0.81	1.17	1.17	0.48	0.90	0.90	0.74	1.11	1.12
Avail Cap(c_a), veh/h	349	1240	661	195	925	486	179	1084	565	198	1104	545
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	37.3	36.9	36.9	30.3	27.4	27.4	30.2	39.0	39.0	30.4	40.5	40.5
Incr Delay (d2), s/veh	140.1	13.6	21.7	2.4	76.7	78.1	2.1	11.6	19.6	11.9	62.0	73.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	35.7	25.6	28.9	4.0	24.0	25.4	2.9	21.7	23.9	6.2	35.7	37.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.4	50.5	58.6	32.8	104.1	105.5	32.3	50.7	58.6	42.2	102.5	114.2
LnGrp LOS	F	D	E	C	F	F	C	D	E	D	F	F
Approach Vol, veh/h		2229			1806			1562			1984	
Approach Delay, s/veh		77.9			98.3			52.3			101.7	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	44.1	25.0	38.0	13.6	43.4	13.9	49.1
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 38	* 20	32.6	* 8.2	* 38	* 8.5	43.7
Max Q Clear Time (g_c+I1), s	5.6	40.9	21.5	34.6	8.6	34.7	9.9	41.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	83.7
HCM 6th LOS	F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✣			✣	
Traffic Volume (veh/h)	143	1701	24	13	1475	106	22	208	33	45	40	71
Future Volume (veh/h)	143	1701	24	13	1475	106	22	208	33	45	40	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	1849	26	14	1603	115	24	226	36	49	43	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1811	25	115	1521	108	58	443	68	143	130	196
Arrive On Green	0.11	0.67	0.67	0.03	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3588	50	1781	3364	240	86	1478	225	348	433	654
Grp Volume(v), veh/h	155	914	961	14	841	877	286	0	0	169	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1781	1777	1827	1789	0	0	1435	0	0
Q Serve(g_s), s	5.9	60.6	60.6	0.5	54.3	54.3	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	60.6	60.6	0.5	54.3	54.3	15.6	0.0	0.0	11.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.13	0.08		0.13	0.29		0.46
Lane Grp Cap(c), veh/h	208	897	940	115	803	826	569	0	0	469	0	0
V/C Ratio(X)	0.75	1.02	1.02	0.12	1.05	1.06	0.50	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	476	897	940	476	803	826	569	0	0	469	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.4	19.7	19.7	28.4	32.9	32.9	34.9	0.0	0.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	1.0	18.1	19.2	0.0	25.0	30.7	3.1	0.0	0.0	2.1	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	3.5	27.9	29.6	0.4	32.1	34.8	11.9	0.0	0.0	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	37.8	38.9	28.5	57.8	63.5	38.0	0.0	0.0	35.0	0.0	0.0
LnGrp LOS	C	F	F	C	F	F	D	A	A	D	A	A
Approach Vol, veh/h		2030			1732			286			169	
Approach Delay, s/veh		37.8			60.5			38.0			35.0	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.7	60.3		43.0	10.4	66.6		43.0
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0
Max Q Clear Time (g_c+I1), s	7.9	56.3		17.6	2.5	62.6		13.0
Green Ext Time (p_c), s	0.4	0.0		1.6	0.0	0.0		1.0

Intersection Summary		
HCM 6th Ctrl Delay		47.0
HCM 6th LOS		D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↱		↰	↑↱	
Traffic Volume (veh/h)	142	1786	23	78	1616	189	43	425	72	97	358	88
Future Volume (veh/h)	142	1786	23	78	1616	189	43	425	72	97	358	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1941	25	85	1757	205	47	462	78	105	389	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1457	19	80	1303	149	492	745	126	303	692	171
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.96	0.96	0.96
Sat Flow, veh/h	223	3593	46	223	3213	368	911	1560	263	866	1449	357
Grp Volume(v), veh/h	154	958	1008	85	956	1006	47	0	540	105	0	485
Grp Sat Flow(s),veh/h/ln	223	1777	1862	223	1777	1804	911	0	1823	866	0	1806
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	2.7	0.0	19.8	7.0	0.0	2.3
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	5.0	0.0	19.8	26.8	0.0	2.3
Prop In Lane	1.00		0.02	1.00		0.20	1.00		0.14	1.00		0.20
Lane Grp Cap(c), veh/h	80	721	755	80	721	732	492	0	871	303	0	863
V/C Ratio(X)	1.92	1.33	1.34	1.06	1.33	1.38	0.10	0.00	0.62	0.35	0.00	0.56
Avail Cap(c_a), veh/h	80	721	755	80	721	732	492	0	871	303	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.11	0.11	0.11	1.00	1.00	1.00	1.00	0.00	1.00	0.63	0.00	0.63
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	14.2	0.0	17.4	8.0	0.0	1.1
Incr Delay (d2), s/veh	421.3	149.2	151.8	118.7	156.4	177.4	0.4	0.0	3.3	2.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	58.7	62.3	7.9	67.9	75.9	1.1	0.0	13.4	1.9	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	466.3	176.0	178.6	163.7	183.2	204.1	14.6	0.0	20.7	9.9	0.0	2.8
LnGrp LOS	F	F	F	F	F	F	B	A	C	A	A	A
Approach Vol, veh/h		2120			2047			587			590	
Approach Delay, s/veh		198.3			192.7			20.3			4.0	
Approach LOS		F			F			C			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.6	48.4	41.6	48.4
Change Period (Y+Rc), s	5.1	* 5.4	5.1	* 5.4
Max Green Setting (Gmax), s	36.5	* 43	36.5	* 43
Max Q Clear Time (g_c+I1), s	38.5	21.8	38.5	28.8
Green Ext Time (p_c), s	0.0	3.9	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	155.1
HCM 6th LOS	F

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	31	1090	1034	128	38	53
Future Volume (veh/h)	31	1090	1034	128	38	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1185	1124	139	41	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	169	1945	1742	215	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	439	3647	3277	393	1781	1585
Grp Volume(v), veh/h	34	1185	626	637	41	58
Grp Sat Flow(s),veh/h/ln	439	1777	1777	1800	1781	1585
Q Serve(g_s), s	7.5	0.0	44.4	44.6	2.2	3.6
Cycle Q Clear(g_c), s	52.9	0.0	44.4	44.6	2.2	3.6
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	169	1945	972	985	840	748
V/C Ratio(X)	0.20	0.61	0.64	0.65	0.05	0.08
Avail Cap(c_a), veh/h	169	1945	972	985	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.44	0.44	1.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	28.5	28.5	25.7	26.1
Incr Delay (d2), s/veh	2.6	1.4	1.5	1.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.7	24.3	24.7	1.8	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	1.4	30.0	30.0	25.8	26.3
LnGrp LOS	B	A	C	C	C	C
Approach Vol, veh/h		1219	1263		99	
Approach Delay, s/veh		1.8	30.0		26.1	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		54.9		5.6		46.6
Green Ext Time (p_c), s		25.7		1.8		11.6

Intersection Summary			
HCM 6th Ctrl Delay			16.5
HCM 6th LOS			B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	346	528	94	247	622	79	85	1373	92	72	1302	171
Future Volume (vph)	346	528	94	247	622	79	85	1373	92	72	1302	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5037		1770	4997	
Flt Permitted	0.15	1.00	1.00	0.44	1.00	1.00	0.07	1.00		0.07	1.00	
Satd. Flow (perm)	275	3539	1583	812	3539	1583	126	5037		126	4997	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	376	574	102	268	676	86	92	1492	100	78	1415	186
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	376	574	102	268	676	86	92	1592	0	78	1601	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	96.6	70.7	80.7	69.9	48.0	58.0	69.2	59.2		69.2	59.2	
Effective Green, g (s)	96.6	70.7	80.7	69.9	48.0	58.0	69.2	59.2		69.2	59.2	
Actuated g/C Ratio	0.54	0.39	0.45	0.39	0.27	0.32	0.38	0.33		0.38	0.33	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	518	1390	709	431	943	510	139	1656		139	1643	
v/s Ratio Prot	c0.18	0.16	0.01	0.08	0.19	0.01	c0.04	0.32		0.03	c0.32	
v/s Ratio Perm	c0.21		0.06	0.17		0.04	0.22			0.18		
v/c Ratio	0.73	0.41	0.14	0.62	0.72	0.17	0.66	0.96		0.56	0.97	
Uniform Delay, d1	38.3	39.6	29.3	39.7	59.8	43.7	44.5	59.3		44.0	59.7	
Progression Factor	1.00	1.00	1.00	0.71	0.40	0.36	0.72	0.89		1.00	1.00	
Incremental Delay, d2	5.0	0.9	0.1	1.3	2.1	0.3	10.0	13.5		15.4	16.9	
Delay (s)	43.3	40.5	29.4	29.3	25.9	16.0	41.9	66.5		59.3	76.6	
Level of Service	D	D	C	C	C	B	D	E		E	E	
Approach Delay (s)		40.4			26.0			65.2			75.8	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	56.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✣			✣	
Traffic Volume (veh/h)	23	733	24	347	1297	42	34	54	26	45	80	32
Future Volume (veh/h)	23	733	24	347	1297	42	34	54	26	45	80	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	797	26	377	1410	46	37	59	28	49	87	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	1584	52	201	1584	52	248	390	179	242	424	165
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	365	3512	115	665	3512	114	449	790	361	438	858	333
Grp Volume(v), veh/h	25	403	420	377	712	744	124	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	365	1777	1850	665	1777	1850	1601	0	0	1629	0	0
Q Serve(g_s), s	12.3	37.6	37.6	43.6	66.1	66.4	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	78.7	37.6	37.6	81.2	66.1	66.4	6.9	0.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.06	0.30		0.23	0.29		0.20
Lane Grp Cap(c), veh/h	70	802	834	201	802	834	817	0	0	830	0	0
V/C Ratio(X)	0.36	0.50	0.50	1.87	0.89	0.89	0.15	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	70	802	834	201	802	834	817	0	0	830	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	108.6	58.0	58.0	72.5	45.3	45.3	24.8	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	12.3	2.0	1.9	411.6	14.0	13.8	0.4	0.0	0.0	0.6	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	2.6	25.3	26.2	55.8	41.6	43.2	5.5	0.0	0.0	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.9	60.1	60.0	484.1	59.3	59.1	25.2	0.0	0.0	26.0	0.0	0.0
LnGrp LOS	F	E	E	F	E	E	C	A	A	C	A	A
Approach Vol, veh/h		848			1833			124			171	
Approach Delay, s/veh		61.8			146.6			25.2			26.0	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	85.8	94.2	85.8	94.2
Change Period (Y+Rc), s	4.6	* 5.3	4.6	* 5.3
Max Green Setting (Gmax), s	81.2	* 89	81.2	* 89
Max Q Clear Time (g_c+I1), s	80.7	8.9	83.2	11.8
Green Ext Time (p_c), s	0.4	0.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	110.5
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	860	18	0	1718	0	73
Future Vol, veh/h	860	18	0	1718	0	73
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	935	20	0	1867	0	79

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	955	0	-	478
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	411	-	0	456
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	411	-	-	456
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	456	-	-	411	-
HCM Lane V/C Ratio	0.174	-	-	-	-
HCM Control Delay (s)	14.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

05/16/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✥	
Traffic Volume (veh/h)	23	813	63	124	1333	12	43	220	54	19	469	157
Future Volume (veh/h)	23	813	63	124	1333	12	43	220	54	19	469	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	884	68	135	1449	13	47	239	59	21	510	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1360	105	194	1468	13	269	692	171	53	629	206
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32	0.32	0.48	0.48	0.48
Sat Flow, veh/h	363	3344	257	589	3609	32	759	1448	358	25	1317	432
Grp Volume(v), veh/h	25	470	482	135	713	749	47	0	298	702	0	0
Grp Sat Flow(s),veh/h/ln	363	1777	1824	589	1777	1865	759	0	1806	1774	0	0
Q Serve(g_s), s	0.8	19.2	19.2	17.4	35.8	35.8	0.0	0.0	11.4	8.3	0.0	0.0
Cycle Q Clear(g_c), s	36.6	19.2	19.2	36.6	35.8	35.8	13.4	0.0	11.4	30.6	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.02	1.00		0.20	0.03		0.24
Lane Grp Cap(c), veh/h	83	723	742	194	723	758	269	0	863	889	0	0
V/C Ratio(X)	0.30	0.65	0.65	0.70	0.99	0.99	0.17	0.00	0.35	0.79	0.00	0.00
Avail Cap(c_a), veh/h	83	723	742	194	723	758	269	0	863	889	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.96	0.00	0.96	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	21.5	21.5	37.6	26.5	26.5	20.5	0.0	19.8	20.2	0.0	0.0
Incr Delay (d2), s/veh	7.3	3.6	3.5	18.7	30.4	29.8	1.4	0.0	1.1	7.1	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	1.3	12.6	12.8	7.2	27.7	28.8	1.6	0.0	9.0	19.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	25.2	25.1	56.3	56.9	56.3	21.9	0.0	20.9	27.3	0.0	0.0
LnGrp LOS	D	C	C	E	E	E	C	A	C	C	A	A
Approach Vol, veh/h		977			1597			345			702	
Approach Delay, s/veh		25.8			56.6			21.0			27.3	
Approach LOS		C			E			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		15.4		38.6		32.6				
Green Ext Time (p_c), s		0.0		2.3		0.0		3.7				

Intersection Summary			
HCM 6th Ctrl Delay			39.2
HCM 6th LOS			D

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

05/16/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	1	3	177	2	73	1	1529	107	63	1612	1
Future Volume (veh/h)	0	1	3	177	2	73	1	1529	107	63	1612	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	3	192	2	79	1	1662	116	68	1752	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	85	255	244	2	86	243	3611	252	202	3906	2
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.21	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	0	412	1236	1018	11	419	274	4873	340	267	5271	3
Grp Volume(v), veh/h	0	0	4	273	0	0	1	1160	618	68	1131	622
Grp Sat Flow(s),veh/h/ln	0	0	1648	1447	0	0	274	1702	1809	267	1702	1870
Q Serve(g_s), s	0.0	0.0	0.3	32.9	0.0	0.0	0.2	24.1	24.2	12.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	33.3	0.0	0.0	0.2	24.1	24.2	36.8	0.0	0.0
Prop In Lane	0.00		0.75	0.70		0.29	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	340	333	0	0	243	2522	1341	202	2522	1386
V/C Ratio(X)	0.00	0.00	0.01	0.82	0.00	0.00	0.00	0.46	0.46	0.34	0.45	0.45
Avail Cap(c_a), veh/h	0	0	815	754	0	0	243	2522	1341	202	2522	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	0.35	0.35	0.35
Uniform Delay (d), s/veh	0.0	0.0	56.8	70.1	0.0	0.0	6.1	9.2	9.2	3.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.1	0.1	1.6	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	18.7	0.0	0.0	0.0	10.3	11.0	1.1	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	56.9	75.1	0.0	0.0	6.1	9.2	9.3	4.9	0.2	0.4
LnGrp LOS	A	A	E	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		4			273			1779			1821	
Approach Delay, s/veh		56.9			75.1			9.2			0.4	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		138.1		41.9		138.1		41.9				
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8				
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89				
Max Q Clear Time (g_c+I1), s		26.2		2.3		38.8		35.3				
Green Ext Time (p_c), s		35.8		0.0		32.0		1.9				

Intersection Summary		
HCM 6th Ctrl Delay		9.8
HCM 6th LOS		A

Notes

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

Intersection	
Intersection Delay, s/veh	48.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	25	269	21	64	286	25	26	47	32	35	173	319
Future Vol, veh/h	25	269	21	64	286	25	26	47	32	35	173	319
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	292	23	70	311	27	28	51	35	38	188	347
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	26.5	35.5	14.4	77.9
HCM LOS	D	E	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	8%	17%	7%
Vol Thru, %	45%	85%	76%	33%
Vol Right, %	30%	7%	7%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	315	375	527
LT Vol	26	25	64	35
Through Vol	47	269	286	173
RT Vol	32	21	25	319
Lane Flow Rate	114	342	408	573
Geometry Grp	1	1	1	1
Degree of Util (X)	0.259	0.698	0.813	1.049
Departure Headway (Hd)	8.501	7.639	7.467	6.593
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	426	476	489	550
Service Time	6.501	5.639	5.467	4.672
HCM Lane V/C Ratio	0.268	0.718	0.834	1.042
HCM Control Delay	14.4	26.5	35.5	77.9
HCM Lane LOS	B	D	E	F
HCM 95th-tile Q	1	5.3	7.7	16.3

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	51	179	101	25	147	14	83	300	19	18	481	127
Future Volume (veh/h)	51	179	101	25	147	14	83	300	19	18	481	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	195	110	27	160	15	90	326	21	20	523	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	246	129	77	365	32	423	1126	73	749	924	244
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	1.00	1.00	1.00	0.65	0.65	0.65
Sat Flow, veh/h	189	992	520	127	1473	128	774	1738	112	1034	1426	376
Grp Volume(v), veh/h	360	0	0	202	0	0	90	0	347	20	0	661
Grp Sat Flow(s),veh/h/ln	1701	0	0	1728	0	0	774	0	1850	1034	0	1803
Q Serve(g_s), s	9.7	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.6	0.0	18.4
Cycle Q Clear(g_c), s	18.0	0.0	0.0	8.3	0.0	0.0	22.4	0.0	0.0	0.6	0.0	18.4
Prop In Lane	0.15		0.31	0.13		0.07	1.00		0.06	1.00		0.21
Lane Grp Cap(c), veh/h	468	0	0	474	0	0	423	0	1198	749	0	1167
V/C Ratio(X)	0.77	0.00	0.00	0.43	0.00	0.00	0.21	0.00	0.29	0.03	0.00	0.57
Avail Cap(c_a), veh/h	844	0	0	858	0	0	423	0	1198	749	0	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.90	0.40	0.00	0.40
Uniform Delay (d), s/veh	32.0	0.0	0.0	28.6	0.0	0.0	3.5	0.0	0.0	5.7	0.0	8.8
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.6	0.0	0.0	1.0	0.0	0.6	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	0.0	0.0	6.6	0.0	0.0	0.9	0.0	0.3	0.2	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	0.0	29.2	0.0	0.0	4.6	0.0	0.6	5.7	0.0	9.6
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		360			202			437			681	
Approach Delay, s/veh		34.7			29.2			1.4			9.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.8	27.2	62.8	27.2
Change Period (Y+Rc), s	* 4.5	* 4.9	* 4.5	* 4.9
Max Green Setting (Gmax), s	* 38	* 43	* 38	* 43
Max Q Clear Time (g_c+I1), s	24.4	20.0	20.4	10.3
Green Ext Time (p_c), s	2.3	2.3	4.5	1.3

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

05/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	332	1143	67	248	1725	92	94	1352	116	105	1501	366
Future Volume (veh/h)	332	1143	67	248	1725	92	94	1352	116	105	1501	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	361	1242	73	270	1875	100	102	1470	126	114	1632	398
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	1464	86	301	1472	78	175	1620	139	190	1392	335
Arrive On Green	0.12	0.30	0.30	0.12	0.30	0.30	0.06	0.34	0.34	0.07	0.34	0.34
Sat Flow, veh/h	1781	4932	290	1781	4963	264	1781	4790	410	1781	4107	989
Grp Volume(v), veh/h	361	857	458	270	1285	690	102	1045	551	114	1349	681
Grp Sat Flow(s),veh/h/ln	1781	1702	1818	1781	1702	1823	1781	1702	1796	1781	1702	1692
Q Serve(g_s), s	14.5	28.4	28.4	12.5	35.6	35.6	4.4	35.2	35.2	4.9	40.7	40.7
Cycle Q Clear(g_c), s	14.5	28.4	28.4	12.5	35.6	35.6	4.4	35.2	35.2	4.9	40.7	40.7
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.23	1.00		0.58
Lane Grp Cap(c), veh/h	275	1011	540	301	1010	541	175	1151	607	190	1154	573
V/C Ratio(X)	1.31	0.85	0.85	0.90	1.27	1.28	0.58	0.91	0.91	0.60	1.17	1.19
Avail Cap(c_a), veh/h	275	1011	540	317	1010	541	179	1151	607	195	1154	573
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	0.09	0.09	0.09	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	35.9	39.6	39.6	28.9	42.2	42.2	29.6	37.9	37.9	29.3	39.7	39.7
Incr Delay (d2), s/veh	163.8	6.9	12.1	3.3	123.3	125.7	4.6	11.9	19.8	4.2	84.8	98.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	18.6	20.6	6.7	40.9	44.2	3.7	23.0	25.7	4.1	42.8	45.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.7	46.5	51.7	32.2	165.5	167.9	34.2	49.8	57.7	33.5	124.4	138.5
LnGrp LOS	F	D	D	C	F	F	C	D	E	C	F	F
Approach Vol, veh/h		1676			2245			1698			2144	
Approach Delay, s/veh		80.9			150.2			51.4			124.1	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	45.9	20.0	41.0	13.2	45.8	20.0	41.0
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 40	* 15	35.6	* 8.1	* 40	* 16	34.6
Max Q Clear Time (g_c+I1), s	16.4	42.7	16.5	37.6	6.9	37.2	14.5	30.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.5	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	106.4
HCM 6th LOS	F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	78	1449	15	38	1541	48	3	38	20	48	99	101
Future Volume (veh/h)	78	1449	15	38	1541	48	3	38	20	48	99	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1575	16	41	1675	52	3	41	22	52	108	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1707	17	264	1607	50	39	342	175	108	221	202
Arrive On Green	0.16	0.95	0.95	0.06	0.46	0.46	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3604	37	1781	3519	109	26	1140	583	242	738	674
Grp Volume(v), veh/h	85	776	815	41	843	884	66	0	0	270	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1851	1749	0	0	1653	0	0
Q Serve(g_s), s	2.7	21.7	22.0	1.4	54.8	54.8	0.0	0.0	0.0	7.8	0.0	0.0
Cycle Q Clear(g_c), s	2.7	21.7	22.0	1.4	54.8	54.8	3.3	0.0	0.0	16.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.06	0.05		0.33	0.19		0.41
Lane Grp Cap(c), veh/h	200	842	883	264	811	845	556	0	0	532	0	0
V/C Ratio(X)	0.43	0.92	0.92	0.16	1.04	1.05	0.12	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	476	842	883	569	811	845	556	0	0	532	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	2.2	2.2	16.1	32.6	32.6	30.5	0.0	0.0	34.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	7.5	7.3	0.0	22.0	24.4	0.4	0.0	0.0	3.4	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	1.9	4.6	4.7	0.9	31.4	33.4	2.6	0.0	0.0	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	9.7	9.5	16.1	54.6	57.0	31.0	0.0	0.0	38.3	0.0	0.0
LnGrp LOS	C	A	A	B	F	F	C	A	A	D	A	A
Approach Vol, veh/h		1676			1768			66			270	
Approach Delay, s/veh		10.4			54.9			31.0			38.3	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	16.2	60.8	43.0	14.2	62.8	43.0
Change Period (Y+Rc), s	* 6.8	* 6	7.0	6.7	* 6	7.0
Max Green Setting (Gmax), s	* 28	* 36	36.0	28.0	* 36	36.0
Max Q Clear Time (g_c+I1), s	4.7	56.8	5.3	3.4	24.0	18.0
Green Ext Time (p_c), s	0.2	0.0	0.3	0.1	10.4	1.5

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

05/16/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	50	1361	37	157	1903	88	37	237	87	138	478	98
Future Volume (veh/h)	50	1361	37	157	1903	88	37	237	87	138	478	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1479	40	171	2068	96	40	258	95	150	520	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1433	39	80	1403	65	275	623	229	439	719	148
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.64	0.64	0.64
Sat Flow, veh/h	183	3535	95	344	3459	159	799	1304	480	1028	1505	310
Grp Volume(v), veh/h	54	742	777	171	1054	1110	40	0	353	150	0	627
Grp Sat Flow(s),veh/h/ln	183	1777	1853	344	1777	1842	799	0	1784	1028	0	1815
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	3.6	0.0	11.6	8.7	0.0	21.0
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	24.6	0.0	11.6	20.3	0.0	21.0
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.27	1.00		0.17
Lane Grp Cap(c), veh/h	80	721	752	80	721	747	275	0	852	439	0	867
V/C Ratio(X)	0.67	1.03	1.03	2.14	1.46	1.49	0.15	0.00	0.41	0.34	0.00	0.72
Avail Cap(c_a), veh/h	80	721	752	80	721	747	275	0	852	439	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.23	0.23	0.23	1.00	1.00	1.00	1.00	0.00	1.00	0.79	0.00	0.79
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	27.0	0.0	15.3	16.1	0.0	12.4
Incr Delay (d2), s/veh	10.1	24.5	25.2	551.1	216.0	225.7	1.1	0.0	1.5	1.7	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	23.5	24.6	25.2	87.7	94.1	1.4	0.0	8.4	3.6	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	51.2	51.9	596.1	242.7	252.5	28.1	0.0	16.8	17.8	0.0	16.5
LnGrp LOS	E	F	F	F	F	F	C	A	B	B	A	B
Approach Vol, veh/h		1573			2335			393			777	
Approach Delay, s/veh		51.7			273.2			17.9			16.8	
Approach LOS		D			F			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.6	48.4	41.6	48.4
Change Period (Y+Rc), s	5.1	* 5.4	5.1	* 5.4
Max Green Setting (Gmax), s	36.5	* 43	36.5	* 43
Max Q Clear Time (g_c+I1), s	38.5	26.6	38.5	23.0
Green Ext Time (p_c), s	0.0	2.2	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	145.6
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

05/16/2022

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	21	912	1703	40	39	81
Future Volume (veh/h)	21	912	1703	40	39	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	991	1851	43	42	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	50	1945	1943	45	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	239	3647	3644	82	1781	1585
Grp Volume(v), veh/h	23	991	923	971	42	88
Grp Sat Flow(s),veh/h/ln	239	1777	1777	1856	1781	1585
Q Serve(g_s), s	7.8	0.0	88.1	89.4	2.3	5.6
Cycle Q Clear(g_c), s	98.5	0.0	88.1	89.4	2.3	5.6
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	50	1945	972	1015	840	748
V/C Ratio(X)	0.46	0.51	0.95	0.96	0.05	0.12
Avail Cap(c_a), veh/h	50	1945	972	1015	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.11	0.11	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	38.4	38.7	25.7	26.6
Incr Delay (d2), s/veh	27.1	1.0	3.3	3.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.5	42.2	44.7	1.9	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.6	1.0	41.7	42.3	25.8	26.9
LnGrp LOS	E	A	D	D	C	C
Approach Vol, veh/h		1014	1894		130	
Approach Delay, s/veh		2.6	42.0		26.6	
Approach LOS		A	D		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		100.5		7.6		91.4
Green Ext Time (p_c), s		0.0		2.4		0.0

Intersection Summary			
HCM 6th Ctrl Delay			28.2
HCM 6th LOS			C

Notes

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

HCM Signalized Intersection Capacity Analysis
1: Highland & Hollywood

05/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	350	588	188	192	510	146	106	1483	129	97	1494	109
Future Volume (vph)	350	588	188	192	510	146	106	1483	129	97	1494	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5024		1770	5034	
Flt Permitted	0.20	1.00	1.00	0.41	1.00	1.00	0.06	1.00		0.06	1.00	
Satd. Flow (perm)	375	3539	1583	762	3539	1583	116	5024		116	5034	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	380	639	204	209	554	159	115	1612	140	105	1624	118
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	380	639	204	209	554	159	115	1752	0	105	1742	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	91.5	69.4	79.4	62.1	44.0	54.0	74.3	64.3		74.3	64.3	
Effective Green, g (s)	91.5	69.4	79.4	62.1	44.0	54.0	74.3	64.3		74.3	64.3	
Actuated g/C Ratio	0.51	0.39	0.44	0.35	0.24	0.30	0.41	0.36		0.41	0.36	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	527	1364	698	364	865	474	139	1794		139	1798	
v/s Ratio Prot	c0.17	0.18	0.02	0.06	0.16	0.02	c0.05	c0.35		0.04	0.35	
v/s Ratio Perm	c0.19		0.11	0.14		0.08	0.29			0.27		
v/c Ratio	0.72	0.47	0.29	0.57	0.64	0.34	0.83	0.98		0.76	0.97	
Uniform Delay, d1	31.7	41.5	32.3	43.8	60.9	49.0	43.6	57.1		43.4	56.9	
Progression Factor	1.00	1.00	1.00	0.73	0.43	0.42	0.84	1.05		1.00	1.00	
Incremental Delay, d2	4.8	1.2	0.2	1.5	2.4	1.3	29.6	15.6		31.2	15.0	
Delay (s)	36.5	42.6	32.5	33.6	28.9	21.7	66.3	75.6		74.6	71.9	
Level of Service	D	D	C	C	C	C	E	E		E	E	
Approach Delay (s)		39.0			28.7			75.0			72.0	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	59.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

05/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	45	837	30	51	1024	86	51	302	69	79	62	68
Future Volume (veh/h)	45	837	30	51	1024	86	51	302	69	79	62	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	910	33	55	1113	93	55	328	75	86	67	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	1578	57	164	1498	125	106	620	138	226	177	182
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	464	3498	127	594	3320	277	169	1256	279	403	358	368
Grp Volume(v), veh/h	49	462	481	55	595	611	458	0	0	227	0	0
Grp Sat Flow(s),veh/h/ln	464	1777	1848	594	1777	1820	1704	0	0	1128	0	0
Q Serve(g_s), s	18.6	43.6	43.6	14.5	49.8	49.9	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	68.5	43.6	43.6	58.1	49.8	49.9	33.9	0.0	0.0	35.3	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.15	0.12		0.16	0.38		0.33
Lane Grp Cap(c), veh/h	121	802	833	164	802	821	864	0	0	585	0	0
V/C Ratio(X)	0.41	0.58	0.58	0.34	0.74	0.74	0.53	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	121	802	833	164	802	821	864	0	0	585	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	95.5	60.6	60.6	62.1	40.8	40.8	31.3	0.0	0.0	30.9	0.0	0.0
Incr Delay (d2), s/veh	8.4	2.6	2.5	5.4	6.2	6.0	2.3	0.0	0.0	1.9	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	4.7	28.6	29.6	4.4	31.3	32.0	20.9	0.0	0.0	11.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.0	63.2	63.1	67.5	46.9	46.8	33.6	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	F	E	E	E	D	D	C	A	A	C	A	A
Approach Vol, veh/h		992			1261			458			227	
Approach Delay, s/veh		65.1			47.8			33.6			32.9	
Approach LOS		E			D			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2				
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3				
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89				
Max Q Clear Time (g_c+I1), s		70.5		35.9		60.1		37.3				
Green Ext Time (p_c), s		8.6		3.4		17.9		1.8				

Intersection Summary			
HCM 6th Ctrl Delay			50.3
HCM 6th LOS			D

Notes

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

3: Cherokee & Hollywood

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	1106	112	0	1064	0	168
Future Vol, veh/h	1106	112	0	1064	0	168
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	1202	122	0	1157	0	183

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1324	0	-	662
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	272	-	0	347
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	272	-	-	347
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	-	-	272	-
HCM Lane V/C Ratio	0.526	-	-	-	-
HCM Control Delay (s)	26.3	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.9	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

05/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			✥	
Traffic Volume (veh/h)	77	1013	105	94	1132	60	121	489	132	22	368	57
Future Volume (veh/h)	77	1013	105	94	1132	60	121	489	132	22	368	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1101	114	102	1230	65	132	532	143	24	400	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	1322	137	120	1396	74	236	678	182	52	539	80
Arrive On Green	0.27	0.27	0.27	0.41	0.41	0.41	0.16	0.16	0.16	0.48	0.48	0.48
Sat Flow, veh/h	426	3250	336	460	3433	181	930	1420	382	21	1127	168
Grp Volume(v), veh/h	84	601	614	102	636	659	132	0	675	486	0	0
Grp Sat Flow(s),veh/h/ln	426	1777	1810	460	1777	1838	930	0	1802	1316	0	0
Q Serve(g_s), s	6.7	28.7	28.7	7.9	29.8	29.9	3.6	0.0	32.4	4.5	0.0	0.0
Cycle Q Clear(g_c), s	36.6	28.7	28.7	36.6	29.8	29.9	40.5	0.0	32.4	36.9	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.10	1.00		0.21	0.05		0.13
Lane Grp Cap(c), veh/h	112	723	736	120	723	747	236	0	861	671	0	0
V/C Ratio(X)	0.75	0.83	0.83	0.85	0.88	0.88	0.56	0.00	0.78	0.72	0.00	0.00
Avail Cap(c_a), veh/h	112	723	736	120	723	747	236	0	861	671	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	0.59	0.00	0.59	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.8	29.8	29.9	43.4	24.7	24.7	40.8	0.0	33.4	17.7	0.0	0.0
Incr Delay (d2), s/veh	26.6	7.6	7.6	48.9	14.4	14.2	5.5	0.0	4.3	6.7	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	5.0	19.3	19.6	7.0	21.0	21.6	5.9	0.0	21.6	12.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	37.5	37.5	92.3	39.1	38.9	46.3	0.0	37.7	24.4	0.0	0.0
LnGrp LOS	E	D	D	F	D	D	D	A	D	C	A	A
Approach Vol, veh/h		1299			1397			807			486	
Approach Delay, s/veh		40.0			42.9			39.1			24.4	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		42.5		38.6		38.9				
Green Ext Time (p_c), s		0.0		0.3		0.0		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

05/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	0	0	143	0	96	2	1459	112	78	1651	1
Future Volume (veh/h)	0	0	0	143	0	96	2	1459	112	78	1651	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	155	0	104	2	1586	122	85	1795	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	360	0	202	0	114	238	3651	281	222	3979	2
Arrive On Green	0.00	0.00	0.00	0.19	0.00	0.19	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	0	1870	0	886	0	594	263	4836	372	286	5271	3
Grp Volume(v), veh/h	0	0	0	259	0	0	2	1116	592	85	1159	637
Grp Sat Flow(s),veh/h/ln	0	1870	0	1480	0	0	263	1702	1803	286	1702	1870
Q Serve(g_s), s	0.0	0.0	0.0	30.8	0.0	0.0	0.3	21.5	21.6	14.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	30.8	0.0	0.0	0.3	21.5	21.6	35.5	0.0	0.0
Prop In Lane	0.00		0.00	0.60		0.40	1.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	0	360	0	317	0	0	238	2570	1361	222	2570	1412
V/C Ratio(X)	0.00	0.00	0.00	0.82	0.00	0.00	0.01	0.43	0.43	0.38	0.45	0.45
Avail Cap(c_a), veh/h	0	925	0	764	0	0	238	2570	1361	222	2570	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.10	0.10	0.10	0.38	0.38	0.38
Uniform Delay (d), s/veh	0.0	0.0	0.0	71.2	0.0	0.0	5.4	8.0	8.0	2.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.1	0.1	1.9	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	18.0	0.0	0.0	0.0	9.2	9.8	1.2	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	76.4	0.0	0.0	5.5	8.1	8.1	4.7	0.2	0.4
LnGrp LOS	A	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			259			1710			1881	
Approach Delay, s/veh		0.0			76.4			8.1			0.5	
Approach LOS					E			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	140.6	39.4	140.6	39.4
Change Period (Y+Rc), s	* 4.7	* 4.8	* 4.7	* 4.8
Max Green Setting (Gmax), s	* 82	* 89	* 82	* 89
Max Q Clear Time (g_c+I1), s	23.6	0.0	37.5	32.8
Green Ext Time (p_c), s	35.0	0.0	33.8	1.8

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

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

Intersection	
Intersection Delay, s/veh	136.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	56	365	29	24	325	79	92	377	75	53	68	75
Future Vol, veh/h	56	365	29	24	325	79	92	377	75	53	68	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	397	32	26	353	86	100	410	82	58	74	82
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	125	103.1	212.5	27.7
HCM LOS	F	F	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	12%	6%	27%
Vol Thru, %	69%	81%	76%	35%
Vol Right, %	14%	6%	18%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	544	450	428	196
LT Vol	92	56	24	53
Through Vol	377	365	325	68
RT Vol	75	29	79	75
Lane Flow Rate	591	489	465	213
Geometry Grp	1	1	1	1
Degree of Util (X)	1.383	1.149	1.082	0.554
Departure Headway (Hd)	9.058	9.798	9.869	11.407
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	408	377	372	320
Service Time	7.058	7.798	7.869	9.407
HCM Lane V/C Ratio	1.449	1.297	1.25	0.666
HCM Control Delay	212.5	125	103.1	27.7
HCM Lane LOS	F	F	F	D
HCM 95th-tile Q	26.7	16.5	14.2	3.2

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣		↰	↑↱		↰	↑↱	
Traffic Volume (veh/h)	94	275	133	32	217	39	105	574	55	37	416	140
Future Volume (veh/h)	94	275	133	32	217	39	105	574	55	37	416	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	299	145	35	236	42	114	624	60	40	452	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	350	161	83	494	83	309	880	85	477	701	236
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	1.00	1.00	1.00	0.52	0.52	0.52
Sat Flow, veh/h	253	943	432	105	1330	222	816	1680	162	757	1339	450
Grp Volume(v), veh/h	546	0	0	313	0	0	114	0	684	40	0	604
Grp Sat Flow(s),veh/h/ln	1628	0	0	1657	0	0	816	0	1841	757	0	1789
Q Serve(g_s), s	16.6	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	2.4	0.0	21.8
Cycle Q Clear(g_c), s	28.3	0.0	0.0	11.7	0.0	0.0	29.8	0.0	0.0	2.4	0.0	21.8
Prop In Lane	0.19		0.27	0.11		0.13	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	653	0	0	660	0	0	309	0	965	477	0	937
V/C Ratio(X)	0.84	0.00	0.00	0.47	0.00	0.00	0.37	0.00	0.71	0.08	0.00	0.64
Avail Cap(c_a), veh/h	819	0	0	834	0	0	309	0	965	477	0	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.28	0.00	0.28	0.57	0.00	0.57
Uniform Delay (d), s/veh	26.4	0.0	0.0	21.4	0.0	0.0	6.9	0.0	0.0	10.8	0.0	15.4
Incr Delay (d2), s/veh	6.2	0.0	0.0	0.5	0.0	0.0	0.9	0.0	1.3	0.2	0.0	2.0
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	17.2	0.0	0.0	8.6	0.0	0.0	1.8	0.0	0.6	0.7	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	0.0	0.0	22.0	0.0	0.0	7.8	0.0	1.3	11.0	0.0	17.4
LnGrp LOS	C	A	A	C	A	A	A	A	A	B	A	B
Approach Vol, veh/h		546			313			798			644	
Approach Delay, s/veh		32.6			22.0			2.2			17.0	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	51.7	38.3	51.7	38.3
Change Period (Y+Rc), s	* 4.5	* 4.9	* 4.5	* 4.9
Max Green Setting (Gmax), s	* 38	* 43	* 38	* 43
Max Q Clear Time (g_c+I1), s	31.8	30.3	23.8	13.7
Green Ext Time (p_c), s	2.7	3.1	3.8	2.1

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

8: Highland & Sunset

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	391	1616	101	152	1443	134	79	1243	145	138	1376	350
Future Volume (veh/h)	391	1616	101	152	1443	134	79	1243	145	138	1376	350
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	425	1757	110	165	1568	146	86	1351	158	150	1496	380
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	1752	110	185	1291	120	172	1510	177	200	1350	341
Arrive On Green	0.15	0.36	0.36	0.14	0.54	0.54	0.06	0.33	0.33	0.07	0.33	0.33
Sat Flow, veh/h	1781	4912	307	1781	4753	442	1781	4635	542	1781	4064	1025
Grp Volume(v), veh/h	425	1217	650	165	1123	591	86	992	517	150	1251	625
Grp Sat Flow(s),veh/h/ln	1781	1702	1815	1781	1702	1791	1781	1702	1773	1781	1702	1686
Q Serve(g_s), s	18.5	42.8	42.8	8.3	32.6	32.6	3.7	33.3	33.3	6.7	39.9	39.9
Cycle Q Clear(g_c), s	18.5	42.8	42.8	8.3	32.6	32.6	3.7	33.3	33.3	6.7	39.9	39.9
Prop In Lane	1.00		0.17	1.00		0.25	1.00		0.31	1.00		0.61
Lane Grp Cap(c), veh/h	335	1214	647	185	925	486	172	1109	578	200	1131	560
V/C Ratio(X)	1.27	1.00	1.00	0.89	1.21	1.22	0.50	0.89	0.89	0.75	1.11	1.12
Avail Cap(c_a), veh/h	335	1214	647	185	925	486	179	1109	578	200	1131	560
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	37.1	38.6	38.6	30.7	27.4	27.4	29.9	38.5	38.5	30.0	40.1	40.1
Incr Delay (d2), s/veh	143.0	26.3	36.5	5.5	97.3	98.8	2.2	11.2	18.9	12.8	59.6	71.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	34.7	29.7	33.6	4.4	27.7	29.4	3.0	21.9	24.1	6.4	35.9	38.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	180.1	64.9	75.1	36.2	124.7	126.2	32.2	49.6	57.4	42.8	99.7	111.8
LnGrp LOS	F	F	F	D	F	F	C	D	E	D	F	F
Approach Vol, veh/h		2292			1879			1595			2026	
Approach Delay, s/veh		89.2			117.4			51.2			99.2	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	45.1	24.0	38.0	13.7	44.3	13.8	48.2
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 39	* 19	32.6	* 8.3	* 39	* 8.4	42.8
Max Q Clear Time (g_c+I1), s	15.7	41.9	20.5	34.6	8.7	35.3	10.3	44.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	90.8
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

05/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	144	1773	25	14	1532	111	23	219	35	47	42	71
Future Volume (veh/h)	144	1773	25	14	1532	111	23	219	35	47	42	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1927	27	15	1665	121	25	238	38	51	46	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1805	25	118	1520	109	58	443	68	142	132	186
Arrive On Green	0.08	0.50	0.50	0.03	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3588	50	1781	3361	242	86	1476	226	344	439	621
Grp Volume(v), veh/h	157	952	1002	15	873	913	301	0	0	174	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1781	1777	1827	1789	0	0	1404	0	0
Q Serve(g_s), s	6.2	60.4	60.4	0.5	54.3	54.3	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	60.4	60.4	0.5	54.3	54.3	16.6	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.13	0.08		0.13	0.29		0.44
Lane Grp Cap(c), veh/h	208	894	936	118	803	826	569	0	0	460	0	0
V/C Ratio(X)	0.76	1.07	1.07	0.13	1.09	1.11	0.53	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	476	894	936	476	803	826	569	0	0	460	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.3	29.8	29.8	28.3	32.9	32.9	35.2	0.0	0.0	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	32.0	34.0	0.0	41.6	49.3	3.5	0.0	0.0	2.4	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	3.4	37.5	40.0	0.4	37.3	40.8	12.5	0.0	0.0	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	61.8	63.8	28.4	74.4	82.1	38.7	0.0	0.0	35.5	0.0	0.0
LnGrp LOS	C	F	F	C	F	F	D	A	A	D	A	A
Approach Vol, veh/h		2111			1801			301			174	
Approach Delay, s/veh		60.5			78.0			38.7			35.5	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	60.3		43.0	10.6	66.4		43.0				
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0				
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0				
Max Q Clear Time (g_c+I1), s	8.2	56.3		18.6	2.5	62.4		13.9				
Green Ext Time (p_c), s	0.4	0.0		1.6	0.0	0.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			65.2									
HCM 6th LOS			E									

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

05/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	147	1865	24	81	1682	172	45	414	75	87	356	91
Future Volume (veh/h)	147	1865	24	81	1682	172	45	414	75	87	356	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	2027	26	88	1828	187	49	450	82	95	387	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1457	19	80	1322	133	491	735	134	308	686	176
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.96	0.96	0.96
Sat Flow, veh/h	212	3593	46	204	3260	328	910	1539	281	872	1437	368
Grp Volume(v), veh/h	160	1000	1053	88	982	1033	49	0	532	95	0	486
Grp Sat Flow(s),veh/h/ln	212	1777	1862	204	1777	1811	910	0	1820	872	0	1804
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	2.8	0.0	19.4	6.0	0.0	2.3
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	5.1	0.0	19.4	25.4	0.0	2.3
Prop In Lane	1.00		0.02	1.00		0.18	1.00		0.15	1.00		0.20
Lane Grp Cap(c), veh/h	80	721	755	80	721	735	491	0	869	308	0	862
V/C Ratio(X)	2.00	1.39	1.39	1.10	1.36	1.41	0.10	0.00	0.61	0.31	0.00	0.56
Avail Cap(c_a), veh/h	80	721	755	80	721	735	491	0	869	308	0	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	0.69	0.00	0.69
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	14.3	0.0	17.3	7.5	0.0	1.1
Incr Delay (d2), s/veh	454.0	175.4	178.1	130.4	171.9	191.1	0.4	0.0	3.2	1.8	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.7	66.5	70.5	8.4	73.0	80.8	1.1	0.0	13.2	1.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	499.0	202.1	204.9	175.4	198.7	217.9	14.7	0.0	20.5	9.3	0.0	2.9
LnGrp LOS	F	F	F	F	F	F	B	A	C	A	A	A
Approach Vol, veh/h		2213			2103			581			581	
Approach Delay, s/veh		224.9			207.1			20.1			4.0	
Approach LOS		F			F			C			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.6	48.4	41.6	48.4
Change Period (Y+Rc), s	5.1	* 5.4	5.1	* 5.4
Max Green Setting (Gmax), s	36.5	* 43	36.5	* 43
Max Q Clear Time (g_c+I1), s	38.5	21.4	38.5	27.4
Green Ext Time (p_c), s	0.0	3.9	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	172.9
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

05/16/2022

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	28	1080	1054	134	39	55
Future Volume (veh/h)	28	1080	1054	134	39	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	1174	1146	146	42	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	162	1945	1736	221	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	427	3647	3265	403	1781	1585
Grp Volume(v), veh/h	30	1174	641	651	42	60
Grp Sat Flow(s),veh/h/ln	427	1777	1777	1798	1781	1585
Q Serve(g_s), s	6.9	0.0	46.0	46.3	2.3	3.7
Cycle Q Clear(g_c), s	54.1	0.0	46.0	46.3	2.3	3.7
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	162	1945	972	984	840	748
V/C Ratio(X)	0.19	0.60	0.66	0.66	0.05	0.08
Avail Cap(c_a), veh/h	162	1945	972	984	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.40	0.40	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	28.9	28.9	25.7	26.1
Incr Delay (d2), s/veh	2.5	1.4	1.4	1.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.7	24.8	25.2	1.9	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	1.4	30.3	30.3	25.8	26.3
LnGrp LOS	B	A	C	C	C	C
Approach Vol, veh/h		1204	1292		102	
Approach Delay, s/veh		1.7	30.3		26.1	
Approach LOS		A	C		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		56.1		5.7		48.3
Green Ext Time (p_c), s		24.7		1.9		11.9

Intersection Summary			
HCM 6th Ctrl Delay			16.9
HCM 6th LOS			B

Notes

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

HCM Signalized Intersection Capacity Analysis
1: Highland & Hollywood

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	349	731	154	311	779	140	173	1571	169	138	1446	174
Future Volume (vph)	349	731	154	311	779	140	173	1571	169	138	1446	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	5011		1770	5003	
Flt Permitted	0.09	1.00	1.00	0.10	1.00	1.00	0.07	1.00		0.07	1.00	
Satd. Flow (perm)	163	3539	1583	178	3539	1583	123	5011		125	5003	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	379	795	167	338	847	152	188	1708	184	150	1572	189
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	379	795	167	338	847	152	188	1892	0	150	1761	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	95.0	46.9	57.9	85.9	41.8	51.8	71.8	60.8		69.8	59.8	
Effective Green, g (s)	95.0	46.9	57.9	85.9	41.8	51.8	71.8	60.8		69.8	59.8	
Actuated g/C Ratio	0.53	0.26	0.32	0.48	0.23	0.29	0.40	0.34		0.39	0.33	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	525	922	509	474	821	455	149	1692		139	1662	
v/s Ratio Prot	c0.20	0.22	0.02	0.17	c0.24	0.02	c0.08	0.38		0.06	0.35	
v/s Ratio Perm	0.18		0.09	0.17		0.08	c0.43			0.36		
v/c Ratio	0.72	0.86	0.33	0.71	1.03	0.33	1.26	1.12		1.08	1.06	
Uniform Delay, d1	47.4	63.5	46.3	47.6	69.1	50.5	52.3	59.6		50.1	60.1	
Progression Factor	1.00	1.00	1.00	0.98	0.53	0.49	0.88	0.72		1.00	1.00	
Incremental Delay, d2	4.9	10.5	0.4	0.5	19.1	0.2	147.3	59.0		99.1	39.8	
Delay (s)	52.2	73.9	46.7	47.2	55.4	25.1	193.3	101.8		149.2	99.9	
Level of Service	D	E	D	D	E	C	F	F		F	F	
Approach Delay (s)		64.4			49.9			110.1			103.8	
Approach LOS		E			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	87.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	98.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✥			✥	
Traffic Volume (veh/h)	23	1040	63	357	1517	42	96	58	44	48	86	32
Future Volume (veh/h)	23	1040	63	357	1517	42	96	58	44	48	86	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	1130	68	388	1649	46	104	63	48	52	93	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1536	92	102	1593	44	367	221	161	240	423	154
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	290	3406	205	467	3531	98	683	447	325	434	856	311
Grp Volume(v), veh/h	25	589	609	388	828	867	215	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	290	1777	1833	467	1777	1853	1456	0	0	1601	0	0
Q Serve(g_s), s	0.0	57.1	57.1	24.1	81.2	81.2	5.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	81.2	57.1	57.1	81.2	81.2	81.2	16.6	0.0	0.0	11.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.48		0.22	0.29		0.19
Lane Grp Cap(c), veh/h	40	802	827	102	802	836	749	0	0	817	0	0
V/C Ratio(X)	0.62	0.74	0.74	3.79	1.03	1.04	0.29	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	40	802	827	102	802	836	749	0	0	817	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	117.2	66.3	66.4	82.7	49.4	49.4	27.2	0.0	0.0	25.8	0.0	0.0
Incr Delay (d2), s/veh	21.3	2.0	1.9	1277.2	40.4	41.4	1.0	0.0	0.0	0.6	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	2.6	32.9	33.9	73.0	57.3	60.0	9.9	0.0	0.0	8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	138.5	68.3	68.3	1359.8	89.8	90.8	28.2	0.0	0.0	26.4	0.0	0.0
LnGrp LOS	F	E	E	F	F	F	C	A	A	C	A	A
Approach Vol, veh/h		1223			2083			215			180	
Approach Delay, s/veh		69.7			326.8			28.2			26.4	
Approach LOS		E			F			C			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89
Max Q Clear Time (g_c+I1), s		83.2		18.6		83.2		13.2
Green Ext Time (p_c), s		0.0		1.5		0.0		1.2

Intersection Summary			
HCM 6th Ctrl Delay			209.9
HCM 6th LOS			F

Notes

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	1174	31	0	1948	0	147
Future Vol, veh/h	1174	31	0	1948	0	147
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	1276	34	0	2117	0	160

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1310	0	-	655
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	277	-	0	350
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	277	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	277	-
HCM Lane V/C Ratio	0.457	-	-	-	-
HCM Control Delay (s)	23.6	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.3	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Wilcox & Hollywood

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			↰↑↱	
Traffic Volume (veh/h)	31	1154	91	159	1516	20	73	297	71	26	555	164
Future Volume (veh/h)	31	1154	91	159	1516	20	73	297	71	26	555	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1254	99	173	1648	22	79	323	77	28	603	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1357	107	104	1460	19	196	697	166	57	644	186
Arrive On Green	0.54	0.54	0.54	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	297	3337	263	403	3591	48	692	1460	348	33	1348	390
Grp Volume(v), veh/h	34	667	686	173	815	855	79	0	400	809	0	0
Grp Sat Flow(s),veh/h/ln	297	1777	1823	403	1777	1862	692	0	1808	1771	0	0
Q Serve(g_s), s	0.0	30.9	31.2	5.4	36.6	36.6	0.0	0.0	13.4	19.8	0.0	0.0
Cycle Q Clear(g_c), s	36.6	30.9	31.2	36.6	36.6	36.6	30.1	0.0	13.4	39.4	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.03	1.00		0.19	0.03		0.22
Lane Grp Cap(c), veh/h	80	723	741	104	723	757	196	0	864	887	0	0
V/C Ratio(X)	0.42	0.92	0.93	1.66	1.13	1.13	0.40	0.00	0.46	0.91	0.00	0.00
Avail Cap(c_a), veh/h	80	723	741	104	723	757	196	0	864	887	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	0.86	0.00	0.86	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.0	19.4	19.4	44.4	26.7	26.7	20.1	0.0	15.8	22.4	0.0	0.0
Incr Delay (d2), s/veh	8.1	11.2	11.3	334.9	74.3	74.7	5.2	0.0	1.5	15.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	16.5	17.0	21.6	41.7	43.6	2.9	0.0	9.2	25.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	30.6	30.7	379.3	101.0	101.4	25.4	0.0	17.3	37.6	0.0	0.0
LnGrp LOS	D	C	C	F	F	F	C	A	B	D	A	A
Approach Vol, veh/h		1387			1843			479			809	
Approach Delay, s/veh		31.1			127.3			18.6			37.6	
Approach LOS		C			F			B			D	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43
Max Q Clear Time (g_c+I1), s		38.6		32.1		38.6		41.4
Green Ext Time (p_c), s		0.0		2.4		0.0		0.9

Intersection Summary	
HCM 6th Ctrl Delay	70.2
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	1	3	282	2	126	1	1827	208	108	1871	1
Future Volume (veh/h)	0	1	3	282	2	126	1	1827	208	108	1871	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	3	307	2	137	1	1986	226	117	2034	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	135	404	361	2	146	169	2889	326	98	3271	2
Arrive On Green	0.00	0.33	0.33	0.33	0.33	0.33	0.62	0.62	0.62	1.00	1.00	1.00
Sat Flow, veh/h	0	412	1236	1002	7	447	208	4655	525	175	5271	3
Grp Volume(v), veh/h	0	0	4	446	0	0	1	1447	765	117	1313	722
Grp Sat Flow(s),veh/h/ln	0	0	1648	1456	0	0	208	1702	1776	175	1702	1870
Q Serve(g_s), s	0.0	0.0	0.3	53.3	0.0	0.0	0.3	50.5	51.7	60.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	53.6	0.0	0.0	0.3	50.5	51.7	111.7	0.0	0.0
Prop In Lane	0.00		0.75	0.69		0.31	1.00		0.30	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	538	509	0	0	169	2112	1102	98	2112	1160
V/C Ratio(X)	0.00	0.00	0.01	0.88	0.00	0.00	0.01	0.68	0.69	1.19	0.62	0.62
Avail Cap(c_a), veh/h	0	0	815	755	0	0	169	2112	1102	98	2112	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	0.20	0.20	0.20
Uniform Delay (d), s/veh	0.0	0.0	40.9	59.0	0.0	0.0	13.0	22.5	22.8	38.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.2	0.3	104.7	0.3	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	0.0	0.0	0.2	28.4	0.0	0.0	0.0	22.5	24.1	10.6	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	40.9	66.8	0.0	0.0	13.0	22.7	23.1	142.7	0.3	0.5
LnGrp LOS	A	A	D	E	A	A	B	C	C	F	A	A
Approach Vol, veh/h		4			446			2213			2152	
Approach Delay, s/veh		40.9			66.8			22.8			8.1	
Approach LOS		D			E			C			A	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		116.4		63.6		116.4		63.6
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89
Max Q Clear Time (g_c+I1), s		53.7		2.3		113.7		55.6
Green Ext Time (p_c), s		24.9		0.0		0.0		3.2

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	162.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	62	448	21	64	439	29	26	47	32	47	173	375
Future Vol, veh/h	62	448	21	64	439	29	26	47	32	47	173	375
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	487	23	70	477	32	28	51	35	51	188	408
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	160.5	160.8	20.4	190.8
HCM LOS	F	F	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	12%	12%	8%
Vol Thru, %	45%	84%	83%	29%
Vol Right, %	30%	4%	5%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	531	532	595
LT Vol	26	62	64	47
Through Vol	47	448	439	173
RT Vol	32	21	29	375
Lane Flow Rate	114	577	578	647
Geometry Grp	1	1	1	1
Degree of Util (X)	0.301	1.251	1.252	1.336
Departure Headway (Hd)	12.191	9.286	9.275	8.412
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	297	398	399	440
Service Time	10.191	7.286	7.275	6.412
HCM Lane V/C Ratio	0.384	1.45	1.449	1.47
HCM Control Delay	20.4	160.5	160.8	190.8
HCM Lane LOS	C	F	F	F
HCM 95th-tile Q	1.2	20.9	20.9	26.2

HCM 6th Signalized Intersection Summary
7: Wilcox & Selma

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	82	342	136	29	283	16	123	379	24	23	582	183
Future Volume (veh/h)	82	342	136	29	283	16	123	379	24	23	582	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	372	148	32	308	17	134	412	26	25	633	199
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	426	162	76	611	32	119	862	54	547	676	212
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.99	0.99	0.99	0.50	0.50	0.50
Sat Flow, veh/h	195	1065	405	82	1528	80	660	1741	110	951	1364	429
Grp Volume(v), veh/h	609	0	0	357	0	0	134	0	438	25	0	832
Grp Sat Flow(s),veh/h/ln	1665	0	0	1690	0	0	660	0	1851	951	0	1793
Q Serve(g_s), s	18.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.4	1.2	0.0	39.3
Cycle Q Clear(g_c), s	30.9	0.0	0.0	12.9	0.0	0.0	44.6	0.0	0.4	1.6	0.0	39.3
Prop In Lane	0.15		0.24	0.09		0.05	1.00		0.06	1.00		0.24
Lane Grp Cap(c), veh/h	712	0	0	720	0	0	119	0	917	547	0	888
V/C Ratio(X)	0.86	0.00	0.00	0.50	0.00	0.00	1.13	0.00	0.48	0.05	0.00	0.94
Avail Cap(c_a), veh/h	836	0	0	849	0	0	119	0	917	547	0	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0.80	0.09	0.00	0.09
Uniform Delay (d), s/veh	25.1	0.0	0.0	20.1	0.0	0.0	21.8	0.0	0.2	12.0	0.0	21.4
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.5	0.0	0.0	112.8	0.0	1.4	0.0	0.0	2.5
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	19.0	0.0	0.0	9.3	0.0	0.0	10.3	0.0	0.8	0.5	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	0.0	20.6	0.0	0.0	134.6	0.0	1.6	12.0	0.0	23.9
LnGrp LOS	C	A	A	C	A	A	F	A	A	B	A	C
Approach Vol, veh/h		609			357			572			857	
Approach Delay, s/veh		32.8			20.6			32.8			23.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		49.1		40.9		49.1		40.9
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43
Max Q Clear Time (g_c+I1), s		46.6		32.9		41.3		14.9
Green Ext Time (p_c), s		0.0		3.1		0.0		2.4

Intersection Summary			
HCM 6th Ctrl Delay			27.7
HCM 6th LOS			C

Notes

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	441	1382	69	264	1889	137	98	1539	127	167	1726	501
Future Volume (veh/h)	441	1382	69	264	1889	137	98	1539	127	167	1726	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	479	1502	75	287	2053	149	107	1673	138	182	1876	545
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1527	76	261	1401	101	175	1618	133	179	1343	375
Arrive On Green	0.13	0.31	0.31	0.11	0.29	0.29	0.06	0.34	0.34	0.07	0.34	0.34
Sat Flow, veh/h	1781	4981	249	1781	4861	351	1781	4807	396	1781	3968	1107
Grp Volume(v), veh/h	479	1026	551	287	1434	768	107	1184	627	182	1598	823
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1702	1807	1781	1702	1799	1781	1702	1671
Q Serve(g_s), s	15.5	35.9	35.9	13.4	34.6	34.6	4.6	40.4	40.4	8.0	40.6	40.6
Cycle Q Clear(g_c), s	15.5	35.9	35.9	13.4	34.6	34.6	4.6	40.4	40.4	8.0	40.6	40.6
Prop In Lane	1.00		0.14	1.00		0.19	1.00		0.22	1.00		0.66
Lane Grp Cap(c), veh/h	290	1044	560	261	982	521	175	1146	606	179	1152	566
V/C Ratio(X)	1.65	0.98	0.98	1.10	1.46	1.47	0.61	1.03	1.04	1.02	1.39	1.45
Avail Cap(c_a), veh/h	290	1044	560	261	982	521	179	1146	606	179	1152	566
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	0.09	0.09	0.09	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	36.2	41.3	41.3	34.5	42.7	42.7	29.7	39.8	39.8	30.6	39.7	39.7
Incr Delay (d2), s/veh	308.0	23.7	33.7	50.4	208.0	214.2	5.8	35.5	46.0	59.4	177.7	210.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	48.6	25.3	28.7	11.5	57.4	62.3	4.0	30.7	34.4	9.7	65.6	72.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	344.2	65.0	75.0	84.9	250.7	256.9	35.4	75.3	85.8	90.0	217.4	250.6
LnGrp LOS	F	E	E	F	F	F	D	F	F	F	F	F
Approach Vol, veh/h		2056			2489			1918			2603	
Approach Delay, s/veh		132.7			233.5			76.5			219.0	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	45.8	21.0	40.0	13.4	45.6	18.8	42.2
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 40	* 16	34.6	* 8	* 40	* 13	36.8
Max Q Clear Time (g_c+I1), s	16.6	42.6	17.5	36.6	10.0	42.4	15.4	37.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	173.3
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
9: Las Palmas & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✣			✣	
Traffic Volume (veh/h)	88	1755	15	38	1756	48	3	38	20	48	99	114
Future Volume (veh/h)	88	1755	15	38	1756	48	3	38	20	48	99	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	1908	16	41	1909	52	3	41	22	52	108	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1711	14	171	1608	44	39	342	175	103	211	216
Arrive On Green	0.16	0.95	0.95	0.06	0.46	0.46	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3612	30	1781	3534	96	26	1139	583	226	704	721
Grp Volume(v), veh/h	96	937	987	41	955	1006	66	0	0	284	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1853	1749	0	0	1651	0	0
Q Serve(g_s), s	3.1	56.8	56.8	1.4	54.6	54.6	0.0	0.0	0.0	8.4	0.0	0.0
Cycle Q Clear(g_c), s	3.1	56.8	56.8	1.4	54.6	54.6	3.3	0.0	0.0	17.1	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.05		0.33	0.18		0.44
Lane Grp Cap(c), veh/h	202	842	883	171	809	843	556	0	0	531	0	0
V/C Ratio(X)	0.47	1.11	1.12	0.24	1.18	1.19	0.12	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	476	842	883	476	809	843	556	0	0	531	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.8	3.2	3.2	26.7	32.7	32.7	30.5	0.0	0.0	35.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	52.9	54.2	0.1	83.0	87.8	0.4	0.0	0.0	3.8	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	1.7	17.0	18.2	0.9	51.0	54.8	2.6	0.0	0.0	12.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	56.1	57.4	26.8	115.7	120.5	31.0	0.0	0.0	39.1	0.0	0.0
LnGrp LOS	C	F	F	C	F	F	C	A	A	D	A	A
Approach Vol, veh/h		2020			2002			66			284	
Approach Delay, s/veh		55.2			116.3			31.0			39.1	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.4	60.6		43.0	14.2	62.8		43.0
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0
Max Q Clear Time (g_c+I1), s	5.1	56.6		5.3	3.4	58.8		19.1
Green Ext Time (p_c), s	0.2	0.0		0.3	0.1	0.0		1.6

Intersection Summary			
HCM 6th Ctrl Delay			81.8
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
10: Wilcox & Sunset

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	66	1650	42	173	2082	135	39	291	120	203	537	119
Future Volume (veh/h)	66	1650	42	173	2082	135	39	291	120	203	537	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	1793	46	188	2263	147	42	316	130	221	584	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1436	37	80	1375	88	182	602	247	366	709	157
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	144	3540	91	252	3390	218	737	1259	518	944	1484	328
Grp Volume(v), veh/h	72	897	942	188	1174	1236	42	0	446	221	0	713
Grp Sat Flow(s),veh/h/ln	144	1777	1854	252	1777	1831	737	0	1777	944	0	1811
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	4.7	0.0	15.7	19.2	0.0	30.5
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	35.2	0.0	15.7	34.9	0.0	30.5
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.29	1.00		0.18
Lane Grp Cap(c), veh/h	80	721	752	80	721	743	182	0	849	366	0	865
V/C Ratio(X)	0.90	1.24	1.25	2.35	1.63	1.66	0.23	0.00	0.53	0.60	0.00	0.82
Avail Cap(c_a), veh/h	80	721	752	80	721	743	182	0	849	366	0	865
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)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	0.16	0.00	0.16
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	35.4	0.0	16.4	28.6	0.0	20.2
Incr Delay (d2), s/veh	13.9	111.1	115.0	644.4	289.5	304.8	2.9	0.0	2.3	1.2	0.0	1.5
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	2.6	46.9	50.0	29.0	112.5	121.0	1.8	0.0	10.8	5.7	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	137.9	141.7	689.4	316.3	331.6	38.3	0.0	18.7	29.8	0.0	21.8
LnGrp LOS	E	F	F	F	F	F	D	A	B	C	A	C
Approach Vol, veh/h		1911			2598			488			934	
Approach Delay, s/veh		136.8			350.6			20.4			23.7	
Approach LOS		F			F			C			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.6		48.4		41.6		48.4
Change Period (Y+Rc), s		5.1		* 5.4		5.1		* 5.4
Max Green Setting (Gmax), s		36.5		* 43		36.5		* 43
Max Q Clear Time (g_c+I1), s		38.5		37.2		38.5		36.9
Green Ext Time (p_c), s		0.0		1.6		0.0		3.1

Intersection Summary			
HCM 6th Ctrl Delay			203.0
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	36	1285	1918	47	54	96
Future Volume (veh/h)	36	1285	1918	47	54	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1397	2085	51	59	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	40	1945	1940	47	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	188	3647	3639	86	1781	1585
Grp Volume(v), veh/h	39	1397	1041	1095	59	104
Grp Sat Flow(s),veh/h/ln	188	1777	1777	1855	1781	1585
Q Serve(g_s), s	0.4	0.0	98.5	98.5	3.3	6.7
Cycle Q Clear(g_c), s	98.5	0.0	98.5	98.5	3.3	6.7
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	40	1945	972	1015	840	748
V/C Ratio(X)	0.96	0.72	1.07	1.08	0.07	0.14
Avail Cap(c_a), veh/h	40	1945	972	1015	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	49.2	0.0	40.7	40.7	26.0	26.9
Incr Delay (d2), s/veh	131.4	2.3	34.0	37.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	1.1	58.9	63.0	2.7	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	180.6	2.3	74.7	78.4	26.1	27.3
LnGrp LOS	F	A	F	F	C	C
Approach Vol, veh/h		1436	2136		163	
Approach Delay, s/veh		7.2	76.6		26.9	
Approach LOS		A	E		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		100.5		8.7		100.5
Green Ext Time (p_c), s		0.0		3.1		0.0

Intersection Summary						
HCM 6th Ctrl Delay			47.7			
HCM 6th LOS			D			

Notes

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

HCM Signalized Intersection Capacity Analysis
1: Highland & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Volume (vph)	354	800	300	297	731	211	195	1684	218	173	1772	112
Future Volume (vph)	354	800	300	297	731	211	195	1684	218	173	1772	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	4998		1770	5040	
Flt Permitted	0.10	1.00	1.00	0.11	1.00	1.00	0.06	1.00		0.06	1.00	
Satd. Flow (perm)	179	3539	1583	198	3539	1583	117	4998		121	5040	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	385	870	326	323	795	229	212	1830	237	188	1926	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	385	870	326	323	795	229	212	2067	0	188	2048	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Actuated Green, G (s)	91.0	43.7	56.7	80.9	37.6	48.6	76.8	63.8		72.8	61.8	
Effective Green, g (s)	91.0	43.7	56.7	80.9	37.6	48.6	76.8	63.8		72.8	61.8	
Actuated g/C Ratio	0.51	0.24	0.32	0.45	0.21	0.27	0.43	0.35		0.40	0.34	
Clearance Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.2		5.0	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	527	859	498	467	739	427	169	1771		149	1730	
v/s Ratio Prot	c0.20	c0.25	0.05	0.17	0.22	0.03	c0.09	0.41		0.08	0.41	
v/s Ratio Perm	0.17		0.16	0.14		0.11	c0.44			0.43		
v/c Ratio	0.73	1.01	0.65	0.69	1.08	0.54	1.25	1.17		1.26	1.18	
Uniform Delay, d1	47.2	68.2	53.2	47.0	71.2	56.1	56.1	58.1		52.6	59.1	
Progression Factor	1.00	1.00	1.00	0.97	0.57	0.58	0.80	0.87		1.00	1.00	
Incremental Delay, d2	5.2	33.9	3.1	1.4	42.6	1.5	143.4	79.8		160.5	88.9	
Delay (s)	52.3	102.1	56.3	47.2	83.0	34.1	188.3	130.5		213.1	148.0	
Level of Service	D	F	E	D	F	C	F	F		F	F	
Approach Delay (s)		80.5			66.1			135.9			153.5	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	116.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.7
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
2: Las Palmas & Hollywood

06/30/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✣			✣	
Traffic Volume (veh/h)	45	1148	95	69	1377	88	88	305	79	81	68	68
Future Volume (veh/h)	45	1148	95	69	1377	88	88	305	79	81	68	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	1248	103	75	1497	96	96	332	86	88	74	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1500	123	75	1530	98	159	525	133	214	180	168
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	320	3324	274	404	3392	217	274	1063	269	379	364	339
Grp Volume(v), veh/h	49	666	685	75	781	812	514	0	0	236	0	0
Grp Sat Flow(s),veh/h/ln	320	1777	1821	404	1777	1831	1605	0	0	1082	0	0
Q Serve(g_s), s	2.5	65.5	65.8	15.4	77.5	78.7	11.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	81.2	65.5	65.8	81.2	77.5	78.7	45.2	0.0	0.0	34.2	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.12	0.19		0.17	0.37		0.31
Lane Grp Cap(c), veh/h	44	802	822	75	802	826	817	0	0	562	0	0
V/C Ratio(X)	1.10	0.83	0.83	1.01	0.97	0.98	0.63	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	44	802	822	75	802	826	817	0	0	562	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	117.1	69.9	70.1	86.4	48.4	48.7	34.4	0.0	0.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	71.2	1.0	1.0	106.1	26.2	27.4	3.7	0.0	0.0	2.3	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	4.2	34.6	35.6	9.7	50.4	52.7	25.1	0.0	0.0	12.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.3	70.9	71.0	192.5	74.5	76.1	38.1	0.0	0.0	32.8	0.0	0.0
LnGrp LOS	F	E	E	F	E	E	D	A	A	C	A	A
Approach Vol, veh/h		1400			1668			514			236	
Approach Delay, s/veh		75.1			80.6			38.1			32.8	
Approach LOS		E			F			D			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.8		94.2		85.8		94.2
Change Period (Y+Rc), s		4.6		* 5.3		4.6		* 5.3
Max Green Setting (Gmax), s		81.2		* 89		81.2		* 89
Max Q Clear Time (g_c+I1), s		83.2		47.2		83.2		36.2
Green Ext Time (p_c), s		0.0		4.0		0.0		1.9

Intersection Summary			
HCM 6th Ctrl Delay			69.9
HCM 6th LOS			E

Notes

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

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↰↑		↱
Traffic Vol, veh/h	1411	130	0	1437	0	213
Future Vol, veh/h	1411	130	0	1437	0	213
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	1534	141	0	1562	0	232

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1675	0	-	838
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	182	-	0	266
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	182	-	-	266
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	67.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	266	-	-	182	-
HCM Lane V/C Ratio	0.87	-	-	-	-
HCM Control Delay (s)	67.8	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	7.4	-	-	0	-

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱			↰↑↱	
Traffic Volume (veh/h)	86	1291	146	160	1461	69	157	583	148	29	470	64
Future Volume (veh/h)	86	1291	146	160	1461	69	157	583	148	29	470	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	1403	159	174	1588	75	171	634	161	32	511	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1309	147	80	1405	66	179	688	175	47	405	53
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32	0.32	0.48	0.48	0.48
Sat Flow, veh/h	299	3220	362	330	3455	163	833	1439	365	10	848	111
Grp Volume(v), veh/h	93	770	792	174	813	850	171	0	795	613	0	0
Grp Sat Flow(s),veh/h/ln	299	1777	1805	330	1777	1841	833	0	1805	969	0	0
Q Serve(g_s), s	0.0	36.6	36.6	0.0	36.6	36.6	0.0	0.0	38.2	4.8	0.0	0.0
Cycle Q Clear(g_c), s	36.6	36.6	36.6	36.6	36.6	36.6	43.0	0.0	38.2	43.0	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.09	1.00		0.20	0.05		0.11
Lane Grp Cap(c), veh/h	80	723	734	80	723	749	179	0	862	505	0	0
V/C Ratio(X)	1.16	1.07	1.08	2.17	1.13	1.13	0.96	0.00	0.92	1.21	0.00	0.00
Avail Cap(c_a), veh/h	80	723	734	80	723	749	179	0	862	505	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	1.00	1.00	1.00	0.09	0.00	0.09	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	26.7	26.7	45.0	26.7	26.7	39.7	0.0	29.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	109.6	39.7	44.7	567.6	73.7	76.6	12.4	0.0	2.1	113.4	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	6.7	28.4	30.3	25.9	41.5	43.8	5.6	0.0	19.5	35.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	154.6	66.4	71.4	612.6	100.4	103.3	52.1	0.0	31.1	134.2	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	D	A	C	F	A	A
Approach Vol, veh/h		1655			1837			966			613	
Approach Delay, s/veh		73.7			150.3			34.8			134.2	
Approach LOS		E			F			C			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.5		48.5		41.5		48.5				
Change Period (Y+Rc), s		* 4.9		* 5.5		* 4.9		* 5.5				
Max Green Setting (Gmax), s		* 37		* 43		* 37		* 43				
Max Q Clear Time (g_c+I1), s		38.6		45.0		38.6		45.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			101.3
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
5: Highland & Driveway/Selma

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↑↑↱		↰	↑↑↑	
Traffic Volume (veh/h)	0	0	0	258	0	157	2	1807	252	151	2072	1
Future Volume (veh/h)	0	0	0	258	0	157	2	1807	252	151	2072	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	280	0	171	2	1964	274	164	2252	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	609	0	331	0	182	115	2819	388	95	3276	1
Arrive On Green	0.00	0.00	0.00	0.33	0.00	0.33	0.62	0.62	0.62	0.83	0.83	0.83
Sat Flow, veh/h	0	1870	0	917	0	560	168	4537	625	170	5272	2
Grp Volume(v), veh/h	0	0	0	451	0	0	2	1467	771	164	1454	799
Grp Sat Flow(s),veh/h/ln	0	1870	0	1477	0	0	168	1702	1758	170	1702	1870
Q Serve(g_s), s	0.0	0.0	0.0	53.4	0.0	0.0	1.2	51.6	53.2	58.6	30.9	30.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	53.4	0.0	0.0	32.1	51.6	53.2	111.8	30.9	30.9
Prop In Lane	0.00		0.00	0.62		0.38	1.00		0.36	1.00		0.00
Lane Grp Cap(c), veh/h	0	609	0	514	0	0	115	2115	1092	95	2115	1162
V/C Ratio(X)	0.00	0.00	0.00	0.88	0.00	0.00	0.02	0.69	0.71	1.72	0.69	0.69
Avail Cap(c_a), veh/h	0	925	0	763	0	0	115	2115	1092	95	2115	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	0.0	0.0	0.0	58.9	0.0	0.0	27.6	22.7	23.0	54.5	8.6	8.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.9	0.0	0.0	0.0	0.2	0.4	327.1	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	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	28.7	0.0	0.0	0.1	23.0	24.5	20.6	9.6	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	66.8	0.0	0.0	27.6	22.8	23.3	381.6	8.8	8.9
LnGrp LOS	A	A	A	E	A	A	C	C	C	F	A	A
Approach Vol, veh/h		0			451			2240			2417	
Approach Delay, s/veh		0.0			66.8			23.0			34.1	
Approach LOS					E			C			C	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		116.5		63.5		116.5		63.5
Change Period (Y+Rc), s		* 4.7		* 4.8		* 4.7		* 4.8
Max Green Setting (Gmax), s		* 82		* 89		* 82		* 89
Max Q Clear Time (g_c+I1), s		55.2		0.0		113.8		55.4
Green Ext Time (p_c), s		23.8		0.0		0.0		3.3

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	333
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	115	583	29	24	546	89	92	377	75	59	68	109
Future Vol, veh/h	115	583	29	24	546	89	92	377	75	59	68	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	634	32	26	593	97	100	410	82	64	74	118
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	455.8	371.7	245.5	47.9
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	16%	4%	25%
Vol Thru, %	69%	80%	83%	29%
Vol Right, %	14%	4%	14%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	544	727	659	236
LT Vol	92	115	24	59
Through Vol	377	583	546	68
RT Vol	75	29	89	109
Lane Flow Rate	591	790	716	257
Geometry Grp	1	1	1	1
Degree of Util (X)	1.433	1.927	1.731	0.67
Departure Headway (Hd)	12.514	12.023	12.459	16.607
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	296	308	301	221
Service Time	10.514	10.023	10.459	14.607
HCM Lane V/C Ratio	1.997	2.565	2.379	1.163
HCM Control Delay	245.5	455.8	371.7	47.9
HCM Lane LOS	F	F	F	E
HCM 95th-tile Q	22.5	40.1	32.2	4.2

HCM 6th Signalized Intersection Summary

7: Wilcox & Selma

06/30/2022

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥		↰	↱		↰	↱	
Traffic Volume (veh/h)	133	386	215	45	399	43	211	682	60	40	523	232
Future Volume (veh/h)	133	386	215	45	399	43	211	682	60	40	523	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	420	234	49	434	47	229	741	65	43	568	252
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	369	197	86	636	66	80	710	62	80	514	228
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.56	0.56	0.56	0.42	0.42	0.42
Sat Flow, veh/h	225	775	414	88	1334	138	667	1695	149	676	1228	545
Grp Volume(v), veh/h	799	0	0	530	0	0	229	0	806	43	0	820
Grp Sat Flow(s),veh/h/ln	1415	0	0	1561	0	0	667	0	1844	676	0	1772
Q Serve(g_s), s	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.7	0.0	0.0	37.7
Cycle Q Clear(g_c), s	42.9	0.0	0.0	21.3	0.0	0.0	37.7	0.0	37.7	37.7	0.0	37.7
Prop In Lane	0.18		0.29	0.09		0.09	1.00		0.08	1.00		0.31
Lane Grp Cap(c), veh/h	722	0	0	788	0	0	80	0	772	80	0	742
V/C Ratio(X)	1.11	0.00	0.00	0.67	0.00	0.00	2.86	0.00	1.04	0.54	0.00	1.10
Avail Cap(c_a), veh/h	722	0	0	788	0	0	80	0	772	80	0	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09	0.09	0.00	0.09
Uniform Delay (d), s/veh	25.3	0.0	0.0	17.5	0.0	0.0	38.8	0.0	19.9	45.0	0.0	26.2
Incr Delay (d2), s/veh	66.9	0.0	0.0	2.3	0.0	0.0	841.2	0.0	23.8	2.3	0.0	49.2
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	40.2	0.0	0.0	12.8	0.0	0.0	32.7	0.0	20.5	1.5	0.0	29.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	0.0	0.0	19.7	0.0	0.0	880.0	0.0	43.7	47.3	0.0	75.4
LnGrp LOS	F	A	A	B	A	A	F	A	F	D	A	F
Approach Vol, veh/h		799			530			1035			863	
Approach Delay, s/veh		92.2			19.7			228.8			74.0	
Approach LOS		F			B			F			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.2		47.8		42.2		47.8				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		39.7		44.9		39.7		23.3				
Green Ext Time (p_c), s		0.0		0.0		0.0		3.7				

Intersection Summary			
HCM 6th Ctrl Delay			119.2
HCM 6th LOS			F

Notes

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

HCM 6th Signalized Intersection Summary
8: Highland & Sunset

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↱		↰	↑↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Volume (veh/h)	581	1822	106	167	1697	218	83	1550	170	202	1617	489
Future Volume (veh/h)	581	1822	106	167	1697	218	83	1550	170	202	1617	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	632	1980	115	182	1845	237	90	1685	185	220	1758	532
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	1819	105	179	1246	159	173	1471	161	188	1267	371
Arrive On Green	0.16	0.37	0.37	0.09	0.36	0.36	0.06	0.31	0.31	0.07	0.32	0.32
Sat Flow, veh/h	1781	4937	286	1781	4585	584	1781	4671	511	1781	3919	1149
Grp Volume(v), veh/h	632	1363	732	182	1366	716	90	1227	643	220	1520	770
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1765	1781	1702	1778	1781	1702	1664
Q Serve(g_s), s	19.5	44.2	44.2	8.0	32.6	32.6	4.0	37.8	37.8	8.6	38.8	38.8
Cycle Q Clear(g_c), s	19.5	44.2	44.2	8.0	32.6	32.6	4.0	37.8	37.8	8.6	38.8	38.8
Prop In Lane	1.00		0.16	1.00		0.33	1.00		0.29	1.00		0.69
Lane Grp Cap(c), veh/h	349	1254	670	179	925	480	173	1072	560	188	1101	538
V/C Ratio(X)	1.81	1.09	1.09	1.02	1.48	1.49	0.52	1.14	1.15	1.17	1.38	1.43
Avail Cap(c_a), veh/h	349	1254	670	179	925	480	179	1072	560	188	1101	538
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	37.3	37.9	37.9	35.1	38.3	38.3	30.4	41.1	41.1	31.4	40.6	40.6
Incr Delay (d2), s/veh	375.0	52.5	62.8	24.9	215.4	222.7	2.5	76.1	86.1	104.6	174.6	200.5
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	71.9	37.8	42.6	6.1	54.3	57.8	3.3	38.6	42.2	13.6	61.3	66.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	412.3	90.4	100.7	60.0	253.7	261.0	32.9	117.2	127.2	136.0	215.2	241.1
LnGrp LOS	F	F	F	F	F	F	C	F	F	F	F	F
Approach Vol, veh/h		2727			2264			1960			2510	
Approach Delay, s/veh		167.8			240.4			116.6			216.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	25.0	38.0	14.0	43.0	13.4	49.6
Change Period (Y+Rc), s	* 5.4	* 5.2	* 5.5	5.4	* 5.4	* 5.2	* 5.4	5.4
Max Green Setting (Gmax), s	* 8	* 38	* 20	32.6	* 8.6	* 38	* 8	44.2
Max Q Clear Time (g_c+I1), s	16.0	40.8	21.5	34.6	10.6	39.8	10.0	46.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	187.4
HCM 6th LOS	F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			✣			✣	
Traffic Volume (veh/h)	156	2056	25	14	1882	111	23	219	35	47	42	77
Future Volume (veh/h)	156	2056	25	14	1882	111	23	219	35	47	42	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	2235	27	15	2046	121	25	238	38	51	46	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1809	22	118	1542	90	58	443	68	138	129	198
Arrive On Green	0.08	0.50	0.50	0.03	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3596	43	1781	3412	200	86	1476	226	331	429	659
Grp Volume(v), veh/h	170	1102	1160	15	1056	1111	301	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1863	1781	1777	1834	1788	0	0	1419	0	0
Q Serve(g_s), s	7.1	60.4	60.4	0.5	54.2	54.2	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.1	60.4	60.4	0.5	54.2	54.2	16.6	0.0	0.0	12.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.11	0.08		0.13	0.28		0.46
Lane Grp Cap(c), veh/h	208	894	937	118	803	829	569	0	0	464	0	0
V/C Ratio(X)	0.82	1.23	1.24	0.13	1.31	1.34	0.53	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	476	894	937	476	803	829	569	0	0	464	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.2	29.8	29.8	28.3	32.9	32.9	35.2	0.0	0.0	33.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	105.8	108.0	0.0	142.4	153.9	3.5	0.0	0.0	2.5	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	6.1	64.6	68.5	0.4	71.1	77.6	12.5	0.0	0.0	8.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	135.6	137.8	28.4	175.3	186.8	38.7	0.0	0.0	35.7	0.0	0.0
LnGrp LOS	C	F	F	C	F	F	D	A	A	D	A	A
Approach Vol, veh/h		2432			2182			301			181	
Approach Delay, s/veh		129.6			180.2			38.7			35.7	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	60.2		43.0	10.6	66.4		43.0				
Change Period (Y+Rc), s	* 6.8	* 6		7.0	6.7	* 6		7.0				
Max Green Setting (Gmax), s	* 28	* 36		36.0	28.0	* 36		36.0				
Max Q Clear Time (g_c+I1), s	9.1	56.2		18.6	2.5	62.4		14.2				
Green Ext Time (p_c), s	0.4	0.0		1.6	0.0	0.0		1.1				

Intersection Summary			
HCM 6th Ctrl Delay			142.5
HCM 6th LOS			F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	188	2093	27	109	2008	273	51	531	92	151	434	111
Future Volume (veh/h)	188	2093	27	109	2008	273	51	531	92	151	434	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	2275	29	118	2183	297	55	577	100	164	472	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1457	19	80	1279	170	439	742	129	209	686	176
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.96	0.96	0.96
Sat Flow, veh/h	134	3593	46	160	3153	419	824	1553	269	762	1436	368
Grp Volume(v), veh/h	204	1122	1182	118	1208	1272	55	0	677	164	0	593
Grp Sat Flow(s),veh/h/ln	134	1777	1862	160	1777	1795	824	0	1822	762	0	1804
Q Serve(g_s), s	0.0	36.5	36.5	0.0	36.5	36.5	3.6	0.0	27.8	15.2	0.0	3.8
Cycle Q Clear(g_c), s	36.5	36.5	36.5	36.5	36.5	36.5	7.5	0.0	27.8	43.0	0.0	3.8
Prop In Lane	1.00		0.02	1.00		0.23	1.00		0.15	1.00		0.20
Lane Grp Cap(c), veh/h	80	721	755	80	721	728	439	0	870	209	0	862
V/C Ratio(X)	2.55	1.56	1.56	1.47	1.68	1.75	0.13	0.00	0.78	0.79	0.00	0.69
Avail Cap(c_a), veh/h	80	721	755	80	721	728	439	0	870	209	0	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	45.0	26.8	26.8	45.0	26.8	26.8	15.4	0.0	19.5	17.5	0.0	1.1
Incr Delay (d2), s/veh	700.8	251.6	254.6	269.2	310.6	341.9	0.6	0.0	6.8	2.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.7	90.7	96.0	13.9	119.6	131.4	1.3	0.0	18.4	4.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	745.8	278.3	281.4	314.2	337.3	368.6	16.0	0.0	26.3	20.3	0.0	1.5
LnGrp LOS	F	F	F	F	F	F	B	A	C	C	A	A
Approach Vol, veh/h		2508			2598			732			757	
Approach Delay, s/veh		317.8			351.6			25.5			5.6	
Approach LOS		F			F			C			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.6	48.4	41.6	48.4
Change Period (Y+Rc), s	5.1	* 5.4	5.1	* 5.4
Max Green Setting (Gmax), s	36.5	* 43	36.5	* 43
Max Q Clear Time (g_c+I1), s	38.5	29.8	38.5	45.0
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	262.8
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary
11: Hollywood & Cherokee

06/30/2022

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Traffic Volume (veh/h)	47	1412	1417	149	49	65
Future Volume (veh/h)	47	1412	1417	149	49	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	1535	1540	162	53	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	76	1945	1777	185	840	748
Arrive On Green	1.00	1.00	0.55	0.55	0.47	0.47
Sat Flow, veh/h	288	3647	3342	338	1781	1585
Grp Volume(v), veh/h	51	1535	835	867	53	71
Grp Sat Flow(s),veh/h/ln	288	1777	1777	1809	1781	1585
Q Serve(g_s), s	22.5	0.0	72.3	74.9	2.9	4.5
Cycle Q Clear(g_c), s	98.5	0.0	72.3	74.9	2.9	4.5
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	76	1945	972	990	840	748
V/C Ratio(X)	0.67	0.79	0.86	0.88	0.06	0.09
Avail Cap(c_a), veh/h	76	1945	972	990	840	748
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	34.8	35.4	25.9	26.3
Incr Delay (d2), s/veh	38.5	3.3	1.0	1.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	1.6	34.1	36.0	2.4	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.8	3.3	35.8	36.5	26.0	26.6
LnGrp LOS	E	A	D	D	C	C
Approach Vol, veh/h		1586	1702		124	
Approach Delay, s/veh		5.8	36.2		26.3	
Approach LOS		A	D		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		104.2		89.8		104.2
Change Period (Y+Rc), s		* 5.3		* 4.9		* 5.3
Max Green Setting (Gmax), s		* 85		* 85		* 85
Max Q Clear Time (g_c+I1), s		100.5		6.5		76.9
Green Ext Time (p_c), s		0.0		2.3		6.3
Intersection Summary						
HCM 6th Ctrl Delay			21.7			
HCM 6th LOS			C			

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	0	0	0	69	17	0
Future Vol, veh/h	0	0	0	69	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	75	18	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	93	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	75	-	-	-	-	-
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	907	1061	1599	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	907	1061	1599	-	-	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	948	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
13: Las Palmas & Driveway

05/16/2022

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	0	0	87	0	0	476
Future Vol, veh/h	0	0	87	0	0	476
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	95	0	0	517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	612	95	0	0	95	0
Stage 1	95	-	-	-	-	-
Stage 2	517	-	-	-	-	-
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	456	962	-	-	1499	-
Stage 1	929	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	456	962	-	-	1499	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	598	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↱			↰
Traffic Vol, veh/h	0	0	69	0	0	17
Future Vol, veh/h	0	0	69	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	93	75	0	0	75	0
Stage 1	75	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	907	986	-	-	1524	-
Stage 1	948	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	986	-	-	1524	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

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

Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	-	1524	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		-	-	0	0	-
HCM Lane LOS		-	-	A	A	-
HCM 95th %tile Q(veh)		-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	0	0	0	166	107	0
Future Vol, veh/h	0	0	0	166	107	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	180	116	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	296	116	116	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	695	936	1473	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	695	936	1473	-	-	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	851	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

13: Las Palmas & Driveway

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	0	0	392	0	0	175
Future Vol, veh/h	0	0	392	0	0	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	426	0	0	190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	616	426	0	0	426	0
Stage 1	426	-	-	-	-	-
Stage 2	190	-	-	-	-	-
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	454	628	-	-	1133	-
Stage 1	659	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	628	-	-	1133	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	842	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1133	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	0	0	166	0	0	107
Future Vol, veh/h	0	0	166	0	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	180	0	0	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	296	180	0	0	180	0
Stage 1	180	-	-	-	-	-
Stage 2	116	-	-	-	-	-
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	695	863	-	-	1396	-
Stage 1	851	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	695	863	-	-	1396	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	909	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1396	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	3.7					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	47	47	75	166	100	0
Future Vol, veh/h	47	47	75	166	100	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	51	82	180	109	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	453	109	109	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	344	-	-	-	-	-
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	565	945	1481	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	530	945	1481	-	-	-
Mov Cap-2 Maneuver	530	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s	11.2		2.4		0	
HCM LOS	B					

Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1481	-	679	-	-
HCM Lane V/C Ratio		0.055	-	0.15	-	-
HCM Control Delay (s)		7.6	0	11.2	-	-
HCM Lane LOS		A	A	B	-	-
HCM 95th %tile Q(veh)		0.2	-	0.5	-	-

HCM 6th TWSC
13: Las Palmas & Driveway

06/30/2022

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	51	78	87	45	65	476
Future Vol, veh/h	51	78	87	45	65	476
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	85	95	49	71	517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	779	120	0	0	144	0
Stage 1	120	-	-	-	-	-
Stage 2	659	-	-	-	-	-
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	364	931	-	-	1438	-
Stage 1	905	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	931	-	-	1438	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	551	1438	-
HCM Lane V/C Ratio	-	-	0.254	0.049	-
HCM Control Delay (s)	-	-	13.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↱			↰
Traffic Vol, veh/h	83	57	116	97	40	17
Future Vol, veh/h	83	57	116	97	40	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	62	126	105	43	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	283	179	0	0	231	0
Stage 1	179	-	-	-	-	-
Stage 2	104	-	-	-	-	-
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	707	864	-	-	1337	-
Stage 1	852	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	864	-	-	1337	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	5.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	747	1337	-
HCM Lane V/C Ratio	-	-	0.204	0.033	-
HCM Control Delay (s)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	30	34	107	286	177	0
Future Vol, veh/h	30	34	107	286	177	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	116	311	192	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	735	192	192	0	-	0
Stage 1	192	-	-	-	-	-
Stage 2	543	-	-	-	-	-
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	387	850	1381	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	850	1381	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	13.2		2.1		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	507	-	-
HCM Lane V/C Ratio	0.084	-	0.137	-	-
HCM Control Delay (s)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	36	54	392	60	90	175
Future Vol, veh/h	36	54	392	60	90	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	59	426	65	98	190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	845	459	0	0	491	0
Stage 1	459	-	-	-	-	-
Stage 2	386	-	-	-	-	-
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	333	602	-	-	1072	-
Stage 1	636	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	299	602	-	-	1072	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	1072	-
HCM Lane V/C Ratio	-	-	0.229	0.091	-
HCM Control Delay (s)	-	-	15.9	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↱			↰
Traffic Vol, veh/h	70	48	196	120	47	107
Future Vol, veh/h	70	48	196	120	47	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	52	213	130	51	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	496	278	0	0	343	0
Stage 1	278	-	-	-	-	-
Stage 2	218	-	-	-	-	-
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	533	761	-	-	1216	-
Stage 1	769	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	509	761	-	-	1216	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	2.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	588	1216	-
HCM Lane V/C Ratio	-	-	0.218	0.042	-
HCM Control Delay (s)	-	-	12.8	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱			↰	↱	
Traffic Vol, veh/h	0	0	0	73	18	0
Future Vol, veh/h	0	0	0	73	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	79	20	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	20	20	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	79	-	-	-	-	-
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	900	1058	1596	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	900	1058	1596	-	-	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	944	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↱			↰
Traffic Vol, veh/h	0	0	91	0	0	500
Future Vol, veh/h	0	0	91	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	99	0	0	543

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	642	99	0	0	99	0
Stage 1	99	-	-	-	-	-
Stage 2	543	-	-	-	-	-
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	438	957	-	-	1494	-
Stage 1	925	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	438	957	-	-	1494	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	582	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1494	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	0	0	73	0	0	18
Future Vol, veh/h	0	0	73	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	79	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	99	79	0	0	79	0
Stage 1	79	-	-	-	-	-
Stage 2	20	-	-	-	-	-
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	900	981	-	-	1519	-
Stage 1	944	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	900	981	-	-	1519	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1519	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	⑂			↰	↱	
Traffic Vol, veh/h	0	0	0	174	112	0
Future Vol, veh/h	0	0	0	174	112	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	189	122	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	311	122	122	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	189	-	-	-	-	-
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	681	929	1465	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	681	929	1465	-	-	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	843	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1465	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	0	0	412	0	0	184
Future Vol, veh/h	0	0	412	0	0	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	448	0	0	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	648	448	0	0	448	0
Stage 1	448	-	-	-	-	-
Stage 2	200	-	-	-	-	-
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	435	611	-	-	1112	-
Stage 1	644	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	435	611	-	-	1112	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	834	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1112	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	0	0	174	0	0	112
Future Vol, veh/h	0	0	174	0	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	189	0	0	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	311	189	0	0	189	0
Stage 1	189	-	-	-	-	-
Stage 2	122	-	-	-	-	-
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	681	853	-	-	1385	-
Stage 1	843	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	681	853	-	-	1385	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	903	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1385	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	47	47	75	170	101	0
Future Vol, veh/h	47	47	75	170	101	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	51	82	185	110	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	459	110	110	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	349	-	-	-	-	-
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	560	943	1480	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	525	943	1480	-	-	-
Mov Cap-2 Maneuver	525	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	674	-	-
HCM Lane V/C Ratio	0.055	-	0.152	-	-
HCM Control Delay (s)	7.6	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↱			↰
Traffic Vol, veh/h	51	78	91	45	65	500
Future Vol, veh/h	51	78	91	45	65	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	85	99	49	71	543

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	809	124	0	0	148	0
Stage 1	124	-	-	-	-	-
Stage 2	685	-	-	-	-	-
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	350	927	-	-	1434	-
Stage 1	902	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	927	-	-	1434	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	535	1434	-
HCM Lane V/C Ratio	-	-	0.262	0.049	-
HCM Control Delay (s)	-	-	14.1	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

HCM 6th TWSC
14: Cherokee & Driveway

06/30/2022

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↱			↰
Traffic Vol, veh/h	83	57	120	97	40	18
Future Vol, veh/h	83	57	120	97	40	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	62	130	105	43	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	289	183	0	0	235	0
Stage 1	183	-	-	-	-	-
Stage 2	106	-	-	-	-	-
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	702	859	-	-	1332	-
Stage 1	848	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	679	859	-	-	1332	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB		NB		SB	
HCM Control Delay, s	11.1		0		5.4	
HCM LOS	B					

Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	742	1332	-
HCM Lane V/C Ratio		-	-	0.205	0.033	-
HCM Control Delay (s)		-	-	11.1	7.8	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	0.8	0.1	-

HCM 6th TWSC
12: Cherokee & Driveway

06/30/2022

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↰	↱	
Traffic Vol, veh/h	30	34	107	294	182	0
Future Vol, veh/h	30	34	107	294	182	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	116	320	198	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	750	198	198	0	-	0
Stage 1	198	-	-	-	-	-
Stage 2	552	-	-	-	-	-
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	379	843	1375	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	340	843	1375	-	-	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s	13.4		2.1		0	
HCM LOS	B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	498	-	-
HCM Lane V/C Ratio	0.085	-	0.14	-	-
HCM Control Delay (s)	7.9	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	36	54	412	60	90	184
Future Vol, veh/h	36	54	412	60	90	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	59	448	65	98	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	877	481	0	0	513	0
Stage 1	481	-	-	-	-	-
Stage 2	396	-	-	-	-	-
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	319	585	-	-	1052	-
Stage 1	622	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	286	585	-	-	1052	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	16.4		0		2.9
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	413	1052	-
HCM Lane V/C Ratio	-	-	0.237	0.093	-
HCM Control Delay (s)	-	-	16.4	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↱			↰
Traffic Vol, veh/h	70	48	204	120	47	112
Future Vol, veh/h	70	48	204	120	47	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	52	222	130	51	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	511	287	0	0	352	0
Stage 1	287	-	-	-	-	-
Stage 2	224	-	-	-	-	-
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	523	752	-	-	1207	-
Stage 1	762	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	499	752	-	-	1207	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1207	-
HCM Lane V/C Ratio	-	-	0.222	0.042	-
HCM Control Delay (s)	-	-	13	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

HCM Unsignalized Intersection Capacity Analysis
1: Cahuenga & US 101 SB Off-Ramp

07/05/2022

	↗	↘	↖	↑	↓	↙
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱↱		↑↑	↑↑↑	
Traffic Volume (veh/h)	8	913	0	2303	320	0
Future Volume (Veh/h)	8	913	0	2303	320	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	992	0	2503	348	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1600	116	348			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1600	116	348			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	0	100			
cM capacity (veh/h)	97	914	1208			

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	9	496	496	1252	1252	116	116	116
Volume Left	9	0	0	0	0	0	0	0
Volume Right	0	496	496	0	0	0	0	0
cSH	97	914	914	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.54	0.54	0.74	0.74	0.07	0.07	0.07
Queue Length 95th (ft)	7	84	84	0	0	0	0	0
Control Delay (s)	45.9	13.5	13.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	B	B					
Approach Delay (s)	13.8			0.0		0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰↑	↱↱					↰↑↑↱		↰	↑↑↑	↱
Traffic Volume (veh/h)	15	9	9	0	0	0	17	2782	133	171	2951	16
Future Volume (veh/h)	15	9	9	0	0	0	17	2782	133	171	2951	16
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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	10	10				18	3024	145	186	3208	17
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	59	59	92				50	5082	244	128	4427	1374
Arrive On Green	0.03	0.03	0.03				0.87	0.87	0.87	0.87	0.87	0.87
Sat Flow, veh/h	1781	1777	2790				10	5862	282	67	5106	1585
Grp Volume(v), veh/h	16	10	10				847	1490	851	186	3208	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1395				1575	1464	1651	67	1702	1585
Q Serve(g_s), s	0.8	0.5	0.3				0.0	12.4	12.7	65.3	20.2	0.1
Cycle Q Clear(g_c), s	0.8	0.5	0.3				9.9	12.4	12.7	78.0	20.2	0.1
Prop In Lane	1.00		1.00				0.02		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	59	59	92				1406	2538	1432	128	4427	1374
V/C Ratio(X)	0.27	0.17	0.11				0.60	0.59	0.59	1.45	0.72	0.01
Avail Cap(c_a), veh/h	356	355	558				1406	2538	1432	128	4427	1374
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	42.5	42.3	42.2				1.5	1.6	1.6	32.7	2.1	0.8
Incr Delay (d2), s/veh	2.5	1.4	0.5				1.9	1.0	1.8	239.6	1.1	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/ln	0.7	0.4	0.2				2.6	1.8	2.7	20.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	43.7	42.7				3.4	2.6	3.5	272.3	3.2	0.8
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		36						3187			3411	
Approach Delay, s/veh		44.0						3.0			17.9	
Approach LOS		D						A			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		82.5		7.5		82.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		63.0		18.0		63.0						
Max Q Clear Time (g_c+I1), s		14.7		2.8		80.0						
Green Ext Time (p_c), s		42.5		0.1		0.0						

Intersection Summary			
HCM 6th Ctrl Delay			10.9
HCM 6th LOS			B

HCM 6th Signalized Intersection Summary
3: US 101 NB Off-Ramp & Hollywood

07/05/2022

	↰	→	↴	↲	←	↖	↖	↑	↱	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑			↑↑	↱	↰	↰↑	↱			
Traffic Volume (veh/h)	96	1523	0	0	694	583	284	0	108	0	0	0
Future Volume (veh/h)	96	1523	0	0	694	583	284	0	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	104	1655	0	0	754	634	309	0	117			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	276	1874	0	0	1874	836	1149	0	511			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.32	0.00	0.32			
Sat Flow, veh/h	390	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	104	1655	0	0	754	634	309	0	117			
Grp Sat Flow(s),veh/h/ln	390	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	13.1	24.7	0.0	0.0	7.6	18.9	3.9	0.0	3.2			
Cycle Q Clear(g_c), s	20.7	24.7	0.0	0.0	7.6	18.9	3.9	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	276	1874	0	0	1874	836	1149	0	511			
V/C Ratio(X)	0.38	0.88	0.00	0.00	0.40	0.76	0.27	0.00	0.23			
Avail Cap(c_a), veh/h	281	1925	0	0	1925	859	1149	0	511			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.7	12.5	0.0	0.0	8.5	11.2	15.1	0.0	14.9			
Incr Delay (d2), s/veh	0.9	5.1	0.0	0.0	0.1	3.8	0.6	0.0	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			
%ile BackOfQ(95%),veh/ln	1.9	14.0	0.0	0.0	4.4	10.2	2.7	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	17.7	0.0	0.0	8.6	15.0	15.7	0.0	15.9			
LnGrp LOS	B	B	A	A	A	B	B	A	B			
Approach Vol, veh/h		1759			1388			426				
Approach Delay, s/veh		17.6			11.6			15.7				
Approach LOS		B			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		23.9		36.1				36.1				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		5.9		26.7				20.9				
Green Ext Time (p_c), s		1.2		4.9				6.0				

Intersection Summary			
HCM 6th Ctrl Delay			15.0
HCM 6th LOS			B

Notes

User approved volume balancing among the lanes for turning movement.

HCM Unsignalized Intersection Capacity Analysis
1: Cahuenga & US 101 SB Off-Ramp

07/05/2022

	↗	↘	↖	↑	↓	↙
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱↱		↑↑	↑↑↑	
Traffic Volume (veh/h)	8	954	0	2303	320	0
Future Volume (Veh/h)	8	954	0	2303	320	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	1037	0	2503	348	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1600	116	348			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1600	116	348			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	0	100			
cM capacity (veh/h)	97	914	1208			

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	9	518	518	1252	1252	116	116	116
Volume Left	9	0	0	0	0	0	0	0
Volume Right	0	518	518	0	0	0	0	0
cSH	97	914	914	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.57	0.57	0.74	0.74	0.07	0.07	0.07
Queue Length 95th (ft)	7	91	91	0	0	0	0	0
Control Delay (s)	45.9	14.0	14.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	B	B					
Approach Delay (s)	14.2			0.0		0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

HCM 6th Signalized Intersection Summary
2: Highland/US 101 SB Off-Ramp & Hollywood Bowl/Pat Moore Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰↑	↱↱					↰↑↑↑↱		↰	↑↑↑	↱
Traffic Volume (veh/h)	15	9	9	0	0	0	17	2782	133	171	2978	16
Future Volume (veh/h)	15	9	9	0	0	0	17	2782	133	171	2978	16
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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	10	10				18	3024	145	186	3237	17
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	59	59	92				50	5077	244	128	4427	1374
Arrive On Green	0.03	0.03	0.03				0.87	0.87	0.87	0.87	0.87	0.87
Sat Flow, veh/h	1781	1777	2790				10	5856	281	67	5106	1585
Grp Volume(v), veh/h	16	10	10				845	1491	851	186	3237	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1395				1569	1464	1651	67	1702	1585
Q Serve(g_s), s	0.8	0.5	0.3				0.0	12.4	12.7	65.3	20.7	0.1
Cycle Q Clear(g_c), s	0.8	0.5	0.3				9.9	12.4	12.7	78.0	20.7	0.1
Prop In Lane	1.00		1.00				0.02		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	59	59	92				1401	2538	1432	128	4427	1374
V/C Ratio(X)	0.27	0.17	0.11				0.60	0.59	0.59	1.45	0.73	0.01
Avail Cap(c_a), veh/h	356	355	558				1401	2538	1432	128	4427	1374
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	42.5	42.3	42.2				1.5	1.6	1.6	32.7	2.2	0.8
Incr Delay (d2), s/veh	2.5	1.4	0.5				1.9	1.0	1.8	239.7	1.1	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/ln	0.7	0.4	0.2				2.6	1.8	2.7	20.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	43.7	42.7				3.4	2.6	3.5	272.3	3.3	0.8
LnGrp LOS	D	D	D				A	A	A	F	A	A
Approach Vol, veh/h		36						3187			3440	
Approach Delay, s/veh		44.0						3.1			17.8	
Approach LOS		D						A			B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		82.5		7.5		82.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		63.0		18.0		63.0
Max Q Clear Time (g_c+I1), s		14.7		2.8		80.0
Green Ext Time (p_c), s		42.5		0.1		0.0

Intersection Summary			
HCM 6th Ctrl Delay			10.9
HCM 6th LOS			B

HCM 6th Signalized Intersection Summary
3: US 101 NB Off-Ramp & Hollywood

07/05/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑			↑↑	↱	↰	↰	↱			
Traffic Volume (veh/h)	96	1523	0	0	694	583	311	0	108	0	0	0
Future Volume (veh/h)	96	1523	0	0	694	583	311	0	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	104	1655	0	0	754	634	338	0	117			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	276	1874	0	0	1874	836	1149	0	511			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.32	0.00	0.32			
Sat Flow, veh/h	390	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	104	1655	0	0	754	634	338	0	117			
Grp Sat Flow(s),veh/h/ln	390	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	13.1	24.7	0.0	0.0	7.6	18.9	4.3	0.0	3.2			
Cycle Q Clear(g_c), s	20.7	24.7	0.0	0.0	7.6	18.9	4.3	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	276	1874	0	0	1874	836	1149	0	511			
V/C Ratio(X)	0.38	0.88	0.00	0.00	0.40	0.76	0.29	0.00	0.23			
Avail Cap(c_a), veh/h	281	1925	0	0	1925	859	1149	0	511			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.7	12.5	0.0	0.0	8.5	11.2	15.2	0.0	14.9			
Incr Delay (d2), s/veh	0.9	5.1	0.0	0.0	0.1	3.8	0.7	0.0	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			
%ile BackOfQ(95%),veh/ln	1.9	14.0	0.0	0.0	4.4	10.2	3.0	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	17.7	0.0	0.0	8.6	15.0	15.9	0.0	15.9			
LnGrp LOS	B	B	A	A	A	B	B	A	B			
Approach Vol, veh/h		1759			1388			455				
Approach Delay, s/veh		17.6			11.6			15.9				
Approach LOS		B			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		23.9		36.1				36.1				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		6.3		26.7				20.9				
Green Ext Time (p_c), s		1.3		4.9				6.0				

Intersection Summary			
HCM 6th Ctrl Delay			15.0
HCM 6th LOS			B

Notes

User approved volume balancing among the lanes for turning movement.