November 2023

Sunset + Everett Project

Transportation Assessment

Prepared by

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Executive Summary

This report presents the assumptions, methodologies, and findings of the Transportation Assessment (TA) conducted by Fehr & Peers to evaluate the potential transportation impacts and effects for the Sunset+Everett Project (Project) in the City of Los Angeles (City). The Project is located at 1187 Sunset Boulevard between Echo Park and Chinatown. This Project proposes a mixed-use development consisting of 286 market-rate and 41 income-restricted multi-family residential dwelling units and commercial uses. The Project would replace a collection of vacant parcels along the east side of Sunset Boulevard north of Everett Street.

This transportation assessment was conducted in line with guidance provided in the Los Angeles Department of Transportation's (LADOT) 2022 *Transportation Assessment Guidelines* (TAG) and the Project's TA Memorandum of Understanding (MOU) dated June 2023.

CEQA Assessment

The analyses included in the California Environmental Quality Act (CEQA) assessment and presented in this report are:

- **Plan, Program, Ordinance, and Policy Review:** This analysis identified whether the Project's transportation requirements and corrective actions are in conflict with the City's transportation goals and policies. Specifically, the analysis evaluated whether the Project has any potential conflicts with adopted City plans and policies.
- **Vehicle Miles Traveled Analysis:** This analysis assessed whether the Project would cause an impact on vehicle miles traveled (VMT). The analysis utilized the LADOT VMT Calculator tool (Version 1.3) to assess VMT impacts of the Project.
- **Geometric Design Feature Review:** This analysis reviews the Project's site plan for any increases in potential hazards due to the design of access to the Project. The analysis considers hazards relating to vehicles, bicycles, and pedestrians, and their safety, operational and capacity impacts.

Based on the thresholds of significance identified in the TAG and in accordance with CEQA, and as discussed in this report, the Project would have a less-than-significant impact on the environment, and no mitigation measures are required.

Non-CEQA Assessment

The analyses included in the non-CEQA assessment and presented in this report are:

- **Pedestrian, Bicycle, and Transit Assessment:** This analysis determined the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project. The analysis included an inventory of existing facilities, as well as an evaluation utilizing criteria provided in the TAG.

- **Project Access, Safety, and Circulation Evaluation:** This evaluation analyzed Project access and intersection operations in line with the evaluation methodologies and criteria provided in the TAG. Under Senate Bill 743 and the TAG, the Project's operational evaluation is not for consideration under CEQA and is instead analyzed in accordance with the TAG. Operational evaluations such as intersection level of service (LOS) are not considered metrics for determining transportation significant impacts under CEQA.
- **Project Construction Analysis:** This analysis addressed activities associated with Project construction through the lens of temporary transportation constraints, temporary loss of access, and temporary impacts to transit.

Based on the analyses outlined above, no Project-related deficiencies or recommended actions were identified, beyond establishing a Construction Traffic Management Plan and Construction Worker Parking Plan in coordination with the City. However, outside of these topic areas, the Project proposes the following volunteered project design features as part of construction:

- **Transportation Demand Management (TDM) Measures:** Although the Project is not expected to cause any significant transportation impact or non-CEQA operational issues in accordance with the TAG, the Project proposes the following TDM measures to reduce trips, traffic, VMT, and greenhouse gas emissions (GHGs):
    - Reduced parking supply (263 spaces) compared to Los Angeles Municipal Code (LAMC) baseline requirements (621 spaces), in accordance with AB 2097.
    - Unbundled cost of parking from residential leases.
    - Promotions and marketing program (kiosk, coordinator, pamphlets, website) to inform travelers about different transportation options and the effects of their travel choices.
    - Bicycle parking per LAMC.
- **Modification of Sunset Boulevard and Marion Avenue intersection (Project driveway):** The Project proposes a full-access driveway to form the fourth leg of the Sunset Boulevard and Marion Avenue signalized intersection. This would involve the modification of traffic signal equipment, curbs, ramps, and striping at this intersection.
- **Transit Amenities Improvements:** The Project will coordinate with StreetsLA and the necessary City departments to provide a transit shelter at the bus stop located along Project frontage at the intersection of Sunset Boulevard and Marion Avenue to provide an enhanced experience for transit riders.

1. Introduction

This report documents the assumptions, methodologies, and findings of the transportation assessment to evaluate the potential transportation impacts of the proposed Sunset+Everett Project (Project). This Project proposes a mixed-use development consisting of market-rate and income-restricted multi-family residential dwelling units and commercial uses. The Project would replace a collection of vacant parcels along the east side of Sunset Boulevard (Sunset Boulevard runs north-south at the Project Site) north of Everett Street.

1.1 Project Description

The Project Site is bounded by Sunset Boulevard, Everett Street, and neighboring residential areas (Project Site). The Project is generally located at 1187 Sunset Boulevard in the Silver Lake-Echo Park-Elysian Valley Community Plan Area of the City of Los Angeles (City) and Council District 1. The Project Site currently includes:

- Vacant lots totaling 107,100 square feet (sf)

The Project proposes two adjacent seven story buildings (Building A and Building B) with the following uses:

- 286 market-rate multi-family residential dwelling units
- 41 income-restricted multi-family residential dwelling units
- 9,462 sf of high-turnover sit-down restaurant space

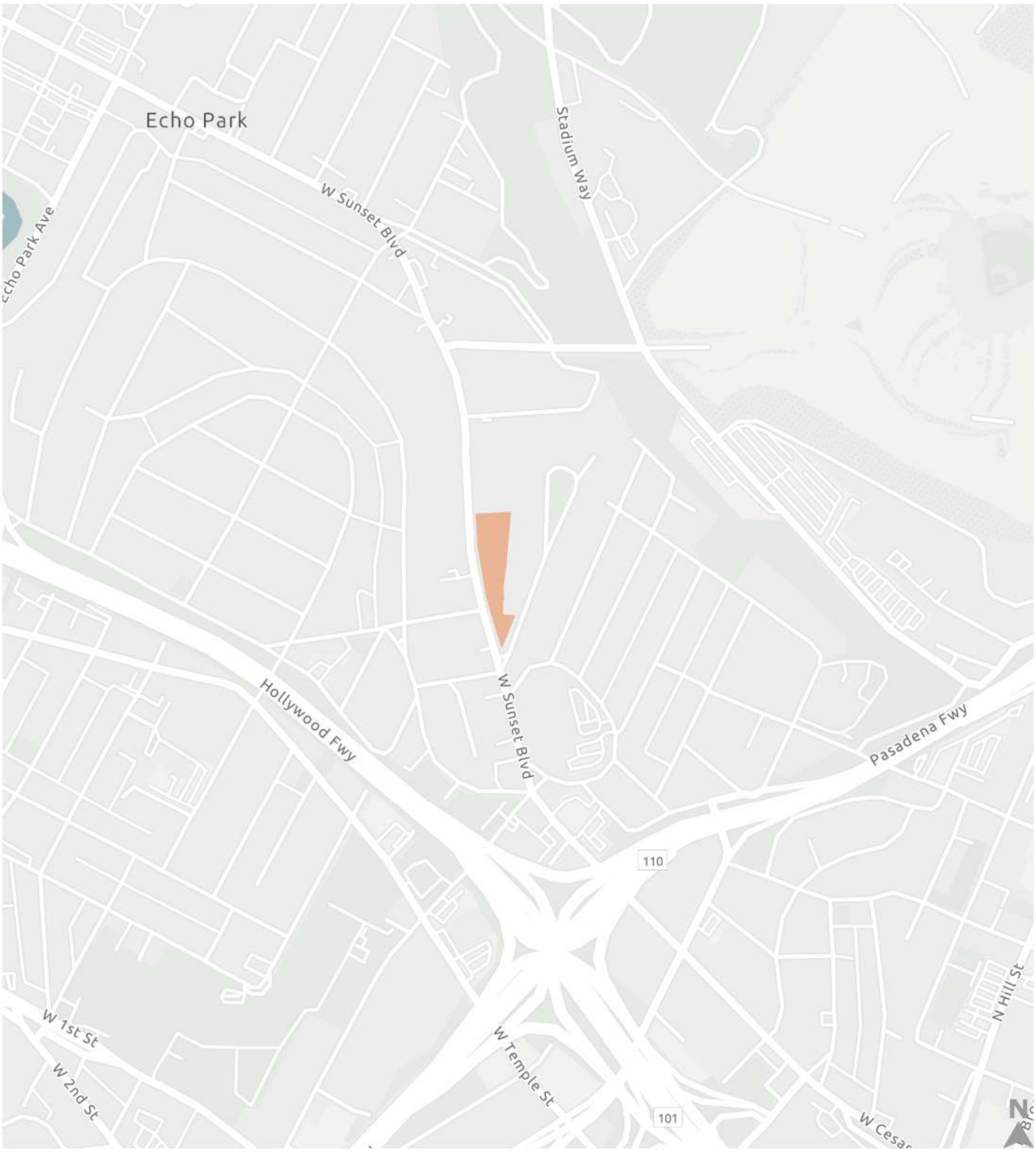
The Project would modify the public right-of-way by providing the fourth leg (driveway) of the Sunset Boulevard and Marion Avenue signalized intersection. The Project proposes a full-access driveway at this intersection which would involve the modification of traffic signal equipment, curbs, ramps, and striping.

Figure 1 shows the location of the Project Site in the context of the surrounding roadway network. Regional vehicular access to the Project Site is provided by the Hollywood Freeway (US-101) and the Arroyo Seco Parkway (SR-110). US-101 is accessible at ramps serving Bellevue Avenue (Glendale Boulevard and Echo Park Avenue exit), Grand Avenue, and Temple Street. SR-110 is accessible at ramps serving 3rd Street, Figueroa Street, Sunset Boulevard, and Stadium Way. Local vehicular access is provided primarily by Sunset Boulevard and other connecting streets.

Figure 2 shows the Project site plan. Vehicular access to the Project Site would be provided via three driveways that provide access to at-grade and subterranean parking. The northern driveway (Access A) would be located at the northwestern corner of the Project Site at Sunset Boulevard. It would allow left- and right-turn in and right-turn out access only. The middle driveway (Access B) would be located along the western frontage of the Project Site at Sunset Boulevard. It would also allow left- and right-turn in and right-turn out access only. The southern driveway (Access C) would be provided near the southern corner

of the Project Site, at the intersection of Sunset Boulevard and Marion Avenue. Access C provides full access to and from Marion Avenue and Sunset Boulevard.

Pedestrian access to the Project Site would be provided along the Sunset Boulevard and Everett Street frontages. Transit access is provided by the Los Angeles Metropolitan Transportation Authority (Metro) bus stops adjacent to the Project Site at Marion Avenue serving Line 4. Line 4 provides service headways of 10-15 minutes or better throughout the day, seven days a week. Transit service is further described in detail in Chapter 2.1.



Project Site

Esri Community Maps Contributors, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 1

Sunset + Everett Project

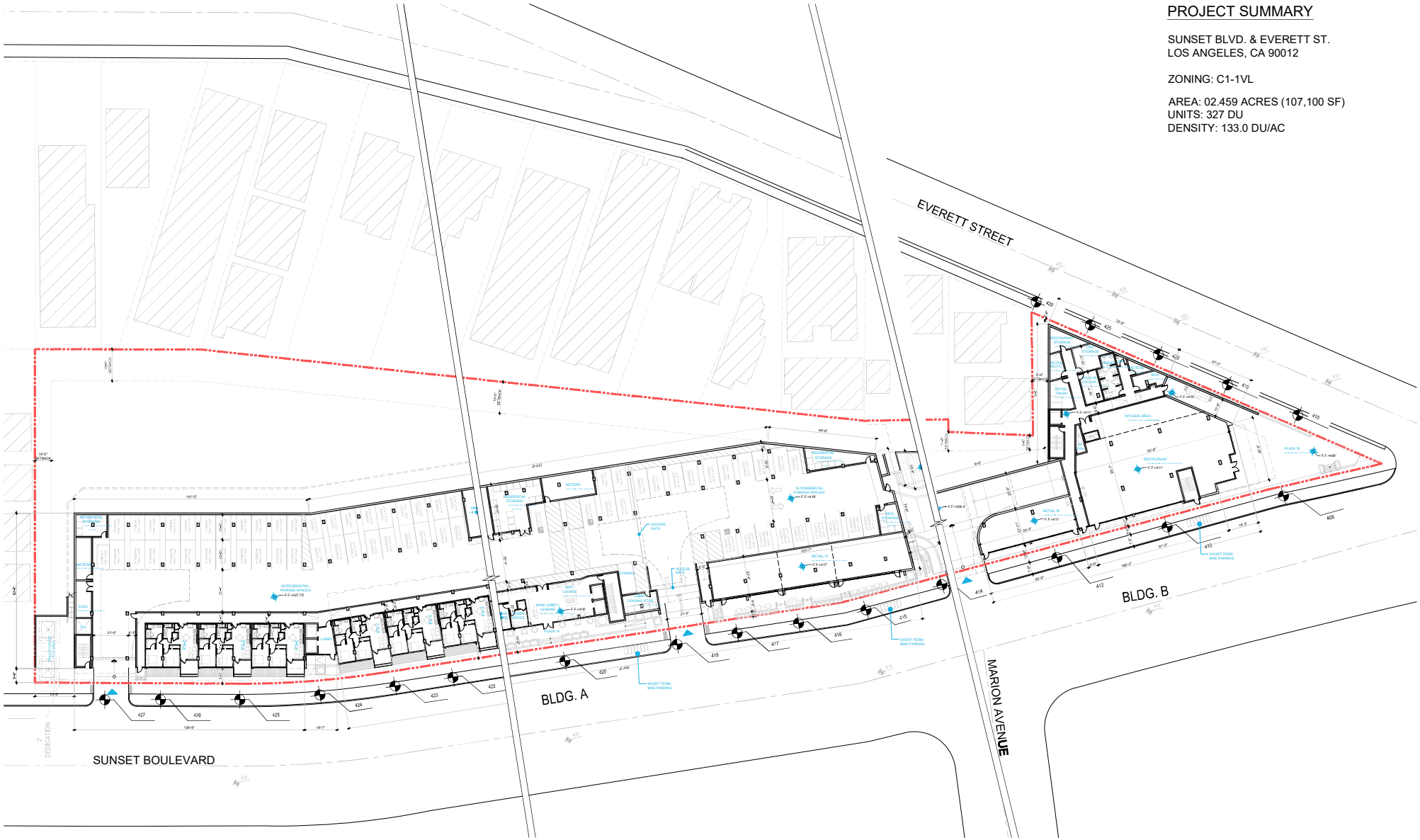
Project Site Location

PROJECT SUMMARY

SUNSET BLVD. & EVERETT ST.
LOS ANGELES, CA 90012

ZONING: C1-1VL

AREA: 02.459 ACRES (107,100 SF)
UNITS: 327 DU
DENSITY: 133.0 DU/AC



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SUNSET & EVERETT
LOS ANGELES, CALIFORNIA # 2012-0710

CONCEPT DESIGN // PIXEL
MARCH 2, 2023

0 12 1/2 25 50

CONCEPTUAL SITE PLAN
PROJECT SUMMARY

Figure 2

1.2 Study Scope

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT) and is in accordance with the City's CEQA transportation thresholds of significance and LADOT's *Transportation Assessment Guidelines* (TAG) adopted in July 2019, and updated in August 2022.[1] The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a transportation assessment memorandum of understanding (MOU) dated June 2023. The MOU is included in **Appendix A** to this document.

The TAG establishes a set of guidelines, methods, and impact criteria for CEQA considerations that focus on policy conflicts, vehicle miles traveled (VMT), and geometric hazards, and freeway safety analysis. The TAG also establishes a framework for various non-CEQA analyses including a pedestrian, bicycle, and transit access assessment; a project access, safety, and circulation assessment; project construction review; and residential street cut-through analysis. Each area of analysis is described in the TAG with a discussion of screening criteria, the methodology for analysis, impact criteria, and potential mitigation or corrective action options. **Table 1** outlines the issues areas evaluated for the Project based on the screening criteria set forth in the TAG. The TAG screening analysis is available for reference in **Appendix B**. The study area boundary for this transportation assessment is a quarter-mile radius from the boundary of the Project Site for transit, pedestrian, and bike assessments, which were selected based on guidance in the TAG and as approved by LADOT through the Project MOU process.

1.3 Organization of Report

This report is divided into four chapters, including this introduction, as follows, in addition to the aforementioned executive summary:

- **Chapter 1: Introduction -** Introduces the Project description and required scope of the transportation assessment.
- **Chapter 2: Environmental Setting -** Describes the existing transportation system in the study area, including an overview of local and regional auto, pedestrian, bicycle, and transit access to the Project. Also describes cumulative conditions within the study area, including proposed transportation system improvements and related development projects.
- **Chapter 3: CEQA Transportation Assessment -** Includes required CEQA analyses, including a plans, programs, ordinances, and policies review; VMT analysis; and geometric hazards evaluation.
- **Chapter 4: Non-CEQA Transportation Assessment -** Summarizes the required non-CEQA transportation analyses, including a pedestrian, bicycle, and transit access assessment; access, safety, and circulation evaluation; a construction analysis, and a residential street cut-through analysis.

[1] City of Los Angeles Department of Transportation, *Transportation Assessment Guidelines (TAG)*, August 2022.

Table 1: TAG Screening Criteria Issue Areas

TAG Issue Area	Analysis Required?
CEQA Analyses:	
Conflicts with Plans, Programs, Ordinances, and Policies	Yes
Causing Substantial Additional Vehicle Miles Traveled	Yes
Substantially Inducing Additional Automobile Travel	No
Geometric Design Features	Yes
Freeway Safety Analysis	No
Non-CEQA Analyses:	
Pedestrian, Bicycle, and Transit Access	Yes
Project Access, Safety, and Circulation	Yes
Project Construction	Yes
Residential Street Cut-Through	No

2. Environmental Setting

The Project Site is located at the following addresses: 1185, 1187, 1193, 1195, 1197, 1201, 1205, 1207, 1211, 1215, 1221, 1225, 1229, 1233, 1239, 1243, 1245, 1247 W. Sunset Boulevard and 917 N. Everett Street. It is currently a collection of vacant lots and is bounded by Sunset Boulevard to the west, residential development to the north and east, and the Sunset Boulevard and Everett Street intersection to the south. **Figure 1** shows the Project Site location.

2.1 Existing Conditions

The Project Site is situated in the Silver Lake-Echo Park-Elysian Valley Community Plan Area of the City, an urbanized and mixed-use area with a variety of population, employment, and retail services. The Project Site is located within the boundaries of a Transit Priority Area (TPA) and High Quality Transit Area (HQTA) as defined California Public Resources Code §21099(a)(7), SCAG, and City Zoning Information File (ZI) 2452.

The Project Site currently consists of the following:

- **1187 Sunset Boulevard:** A collection of vacant lots totaling 107,100 sf

These vacant lots formerly contained automotive service and retail uses that were demolished prior to this study. Land uses located directly adjacent to the Project Site include a variety of single-family and multi-family residential uses to the north and east. Other land uses in the area include residential and commercial uses and Dodger Stadium. The nearest Metro rail stations are the Bunker Hill and Chinatown stations, approximately 0.9 miles to the south and east, respectively.

Vehicular access to the Project Site's vacant parcels is provided via 13 driveways along Sunset Boulevard and one driveway on Everett Street. Pedestrian access to the Project Site is located along Sunset Boulevard and Everett Street.

Existing Street System

Regional access to the Project Site is provided primarily by the US-101 and SR-110 freeways. US-101 is accessible at ramps serving Bellevue Avenue, Grand Avenue, and Temple Street. SR-110 is accessible at ramps serving 3rd Street, Figueroa Street, Sunset Boulevard, and Stadium Way. Local access to the Project Site is provided by Sunset Boulevard and other connecting streets. **Table 2** and **Table 3** provide an overview of the regional and local roadways, respectively, serving the Project Site. The street descriptions include the designation of the roadway under the City's General Plan Mobility Element, *Mobility Plan 2035* approved by the Los Angeles City Council in August 2015 and amended in September 2016. In addition, the *Mobility Plan 2035* identifies networks proposed to prioritize bicycle, pedestrian, transit, and vehicle infrastructure improvements. These networks are defined as the following:

- **The Neighborhood-Enhanced Network** (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel.
- **The Transit-Enhanced Network** (TEN) is the network of arterial streets prioritized to improve existing and future bus service for transit riders.
- **The Bicycle-Enhanced Network** (BEN) is a network of streets to receive treatments that prioritize bicyclists. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035.
- **The Vehicle-Enhanced Network** (VEN) identifies streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.
- **The Pedestrian-Enhanced Districts** (PEDs) identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Table 2: Regional Access to the Project Site[1]

Name	Direction	Posted Speed (mph)	Total Number of Lanes	Nearby Access Points
Route 101	Northwest-Southeast	55	10	Bellevue Ave/Belmont Ave, Grand Ave, Temple St
State Route 110	Northeast-Southwest	55	6	3rd St, Figueroa St, Sunset Blvd, Stadium Way

Notes

1. Characteristics for the segment of the roadway closest to the Project Site.

Table 3: Local Access to the Project Site[1]

Name	Designation[2]	Posted Speed (mph)	Total Number of Lanes	Parking	Bike Facilities	Mobility Plan 2035 Network[2]
East-West Roadways						
Marion Ave	Collector	25	2	Both sides of street		NEN
Mayflower Ct	Private	-	1	Not permitted		
Innes Ave	Local Street	25	2	Both sides of street		
Vin Scully Ave	Avenue I	35	6	Both sides of street (restrictions east of Lilac Pl)		BEN, PED
White Knoll Dr	Collector	25	2	Both sides of street (Collector segment); west side only (Local Street segment)		
Beaudry Ave	Avenue II	35	2	South side of street (West of Alpine St); both sides of street (East of Alpine St)		BEN & PED (West of Sunset Blvd), NEN
Kellam Ave	Local Street	25	2	Both sides of street		
Boston St	Local Street	25	2	Both sides of street		
Figueroa Ter	Local Street	25	2	Both sides of street		
Joels Pl	Private	-	1	Not permitted		
College St	Local Street	25	2	Both sides of street		NEN (East of Centennial St)
North-South Roadways						
Everett St/Everett Pl	Local Street	35	2	Both sides of street		
Bellevue Ave	Collector/Local Street	25	2	Both sides of street	Class II Bicycle Lanes (W of Edgeware Rd)	NEN
East Kensington Rd	Local Street	25	2	Both sides of street		NEN
East Edgeware Rd	Local Street	25	2	Both sides of street		
Carroll Ave	Local Street	25	2	Both sides of street		
Calumet Ave	Local Street	25	2	Both sides of street		
Boylston St	Local Street	25	2	Both sides of street		
Sunvue Pl	Local Street	25	2	Both sides of street		
Marview Ave	Local Street	25	2	West side of street		
Alpine St	Collector	25	2	Both sides of street		NEN

Notes

1. Characteristics for the segment of the roadway closest to the Project Site.
2. As designated by the City of Los Angeles, *Mobility Plan 2035, An Element of the General Plan* .

Source: Fehr & Peers, 2023.

Existing Public Transit Service

The Project Site is located within a TPA and a Tier 2 Transit Oriented Communities (TOC) area[2] based on the City's Zoning Information and Map Access System (ZIMAS) and other City map data, accessed June 2023. **Figure 3** shows nearby transit facilities in the context of the Project Site. **Table 4** summarizes transit lines, frequencies, and ridership in the Project Site vicinity. Bus service is primarily provided via Line 4, which stops in front of the Project Site at Sunset Boulevard and Marion Avenue. See **Appendix C** for detailed schedule information for nearby transit services.

Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities

Sunset Boulevard, Beaudry Avenue, Vin Scully Avenue, Stadium Way, Temple Street, and Figueroa Street, major roadways in the vicinity of the Project Site, are part of the City's Pedestrian Enhanced Districts. The study area generally has a mature network of pedestrian facilities (summarized in **Table 5**, **Table 6,** and **Figure 4**) including sidewalks and pedestrian safety features, however some intersection curb ramps within the study area are missing ADA-compliant tactile warning strips. Marion Avenue, Kensington Road, Edgeware Road south of Bellevue Avenue, and Beaudry Avenue between Sunset Boulevard and College Street are included in the City's Neighborhood Enhanced Network.

Bicycle Facilities

Figure 5 shows existing bicycle facilities in the Project area. Bicycle facilities in the study area consist of the Class II bicycle lanes on Sunset Boulevard north of Vin Scully Avenue, Class II and Class III bicycle lanes/routes on Bellevue Avenue west of Edgeware Road, and Class III bicycle routes on Stadium Way south of Boylston Street.

High-Injury Network

The City's High-Injury Network (HIN) is comprised of streets with the highest concentration of traffic collisions that result in severe injuries and deaths, with an emphasis on those involving people walking and bicycling. As shown in **Figure 4**, the Project study area has two streets that have been identified as part of the HIN: Sunset Boulevard and Temple Boulevard.

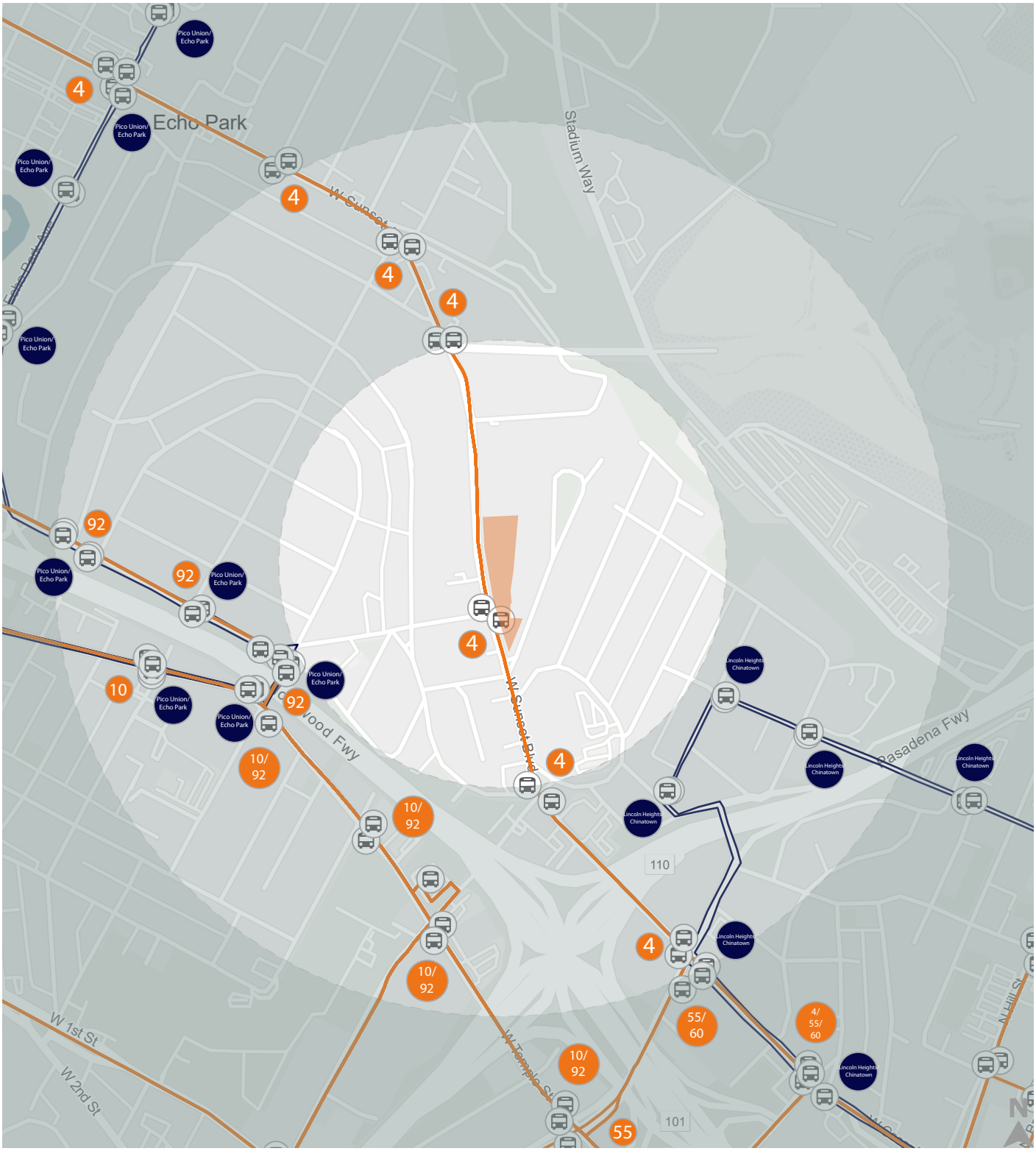
[2] The City's TOC Incentive Program includes four tiers of TOC areas based on a site's distance from a "Major Transit Stop." Tier 2 indicates the site has access to two or more intersecting frequent bus services. https://www.arcgis.com/apps/mapviewer/index.html?layers=47618827cb57401a8cb5570df12b3605&layerId=0

Table 4: Transit Lines and Ridership within a Half-Mile of the Project Site

Line	Description	Peak Hour Headway	FY 2022 Annual Ridership[1]
LA Metro			
4	Downtown LA - Santa Monica *via Santa Monica Blvd & Sunset Blvd*	7-8 minutes	6,156,307
10/48	Downtown LA - West Hollywood *via Temple St & Melrose Ave*	10-16 minutes	1,976,400
55	Downtown LA - Willowbrook/Rosa Parks Stations *via Grand Ave, Adams Blvd, & Compton Ave*	12-15 minutes	1,969,348
60	Downtown LA - Artesia Station *via Santa Fe Ave & Long Beach Blvd*	5-8 minutes	4,211,189
92	Downtown LA - Sylmar *via Glendale Blvd, Brand Bl, & Glenoaks Blvd*	17-20 minutes	1,314,084
LADOT DASH			
Pico Union/Echo Park	Elysian Heights - University Park *via Echo Park, Angelino Heights, Historic Filipinotown, Westlake, & Pico Union*	14 minutes	N/A

Notes

1. LA Metro Ridership (Metro Ridership Stats)



Project Site

1/4 mile radius from Project Site

1/2 mile radius from Project Site

Metro & DASH Stops (with route #)

LA Metro Routes

LADOT DASH Routes

Esri Community Maps Contributors, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 3

Sunset + Everett Project
Transit Facilities

Table 5: Existing Ped. Amenities - Sidewalk Widths & Crossing Dist.[1]

Street Name	Study Area Extents	Direction	Existing Sidewalk Width (feet)	Average Distance between Marked Crossings (feet)[2]	Street Trees
Sunset Boulevard	Vin Scully Avenue	North-	6'-16'	1200'	Inconsistent
	Beaudry Avenue	South			
Vin Scully Avenue	Sunset Boulevard	East-	9'-12'	*N/A*	✓
	Lilac Place	West			
Innes Avenue	Sunset Boulevard	East-	4'-10'	*N/A*	✓
	Lilac Place	West			
Everett Street	Sunset Boulevard	North-	4'-9'	*N/A*	Inconsistent
	Everett Place	South			
Everett Place	Everett Street	North-	5'-7'	*N/A*	X
	-	South			
White Knoll Drive	Sunset Boulevard	North-East	4'-8'	*N/A*	✓
	Figueroa Terrace	South-West			
Marview Avenue	White Knoll Drive	North-	4'	*N/A*	X
	White Knoll Drive	South			
Figueroa Terrace	Marview Avenue	East-	6'-12'	*N/A*	Inconsistent
	Beaudry Avenue	West			
Beaudry Avenue	Sunset Boulevard	North-East	6'8'	500'	Inconsistent
	Figueroa Terrace	South-West			
Alpine Street	White Knoll Drive	East-	6'-8'	*N/A*	✓
	Beaudry Avenue	West			
College Street	Beaudry Avenue	East-	10'	*N/A*	✓
	Centennial Street	West			
Kensington Road	Douglas Street	North-	6'	1200'	✓
	Boston Street	South			
Edgeware Road	Douglas Street	North-	4'-6'	*N/A*	✓
	Bellevue Avenue	South			
Kellam Avenue	Douglas Street	East-	6'	*N/A*	✓
	Kensington Road	West			
Carroll Avenue	Douglas Street	East-	6'	*N/A*	✓
	Edgeware Road	West			
Calumet Avenue	Douglas Street	East-	5'-8'	*N/A*	✓
	Edgeware Road	West			
Marion Avenue	Sunset Boulevard	East-	4'-9'	600'	X
	Bellevue Avenue	West			
Bellevue Avenue	Sunset Boulevard	North-East	4'-12'	900'	Inconsistent
	Edgeware Road	South-West			
Boylston Street	Sunset Boulevard	East-	4'-9'	*N/A*	✓
	Boston Street	West			

TABLE 5 CONTINUED ON NEXT PAGE

Table 5 (Continued)

Street Name	Study Area Extents	Direction	Existing Sidewalk Width (feet)	Average Distance between Marked Crossings (feet)[4]	Street Trees
Boston Street	Boylston Street	North-	4'-8' (only partial on western side of street)	*N/A*	✓
	Edgeware Road	South			
Lilac Place	Vin Scully Avenue	East-	N/A	*N/A*	X
	Innes Avenue	West			
Sunvue Place	Boylston Street	North-	4'-6'	*N/A*	X
	-	South			
Alley, East of Beaudry Avenue	Figueroa Terrace	North-	N/A	*N/A*	X
	Alpine Street	South			
Alley, East of White Knoll Drive	Figueroa Terrace	North-	N/A	*N/A*	*N/A*
	Alpine Street	South			

Notes

1. This inventory was completed using aerial imagery and field visits.
2. Rounded to the nearest 100'.

Source: Fehr & Peers, 2023.

Table 6: Existing Pedestrian Amenities – Intersection Amenities[1]

Intersection	Pedestrian Signals[2]	Pedestrian Button	Crosswalk Type	Curb Ramp Type	Tactile Warning[3]
Sunset Boulevard / Vin Scully Avenue	✓	E/W only (N/S is automatic)	N: *none* (Prohibited) E: Continental S: Continental W: *N/A* (Sidewalk)	All: Diagonal	0/3
Sunset Boulevard / Innes Avenue	SSSC		All: Unmarked	All: Diagonal	0/2
Sunset Boulevard / Marion Avenue	✓	E/W only (N/S is automatic)	N: Continental E: N/A (Sidewalk) S: Continental W: Continental	NW: Diagonal NE: Directional SW: Diagonal SE: *none*	0/4
Sunset Boulevard / Everett Street	SSSC		All: Unmarked	All: Diagonal	0/2
Sunset Boulevard / Boylston Street	SSSC		All: Unmarked	All: Diagonal	0/2
Sunset Boulevard / White Knoll Drive	SSSC		All: Unmarked	All: Diagonal	0/2
Sunset Boulevard / Bellevue Avenue	SSSC		W: Continential w/median	All: Diagonal	0/2
Sunset Boulevard / Beaudry Avenue	✓	E/W only (N/S is automatic)	All: Continental	All: Diagonal	0/4
Vin Scully Avenue /	SSSC		All: Unmarked	NW: Directional NE: Diagonal SW: Directional	0/4
Everett Street / Everett Place	SSSC		All: Unmarked	All: *none*	0/2
White Knoll Drive / Marview Avenue	SSSC		All: Unmarked	All: Diagonal	0/2
Alpine Street / White Knoll Drive	SSSC		All: Unmarked	All: Diagonal	0/2
Alpine Street / Beaudry Avenue	SSSC		All: Unmarked	All: Directional	0/2
Beaudry Avenue / Alpine Street	SSSC		N: Unmarked S: Hi-Viz Continental E: Unmarked	NE: Diagonal SW: Directional SE: Diagonal	0/3
Marview Avenue / Figueroa Terrace	TWSC		All: Unmarked	All: Diagonal	0/4
White Knoll Drive / Figueroa Terrace	AWSC		All: Unmarked	All: Diagonal	3/4
Beaudry Avenue / Figueroa Terrace	TWSC		All: Unmarked	N: *none* SW/SE: Diagonal	0/2
Marion Avenue / Kensington Road	TWSC		All: Unmarked	NW/NE/SE: Diagonal SW: *none*	0/3

TABLE 6 CONTINUED ON NEXT PAGE

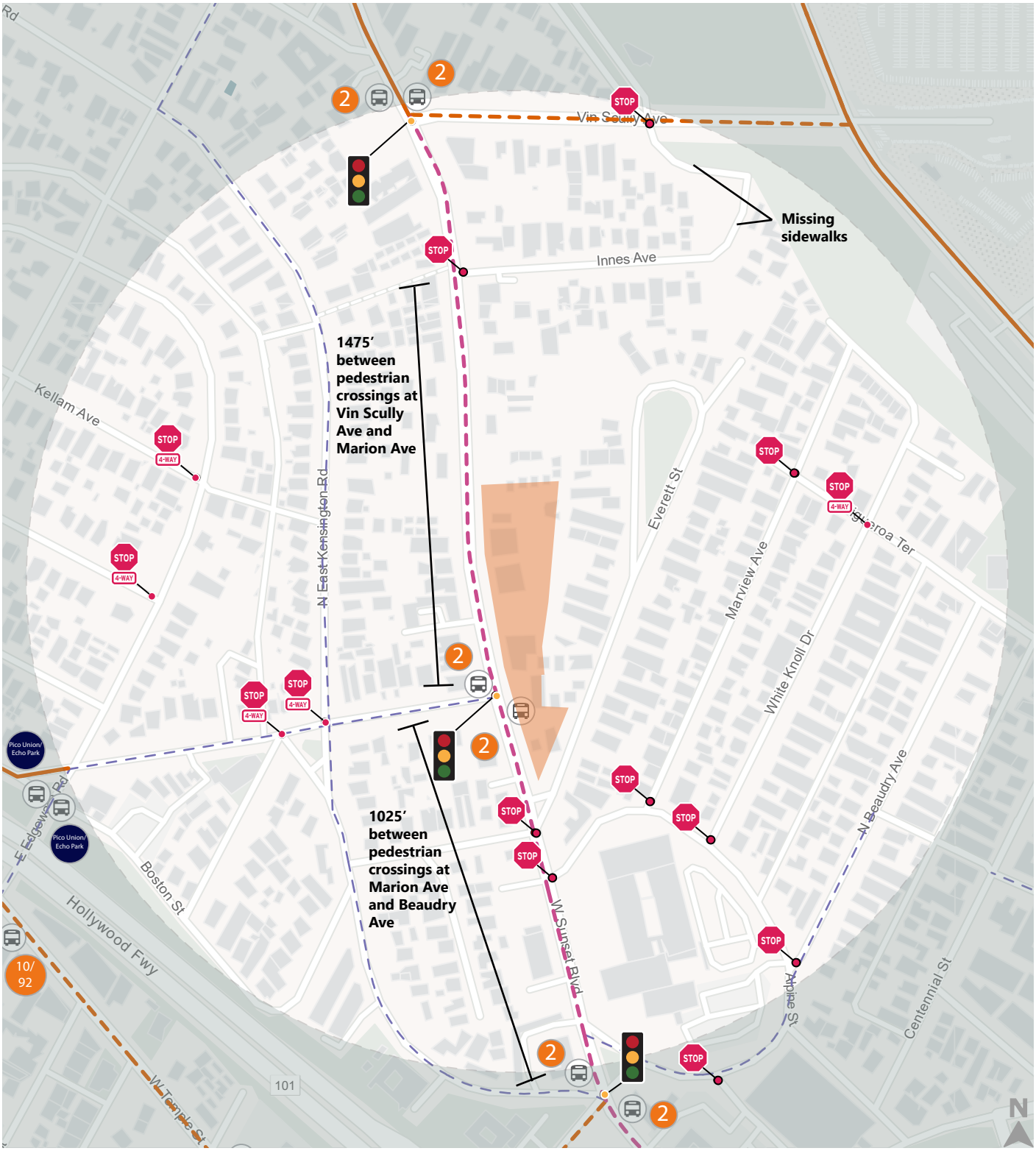
Table 6 (Continued)

Intersection	Pedestrian Signals[2]	Pedestrian Button	Crosswalk Type	Curb Ramp Type	Tactile Warning[3]
Bellevue Avenue /	AWSC		S/E: Unmarked	NW: *none*	0/2
Kensington Road			W: Ladder	SW: Diagonal	
Bellevue Avenue /	SSSC		All: Unmarked	All: Diagonal	0/2
Boylston Street					
Boylston Street /	Uncontrolled		All: Unmarked	SW: Diagonal	0/2
Sunvue Place				SE: Directional	
Bellevue Avenue /	Uncontrolled		All: Unmarked	All: Diagonal	0/2
Victor Street					
Edgeward Road /	AWSC		All: Unmarked	All: Diagonal	0/2
Kellam Avenue					
Edgeware Road /	AWSC		All: Unmarked	All: Diagonal	0/2
Carroll Avenue					
Bellevue Avenue /	AWSC		N/E: Standard	NW/SW/SE: Diagonal	0/4
Edgeware Road /			S/W: Ladder	NE: Directional	
Edgeware Road /	SSSC		All: Unmarked	All: Diagonal	0/2
Boston Street					

Notes

1. This inventory was completed using aerial imagery and reflects existing conditions.
2. TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; SSSC = Side Street Stop Controlled
3. The number of curb ramps equipped with tactile warnings out of the total number of curb ramps at the intersection.

Source: Fehr & Peers, 2023.



Project Site

1/4 mile radius from Project Site

Metro & DASH Stops (with route #)

Existing / Planned Bikeways

Class II Bike Lane

Class III Bike Route

Class IV Protected Bike Lane

Traffic Control Devices

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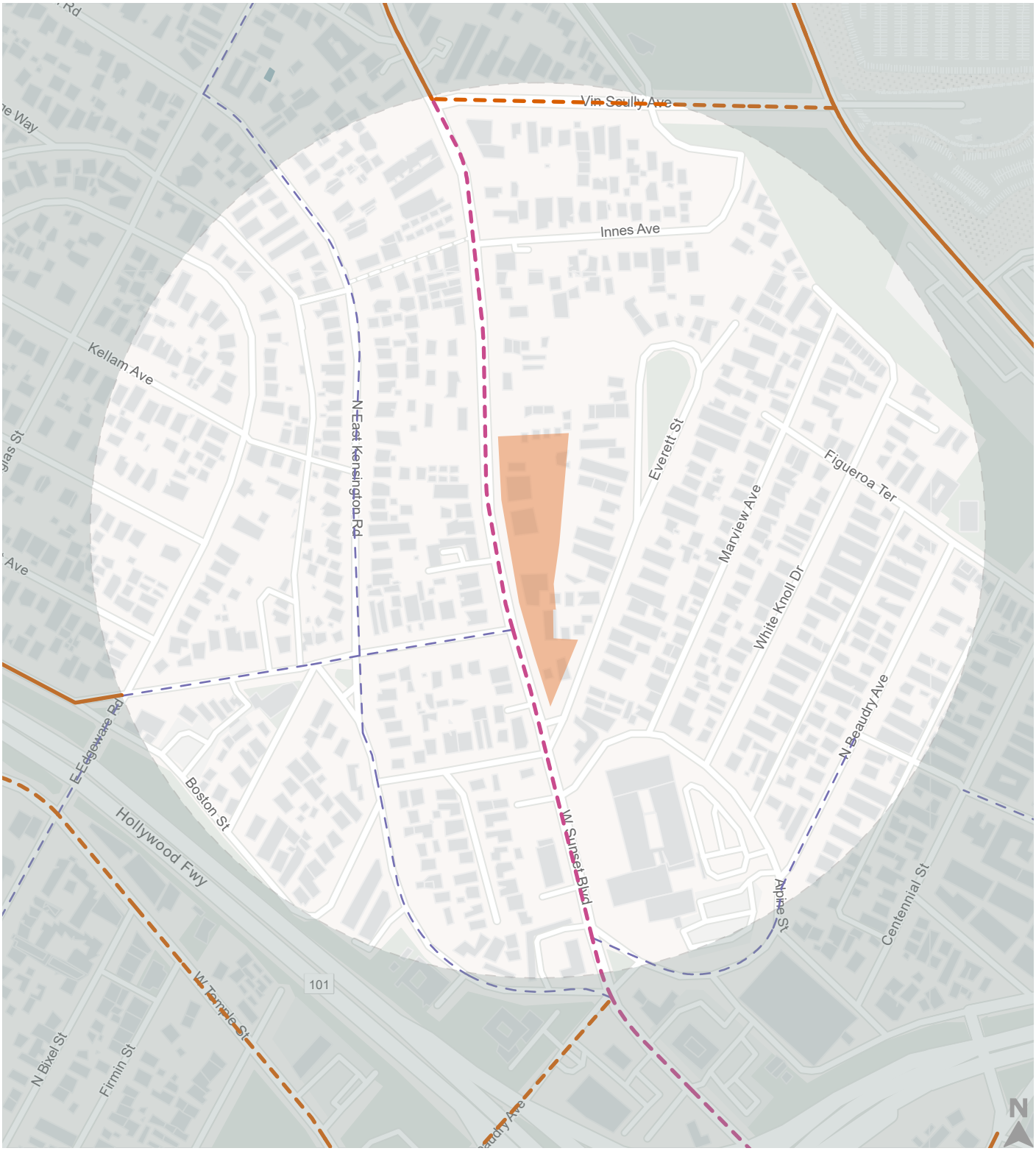
Figure 4

Sunset + Everett Project Pedestrian Facilities



Project Site

1/4 mile radius from Project Site

Existing / Planned Bikeways

Class II Bike Lane

Class III Bike Route

Class IV Protected Bike Lane

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Figure 5

Sunset + Everett Project
Existing & Proposed Bicycle Facilities

2.2 Cumulative Conditions

This section details the planned transportation improvements and proposed land use developments near the Project that are planned, underway, or anticipated to be completed by the buildout date of the Project.

Transportation Infrastructure Projects

There are several transportation projects planned and/or proposed within and near the Project:

- ***LA Aerial Rapid Transit:*** This project would provide a direct connection between Union Station and Dodger Stadium via an aerial gondola system. This transit system would generally travel along Alameda Street, Spring Street, and Bishop Road, traveling over the Los Angeles State Historic Park and SR-110. The proposed project's Draft EIR was released in October 2022.
- ***Sunset4All:*** This project would install protected bicycle lanes and other complete streets elements along Sunset Boulevard between Fountain Avenue and Douglas Street, and Santa Monica Boulevard between Sunset Boulevard and Virgil Avenue. There is currently no timeline for construction.
- ***Mobility Plan 2035*****:** This document identifies corridors proposed to receive improved bicycle, pedestrian, and vehicle infrastructure improvements. Proposed bicycle facilities are broken down into three tiers, as described in Chapter 3.1, and are proposed on the following streets:
    - **Tier 1 Bicycle Lanes** are planned on Sunset Boulevard.
    - **Tier 2 Bicycle Lanes** are planned on Vin Scully Avenue, Stadium Way, Temple Street, and Beaudry Avenue east of Sunset Boulevard.
    - **Moderate Plus Transit Enhanced Streets** are planned on Sunset Boulevard.

Figure 5 shows the planned bicycle improvements in the study area per the *Mobility Plan 203*5.

Related Projects

Related projects are developments that are planned, underway, or anticipated to be completed in the study area of the Project Site prior to the buildout date of the Project. The list of related projects within a half-mile radius of the Project was prepared based on data from LADOT[3] and the known development landscape of the area. **Table 7** includes the full list of related projects and their corresponding land use, size, and trip generation assumed to be in place by Year 2027. The location of each related project is illustrated in **Figure 6**.

[3] According to TAG, a half-mile radius from the Project Site was used to determine the related projects list in this TA instead of a quarter-mile radius from the farthest outlying study intersection since the half-mile radius is the farther of the two radius measurements.

Table 7: Related Projects

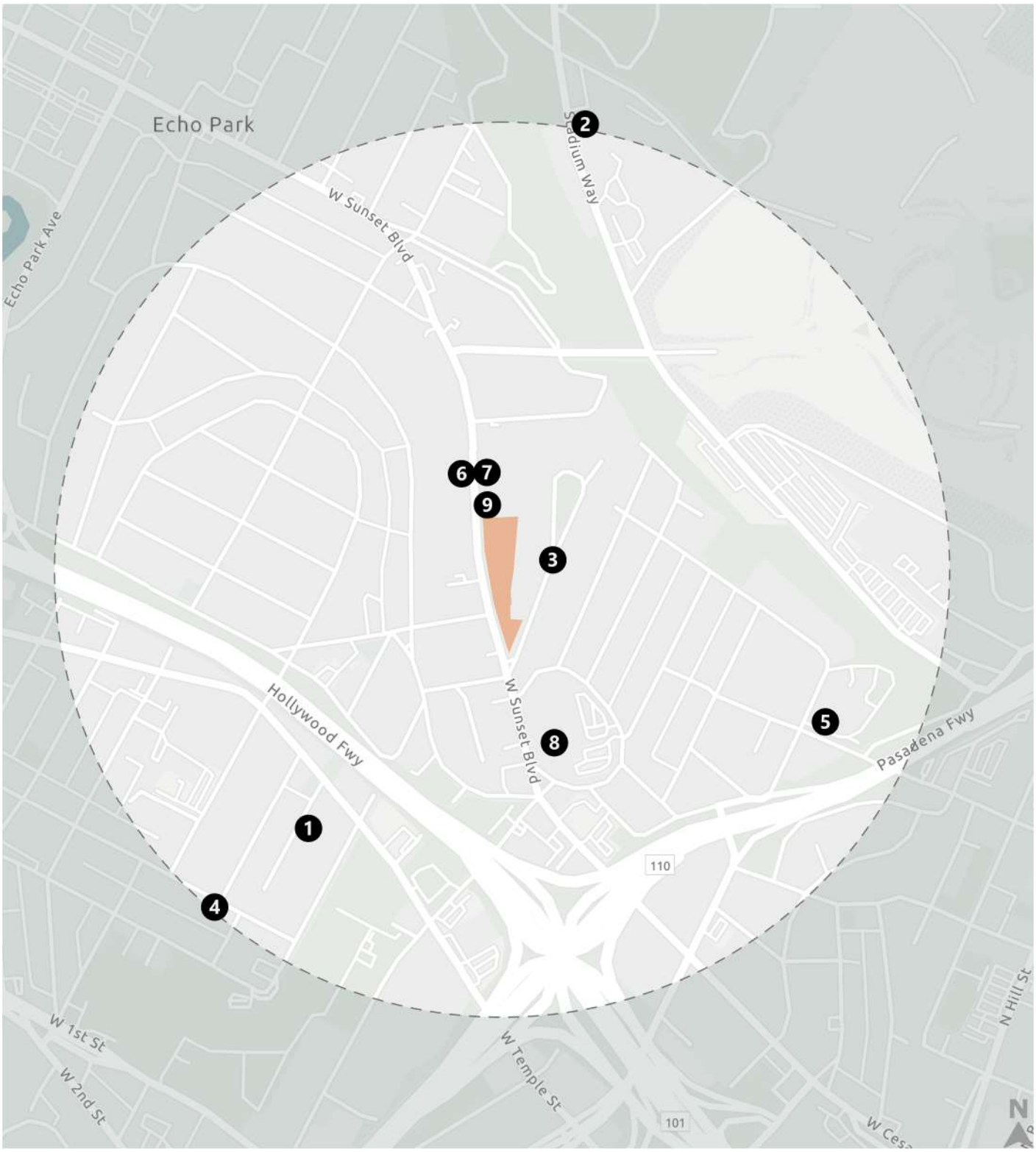
ID	Project Title	Project Address	Land Use	Size	Trip Generation Estimates [a]					
					AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	Firmin Court Residential	418 N Firmin St	Apartments	64 du	6	9	15	6	4	10
2	Barlow Skilled Nursing Facility	2000 N Stadium Way	Medical	80.545 ksf	19	7	26	11	22	33
3	Evertt St (2016) Project	1013 N Everett St	Apartments	49 du	5	20	25	19	10	29
4	Apartments	1246 W Court St	Apartments	54 du	6	22	28	21	12	33
5	Kaiser LA Specialty Medical Center	765 W College St	Medical	100 ksf	178	48	226	78	198	276
			Mental Health Facility	62 beds						
6	1274 Sunset Hotel	1274 Sunset Blvd	Hotel	8 rooms	2	2	4	3	2	5
			Restaurant	1.47 ksf	11	9	20	12	12	24
7	1275 Sunset Residential	1275 Sunset Blvd	Apartments	77 du	7	20	27	18	12	30
8	1111 Sunset Mixed Use	1111 Sunset Blvd	Mixed Use	N/A [b]	241	290	531	386	282	668
9	1251 Sunset Residential	1251 Sunset Blvd	Apartments	74 du	7	22	29	21	13	34

du = dwelling units

ksf = one thousand square feet

[a] Based on information provided by LADOT on February 3, 2023 and *ITE Trip Generation Manual, 11th ed* , 2021

[b] Trip generation estimates for 1111 Sunset Mixed Use drawn from the project's Draft EIR.



Project Site

Related Projects

1/2 mile radius from Project Site

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Figure 6

Sunset + Everett Project
Related Projects

3. CEQA Transportation Assessment

3.1 Plans, Programs, Ordinances, and Policies Review

A review was conducted to determine whether the Project conflicts with a transportation-related City plan, program, ordinance, or policy that was adopted to protect the environment.

> **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?

Under CEQA, a project is considered to not conflict with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Any conflict with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the conflict itself would result in a direct physical impact on the environment. This evaluation was conducted in alignment with CEQA guidelines and the TAG, and includes a review of the following City documents:

- ***City of Los Angeles General Plan*** is a comprehensive policy document that informs future land use decisions. It is comprised of several elements that provide guidance for how land is used and how the City allocates its resources.
    - The *Mobility Plan 2035 (2016)*, adopted under the City's General Plan, is the Transportation Element of the General Plan. It incorporates "complete streets" principles and lays the policy foundation for the operation and design of streets and public right-of-way.
    - *The Plan for a Healthy Los Angeles (2015)* is an element of the City's General Plan and lays the foundation to create healthier communities for all Angelenos. The Plan "provides a high-level policy vision, along with measurable objectives and implementation programs to elevate health and environmental justice as a priority for the City's future growth and development."
- ***Citywide Design Guidelines (2019)*** establishes ten guidelines to carry out the common design objectives laid out in the City's General Plan Framework Element and 35 Community Plans. The guidelines are organized around one of three design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adopted Design.
- ***Silver Lake-Echo Park-Elysian Valley Community Plan (2004)*** [4] is one of 35 Community Plans in the City that establish policies and programs that inform the framework for local land use, circulation, and service systems within the selected community plan area. The Silver Lake-Echo Park-Elysian Valley Community Plan highlights the broad contexts across the community area, which is mostly fairly dense, hillside neighborhoods with commercial corridors centered primarily

[4] An update to the Silver Lake-Echo Park-Elysian Valley Community Plan is expected but has not been adopted. The 2004 plan is currently in effect and forms the basis for this review of conflicts relating to the transportation system.

along Sunset Boulevard and Glendale Boulevard, with a number of smaller commercial areas. The community plan includes several transportation objectives, including a continuous system of bicycle and pedestrian trails along the Los Angeles River, Pedestrian Oriented Districts, traffic calming to alleviate impacts of commuter traffic, and increased bus service to connect hillside neighborhoods to commercial areas and Metro rail stations, and residential development in areas with access to employment and retail destinations.

- ***Municipal Code of the City of Los Angeles*** codifies the regulatory and penal ordinances of the City. The current Sixth Edition assists City officials, departments, and other governmental agencies in their functions, and "will serve the people as the official source of information regarding the regulations enacted by the City of Los Angeles for the preservation of the public peace, health and safety."[5]
- ***Vision Zero Los Angeles (2017)***[6] is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through multiple strategies such as modifying streets to better serve vulnerable road users.

Conflicts with Relevant Plans, Programs, Ordinances, and Policies

Table 8 provides a discussion of the Project's potential conflicts with the plans described above. **Appendix D** provides a detailed evaluation of the Project's potential conflicts regarding specific questions presented in the TAG. As can be seen in Table 8 and in the detailed evaluation in **Appendix D**, the Project does not conflict with the various regional and local plans, programs, ordinances, and policies related to transportation.

[5] *City of Los Angeles Municipal Code*, 6th Edition, effective September 2002.
[6] *Vision Zero Los Angeles 2015-2025 Action Plan*, effective January 2017.

Table 8: Conflict with Plans, Programs, Ordinances, and Policies Review

Plan, Program, Ordinance, or Policy	Conflict Review
City of Los Angeles Mobility Plan 2035	The Project's proposed land use and design features including site access; pedestrian, bicycle, and transit accessibility; and loading areas, would not conflict with the policies of the *Mobility Plan 2035* . Sunset Boulevard at the western boundary of the Project Site is part of the Bicycle Enhanced Network, Pedestrian Enhanced Districts, and Transit Enhanced Network. Vin Scully Avenue is part of the Bicycle Enhanced Network and Pedestrian Enhanced Districts. Marion Avenue is part of the Neighborhood Enhanced Network. Beaudry Avenue west of Sunset Boulevard is part of the Bicycle Enhanced Network and Pedestrian Enhanced Districts. The Project would not conflict with the implementation of future projects in the public right-of-way on these networks.
City of Los Angeles Transportation Demand Management (TDM) Program	The Project is not required to comply with the City's TDM Program because its commercial use component does not exceed 25,000 square feet.
Citywide Design Guidelines	The Project would not conflict with the circulation components of the *Citywide Design Guidelines* . The guidelines call for incorporating vehicular access such that it does not discourage and/or inhibit the pedestrian experience and promoting a safe, comfortable, and accessible pedestrian experience.
Silver Lake-Echo Park-Elysian Valley Community Plan (2004)	The Project does not conflict with the transportation components of the *Silver Lake-Echo Park-Elysian Valley Community Plan* . The Project's prioritization of pedestrian and bicycle access, along with unbundled parking, coincide with the City's goals of increasing the ease by which transit riders, cyclists, and pedestrians can access the site. Additionally, the Project concentrates new residential development on a major transportation corridor, an important objective of the Community Plan.
Municipal Code of the City of Los Angeles	The Project and its features do not conflict with the City's Municipal Code. The Project would be in accordance with code requirements such as providing bicycle parking and providing adequate sight distance. In addition, at least 30 percent of the Project's parking spaces would be capable of supporting future electric vehicle supply equipment, and 10 percent of spaces would have EV charging.
Plan for a Healthy Los Angeles	The Project does not conflict with the *Plan for a Healthy Los Angeles* . It strives to reduce vehicle miles traveled and greenhouse gas emissions by providing mixed use development with a variety of land uses in a neighborhood with high walkability and transit access.
Vision Zero Los Angeles	The Project does not conflict with the goals and objectives set forth in *Vision Zero Los Angeles* and would not conflict with the implementation of future Vision Zero projects in the public right-of-way. The western boundary of the Project is Sunset Boulevard, which is identified as part of the HIN. The Project's proposed auto access is on Sunset Boulevard and would reduce the number of existing curb cuts along Project frontage to three. Additionally, vehicles exiting the Project via Driveways A and B onto Sunset Boulevard are limit to right-turns only to reduce the likelihood of conflict with northbound vehicles on Sunset Boulevard. The Project is not located in a Safe Routes to School program area.

Cumulative Analysis

The nearest related project to the Project Site is a 49-unit residential development located at 1013 Everett Street approximately 0.1-mile northeast of the Project Site. A cumulative impact could occur if the Project as well as related projects located on the same block were to preclude the City's ability to implement relevant plans, programs, ordinances, and policies. These projects in combination would have a less-than-significant cumulative impact. Accordingly, the Project would not contribute to significant cumulative impacts in conflict with transportation policies and standards and thus, would not conflict with City transportation plans, programs, ordinances, and policies.

Conclusion and Recommended Actions

The Project features, location, and design generally support multimodal transportation options and would not conflict with City plans, policies, ordinances, and programs put in place to protect the environment. Thus, the Project would result in a less-than-significant impact, and therefore there are no mitigations required.

3.2 Vehicle Miles Traveled Analysis

In accordance with the Governor's Office of Planning and Research (OPR) CEQA guidance[7] as well as *City of Los Angeles Mobility Plan 2035* goals and objectives, the City has set the following significance criteria for transportation impacts based on vehicle miles traveled for land use projects and plans.

> **Threshold T-2.1:** For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)? The intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

The Project's impact on vehicle miles traveled was assessed utilizing LADOT's VMT Calculator Version 1.3. The VMT Calculator considers a project's land uses, proposed transportation demand management strategies, and location within the City to estimate the project's impact on vehicle miles traveled, assessed against the City's established impact criteria.

Impact Criteria

The TAG establishes the City's VMT impact criteria, which states that a land use project may have a potential significant impact if the project meets one or more of the following criteria:

- For residential projects, the project would generate daily household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located. This criterion was used for the residential component of the Project.
- For office projects, the project would generate daily work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located. The Project does not have an office component.
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT. Retail projects less than 50,000 square feet in size are considered local serving. New retails uses greater than 50,000 square feet may also be considered local serving, if an applicant provides documentation that most of the vehicle trips would be originating from the project area. This criterion was used for the commercial/retail component of the Project.

For mixed-use projects, the project VMT impact should be considered significant if, after taking credit for internal capture, the project exceeds the impact criteria for one or more of a project's particular land uses, with each land use evaluated separately. **Table 9** outlines the City's VMT impact criteria based on these guidelines. The Project is in the East Los Angeles APC, which has a daily work VMT per employee significance threshold of **12.7** and daily household VMT per capita significance threshold of **7.2**.

[7] *Technical Advisory on Evaluation Transportation Impacts in CEQA*, December 2018.

Table 9: City of Los Angeles VMT Impact Criteria (15% Below APC Average)

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East Los Angeles	**7.2**	**12.7**
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

Source: LADOT *Transportation Assessment Guidelines* , 2022.

Per the TAG, a project could have a significant cumulative impact on VMT if the project has both a significant project-level impact as determined above and conflicts with the Southern California Association of Governments'[8] (SCAG) Regional Transportation Plan/Sustainable Communities Strategy[9] (2020-2045 RTP/SCS) in terms of development location, density, and intensity.

Impact Analysis

The Project's land uses are outlined in **Table 10**. In alignment with TAG guidance for mixed-use projects, both the commercial/retail and residential land uses are subject to this threshold. Since the Project's commercial component is well below the 50,000-square feet threshold, it is presumed to be local-serving and to have a less-than-significant impact on VMT. The estimated daily household VMT per capita for the Project would be 5.3 and is presented in **Table 11**. The Project's estimated total daily VMT would be 11,632 and is shown in **Appendix E.**

The Project's estimated daily household VMT per capita is below the threshold of significance for the East Los Angeles APC; therefore, the Project would not have a significant VMT impact.

Cumulative Impacts

Consistent with the TAG, the Project was reviewed for consistency with the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS is a regional plan that demonstrates compliance with air quality conformity requires and greenhouse gas (GHG) reduction targets. Projects and land use plans that fall under the City's efficiency-based impact thresholds for VMT are already shown to align with the long-term VMT and GHG reduction goals of the 2020-2045 RTP/SCS. Given the Project's location in a dense, urban area and proximity to quality public transit, the Project would not conflict with the applicable goals and objectives of the 2020-2045 RTP/SCS. The Project proposes adding housing units in Los Angeles, which has a shortage of available housing. Since the Project would not have a significant project-level VMT impact, therefore, the Project's cumulative impact on VMT would be less than significant.

Conclusion and Recommended Actions

The analysis in this report demonstrates that the Project would result in a less-than-significant impact on VMT and no mitigation measures would be required. This conclusion is based on research and substantial evidence that infill developments with this level of transit proximity and accessibility tend to generate fewer overall vehicle trips, and those vehicle trips tend to be shorter than if the Project were built in a less dense area with less access to multimodal travel options, resulting in the Project's VMT being below the thresholds of significance. **Appendix E** contains additional information about the inputs and supporting documentation for the VMT analysis.

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[8] SCAG is the nation's largest metropolitan planning organization. Its primary purpose is to research and produce plans for transportation, growth management, hazardous waste management, and air quality.

[9] The RTP/SCS is a regional plan that demonstrates compliance with air quality conformity requirements and emissions reductions targets. It provides a comprehensive look at future transportation needs and maps out how the region will integrate transportation and land use. The latest update is *Connect SoCal* (2020-2045 RTP/SCS) adopted by the SCAG Regional Council in 2020.

Table 10: Project Land Uses

Proposed Land Use	Proposed Land Use Size
Market Rate Multi-Family Housing	286 DU
Income-Restricted Housing	41 DU

Table 11: Project Household VMT per Capita

Proposed Project Daily Household VMT per Capita	Threshold of Significance[2]	Significant VMT Impact?
5.3	7.2	No

Notes

1. Project Daily Household VMT per Capita estimated using the VMT Calculator Version 1.3.

2. Threshold of significance for residential land use projects in the East Los Angeles APC.

3.3 Geometric Design Feature Review

The Project's preliminary site plan was reviewed for potential geometric design hazards due to the configuration of Project automobile, bicycle, and pedestrian access points. The TAG lists the following threshold of significance for proposed land use projects:

> **Threshold T-3:** Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis

Automobile Access

There are currently 13 driveways serving the Project Site along Sunset Boulevard. The Project proposes reducing vehicular access points to three driveways (Access A, B, and C) on Sunset Boulevard. The other existing vehicle access points to the Project site would be closed. Below is a description of the Project's proposed driveways:

- **Access A:** The Project proposes a left- and right-in/right-out only driveway off of Sunset Boulevard at the northern end of the Site. Outbound left-turns from this driveway would not be permitted.
- **Access B:** The Project proposes a left- and right-in/right-out only driveway off of Sunset Boulevard in the middle of the Site. Outbound left-turns from this driveway would not be permitted.
- **Access C:** The Project proposes a full-access driveway that would form the fourth leg (west facing) of the signalized intersection of Sunset Boulevard and Marion Avenue.

Each driveway would serve separate parking structures. The Project's vehicular driveways would be designed to the City standards and would provide adequate sight distance. They would not require the removal or relocation of existing public transit stops. Sunset Boulevard along the Project Site is part of the designated HIN, however, the number of Project Site driveways along Sunset Boulevard would be reduced from 13 to three. The Project would not increase hazards by potentially precluding the ability for the City to implement safety improvements along HIN roadways.

Pedestrian Access

Pedestrian access to the Project would be provided via street-facing entrances along Sunset Boulevard with a series of internal pedestrian walkways throughout the Project Site. This would allow easy access to the public right-of-way and other destinations. The Project's pedestrian access locations would be designed to the City standards and would not increase hazards by introducing entrances that would cause visibility issues or conflicts between vehicles and pedestrians.

Bicycle and Micromobility Access

Residents, patrons, and employees arriving to the Project Site by bicycle, scooter, or other non-motorized forms of transportation would have the same access opportunities to the Project Site via the pedestrian entrances. 21 short-term bicycle parking spaces would be provided in the public right-of-way. 162 long-term bicycle parking spaces would also be provided for building residents via elevator connections on-site.

Therefore, the Project would not increase hazards by introducing bicyclist entrances that would cause visibility issues or conflicts between vehicles and bicyclists.

Conclusion and Recommended Actions

As described above, the Project's design does not include hazardous geometric design features. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves and the development of the Project would not result in roadway alterations such that hazards would be introduced adjacent to the Project Site. In addition, the proposed residential use would not conflict with other properties near the Project Site, and the proposed residential and commercial uses would not introduce hazards due to incompatible uses. Thus, the Project would result in a less-than-significant impact to hazards due to a geometric design feature or incompatible uses. **Appendix B** contains more detailed responses to the TAG evaluation questions that support this conclusion.

3.4 Freeway Safety Analysis

The TAG provides guidance on freeway safety analysis for land use projects that are required to prepare a transportation assessment.[10] The freeway safety analysis evaluates a proposed project's potential to cause or lengthen a forecasted off-ramp queue on the freeway mainline that could lead to a potential safety impact due to speed differentials between vehicles exiting the freeway off-ramps and vehicles traveling on the freeway mainline.

The TAG guidance on freeway safety analysis requires analysis of freeway off-ramps where a proposed project is projected to add 25 or more trips in either the morning or afternoon peak hour to be studied for potential queuing impacts. Chapter 4 of this TA provides a comprehensive Project trip generation and distribution analysis. Because the proposed project is not projected to add 25 or more peak hour trips at any freeway off-ramps, a freeway ramp analysis is not required. The Project is estimated to generate no more than 53 new inbound trips during either peak hour, of which less than 10% would be expected to utilize any single freeway off-ramp.

Therefore, the Project is not projected to cause a significant safety impact and no further analysis is required.

[10] LADOT *TAG*, August 2022

4. Non-CEQA Transportation Assessment

The purpose of the non-CEQA transportation assessment required in the TAG is to promote orderly development, evaluate and address transportation-system deficiencies, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, and traffic circulation.

4.1 Pedestrian, Bicycle, and Transit Access

The pedestrian, bicycle, and transit facilities assessment is intended to determine a project's potential effects on pedestrian, bicycle, and transit facilities in the vicinity of a proposed project based on an evaluation of physical or demand-based considerations that would affect the experience of people utilizing the multimodal transportation network. **Figure 7**, **Figure 4**, **Table 5**, and **Table 6** provide a map of pedestrian destinations and inventory of the pedestrian facilities (i.e., crosswalks and curb ramps) within 1,320 feet of the edge of the Project Site.

As shown in **Table 6**, curb ramps with tactile warnings and/or marked crosswalks are not present at some of the nearby unsignalized intersections, particularly in residential areas west of the Project. At signalized intersections, traffic signals are either programmed to provide walk phases during every signal cycle or push buttons are provided. Curb ramps are missing at the intersection of Sunset Boulevard and Marion Avenue.

The following checklist from the TAG was reviewed to evaluate whether direct or indirect Project effects would lead to removal, modification, or degradation of pedestrian, bicycle, or transit facilities:

- Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.
    - No, the Project would not remove or degrade existing pedestrian facilities because the Project would retain the existing sidewalk widths adjacent to the Project Site consistent with the right-of-way width requirements in *Mobility Plan 203*5. The Project would remove most of the existing curb cut driveways along the Project Site, which would improve the pedestrian experience.
- Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)
    - No, the Project would not remove or degrade the existing bikeways and/or supporting facilities. In the Project study area, the bicycle facilities are mainly comprised of Class II bikeways, including Sunset Boulevard north of Vin Scully Avenue. The Project would provide 162 long-term bicycle parking spaces to residents to promote bicycle

connectivity between both Project Sites and the surrounding neighborhoods. The Project would also provide 21 short-term bicycle parking spaces. The Project would not preclude the City from implementing any planned bicycle facilities.

- Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities
    - No, the Project would not degrade existing transit and/or local circulator facilities. The Project Site is directly served by LA Metro Route 4, and Metro Route 92 and DASH Pico Union/Echo Park 0.25 mile to the west. LA Metro Route 4 is a high-frequency bus route.
- Removal of other existing transportation system elements supporting sustainable mobility
    - No, the Project does not propose to remove sustainable transportation elements. The Project encourages the development of a sustainable transportation system with its provision of bicycle parking, maintenance of sidewalks, and proposed development near transit. The Project will also provide approximately 32 parking spaces with EV charging stations and 74 EV-ready parking spaces.
- Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.
    - No, the Project does not propose any changes to the public right-of-way that would increase street crossing distance for pedestrians, increase the number of travel lanes, or increase turning speeds.
- Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access
    - No, the Project does not propose to remove, degrade, or narrow sidewalks or limit pedestrian access paths. The Project would retain or increase the existing sidewalk widths within and adjacent to the Project Site consistent with the right-of-way width requirements in *Mobility Plan 203*5.
- Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)
    - No, the Project does not propose the removal or narrowing of existing sidewalk-street buffering elements. The Project also does not propose to remove any non-protected street trees located in the right-of-way adjacent to the Project Site.
- Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting.

- Yes, the Project is projected to increase pedestrian and vehicle volumes at intersections surrounding the Project Site due to the increase in residents, visitors, and workers. However, signalized and marked crosswalks are available to access other destinations in the area. Therefore, the Project would not increase the need or attraction to cross streets at unmarked or uncontrolled pedestrian crossings.

- Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).

    - There are currently missing curb ramps at the signalized intersection of Sunset Boulevard and Marion Avenue, which would also serve the Project Site's Access C. However, these would be added as part of the installation of the fourth leg of this intersection as part of the Project. There are unmarked crossings at nearby minor street intersections in residential areas to the south that may be used by pedestrians from the Project. However, most of these intersections connect lower-volume/local streets.

- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.

    - The Project will increase transit demand at bus stops along Sunset Boulevard near the Project Site. These bus stops are served by signalized crosswalks and sidewalks. The bus stops do not provide dedicated lighting or shade but are adjacent to other active uses with ambient lighting.

No Project-related deficiencies or recommended actions were identified in this analysis. However, the Project proposes a related volunteered project design feature as part of construction:

- Coordinate with StreetsLA and the necessary City departments to provide a transit shelter at the bus stop located along Project frontage at the intersection of Sunset Boulevard and Marion Avenue to provide an enhanced experience for transit riders.

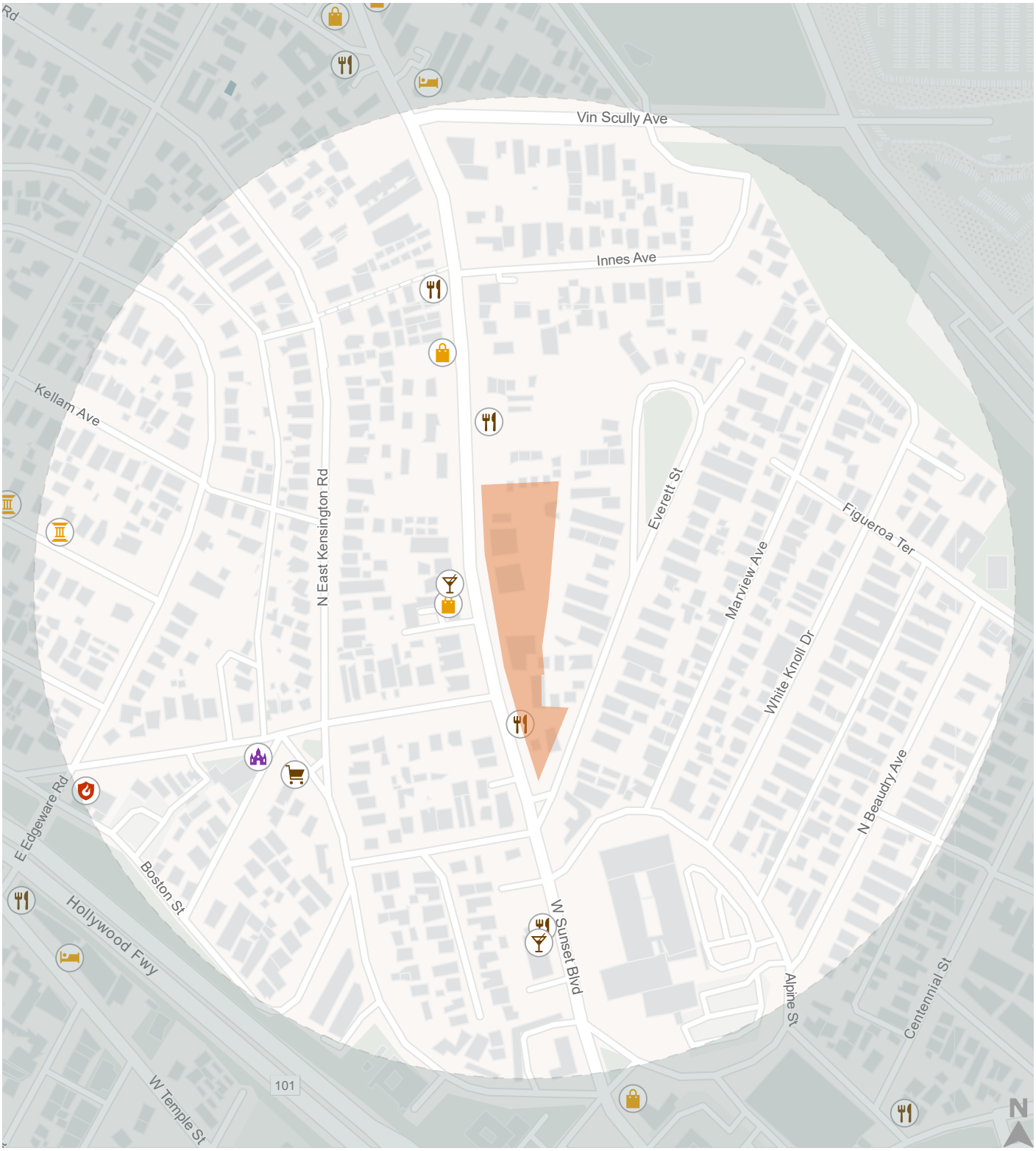

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Figure 7

Sunset + Everett Project
Pedestrian Attractors Inventory

4.2 Project Access, Safety, and Circulation Evaluation

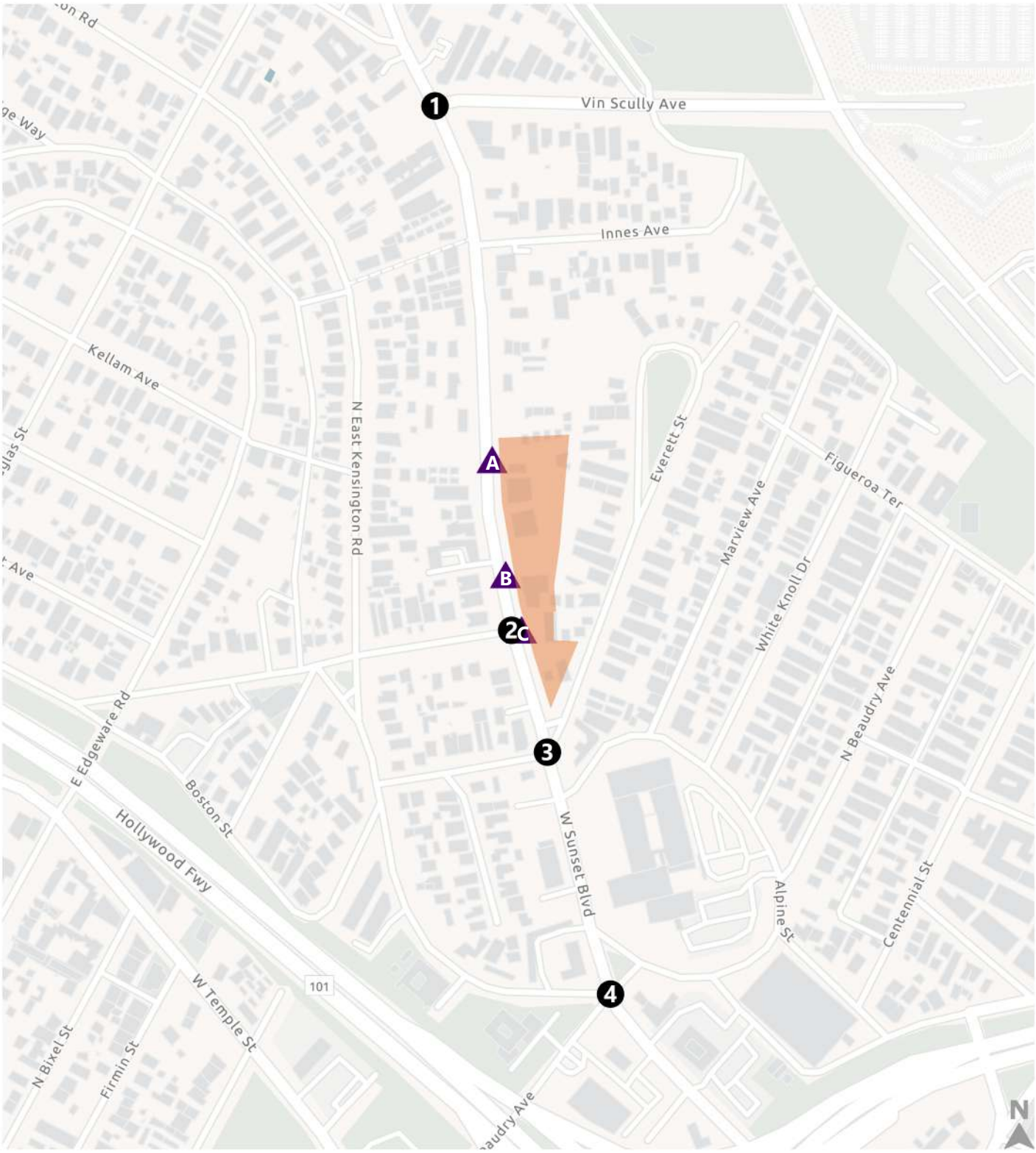
This section documents the peak hour intersection analysis conducted based on the screening criteria and trip threshold for intersection analyses provided in the TAG.

Study Analysis Locations

The study locations were selected for analysis based on guidance from the TAG, which indicates that intersections on either end of the Project's block, unsignalized intersections adjacent to the Project or integral to Project access, and signalized intersections in proximity to the Project Site through which 100 or more Project-generated trips would travel should be analyzed. The study intersections for the Project are illustrated in **Figure 8** and listed in **Table 12**.

Level of Service Methodology

Per the TAG, this analysis uses the *Highway Capacity Manual, 6th Edition* (HCM) (Transportation Research Board, 2016) methodology to evaluate the operation of Project driveways and nearby intersections. The LOS analysis was performed using the Synchro 11 software program. Synchro calculates vehicle delay, 95th percentile turning movement queues, and level of service (LOS) at intersections based on procedures outlined in the HCM. This methodology was used to determine the intersection delay in seconds, corresponding level of service (LOS), and queuing at the signalized, unsignalized, and driveway study intersections. **Table 13** presents the definitions for LOS.



Project Site

Study Intersections

Project Driveway

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Figure 8

Sunset + Everett Project
Study Intersections

Table 12: Study Intersections/Driveways

Intersection Number	North/South	East/West
1	Sunset Boulevard	Vin Scully Avenue
2	Sunset Boulevard	Marion Avenue/Driveway C
3	Sunset Boulevard	Everett Street
4	Sunset Boulevard	Beaudry Ave
Driveway ID	**North/South**	**East/West**
A	Sunset Boulevard	Driveway A
B	Sunset Boulevard	Driveway B

Table 13: Level of Service Defintions for Intersections (HCM 6 Methodology)

Level of Service	Average Stopped Delay per Vehicle (seconds) [Unsignalized]	Average Stopped Delay per Vehicle (seconds) [Signalized]	Definition
A	≤10	≤10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>10 and ≤15	>10 and ≤20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles
C	> 15.0 and ≤ 25.0	>20 and ≤35	GOOD. Occasionally drivers may have to wait through more than one red light; backups develop behind turning vehicles.
D	> 25.0 and ≤ 35.0	>35 and ≤55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volumes periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 35.0 and ≤ 50.0	>55 and ≤80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>50	>80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with increasing queue lengths.

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

Analysis Scenarios

Three scenarios were analyzed (see below), each under three conditions: weekday AM and PM peak hour on a day without a Los Angeles Dodgers home game at nearby Dodger Stadium at 1000 Vin Scully Avenue, and PM peak hour on the day of a Dodgers evening home game. The inclusion of a Dodgers home game day incorporates the unique traffic patterns of attendees arriving at the stadium. The analysis takes into account modified lane configurations and signal timings at the intersection of Sunset Boulevard and Vin Scully Avenue (Study Intersection #1). The three scenarios are the following:

- **Existing (2023) Conditions:** Intersection turning movement counts were obtained for the study area and LOS was calculated to determine Existing conditions.
- **Opening Year (2027) No Project:** Based on the City's travel demand model and with the concurrence of LADOT, it was established that an ambient growth rate of 1.0% per year should be applied to adjust the Existing traffic volumes to reflect the effects of regional growth and development. This adjustment was applied to the Existing (2023) traffic volume data to reflect the effect of ambient growth by the year 2027. Additionally, Opening Year traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the study area of the Project Site prior to the buildout date of the Project.
- **Opening Year (2027) Plus Project:** Project trip estimates were added to the Opening Year No Project forecasts.

Existing Traffic Conditions

Existing Traffic Volumes

New weekday AM and PM peak hour turning movement counts at the study intersections were collected in the Spring and Fall of 2023, when all local schools were in session. In addition, weekday PM peak hour turning movement counts at the study intersections were also collected on an evening where the Los Angeles Dodgers were playing a typical baseball home game at Dodger Stadium. This would capture pre-game inbound traffic into Dodger Stadium, which coincides with the typical PM peak hour. During these events, LADOT traffic control officers (TCOs) usually direct traffic at signalized intersections to improve intersection efficiency while non-game traffic may choose different routes to avoid the area. The COVID-19 Pandemic has resulted in societal changes and a "new normal" that caused changes in travel behavior and traffic volumes. Since 2021, pandemic-related shutdowns and government mandates have ended, and local schools and a majority of the workforce have returned to in-person environments. While further unknown changes in traffic volumes could still occur with the passage of time, 2023 offers a relatively stable and representative snapshot of current traffic conditions.

Weekday peak hour volumes and lane configurations at the study intersections are provided in **Appendix F**. Count sheets for these intersections are contained in **Appendix H** (non-Dodgers home game) and **Appendix I** (Dodgers home game).

Existing Level of Service

Existing (2023) traffic volumes in **Appendix F** were analyzed using the methodology described above to determine the operating conditions at the study intersections.

Table 14 presents the Existing (2023) weekday peak hour LOS for the study intersections. Analysis sheets are contained in **Appendix G**.

Traffic counts during the Dodgers evening home game period represent actual throughput, not demand. During pre-event periods, demand on Sunset Boulevard is high with significant congestion. Due to the gameday traffic operations with TCOs at intersections, less demand is served than the available capacity, and HCM queue and LOS results may appear better than the observed conditions.

Table 14: Existing (2023) Intersections Level of Service

NO.	Intersection	Control Type	Peak Hour	Existing (2023)	
				Average Vehicular Delay (sec/veh) [b]	LOS
1	Sunset Blvd & Vin Scully Ave	Signalized	AM	27.6	C
			PM	11.7	B
			PM (Dodgers)	31.7	C
2	Sunset Blvd & Marion Ave	Signalized	AM	7.8	A
			PM	4.1	A
			PM (Dodgers)	3.9	A
3	Sunset Blvd & Everett St	SSSC [a]	AM	31.4	D
			PM	38.2	E
			PM (Dodgers)	67.8	F
4	Sunset Blvd & Beaudry Ave	Signalized	AM	10.2	B
			PM	29.8	C
			PM (Dodgers)	30.6	C

Note:

[a] SSSC = Side Street Stop-Controlled

[b] Worst-performing movement reported for LOS and delay for unsignalized intersections.

Project Traffic

The development of peak hour vehicular traffic estimates for the Project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Trip Generation

The Project is a mixed-use development, with proposed uses being provided in two seven story buildings with the following land uses:

- 286 market-rate multi-family residential dwelling units
- 41 income-restricted multi-family residential dwelling units
- 9,462 sf of high-turnover sit-down restaurant space

Trip generation rates from Trip Generation, 11th Edition (Institute of Transportation Engineers [ITE], 2021) and the TAG were used to estimate the number of peak hour trips associated with the Project and are presented in **Table 15**. The Project is in an area that meets the Dense Multi-Use Urban ITE definition; therefore, the trip generation rates for Dense Multi-Use Urban were used when available per ITE and TAG guidance for the residential uses. These rates already consider the effects of transit and other non-automotive modes on trip-making, so no further external trip adjustments were utilized for the residential uses. Because Dense Multi-Use Urban trip generation rates are not available from ITE for the restaurant use, ITE's General Urban/Suburban trip generation rates were used for these uses and a 15% trip generation adjustment that consider the effects of transit, walking, and biking was applied in accordance with the TAG. Further adjustments were applied to all land uses to account for internalized trips between existing to remain and proposed uses based on MXD 2.0 *Mixed Use Trip Generation Methodology*. The MXD methodology was developed in partnership with the United States Environmental Protection Agency (EPA) to more accurately estimate the internalization of project trips associated with mixed-use developments and districts, which typically generate fewer vehicle trips than single use developments located in more isolated settings. Subsequent to the development of the original MXD methodology, Fehr & Peers has updated and refined the methodology to include additional model sensitivities, updated ITE trip generation rates, and updated input data from the City's travel demand model. Finally, a pass-by adjustment was applied to the restaurant use in accordance with the TAG to account for Project-generated traffic that is already present on adjacent roadways for reasons other than accessing the Project. Table 15 presents the trip generation methodology in detail. As shown, the Project is projected to generate a net increase of 152 trips (55 inbound/97 outbound) in the AM peak hour and 137 trips (81 inbound/56 outbound) in the PM peak hour.

Trip Distribution

The geographic distribution of trips generated by the Project is dependent on the characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, and locations of employment, commercial centers, and residential areas to which residents of the Project and from which the visitors to the Project would be drawn. The distribution pattern developed for the Project

were informed by these characteristics and distribution information from the Los Angeles citywide travel demand model. The Project's estimated trip distribution is illustrated in **Figure 9.**

Traffic Assignment

The traffic to be generated by the Project was assigned to the street network using the distribution patterns described in **Figure 9**. **Appendix F** provides the assignment of the Project-generated peak hour traffic volumes at the analyzed intersections during the AM, PM, and PM with Dodgers game peak hours. The assignment of traffic volumes took into consideration the locations of the Project driveways, turning restrictions, neighborhood circulation patterns, and traffic control devices to minimize difficult turning maneuvers and circuitous routes.

Table 15: Project Vehicle Trip Generation Estimate

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]						Estimated Trip Generation					
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	In%	Out%	Rate	In%	Out%	In	Out	Total	In	Out	Total
PROPOSED PROJECT														
Multifamily Housing (Mid-Rise)	TAG	286 DU	0.31	23%	77%	0.30	61%	39%	20	69	89	52	34	86
Less: Internal Capture [b]				*4%*	*4%*		*7%*	*7%*	*(1)*	*(3)*	*(4)*	*(4)*	*(2)*	*(6)*
Less: Transportation Demand Management (TDM) Adjustment [e]				*10%*	*10%*		*10%*	*10%*	*(2)*	*(7)*	*(9)*	*(5)*	*(3)*	*(8)*
Net External Vehicle Trips									17	59	76	43	29	72
Family Affordable Housing (Inside TPA Area)	TAG	41 DU	0.49	37%	63%	0.35	56%	44%	7	13	20	8	6	14
Less: Internal Capture [b]				*4%*	*4%*		*7%*	*7%*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Less: Transportation Demand Management (TDM) Adjustment [e]				*10%*	*10%*		*10%*	*10%*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Net External Vehicle Trips									6	11	17	6	5	11
Restaurant (High Turnover Sit-Down)	932	9.46 KSF	9.57	55%	45%	9.05	61%	39%	50	41	91	52	34	86
Less: Internal Capture [b]				*4%*	*4%*		*7%*	*7%*	*(2)*	*(2)*	*(4)*	*(4)*	*(2)*	*(6)*
Less: Walk/Bike/Transit Trip Adjustment [c]				*15%*	*15%*		*15%*	*15%*	*(8)*	*(6)*	*(14)*	*(8)*	*(5)*	*(13)*
Total Driveway Trips									40	33	73	40	27	67
Less: Pass-by [d]			*20%*			*20%*			*(8)*	*(6)*	*(14)*	*(8)*	*(5)*	*(13)*
Net External Vehicle Trips									32	27	59	32	22	54
TOTAL DRIVEWAY TRIPS									63	103	166	89	61	150
TOTAL PROJECT EXTERNAL VEHICLE TRIPS									55	97	152	81	56	137
NET INCREMENTAL EXTERNAL TRIPS									55	97	152	81	56	137

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition* , 2021, or LADOT *Transportation Assessment Guildelines* (TAG), 2022, unless otherwise noted.

[b] Internal capture represents the percentage of trips between land uses that occur within the site. It is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," ITE Journal, August 2010.

[c] Walk/bike/transit trip adjustment applied to account for the percentage of project trips that occur by walking, biking, or transit. The walk/bike/transit trip adjustment factor applied was determined based on guidance provided in LADOT's *Transportation Assessment Guidelines* (TAG), August 2022.

[d] Pass-by trip adjustment applied to account for the percentage of trips that would already be on the adjacent roadway but make a stop by the Project Site. The pass-by rate applied was determined based on guidance provided in Attachment J of the TAG. Restaurant applied rate: 20%.

[e] The Project commits to various TDM measures applicable to residential uses to reduce the number of vehicle trips to/from the Project Site. These are described in the Project's TA.

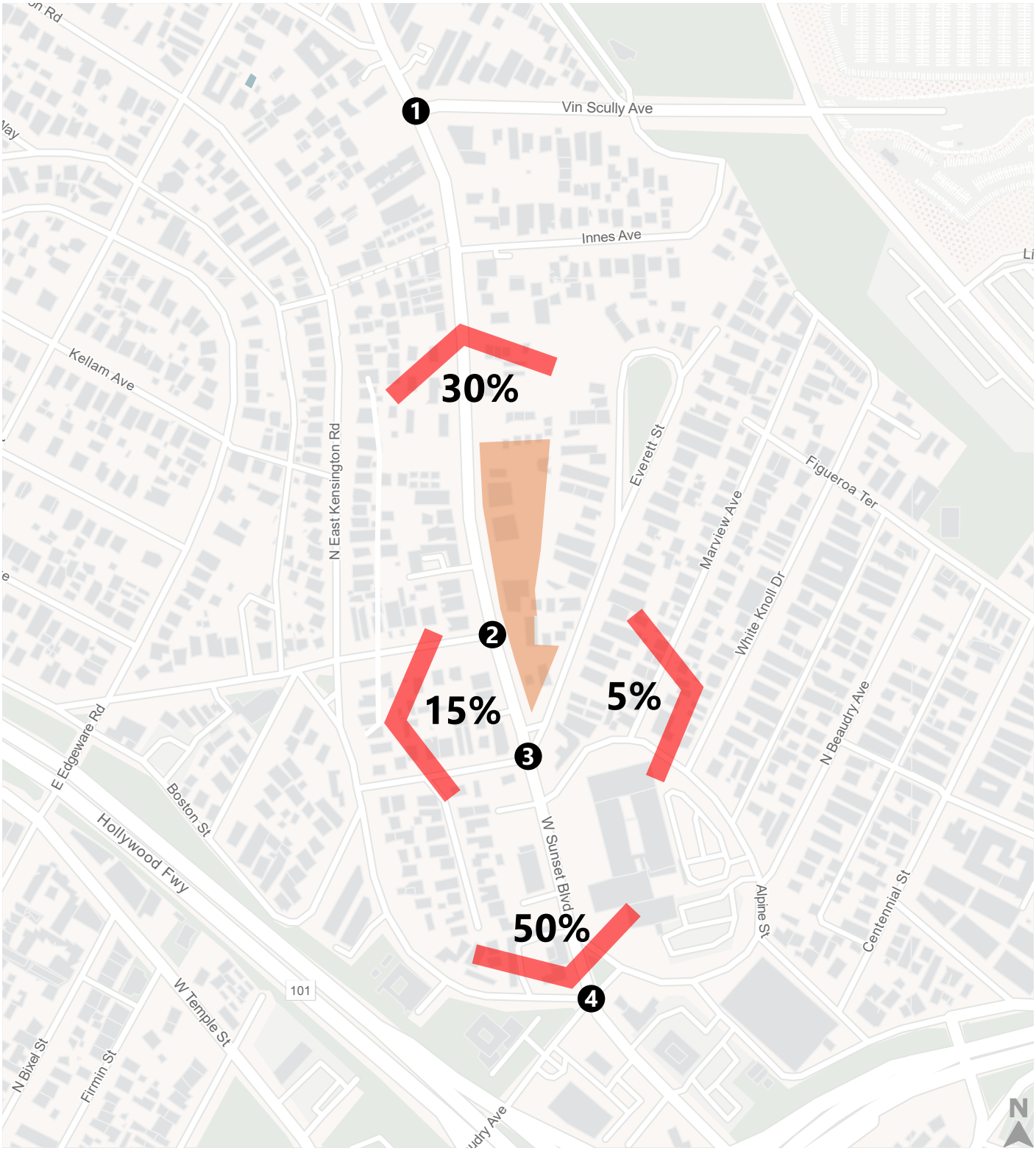

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Figure 9

Sunset + Everett Project
Project Trip Distribution

Opening Year Traffic Volumes

To evaluate the potential effects of the Project on Opening Year (2027) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases because of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects).

These projected traffic volumes, identified herein as the Opening Year (2027) conditions, represent the future conditions without the Project. The traffic generated by the Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Opening Year (2027) conditions to form Opening Year Plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

Background or Ambient Growth

Based on the Los Angeles citywide travel demand model and with the concurrence of LADOT, it was established that an ambient volume growth factor 1% per year should be applied to adjust the Existing (2023) traffic volumes to reflect the effects of regional growth and development. This adjustment was applied to the Existing (2023) traffic volume data to reflect the effect of ambient growth in traffic volumes by the year 2027.

Related Project Traffic Generation and Assignment

Opening Year traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the study area of the Project Site prior to the buildout date of the Project. The list of related projects was prepared based on data from LADOT. A total of eight related projects were identified in the study area; these projects were listed in **Table 7** and their locations were illustrated in **Figure 6** in Chapter 2.

Trip Generation

For related projects provided by LADOT, the trip generation was used as provided. **Table 7** presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.). Corrective actions and mitigation measures associated with the related projects are also not in every case accounted for in the analysis.

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of

population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system.

Traffic Assignment

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network based on street classification, proximity to signalized intersections, and typical traffic conditions.

Opening Year No Project Traffic Volumes

Opening Year (2027) peak hour traffic volumes and lane geometries for the three scenarios (weekday AM, PM, and Dodgers home game) for the analyzed intersections are provided in **Appendix F**. The Opening Year (2027) traffic conditions represent an estimate of future conditions without the Project inclusive of the ambient background growth and related projects' traffic.

Opening Year Plus Project Traffic Projections

The Project traffic volumes were added to the Opening Year (2027) traffic projections, resulting in Opening Year (2027) Plus Project peak hour traffic volumes. As provided in **Appendix F**, the Opening Year (2027) Plus Project scenario represents future traffic conditions with the completion of the Project.

Opening Year Operational Analysis

The Opening Year (2027) No Project and Plus Project peak hour traffic volumes were analyzed to determine the projected LOS and 95th percentile queue lengths for the turn pockets and through movements for the study intersections. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the *Mobility Plan* 2035) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections.

Per the TAG, a project would be considered to contribute to unacceptable or extended queuing under any of the following conditions:

- Additional queue along through lanes and either of the following conditions are expected:
    - The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or
    - The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.
- Spill over from turn pockets into through lanes
- Blocks cross streets or alleys
- Spill over from drive-throughs into streets (not applicable to the Project)

- Contribute to "gridlock" congestion, where "gridlock" is defined as when traffic queues between closely-spaced intersections impedes the flow of traffic through upstream intersections.

Table 16 presents the Opening Year (2027) and Opening Year Plus Project LOS for the study intersections, along with the 95th percentile queue lengths and approach LOS for the vehicular movements at study intersections.

The addition of Project traffic to study intersections would not cause or substantially contribute to unacceptable queuing during any peak hours per the City's criteria. Detailed intersection LOS worksheets for the study intersections are presented in **Appendix G**.

Corrective Measures

Because the Project is not projected to cause or substantially contribute to unacceptable queuing at any study intersections, no corrective measures are proposed.

Table 16: Opening Year (2027) Plus Project LOS and Queues

#	Study Intersection	Control Type	Opening Year (2027) No Project					Opening Year (2027) Plus Project				Movement[1]	Storage Length	Peak Hour 95th Percentile Queue[3] (ft.)						Project Contributes to Unacceptable Queuing[2]		
			Intersection LOS (AM/PM Peak Hour/Dodgers Scenario)[4]	Movement[1]	Peak Hour Directional LOS			Intersection LOS (AM/PM Peak Hour/Dodgers Scenario)[4]	Peak Hour Directional LOS					Opening Year (2027) No Project			Opening Year (2027) Plus Project					
					AM	PM	PM (Dodgers)		AM	PM	PM (Dodgers)			AM	PM	PM (Dodgers)	AM	PM	PM (Dodgers)	AM	PM	PM (Dodgers)
1	Sunset Blvd & Vin Scully Ave	Signalized	C/B/D	NBT	C	B	C	C/B/D	C	B	C	NBT	1,450	400	325	1250	425	325	1300	No	No	No
				NBR	A	A	B		A	A	B	NBR	100	<25	150	200	<25	175	225	No	No	No
				SBL	B	D	F		B	D	F	SBL	275	50	150	550	50	150	550	No	No	No
				SBT	B	A	A		B	A	A	SBT	600	350	300	150	375	325	175	No	No	No
				WBL	E	E	F		F	E	F	WBL	1,075	500	150	125	525	150	125	No	No	No
				WBR	E	E	F		F	E	F	WBR	1,075	100	50	50	100	50	50	No	No	No
2	Sunset Blvd & Marion Ave	Signalized	B/A/A	NBL	F	B	A	B/A/A	F	C	B	NBL	50	225	50	50	225	75	50	No	No	No
				NBT	A	A	A		A	A	A	NBT	1,025	250	325	325	250	325	325	No	No	No
				NBR	-	-	-		A	A	A	NBR	50	-	-	-	<25	<25	<25	No	No	No
				SBL	-	-	-		A	A	A	SBL	50	-	-	-	<25	<25	<25	No	No	No
				SBT	A	A	A		A	A	A	SBT	1,450	850	350	300	875	375	325	No	No	No
				SBR	A	A	A		A	A	A	SBR	150	<25	<25	<25	<25	<25	<25	No	No	No
				EBL	D	C	D		D	C	D	EBL	375	25	50	50	25	50	75	No	No	No
				EBT/R	D	D	D		D	D	D	EBT/R	375	50	75	100	75	100	100	No	No	No
				WBL/T/R	-	-	-		D	C	C	WBL/T/R	On-Site	-	-	-	25	<25	25	No	No	No
3	Sunset Blvd & Everett St	SSSC	E/F/F	SBL	-	-	-	E/F/F	-	-	-	SBL	100	<25	25	<25	<25	25	<25	No	No	No
				WBL/R	E	F	F		E	F	F	WBL/R	600	50	75	150	50	75	150	No	No	No
4	Sunset Blvd & Beaudry Ave	Signalized	B/E/E	NBL	D	D	C	B/E/E	D	D	C	NBL	100	150	175	100	150	175	100	No	No	No
				NBT	B	F	F		B	F	F	NBT	1,175	300	625	725	300	650	725	No	No	No
				NBR	B	B	F		B	B	F	NBR	125	<25	25	-	<25	25	-	No	No	No
				SBL	A	F	F		B	F	F	SBL	75	<25	75	100	<25	75	125	No	No	No
				SBT	A	A	A		A	A	A	SBT	1,025	175	200	150	200	200	150	No	No	No
				SBR	A	A	A		B	A	A	SBR	175	125	25	<25	125	25	<25	No	No	No
				EBL	D	F	F		D	F	F	EBL	875	150	575	625	150	600	625	No	No	No
				EBT/R	C	C	C		C	C	C	EBT/R	875	100	300	275	100	300	275	No	No	No
				WBL/T	C	D	D		C	D	D	WBL/T	425	150	100	100	150	100	100	No	No	No
				WBR	C	B	B		C	B	B	WBR	100	75	50	75	75	50	75	No	No	No

1. EBL= Eastbound left, EBT = Eastbound through, EBR = Eastbound right, WBL = Westbound left, WBT = Westbound through, WBR = Westbound right, NBL = Northbound left, NBT = Northbound through, NBR = Northbound right, SBL = Southbound left, SBT = Southbound through, SBR = Southbound right.

2. Unacceptable queuing as defined in the report text, per the *Los Angeles Department of Transportation Transportation Assessment Guidelines* (August 2022).

3. Queue lengths are outputs derived from the Opening Year Conditions Synchro model developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length an average driver would experience.

4. Intersection LOS for unsignalized intersections reported using the worst-performing movement.

4.3 Site Access Evaluation

This section evaluates the site access of the Project driveways, including projected levels of service (LOS) and queuing.

Project Driveways

Vehicular access to the Project Site would be provided via two stop-controlled driveways and one-signalized driveway that would provide access to structured parking. There are currently 13 driveways serving the Project Site along Sunset Boulevard. The Project proposes reducing vehicular access points to three driveways (Access A, B, and C) on Sunset Boulevard. The other existing vehicle access points to the Project site would be closed. Below is a description of the Project's proposed driveways:

- **Access A:** The Project proposes a left- and right-in/right-out only driveway off of Sunset Boulevard at the northern end of the Site. Outbound left-turns from this driveway would not be permitted.
- **Access B:** The Project proposes a left- and right-in/right-out only driveway off of Sunset Boulevard in the middle of the Site. Outbound left-turns from this driveway would not be permitted.
- **Access C:** The Project proposes a full-access driveway that would form the fourth leg (west facing) of the signalized intersection of Sunset Boulevard and Marion Avenue (Study Intersection #2).

Each driveway would serve separate parking structures. The Project's vehicular driveways would be designed to the City standards and would provide adequate sight distance. They would not require the removal or relocation of existing public transit stops. Sunset Boulevard along the Project Site is part of the designated HIN, however, the number of Project Site driveways along Sunset Boulevard would be reduced from 13 to three (3). Loading would be provided on-site.

Project Driveway LOS Analysis

An LOS and queuing analysis was completed to understand Project driveway operations during the AM, PM, and PM with Dodgers game peak hours. Project driveway trip generation, distribution, and assignment are based on the same assumptions for study intersections discussed in Chapter 4.2. These analysis locations are shown in **Figure 8**. **Table 17** summarizes the LOS and queuing analyses. The Opening Year (2027) AM, PM, and PM with Dodgers game peak hour turning movement counts and lane configurations for each of the Project driveways/access intersections are presented in **Appendix F**. **Appendix G** provides the detailed LOS and queuing reports. As shown, the Project driveways/access points are expected to operate with limited queues and acceptable LOS.

Table 17: Opening Year (2027) Plus Project Driveway LOS and Queue Lengths

#	Project Access Locations	Opening Year (2027) Plus Project				Movement[1]	Storage Length	Peak Hour 95th Percentile Queue[5]			Project Contributes to Unacceptable Queuing[2]		
		Intersection LOS (AM/PM Peak Hour/Dodgers Scenario)	Peak Hour Directional LOS					Opening Year (2027) Plus Project					
			AM	PM	PM (Dodgers)			AM	PM	PM (Dodgers)	AM	PM	PM (Dodgers)
A	Sunset Blvd & Driveway A	B/C/C	-	-	-	NBT/R[3]	100	<25	<25	<25	-	-	-
			B	C	C	SBL[3]	100	<25	<25	<25	No	No	No
			B	C	C	WBR[4]	On-Site	<25	<25	<25	No	No	No
B	Sunset Blvd & Driveway B	B/C/C	-	-	-	NBT/R[3]	100	<25	<25	<25	-		-
			B	C	C	SBL[3]	100	<25	<25	<25	No	No	No
			B	C	C	WBR[4]	On-Site	<25	<25	<25	No	No	No
C	Sunset Blvd & Marion Ave/ Driveway C	B/A/A	A	A	A	NBR[3]	50	<25	<25	<25	No	No	No
			A	A	A	SBL[3]	50	<25	<25	<25	No	No	No
			D	D	D	EBT/R[3]	875	75	100	100	No	No	No
			D	C	C	WBL/T/R[4]	On-Site	25	25	25	No	No	No

1. EBL= Eastbound left, EBT = Eastbound through, EBR = Eastbound right, WBL = Westbound left, WBT = Westbound through, WBR = Westbound right, NBL = Northbound left, NBT = Northbound through, NBR = Northbound right, SBL = Southbound left, SBT = Southbound through, SBR = Southbound right. All queues are combined for the full approach, as there is no more than one lane in each direction at the Project driveways.

2. Unacceptable queuing as defined in the report text, per the *TAG (August 2022)*.

3. Inbound movement

4. Outbound movement

5. Queue lengths are outputs derived from the Opening Year Conditions Synchro peak hour models developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length an average driver would experience.

4.4 Project Construction

This section assesses whether the construction of the Project would interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility, considering three categories of construction impacts per the TAG: (1) temporary transportation constraints, (2) temporary loss of access, and (3) temporary loss of bus stops or rerouting of bus lines.

Project construction is anticipated to be completed in 2027. It is estimated that approximately 40,000 cubic yards of export would be hauled from the Project Site.

Anticipated Construction Activity

Project construction is expected to occur in stages starting in late 2024 and finishing in 2027. Below are the following phases of construction and their estimated durations:

- Phase 1: Demolition of Asphalt – 1 week
- Phase 2: Site Preparation – 2 weeks
- Phase 3: Grading – 4 months
- Phase 4: Trenching – 1 month
- Phase 5: Construction – 24 months
- Phase 6: Architectural Coatings – 3 months

Los Angeles Municipal Code (LAMC) Section 41.40 provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

Construction Trucks

Haul Trucks

During construction, up to 68 one-way haul truck trips per day are anticipated on peak haul days.

Hauling hours are anticipated to begin at 7:00 AM and continue to 5:00 PM, Monday through Saturday. The haul route would utilize Sunset Boulevard, Cesar Chavez Boulevard, and Mission Road to access the US-101 Freeway. Haul trucks would then utilize this freeway to access I-10 to I-605 to access landfill sites.

Equipment and Delivery Trucks

In addition to haul trucks, the Project is expected to generate equipment and delivery truck trips during construction. One example would be for concrete delivery, which would be required for the subterranean parking and the buildings on-site. Other deliveries could include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the Project Site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to

cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the Project Site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the Project Site on large trucks such as 18-wheelers or other similar vehicles.

Up to 54 one-way delivery/equipment truck trips are expected per day during the peak construction phase of pouring the foundation.

Construction Employees

The number of construction workers would vary throughout the construction period. Up to 284 one-way worker trips are expected per day during the peak construction phase.

Construction Worker Parking

Staging and parking areas during construction would initially be located at an off-site location to be determined at a future date. No staging and worker parking would occur on public streets and rights-of-way. Workers would park in the Project's subterranean parking garage after it is constructed.

Construction Period Evaluation Criteria

The TAG provides three categories to be considered in regard to in-street construction effects: temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines. The evaluation criteria to be considered in each of these categories are as follows:

- Temporary Traffic Constraints:
    - The length of time of temporary street closures or closures of two more traffic lanes;
    - The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected;
    - The existing congestion levels on the affected street segments and intersections;
    - The operational constraints of substandard hillside streets needing to access construction sites;
    - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
    - Potential safety issues involved with street or lane closures; and
    - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
    - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
    - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;

- The length of time any loss or impedance of access by emergency vehicles or area residents to hillside properties;
- The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
- Permanent or temporary removal of parking meters
- The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes; and
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Construction Analysis

The assessment of the Project against the evaluation factors described above is presented in **Table 18** and discussed below.

Temporary Traffic Constraints

Long-term closures to primary travel lanes are not anticipated to occur during construction of the Project along Sunset Boulevard or Everett Street. To accommodate Project construction, closure of the northbound parking/PM peak hour bus lane on Sunset Boulevard along the Project frontage is anticipated between 6:30 AM and 4:00 PM, so as not to interfere with PM peak hour buses or the Dodger Stadium Express bus route during home games. During construction of the Project, a pedestrian canopy will be constructed to maintain access to the sidewalk, bus stop, and crosswalks at Marion Avenue.

Temporary Loss of Access

The existing land uses near the vicinity of the Project Site will remain open throughout construction. Pedestrian and vehicular access to properties located adjacent and near to the Project Site would remain open and unobstructed for the duration of construction. No loss of ADA pedestrian access to transit stops, stations, or facilities is anticipated. On-street parking on the Project frontage along Sunset Boulevard and Everett Street will be restricted during the construction period.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

Project construction would not require temporary loss or relocation of bus stops or rerouting of bus lines.

Table 18: Construction Evaluation

Evaluation Criteria	Assessment
Temporary Transportation Constraints	
The length of time of temporary street closures or closures of two or more travel lanes	The Project will not close two or more travel lanes during construction. Project construction will close the northbound parking/PM peak hour bus lane on Sunset Boulevard along the Project frontage. Closures are not expected on Everett Street. Access would be maintained for adjacent properties at all times.
The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected	Sunset Boulevard is classified as an Avenue I. Everett Street is a Local Street.
The existing congestion levels on the affected street segments and intersections	Sunset Boulevard and Vin Scully Avenue was observed to operate between LOS B and E during peak hours. Sunset Boulevard and Marion Avenue was observed to operate at LOS A during peak hours. Sunset Boulevard and Everett Street was observed to operate between LOS D and F during peak hours. Sunset Boulevard and Beaudry Avenue was observed to operate at LOS F during peak hours.
The operational constraints of substandard hillside streets needing to access construction sites	Not applicable.
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway	Construction would not involve street closures on roadways that lead onto or from freeway ramps.
Potential safety issues involved with street or lane closures	Although the construction work may cause temporary disruptions to street access, alternative routing and detours would be identified and marked in coordination with LADOT and the City of Los Angeles Bureau of Engineering. Traffic control plans would be designed in accordance with LADOT standards, the CAMUTCD, and the Work Area Traffic Control Handbook (WATCH).
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street	There are no emergency services in the immediate vicinity of the Project.
Temporary Loss of Access	
The length of time of any loss of pedestrian or bicycle circulation past a construction area	Pedestrian access along Sunset Boulevard would be maintained through use of a pedestrian canopy along the Project frontage. Closures are not expected on Everett Street.
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area	It is not anticipated that any non-Project parcels would lose vehicular, bicycle, or pedestrian access.
The length of time of any loss or impedance of access by emergency vehicles or area residents to hillside properties	Not applicable.
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility	It is not anticipated that ADA pedestrian access to the bus stop at NB SUNSET NS MARION would be affected.
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access	Not applicable.
The type of land uses affected, and related safety, convenience, and/or economic issues	The Project site is in a primarily residential area with commerical and retail parcels along Sunset Boulevard.
Temporary Loss of Bus Stops or Rerouting of Bus Lines	
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted	It is not anticipated that the existing bus stop at NB SUNSET NS MARION will be affected. Construction closure of the northbound parking/PM peak hour bus lane on Sunset Boulevard will end at 4:00 PM daily to accommodate usage by transit vehicles.
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated	Not applicable.
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes	Not applicable.
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s)	Not applicable.

Appendix A:
Memorandum of Understanding

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: Sunset + Everett

Project Address: 1187 Sunset Blvd, Los Angeles, CA 90012

Project Description: The Project proposes to replace a 107,100 sf vacant parcel with two seven-story mixed-use buildings providing 327 dwelling units (41 of which are affordable at the Very Low Income level), 9,462 sf of commercial space, and 263 on-site parking spaces.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No Figure 1a

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] **per AB 2097**	✔ 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 See Attachment A

2 _____

3 _____

4 _____

5 _____

6 _____

III. TRIP GENERATION

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

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

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

	IN	OUT	TOTAL
AM Trips	55	97	152
PM Trips	81	56	137

Table 1

NET Daily Vehicle Trips (DVT)

_____ DVT (ITE __ ed.)

2,217 DVT (VMT Calculator ver. 1.3)

Figure 2

[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

Per Project TAZ in City travel demand model

Project Buildout Year: 2027 Ambient Growth Rate: 1 % Per Yr. Table 2 & Figure 3

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.)

see Attachment B for additional study scenario

1 Sunset Bl & Vin Scully Av
2 Sunset Bl & Marion Av/Dwy C
3 Sunset Bl & Everett St
4 Sunset Bl & Beaudry Av
5 *Segment:* Marion Av w/o Sunset Bl
6

Provide a separate list if more than six study intersections and/or street segments. Figure 4

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
Figure 4	Each study intersection and/or street segment	✔		
Figure 6	*Project Vehicle Peak Hour trips at each study intersection	✔		
Figure 6	*Project Vehicle Peak Hour trips at each project access point	✔		
Figures 5a-b	*Project trip distribution percentages at each study intersection	✔		
Figures 1b-e	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	✔		
Figure 1a	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:	Ryan Liu, PE | Fehr & Peers	Aragon Properties, Ltd.
Address:	600 Wilshire Blvd, Suite 1050, Los Angeles, CA 90017	201-1628 West 1st Av., Vancouver BC V6J 1G1
Phone Number:	(213) 261-3050	(604) 732-6170
E-Mail:	r.liu@fehrandpeers.com	emoy@aragon.ca

Approved by:	x		8 May 2023	x		06/21/2023	
		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.

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: Sunset + Everett

Project Address: 1187 Sunset Blvd, Los Angeles, CA 90012

Project Description: The Project proposes to replace a 107,100 sf vacant parcel with two seven-story mixed-use buildings providing 327 dwelling units (41 of which are affordable at the Very Low Income level), 9,462 sf of commercial space, and 263 on-site parking spaces.

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	All Project Land Uses - See VMT Calculator		278
	(assume 15% of Project trips)		
	Total new trips:		278

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: Figure 7

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 50 % S 30 % E 10 % W 10 % From distribution of pedestrian attractors
- 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:

Sunset Blvd _____ at 0 _____(feet)
Temple Blvd _____ at 1275 _____(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: Figure 8

- 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.

0 (feet) at Sunset Blvd / Marion Ave	_____(feet) at _____
1,100 (feet) at Sunset Blvd / Beaudry Ave	_____(feet) at _____
1,500 (feet) at Sunset Blvd / Vin Scully Ave	_____(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?

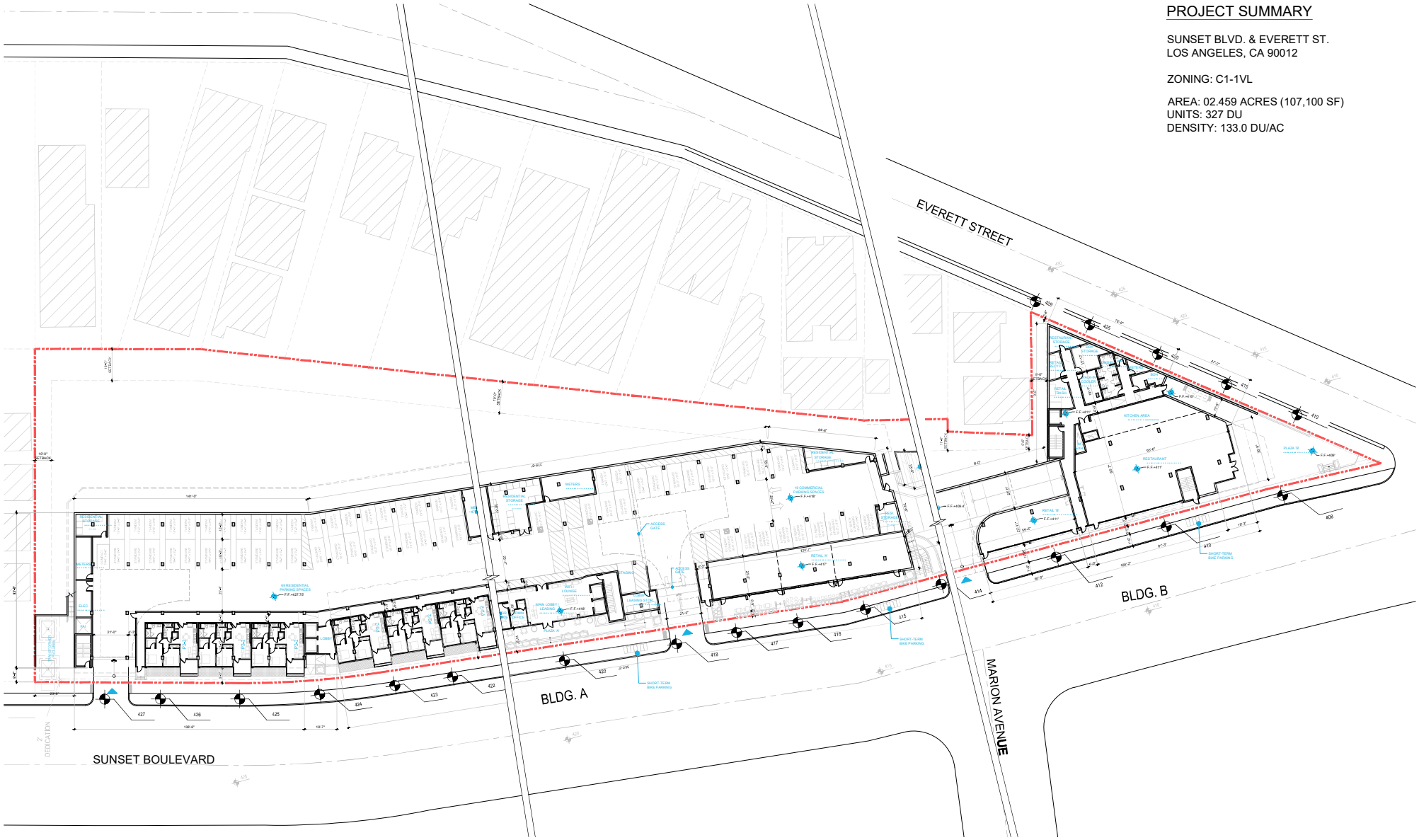
- X sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

PROJECT SUMMARY

SUNSET BLVD. & EVERETT ST.
LOS ANGELES, CA 90012

ZONING: C1-1VL

AREA: 02.459 ACRES (107,100 SF)
UNITS: 327 DU
DENSITY: 133.0 DU/AC



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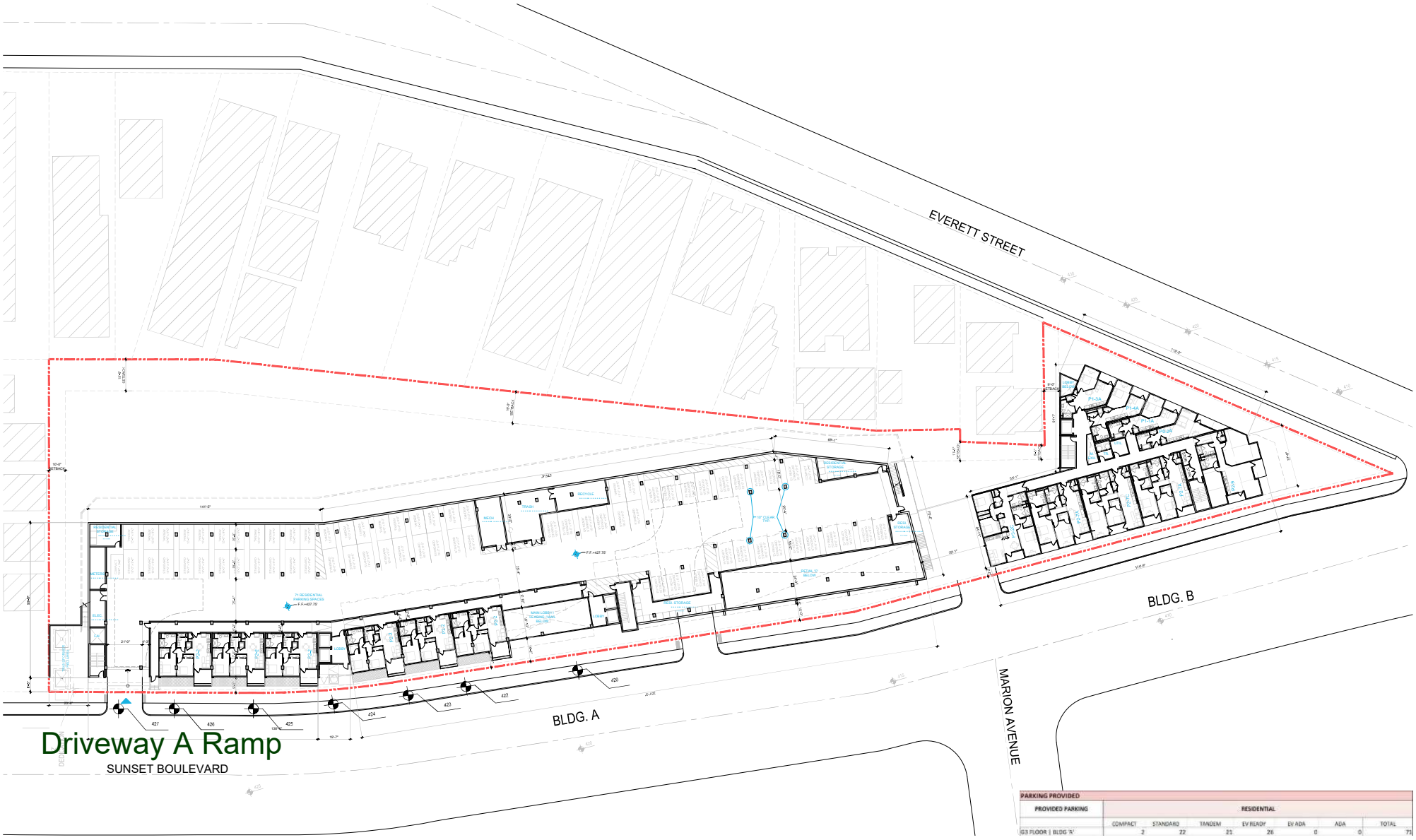
SUNSET & EVERETT
LOS ANGELES, CALIFORNIA # 2012-0710

CONCEPT DESIGN // PIXEL
MARCH 2, 2023

0 12 1/2 25 50

STREET LEVEL SITE PLAN
PROJECT SUMMARY

Figure 1a



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LOS ANGELES, CALIFORNIA # 2012-0710

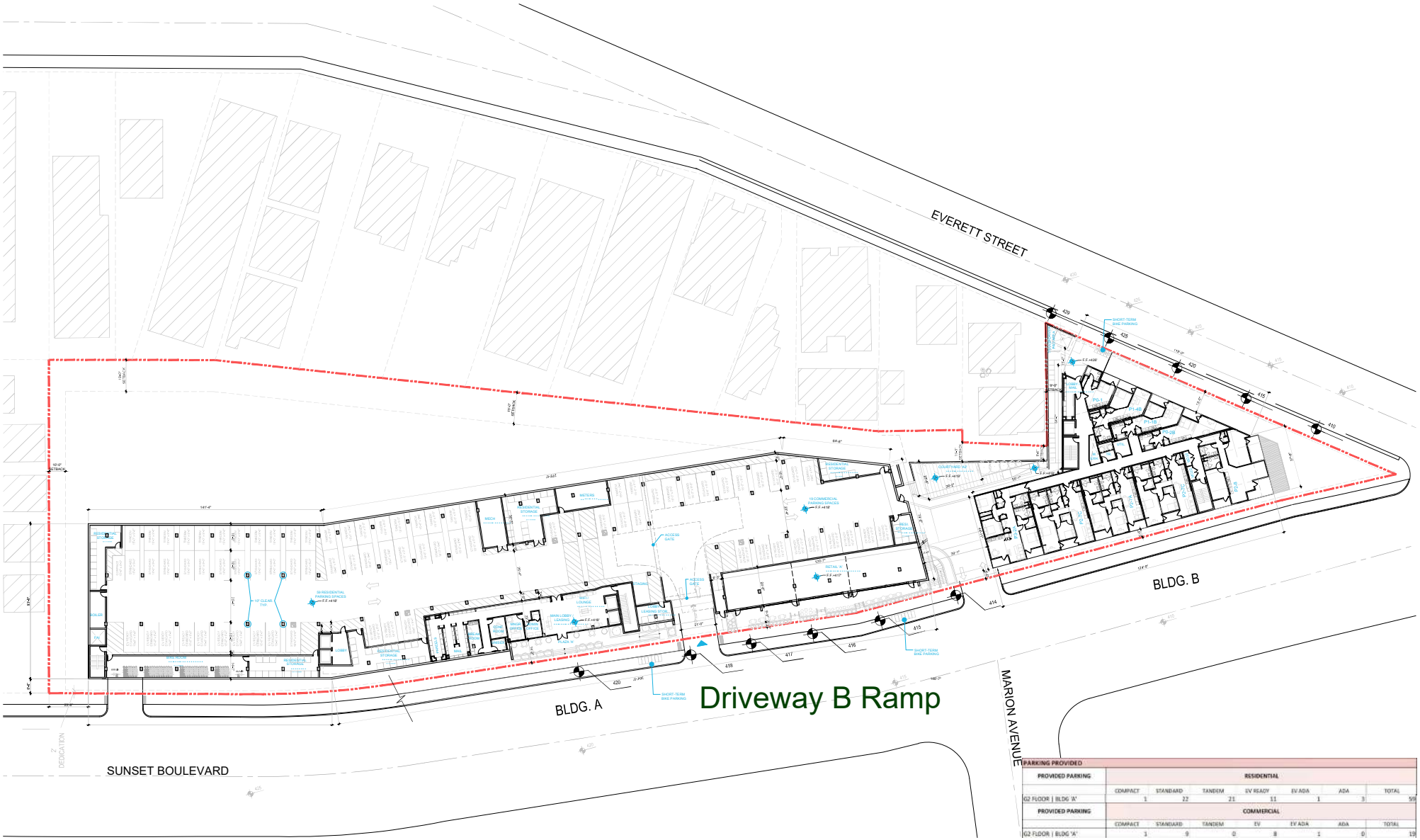
CONCEPT DESIGN // PIXEL
MARCH 2, 2023

0 12 1/2 25 50

SITE PLAN AT DRIVEWAY A
BLDG 'A' : G-3 // BLDG 'B' : L-3

A3-3

Figure 1b



PARKING PROVIDED							
PROVIDED PARKING	RESIDENTIAL						
	COMPACT	STANDARD	TANDEM	EV READY	EV ADA	ADA	TOTAL
G2 FLOOR | BLDG 'A'	1	22	21	11	1	3	59
PROVIDED PARKING	COMMERCIAL						
	COMPACT	STANDARD	TANDEM	EV	EV ADA	ADA	TOTAL
G2 FLOOR | BLDG 'A'	1	9	0	8	1	0	19

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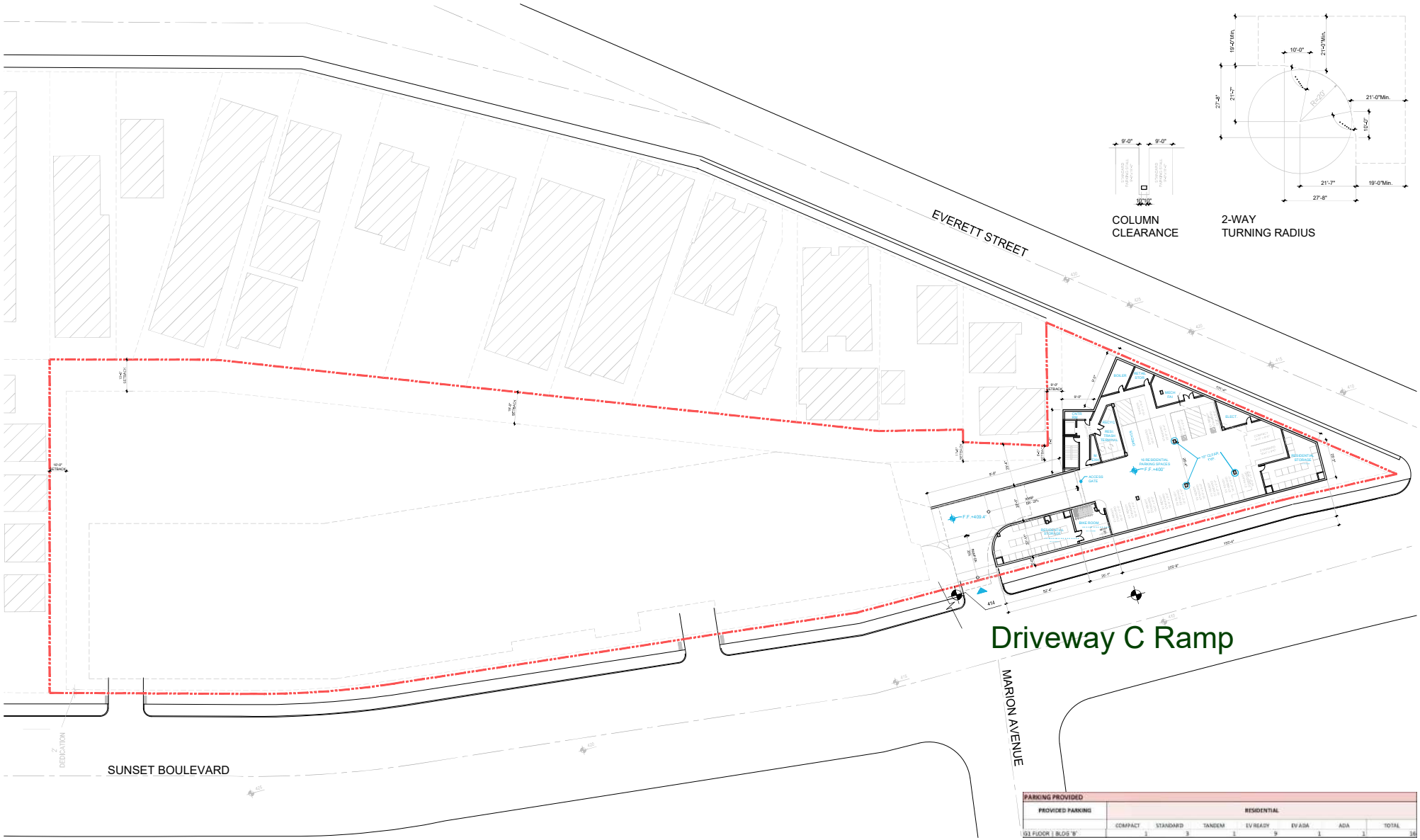
SUNSET & EVERETT
LOS ANGELES, CALIFORNIA # 2012-0710

CONCEPT DESIGN // PIXEL
MARCH 2, 2023

0 12 1/2 25 50

SITE PLAN AT DRIVEWAY B
BLDG 'A' : G-2 // BLDG 'B' : L-2

Figure 1c



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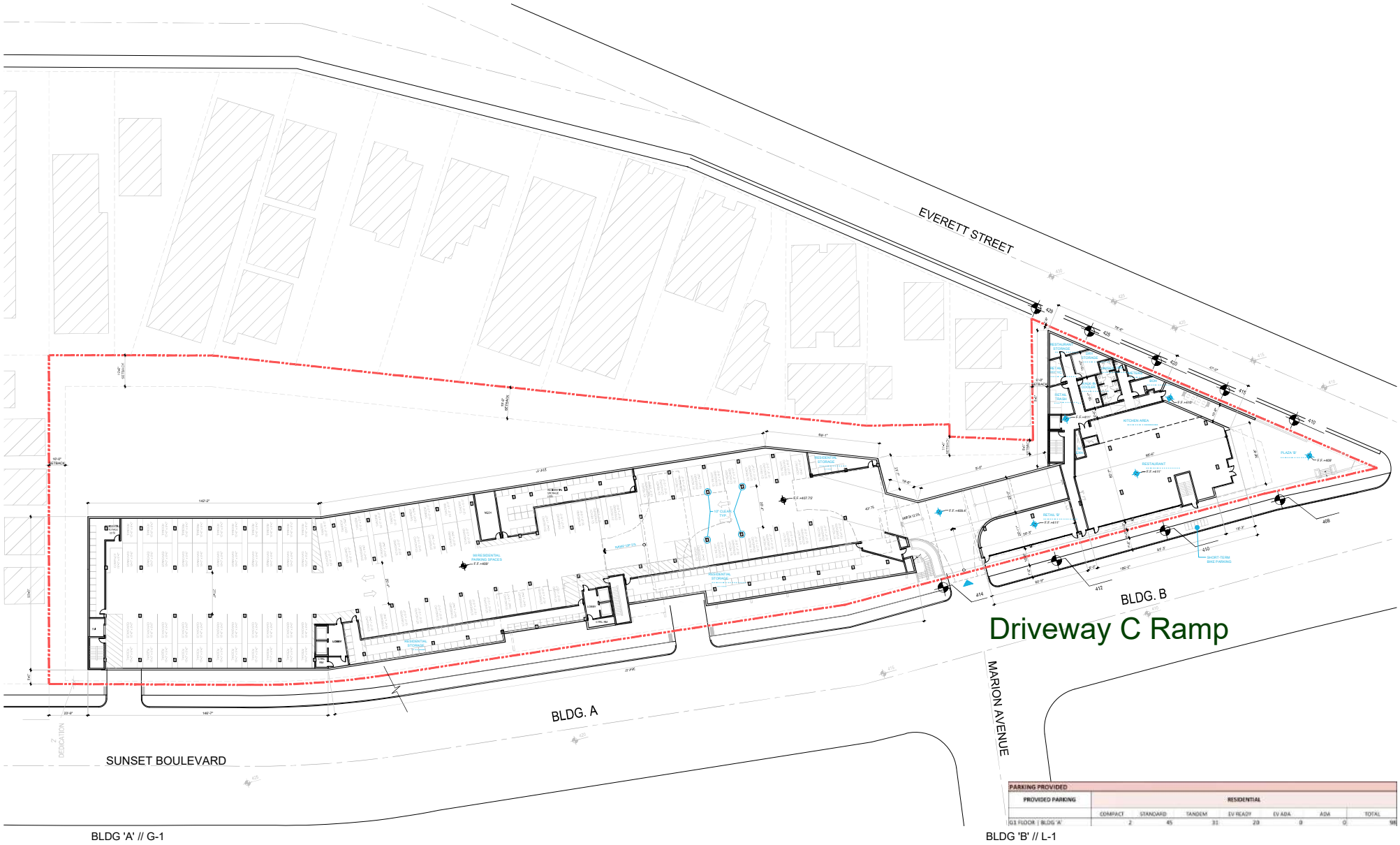
LOS ANGELES, CALIFORNIA # 2012-0710

CONCEPT DESIGN // PIXEL
MARCH 2, 2023

0 12 1/2 25 50

SITE PLAN AT DRIVEWAY C (1 OF 2)
BLDG 'B' // G-1

Figure 1d



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SUNSET & EVERETT
LOS ANGELES, CALIFORNIA # 2012-0710

CONCEPT DESIGN // PIXEL
MARCH 2, 2023

0 12 1/2 25 50

SITE PLAN AT DRIVEWAY C (2 OF 2)
BLDG 'A' : G-1 // BLDG 'B' : L-1

Figure 1e

Table 1: Project Vehicle Trip Generation Estimate

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]						Estimated Trip Generation					
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	In%	Out%	Rate	In%	Out%	In	Out	Total	In	Out	Total
PROPOSED PROJECT														
Multifamily Housing (Mid-Rise)	TAG	286 DU	0.31	23%	77%	0.30	61%	39%	20	69	89	52	34	86
Less: Internal Capture [b]				*4%*	*4%*		*7%*	*7%*	*(1)*	*(3)*	*(4)*	*(4)*	*(2)*	*(6)*
Less: Transportation Demand Management (TDM) Adjustment [e]				*10%*	*10%*		*10%*	*10%*	*(2)*	*(7)*	*(9)*	*(5)*	*(3)*	*(8)*
Net External Vehicle Trips									17	59	76	43	29	72
Family Affordable Housing (Inside TPA Area)	TAG	41 DU	0.49	37%	63%	0.35	56%	44%	7	13	20	8	6	14
Less: Internal Capture [b]				*4%*	*4%*		*7%*	*7%*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Less: Transportation Demand Management (TDM) Adjustment [e]				*10%*	*10%*		*10%*	*10%*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Net External Vehicle Trips									6	11	17	6	5	11
Restaurant (High Turnover Sit-Down)	932	9.46 KSF	9.57	55%	45%	9.05	61%	39%	50	41	91	52	34	86
Less: Internal Capture [b]				*4%*	*4%*		*7%*	*7%*	*(2)*	*(2)*	*(4)*	*(4)*	*(2)*	*(6)*
Less: Walk/Bike/Transit Trip Adjustment [c]				*15%*	*15%*		*15%*	*15%*	*(8)*	*(6)*	*(14)*	*(8)*	*(5)*	*(13)*
Total Driveway Trips									40	33	73	40	27	67
Less: Pass-by [d]			*20%*			*20%*			*(8)*	*(6)*	*(14)*	*(8)*	*(5)*	*(13)*
Net External Vehicle Trips									32	27	59	32	22	54
TOTAL DRIVEWAY TRIPS									63	103	166	89	61	150
TOTAL PROJECT EXTERNAL VEHICLE TRIPS									55	97	152	81	56	137
NET INCREMENTAL EXTERNAL TRIPS									55	97	152	81	56	137

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition* , 2021, or LADOT *Transportation Assessment Guildelines* (TAG), 2022, unless otherwise noted.

[b] Internal capture represents the percentage of trips between land uses that occur within the site. It is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," ITE Journal, August 2010.

[c] Walk/bike/transit trip adjustment applied to account for the percentage of project trips that occur by walking, biking, or transit. The walk/bike/transit trip adjustment factor applied was determined based on guidance provided in LADOT's *Transportation Assessment Guidelines* (TAG), August 2022.

[d] Pass-by trip adjustment applied to account for the percentage of trips that would already be on the adjacent roadway but make a stop by the Project Site. The pass-by rate applied was determined based on guidance provided in Attachment J of the TAG. Restaurant applied rate: 20%.

[e] The Project commits to various TDM measures applicable to residential uses to reduce the number of vehicle trips to/from the Project Site. These are described in the Project's TA.

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: Sunset + Everett

Scenario: Project

Address: 1187 W SUNSET BLVD, 90012

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	22	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	41	DU
Housing | Multi-Family	286	DU
Retail | High-Turnover Sit-Down Restaurant	9.462	ksf
Housing | Affordable Housing - Family	41	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	2,217 Daily Vehicle Trips
0 Daily VMT	13,934 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	2,217 Net Daily Trips
The net increase in daily VMT ≤ 0	13,934 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	9.462 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

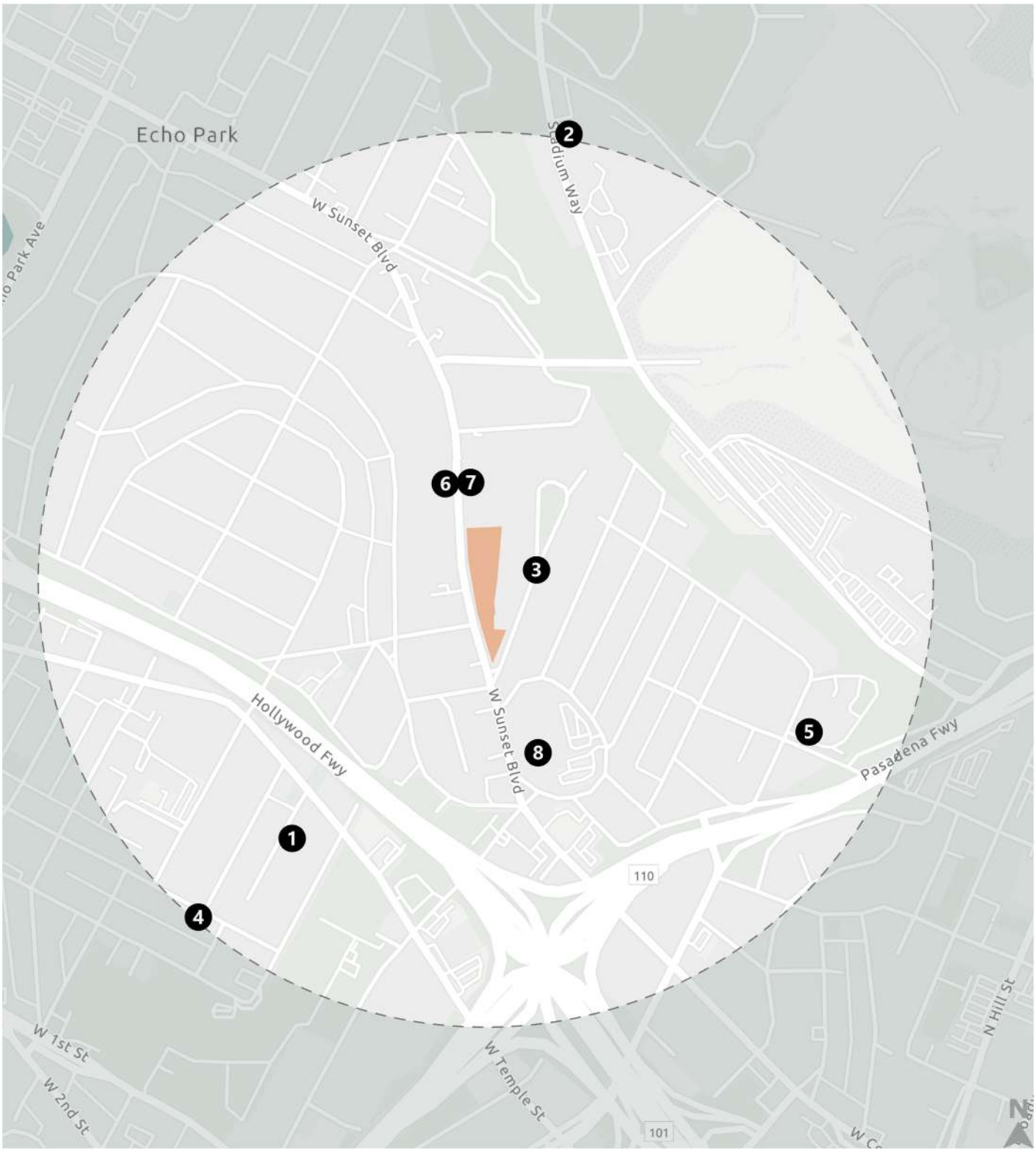
Figure 2

6/15/2023

Table 2: Related Projects

ID	PROJECT TITLE	PROJECT ADDRESS	LAND USE	SIZE	Trip Generation Estimates [a]					
					AM PEAK HOUR			PM PEAK HOUR		
					In	Out	Total	In	Out	Total
1	Firmin Court Residential	418 N Firmin St	Apartments	64 du	6	9	15	6	4	10
2	Barlow Skilled Nursing Facility	2000 N Stadium Way	Medical	80.545 ksf	19	7	26	11	22	33
3	Evertt St (2016) Project	1013 N Everett St	Apartments	49 du	5	20	25	19	10	29
4	Apartments	1246 W Court St	Apartments	54 du	6	22	28	21	12	33
5	Kaiser LA Specialty Medical Center	765 W College St	Medical	100 ksf	178	48	226	78	198	276
			Mental Health Facility	62 beds						
6	1274 Sunset Hotel	1274 Sunset Blvd	Hotel	8 rooms	2	2	4	3	2	5
			Restaurant	1.47 ksf	11	9	20	12	12	24
7	1275 Sunset Residential	1275 Sunset Blvd	Apartments	77 du	7	20	27	18	12	30
8	1111 Sunset Mixed Use	1111 Sunset Blvd	Mixed Use	N/A [b]	241	290	531	386	282	668

du = dwelling units
ksf = one thousand square feet
[a] Based on information provided by LADOT on February 3, 2023 and *ITE Trip Generation Manual, 11th ed* , 2021
[b] Trip generation estimates for 1111 Sunset Mixed Use drawn from the project's Draft EIR.



Project Site

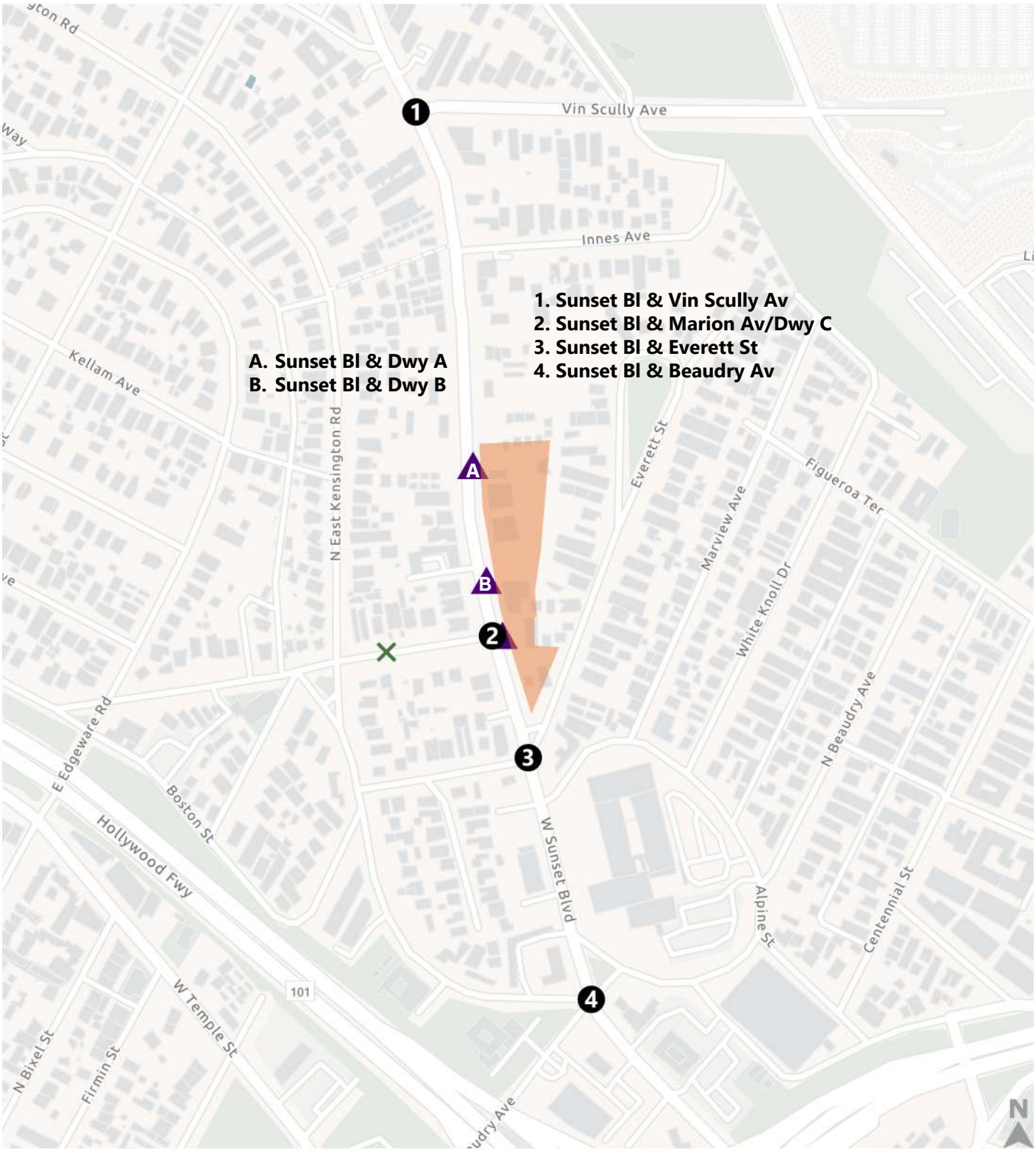
Related Projects

1/2 mile radius from Project Site

Esri Community Maps Contributors, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 3

Sunset + Everett Project
Related Projects

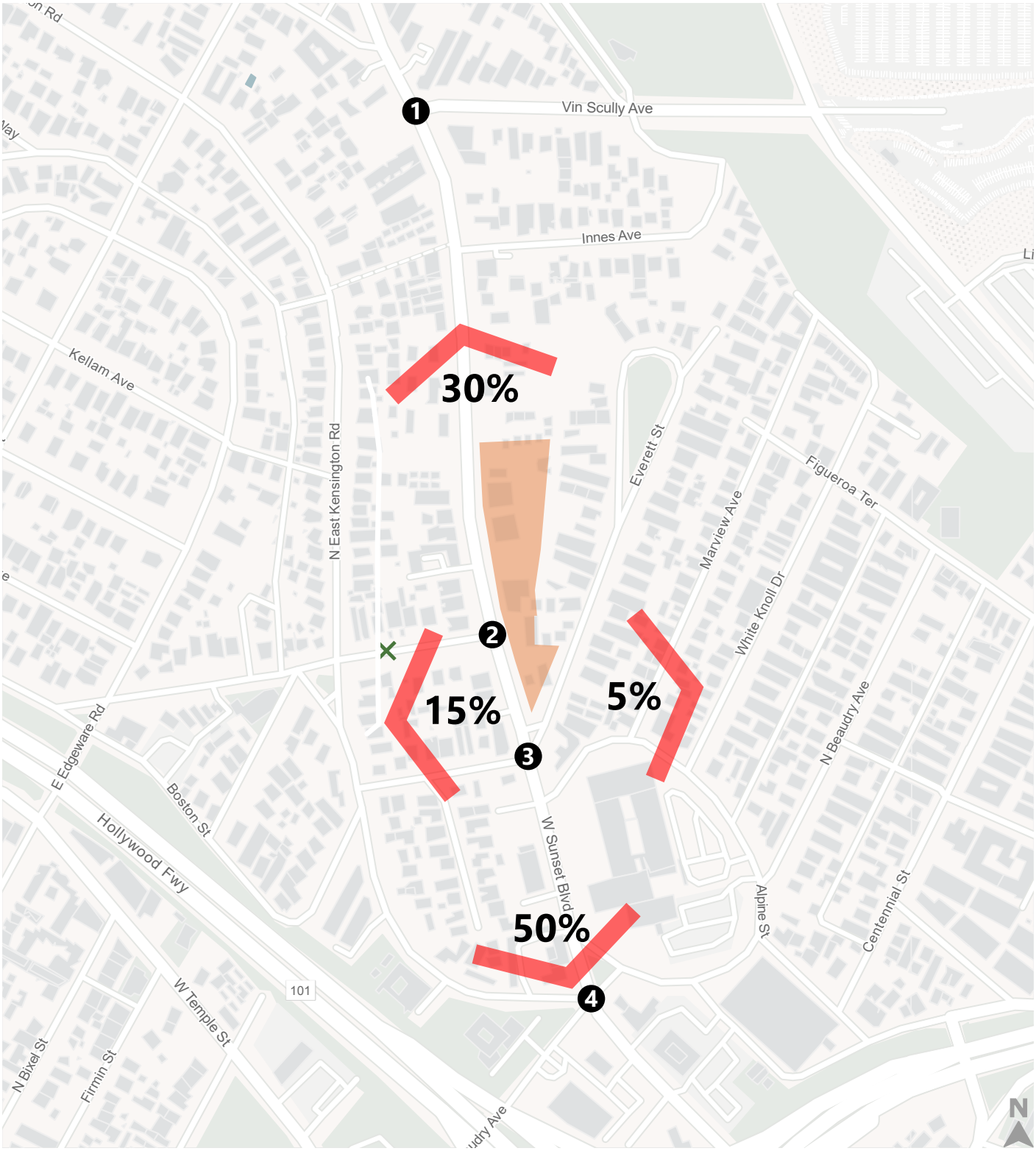


Project Site
Study Intersections
Study Segments
Project Driveway

Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 4

Sunset + Everett Project
Study Intersections



Project Site

Study Intersections

Study Segments

Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 5

Sunset + Everett Project
Project Trip Distribution

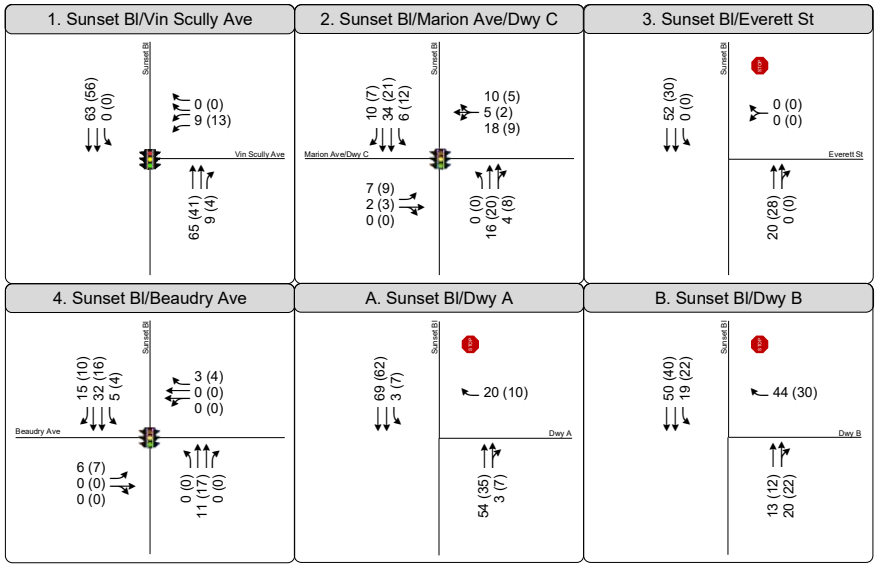


Figure 6
Sunset + Everett Project
Project Only Volumes AM(PM)

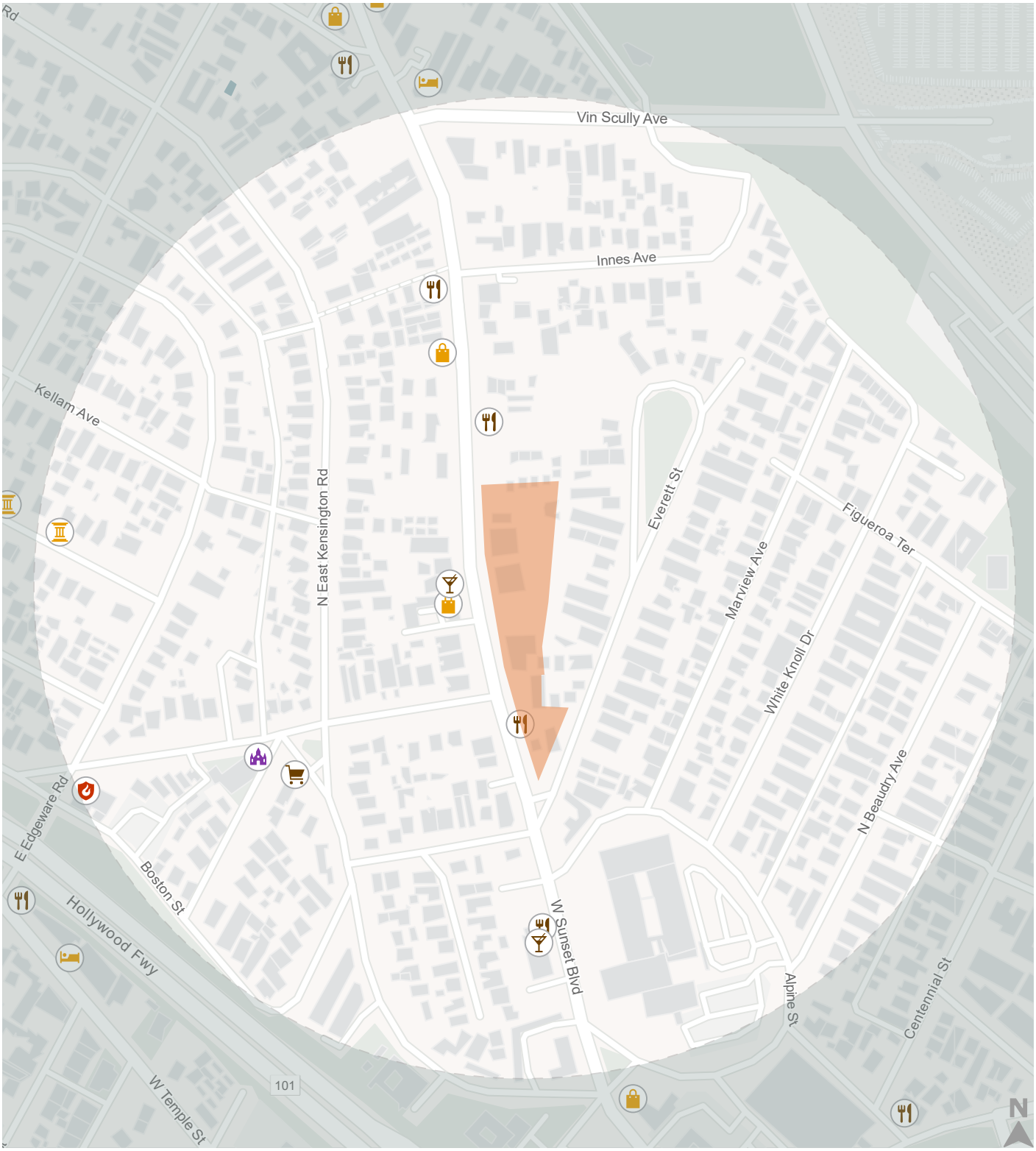


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Figure 7

Sunset + Everett Project
Pedestrian Attractors Inventory

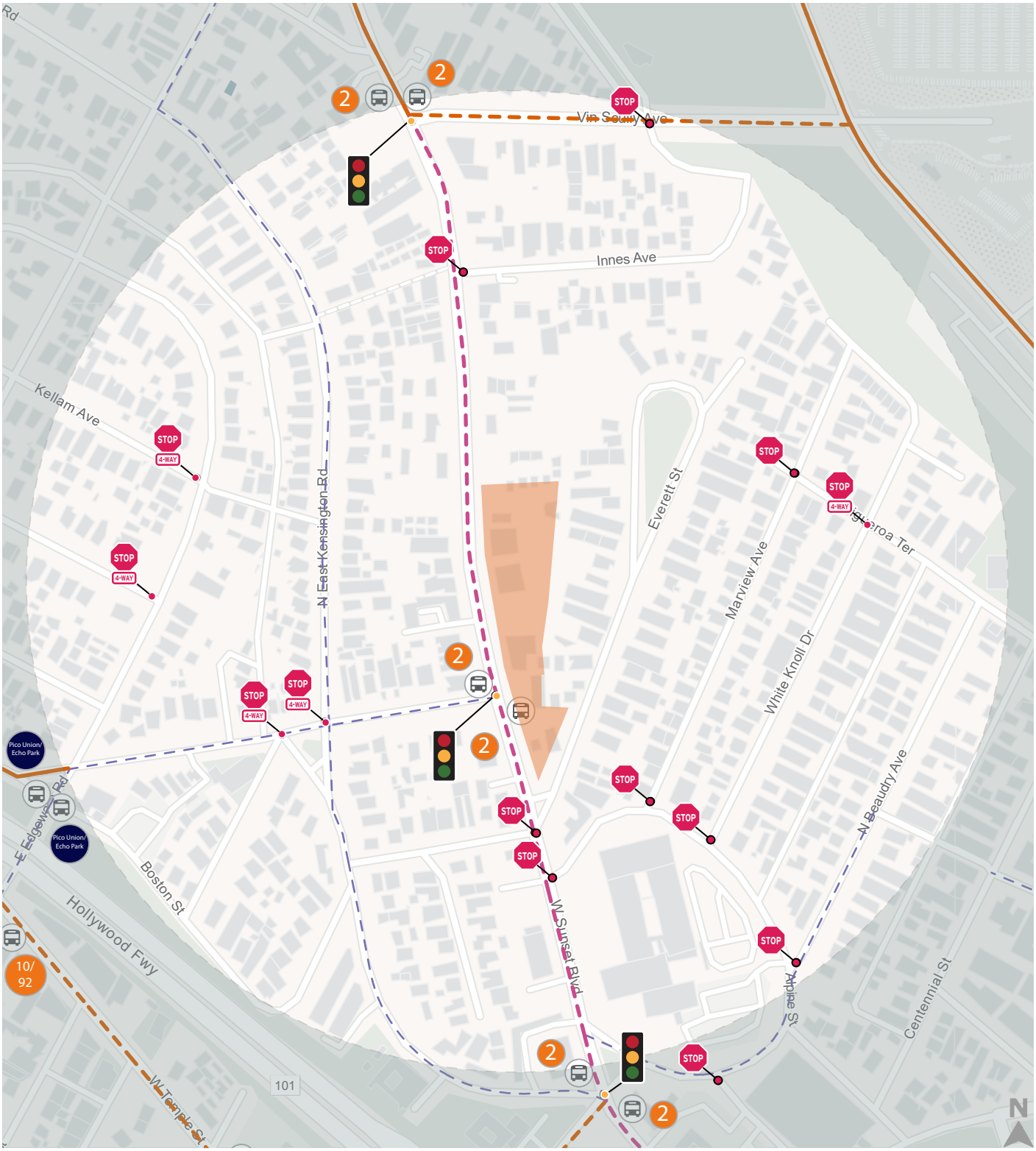

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Figure 8

Sunset + Everett Project Facilities Inventory

ATTACHMENT A

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

SUNSET/EVERETT PROJECT

Quantifiable TDM Measures as Project Design Features (CEQA)
Reduced parking supply from LAMC minimum (263 spaces instead of 621 spaces)
Promotion and marketing program (kiosk, coordinator, pamphlets, website)
Including minimum bike parking per LAMC

Attachment B

In consultation with LADOT, we propose to collect traffic volume counts and study the standard AM peak period (7:00AM-10:00AM) and PM peak period (3:00PM-6:00PM), as well as an additional study of PM peak period (3:00PM-6:00PM) on the day of a Dodgers home game, given the Project's proximity to Vin Scully Ave and Dodger Stadium.

Appendix B:
Transportation Analysis Guidelines Screening Responses and Supporting Analysis

Transportation Analysis Guidelines Screening Responses and Supporting Analysis

Adapted from Transportation Analysis Guidelines, LADOT, August 2022

Screening Criteria	Screening Evaluation	Analysis Required?
2.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES		
If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies: 1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan? 2. Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety? 3. 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.)?	1. Yes 2. No 3. Yes	Yes, see Chapter 3.1 and Appendix D

2.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED		
If the project requires a discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for that threshold: 1. T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips? 2. T-2.1-2: Would the project generate a net increase in daily VMT? In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's vehicle miles traveled, as specified in Section 2.2.4. 3. If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet? Independent of the above screening criteria, and the project requires a discretionary action, further analysis will be required if the following statement is true: 4. Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?	1. Yes 2. Yes 3. No 4. No	Yes, see Chapter 3.2
2.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL		
If the answer is no to the following question, further analysis will not be required for Threshold T-2.2, and a no impact determination can be made for that threshold: 1. T-2.2: Would the project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?	1. No	No

2.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE		
If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses: 1. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way? 2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)? 3. Does the land use project involve a discretionary action that would be under review by the Department of City Planning? 4. Would the land use project generate a net increase of 250 or more daily vehicle trips? 5. Would the land use project add 25 or more trips to any off-ramp in either the morning of afternoon peak hour?	1. Yes 2. Yes 3. Yes 4. Yes 5. No	Yes, see Chapter 3.3
3.2 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT		
If the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect existing pedestrian, bicycle, or transit facilities: 1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning? 2. Does the land use project include the construction, or addition of: a. 50 dwelling units or guest rooms or combination thereof, or b. 50,000 square feet of non-residential space? 3. Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue, Boulevard, or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?	1. Yes 2. Yes (a.) 3. Yes	Yes, see Chapter 4.1
3.3 PROJECT ACCESS, SAFETY, AND CIRCULATION EVALUATION		

Land Use Development Projects: For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation: 1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning? 2. Would the land use project generate a net increase of 500 or more daily vehicle trips?	1. Yes 2. Yes	Yes, see Chapter 4.2
3.4 PROJECT CONSTRUCTION		
If the answer is yes to any of the following questions, further analysis will be required to assess if the project could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation: 1. Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street?) 2. Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)? 3. Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units? 4. Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours? 5. Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site? 6. Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days? 7. Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?	1. Yes 2. No 3. Yes 4. No 5. No 6. Yes 7. No	Yes, see Chapter 4.4

3.5 RESIDENTIAL STREET CUT-THROUGH ANALYSIS		
Land Use Development Projects: If the answer is yes to all of the following questions, further analysis may be required to assess whether the project would negatively affect residential streets: 1. Would the project generate a net increase of 250 or more daily vehicle trips? 2. Does the land use project include a discretionary action that would be under review by the Department of City Planning? In addition, for development projects, when selecting residential street segments for analyses during the transportation assessment scoping process, all of the following conditions must be present: 3. The project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets. The congestion level of the Boulevard or Avenue can be determined based on the estimated peak hour LOS under project conditions of the study intersection(s) (as determined in Section 3.3). LOS E and F are considered to represent congested conditions; 4. The project is projected to add a substantial amount of automobile traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s); and 5. Nearby local residential street(s) (defined as Local streets as designated in the City's General Plan passing through a residential neighborhood) provide motorists with a viable alternative route. A viable alternative route is defined as one which is parallel and reasonably adjacent to the primary route as to make it attractive as an alternative to the primary route. LADOT has discretion to define which routes are viable alternative routes, based on, but not limited to, features such as geography and presence of existing traffic control devices, etc.	1. Yes 2. Yes 3. No 4. No 5. No	Yes

Appendix C:
Transit Service Schedules

Monday through Friday

Effective Jun 25 2023

4

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

SANTA MONICA	WEST LOS ANGELES	WEST HOLLYWOOD		LOS ANGELES		ECHO PARK	LOS ANGELES
1	2	3	4	5	6	7	8
6th & Santa Monica	Santa Monica & Westwood B	Santa Monica & San Vicente	Santa Monica & Fairfax	Santa Monica & Western	Santa Monica / Vermont Station	Sunset & Echo Park	Venice & Broadway
4:37A	4:56A	5:10A	5:16A	5:30A	5:35A	5:45A	6:05A
4:54	5:14	5:28	5:34	5:48	5:53	6:03	6:24
5:09	5:29	5:43	5:49	6:03	6:09	6:20	6:42
5:21	5:42	5:56	6:02	6:16	6:22	6:33	6:56
5:32	5:53	6:08	6:14	6:28	6:34	6:46	7:09
E5:47	6:05	6:20	6:26	6:40	6:46	6:58	7:21
5:55	6:16	6:31	6:37	6:51	6:57	7:10	7:33
—	6:23	6:38	6:44	6:58	7:04	7:17	7:41
E6:11	6:29	6:45	6:51	7:06	7:12	7:25	7:50
—	6:35	6:51	6:57	7:13	7:19	7:32	7:58
6:20	6:42	6:58	7:05	7:21	7:27	7:41	8:07
—	6:49	7:05	7:12	7:28	7:34	7:48	8:14
6:33	6:56	7:13	7:20	7:36	7:42	7:56	8:22
—	7:02	7:19	7:26	7:43	7:49	8:03	8:29
6:46	7:10	7:27	7:34	7:51	7:57	8:11	8:37
—	7:17	7:34	7:41	7:58	8:04	8:18	8:44
7:00	7:24	7:42	7:49	8:06	8:12	8:26	8:52
—	7:31	7:49	7:56	8:13	8:19	8:33	8:59
7:13	7:38	7:56	8:04	8:21	8:27	8:41	9:07
—	7:45	8:03	8:11	8:28	8:34	8:48	9:14
7:26	7:52	8:11	8:19	8:36	8:42	8:56	9:22
—	7:58	8:18	8:26	8:43	8:49	9:03	9:29
7:39	8:06	8:26	8:34	8:51	8:57	9:12	9:38
—	8:13	8:33	8:41	8:58	9:04	9:19	9:45
7:53	8:21	8:41	8:49	9:06	9:12	9:27	9:53
—	8:28	8:48	8:56	9:13	9:19	9:34	9:59
8:08	8:36	8:56	9:04	9:21	9:27	9:42	10:07
—	8:43	9:03	9:11	9:28	9:34	9:49	10:14
8:23	8:51	9:11	9:19	9:36	9:42	9:57	10:22
—	8:58	9:18	9:26	9:43	9:49	10:04	10:29
8:37	9:06	9:26	9:34	9:51	9:57	10:12	10:37
—	9:12	9:32	9:41	9:58	10:04	10:19	10:44
8:51	9:20	9:40	9:49	10:06	10:12	10:27	10:52
—	9:26	9:46	9:55	10:13	10:19	10:34	10:59
9:05	9:34	9:54	10:03	10:21	10:27	10:43	11:08
—	9:41	10:01	10:10	10:28	10:34	10:50	11:15
9:20	9:49	10:09	10:18	10:36	10:42	10:58	11:23
—	9:55	10:15	10:24	10:43	10:49	11:05	11:30
9:34	10:03	10:23	10:32	10:51	10:57	11:13	11:38
—	10:10	10:30	10:39	10:58	11:05	11:21	11:46
9:49	10:18	10:38	10:47	11:06	11:13	11:29	11:54
—	10:24	10:44	10:53	11:13	11:20	11:36	12:01P
10:02	10:32	10:52	11:01	11:21	11:28	11:45	12:10
—	10:38	10:58	11:08	11:28	11:35	11:52	12:17
10:16	10:46	11:06	11:16	11:36	11:43	11:59	12:25
—	10:52	11:12	11:22	11:43	11:50	12:07P	12:32
10:30	11:00	11:20	11:30	11:51	11:58	12:15	12:40
—	11:07	11:27	11:37	11:58	12:05P	12:22	12:47
10:44	11:15	11:35	11:45	12:06P	12:13	12:30	12:55
—	11:21	11:42	11:52	12:13	12:20	12:37	1:02
10:57	11:29	11:50	11:59	12:21	12:28	12:45	1:10
—	11:35	11:56	12:07P	12:28	12:35	12:52	1:17
11:11	11:43	12:04P	12:15	12:36	12:43	1:00	1:25
—	11:48	12:10	12:21	12:43	12:50	1:07	1:32
11:23	11:55	12:18	12:29	12:51	12:58	1:15	1:40
—	12:02P	12:25	12:36	12:58	1:05	1:22	1:47
11:38	12:10	12:33	12:44	1:06	1:13	1:30	1:55
—	12:17	12:40	12:51	1:13	1:20	1:37	2:02
11:52	12:25	12:48	12:59	1:21	1:28	1:45	2:10
—	12:31	12:54	1:06	1:28	1:35	1:52	2:17
12:06P	12:39	1:02	1:14	1:36	1:43	2:00	2:25
—	12:45	1:08	1:20	1:43	1:50	2:07	2:32
12:19	12:52	1:16	1:28	1:51	1:58	2:15	2:41
—	12:59	1:23	1:35	1:58	2:05	2:22	2:48
12:33	1:07	1:31	1:43	2:06	2:13	2:30	2:56
—	1:14	1:38	1:50	2:13	2:20	2:38	3:04
12:48	1:22	1:46	1:58	2:21	2:28	2:47	3:13
—	1:29	1:53	2:05	2:28	2:35	2:54	3:20
1:03	1:37	2:01	2:13	2:36	2:43	3:02	3:29
—	1:43	2:07	2:19	2:43	2:50	3:09	3:36
1:15	1:50	2:15	2:27	2:51	2:58	3:18	3:46
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—	2:11	2:36	2:48	3:13	3:20	3:41	4:09
1:42	2:18	2:44	2:56	3:21	3:28	3:50	4:18
—	2:25	2:51	3:03	3:28	3:35	3:57	4:25
1:55	2:33	2:59	3:11	3:36	3:43	4:05	4:33
—	2:40	3:06	3:18	3:43	3:50	4:12	4:40
2:08	2:46	3:13	3:25	3:51	3:58	4:20	4:49
—	2:53	3:20	3:32	3:58	4:05	4:27	4:56
2:21	2:59	3:27	3:40	4:06	4:13	4:35	5:04
—	3:06	3:34	3:47	4:13	4:20	4:42	5:11
2:36	3:14	3:42	3:55	4:21	4:28	4:50	5:19
—	3:20	3:49	4:02	4:28	4:35	4:57	5:26
2:49	3:28	3:57	4:10	4:36	4:43	5:05	5:34
—	3:35	4:04	4:17	4:43	4:50	5:12	5:41
3:04	3:43	4:12	4:25	4:51	4:58	5:20	5:48
—	3:49	4:19	4:32	4:58	5:05	5:27	5:55
3:18	3:57	4:27	4:40	5:06	5:13	5:35	6:03
—	4:04	4:34	4:47	5:13	5:20	5:41	6:08
3:33	4:12	4:42	4:55	5:21	5:28	5:49	6:15
—	4:18	4:49	5:02	5:28	5:35	5:56	6:22
3:46	4:26	4:57	5:10	5:36	5:43	6:04	6:30
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4:01	4:41	5:12	5:25	5:51	5:58	6:17	6:42
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4:15	4:55	5:27	5:40	6:06	6:13	6:32	6:55
—	5:02	5:34	5:47	6:13	6:20	6:38	7:01
4:30	5:10	5:42	5:55	6:21	6:28	6:45	7:08
—	5:17	5:49	6:02	6:28	6:35	6:52	7:14
4:48	5:28	6:00	6:11	6:36	6:43	7:00	7:22
—	5:35	6:07	6:18	6:43	6:50	7:07	7:29
5:05	5:45	6:16	6:27	6:51	6:58	7:14	7:36
—	5:54	6:24	6:35	6:59	7:05	7:21	7:43
5:23	6:03	6:33	6:44	7:07	7:13	7:29	7:51
5:36	6:15	6:44	6:55	7:17	7:23	7:38	8:00
5:51	6:29	6:57	7:07	7:28	7:34	7:49	8:11
6:08	6:43	7:10	7:20	7:40	7:46	8:01	8:23
6:23	6:57	7:23	7:33	7:52	7:58	8:12	8:34
6:38	7:10	7:35	7:45	8:04	8:10	8:24	8:46
6:53	7:24	7:48	7:58	8:16	8:22	8:36	8:58
7:08	7:37	8:00	8:10	8:28	8:34	8:48	9:10
7:26	7:53	8:14	8:24	8:41	8:47	9:01	9:23
7:43	8:10	8:30	8:39	8:56	9:02	9:15	9:37
8:00	8:26	8:45	8:54	9:11	9:17	9:30	9:52
8:16	8:41	9:00	9:09	9:26	9:32	9:45	10:07
8:31	8:56	9:15	9:24	9:41	9:47	10:00	10:21
8:46	9:11	9:30	9:39	9:56	10:02	10:14	10:35
9:02	9:27	9:46	9:55	10:11	10:16	10:28	10:49
9:17	9:42	10:01	10:10	10:26	10:31	10:43	11:04
9:32	9:57	10:16	10:25	10:41	10:46	10:58	11:18
9:48	10:12	10:31	10:40	10:56	11:01	11:12	11:32
E10:08	10:27	10:46	10:55	11:11	11:16	11:27	11:47
E10:24	10:43	11:02	11:10	11:26	11:31	11:41	12:01A
E10:40	10:59	11:17	11:25	11:41	11:46	11:56	12:16
E10:55	11:14	11:32	11:40	11:56	12:01A	12:11A	12:31
E11:12	11:31	11:48	11:56	12:11A	12:16	12:26	12:46
E11:28	11:46	12:03A	12:11A	12:26	12:31	12:40	1:00
E11:44	12:02A	12:19	12:27	12:41	12:46	12:55	1:15
E11:59	12:18	12:35	12:42	12:56	1:01	1:10	1:30
E12:16A	12:34	12:50	12:57	1:11	1:16	1:25	1:45
E12:32	12:49	1:05	1:12	1:26	1:31	1:40	2:00
E12:47	1:04	1:20	1:27	1:41	1:46	1:55	2:15
E1:02	1:19	1:35	1:42	1:56	2:01	2:10	2:30
E1:18	1:35	1:51	1:58	2:12	2:17	2:26	2:46
E1:39	1:56	2:11	2:18	2:32	2:37	2:46	3:06
E2:00	2:16	2:31	2:38	2:52	2:57	3:06	3:26
E2:25	2:41	2:56	3:03	3:17	3:22	3:31	3:51
E2:50	3:06	3:21	3:28	3:42	3:47	3:56	4:16
E3:17	3:33	3:47	3:53	4:07	4:12	4:21	4:41
E3:47	4:03	4:17	4:23	4:37	4:42	4:51	5:11
E4:17	4:33	4:47	4:53	5:07	5:12	5:21	5:41

LOS ANGELES	ECHO PARK	LOS ANGELES		WEST HOLLYWOOD		WEST LOS ANGELES	SANTA MONICA
8	7	6	5	4	3	2	1
Broadway & Venice	Sunset & Echo Park	Santa Monica / Vermont Station	Santa Monica & Western	Santa Monica & Fairfax	Santa Monica & San Vicente	Santa Monica & Westwood C	6th & Santa Monica
4:06A	4:24A	4:34A	4:38A	4:49A	4:55A	5:07A	F5:24A
4:30	4:47	4:57	5:01	5:12	5:18	5:30	F5:49
4:50	5:08	5:18	5:23	5:35	5:41	5:54	6:17
5:11	5:29	5:39	5:44	5:57	6:04	6:19	6:42
5:24	5:43	5:53	5:58	6:12	6:19	6:35	6:58
5:35	5:54	6:04	6:09	6:23	6:30	6:47	7:10
5:44	6:03	6:14	6:19	6:33	6:40	6:57	7:21
5:52	6:12	6:23	6:28	6:43	6:50	7:09	—
5:59	6:19	6:30	6:36	6:51	6:58	7:17	7:42
6:05	6:25	6:37	6:43	6:58	7:06	7:26	—
6:13	6:33	6:45	6:51	7:07	7:15	7:35	8:02
6:20	6:40	6:52	6:58	7:15	7:23	7:45	—
6:28	6:48	7:00	7:06	7:23	7:31	7:53	8:20
6:34	6:54	7:07	7:13	7:30	7:39	8:02	—
6:42	7:02	7:15	7:21	7:39	7:48	8:10	8:37
6:48	7:09	7:22	7:28	7:47	7:56	8:19	—
6:54	7:16	7:29	7:36	7:55	8:05	8:27	8:54
7:00	7:22	7:36	7:43	8:02	8:13	8:36	—
7:07	7:29	7:44	7:51	8:10	8:21	8:43	9:10
7:14	7:36	7:51	7:58	8:17	8:28	8:51	—
7:22	7:44	7:59	8:06	8:25	8:36	8:58	9:25
7:29	7:51	8:06	8:13	8:32	8:43	9:06	—
7:37	7:59	8:14	8:21	8:40	8:51	9:13	9:40
7:44	8:06	8:21	8:28	8:47	8:58	9:21	—
7:52	8:14	8:29	8:36	8:55	9:06	9:28	9:55
7:58	8:21	8:36	8:43	9:02	9:13	9:36	—
8:06	8:29	8:44	8:51	9:10	9:21	9:43	10:11
8:13	8:36	8:51	8:58	9:17	9:28	9:51	—
8:21	8:44	8:59	9:06	9:25	9:36	9:58	10:26
8:28	8:51	9:06	9:13	9:32	9:43	10:06	—
8:36	8:59	9:14	9:21	9:40	9:51	10:13	10:41
8:43	9:06	9:21	9:28	9:47	9:58	10:21	—
8:51	9:14	9:29	9:36	9:55	10:06	10:28	10:57
8:58	9:21	9:36	9:43	10:02	10:13	10:36	—
9:06	9:29	9:44	9:51	10:11	10:22	10:44	11:13
9:13	9:36	9:51	9:58	10:18	10:29	10:53	—
9:21	9:44	9:59	10:06	10:26	10:37	10:59	11:29
9:28	9:51	10:06	10:13	10:33	10:44	11:08	—
9:36	9:59	10:14	10:21	10:41	10:52	11:14	11:45
9:43	10:06	10:21	10:28	10:48	10:59	11:23	—
9:51	10:14	10:29	10:36	10:56	11:07	11:29	11:59
9:57	10:21	10:36	10:43	11:03	11:14	11:38	—
10:05	10:29	10:44	10:51	11:11	11:22	11:44	12:15P
10:12	10:36	10:51	10:58	11:18	11:29	11:53	—
10:20	10:44	10:59	11:06	11:26	11:37	11:59	12:30
10:27	10:51	11:06	11:13	11:33	11:44	12:08P	—
10:34	10:58	11:14	11:21	11:42	11:53	12:15	12:46
10:40	11:05	11:21	11:28	11:49	11:59	12:25	—
10:47	11:12	11:28	11:36	11:57	12:08P	12:30	1:01
10:53	11:19	11:35	11:43	12:04P	12:15	12:40	—
11:00	11:26	11:43	11:51	12:12	12:23	12:45	1:16
11:07	11:33	11:50	11:58	12:19	12:30	12:55	—
11:15	11:41	11:58	12:06P	12:27	12:38	1:00	1:31
11:21	11:48	12:05P	12:13	12:34	12:45	1:10	—
11:29	11:56	12:13	12:21	12:42	12:53	1:15	1:46
11:36	12:03P	12:20	12:28	12:49	1:00	1:25	—
11:44	12:11	12:28	12:36	12:57	1:08	1:30	2:01
11:51	12:18	12:35	12:43	1:04	1:15	1:40	—
11:58	12:25	12:43	12:51	1:12	1:23	1:46	2:18
12:05P	12:32	12:50	12:58	1:19	1:30	1:55	—
12:13	12:40	12:58	1:06	1:27	1:38	2:01	2:33
12:20	12:47	1:05	1:13	1:34	1:45	2:10	—
12:28	12:55	1:13	1:21	1:42	1:53	2:17	2:49
12:35	1:02	1:20	1:28	1:49	2:00	2:25	—
12:43	1:10	1:28	1:36	1:57	2:08	2:32	3:04
12:50	1:17	1:35	1:43	2:04	2:15	2:40	—
12:58	1:25	1:43	1:51	2:12	2:23	2:47	3:20
1:05	1:32	1:50	1:58	2:19	2:30	2:55	—
1:13	1:40	1:58	2:06	2:27	2:38	3:02	3:35
1:20	1:47	2:05	2:13	2:34	2:45	3:10	—
1:28	1:55	2:13	2:21	2:42	2:53	3:17	3:50
1:35	2:02	2:20	2:28	2:49	3:00	3:25	—
1:43	2:10	2:28	2:36	2:57	3:08	3:32	4:05
1:50	2:17	2:35	2:43	3:04	3:15	3:40	—
1:58	2:25	2:43	2:51	3:12	3:23	3:47	4:20
2:05	2:32	2:50	2:58	3:19	3:30	3:55	—
2:13	2:40	2:58	3:06	3:27	3:38	4:02	4:35
2:20	2:47	3:05	3:13	3:34	3:45	4:10	—
2:28	2:55	3:13	3:21	3:42	3:53	4:17	4:50
2:35	3:02	3:20	3:28	3:49	4:00	4:25	—
2:43	3:10	3:28	3:36	3:57	4:08	4:32	5:04
2:50	3:17	3:35	3:43	4:04	4:15	4:40	—
2:58	3:25	3:43	3:51	4:11	4:22	4:46	5:18
3:05	3:32	3:50	3:58	4:18	4:29	4:54	—
3:13	3:40	3:58	4:06	4:26	4:37	5:01	5:34
3:20	3:47	4:05	4:13	4:33	4:44	5:09	—
3:28	3:55	4:13	4:21	4:41	4:52	5:16	5:49
3:35	4:02	4:20	4:28	4:48	4:59	5:24	—
3:42	4:10	4:28	4:36	4:56	5:07	5:31	6:04
3:50	4:17	4:35	4:43	5:03	5:14	5:39	—
3:57	4:25	4:43	4:51	5:11	5:22	5:46	6:19
4:04	4:32	4:50	4:58	5:18	5:29	5:53	6:25
4:12	4:40	4:58	5:06	5:26	5:37	6:01	6:33
4:19	4:47	5:05	5:13	5:33	5:44	6:09	—
4:28	4:56	5:13	5:21	5:40	5:51	6:14	6:45
4:35	5:03	5:20	5:28	5:47	5:58	6:23	—
4:44	5:12	5:29	5:36	5:55	6:05	6:27	6:58
4:51	5:19	5:36	5:43	6:02	6:12	6:37	—
4:59	5:27	5:44	5:51	6:10	6:20	6:41	7:11
5:07	5:34	5:51	5:58	6:17	6:27	6:51	—
5:15	5:42	5:59	6:06	6:25	6:35	6:55	7:24
5:22	5:49	6:06	6:13	6:32	6:42	7:02	7:30
5:31	5:58	6:14	6:21	6:39	6:49	7:08	7:36
5:38	6:05	6:21	6:28	6:46	6:56	7:18	—
5:46	6:13	6:29	6:36	6:54	7:04	7:22	7:49
5:54	6:20	6:36	6:43	7:01	7:11	7:32	—
6:02	6:28	6:44	6:51	7:09	7:19	7:37	8:04
6:10	6:36	6:52	6:59	7:16	7:26	7:47	—
6:21	6:46	7:02	7:09	7:26	7:35	7:52	8:18
6:31	6:56	7:12	7:19	7:36	7:45	8:02	8:28
6:42	7:07	7:23	7:30	7:47	7:56	8:13	8:39
6:55	7:20	7:36	7:42	7:59	8:08	8:25	8:51
7:09	7:33	7:48	7:54	8:10	8:19	8:36	9:02
7:21	7:45	8:00	8:06	8:22	8:31	8:48	9:13
7:36	7:59	8:14	8:20	8:36	8:45	9:02	9:27
7:51	8:14	8:29	8:35	8:51	9:00	9:17	F9:38
8:06	8:29	8:44	8:50	9:06	9:14	9:31	F9:51
8:21	8:44	8:59	9:05	9:21	9:29	9:46	F10:06
8:37	9:00	9:15	9:21	9:37	9:45	10:02	F10:21
8:55	9:17	9:32	9:37	9:52	10:00	10:17	F10:36
9:12	9:34	9:48	9:53	10:08	10:16	10:33	F10:52
9:30	9:52	10:06	10:11	10:26	10:34	10:51	F11:10
9:49	10:11	10:24	10:29	10:44	10:52	11:08	F11:27
10:07	10:29	10:42	10:47	11:02	11:10	11:26	F11:43
10:25	10:47	11:00	11:05	11:20	11:28	11:43	F11:59
10:44	11:06	11:18	11:23	11:37	11:45	11:59	F12:17A
D11:06	11:25	11:36	11:41	11:55	12:03A	12:17A	F12:34
11:21	11:43	11:54	11:59	12:12A	12:20	12:34	F12:50
11:44	12:04A	12:15A	12:19A	12:32	12:39	12:52	F1:08
D12:06A	12:24	12:35	12:39	12:51	12:58	1:11	F1:27
12:25	12:44	12:55	12:59	1:11	1:18	1:31	F1:47
12:45	1:04	1:15	1:19	1:31	1:38	1:51	F2:08
D1:06	1:24	1:35	1:39	1:51	1:58	2:11	F2:27
1:35	1:54	2:04	2:08	2:20	2:27	2:40	F2:56
D2:06	2:24	2:34	2:38	2:49	2:56	3:08	F3:24
2:36	2:54	3:04	3:08	3:19	3:25	3:37	F3:53
D3:06	3:24	3:34	3:38	3:49	3:55	4:07	F4:24
3:36	3:54	4:04	4:08	4:19	4:25	4:37	F4:54

Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

- **B** Trips shown originating at Santa Monica & Westwood begin service from Nebraska & Sepulveda 5 - 9 minutes before time shown.
- **C** Trips shown terminating at Santa Monica & Westwood continue to Nebraska & Sepulveda arriving approximately 2 - 5 minutes after time shown.
- **D** Waits at Broadway & 7th for transfer connection.
- **E** Trips starts at Santa Monica & 4th at time shown.
- **F** Trip ends at Santa Monica & 3rd St Prominade at time shown.

Avisos especiales

- **B** *Los viajes que se muestran originándose en Santa Mónica y Westwood empiezan el servicio desde Nebraska y Sepulveda 5 - 9 minutos antes de la hora mostrada.*
- **C** *Los viajes que se muestran terminando en Santa Mónica y Westwood continúan hacia Nebraska & Sepulveda llegando a aproximadamente 2 - 5 minutos después de la hora mostrada.*
- **D** *Espera en Broadway y 7th para las conexione de transferencia.*
- **E** *Viaje comienza en Santa Monica & 4th a la hora mostrada.*
- **F** *Viaje termina en Santa Monica & 3rd St Prominade a la hora mostrada.*

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

Effective Jun 25 2023

Metro Local

Eastbound to Downtown Los Angeles
Westbound to Santa Monica
via Santa Monica Bl & Sunset Bl

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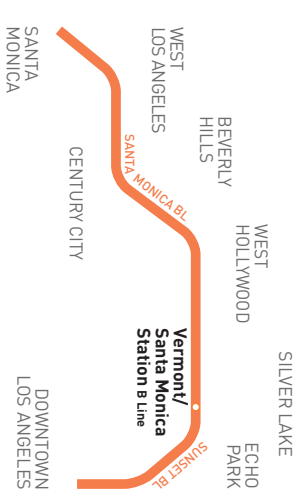
metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711



Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Saturday, Sunday and Holiday Schedule

Effective Jun 25 2023

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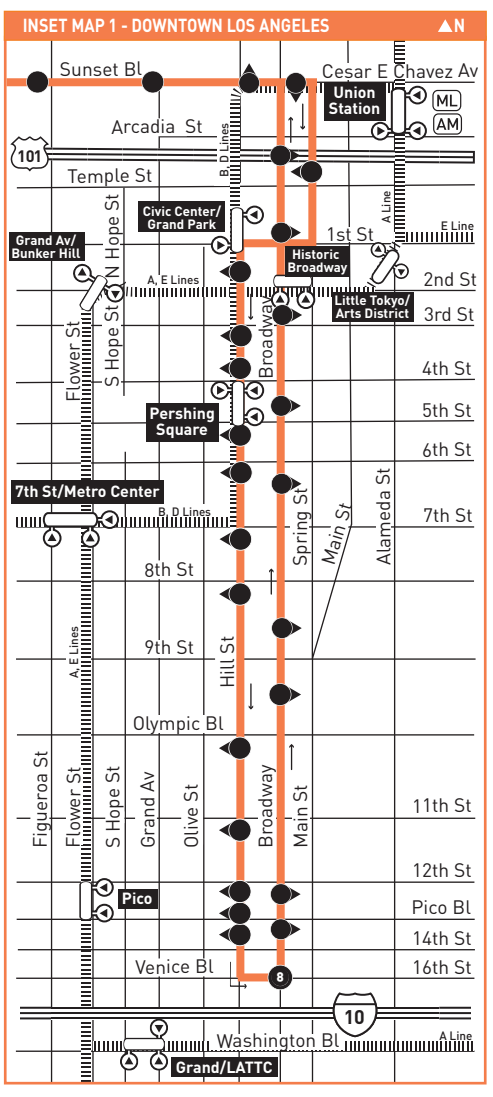
Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

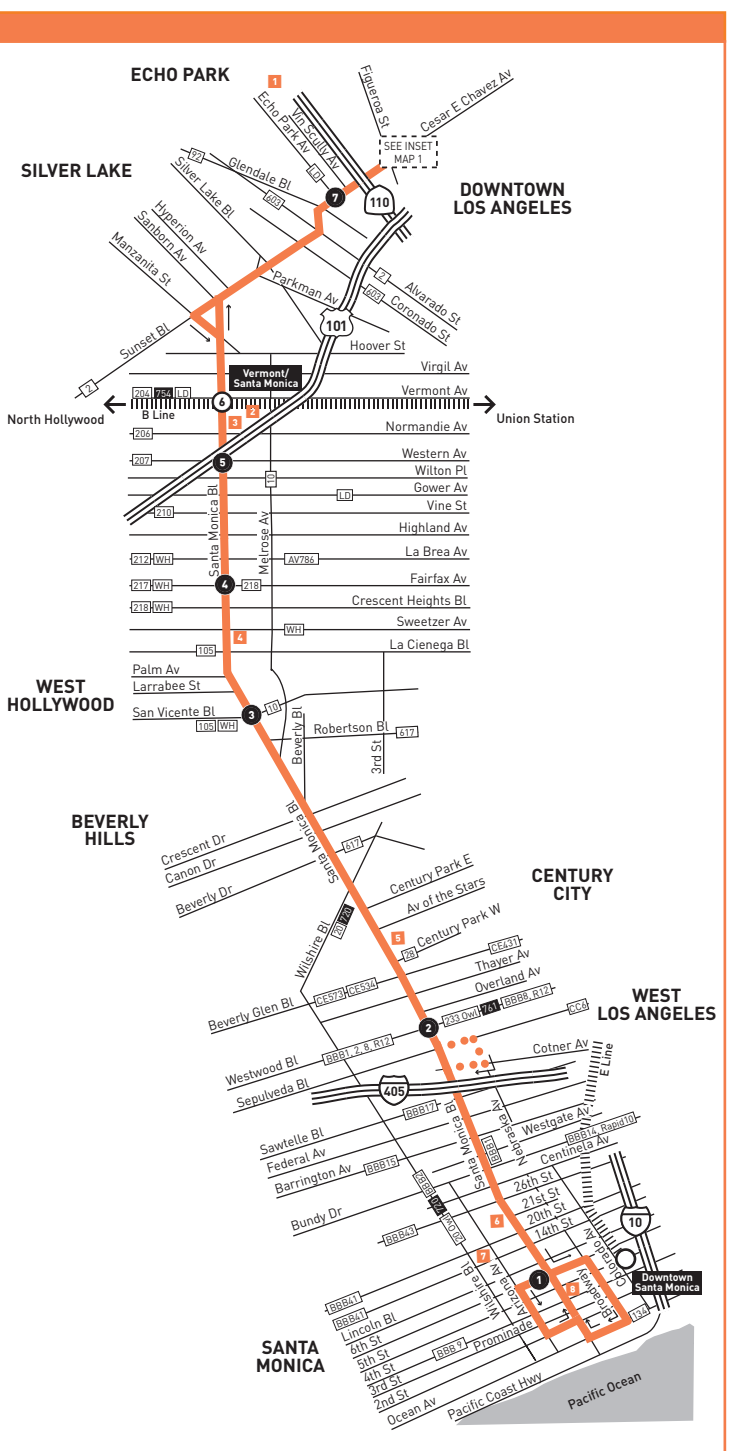
SANTA MONICA	WEST LOS ANGELES	WEST HOLLYWOOD		LOS ANGELES		ECHO PARK	LOS ANGELES
1	2	3	4	5	6	7	8
6th & Santa Monica	Santa Monica & Westwood B	Santa Monica & San Vicente	Santa Monica & Fairfax	Santa Monica & Western	Santa Monica / Vermont Station	Sunset & Echo Park	Venice & Broadway
4:42A	5:01A	5:15A	5:21A	5:35A	5:40A	5:50A	6:12A
5:04	5:23	5:37	5:43	5:57	6:02	6:12	6:34
5:26	5:45	5:59	6:05	6:19	6:24	6:34	6:56
E5:50	6:06	6:20	6:26	6:40	6:45	6:56	7:18
E6:09	6:25	6:40	6:46	7:00	7:05	7:17	7:40
6:22	6:42	6:57	7:03	7:18	7:23	7:35	7:58
6:37	6:57	7:12	7:19	7:34	7:39	7:51	8:14
6:50	7:10	7:25	7:32	7:47	7:52	8:04	8:27
7:00	7:20	7:35	7:42	7:57	8:02	8:14	8:37
—	7:30	7:45	7:52	8:07	8:12	8:24	8:48
7:19	7:40	7:55	8:02	8:17	8:22	8:34	8:58
—	7:50	8:05	8:12	8:27	8:32	8:45	9:09
7:39	8:00	8:15	8:22	8:37	8:43	8:56	9:20
—	8:10	8:25	8:32	8:47	8:53	9:06	9:30
7:57	8:20	8:35	8:42	8:57	9:03	9:17	9:41
—	8:29	8:45	8:52	9:07	9:13	9:27	9:51
8:15	8:38	8:54	9:01	9:17	9:23	9:37	10:02
—	8:47	9:03	9:11	9:27	9:33	9:47	10:12
8:32	8:56	9:13	9:21	9:37	9:43	9:57	10:22
—	9:05	9:22	9:30	9:47	9:53	10:07	10:32
8:50	9:14	9:31	9:40	9:57	10:03	10:17	10:42
—	9:23	9:41	9:50	10:07	10:13	10:27	10:52
9:08	9:32	9:50	9:59	10:17	10:23	10:38	11:03
—	9:41	9:59	10:09	10:27	10:33	10:49	11:14
9:27	9:51	10:09	10:19	10:37	10:43	10:59	11:24
—	10:01	10:19	10:29	10:47	10:53	11:10	11:35
9:46	10:11	10:29	10:39	10:57	11:03	11:20	11:46
—	10:21	10:39	10:49	11:07	11:13	11:30	11:56
10:06	10:31	10:49	10:59	11:17	11:23	11:41	12:08P
—	10:41	10:59	11:09	11:27	11:33	11:51	12:19
10:26	10:51	11:09	11:19	11:37	11:43	12:01P	12:29
—	11:00	11:18	11:28	11:47	11:53	12:11	12:39
10:44	11:09	11:27	11:38	11:57	12:03P	12:21	12:49
—	11:18	11:37	11:48	12:07P	12:13	12:31	12:59
11:00	11:26	11:46	11:57	12:17	12:23	12:41	1:09
—	11:36	11:56	12:07P	12:27	12:33	12:51	1:19
11:19	11:46	12:06P	12:17	12:37	12:43	1:01	1:29
—	11:55	12:16	12:27	12:47	12:53	1:12	1:40
11:37	12:05P	12:26	12:37	12:57	1:03	1:23	1:51
—	12:14	12:36	12:47	1:07	1:13	1:33	2:01
11:54	12:23	12:45	12:56	1:17	1:23	1:43	2:11
—	12:32	12:55	1:06	1:27	1:33	1:53	2:21
12:12P	12:42	1:05	1:16	1:37	1:43	2:03	2:31
—	12:52	1:15	1:26	1:47	1:53	2:13	2:41
12:32	1:02	1:25	1:36	1:57	2:03	2:23	2:51
—	1:12	1:35	1:46	2:07	2:13	2:33	3:01
12:52	1:22	1:45	1:56	2:17	2:23	2:43	3:11
—	1:32	1:55	2:06	2:27	2:33	2:53	3:20
1:12	1:42	2:05	2:16	2:37	2:43	3:03	3:30
—	1:51	2:14	2:25	2:47	2:53	3:12	3:39
1:31	2:01	2:24	2:35	2:57	3:03	3:22	3:49
—	2:10	2:33	2:45	3:07	3:13	3:32	3:59
1:49	2:19	2:43	2:55	3:17	3:23	3:41	4:08
—	2:29	2:53	3:05	3:27	3:33	3:51	4:17
2:09	2:39	3:03	3:15	3:37	3:43	4:01	4:27
—	2:49	3:13	3:25	3:47	3:53	4:11	4:37
2:30	2:59	3:23	3:35	3:57	4:03	4:21	4:47
—	3:09	3:33	3:45	4:07	4:13	4:31	4:57
2:50	3:19	3:43	3:55	4:17	4:23	4:41	5:07
—	3:29	3:53	4:05	4:27	4:33	4:51	5:17
3:10	3:39	4:03	4:15	4:37	4:43	5:01	5:27
—	3:49	4:13	4:25	4:47	4:53	5:11	5:37
3:31	3:59	4:23	4:35	4:57	5:03	5:21	5:47
—	4:09	4:33	4:45	5:07	5:13	5:31	5:57
3:51	4:19	4:43	4:55	5:17	5:23	5:40	6:06
—	4:29	4:53	5:05	5:27	5:33	5:50	6:16
4:11	4:39	5:03	5:15	5:37	5:43	6:00	6:26
—	4:50	5:14	5:26	5:47	5:53	6:10	6:36
4:33	5:01	5:25	5:36	5:57	6:03	6:20	6:45
—	5:11	5:35	5:46	6:07	6:13	6:30	6:55
4:54	5:22	5:46	5:57	6:17	6:23	6:39	7:04
—	5:33	5:57	6:07	6:27	6:33	6:49	7:13
5:19	5:47	6:11	6:21	6:41	6:47	7:03	7:27
—	6:02	6:26	6:36	6:56	7:02	7:17	7:40
5:50	6:18	6:42	6:52	7:11	7:17	7:32	7:55
—	6:34	6:58	7:07	7:26	7:32	7:46	8:09
6:23	6:51	7:14	7:23	7:41	7:47	8:01	8:24
—	7:06	7:29	7:38	7:56	8:02	8:16	8:39
6:55	7:23	7:45	7:54	8:11	8:17	8:31	8:54
7:11	7:39	8:00	8:09	8:26	8:32	8:46	9:08
7:29	7:56	8:15	8:24	8:41	8:47	9:01	9:23
7:45	8:11	8:30	8:39	8:56	9:02	9:15	9:37
8:00	8:26	8:45	8:54	9:11	9:17	9:30	9:52
8:15	8:41	9:00	9:09	9:26	9:32	9:45	10:07
8:30	8:56	9:15	9:24	9:41	9:47	10:00	10:21
8:46	9:11	9:30	9:39	9:56	10:02	10:14	10:35
9:02	9:27	9:46	9:55	10:11	10:16	10:28	10:49
9:17	9:42	10:01	10:10	10:26	10:31	10:43	11:04
9:32	9:57	10:16	10:25	10:41	10:46	10:58	11:18
9:48	10:12	10:31	10:40	10:56	11:01	11:12	11:32
E10:08	10:27	10:46	10:55	11:11	11:16	11:27	11:47
E10:24	10:43	11:02	11:10	11:26	11:31	11:41	12:01A
E10:40	10:59	11:17	11:25	11:41	11:46	11:56	12:16
E10:55	11:14	11:32	11:40	11:56	12:01A	12:11A	12:31
E11:12	11:31	11:48	11:56	12:11A	12:16	12:26	12:46
E11:28	11:46	12:03A	12:11A	12:26	12:31	12:40	1:00
E11:44	12:02A	12:19	12:27	12:41	12:46	12:55	1:15
E11:59	12:18	12:35	12:42	12:56	1:01	1:10	1:30
E12:16A	12:34	12:50	12:57	1:11	1:16	1:25	1:45
E12:32	12:49	1:05	1:12	1:26	1:31	1:40	2:00
E12:47	1:04	1:20	1:27	1:41	1:46	1:55	2:15
E1:02	1:19	1:35	1:42	1:56	2:01	2:10	2:30
E1:18	1:35	1:51	1:58	2:12	2:17	2:26	2:46
E1:39	1:56	2:11	2:18	2:32	2:37	2:46	3:06
E2:00	2:16	2:31	2:38	2:52	2:57	3:06	3:26
E2:25	2:41	2:56	3:03	3:17	3:22	3:31	3:51
E2:50	3:06	3:21	3:28	3:42	3:47	3:56	4:16
E3:17	3:33	3:47	3:53	4:07	4:12	4:21	4:41
E3:47	4:03	4:17	4:23	4:37	4:42	4:51	5:11
E4:17	4:33	4:47	4:53	5:07	5:12	5:21	5:41

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	ECHO PARK	LOS ANGELES		WEST HOLLYWOOD		WEST LOS ANGELES	SANTA MONICA
8	7	6	5	4	3	2	1
Broadway & Venice	Sunset & Echo Park	Santa Monica / Vermont Station	Santa Monica & Western	Santa Monica & Fairfax	Santa Monica & San Vicente	Santa Monica & Westwood C	6th & Santa Monica
4:06A	4:24A	4:34A	4:38A	4:49A	4:55A	5:07A	F5:24A
4:30	4:47	4:57	5:01	5:12	5:18	5:30	F5:47
4:52	5:10	5:20	5:25	5:36	5:42	5:54	6:13
5:16	5:34	5:44	5:49	6:00	6:06	6:19	6:38
5:38	5:57	6:07	6:12	6:24	6:30	6:45	7:05
5:54	6:14	6:24	6:29	6:42	6:48	7:03	7:24
6:08	6:28	6:39	6:44	6:57	7:04	7:20	7:41
6:20	6:41	6:52	6:57	7:10	7:17	7:33	7:54
6:33	6:54	7:05	7:10	7:23	7:30	7:46	8:07
6:44	7:05	7:17	7:22	7:35	7:42	7:58	8:20
6:56	7:17	7:29	7:34	7:48	7:55	8:14	—
7:08	7:29	7:41	7:46	8:00	8:07	8:24	8:46
7:19	7:40	7:52	7:57	8:11	8:18	8:37	—
7:30	7:51	8:03	8:08	8:22	8:29	8:46	9:09
7:40	8:01	8:13	8:18	8:32	8:40	8:59	—
7:49	8:11	8:23	8:28	8:44	8:52	9:09	9:33
7:58	8:20	8:32	8:38	8:54	9:02	9:22	—
8:07	8:29	8:42	8:48	9:04	9:12	9:29	9:54
8:17	8:39	8:52	8:58	9:14	9:22	9:43	—
8:27	8:49	9:02	9:08	9:24	9:32	9:50	10:16
8:36	8:58	9:12	9:18	9:34	9:43	10:05	—
8:44	9:08	9:22	9:28	9:45	9:54	10:13	10:39
8:53	9:17	9:31	9:38	9:55	10:04	10:26	—
9:02	9:26	9:41	9:48	10:05	10:14	10:33	10:59
9:12	9:36	9:51	9:58	10:16	10:25	10:47	—
9:22	9:46	10:01	10:08	10:26	10:35	10:54	11:21
9:31	9:55	10:11	10:18	10:36	10:45	11:07	—
9:40	10:05	10:21	10:28	10:46	10:55	11:14	11:42
9:50	10:15	10:31	10:38	10:56	11:05	11:27	—
9:59	10:24	10:41	10:48	11:06	11:15	11:34	12:03P
10:09	10:34	10:51	10:58	11:16	11:25	11:47	—
10:19	10:44	11:01	11:08	11:26	11:36	11:56	12:25
10:27	10:53	11:11	11:18	11:36	11:46	12:09P	—
10:37	11:03	11:21	11:28	11:46	11:56	12:17	12:46
10:47	11:13	11:31	11:38	11:56	12:06P	12:30	—
10:56	11:23	11:41	11:48	12:06P	12:16	12:37	1:06
11:06	11:33	11:51	11:58	12:17	12:27	12:51	—
11:15	11:42	11:59	12:08P	12:27	12:37	12:58	1:27
11:24	11:52	12:10P	12:18	12:37	12:47	1:11	—
11:34	12:02P	12:20	12:28	12:47	12:57	1:19	1:48
11:44	12:12	12:30	12:38	12:57	1:07	1:31	—
11:54	12:22	12:40	12:48	1:07	1:17	1:39	2:08
12:04P	12:32	12:50	12:58	1:18	1:28	1:52	—
12:14	12:42	1:00	1:08	1:28	1:39	2:01	2:30
12:24	12:52	1:10	1:18	1:38	1:49	2:13	—
12:34	1:02	1:20	1:28	1:48	1:59	2:22	2:51
12:44	1:12	1:30	1:38	1:58	2:09	2:33	—
12:54	1:22	1:40	1:48	2:08	2:19	2:42	3:11
1:04	1:32	1:50	1:58	2:18	2:29	2:53	—
1:14	1:42	2:00	2:08	2:28	2:39	3:02	3:31
1:24	1:52	2:10	2:18	2:38	2:49	3:13	—
1:34	2:02	2:20	2:28	2:48	2:59	3:22	3:51
1:44	2:12	2:30	2:38	2:58	3:09	3:33	—
1:54	2:22	2:40	2:48	3:08	3:19	3:42	4:11
2:04	2:32	2:50	2:58	3:18	3:29	3:53	—
2:14	2:42	3:00	3:08	3:28	3:39	4:02	4:30
2:24	2:52	3:10	3:18	3:38	3:49	4:12	—
2:34	3:02	3:20	3:28	3:47	3:58	4:20	4:48
2:45	3:13	3:31	3:38	3:57	4:08	4:31	—
2:55	3:23	3:41	3:48	4:07	4:18	4:40	5:08
3:05	3:33	3:51	3:58	4:17	4:28	4:51	—
3:15	3:43	4:01	4:08	4:27	4:37	4:58	5:26
3:25	3:53	4:11	4:18	4:37	4:47	5:10	—
3:35	4:03	4:21	4:28	4:46	4:56	5:17	5:45
3:45	4:13	4:31	4:38	4:56	5:06	5:29	—
3:55	4:23	4:41	4:48	5:06	5:16	5:37	6:05
4:05	4:33	4:51	4:58	5:16	5:26	5:49	—
4:15	4:43	5:01	5:08	5:26	5:36	5:57	6:24
4:26	4:54	5:11	5:18	5:36	5:46	6:09	—
4:36	5:04	5:21	5:28	5:46	5:56	6:17	6:44
4:46	5:14	5:31	5:38	5:56	6:06	6:29	—
4:57	5:24	5:41	5:48	6:06	6:16	6:36	7:03
5:07	5:34	5:51	5:58	6:15	6:25	6:46	—
5:17	5:44	6:01	6:08	6:25	6:35	6:54	7:21
5:28	5:55	6:11	6:18	6:35	6:45	7:06	—
5:38	6:05	6:21	6:28	6:45	6:55	7:14	7:40
5:48	6:15	6:31	6:38	6:55	7:05	7:26	—
5:59	6:25	6:41	6:48	7:05	7:15	7:34	8:00
6:14	6:39	6:55	7:02	7:19	7:29	7:46	8:12
6:29	6:54	7:10	7:17	7:34	7:43	8:00	8:25
6:44	7:09	7:25	7:32	7:48	7:57	8:14	8:39
7:00	7:25	7:40	7:47	8:03	8:11	8:28	8:53
7:15	7:40	7:55	8:02	8:18	8:26	8:43	9:08
7:33	7:56	8:11	8:17	8:33	8:41	8:58	9:23
7:48	8:11	8:26	8:32	8:48	8:56	9:13	F9:34
8:03	8:26	8:41	8:47	9:03	9:11	9:28	F9:48
8:19	8:42	8:57	9:03	9:19	9:27	9:44	F10:04
8:35	8:58	9:13	9:19	9:35	9:43	10:00	F10:19
8:52	9:15	9:30	9:35	9:50	9:58	10:15	F10:34
9:12	9:34	9:48	9:53	10:08	10:16	10:33	F10:52
9:30	9:52	10:06	10:11	10:26	10:34	10:51	F11:10
9:49	10:11	10:24	10:29	10:44	10:52	11:08	F11:27
10:07	10:29	10:42	10:47	11:02	11:10	11:26	F11:43
10:25	10:47	11:00	11:05	11:20	11:28	11:43	F11:59
10:44	11:06	11:18	11:23	11:37	11:45	11:59	F12:17A
D11:06	11:25	11:36	11:41	11:55	12:03A	12:17A	F12:34
11:21	11:43	11:54	11:59	12:12A	12:20	12:34	F12:50
11:44	12:04A	12:15A	12:19A	12:32	12:39	12:52	F1:08
D12:06A	12:24	12:35	12:39	12:51	12:58	1:11	F1:27
12:25	12:44	12:55	12:59	1:11	1:18	1:31	F1:47
12:45	1:04	1:15	1:19	1:31	1:38	1:51	F2:08
D1:06	1:24	1:35	1:39	1:51	1:58	2:11	F2:27
1:35	1:54	2:04	2:08	2:20	2:27	2:40	F2:56
D2:06	2:24	2:34	2:38	2:49	2:56	3:08	F3:24
2:36	2:54	3:04	3:08	3:19	3:25	3:37	F3:53
D3:06	3:24	3:34	3:38	3:49	3:55	4:07	F4:24
3:36	3:54	4:04	4:08	4:19	4:25	4:37	F4:54

ROUTE MAP





INSET 1 – DOWNTOWN LOS ANGELES

- Line 4 Route
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- ML Metrolink
- AM Amtrak

MAP NOTES

1. **Dodger Stadium**
2. **Braille Institute**
3. **LA City College**
4. **West Hollywood City Hall**
5. **Westfield Century City**
   Metro 4, 28; AV786;
   BBB5; CC3, CE534, 573; SC792, 797
6. **St. John's Hospital**
7. **Santa Monica-UCLA Medical Center**
8. **Santa Monica Bl & 4th St/**
   Broadway & 4th St
   Metro 4, 20 Owl, 134, 720;
   BBB1, 2, 3, 5, 7, 8, 9, 18; Rapid 7, 10

LEGEND

- Line 4 Route
- Shortline Turnaround Loop at Nebraska & Sepulveda
- Local Stop
- Local Stop - Single Direction Only
- # Metro Rail Station & Timepoint
- Metro Rail
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- CC Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- SC Santa Clarita Transit
- WH West Hollywood Cityline

Monday through Friday

10

Effective Jun 25 2023 Revised

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

WEST HOLLYWOOD	LOS ANGELES			DOWNTOWN LOS ANGELES		DOWNTOWN LOS ANGELES		LOS ANGELES			WEST HOLLYWOOD
1	3	5	6	7	8	8	7	6	5	4	2
San Vicente & Melrose	Melrose & Arden	Melrose & Western	Temple & Rampart	Temple & Figueroa	Main & Venice B	Main & Venice C	Temple & Figueroa	Temple & Rampart	Melrose & Western	Melrose & Vine	Santa Monica & San Vicente
4:00A	4:10A	4:13A	4:22A	4:28A	E4:38A	H5:12A	5:24A	5:30A	5:40A	5:44A	5:56A
4:50	5:00	5:03	5:12	5:18	5:28	5:45	5:57	6:05	6:16	6:20	6:33
5:10	5:20	5:23	5:33	5:40	5:53	6:09	6:24	6:32	6:44	D6:48	—
5:30	5:40	5:44	5:55	6:02	E6:16	H6:21	6:37	6:46	6:58	7:03	7:17
—	5:59	6:03	6:15	6:24	6:38	H6:33	6:49	6:58	7:13	7:18	7:32
6:09	6:20	6:24	6:36	6:45	E6:59	6:43	6:59	7:10	7:25	7:30	7:44
—	6:40	6:44	6:56	7:05	7:20	H6:52	7:09	7:20	7:35	7:40	7:54
6:46	6:57	7:01	7:15	7:25	E7:40	7:04	7:21	7:32	7:47	D7:51	—
—	7:07	7:12	7:26	7:36	7:51	H7:16	7:33	7:45	8:00	8:06	8:21
7:06	7:18	7:22	7:37	7:47	8:02	7:29	7:47	7:59	8:14	D8:19	—
7:16	7:28	7:33	7:49	7:59	E8:16	H7:43	8:01	8:12	8:27	8:33	8:48
—	7:42	7:47	8:03	8:13	8:30	7:56	8:14	8:25	8:39	D8:44	—
7:42	7:55	8:00	8:16	8:26	E8:43	H8:08	8:26	8:37	8:51	8:57	9:13
—	8:09	8:15	8:31	8:41	8:58	8:21	8:39	8:50	9:04	9:10	9:26
8:12	8:25	8:30	8:46	8:56	E9:13	8:33	8:51	9:02	9:16	D9:21	—
—	8:38	8:44	9:00	9:10	9:27	H8:45	9:03	9:13	9:27	9:33	9:49
8:41	8:55	9:00	9:14	9:24	E9:42	9:00	9:18	9:28	9:42	D9:47	—
—	9:09	9:15	9:29	9:39	9:57	H9:15	9:33	9:43	9:57	10:03	10:19
9:11	9:25	9:30	9:44	9:54	E10:12	9:30	9:48	9:58	10:12	D10:17	—
—	9:39	9:45	9:59	10:09	10:27	H9:45	10:03	10:13	10:27	10:33	10:49
9:41	9:55	10:00	10:14	10:24	E10:42	10:00	10:18	10:28	10:42	D10:47	—
—	10:09	10:15	10:29	10:39	10:57	H10:15	10:33	10:43	10:57	11:03	11:19
10:09	10:24	10:29	10:44	10:54	E11:13	10:30	10:48	10:58	11:12	D11:17	—
—	10:38	10:44	10:59	11:09	11:28	H10:45	11:03	11:13	11:27	11:33	11:50
10:39	10:54	10:59	11:14	11:24	E11:43	11:00	11:18	11:28	11:42	D11:47	—
—	11:08	11:14	11:29	11:39	11:58	H11:15	11:33	11:43	11:57	12:03P	12:21P
11:08	11:24	11:29	11:44	11:54	E12:13P	11:29	11:48	11:58	12:12P	D12:17	—
—	11:38	11:44	11:59	12:09P	12:28	H11:44	12:03P	12:14P	12:28	12:34	12:52
11:38	11:54	11:59	12:14P	12:24	E12:42	11:58	12:18	12:29	12:43	D12:48	—
—	12:08P	12:14P	12:29	12:39	12:57	H12:13P	12:33	12:44	12:58	1:04	1:22
12:07P	12:24	12:29	12:44	12:54	E1:12	12:28	12:48	12:59	1:13	D1:18	—
—	12:38	12:44	12:59	1:09	1:27	H12:43	1:03	1:14	1:28	1:34	1:52
12:36	12:53	12:58	1:14	1:24	E1:42	12:58	1:18	1:29	1:43	D1:48	—
—	1:07	1:13	1:29	1:39	1:57	H1:13	1:33	1:44	1:58	2:04	2:22
1:04	1:22	1:28	1:44	1:54	E2:12	1:28	1:48	1:59	2:14	D2:19	—
—	1:37	1:43	1:59	2:09	2:27	H1:43	2:03	2:14	2:29	2:35	2:53
1:34	1:52	1:58	2:14	2:24	E2:42	1:58	2:18	2:29	2:44	D2:49	—
—	2:06	2:13	2:29	2:39	2:57	H2:13	2:33	2:44	2:59	3:05	3:23
2:00	2:20	2:27	2:44	2:54	E3:12	2:27	2:47	2:58	3:13	D3:18	—
—	2:34	2:41	2:58	3:09	3:27	H2:40	3:00	3:11	3:26	3:32	3:50
2:25	2:46	2:53	3:11	3:22	E3:41	2:51	3:12	3:23	3:38	D3:43	—
—	O2:59	3:06	3:24	3:35	E3:54	H3:02	3:23	3:34	3:49	3:55	4:12
—	3:04	3:11	3:29	3:40	3:59	3:13	3:34	3:46	4:01	4:07	4:24
2:56	3:18	3:25	3:43	3:54	E4:13	3:24	3:45	3:57	4:12	D4:17	—
—	3:32	3:39	3:57	4:08	4:27	H3:39	4:00	4:12	4:27	4:33	4:49
3:23	3:46	3:53	4:11	4:22	E4:41	3:52	4:14	4:26	4:41	D4:46	—
—	4:00	4:07	4:25	4:35	4:54	H4:05	4:28	4:40	4:55	5:01	5:17
—	L4:02	4:09	4:27	4:37	E4:56	4:19	4:42	4:54	5:09	D5:14	—
3:52	4:16	4:23	4:41	4:51	E5:11	H4:33	4:56	5:08	5:23	5:29	5:45
—	4:30	4:37	4:55	5:05	5:25	4:47	5:10	5:22	5:37	D5:42	—
4:17	4:41	4:48	5:06	5:16	E5:35	4:59	5:22	5:34	5:49	5:55	6:10
4:29	4:53	5:00	5:17	5:27	E5:44	H5:11	5:34	5:45	6:00	6:05	6:20
—	5:04	5:11	5:28	5:38	5:55	5:25	5:46	5:57	6:11	6:16	—
4:51	5:15	5:22	5:39	5:49	E6:06	H5:40	6:01	6:12	6:26	6:31	6:46
5:04	5:28	5:34	5:51	6:01	E6:18	5:55	6:16	6:27	6:40	D6:45	—
—	5:41	5:47	6:04	6:14	6:31	H6:21	6:40	6:50	7:03	7:08	7:23
5:32	5:56	6:02	6:19	6:29	E6:46	6:40	6:58	7:08	7:21	7:26	—
—	6:15	6:21	6:38	6:47	7:04	H7:01	7:18	7:28	7:40	7:44	7:58
6:13	6:36	6:42	6:59	7:08	E7:23	7:20	7:37	7:46	7:58	8:02	—
7:03	7:21	7:26	7:40	7:48	E8:03	H7:43	8:00	8:08	8:20	8:24	8:38
7:44	8:01	8:06	8:20	8:28	8:39	8:11	8:26	8:34	8:46	8:50	9:04
8:18	8:34	8:39	8:51	G8:58	9:17	H8:40	8:52	9:00	9:12	9:16	9:29
9:24	9:36	9:40	9:52	G9:58	10:17	G8:58	9:20	9:28	9:40	9:44	9:57
10:25	10:37	10:41	10:52	G10:58	11:17	G10:00	10:20	10:27	10:38	10:42	10:55
11:30	11:40	11:43	11:52	N12:06A	—	G11:00	11:20	11:26	11:36	11:40	11:52
12:30A	12:40A	12:43A	12:52A	12:58	E1:08A	—	M12:12A	12:32A	12:42A	12:46A	12:58A

Saturday, Sunday and Holiday Schedule

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

WEST HOLLYWOOD	LOS ANGELES			DOWNTOWN LOS ANGELES		DOWNTOWN LOS ANGELES		LOS ANGELES			WEST HOLLYWOOD
1	3	5	6	7	8	8	7	6	5	4	2
San Vicente & Melrose	Melrose & Arden	Melrose & Western	Temple & Rampart	Temple & Figueroa	Main & Venice B	Main & Venice C	Temple & Figueroa	Temple & Rampart	Melrose & Western	Melrose & Vine	Santa Monica & San Vicente
4:00A	4:10A	4:13A	4:22A	4:28A	E4:38A	H5:13A	5:25A	5:31A	5:41A	5:45A	5:57A
4:48	4:58	5:01	5:10	5:16	5:26	5:48	6:00	6:06	6:16	6:20	6:32
5:22	5:32	5:35	5:44	5:50	6:01	6:23	6:35	6:42	6:52	6:56	7:09
5:51	6:02	6:06	6:17	6:25	6:37	6:52	7:05	7:12	7:23	7:27	7:41
6:22	6:33	6:37	6:49	6:57	E7:11	7:19	7:33	7:41	7:53	7:57	8:11
6:51	7:02	7:06	7:18	7:26	7:40	H7:48	8:02	8:11	8:24	8:29	8:43
—	7:30	7:34	7:46	7:54	E8:09	8:17	8:32	8:41	8:54	D8:59	—
7:46	7:57	8:01	8:13	8:21	8:36	H8:42	8:57	9:07	9:21	9:26	9:40
8:08	8:20	8:24	8:37	8:46	E9:01	9:06	9:22	9:32	9:46	D9:51	—
8:29	8:42	8:47	9:00	9:10	9:25	H9:27	9:43	9:53	10:08	10:13	10:28
8:46	8:59	9:04	9:18	9:28	E9:43	9:46	10:02	10:12	10:27	D10:32	—
9:04	9:17	9:22	9:36	9:46	10:01	H10:05	10:22	10:32	10:47	10:52	11:07
—	9:34	9:40	9:54	10:04	E10:21	10:25	10:42	10:52	11:07	D11:12	—
9:42	9:55	10:00	10:14	10:24	10:41	H10:45	11:02	11:12	11:28	11:34	11:49
—	10:14	10:20	10:34	10:44	E11:01	11:05	11:22	11:32	11:48	D11:53	—
10:20	10:34	10:39	10:54	11:04	11:21	H11:25	11:42	11:52	12:08P	12:14P	12:31P
—	10:53	10:59	11:14	11:24	E11:42	11:45	12:02P	12:12P	12:28	D12:33	—
10:57	11:13	11:19	11:34	11:44	12:02P	H12:04P	12:22	12:32	12:48	12:54	1:12
—	11:32	11:38	11:54	12:04P	E12:22	12:24	12:42	12:52	1:08	D1:13	—
11:35	11:52	11:58	12:14P	12:24	12:42	H12:44	1:02	1:12	1:27	1:33	1:51
—	12:12P	12:18P	12:34	12:44	E1:02	1:04	1:22	1:32	1:47	D1:52	—
12:15P	12:32	12:38	12:54	1:04	1:22	H1:24	1:42	1:52	2:07	2:12	2:31
—	12:52	12:58	1:14	1:24	E1:42	1:44	2:02	2:12	2:27	D2:32	—
12:56	1:13	1:19	1:35	1:44	2:02	H2:04	2:22	2:32	2:47	2:52	3:10
—	1:33	1:39	1:55	2:04	E2:22	2:24	2:42	2:52	3:07	D3:12	—
1:35	1:53	1:59	2:15	2:24	2:42	H2:44	3:02	3:12	3:27	3:32	3:50
—	2:13	2:19	2:35	2:44	E3:02	3:04	3:22	3:32	3:47	D3:52	—
2:15	2:33	2:39	2:55	3:04	3:22	H3:24	3:42	3:52	4:07	4:12	4:29
—	2:53	2:59	3:15	3:24	E3:41	3:44	4:02	4:13	4:28	4:33	—
2:55	3:13	3:19	3:35	3:44	4:01	H4:04	4:22	4:33	4:48	4:53	5:09
—	3:31	3:37	3:53	4:02	E4:19	4:28	4:46	4:57	5:12	5:17	5:33
3:33	3:51	3:57	4:13	4:22	4:39	H4:52	5:10	5:21	5:36	5:41	5:57
—	4:16	4:22	4:38	4:47	5:04	5:19	5:37	5:48	6:03	6:08	6:23
4:30	4:48	4:54	5:10	5:19	5:35	5:46	6:04	6:15	6:30	6:35	6:50
5:04	5:22	5:28	5:44	5:53	6:08	6:14	6:32	6:43	6:58	7:03	7:18
5:39	5:57	6:03	6:19	6:28	6:43	6:42	6:58	7:08	7:22	7:27	7:42
6:18	6:35	6:41	6:56	7:05	7:20	7:07	7:23	7:33	7:46	7:50	8:05
6:55	7:11	7:16	7:31	7:38	7:51	7:49	8:02	8:11	8:24	8:28	8:42
7:38	7:53	7:57	8:11	8:18	8:30	8:29	8:41	8:49	9:01	9:05	9:18
8:19	8:33	8:37	8:51	G8:58	9:17	G8:58	9:20	9:28	9:40	9:44	9:57
9:23	9:35	9:39	9:52	G9:58	10:17	G10:00	10:20	10:27	10:38	10:42	10:55
10:25	10:37	10:41	10:52	G10:58	11:17	G11:00	11:20	11:26	11:36	11:40	11:52
11:30	11:40	11:43	11:52	N12:06A	—	—	M12:12A	12:32A	12:42A	12:46A	12:58A
12:30A	12:40A	12:43A	12:52A	12:58	E1:08A						

Tap with pride.

Don't forget to tap the validator with valid fare on your card before boarding. To learn more about fares and ways to save, visit *metro.net/fares*.

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Metro Local

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Eastbound to Downtown Los Angeles
Westbound to West Hollywood
via Temple St & Melrose Av

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Saturday, Sunday & Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

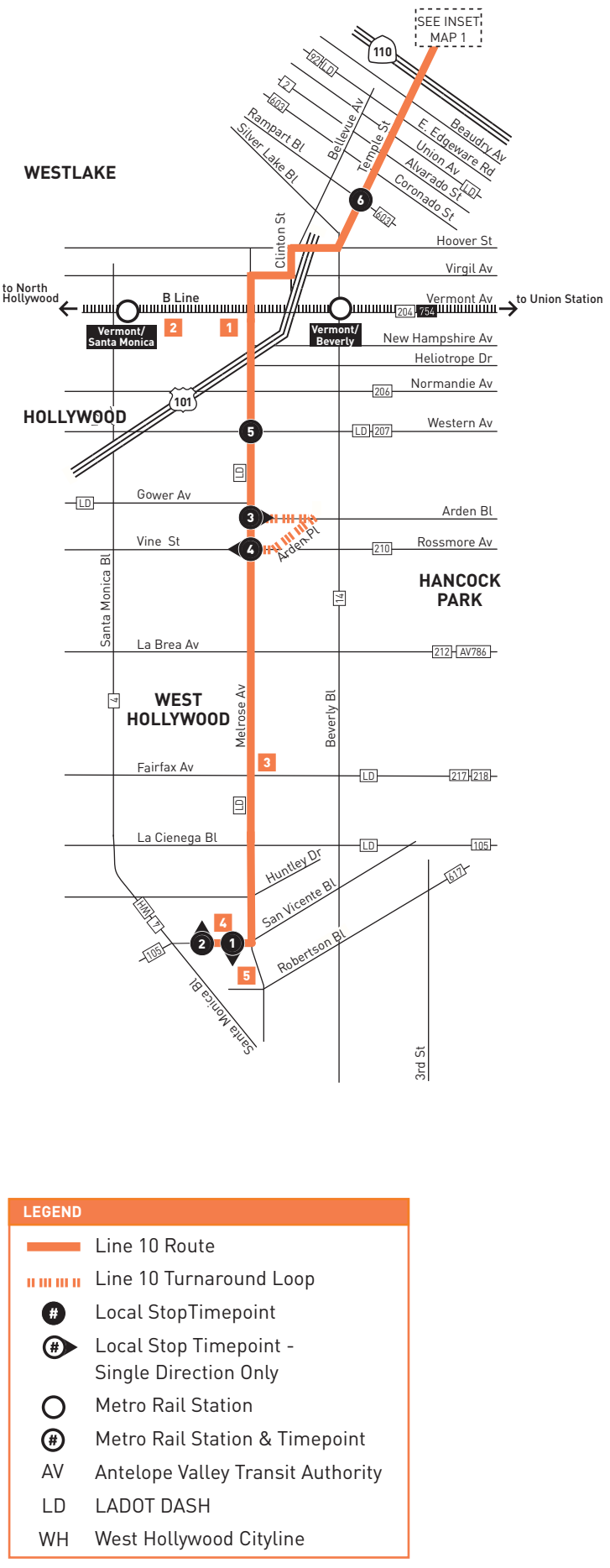
Special Notes

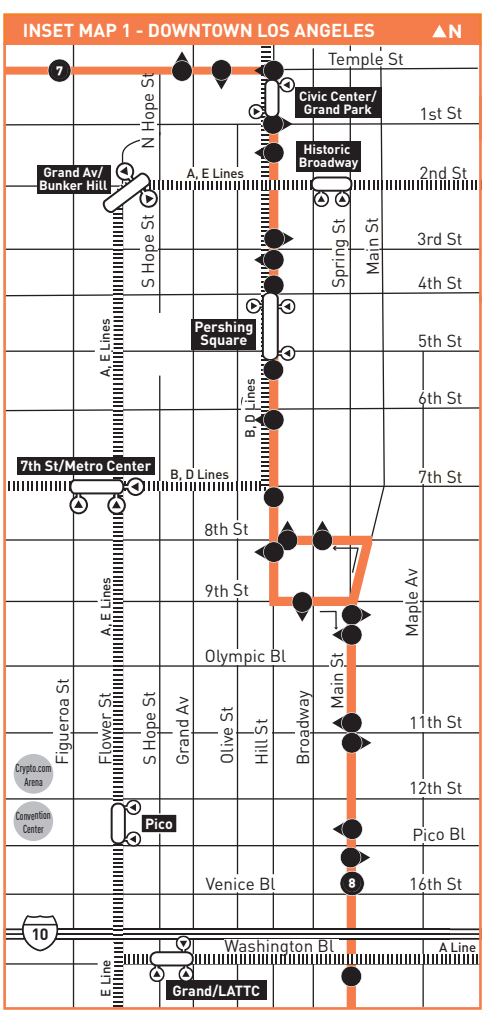
- **B** Continues as Line 48 via Main, Maple, and San Pedro unless otherwise noted.
- **C** Originates from Line 48 via Main, Maple, and San Pedro unless otherwise noted.
- **D** Terminates at Melrose & Arden at time shown.
- **E** Terminates at Main & Venice at time shown. Does not continue as Line 48.
- **G** Waits at Hill and 7th for transfer connections.
- **H** Originates from Main & Venice at time shown.
- **L** Trip starts at Melrose & Fairfax 11 minutes before time shown and operates on School Days only. Phone Metro Information for exact days of operation.
- **M** Trips starts at Hill & 7th at time shown.
- **N** Terminates at Hill & 7th at time shown.
- **O** Operation on early dismissal school days. Trip starts at Melrose and Fairfax 13 minutes before time shown at Melrose and Arden. Phone Metro Information for exact days of operation.

Avisos especiales

- **B** *Continúa como Línea 48 vía Main, Maple, y San Pedro a menos que se notifique lo contrario.*
- **C** *Comienza de Linea 48 via Main, Maple y San Pedro a menos que diga de otro modo.*
- **D** *Termina en Melrose y Arden a la hora mostrada.*
- **E** *Termina en Main y Venice a la hora mostrada. No continua como Linea 48.*
- **G** *Espera en la Hill y 7th para las conexiones de transferencia.*
- **H** *Comienza en Main y Venice a la hora mostrada.*
- **L** *Viaje comienzan en Melrose y Fairfax 11 minutos antes de la hora mostrada y opera los dias de escuela solamente. Llame a Metro por información sobre los días exactos de operación.*
- **M** *Viaje comienzan en Hill y 7th a la hora mostrada.*
- **N** *Termina en Hill y 7th a la hora mostrada.*
- **O** *Operación en días de escuela de despido temprano. El viaje comienza en Melrose y Fairfax 13 minutos antes de la hora que se muestra en Melrose y Arden. Llame a Metro por información sobre los días exactos de operación.*

ROUTE MAP





LEGEND

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

INSET 1 – DOWNTOWN LOS ANGELES

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

MAP NOTES

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

Lose something?

Learn more about Metro's Lost & Found service.
Visit *metro.net/lostandfound* or call 323.937.8920.

Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.

Need information?

Transit Information:	323.466.3876
Customer Relations:	213.922.6235
In an Emergency:	1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

Monday through Friday

Effective Jun 25 2023 Revised

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Northbound *Al Norte* (Approximate Times/*Tiempos Aproximados*)

LOS ANGELES			DOWNTOWN LOS ANGELES	
1	2	3	4	5
Avalon Station	San Pedro & Manchester	Main & Vernon	Main & Venice B	Temple & Figueroa
5:11A	5:19A	5:33A	5:45A	5:57A
5:32	5:41	5:56	6:09	6:24
6:04	6:13	6:28	6:43	6:59
6:22	6:31	6:48	7:04	7:21
6:42	6:52	7:11	7:29	7:47
7:08	7:18	7:38	7:56	8:14
7:34	7:44	8:04	8:21	8:39
7:47	7:57	8:16	8:33	8:51
8:18	8:28	8:45	9:00	9:18
8:48	8:58	9:15	9:30	9:48
9:19	9:28	9:45	10:00	10:18
9:49	9:58	10:15	10:30	10:48
10:19	10:28	10:45	11:00	11:18
10:48	10:57	11:14	11:29	11:48
11:16	11:25	11:43	11:58	12:18P
11:46	11:55	12:13P	12:28P	12:48
12:16P	12:25P	12:43	12:58	1:18
12:45	12:55	1:13	1:28	1:48
1:15	1:25	1:43	1:58	2:18
1:44	1:54	2:12	2:27	2:47
2:08	2:18	2:36	2:51	3:12
2:29	2:39	2:57	3:13	3:34
2:40	2:50	3:08	3:24	3:45
3:07	3:17	3:36	3:52	4:14
3:35	3:45	4:04	4:19	4:42
4:03	4:13	4:32	4:47	5:10
4:16	4:26	4:44	4:59	5:22
4:42	4:52	5:10	5:25	5:46
5:13	5:23	5:41	5:55	6:16
5:59	6:09	6:26	6:40	6:58
6:39	6:49	7:06	7:20	7:37
7:34	7:43	7:59	8:11	8:26
8:22	8:31	8:46	D8:58	9:20
—	9:37	9:50	D10:00	10:20
10:30	10:38	10:50	D11:00	11:20

Southbound *Al Sur* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES		
5	4	3	2	1
Temple & Figueroa C	Main & Venice	Main & Vernon	San Pedro & Manchester	Avalon Station
5:18A	5:28A	5:39A	5:52A	6:02A
5:40	5:53	6:05	6:19	6:30
6:24	6:38	6:52	7:07	7:19
7:05	7:20	7:34	7:50	8:02
7:36	7:51	8:06	8:22	8:34
7:47	8:02	8:17	8:33	8:44
8:13	8:30	8:44	9:00	9:11
8:41	8:58	9:12	9:28	9:39
9:10	9:27	9:41	9:57	10:08
9:39	9:57	10:11	10:27	10:38
10:09	10:27	10:41	10:57	11:08
10:39	10:57	11:11	11:28	11:39
11:09	11:28	11:43	11:59	12:11P
11:39	11:58	12:13P	12:30P	12:41
12:09P	12:28P	12:43	1:00	1:11
12:39	12:57	1:13	1:30	1:41
1:09	1:27	1:43	2:00	2:12
1:39	1:57	2:13	2:32	2:44
2:09	2:27	2:43	3:02	3:14
2:39	2:57	3:14	3:35	3:47
3:09	3:27	3:44	4:05	4:17
3:40	3:59	4:16	4:37	4:49
4:08	4:27	4:44	5:05	5:17
4:35	4:54	5:12	5:33	5:45
5:05	5:25	5:43	6:03	6:15
5:38	5:55	6:12	6:31	6:42
6:14	6:31	6:47	7:06	7:17
6:47	7:04	7:19	7:37	7:48
8:28	8:39	8:51	9:05	—
D8:58	9:17	9:28	9:43	9:53
D9:58	10:17	10:28	10:43	—
D10:58	11:17	11:28	11:40	—

Saturday, Sunday and Holiday Schedule

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Northbound *Al Norte* (Approximate Times/*Tiempos Aproximados*)

LOS ANGELES			DOWNTOWN LOS ANGELES	
1	2	3	4	5
Avalon Station	San Pedro & Manchester	Main & Vernon	Main & Venice B	Temple & Figueroa
5:18A	5:26A	5:38A	5:48A	6:00A
—	6:01	6:13	6:23	6:35
6:18	6:27	6:40	6:52	7:05
6:43	6:52	7:06	7:19	7:33
7:39	7:48	8:04	8:17	8:32
8:28	8:37	8:53	9:06	9:22
9:04	9:14	9:32	9:46	10:02
9:43	9:53	10:11	10:25	10:42
10:23	10:33	10:51	11:05	11:22
11:02	11:12	11:31	11:45	12:02P
11:41	11:51	12:10P	12:24P	12:42
12:21P	12:31P	12:50	1:04	1:22
1:02	1:12	1:30	1:44	2:02
1:43	1:53	2:10	2:24	2:42
2:23	2:33	2:50	3:04	3:22
3:03	3:13	3:30	3:44	4:02
3:47	3:57	4:14	4:28	4:46
4:39	4:49	5:06	5:19	5:37
5:07	5:16	5:33	5:46	6:04
5:35	5:44	6:01	6:14	6:32
6:05	6:14	6:30	6:42	6:58
6:31	6:40	6:55	7:07	7:23
7:14	7:23	7:37	7:49	8:02
7:55	8:04	8:17	8:29	8:41
8:25	8:34	8:47	D8:58	9:20
—	9:37	9:50	D10:00	10:20
10:30	10:38	10:50	D11:00	11:20

Southbound *Al Sur* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES		
5	4	3	2	1
Temple & Figueroa C	Main & Venice	Main & Vernon	San Pedro & Manchester	Avalon Station
5:16A	5:26A	5:36A	5:48A	5:58A
5:50	6:01	6:12	6:24	6:34
6:25	6:37	6:49	7:02	7:12
7:26	7:40	7:52	8:06	8:16
8:21	8:36	8:49	9:05	9:15
9:10	9:25	9:38	9:56	10:06
9:46	10:01	10:14	10:32	10:42
10:24	10:41	10:55	11:13	11:24
11:04	11:21	11:35	11:53	12:04P
11:44	12:02P	12:17P	12:35P	12:46
12:24P	12:42	12:57	1:15	1:26
1:04	1:22	1:36	1:54	2:05
1:44	2:02	2:16	2:34	2:45
2:24	2:42	2:56	3:14	3:25
3:04	3:22	3:36	3:54	4:05
3:44	4:01	4:15	4:32	4:43
4:22	4:39	4:53	5:09	5:20
4:47	5:04	5:18	5:34	5:45
5:19	5:35	5:49	6:05	6:16
5:53	6:08	6:22	6:38	6:48
6:28	6:43	6:57	7:13	7:23
7:05	7:20	7:33	7:49	7:59
7:38	7:51	8:03	8:18	8:28
8:18	8:30	8:42	8:57	—
D8:58	9:17	9:28	9:43	9:53
D9:58	10:17	10:28	10:43	—
D10:58	11:17	11:28	11:40	—

Tap with pride.

Don't forget to tap the validator with valid fare on your card before boarding. To learn more about fares and ways to save, visit *metro.net/fares*.

Effective Jun 25 2023 Revised

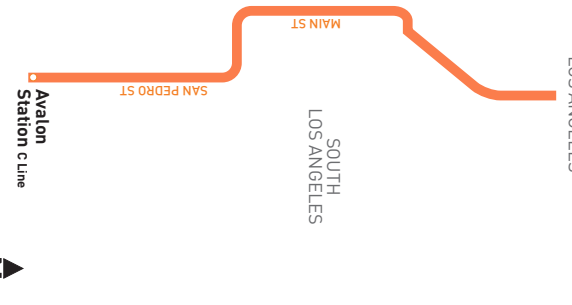
48

Metro Local

Northbound to Downtown Los Angeles

Southbound to Avalon Station

via Main St & South San Pedro St



metro.net
323.GO.METRO

Wheelchair Hotline
800.621.7828

Travel Info
511

California Relay Service
711

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

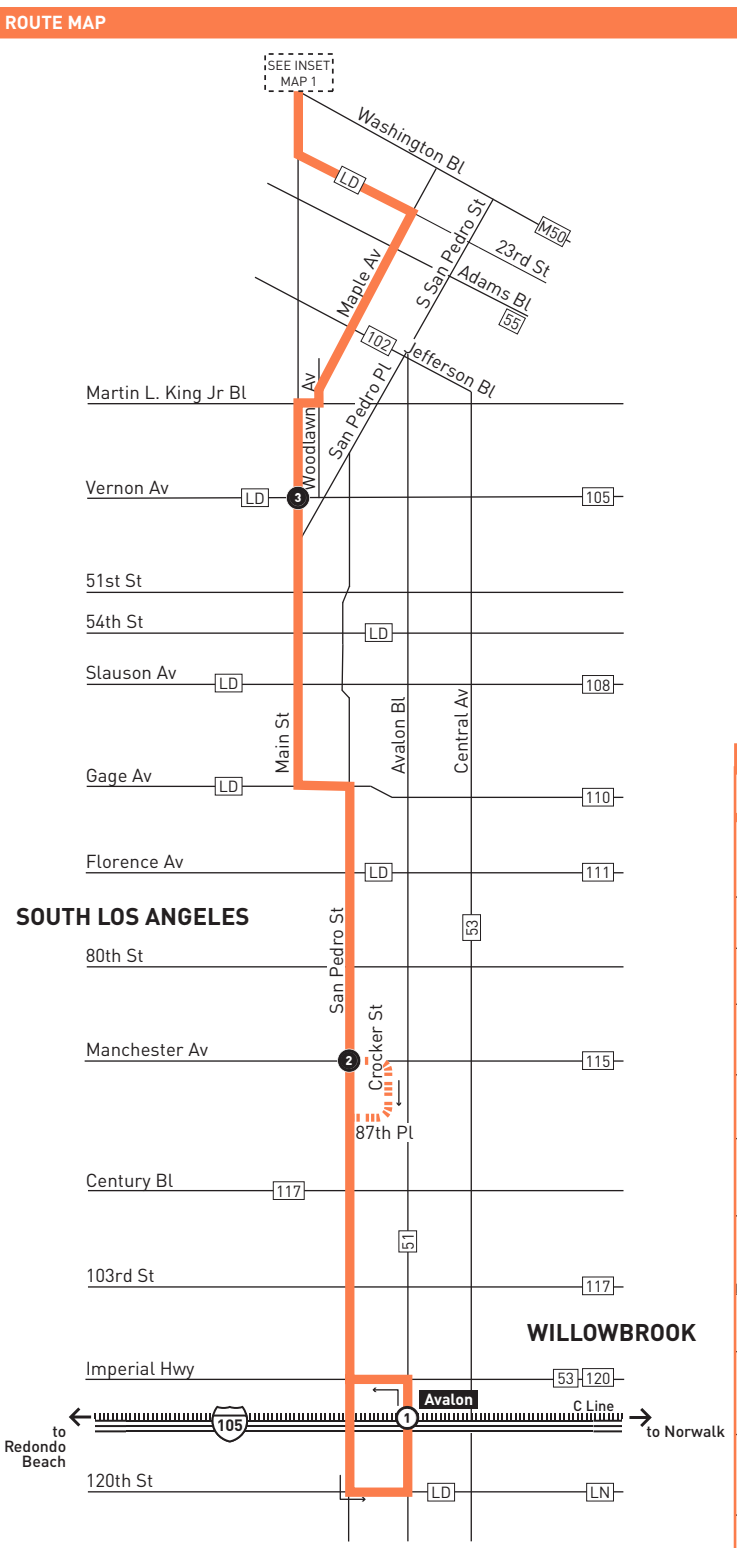
Special Notes

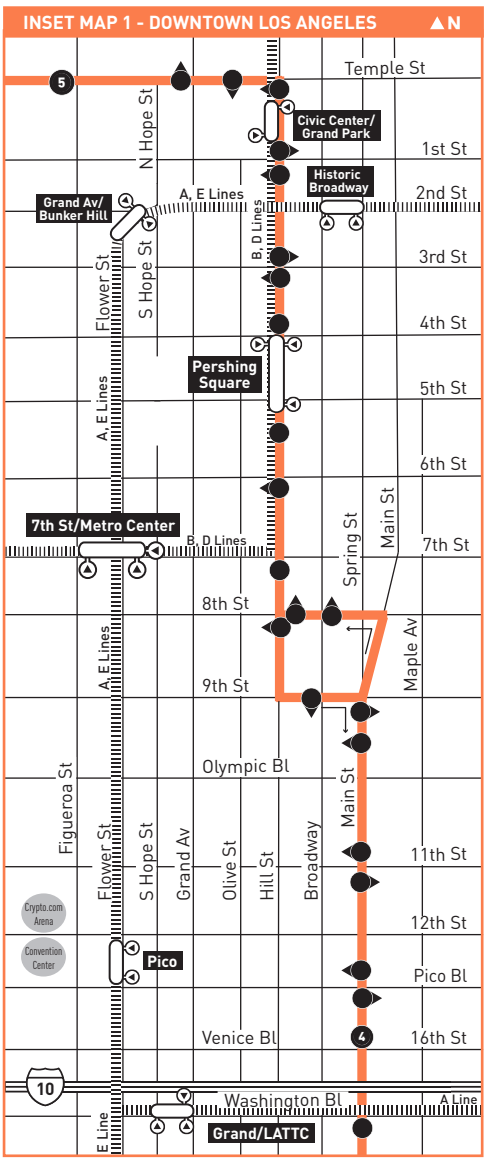
- **B** Continues as Line 10 via Temple and Melrose. For details of this service, obtain timetable for Line 10.
- **C** Originates from Line 10 via Melrose and Temple. For details of this service, obtain timetable for Line 10.
- **D** Waits at Hill & 7th for transfer connections.

Avisos especiales

- **B** *Continúa como Línea 10 via Temple y Melrose. Para detalles de este servicio, obtenga el horario de la Línea 10.*
- **C** *Se origina de la Línea 10 via Melrose y Temple. Para detalles de este servicio, obtenga el horario de la Línea 10.*
- **D** *Espera en Hill y 7th por las conexiones de transferencia.*

ROUTE MAP





LEGEND

- Line 48 Route
- Shortline Turnaround Loop
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- # Metro Rail Station & Timepoint
- M Montebello Bus Lines
- LD LADOT DASH
- LN The Link

INSET 1 – DOWNTOWN LOS ANGELES

- Line 48 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

Lose something?

Learn more about Metro's Lost & Found service.
Visit *metro.net/lostandfound* or call 323.937.8920.

150920

Monday through Friday

Effective Jun 25 2023

55

Northbound *Al Norte* (Approximate Times)

WILLOWBROOK	WATTS	LOS ANGELES		DOWNTOWN LOS ANGELES	
8	7	6	5	4	1
Willowbrook/ Rosa Parks Station	Compton & 103rd	Compton & Slauson	Adams & San Pedro	Grand & Washington	Sunset & Figueroa
4:51A	5:00A	5:15A	5:29A	5:34A	5:50A
5:10	5:19	5:34	5:48	5:53	6:09
5:27	5:36	5:51	6:06	6:12	6:29
5:38	5:47	6:02	6:18	6:24	6:42
5:49	5:58	6:13	6:29	6:36	6:54
6:00	6:09	6:24	6:40	6:47	7:05
6:11	6:20	6:35	6:51	6:58	7:16
6:21	6:30	6:46	7:02	7:09	7:27
6:31	6:40	6:56	7:14	7:21	7:39
6:42	6:51	7:07	7:25	7:32	7:50
6:53	7:02	7:18	7:36	7:43	8:01
7:02	7:12	7:28	7:47	7:54	8:13
7:12	7:22	7:39	7:58	8:05	8:24
7:24	7:35	7:52	8:10	8:17	8:36
7:36	7:47	8:04	8:22	8:29	8:48
7:49	8:00	8:17	8:35	8:42	9:01
8:03	8:14	8:31	8:48	8:55	9:14
8:15	8:26	8:44	9:01	9:08	9:27
8:30	8:41	8:59	9:16	9:23	9:42
8:45	8:56	9:14	9:31	9:38	9:57
9:00	9:11	9:29	9:46	9:53	10:13
9:15	9:26	9:44	10:01	10:08	10:28
9:30	9:41	9:59	10:16	10:23	10:43
9:45	9:56	10:15	10:32	10:39	10:59
10:00	10:11	10:30	10:47	10:54	11:14
10:16	10:27	10:46	11:03	11:10	11:30
10:31	10:42	11:01	11:18	11:25	11:45
10:46	10:57	11:16	11:33	11:40	12:00P
11:01	11:12	11:31	11:48	11:55	12:16
11:16	11:27	11:46	12:03P	12:10P	12:31
11:30	11:41	12:00P	12:18	12:25	12:46
11:45	11:56	12:15	12:33	12:40	1:01
12:00P	12:12P	12:31	12:49	12:56	1:17
12:15	12:27	12:46	1:04	1:11	1:32
12:30	12:42	1:01	1:19	1:26	1:47
12:45	12:57	1:16	1:34	1:41	2:02
1:00	1:12	1:31	1:49	1:56	2:17
1:15	1:27	1:46	2:04	2:11	2:32
1:30	1:42	2:01	2:19	2:26	2:47
1:45	1:57	2:16	2:34	2:41	3:02
2:00	2:12	2:31	2:50	2:57	3:18
2:15	2:27	2:46	3:05	3:12	3:33
2:30	2:42	3:01	3:20	3:27	3:48
2:45	2:57	3:16	3:35	3:42	4:03
3:00	3:12	3:31	3:50	3:57	4:18
3:12	3:24	3:43	4:02	4:09	4:30
3:25	3:37	3:56	4:15	4:22	4:43
3:37	3:49	4:08	4:27	4:34	4:55
3:49	4:01	4:20	4:39	4:46	5:07
4:01	4:13	4:32	4:51	4:58	5:19
4:13	4:25	4:44	5:03	5:10	5:31
4:25	4:37	4:56	5:15	5:22	5:43
4:37	4:49	5:08	5:27	5:34	5:55
4:49	5:01	5:20	5:39	5:46	6:07
5:01	5:13	5:32	5:51	5:58	6:19
5:13	5:25	5:44	6:03	6:10	6:31
5:28	5:39	5:58	6:15	6:21	6:42
5:43	5:54	6:12	6:27	6:33	6:54
5:55	6:06	6:24	6:39	6:45	7:06
6:11	6:21	6:39	6:54	7:00	7:20
6:31	6:41	6:59	7:13	7:18	7:37
6:52	7:02	7:19	7:33	7:38	7:56
7:15	7:25	7:42	7:56	8:01	8:18
8:15	8:25	8:40	8:53	A8:58	—

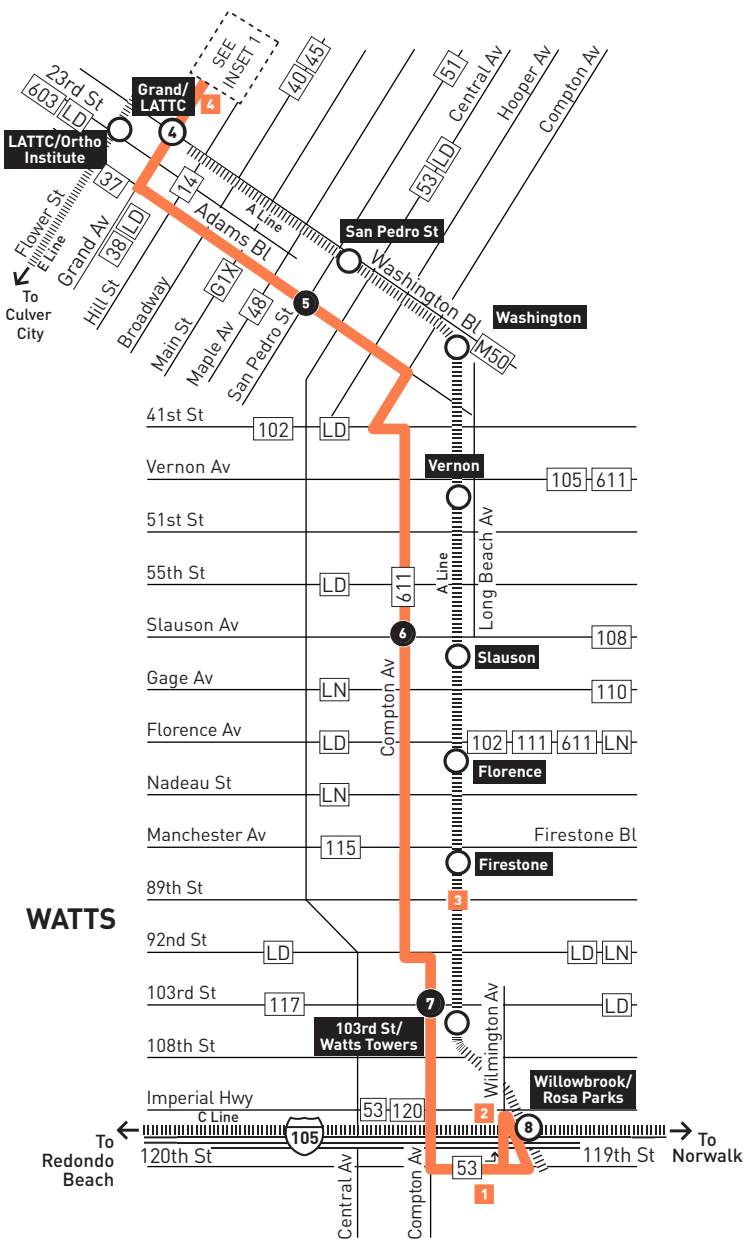
See Late Night/Owl Service schedule for additional service

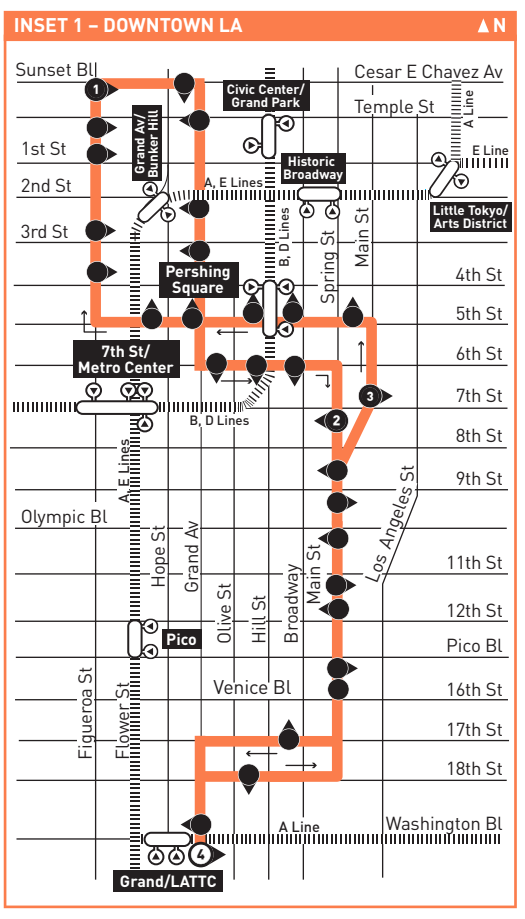
Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES			LOS ANGELES		WATTS	WILLOWBROOK
1	2	4	5	6	7	8
Sunset & Figueroa	Spring & 7th	Grand & Washington	Adams & San Pedro	Compton & Slauson	Compton & 103rd	Willowbrook/ Rosa Parks Station
—	5:09A	5:17A	5:23A	5:35A	5:49A	5:57A
5:30A	5:40	5:48	5:54	6:08	6:22	6:31
5:50	6:00	6:09	6:16	6:30	6:44	6:53
6:10	6:20	6:29	6:36	6:50	7:04	7:13
6:25	6:35	6:44	6:51	7:05	7:19	7:28
6:40	6:50	6:59	7:06	7:20	7:34	7:44
6:55	7:05	7:14	7:21	7:35	7:50	8:00
7:09	7:19	7:28	7:36	7:51	8:06	8:16
7:24	7:34	7:43	7:51	8:06	8:22	8:32
7:35	7:46	7:55	8:03	8:18	8:34	8:44
7:47	7:58	8:07	8:15	8:30	8:47	8:57
8:01	8:12	8:22	8:30	8:45	9:02	9:12
8:17	8:28	8:38	8:45	9:00	9:17	9:27
8:32	8:43	8:53	9:00	9:15	9:32	9:43
8:47	8:58	9:08	9:15	9:30	9:48	9:59
9:02	9:13	9:23	9:30	9:45	10:03	10:15
9:16	9:27	9:38	9:45	10:00	10:18	10:30
9:30	9:42	9:53	10:00	10:16	10:34	10:46
9:44	9:56	10:07	10:15	10:31	10:49	11:01
9:59	10:11	10:22	10:30	10:46	11:04	11:16
10:14	10:26	10:37	10:45	11:01	11:19	11:31
10:29	10:41	10:52	11:00	11:16	11:34	11:46
10:44	10:56	11:07	11:15	11:31	11:49	12:01P
10:59	11:11	11:22	11:30	11:46	12:04P	12:16
11:14	11:26	11:37	11:45	12:01P	12:19	12:31
11:29	11:41	11:52	12:00P	12:16	12:34	12:46
11:44	11:56	12:07P	12:15	12:31	12:51	1:03
11:59	12:11P	12:22	12:30	12:46	1:06	1:18
12:14P	12:26	12:37	12:45	1:01	1:21	1:33
12:29	12:41	12:53	1:01	1:17	1:37	1:49
12:44	12:56	1:08	1:16	1:32	1:52	2:04
12:59	1:11	1:23	1:31	1:47	2:07	2:19
1:14	1:26	1:38	1:46	2:02	2:22	2:34
1:29	1:41	1:53	2:01	2:18	2:38	2:50
1:41	1:53	2:05	2:14	2:31	2:51	3:03
1:53	2:05	2:17	2:26	2:43	3:03	3:15
2:05	2:18	2:30	2:39	2:56	3:16	3:28
2:17	2:30	2:42	2:51	3:08	3:28	3:40
2:29	2:42	2:54	3:03	3:20	3:40	3:52
2:41	2:54	3:06	3:15	3:32	3:52	4:04
2:53	3:06	3:18	3:27	3:44	4:04	4:16
3:05	3:18	3:30	3:39	3:56	4:16	4:28
3:17	3:30	3:42	3:51	4:08	4:28	4:40
3:29	3:42	3:54	4:03	4:20	4:40	4:52
3:41	3:54	4:06	4:15	4:32	4:52	5:04
3:53	4:06	4:18	4:27	4:44	5:04	5:16
4:05	4:18	4:30	4:39	4:56	5:15	5:27
4:17	4:30	4:42	4:51	5:08	5:27	5:39
4:29	4:42	4:54	5:03	5:20	5:39	5:51
4:41	4:54	5:06	5:15	5:32	5:51	6:03
4:54	5:06	5:18	5:27	5:44	6:03	6:15
5:06	5:18	5:30	5:39	5:56	6:15	6:27
5:18	5:30	5:42	5:51	6:08	6:27	6:38
5:30	5:42	5:54	6:03	6:20	6:39	6:50
5:42	5:54	6:06	6:15	6:32	6:51	7:02
5:54	6:06	6:18	6:27	6:42	7:01	7:12
6:09	6:21	6:32	6:39	6:54	7:12	7:23
6:22	6:34	6:44	6:51	7:06	7:23	7:34
6:35	6:47	6:57	7:03	7:17	7:34	7:44
6:48	7:00	7:09	7:15	7:29	7:46	7:56
7:02	7:14	7:23	7:29	7:43	8:00	8:09
7:23	7:35	7:44	7:49	8:03	8:18	8:27
7:50	8:02	8:10	8:15	8:28	8:42	8:51
8:25	8:36	8:44	8:49	9:01	9:15	9:22

See Late Night/Owl Service schedule for additional service

ROUTE MAP





LEGEND

- Line 55 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail / Busway Station & Timepoint
- Metro Rail / Busway Station
- Transit Center
- Map Notes
- ### Connecting Line
- GA GTrans
- LD LADOT DASH
- LN County of Los Angeles - The Link
- M Montebello Bus Lines
- T Torrance Transit

INSET 1 - DOWNTOWN LOS ANGELES

- Metro Rail Station
- Metro Rail Station Entrance

MAP NOTES

1. **Martin Luther King Jr. Community Hospital**
   Metro 53, 55, 120, 202, 205;
   DASH Watts
2. **Willowbrook/Rosa Parks Station**
   A, C Lines; Metro 53, 55, 120, 202, 205;
   DASH Watts; The Link Willowbrook and King Medical Center Shuttle, Lynwood Breeze Route D; GA5; Rancho Shuttle
3. **Firestone Station**
   A Line; Metro 115;
   The Link Florence - Firestone/Walnut Park
4. **Grand/LATTC Station**
   A, J Lines;
   Metro 14, 35, 37, 38, 55, 460, 603;
   T4X, DASH D,
   Pico Union/Echo Park, King-East

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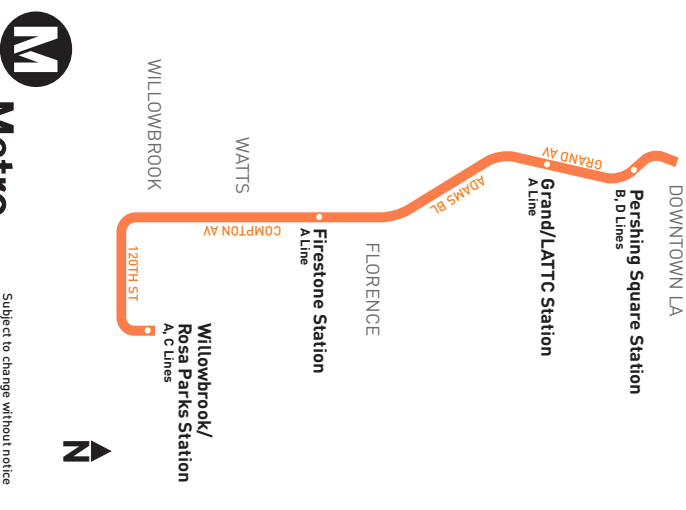
Effective Jun 25 2023

55

Metro Local

Northbound to Downtown LA
Southbound to Willowbrook/Rosa Park Station
via Compton Av



metro.net 323.GO.METRO
Travel Info 511
Wheelchair Hotline 800.621.7828
California Relay Service 711

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Saturday

Effective Jun 25 2023

55

Northbound *Al Norte* (Approximate Times)

WILLOWBROOK	WATTS	LOS ANGELES		DOWNTOWN LOS ANGELES	
8	7	6	5	4	1
Willowbrook/ Rosa Parks Station	Compton & 103rd	Compton & Slauson	Adams & San Pedro	Grand & Washington	Sunset & Figueroa
4:55A	5:03A	5:17A	5:29A	5:33A	5:49A
5:39	5:47	6:01	6:14	6:19	6:35
6:12	6:20	6:36	6:49	6:54	7:10
6:43	6:51	7:07	7:21	7:27	7:43
7:13	7:21	7:37	7:51	7:57	8:14
7:40	7:49	8:06	8:21	8:27	8:44
8:08	8:17	8:36	8:51	8:57	9:14
8:38	8:47	9:06	9:21	9:27	9:44
8:59	9:08	9:27	9:42	9:48	10:05
9:19	9:28	9:47	10:02	10:08	10:25
9:39	9:48	10:07	10:22	10:28	10:45
9:58	10:07	10:27	10:42	10:48	11:05
10:18	10:27	10:47	11:02	11:08	11:25
10:38	10:47	11:07	11:22	11:28	11:45
10:58	11:07	11:27	11:42	11:48	12:05P
11:18	11:27	11:47	12:02P	12:08P	12:25
11:38	11:47	12:07P	12:22	12:28	12:45
11:58	12:07P	12:27	12:42	12:48	1:05
12:18P	12:27	12:47	1:02	1:08	1:25
12:38	12:47	1:07	1:22	1:28	1:45
12:58	1:07	1:27	1:42	1:48	2:05
1:18	1:27	1:47	2:02	2:08	2:25
1:38	1:47	2:07	2:22	2:28	2:45
1:58	2:07	2:27	2:42	2:48	3:05
2:18	2:27	2:47	3:02	3:08	3:25
2:38	2:47	3:07	3:22	3:28	3:45
2:58	3:07	3:27	3:42	3:48	4:05
3:18	3:27	3:47	4:02	4:08	4:25
3:38	3:47	4:07	4:22	4:28	4:45
3:58	4:07	4:27	4:42	4:48	5:05
4:18	4:27	4:47	5:02	5:08	5:25
4:38	4:47	5:07	5:22	5:28	5:45
4:59	5:08	5:28	5:42	5:48	6:05
5:19	5:28	5:48	6:02	6:07	6:24
5:39	5:48	6:08	6:22	6:27	6:43
6:00	6:09	6:28	6:42	6:47	7:03
6:22	6:31	6:50	7:04	7:09	7:25
6:48	6:57	7:16	7:29	7:34	7:50
7:28	7:37	7:54	8:06	8:11	8:27
8:16	8:25	8:41	8:53	A8:58	—

See Late Night/Owl Service schedule for additional service

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES			LOS ANGELES		WATTS	WILLOWBROOK
1	2	4	5	6	7	8
Sunset & Figueroa	Spring & 7th	Grand & Washington	Adams & San Pedro	Compton & Slauson	Compton & 103rd	Willowbrook/ Rosa Parks Station
—	5:11A	5:18A	5:23A	5:34A	5:48A	5:55A
6:00A	6:10	6:18	6:23	6:35	6:49	6:58
6:45	6:55	7:03	7:08	7:20	7:35	7:44
7:25	7:35	7:44	7:49	8:02	8:18	8:27
7:55	8:05	8:14	8:19	8:32	8:50	8:59
8:19	8:29	8:38	8:44	8:58	9:16	9:25
8:38	8:49	8:58	9:04	9:18	9:36	9:45
8:58	9:09	9:18	9:24	9:38	9:56	10:05
9:18	9:29	9:38	9:44	9:58	10:17	10:26
9:38	9:49	9:58	10:04	10:18	10:37	10:46
9:57	10:08	10:18	10:24	10:38	10:57	11:06
10:17	10:28	10:38	10:44	10:58	11:18	11:27
10:37	10:48	10:58	11:04	11:18	11:38	11:47
10:56	11:08	11:18	11:24	11:38	11:58	12:07P
11:16	11:28	11:38	11:44	11:58	12:18P	12:27
11:36	11:48	11:58	12:04P	12:18P	12:38	12:47
11:55	12:08P	12:18P	12:24	12:38	12:58	1:07
12:15P	12:28	12:38	12:44	12:58	1:18	1:27
12:35	12:48	12:58	1:04	1:18	1:38	1:47
12:55	1:08	1:18	1:24	1:38	1:58	2:07
1:15	1:28	1:38	1:44	1:58	2:18	2:27
1:35	1:48	1:58	2:04	2:18	2:38	2:47
1:55	2:08	2:18	2:24	2:38	2:58	3:07
2:15	2:28	2:38	2:44	2:58	3:18	3:27
2:35	2:48	2:58	3:04	3:18	3:38	3:47
2:55	3:08	3:18	3:24	3:38	3:58	4:07
3:15	3:28	3:38	3:44	3:58	4:18	4:27
3:35	3:48	3:58	4:04	4:18	4:38	4:47
3:56	4:08	4:18	4:24	4:38	4:58	5:07
4:16	4:28	4:38	4:44	4:58	5:18	5:27
4:36	4:48	4:58	5:04	5:18	5:38	5:47
4:56	5:08	5:18	5:24	5:38	5:58	6:07
5:16	5:28	5:38	5:44	5:58	6:16	6:25
5:37	5:49	5:59	6:04	6:18	6:36	6:45
5:58	6:09	6:19	6:24	6:38	6:56	7:05
6:23	6:34	6:44	6:49	7:03	7:21	7:30
6:55	7:06	7:14	7:19	7:33	7:51	8:00
7:29	7:40	7:48	7:53	8:06	8:21	8:30
8:10	8:20	8:28	8:33	8:44	8:59	9:06

See Late Night/Owl Service schedule for additional service

Sunday & Holiday

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Northbound *Al Norte* (Approximate Times)

WILLOWBROOK	WATTS	LOS ANGELES		DOWNTOWN LOS ANGELES	
8	7	6	5	4	1
Willowbrook/ Rosa Parks Station	Compton & 103rd	Compton & Slauson	Adams & San Pedro	Grand & Washington	Sunset & Figueroa
4:55A	5:03A	5:17A	5:29A	5:33A	5:49A
5:39	5:47	6:01	6:14	6:19	6:35
6:11	6:20	6:36	6:49	6:54	7:10
6:42	6:51	7:07	7:21	7:27	7:43
7:12	7:21	7:37	7:51	7:57	8:13
7:41	7:50	8:07	8:21	8:27	8:44
8:08	8:17	8:36	8:51	8:57	9:14
8:37	8:46	9:06	9:21	9:27	9:44
8:58	9:07	9:27	9:42	9:48	10:05
9:18	9:27	9:47	10:02	10:08	10:25
9:38	9:47	10:07	10:22	10:28	10:45
9:58	10:07	10:27	10:42	10:48	11:05
10:18	10:27	10:47	11:02	11:08	11:25
10:38	10:47	11:07	11:22	11:28	11:45
10:58	11:07	11:27	11:42	11:48	12:05P
11:18	11:27	11:47	12:02P	12:08P	12:25
11:38	11:47	12:07P	12:22	12:28	12:45
11:58	12:07P	12:27	12:42	12:48	1:05
12:18P	12:27	12:47	1:02	1:08	1:25
12:38	12:47	1:07	1:22	1:28	1:45
12:58	1:07	1:27	1:42	1:48	2:05
1:18	1:27	1:47	2:02	2:08	2:25
1:38	1:47	2:07	2:22	2:28	2:45
1:58	2:07	2:27	2:42	2:48	3:05
2:18	2:27	2:47	3:02	3:08	3:25
2:38	2:47	3:07	3:22	3:28	3:45
2:59	3:08	3:28	3:42	3:48	4:05
3:20	3:29	3:48	4:02	4:08	4:25
3:40	3:49	4:08	4:22	4:28	4:45
4:00	4:09	4:28	4:42	4:47	5:04
4:20	4:29	4:48	5:02	5:07	5:24
4:40	4:49	5:08	5:22	5:27	5:44
5:00	5:09	5:28	5:42	5:47	6:04
5:20	5:29	5:48	6:02	6:07	6:24
5:40	5:49	6:08	6:22	6:27	6:43
6:01	6:10	6:28	6:42	6:47	7:03
6:24	6:33	6:50	7:04	7:09	7:25
6:50	6:59	7:16	7:29	7:34	7:50
7:29	7:38	7:54	8:06	8:11	8:27
8:17	8:26	8:41	8:53	A8:58	—

See Late Night/Owl Service schedule for additional service

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES			LOS ANGELES		WATTS	WILLOWBROOK
1	2	4	5	6	7	8
Sunset & Figueroa	Spring & 7th	Grand & Washington	Adams & San Pedro	Compton & Slauson	Compton & 103rd	Willowbrook/ Rosa Parks Station
—	5:11A	5:18A	5:23A	5:34A	5:48A	5:55A
6:00A	6:10	6:18	6:23	6:35	6:49	6:58
6:45	6:55	7:03	7:08	7:20	7:34	7:43
7:25	7:35	7:44	7:49	8:02	8:17	8:26
7:55	8:05	8:14	8:19	8:32	8:49	8:58
8:19	8:29	8:38	8:44	8:58	9:15	9:24
8:38	8:49	8:58	9:04	9:18	9:35	9:44
8:58	9:09	9:18	9:24	9:38	9:55	10:04
9:18	9:29	9:38	9:44	9:58	10:16	10:25
9:38	9:49	9:58	10:04	10:18	10:36	10:45
9:57	10:08	10:18	10:24	10:38	10:56	11:05
10:17	10:28	10:38	10:44	10:58	11:17	11:26
10:37	10:48	10:58	11:04	11:18	11:37	11:46
10:56	11:08	11:18	11:24	11:38	11:57	12:06P
11:16	11:28	11:38	11:44	11:58	12:17P	12:26
11:36	11:48	11:58	12:04P	12:18P	12:37	12:46
11:55	12:08P	12:18P	12:24	12:38	12:57	1:06
12:15P	12:28	12:38	12:44	12:58	1:17	1:26
12:35	12:48	12:58	1:04	1:18	1:37	1:46
12:55	1:08	1:18	1:24	1:38	1:57	2:06
1:15	1:28	1:38	1:44	1:58	2:17	2:26
1:35	1:48	1:58	2:04	2:18	2:37	2:46
1:55	2:08	2:18	2:24	2:38	2:57	3:06
2:15	2:28	2:38	2:44	2:58	3:17	3:26
2:35	2:48	2:58	3:04	3:18	3:37	3:46
2:55	3:08	3:18	3:24	3:38	3:57	4:06
3:15	3:28	3:38	3:44	3:58	4:17	4:26
3:35	3:48	3:58	4:04	4:18	4:37	4:46
3:56	4:08	4:18	4:24	4:38	4:57	5:06
4:16	4:28	4:38	4:44	4:58	5:17	5:26
4:36	4:48	4:58	5:04	5:18	5:37	5:46
4:56	5:08	5:18	5:24	5:38	5:57	6:06
5:16	5:28	5:38	5:44	5:58	6:17	6:26
5:36	5:48	5:58	6:04	6:18	6:36	6:45
5:56	6:08	6:18	6:24	6:38	6:55	7:04
6:22	6:34	6:44	6:49	7:03	7:20	7:29
6:55	7:06	7:14	7:19	7:33	7:49	7:58
7:29	7:40	7:48	7:53	8:06	8:21	8:30
8:10	8:20	8:28	8:33	8:44	8:59	9:06

See Late Night/Owl Service schedule for additional service

Daily, Saturday & Sunday Late Night/Owl Service

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Northbound *Al Norte* (Approximate Times)

WILLOWBROOK	WATTS	LOS ANGELES		DOWNTOWN LOS ANGELES	
8	7	6	5	4	3
Willowbrook/ Rosa Parks Station	Compton & 103rd	Compton & Slauson	Adams & San Pedro	Grand & Washington	Main & 7th (Spring & 7th)
9:23P	9:31P	9:43P	9:54P	9:58P	10:06P
10:23	10:31	10:43	10:54	10:58	11:06
11:23	11:31	11:43	11:54	11:58	12:06A
12:23A	12:31A	12:43A	12:54A	12:58A	1:06
1:23	1:31	1:43	1:54	1:58	2:06
2:23	2:31	2:43	2:54	2:58	3:06
3:23	3:31	3:43	3:54	3:58	4:06
4:23	4:31	4:43	4:54	4:58	5:06

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES		WATTS	WILLOWBROOK
2	4	5	6	7	8
Spring & 7th B	Grand & Washington	Adams & San Pedro	Compton & Slauson	Compton & 103rd	Willowbrook/ Rosa Parks Station
9:12P	9:19P	9:23P	9:33P	9:47P	9:54P
10:12	10:19	10:23	10:33	10:47	10:54
11:12	11:19	11:23	11:33	11:47	11:54
12:12A	12:19A	12:23A	12:33A	12:47A	12:54A
1:12	1:19	1:23	1:33	1:47	1:54
2:12	2:19	2:23	2:33	2:47	2:54
3:12	3:19	3:23	3:33	3:47	3:54
4:12	4:19	4:23	4:33	4:47	4:54

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

LHorarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

A Terminates at 7th & Spring 8-9 minutes after time shown.
B Waits for transfer connections.

Avisos especiales

A *Termina en la 7th y Spring 8-9 minutos después de la hora mostrada.*
B *Espera por las conexiones de transferencia.*

Lose something?

Learn more about Metro's Lost & Found service. Visit *metro.net/lostandfound* or call 323.937.8920.

Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.

Monday through Friday

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Effective Jun 25 2023

Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

COMPTON		LYNWOOD	SOUTH GATE	VERNON	DOWNTOWN LOS ANGELES	
7	6	5	4	3	2	1
Artesia Station	Long Beach & Rosecrans	Long Beach & Imperial C	Long Beach & Firestone	Pacific & Slauson	7th & Central	Sunset & Figueroa
4:32A	4:50A	4:57A	5:04A	5:15A	5:29A	5:43A
—	—	5:11	5:18	5:29	5:45	5:59
4:58	5:16	5:23	5:30	5:41	5:57	6:11
—	—	5:34	5:41	5:52	6:10	6:24
5:19	5:37	5:44	5:51	6:02	6:20	6:34
—	—	5:53	6:00	6:12	6:30	6:44
5:35	5:53	6:00	6:08	6:20	6:38	6:52
—	—	6:08	6:16	6:28	6:46	7:00
5:50	6:08	6:16	6:24	6:36	6:54	7:08
—	—	6:24	6:32	6:44	7:02	7:16
6:06	6:24	6:32	6:40	6:52	7:11	7:25
—	—	6:39	6:47	6:59	7:18	7:32
6:18	6:36	6:44	6:52	7:04	7:23	7:37
—	—	6:49	6:57	7:09	7:28	7:43
6:28	6:46	6:54	7:02	7:14	7:33	7:48
—	—	6:58	7:07	7:19	7:39	7:54
6:37	6:55	7:03	7:12	7:24	7:44	7:59
—	—	7:08	7:17	7:29	7:49	8:04
6:46	7:04	7:12	7:21	7:34	7:54	8:09
—	—	7:17	7:26	7:39	7:59	8:14
6:52	7:12	7:20	7:29	7:44	8:04	8:19
—	—	7:25	7:34	7:49	8:09	8:24
7:02	7:22	7:30	7:39	7:54	8:14	8:29
—	—	7:35	7:44	7:59	8:20	8:35
7:10	7:30	7:40	7:49	8:04	8:25	8:40
—	—	7:45	7:54	8:09	8:30	8:45
7:20	7:40	7:50	7:59	8:14	8:35	8:50
—	—	7:56	8:05	8:20	8:41	8:56
7:32	7:52	8:02	8:11	8:26	8:47	9:02
—	—	8:08	8:17	8:32	8:53	9:09
7:45	8:05	8:15	8:24	8:39	9:00	9:16
—	—	8:23	8:32	8:47	9:08	9:24
8:02	8:22	8:32	8:41	8:56	9:17	9:33
—	—	8:41	8:50	9:05	9:25	9:42
8:21	8:41	8:51	9:00	9:15	9:35	9:52
—	—	9:01	9:10	9:25	9:45	10:02
8:40	9:00	9:10	9:19	9:35	9:55	10:13
—	—	9:20	9:29	9:45	10:05	10:23
8:58	9:19	9:29	9:39	9:55	10:15	10:33
—	—	9:39	9:49	10:05	10:25	10:43
9:18	9:39	9:49	9:59	10:15	10:35	10:53
—	—	9:59	10:09	10:25	10:45	11:03
9:37	9:59	10:09	10:19	10:35	10:55	11:13
—	—	10:19	10:29	10:45	11:05	11:23
9:56	10:19	10:29	10:39	10:55	11:15	11:33
—	—	10:39	10:49	11:05	11:25	11:44
10:15	10:38	10:49	10:59	11:15	11:35	11:54
—	—	10:59	11:09	11:25	11:45	12:04P
10:36	10:58	11:09	11:19	11:35	11:55	12:15
—	—	11:19	11:29	11:45	12:05P	12:25
10:56	11:18	11:29	11:39	11:55	12:15	12:35
—	—	11:39	11:49	12:05P	12:25	12:45
11:16	11:38	11:49	11:59	12:15	12:35	12:55
—	—	11:59	12:09P	12:25	12:46	1:06
11:35	11:58	12:09P	12:19	12:35	12:56	1:16
—	—	12:19	12:29	12:45	1:06	1:26
11:54	12:18P	12:29	12:39	12:55	1:16	1:36
—	—	12:39	12:49	1:05	1:26	1:46
12:14P	12:38	12:49	12:59	1:15	1:36	1:56
—	—	12:59	1:09	1:25	1:46	2:06
12:34	12:58	1:09	1:19	1:35	1:56	2:16
—	—	1:19	1:29	1:45	2:06	2:26
12:54	1:18	1:29	1:39	1:55	2:16	2:36
—	—	1:39	1:49	2:05	2:26	2:45
1:14	1:38	1:49	1:59	2:15	2:36	2:55
—	—	1:59	2:09	2:25	2:46	3:05
1:34	1:58	2:09	2:19	2:35	2:56	3:15
—	—	2:18	2:28	2:44	3:05	3:24
1:51	2:16	2:27	2:37	2:53	3:15	3:34
—	—	2:36	2:46	3:02	3:24	3:42
2:07	2:32	2:44	2:54	3:10	3:32	3:50
—	—	2:51	3:01	3:17	3:39	3:57
2:19	2:44	2:56	3:07	3:23	3:45	4:03
—	—	3:02	3:13	3:29	3:51	4:09
2:29	2:55	3:07	3:18	3:34	3:56	4:14
—	—	3:12	3:23	3:39	4:01	4:19
2:39	3:05	3:17	3:28	3:44	4:06	4:24
—	—	3:22	3:33	3:49	4:11	4:29
2:48	3:15	3:27	3:38	3:54	4:16	4:34
—	—	3:32	3:43	3:59	4:21	4:39
2:59	3:26	3:38	3:49	4:04	4:26	4:44
—	—	3:43	3:54	4:09	4:31	4:49
3:09	3:36	3:48	3:59	4:14	4:36	4:54
—	—	3:53	4:04	4:19	4:41	4:59
3:20	3:47	3:59	4:09	4:24	4:46	5:04
—	—	4:04	4:14	4:29	4:51	5:09
3:30	3:57	4:09	4:19	4:34	4:56	5:14
—	—	4:14	4:24	4:39	5:01	5:19
3:40	4:07	4:19	4:29	4:44	5:06	5:24
—	—	4:24	4:34	4:49	5:11	5:29
3:50	4:17	4:29	4:39	4:54	5:16	5:34
—	—	4:34	4:44	4:59	5:21	5:39
4:00	4:27	4:39	4:49	5:04	5:26	5:44
—	—	4:44	4:54	5:09	5:31	5:49
4:10	4:37	4:49	4:59	5:14	5:36	5:54
—	—	4:54	5:04	5:19	5:41	5:59
4:20	4:47	4:59	5:09	5:24	5:46	6:04
—	—	5:04	5:14	5:29	5:51	6:09
4:31	4:58	5:09	5:19	5:34	5:56	6:14
—	—	5:14	5:24	5:39	6:01	6:19
4:42	5:09	5:20	5:30	5:44	6:05	6:23
—	—	5:25	5:35	5:49	6:10	6:28
4:53	5:20	5:31	5:41	5:55	6:15	6:33
—	—	5:37	5:47	6:01	6:21	6:39
5:06	5:32	5:43	5:53	6:07	6:27	6:45
—	—	5:49	5:59	6:13	6:32	6:50
5:18	5:44	5:55	6:05	6:19	6:37	6:55
—	—	6:01	6:11	6:25	6:42	7:00
5:33	5:57	6:08	6:18	6:32	6:49	7:07
—	—	6:16	6:26	6:40	6:57	7:15
5:51	6:14	6:25	6:35	6:49	7:05	7:23
6:01	6:24	6:35	6:45	6:59	7:14	7:32
6:13	6:35	6:46	6:56	7:09	7:24	7:41
6:24	6:46	6:57	7:06	7:19	7:34	7:51
6:36	6:58	7:09	7:18	7:31	7:45	8:02
6:51	7:13	7:24	7:33	7:46	8:00	8:16
7:08	7:29	7:40	7:48	8:01	8:15	8:31
7:23	7:44	7:55	8:03	8:16	8:30	8:46
7:39	8:00	8:10	8:18	8:31	8:45	9:01
7:56	8:17	8:27	8:35	8:46	9:00	9:16
8:27	8:48	8:57	9:05	9:16	9:30	9:46
9:00	9:20	9:28	9:35	9:46	10:00	10:16
9:30	9:50	9:58	10:05	10:16	10:30	10:45
10:00	10:20	10:28	10:35	10:45	10:59	11:14
10:36	10:55	11:03	11:10	11:20	11:34	11:49

See Late Night/Owl Service schedule for additional service

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		VERNON	SOUTH GATE	LYNWOOD	COMPTON	
1	2	3	4	5	6	7
Sunset & Figueroa	7th & Central	Pacific & Slauson	Long Beach & Firestone	Long Beach & Imperial B	Long Beach & Rosecrans	Artesia Station
A3:57A	4:19A	4:34A	4:45A	4:53A	5:00A	5:18A
4:25	4:39	4:54	5:05	5:13	5:20	5:38
4:41	4:55	5:10	5:21	5:29	5:36	5:54
4:57	5:11	5:26	5:37	5:45	5:52	6:10
5:09	5:23	5:38	5:49	5:57	6:04	6:22
5:21	5:35	5:50	6:01	6:09	6:16	6:34
5:30	5:45	6:00	6:11	6:19	6:26	6:45
5:40	5:55	6:10	6:21	6:29	6:37	6:56
5:47	6:02	6:18	6:29	6:37	—	—
5:54	6:10	6:26	6:37	6:45	6:53	7:12
6:02	6:18	6:34	6:46	6:54	—	—
6:09	6:25	6:42	6:54	7:02	7:10	7:29
6:16	6:32	6:49	7:01	7:09	—	—
6:22	6:39	6:56	7:08	7:16	7:24	7:44
6:28	6:45	7:02	7:14	7:22	—	—
6:33	6:50	7:07	7:19	7:27	7:35	7:55
6:37	6:54	7:12	7:24	7:32	—	—
6:41	6:58	7:17	7:29	7:38	7:46	8:06
6:46	7:03	7:22	7:34	7:43	—	—
6:51	7:08	7:27	7:39	7:48	7:56	8:17
6:56	7:13	7:32	7:44	7:53	—	—
7:01	7:18	7:37	7:49	7:58	8:07	8:28
7:06	7:23	7:42	7:54	8:03	—	—
7:10	7:27	7:47	7:59	8:08	8:17	8:38
7:15	7:32	7:52	8:04	8:13	—	—
7:20	7:37	7:57	8:09	8:18	8:27	8:48
7:24	7:42	8:02	8:14	8:23	—	—
7:29	7:47	8:07	8:19	8:28	8:37	8:58
7:34	7:52	8:12	8:24	8:33	—	—
7:40	7:58	8:18	8:30	8:39	8:48	9:09
7:46	8:04	8:24	8:36	8:45	—	—
7:51	8:10	8:30	8:42	8:51	9:00	9:20
7:57	8:17	8:37	8:49	8:58	—	—
8:05	8:25	8:44	8:56	9:05	9:14	9:34
8:12	8:32	8:51	9:04	9:13	—	—
8:19	8:39	8:58	9:12	9:21	9:30	9:50
8:28	8:48	9:07	9:21	9:30	—	—
8:37	8:57	9:16	9:30	9:39	9:49	10:09
8:47	9:07	9:26	9:40	9:49	—	—
8:57	9:17	9:36	9:50	9:59	10:09	10:30
9:07	9:27	9:46	10:00	10:09	—	—
9:17	9:37	9:56	10:11	10:20	10:30	10:51
9:26	9:47	10:06	10:21	10:30	—	—
9:36	9:57	10:16	10:31	10:41	10:51	11:13
9:46	10:07	10:26	10:41	10:51	—	—
9:56	10:17	10:36	10:51	11:01	11:12	11:34
10:06	10:27	10:46	11:01	11:11	—	—
10:16	10:37	10:56	11:13	11:23	11:34	11:56
10:26	10:47	11:06	11:23	11:33	—	—
10:35	10:56	11:16	11:33	11:44	11:55	12:18P
10:45	11:06	11:26	11:43	11:54	—	—
10:54	11:16	11:36	11:53	12:04P	12:16P	12:40
11:04	11:26	11:46	12:03P	12:15	—	—
11:14	11:36	11:56	12:14	12:26	12:38	1:02
11:24	11:46	12:06P	12:24	12:36	—	—
11:34	11:56	12:16	12:34	12:46	12:58	1:22
11:44	12:06P	12:26	12:44	12:56	—	—
11:54	12:16	12:36	12:54	1:06	1:18	1:42
12:04P	12:26	12:46	1:04	1:16	—	—
12:14	12:36	12:56	1:14	1:26	1:38	2:03
12:24	12:46	1:06	1:24	1:36	—	—
12:34	12:56	1:16	1:34	1:46	1:58	2:23
12:44	1:06	1:26	1:44	1:56	—	—
12:54	1:16	1:36	1:54	2:06	2:18	2:43
1:03	1:25	1:46	2:04	2:16	—	—
1:13	1:35	1:56	2:14	2:26	2:38	3:03
1:23	1:45	2:06	2:24	2:36	—	—
1:33	1:55	2:16	2:34	2:46	2:58	3:23
1:43	2:05	2:26	2:44	2:56	—	—
1:53	2:15	2:36	2:54	3:06	3:18	3:43
2:03	2:25	2:46	3:04	3:16	—	—
2:12	2:34	2:55	3:13	3:25	3:37	4:02
2:20	2:42	3:03	3:21	3:33	—	—
2:27	2:49	3:10	3:28	3:40	3:52	4:16
2:34	2:56	3:17	3:35	3:47	—	—
2:40	3:02	3:23	3:41	3:53	4:05	4:28
2:46	3:08	3:29	3:47	3:59	—	—
2:51	3:13	3:34	3:52	4:04	4:15	4:38
2:56	3:18	3:39	3:57	4:09	—	—
3:01	3:23	3:44	4:02	4:14	4:25	4:48
3:06	3:28	3:49	4:07	4:19	—	—
3:11	3:33	3:54	4:12	4:24	4:35	4:58
3:16	3:38	3:59	4:17	4:29	—	—
3:21	3:43	4:04	4:22	4:34	4:45	5:08
3:25	3:47	4:09	4:27	4:38	—	—
3:30	3:52	4:14	4:32	4:43	4:54	5:16
3:34	3:56	4:19	4:37	4:48	—	—
3:38	4:00	4:24	4:42	4:53	5:04	5:26
3:43	4:05	4:29	4:47	4:58	—	—
3:49	4:10	4:34	4:52	5:03	5:14	5:36
3:54	4:15	4:39	4:57	5:08	—	—
3:59	4:20	4:44	5:02	5:13	5:24	5:46
4:04	4:25	4:49	5:07	5:18	—	—
4:09	4:30	4:54	5:12	5:23	5:34	5:56
4:14	4:35	4:59	5:17	5:28	—	—
4:19	4:40	5:04	5:22	5:33	5:44	6:06
4:24	4:45	5:09	5:27	5:38	—	—
4:30	4:51	5:14	5:32	5:43	5:54	6:16
4:35	4:56	5:19	5:37	5:48	—	—
4:40	5:01	5:24	5:42	5:53	6:04	6:26
4:45	5:06	5:29	5:47	5:58	—	—
4:51	5:11	5:34	5:52	6:03	6:14	6:36
4:56	5:16	5:39	5:57	6:07	—	—
5:01	5:21	5:44	6:02	6:12	6:23	6:45
5:07	5:27	5:50	6:08	6:18	—	—
5:13	5:33	5:56	6:14	6:24	6:35	6:57
5:20	5:40	6:03	6:21	6:31	—	—
5:29	5:49	6:11	6:29	6:39	6:50	7:12
5:38	5:58	6:19	6:37	6:47	—	—
5:47	6:07	6:28	6:45	6:55	7:06	7:28
5:58	6:18	6:38	6:55	7:05	7:16	7:38
6:10	6:30	6:48	7:05	7:15	7:26	7:47
6:20	6:40	6:58	7:15	7:25	7:36	7:57
6:30	6:50	7:08	7:25	7:35	7:46	8:07
6:40	7:00	7:18	7:35	7:44	7:55	8:15
6:56	7:16	7:34	7:50	7:59	8:09	8:28
7:11	7:31	7:47	8:03	8:12	8:22	8:41
7:27	7:45	8:01	8:16	8:25	8:35	8:54
7:43	8:01	8:16	8:31	8:40	8:50	9:09
7:58	8:16	8:31	8:45	8:54	9:04	9:22
8:13	8:31	8:46	9:00	9:09	9:18	9:36
8:32	8:50	9:05	9:18	9:27	9:36	9:54
A8:57	9:19	9:34	9:47	9:56	10:04	10:21

See Late Night/Owl Service schedule for additional service

Daily, Saturday & Sunday Late Night/Owl Service

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Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

LONG BEACH				LYNWOOD	SOUTH GATE	VERNON	DOWNTOWN LOS ANGELES	
C	C	C	6	5	4	3	2	1
Downtown Long Beach Station	Long Beach & Willow	Long Beach & Artesia	Long Beach & Rosecrans	Long Beach & Imperial	Long Beach & Firestone	Pacific & Slauson	7th & Central	Sunset & Figueroa
11:15P	11:27P	11:41P	11:49P	11:57P	12:03A	12:12A	12:26A	12:40A
11:45	11:57	12:11A	12:18A	12:25A	12:31	12:40	12:54	1:08
12:15A	12:27A	12:41	12:48	12:55	1:01	1:10	1:24	1:38
1:01	1:13	1:27	1:34	1:41	1:47	1:56	2:10	2:24
2:01	2:13	2:27	2:34	2:41	2:47	2:56	3:10	3:24
3:01	3:13	3:27	3:34	3:41	3:47	3:56	4:10	4:24
4:01	4:13	4:27	4:34	4:41	4:47	4:56	5:10	5:24

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		VERNON	SOUTH GATE	LYNWOOD		LONG BEACH		
1	2	3	4	5	6	C	C	C
Sunset & Figueroa	7th & Central	Pacific & Slauson	Long Beach & Firestone	Long Beach & Imperial	Long Beach & Rosecrans	Long Beach & Artesia	Long Beach & Willow	Downtown Long Beach Station
9:28P	9:43P	9:58P	10:10P	10:18P	10:26P	10:34P	10:49P	10:58P
A9:57	10:19	10:33	10:45	10:53	11:01	11:09	11:24	11:33
10:30	10:44	10:58	11:10	11:18	11:26	11:34	11:49	11:58
A10:57	11:19	11:33	11:45	11:52	11:59	12:06A	12:21A	12:30A
11:30	11:44	11:58	12:09A	12:16A	12:23A	12:30	12:45	12:54
A11:57	12:19A	12:33A	12:44	12:51	12:58	1:05	1:20	1:29
A12:57A	1:19	1:33	1:44	1:51	1:58	2:05	2:20	2:29
A1:57	2:19	2:33	2:44	2:51	2:58	3:05	3:20	3:29
A2:57	3:19	3:33	3:44	3:51	3:58	4:05	4:20	4:29

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios en los días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

- A Waits at 6th & Broadway for transfer connections.
- B Trips shown ending at Long Beach & Imperial, terminates at Long Beach Bl C Line Station 2 minutes after time shown.
- C Trips shown beginning at Long Beach & Imperial, originates at Long Beach Bl C Line Station 2 minutes before time shown.

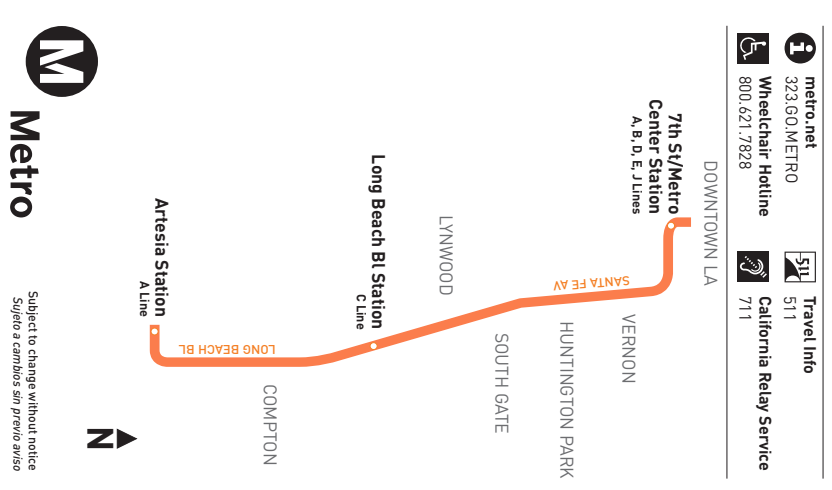
Avisos especiales

- A *Espera en la 6th y Broadway por las conexiones de transferencia.*
- B *El viaje se termina en Long Beach Bl C Line Station 2 minutos después de la hora mostrada.*
- D *El viaje se origina en Long Beach C Line Station 2 minutos antes de la hora mostrada.*

Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.



Effective Jun 25 2023

Metro Local

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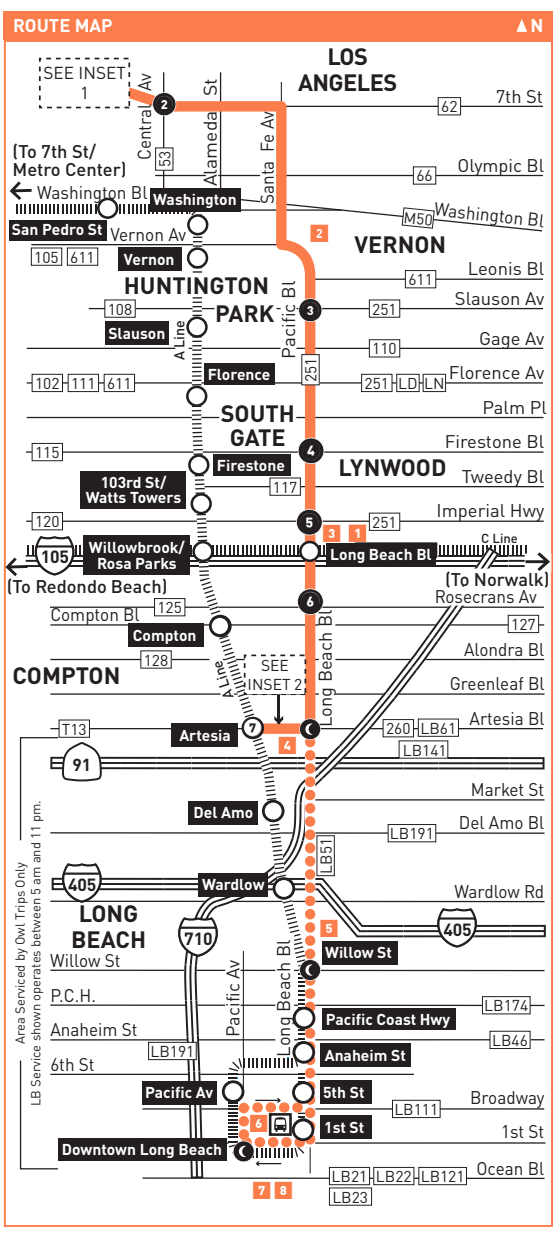
Northbound to Downtown LA
Southbound to Artesia Station
(Owl Service to Downtown Long Beach)
via Long Beach Bl



Saturday

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Effective Jun 25 2023

Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

COMPTON		LYNWOOD	SOUTH GATE	VERNON	DOWNTOWN LOS ANGELES	
⑦ Artesia Station	6 Long Beach & Rosecrans	5 Long Beach & Imperial	4 Long Beach & Firestone	3 Pacific & Slauson	2 7th & Central	1 Sunset & Figueroa
4:36A	4:55A	5:02A	5:09A	5:20A	5:34A	5:47A
5:14	5:33	5:40	5:47	5:58	6:12	6:26
5:33	5:52	5:59	6:06	6:18	6:32	6:46
5:48	6:07	6:14	6:21	6:33	6:47	7:01
5:58	6:17	6:24	6:31	6:43	6:57	7:11
6:08	6:27	6:34	6:41	6:53	7:07	7:21
6:17	6:37	6:44	6:51	7:03	7:17	7:31
6:26	6:46	6:53	7:00	7:13	7:27	7:42
6:35	6:55	7:02	7:10	7:23	7:37	7:52
6:44	7:04	7:12	7:20	7:33	7:47	8:02
6:54	7:14	7:22	7:30	7:43	7:57	8:12
7:04	7:24	7:32	7:40	7:53	8:07	8:22
7:14	7:34	7:42	7:50	8:03	8:17	8:32
7:24	7:44	7:52	8:00	8:13	8:27	8:42
7:34	7:54	8:02	8:10	8:23	8:37	8:52
7:43	8:03	8:12	8:20	8:33	8:47	9:02
7:53	8:13	8:22	8:30	8:43	8:57	9:13
8:03	8:23	8:32	8:40	8:53	9:07	9:23
8:13	8:33	8:42	8:50	9:03	9:17	9:33
8:23	8:43	8:52	9:00	9:13	9:27	9:44
8:33	8:53	9:02	9:10	9:23	9:37	9:54
8:43	9:03	9:12	9:20	9:33	9:47	10:04
8:53	9:13	9:22	9:30	9:43	9:57	10:14
9:02	9:22	9:31	9:40	9:53	10:07	10:24
9:11	9:31	9:41	9:50	10:03	10:17	10:34
9:20	9:41	9:51	10:00	10:13	10:27	10:45
9:30	9:51	10:01	10:10	10:23	10:37	10:55
9:40	10:01	10:11	10:20	10:33	10:47	11:05
9:48	10:09	10:19	10:28	10:43	10:57	11:15
9:57	10:18	10:28	10:38	10:53	11:08	11:26
10:06	10:27	10:38	10:48	11:03	11:18	11:36
10:15	10:37	10:48	10:58	11:13	11:28	11:47
10:25	10:47	10:58	11:08	11:23	11:38	11:57
10:35	10:57	11:08	11:18	11:33	11:48	12:07P
10:44	11:06	11:17	11:27	11:43	11:58	12:18
10:54	11:16	11:27	11:37	11:53	12:10P	12:30
11:04	11:26	11:37	11:47	12:03P	12:20	12:40
11:13	11:35	11:46	11:56	12:13	12:30	12:50
11:23	11:45	11:56	12:06P	12:23	12:40	1:00
11:33	11:55	12:06P	12:16	12:33	12:50	1:10
11:43	12:05P	12:16	12:26	12:43	1:00	1:20
11:53	12:15	12:26	12:36	12:53	1:10	1:30
12:03P	12:25	12:36	12:46	1:03	1:20	1:40
12:13	12:35	12:46	12:56	1:13	1:30	1:50
12:23	12:45	12:56	1:06	1:23	1:40	2:00
12:33	12:55	1:06	1:16	1:33	1:50	2:10
12:43	1:05	1:16	1:26	1:43	2:00	2:20
12:53	1:15	1:26	1:36	1:53	2:10	2:30
1:03	1:25	1:36	1:46	2:03	2:20	2:39
1:13	1:35	1:46	1:56	2:13	2:30	2:48
1:24	1:46	1:57	2:07	2:24	2:40	2:58
1:34	1:56	2:07	2:17	2:34	2:50	3:08
1:44	2:06	2:17	2:27	2:44	3:00	3:18
1:54	2:16	2:27	2:37	2:54	3:10	3:28
2:04	2:26	2:37	2:47	3:04	3:20	3:38
2:14	2:36	2:47	2:57	3:14	3:30	3:48
2:24	2:46	2:57	3:07	3:24	3:40	3:58
2:34	2:56	3:07	3:17	3:34	3:50	4:07
2:44	3:06	3:17	3:27	3:44	4:00	4:16
2:55	3:17	3:28	3:38	3:55	4:10	4:26
3:06	3:28	3:39	3:49	4:05	4:20	4:36
3:16	3:38	3:49	3:59	4:15	4:30	4:46
3:26	3:48	3:59	4:09	4:25	4:40	4:56
3:36	3:58	4:09	4:19	4:35	4:50	5:06
3:46	4:08	4:19	4:29	4:45	5:00	5:15
3:56	4:18	4:29	4:39	4:55	5:10	5:25
4:06	4:28	4:39	4:49	5:05	5:20	5:35
4:16	4:38	4:49	4:59	5:15	5:30	5:45
4:26	4:48	4:59	5:09	5:25	5:40	5:55
4:36	4:58	5:09	5:19	5:35	5:50	6:05
4:46	5:08	5:19	5:29	5:45	6:00	6:15
4:57	5:19	5:30	5:40	5:56	6:10	6:25
5:08	5:30	5:41	5:51	6:07	6:21	6:36
5:20	5:42	5:53	6:03	6:19	6:33	6:48
5:38	6:00	6:10	6:19	6:34	6:48	7:03
5:54	6:15	6:25	6:34	6:49	7:03	7:18
6:10	6:31	6:41	6:50	7:04	7:18	7:33
6:31	6:52	7:02	7:11	7:24	7:38	7:52
6:52	7:13	7:23	7:32	7:45	7:59	8:13
7:22	7:43	7:53	8:02	8:15	8:29	8:43
7:52	8:13	8:23	8:32	8:45	8:59	9:13
8:25	8:46	8:55	9:03	9:15	9:29	9:43
8:58	9:19	9:27	9:34	9:46	10:00	10:14
9:29	9:49	9:57	10:04	10:16	10:30	10:44
10:00	10:20	10:28	10:35	10:45	10:59	11:13
10:36	10:55	11:03	11:10	11:20	11:34	11:48

See Late Night/Owl Service schedule for additional service

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		VERNON	SOUTH GATE	LYNWOOD	COMPTON	
1 Sunset & Figueroa	2 7th & Central	3 Pacific & Slauson	4 Long Beach & Firestone	5 Long Beach & Imperial	6 Long Beach & Rosecrans	⑦ Artesia Station
A 3:57A	4:19A	4:32A	4:43A	4:50A	4:58A	5:17A
5:03	5:17	5:30	5:41	5:48	5:56	6:16
5:55	6:09	6:22	6:33	6:40	6:48	7:08
6:18	6:32	6:45	6:56	7:03	7:11	7:31
6:31	6:47	7:00	7:12	7:20	7:28	7:48
6:40	6:56	7:10	7:22	7:30	7:38	7:58
6:50	7:06	7:20	7:32	7:40	7:48	8:08
6:59	7:16	7:30	7:42	7:50	7:58	8:18
7:09	7:26	7:40	7:52	8:00	8:08	8:28
7:19	7:36	7:50	8:02	8:10	8:18	8:38
7:29	7:46	8:00	8:13	8:21	8:29	8:49
7:39	7:56	8:10	8:23	8:31	8:39	8:59
7:48	8:06	8:20	8:34	8:42	8:50	9:10
7:57	8:16	8:30	8:44	8:52	9:00	9:20
8:07	8:26	8:40	8:54	9:02	9:10	9:30
8:17	8:36	8:50	9:04	9:13	9:21	9:41
8:27	8:46	9:00	9:14	9:23	9:31	9:51
8:37	8:56	9:10	9:24	9:33	9:42	10:02
8:47	9:06	9:20	9:34	9:43	9:52	10:12
8:57	9:16	9:30	9:45	9:54	10:03	10:23
9:06	9:25	9:40	9:55	10:04	10:14	10:34
9:16	9:35	9:50	10:05	10:14	10:24	10:44
9:25	9:45	10:00	10:15	10:24	10:34	10:54
9:35	9:55	10:10	10:25	10:34	10:44	11:04
9:45	10:05	10:20	10:35	10:45	10:55	11:15
9:55	10:15	10:30	10:45	10:55	11:05	11:25
10:04	10:24	10:40	10:55	11:05	11:15	11:35
10:14	10:34	10:50	11:06	11:16	11:26	11:46
10:24	10:44	11:00	11:17	11:27	11:37	11:57
10:34	10:54	11:10	11:27	11:38	11:48	12:08P
10:45	11:05	11:21	11:38	11:49	11:59	12:19
10:55	11:15	11:31	11:48	11:59	12:09P	12:29
11:05	11:25	11:41	11:58	12:10P	12:20	12:40
11:15	11:35	11:51	12:08P	12:20	12:30	12:50
11:25	11:45	12:01P	12:19	12:31	12:42	1:02
11:35	11:55	12:12	12:30	12:42	12:53	1:13
11:44	12:04P	12:21	12:39	12:51	1:02	1:22
11:54	12:14	12:31	12:49	1:01	1:12	1:32
12:04P	12:24	12:41	12:59	1:11	1:22	1:42
12:14	12:34	12:51	1:09	1:21	1:32	1:52
12:23	12:44	1:01	1:20	1:32	1:43	2:03
12:33	12:54	1:11	1:30	1:42	1:53	2:13
12:43	1:04	1:21	1:40	1:52	2:03	2:23
12:53	1:14	1:31	1:50	2:02	2:13	2:33
1:03	1:24	1:41	2:00	2:12	2:23	2:43
1:13	1:34	1:51	2:10	2:22	2:33	2:53
1:23	1:44	2:01	2:20	2:32	2:43	3:03
1:33	1:54	2:11	2:30	2:43	2:54	3:14
1:43	2:04	2:21	2:40	2:53	3:04	3:24
1:53	2:14	2:31	2:50	3:03	3:14	3:34
2:04	2:25	2:41	3:00	3:13	3:24	3:44
2:14	2:35	2:51	3:10	3:23	3:34	3:54
2:24	2:45	3:01	3:20	3:33	3:44	4:04
2:34	2:55	3:11	3:30	3:43	3:54	4:14
2:44	3:05	3:21	3:40	3:53	4:04	4:24
2:55	3:15	3:31	3:50	4:03	4:14	4:34
3:05	3:25	3:41	4:00	4:12	4:23	4:43
3:15	3:35	3:51	4:10	4:22	4:33	4:53
3:25	3:45	4:01	4:20	4:32	4:43	5:03
3:36	3:56	4:12	4:31	4:42	4:53	5:13
3:46	4:06	4:22	4:41	4:52	5:03	5:23
3:56	4:16	4:32	4:51	5:02	5:13	5:33
4:06	4:26	4:42	5:01	5:12	5:23	5:43
4:16	4:36	4:52	5:11	5:22	5:33	5:53
4:26	4:46	5:02	5:21	5:32	5:43	6:03
4:36	4:56	5:12	5:31	5:41	5:52	6:12
4:46	5:06	5:22	5:41	5:51	6:02	6:22
4:56	5:16	5:32	5:50	6:00	6:11	6:31
5:06	5:26	5:42	6:00	6:10	6:21	6:41
5:17	5:36	5:52	6:10	6:20	6:31	6:51
5:28	5:46	6:02	6:20	6:30	6:41	7:01
5:38	5:56	6:12	6:30	6:40	6:51	7:11
5:48	6:06	6:22	6:40	6:50	7:01	7:21
5:58	6:16	6:32	6:50	7:00	7:11	7:31
6:13	6:31	6:47	7:05	7:15	7:26	7:45
6:28	6:46	7:02	7:19	7:29	7:40	7:59
6:45	7:03	7:19	7:36	7:45	7:56	8:15
7:04	7:21	7:37	7:53	8:02	8:12	8:31
7:25	7:41	7:57	8:12	8:21	8:31	8:50
7:45	8:01	8:16	8:31	8:40	8:50	9:09
8:07	8:23	8:38	8:52	9:01	9:10	9:29
8:30	8:46	9:01	9:14	9:23	9:32	9:51
A 8:57	9:19	9:34	9:47	9:56	10:04	10:23

See Late Night/Owl Service schedule for additional service

Sunday and Holiday

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Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

COMPTON		LYNWOOD	SOUTH GATE	VERNON	DOWNTOWN LOS ANGELES	
⑦ Artesia Station	6 Long Beach & Rosecrans	5 Long Beach & Imperial	4 Long Beach & Firestone	3 Pacific & Slauson	2 7th & Central	1 Sunset & Figueroa
4:38A	4:56A	5:02A	5:09A	5:20A	5:33A	5:45A
5:17	5:35	5:42	5:49	6:00	6:14	6:26
5:40	5:58	6:05	6:12	6:24	6:38	6:50
6:00	6:18	6:25	6:32	6:44	6:58	7:10
6:15	6:33	6:40	6:47	6:59	7:13	7:25
6:27	6:46	6:53	7:00	7:13	7:27	7:39
6:38	6:57	7:04	7:12	7:25	7:39	7:51
6:47	7:06	7:14	7:22	7:35	7:49	8:01
6:57	7:16	7:24	7:32	7:45	7:59	8:12
7:07	7:26	7:34	7:42	7:55	8:09	8:22
7:17	7:36	7:44	7:52	8:05	8:19	8:32
7:27	7:46	7:54	8:02	8:15	8:29	8:42
7:37	7:56	8:04	8:12	8:25	8:39	8:52
7:46	8:05	8:14	8:22	8:35	8:49	9:02
7:56	8:15	8:24	8:32	8:45	8:59	9:14
8:06	8:25	8:34	8:42	8:55	9:09	9:24
8:16	8:35	8:44	8:52	9:05	9:19	9:34
8:26	8:45	8:54	9:02	9:15	9:29	9:44
8:35	8:54	9:03	9:12	9:25	9:39	9:54
8:44	9:03	9:13	9:22	9:35	9:49	10:04
8:53	9:13	9:23	9:32	9:45	9:59	10:14
9:03	9:23	9:33	9:42	9:55	10:09	10:24
9:13	9:33	9:43	9:52	10:05	10:19	10:34
9:23	9:43	9:53	10:02	10:15	10:29	10:44
9:33	9:53	10:03	10:12	10:25	10:39	10:54
9:42	10:02	10:12	10:21	10:35	10:49	11:04
9:51	10:11	10:21	10:30	10:45	10:59	11:14
10:01	10:21	10:31	10:40	10:55	11:10	11:25
10:10	10:30	10:41	10:50	11:05	11:20	11:35
10:20	10:40	10:51	11:00	11:15	11:30	11:46
10:29	10:49	11:00	11:10	11:25	11:40	11:56
10:38	10:58	11:09	11:19	11:35	11:50	12:06P
10:48	11:08	11:19	11:29	11:45	12:00P	12:16
10:58	11:18	11:29	11:39	11:55	12:10	12:26
11:08	11:28	11:39	11:49	12:05P	12:20	12:36
11:18	11:38	11:49	11:59	12:15	12:30	12:46
11:28	11:48	11:59	12:09P	12:25	12:40	12:56
11:38	11:58	12:09P	12:19	12:35	12:50	1:06
11:47	12:07P	12:18	12:28	12:44	12:59	1:15
11:58	12:18	12:29	12:39	12:55	1:10	1:26
12:08P	12:28	12:39	12:49	1:05	1:20	1:36
12:18	12:38	12:49	12:59	1:15	1:30	1:46
12:28	12:48	12:59	1:09	1:25	1:40	1:56
12:38	12:58	1:09	1:19	1:35	1:50	2:06
12:47	1:08	1:19	1:29	1:45	2:00	2:16
12:57	1:18	1:29	1:39	1:55	2:10	2:26
1:07	1:28	1:39	1:49	2:05	2:20	2:36
1:17	1:38	1:49	1:59	2:15	2:30	2:46
1:27	1:48	1:59	2:09	2:25	2:40	2:56
1:37	1:58	2:09	2:19	2:35	2:50	3:06
1:47	2:08	2:19	2:29	2:45	3:00	3:16
1:57	2:18	2:29	2:39	2:55	3:10	3:26
2:07	2:28	2:39	2:49	3:05	3:20	3:36
2:17	2:38	2:49	2:59	3:15	3:30	3:46
2:27	2:48	2:59	3:09	3:25	3:40	3:56
2:37	2:58	3:09	3:19	3:35	3:50	4:06
2:47	3:08	3:19	3:29	3:45	4:00	4:16
2:57	3:18	3:29	3:39	3:55	4:10	4:26
3:07	3:28	3:39	3:49	4:05	4:20	4:36
3:17	3:38	3:49	3:59	4:15	4:30	4:46
3:27	3:48	3:59	4:09	4:25	4:40	4:56
3:37	3:58	4:09	4:19	4:35	4:50	5:06
3:47	4:08	4:19	4:29	4:45	5:00	5:16
3:57	4:18	4:29	4:39	4:55	5:10	5:26
4:07	4:28	4:39	4:49	5:05	5:20	5:36
4:17	4:38	4:49	4:59	5:15	5:30	5:45
4:27	4:48	4:59	5:09	5:25	5:39	5:54
4:37	4:58	5:09	5:19	5:35	5:49	6:04
4:47	5:08	5:19	5:29	5:45	5:59	6:14
4:59	5:20	5:31	5:40	5:56	6:10	6:25
5:11	5:32	5:42	5:51	6:07	6:21	6:36
5:24	5:44	5:54	6:03	6:19	6:33	6:48
5:40	6:00	6:10	6:19	6:34	6:48	7:03
5:55	6:15	6:25	6:34	6:49	7:03	7:18
6:11	6:31	6:41	6:50	7:04	7:18	7:33
6:32	6:52	7:02	7:11	7:24	7:38	7:53
6:53	7:13	7:23	7:32	7:45	7:59	8:14
7:23	7:43	7:53	8:02	8:15	8:29	8:43
7:53	8:13	8:23	8:32	8:45	8:59	9:13
8:26	8:46	8:55	9:03	9:15	9:29	9:43
8:59	9:19	9:27	9:34	9:46	10:00	10:14
9:29	9:49	9:57	10:04	10:16	10:30	10:44
10:00	10:20	10:28	10:35	10:45	10:59	11:13
10:36	10:55	11:03	11:10	11:20	11:34	11:48

See Late Night/Owl Service schedule for additional service

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		VERNON	SOUTH GATE	LYNWOOD	COMPTON	
1 Sunset & Figueroa	2 7th & Central	3 Pacific & Slauson	4 Long Beach & Firestone	5 Long Beach & Imperial	6 Long Beach & Rosecrans	⑦ Artesia Station
A 3:57A	4:19A	4:32A	4:42A	4:50A	4:58A	5:16A
5:04	5:18	5:31	5:41	5:49	5:57	6:16
5:53	6:07	6:20	6:30	6:38	6:46	7:05
6:22	6:37	6:50	7:01	7:09	7:17	7:36
6:40	6:56	7:10	7:22	7:30	7:38	7:57
6:54	7:11	7:25	7:37	7:45	7:53	8:12
7:09	7:26	7:40	7:52	8:00	8:08	8:27
7:19	7:36	7:50	8:02	8:10	8:18	8:37
7:29	7:46	8:00	8:13	8:21	8:29	8:48
7:39	7:56	8:10	8:23	8:31	8:39	8:58
7:48	8:06	8:20	8:34	8:42	8:50	9:09
7:57	8:16	8:30	8:44	8:52	9:00	9:20
8:07	8:26	8:40	8:54	9:02	9:10	9:30
8:17	8:36	8:50	9:04	9:13	9:21	9:41
8:27	8:46	9:00	9:14	9:23	9:31	9:51
8:37	8:56	9:10	9:24	9:33	9:42	10:02
8:47	9:06	9:20	9:34	9:43	9:52	10:12
8:57	9:16	9:30	9:45	9:54	10:03	10:23
9:07	9:26	9:40	9:55	10:04	10:14	10:34
9:17	9:36	9:50	10:05	10:14	10:24	10:44
9:26	9:46	10:00	10:15	10:24	10:34	10:54
9:36	9:56	10:10	10:25	10:34	10:44	11:04
9:46	10:06	10:20	10:35	10:45	10:55	11:15
9:56	10:16	10:30	10:45	10:55	11:05	11:25
10:05	10:25	10:40	10:55	11:05	11:15	11:35
10:15	10:35	10:50	11:06	11:16	11:26	11:46
10:25	10:45	11:00	11:17	11:27	11:37	11:57
10:35	10:55	11:10	11:27	11:38	11:48	12:08P
10:45	11:05	11:20	11:37	11:48	11:58	12:18
10:55	11:15	11:30	11:47	11:58	12:08P	12:28
11:05	11:25	11:40	11:57	12:09P	12:19	12:39
11:15	11:35	11:50	12:07P	12:19	12:29	12:49
11:25	11:45	12:00P	12:18	12:30	12:41	1:01
11:35	11:55	12:10	12:28	12:40	12:51	1:11
11:45	12:05P	12:20	12:38	12:50	1:01	1:21
11:55	12:15	12:30	12:48	1:00	1:11	1:31
12:05P	12:25	12:40	12:58	1:10	1:21	1:41
12:15	12:35	12:50	1:08	1:20	1:31	1:51
12:24	12:45	1:00	1:19	1:31	1:42	2:02
12:34	12:55	1:10	1:29	1:41	1:52	2:12
12:44	1:05	1:20	1:39	1:51	2:02	2:22
12:54	1:15	1:30	1:49	2:01	2:12	2:32
1:04	1:25	1:40	1:59	2:11	2:22	2:42
1:14	1:35	1:50	2:09	2:21	2:32	2:52
1:24	1:45	2:00	2:19	2:31	2:42	3:02
1:34	1:55	2:10	2:29	2:42	2:53	3:13
1:44	2:05	2:20	2:39	2:52	3:03	3:23
1:54	2:15	2:30	2:49	3:02	3:13	3:33
2:04	2:25	2:40	2:59	3:12	3:23	3:43
2:14	2:35	2:50	3:09	3:22	3:33	3:53
2:24	2:45	3:00	3:19	3:32	3:43	4:03
2:34	2:55	3:10	3:29	3:42	3:53	4:13
2:44	3:05	3:20	3:39	3:52	4:03	4:23
2:55	3:15	3:30	3:49	4:02	4:13	4:33
3:05	3:25	3:40	3:59	4:11	4:22	4:42
3:15	3:35	3:50	4:09	4:21	4:32	4:52
3:25	3:45	4:00	4:19	4:31	4:42	5:02
3:36	3:56	4:10	4:29	4:40	4:51	5:11
3:46	4:06	4:20	4:39	4:50	5:01	5:21
3:56	4:16	4:30	4:49	5:00	5:11	5:31
4:06	4:26	4:40	4:59	5:10	5:21	5:41
4:16	4:36	4:50	5:09	5:20	5:31	5:51
4:26	4:46	5:00	5:19	5:30	5:41	6:01
4:36	4:56	5:10	5:29	5:39	5:50	6:10
4:46	5:06	5:20	5:39	5:49	6:00	6:20
4:56	5:16	5:30	5:48	5:58	6:09	6:29
5:06	5:26	5:40	5:58	6:08	6:19	6:39
5:17	5:36	5:50	6:08	6:18	6:29	6:49
5:28	5:46	6:00	6:18	6:28	6:39	6:59
5:38	5:56	6:10	6:28	6:38	6:49	7:09
5:48	6:06	6:20	6:38	6:48	6:59	7:18
5:58	6:16	6:30	6:48	6:58	7:09	7:28
6:13	6:31	6:45	7:03	7:13	7:24	7:43
6:28	6:46	7:00	7:17	7:27	7:38	7:57
6:45	7:03	7:17	7:34	7:43	7:54	8:13
7:04	7:21	7:35	7:51	8:00	8:10	8:28
7:25	7:41	7:55	8:10	8:19	8:29	8:47
7:45	8:01	8:15	8:30	8:39	8:49	9:07
8:08	8:24	8:38	8:52	9:01	9:10	9:28
8:31	8:47	9:01	9:14	9:23	9:32	9:50
A 8:57	9:19	9:34	9:47	9:56	10:04	10:22

See Late Night/Owl Service schedule for additional service

ROUTE MAP

INSET 1 – DOWNTOWN LOS ANGELES

LEGEND

▬	Line 60 Route
●●●●	Line 60 Extended Owl Route
ⅠⅠⅠⅠⅠⅠⅠ	Metro Rail
#	Local Stop Timepoint
#▶	Local Stop Timepoint - Single Direction Only
●	Local Stop
●▶	Local Stop - Single Direction Only
☾	Owl Timepoint
(#)	Metro Rail Station & Timepoint
○	Metro Rail Station
🚌	Transit Center
#	Map Notes
###	Connecting Line
###	Rapid Connecting Line
COM	Compton Renaissance Transit System
GA	GTrans (Gardena)
LB	Long Beach Transit
LD	LADOT DASH
LN	County of LA - The Link
M	Montebello Bus Lines
T	Torrance Transit

INSET 1 – DOWNTOWN LOS ANGELES

⬭	Metro Rail Station
▷	Metro Rail Station Entrance

INSET 2 – LINE 60 DETOUR ROUTE

MAP NOTES

1 **St. Francis Medical Center**
Metro 120, 251

2 **Pacific/Railroad Crossing**
Metro 60, 105, 611

3 **Long Beach Bl C Line Station**
Metro 60, 251; Lynwood Breeze Route A

4 **Artesia A Line Station**
Metro 60, 202, 205, 260;
LB51, LB61, LB141; T6, T13; COM 5

5 **Long Beach Memorial Hospital**
Metro 60 Owl; LB51

6 **Downtown Long Beach Station**

7 **Long Beach Arena**
Long Beach Convention Center

Monday through Friday

Effective Jun 25 2023

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Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		ECHO PARK	SILVER LAKE	GLENDALE	BURBANK	SUN VALLEY	PACOIMA	SYLMAR
1	4	5	6	7	8	9	10	11
Main & 11th	Temple & Grand	Glendale & Montana	Glendale & Riverside	Brand & Broadway	Olive & San Fernando	Glenoaks & Sunland	Glenoaks & Van Nuys	Sylmar Station
—	—	—	—	—	4:08A	4:22A	4:33A	4:44A
—	—	—	—	—	5:04	5:18	5:29	5:40
4:57A	5:08A	5:16A	5:23A	5:33A	5:48	6:02	6:14	6:26
5:17	5:28	5:36	5:43	5:54	6:11	6:26	6:38	6:50
5:36	5:47	5:55	6:02	6:14	6:32	6:49	7:02	7:17
5:55	6:07	6:15	6:22	6:34	6:52	7:10	7:23	7:38
6:11	6:23	6:31	6:39	6:52	7:12	7:30	7:45	8:01
6:26	6:39	6:48	6:56	7:10	7:32	7:51	8:06	8:22
6:43	6:56	7:05	7:14	7:28	7:52	8:11	8:26	8:41
7:03	7:16	7:25	7:34	7:48	8:12	8:31	8:46	9:01
7:20	7:33	7:43	7:53	8:08	8:32	8:51	9:06	9:21
7:39	7:52	8:02	8:12	8:27	8:52	9:12	9:26	9:41
7:58	8:12	8:22	8:32	8:47	9:12	9:32	9:46	10:01
8:19	8:33	8:43	8:52	9:07	9:32	9:52	10:06	10:21
8:39	8:53	9:03	9:12	9:27	9:52	10:12	10:26	10:41
8:59	9:13	9:22	9:31	9:47	10:12	10:32	10:46	11:01
9:18	9:32	9:41	9:50	10:07	10:32	10:52	11:06	11:21
9:36	9:50	9:59	10:08	10:26	10:52	11:12	11:27	11:42
9:55	10:09	10:18	10:27	10:46	11:12	11:32	11:47	12:02P
10:15	10:29	10:38	10:47	11:06	11:32	11:52	12:07P	12:22
10:35	10:49	10:58	11:07	11:26	11:52	12:12P	12:28	12:43
10:55	11:09	11:18	11:27	11:46	12:12P	12:32	12:48	1:03
11:15	11:29	11:38	11:47	12:06P	12:32	12:52	1:08	1:23
11:34	11:48	11:57	12:07P	12:26	12:52	1:12	1:29	1:44
11:53	12:07P	12:16P	12:26	12:45	1:12	1:32	1:49	2:04
12:13P	12:27	12:36	12:46	1:05	1:32	1:52	2:09	2:24
12:33	12:47	12:56	1:06	1:25	1:52	2:13	2:30	2:45
12:53	1:07	1:16	1:26	1:45	2:12	2:34	2:51	3:06
1:12	1:26	1:36	1:46	2:05	2:32	2:54	3:11	3:27
1:32	1:46	1:56	2:06	2:25	2:52	3:14	3:31	3:47
1:52	2:06	2:16	2:26	2:45	3:12	3:34	3:50	4:06
2:12	2:26	2:36	2:46	3:05	3:32	3:54	4:10	4:26
2:31	2:45	2:55	3:06	3:25	3:52	4:14	4:30	4:46
2:50	3:04	3:15	3:26	3:45	4:12	4:34	4:50	5:06
3:07	3:22	3:33	3:46	4:05	4:32	4:54	5:10	5:26
3:25	3:41	3:53	4:06	4:25	4:52	5:14	5:29	5:45
3:44	4:00	4:12	4:26	4:45	5:12	5:34	5:49	6:05
4:04	4:20	4:32	4:46	5:05	5:32	5:53	6:08	6:23
4:24	4:40	4:52	5:06	5:25	5:52	6:13	6:27	6:42
4:44	5:00	5:12	5:26	5:45	6:12	6:33	6:45	7:00
5:03	5:19	5:31	5:46	6:05	6:32	6:52	7:04	7:18
5:27	5:43	5:54	6:09	6:27	6:52	7:11	7:23	7:37
5:48	6:04	6:15	6:30	6:48	7:12	7:31	7:43	7:57
6:15	6:31	6:41	6:54	7:11	7:35	7:53	8:05	8:18
6:47	7:01	7:11	7:22	7:38	8:00	8:17	8:29	8:42
7:21	7:34	7:44	7:53	8:08	8:30	8:47	8:59	9:11
8:16	8:28	8:36	8:44	8:57	9:16	9:32	9:43	9:54
9:07	9:18	9:26	9:33	F9:46	B10:03	—	—	—
10:09	10:19	10:26	10:33	F10:44	B10:59	—	—	—
—	C11:20	11:26	11:33	F11:44	B11:59	—	—	—
—	C12:20A	12:26A	12:33A	F12:44A	B12:59A	—	—	—
—	C1:20	1:26	1:33	F1:44	B1:59	—	—	—
—	C2:20	2:26	2:33	F2:44	B2:59	—	—	—
—	C3:20	3:26	3:33	F3:44	B3:59	—	—	—
—	C4:20	4:26	4:33	F4:44	C4:59	—	—	—

Monday through Friday

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Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

SYLMAR	PACOIMA	SUN VALLEY	BURBANK	GLENDALE	SILVER LAKE	ECHO PARK	DOWNTOWN LOS ANGELES	
11	10	9	8	7	6	5	3	2
Sylmar Station	Glenoaks & Van Nuys	Glenoaks & Sunland	Olive & San Fernando	Brand & Broadway	Glendale & Riverside	Glendale & Montana	Temple & Hill	Olympic & Main
—	—	—	D4:21A	F4:40A	4:48A	4:55A	5:02A	5:10A
—	—	H4:44	4:58	5:15	5:24	5:31	5:39	5:48
4:54A	5:04A	5:15	5:30	5:48	5:59	6:07	6:16	6:26
5:17	5:28	5:39	5:55	6:14	6:26	6:35	6:45	6:56
5:35	5:47	5:58	6:15	6:35	6:48	6:57	7:08	7:19
5:54	6:06	6:18	6:35	6:55	7:09	7:20	7:31	7:43
6:12	6:25	6:38	6:55	7:16	7:31	7:43	7:56	8:08
6:29	6:43	6:57	7:15	7:39	7:55	8:07	8:20	8:32
6:48	7:02	7:17	7:35	8:01	8:17	8:29	8:40	8:52
7:06	7:21	7:36	7:55	8:21	8:36	8:47	8:58	9:10
7:25	7:40	7:56	8:15	8:41	8:55	9:06	9:17	9:29
7:45	8:00	8:16	8:35	9:01	9:15	9:26	9:37	9:49
8:05	8:20	8:36	8:55	9:22	9:36	9:47	9:58	10:10
8:26	8:40	8:55	9:15	9:42	9:57	10:08	10:19	10:31
8:46	9:00	9:15	9:35	10:03	10:18	10:29	10:40	10:52
9:06	9:20	9:35	9:55	10:23	10:38	10:49	11:00	11:12
9:26	9:40	9:55	10:15	10:44	10:59	11:10	11:22	11:34
9:46	10:00	10:15	10:35	11:04	11:20	11:31	11:43	11:55
10:06	10:20	10:35	10:55	11:24	11:40	11:51	12:03P	12:15P
10:26	10:40	10:55	11:15	11:45	12:01P	12:12P	12:24	12:36
10:46	11:00	11:15	11:35	12:06P	12:22	12:33	12:45	12:57
11:06	11:20	11:35	11:55	12:26	12:42	12:53	1:05	1:17
11:26	11:40	11:55	12:15P	12:46	1:02	1:13	1:25	1:37
11:46	11:59	12:15P	12:35	1:06	1:22	1:33	1:45	1:57
12:04P	12:19P	12:34	12:55	1:26	1:42	1:53	2:05	2:18
12:25	12:40	12:54	1:15	1:46	2:02	2:14	2:26	2:39
12:45	1:00	1:14	1:35	2:06	2:22	2:34	2:46	2:59
1:05	1:20	1:34	1:55	2:26	2:42	2:54	3:07	3:20
1:25	1:40	1:54	2:15	2:46	3:02	3:14	3:27	3:40
1:44	1:59	2:14	2:35	3:06	3:22	3:34	3:47	4:00
2:04	2:19	2:34	2:55	3:27	3:43	3:55	4:07	4:20
2:24	2:39	2:54	3:15	3:47	4:03	4:16	4:28	4:41
2:44	2:59	3:14	3:35	4:07	4:24	4:37	4:49	5:02
3:03	3:19	3:34	3:55	4:27	4:44	4:57	5:09	5:22
3:22	3:38	3:54	4:15	4:47	5:04	5:17	5:29	5:42
3:42	3:58	4:14	4:35	5:07	5:24	5:37	5:49	6:02
4:02	4:18	4:34	4:55	5:27	5:43	5:56	6:08	6:21
4:22	4:37	4:54	5:15	5:47	6:03	6:14	6:26	6:39
4:43	4:58	5:14	5:35	6:06	6:21	6:32	6:42	6:55
5:04	5:19	5:35	5:55	6:24	6:39	6:50	7:00	7:12
5:25	5:39	5:55	6:15	6:43	6:58	7:07	7:17	7:29
5:49	6:03	6:16	6:35	7:03	7:17	7:26	7:36	7:47
6:11	6:24	6:37	6:55	7:20	7:34	7:43	7:53	8:04
6:37	6:50	7:02	7:20	7:45	7:59	8:08	8:18	8:28
7:07	7:20	7:31	7:48	8:12	8:25	8:34	8:44	8:54
7:39	7:51	8:02	8:18	8:41	8:53	9:01	9:10	9:20
8:10	8:22	8:32	8:48	9:09	9:20	9:28	9:37	9:47
8:44	8:55	9:05	9:21	9:41	9:51	9:59	10:08	10:18
9:34	9:44	9:54	10:08	—	—	—	—	—
—	—	—	D10:21	F10:40	10:48	10:55	E11:02	—
10:34	10:44	10:54	11:08	—	—	—	—	—
—	—	—	D11:21	F11:40	11:48	11:55	E12:02A	—
—	—	—	D12:21A	F12:40A	12:48A	12:55A	E1:02	—
—	—	—	D1:21	F1:40	1:48	1:55	E2:02	—
—	—	—	D2:21	F2:40	2:48	2:55	E3:02	—
—	—	—	D3:21	F3:40	3:48	3:55	E4:02	—

Saturday, Sunday & Holidays

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Northbound *Al Norte* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		ECHO PARK	SILVER LAKE	GLENDALE	BURBANK	SUN VALLEY	PACOIMA	SYLMAR
1	4	5	6	7	8	9	10	11
Main & 11th	Temple & Grand	Glendale & Montana	Glendale & Riverside	Brand & Broadway	Olive & San Fernando	Glenoaks & Sunland	Glenoaks & Van Nuys	Sylmar Station
—	—	—	—	—	4:08A	4:22A	4:33A	4:44A
—	—	—	—	—	5:04	5:18	5:30	5:42
5:05A	5:15A	5:21A	5:27A	5:37A	5:53	6:07	6:19	6:31
5:34	5:44	5:51	5:57	6:08	6:24	6:39	6:51	7:03
6:02	6:12	6:19	6:25	6:37	6:54	7:09	7:21	7:33
6:29	6:40	6:47	6:54	7:06	7:24	7:40	7:52	8:05
6:54	7:06	7:13	7:22	7:35	7:54	8:10	8:22	8:35
7:19	7:32	7:41	7:50	8:03	8:24	8:41	8:53	9:06
7:49	8:02	8:11	8:20	8:33	8:54	9:12	9:25	9:40
8:16	8:29	8:38	8:48	9:01	9:24	9:42	9:55	10:10
8:43	8:57	9:06	9:16	9:30	9:54	10:12	10:25	10:40
9:11	9:25	9:34	9:44	10:00	10:24	10:43	10:56	11:11
9:40	9:54	10:03	10:13	10:29	10:54	11:13	11:26	11:42
10:08	10:22	10:31	10:41	10:59	11:24	11:43	11:56	12:12P
10:37	10:51	11:00	11:10	11:28	11:54	12:13P	12:26P	12:42
11:06	11:20	11:29	11:39	11:58	12:24P	12:43	12:56	1:11
11:34	11:48	11:57	12:08P	12:28P	12:54	1:13	1:26	1:40
12:04P	12:18P	12:27P	12:38	12:58	1:24	1:43	1:56	2:10
12:34	12:48	12:57	1:08	1:28	1:54	2:13	2:26	2:40
1:05	1:19	1:28	1:39	1:58	2:24	2:43	2:56	3:10
1:34	1:48	1:58	2:09	2:28	2:54	3:13	3:26	3:40
2:04	2:18	2:28	2:39	2:58	3:24	3:44	3:57	4:11
2:35	2:49	2:59	3:10	3:28	3:54	4:14	4:27	4:41
3:05	3:19	3:29	3:40	3:58	4:24	4:44	4:57	5:11
3:36	3:50	3:59	4:10	4:28	4:54	5:13	5:25	5:39
4:07	4:21	4:30	4:41	4:59	5:24	5:43	5:55	6:09
4:39	4:53	5:02	5:13	5:30	5:54	6:13	6:25	6:39
5:10	5:24	5:33	5:44	6:01	6:25	6:43	6:55	7:08
5:42	5:56	6:05	6:16	6:33	6:57	7:15	7:27	7:40
6:32	6:46	6:55	7:05	7:22	7:45	8:03	8:15	8:28
7:23	7:36	7:44	7:54	8:09	8:31	8:47	8:59	9:11
8:14	8:26	8:34	8:42	8:56	9:16	9:32	9:43	9:54
9:07	9:18	9:26	9:33	F9:46	B10:03	—	—	—
10:09	10:19	10:26	10:33	F10:44	B10:59	—	—	—
—	C11:20	11:26	11:33	F11:44	B11:59	—	—	—
—	C12:20A	12:26A	12:33A	F12:44A	B12:59A	—	—	—
—	C1:20	1:26	1:33	F1:44	B1:59	—	—	—
—	C2:20	2:26	2:33	F2:44	B2:59	—	—	—
—	C3:20	3:26	3:33	F3:44	B3:59	—	—	—
—	C4:20	4:26	4:33	F4:44	C4:59	—	—	—

Saturday, Sunday & Holidays

92

Southbound *Al Sur* (Approximate Times / *Tiempos Aproximados*)

SYLMAR	PACOIMA	SUN VALLEY	BURBANK	GLENDALE	SILVER LAKE	ECHO PARK	DOWNTOWN LOS ANGELES	
11	10	9	8	7	6	5	3	2
Sylmar Station	Glenoaks & Van Nuys	Glenoaks & Sunland	Olive & San Fernando	Brand & Broadway	Glendale & Riverside	Glendale & Montana	Temple & Hill	Olympic & Main
—	—	—	D4:21A	F4:40A	4:48A	4:55A	5:02A	5:10A
4:41A	4:51A	5:01A	5:15	5:32	5:40	5:47	5:54	6:01
5:17	5:27	5:37	5:51	6:09	6:19	6:27	6:35	6:44
5:43	5:55	6:06	6:21	6:41	6:51	6:59	7:07	7:17
6:12	6:25	6:36	6:51	7:12	7:22	7:30	7:39	7:50
6:42	6:55	7:06	7:21	7:43	7:54	8:03	8:12	8:24
7:10	7:24	7:35	7:51	8:15	8:27	8:36	8:45	8:58
7:39	7:53	8:04	8:21	8:46	8:59	9:09	9:18	9:31
8:08	8:23	8:34	8:51	9:17	9:31	9:42	9:52	10:05
8:37	8:52	9:03	9:21	9:48	10:02	10:13	10:23	10:36
9:05	9:21	9:33	9:51	10:20	10:35	10:47	10:57	11:10
9:34	9:50	10:02	10:21	10:51	11:06	11:18	11:28	11:41
10:01	10:17	10:31	10:51	11:22	11:38	11:51	12:01P	12:14P
10:31	10:47	11:01	11:21	11:52	12:08P	12:21P	12:31	12:44
11:00	11:17	11:31	11:51	12:22P	12:38	12:52	1:02	1:15
11:30	11:47	12:01P	12:21P	12:54	1:10	1:24	1:34	1:47
11:59	12:16P	12:30	12:51	1:24	1:40	1:54	2:04	2:18
12:29P	12:46	1:00	1:21	1:54	2:10	2:23	2:33	2:47
12:59	1:16	1:30	1:51	2:24	2:40	2:53	3:03	3:17
1:29	1:46	2:00	2:21	2:54	3:10	3:22	3:32	3:46
2:00	2:17	2:30	2:51	3:23	3:39	3:51	4:01	4:16
2:30	2:47	3:00	3:21	3:53	4:09	4:21	4:31	4:46
3:01	3:17	3:30	3:51	4:23	4:39	4:51	5:01	5:16
3:31	3:47	4:00	4:21	4:53	5:09	5:21	5:31	5:46
4:01	4:17	4:30	4:51	5:23	5:39	5:51	6:01	6:16
4:31	4:47	5:00	5:21	5:53	6:08	6:20	6:30	6:44
5:01	5:17	5:30	5:51	6:22	6:37	6:49	6:59	7:10
5:40	5:56	6:08	6:26	6:56	7:10	7:20	7:30	7:41
6:23	6:38	6:49	7:07	7:34	7:47	7:57	8:06	8:16
7:08	7:22	7:33	7:50	8:16	8:28	8:37	8:46	8:56
7:53	8:07	8:18	8:35	8:58	9:09	9:17	9:26	9:36
8:42	8:54	9:05	9:21	9:41	9:51	9:59	10:08	10:18
9:34	9:44	9:54	10:08	—	—	—	—	—
—	—	—	D10:21	F10:40	10:48	10:55	E11:02	—
10:34	10:44	10:54	11:08	—	—	—	—	—
—	—	—	D11:21	F11:40	11:48	11:55	E12:02A	—
—	—	—	D12:21A	F12:40A	12:48A	12:55A	E1:02	—
—	—	—	D1:21	F1:40	1:48	1:55	E2:02	—
—	—	—	D2:21	F2:40	2:48	2:55	E3:02	—
—	—	—	D3:21	F3:40	3:48	3:55	E4:02	—

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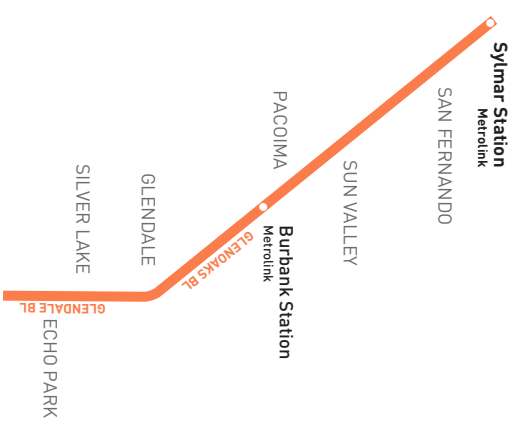
Effective Jun 25 2023

Metro Local

Northbound to Sylmar
Southbound to Downtown LA
via Glendale Bl, Brand Bl, Glenoaks Bl

92



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Appendix D:
Plans, Programs, Ordinances and Policies Review

Appendix D: Detailed Responses in Support of Determining Potential Conflicts with Adopted Plans, Programs, Ordinances, or Policies

Per the TAG, the following questions help address potential conflicts with the identified relevant plans, policies, and programs.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
The following questions address the potential for projects to conflict with or preclude the implementation of the City's Mobility Plan 2035 Street Designations:			
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?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	Yes, the Project will involve new construction along Sunset Boulevard (designated as Avenue I).
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?		No, the Project is not required to make additional dedications to the public right-of-way along Sunset Boulevard. There is an existing 100' of right-of-way (50' half right-of-way), which is to standards.
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)?		N/A. The Project is not required to provide dedications along Sunset Boulevard.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		This question is not applicable because the Project application is not requesting to waive from the *Mobility Plan 2035* Street Designations and Standard Roadway Dimensions standards.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
Therefore, the Project would not conflict with the aforementioned Mobility Plan 2035 policies.			
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
The following questions address the potential for project driveways and public right-of-way improvements to conflict with or preclude the implementation of the City's Mobility Plan 2035 Street Designations and Standard Driveway Dimensions.			
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?	MP 2.1, 2.3, 2.10, 3.2, 3.5, 4.1, 5.1, 5.4, and Street Designations and Standard Roadway Dimensions	The Project would maintain the sidewalks around the perimeter of the Project Site and provide pedestrian access points along Sunset Boulevard. The Project would be not preclude or conflict with Mobility Plan 2035 policies, such as: 2.1 Adaptive Reuse of Streets: The Project would not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. 2.3 Pedestrian Infrastructure: The Project would not narrow or remove pedestrian facilities. 2.4 Neighborhood Enhanced Network (NEN): The Project does not front any streets on the NEN. 2.10 Loading Areas: The Project would provide loading spaces on-site. 3.2 People with Disabilities: The Project would be consistent with this policy by maintaining ADA compliance and ensuring that pathways are free of obstacles along the Project frontage. 3.5 Multimodal Features: Sunset Boulevard is part of the Transit Enhanced Network. The Project would support multimodal travel by maintaining the existing sidewalks and providing on-site bike parking. It is also located adjacent to bus stops serving LA Metro Line 4, which provides frequent all-day service, seven days a week. 3.8 Bicycle Parking: The Project supports this policy by providing bicycle parking, including 183 bicycle parking stalls (21 short-term and 162 long-term). 4.1 New Technologies: This policy supports new technology systems and infrastructure to expand access to transportation choices. The Project does not propose elements that would limit or preclude the City's ability to offer or introduce new technology systems or infrastructure. 5.1 Sustainable Transportation: As mentioned for policies 3.5 and 3.8, the Project would encourage the development of a sustainable transportation system with its provision of bicycle parking and proposed development near transit. 5.4 Clean Fuels and Vehicles: The Project will provide 77 EV parking spaces, approximately 30% of new construction total. This investment in zero-emissions vehicle infrastructure supports a reduction in local air pollution, including exposure to pedestrians around the Project Site.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
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?	MP 2.10, PL.1, CDG 2,	Mobility Plan 2035 policy PL.1 encourages vehicular access from non-arterial streets (or alleys) and redesigning access points to be more pedestrian friendly. The Project provides vehicular access off Sunset Boulevard (Avenue I). Access is provided along Sunset Boulevard due to the Project Site only having street frontage along Sunset Boulevard due to topographical constraints. The Project would reduce the number of driveways from 13 to three. Driveways would comply with all driveway design guidelines and intersect at right angles.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
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?	*Mobility Plan 2035*: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	No, the physical changes in the public right-of-way would not degrade the experience of vulnerable roadway users. While the Project's driveways would be located on Sunset Boulevard, the Project would reduce the number of driveways from 13 to three. The Project does not propose to shift or narrow sidewalks and will provide pedestrian access points along Sunset Boulevard. The Project also includes on-site bike parking such that the Project will be supportive of and not preclude or conflict with *Mobility Plan 2035* Policies such as: Pedestrian Infrastructure: *Mobility Plan 2035* identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization would occur as funding and projects become available. Sunset Boulevard near the Project Site is part of the PED. Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. The Project does not front any NEN streets, therefore it would not preclude the City from enacting future NEN projects. Transit Network: This policy identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus services. Sunset Boulevard is part of the TEN. The Project would not preclude the City's ability to enhance transit performance and reliability along this street. Bicycle Networks: This policy establishes a Bicycle Enhanced Network (BEN), which is comprised of protected bicycle lanes and bicycle paths, to provide bikeways for a variety of users. Sunset Boulevard along the Project Site is part of the BEN. Vision Zero: The Project Site is located along Sunset Boulevard, which is identified as part of the City's High-Injury Network (HIN). The Project would not conflict with the implementation of future Vision Zero projects in the public right-of-way. Transit Oriented Community: The Transit-Oriented Community (TOC) guidelines define parameters of housing incentives based on considerations such as proximity to high-quality transit, type of housing, and the land uses being replaced. The Project is in a Tier 2 TOC zone. A Tier 2 TOC zone is defined as within 2640 feet of an intersection between a regular bus line and a rapid bus line, each running every 15 minutes or better during the peak periods, as defined by LADOT. The Project is served by bus lines along Sunset Boulevard, Temple Street, and Figueroa Street.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
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?		No, the Project's driveways on Sunset Boulevard would not conflict with driveway design guidelines and thus would not preclude the City from advancing the safety of vulnerable roadway users. The Project would reduce the number of driveways from 13 to three. The Project proposes to add the fourth west-facing leg to the signalized intersection of Sunset Boulevard and Marion Avenue.
Therefore, the Project's proposed driveways would not conflict with the aforementioned Mobility Plan 2035 and LADOT policies.			
C. Network Access			
The following questions address the potential for projects to conflict with established Mobility Plan 2035 policies to preserve and/or enhance street network access.			
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	The Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway. Public access to, from, and within the Project Site will be maintained and enhanced for pedestrian connectivity.
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?		This question is not applicable, as the Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway. Therefore, the Project does not conflict with this policy.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No, the Project does not create a cul-de-sac nor is it located adjacent to an existing cul-de-sac.
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?		This question is not applicable as the Project does not propose creating a new cul-de-sac and is not located adjacent to an existing cul-de-sac. Therefore, the Project does not conflict with this policy.
Therefore, the Project would not conflict with these policies by reducing public street access.			

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D. Parking Supply and Transportation Demand Management			
The following questions address the potential for projects' parking supply to conflict with established Mobility Plan 2035 goals.			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	4.13 Parking and Land Use Management: The objective of this policy is to balance parking supply with other transportation and land use objectives. The policy states that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal transportation system; that an abundance of free parking incentivizes automobile trips and makes alternative modes of transportation less attractive; and that large parking lots consume land that could be used for other valuable uses and discourage walking by increasing the distance between services and facilities. Per LAMC baseline requirements, the Project would be required to provide 621 vehicle parking stalls. After factoring in AB 2097[2] parking reduction provisions, the Project is required to provide zero (0) parking stalls. The Project proposes to provide 263 parking stalls located in three separate parking structures – 58% less than the LAMC baseline. Therefore, the Project would not provide onsite parking that exceeds baseline LAMC code requirements and does not conflict with this policy. The Project does not conflict with the portion of MP 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since the parking supply does not exceed the baseline amount and would be located in a subterranean and above-ground garage. Therefore, the Project does not contribute to an abundance of freely available public parking and does not conflict with this policy. The Project includes features to encourage walking and bicycling, including providing 183 bike stalls with 21 of them being short-term and 162 of them being long-term. Additionally, the Project would be consistent with the applicable goals and objectives of the SCAG 2020-2045 RTP/SCS (SCAG, 2020) to locate jobs and housing in infill locations served by public transportation and facilitating active transportation. Therefore, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multimodal transportation system, and would not conflict with this policy.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
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?		Not applicable. The Project does not propose a parking supply that exceeds baseline code requirements. Therefore, the Project does not conflict with this policy.
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?		3.8 Bicycle Parking: The Project would provide on-site bicycle parking consistent with the City's Bicycle Parking Ordinance. The Project will provide a total of 183 bike stalls with 21 of them being short-term and 162 of them being long-term.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the Project would not include more than 25,000 square feet of gross floor area construction of new non-residential gross floor. Therefore, this criterion does not apply
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?		Not applicable. The Project would not need to comply with the City's TDM Ordinance.
Therefore, the Project's proposed parking supply does not conflict with the aforementioned Mobility Plan 2035 policies.			
E. Consistency with Regional Plans			
The following questions address the potential for projects to conflict with the SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).			
E.1	Does the Project or Plan apply one of 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, the Project applies the City's efficiency-based impact thresholds of VMT per capita.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		No, the Project would not result in a significant VMT impact, per the LA VMT Calculator and significance thresholds.
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		Not applicable. The Project does not propose regionally serving uses that would result in a new increase in VMT.
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		Not applicable. The Project would not result in a significant VMT impact and is presumed to be consistent with VMT and GHG reduction goals in the SCAG RTP/SCS.
Therefore, the Project would not conflict with the SCAG RTP/SCS.			

Notes:

1. Adapted from Attachment D: Plan Consistency Worksheet in the *Transportation Analysis Guidelines*, LADOT, August 2022.
2. Assembly Bill 2097, which came into effect January 2023, prohibits public agencies from imposing minimum automobile parking requirements on most development projects located within a ½ mile radius of a major transit stop. Because the Project is located within a ½ mile radius of frequent bus service along Sunset Boulevard and would not be providing lodging uses, no automobile parking is required.

Appendix E:
LADOT VMT Calculator Tool Reports

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 15, 2023
Project Name: Sunset + Everett
Project Scenario: Project
Project Address: 1187 W SUNSET BLVD, 90012

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	286	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	41	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	9.462	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 15, 2023
Project Name: Sunset + Everett
Project Scenario: Project
Project Address: 1187 W SUNSET BLVD, 90012

Version 1.3

Analysis Results			
Total Employees: 38 Total Population: 773			
Proposed Project		***With Mitigation***	
1,850	**Daily Vehicle Trips**	**1,850**	**Daily Vehicle Trips**
11,632	**Daily VMT**	**11,632**	**Daily VMT**
5.3	**Household VMT per Capita**	**5.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 15, 2023
Project Name: Sunset + Everett
Project Scenario: Project
Project Address: 1187 W SUNSET BLVD, 90012

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	621	621
		Actual parking provision (spaces)	263	263
	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 (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 15, 2023
Project Name: Sunset + Everett
Project Scenario: Project
Project Address: 1187 W SUNSET BLVD, 90012

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*13%*
MAX. TDM EFFECT	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 15, 2023
Project Name: Sunset + Everett
Project Scenario: Project
Project Address: 1187 W SUNSET BLVD, 90012

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	291	-21.0%	230	7.5	2,183	1,725
Home Based Other Production	806	-29.4%	569	5.6	4,514	3,186
Non-Home Based Other Production	551	-2.2%	539	6.8	3,747	3,665
Home-Based Work Attraction	55	-34.5%	36	8.5	468	306
Home-Based Other Attraction	786	-25.6%	585	5.9	4,637	3,452
Non-Home Based Other Attraction	266	-3.0%	258	6.2	1,649	1,600

MXD Methodology with TDM Measures

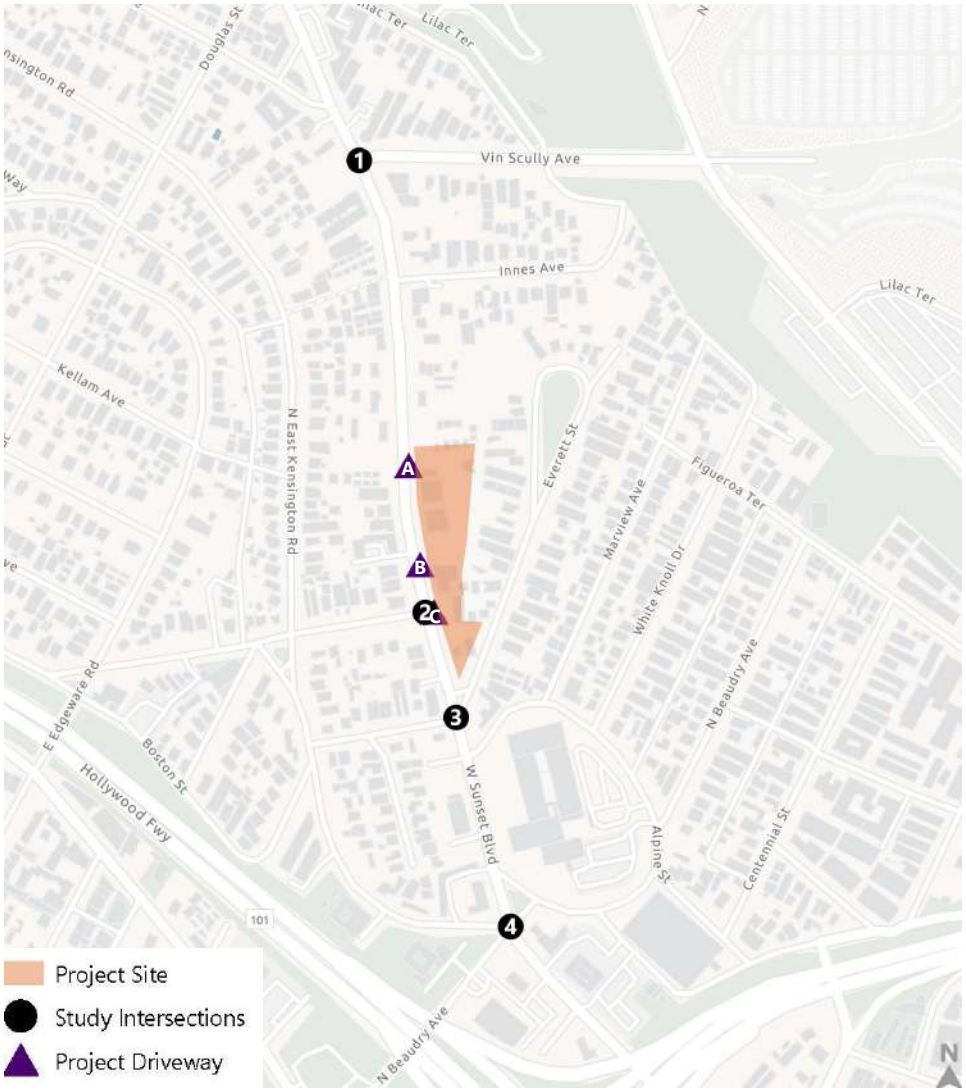
	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-16.5%	192	1,440	-16.5%	192	1,440
Home Based Other Production	-16.5%	475	2,660	-16.5%	475	2,660
Non-Home Based Other Production	-16.5%	450	3,059	-16.5%	450	3,059
Home-Based Work Attraction	-16.5%	30	255	-16.5%	30	255
Home-Based Other Attraction	-16.5%	488	2,882	-16.5%	488	2,882
Non-Home Based Other Attraction	-16.5%	215	1,336	-16.5%	215	1,336

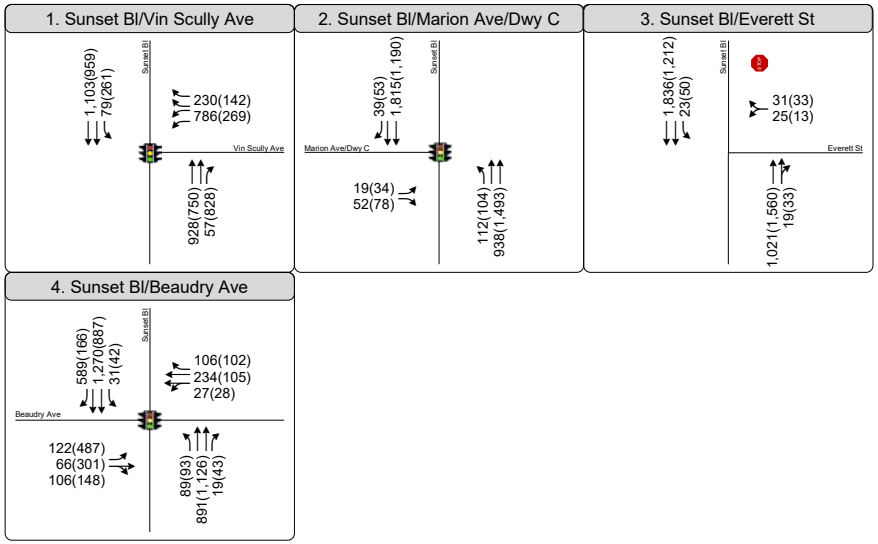
MXD VMT Methodology Per Capita & Per Employee

Total Population: 773
Total Employees: 38
APC: East Los Angeles

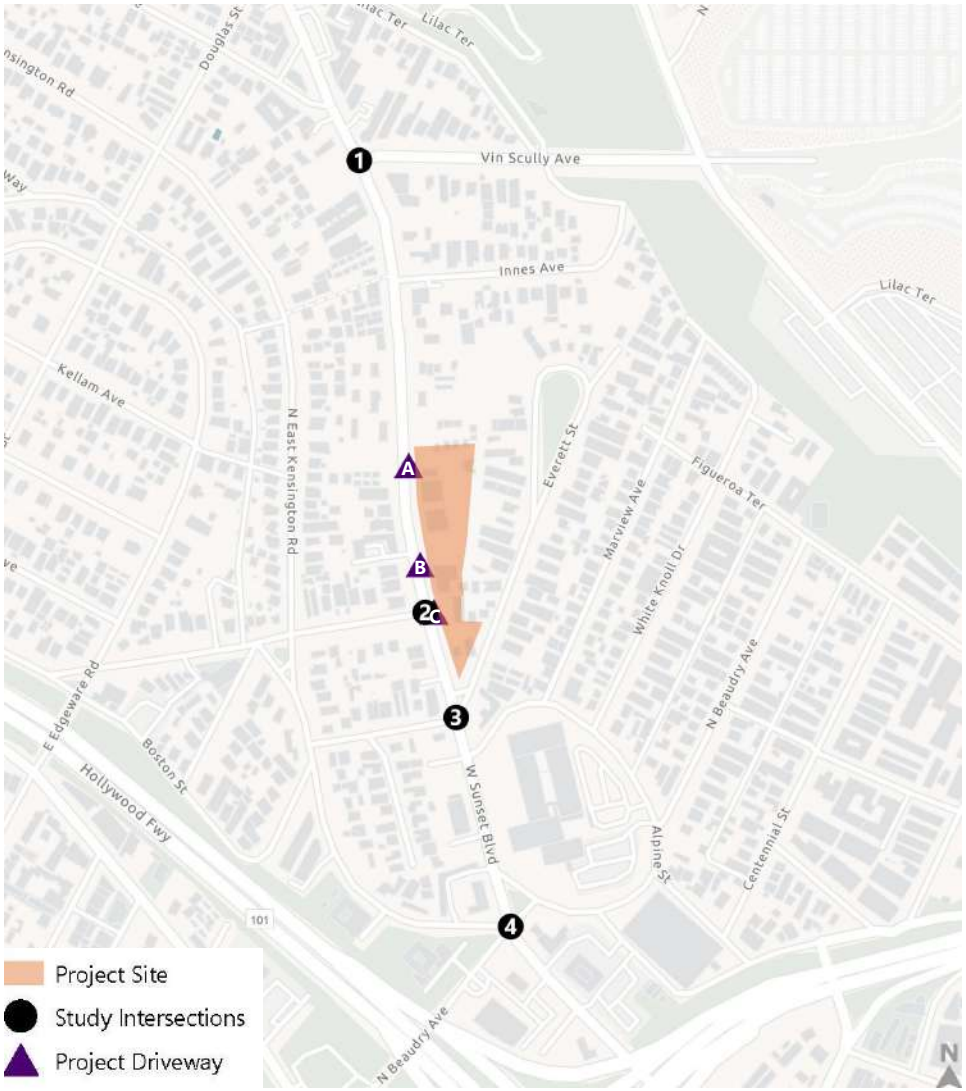
	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**4,100**	**4,100**
Total Home Based Work Attraction VMT	**255**	**255**
Total Home Based VMT Per Capita	**5.3**	**5.3**
Total Work Based VMT Per Employee	**N/A**	**N/A**

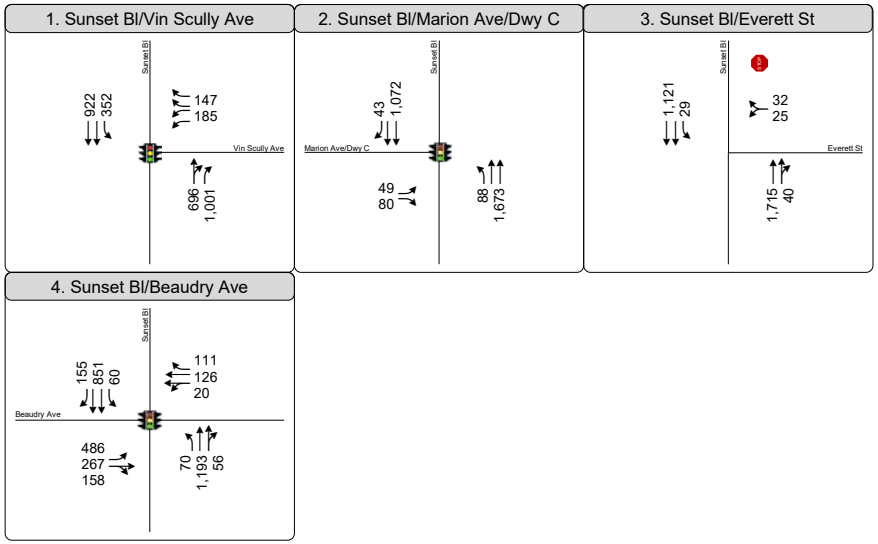
Appendix F:
Intersection Turning Movement Volumes and Lane Configurations



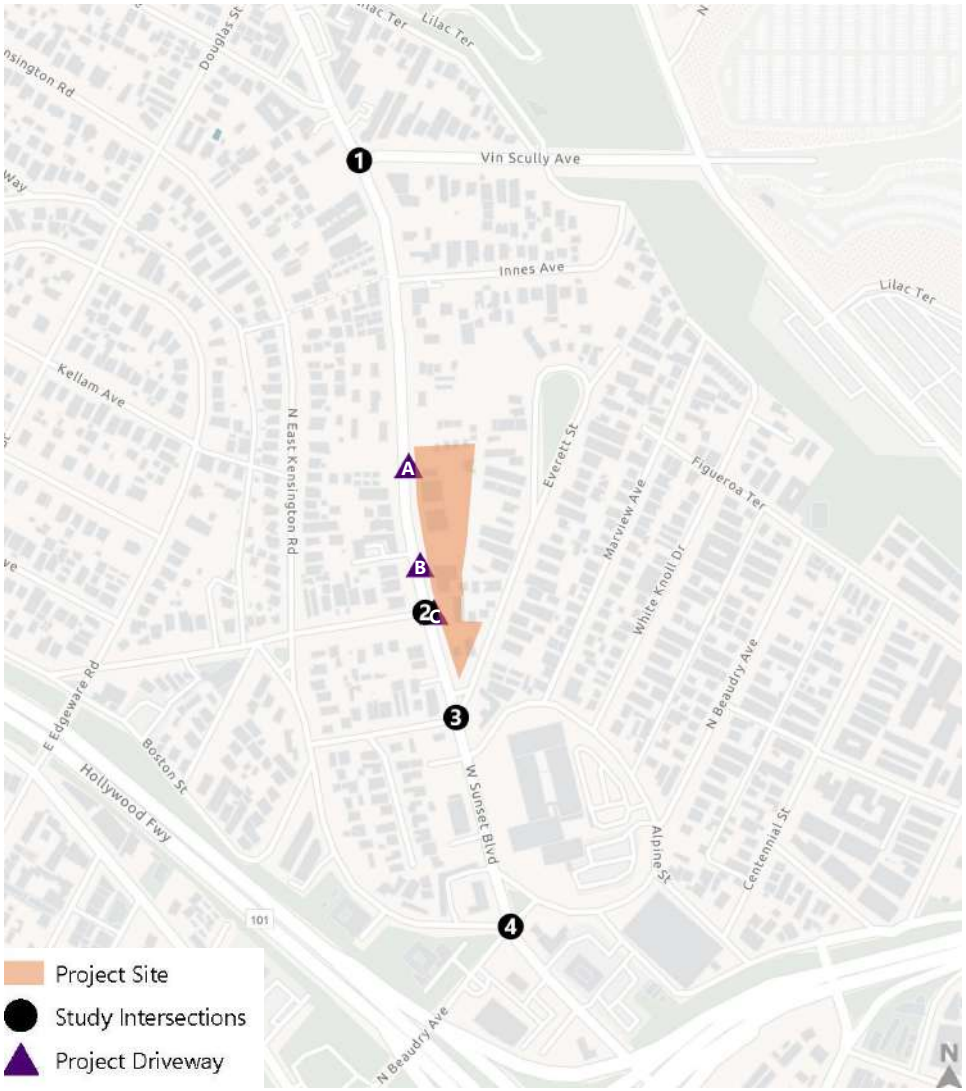


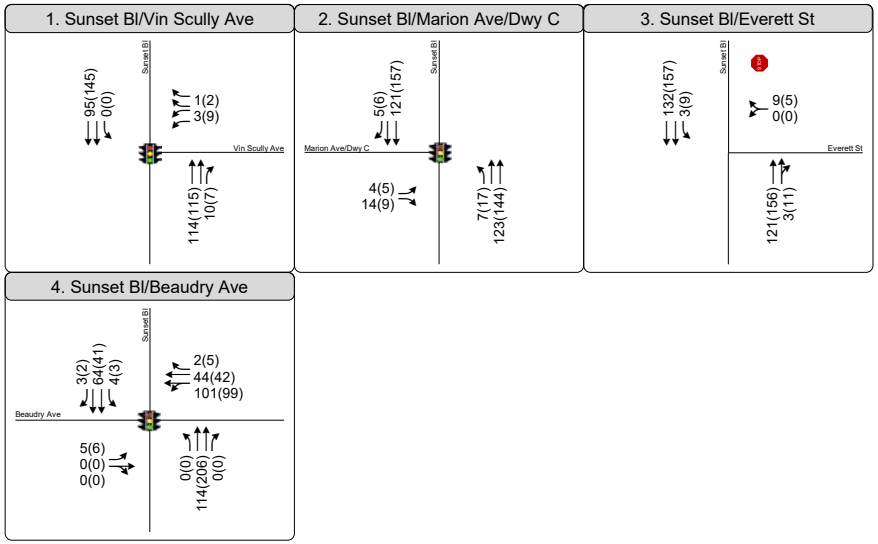
Appendix F
Sunset + Everett Project
Existing Year (2023) Volumes AM(PM)



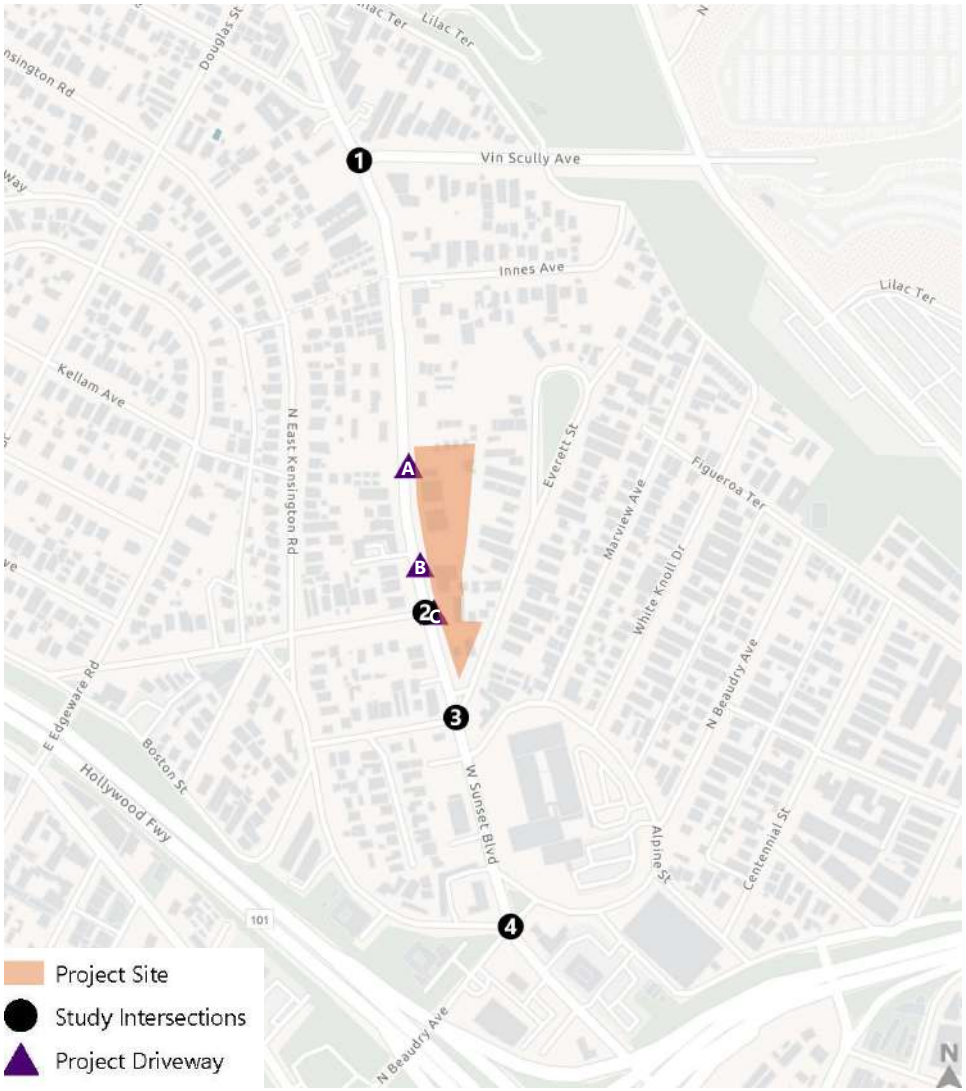


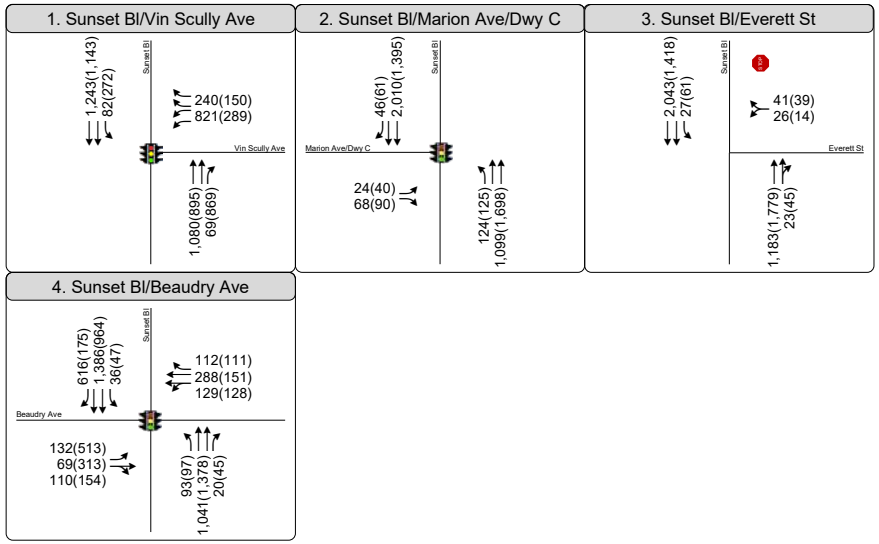
Appendix F
Sunset + Everett Project
Existing Year (2023) Volumes - Dodgers Home Game



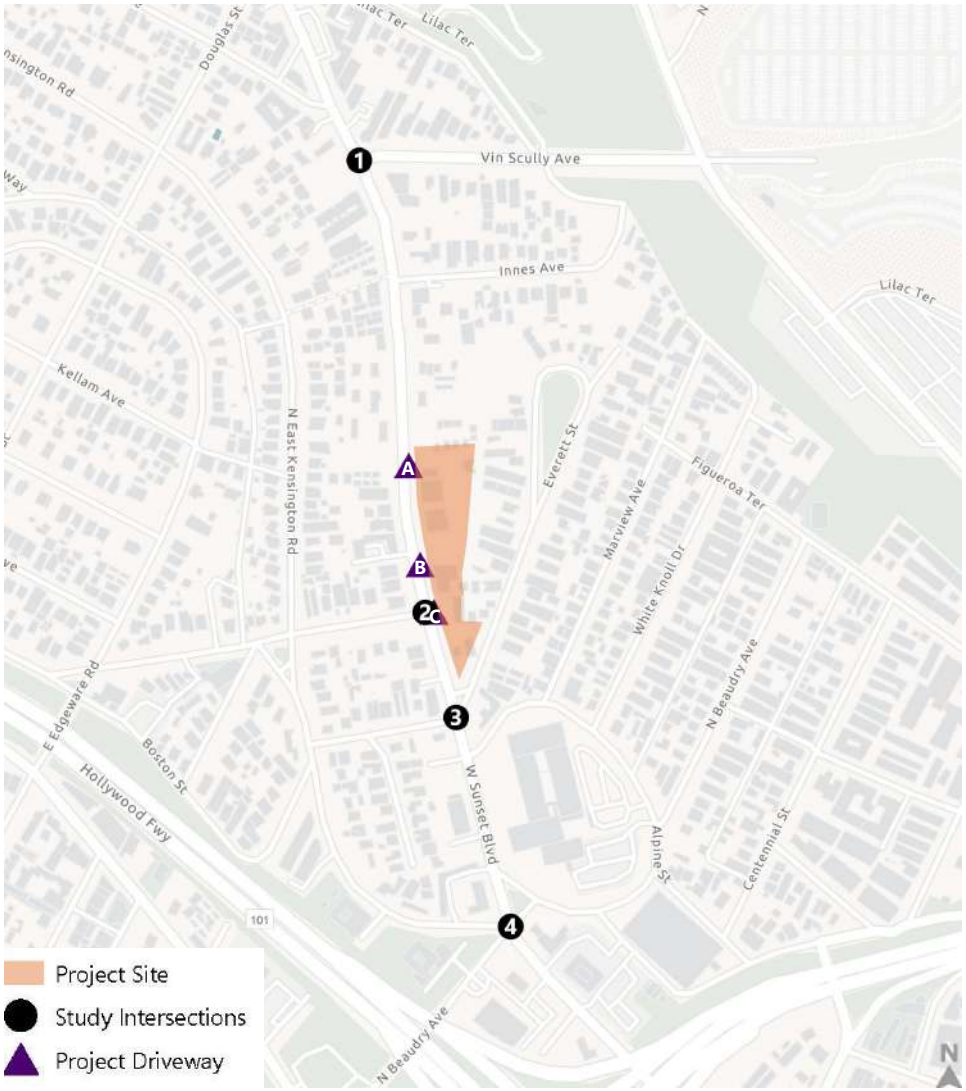


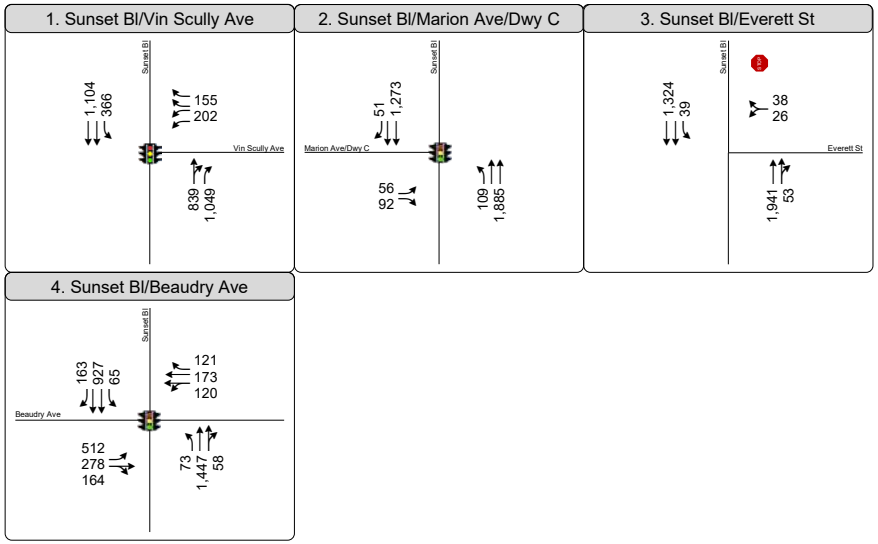
Appendix F
Sunset + Everett Project
Related Projects Volumes AM(PM)

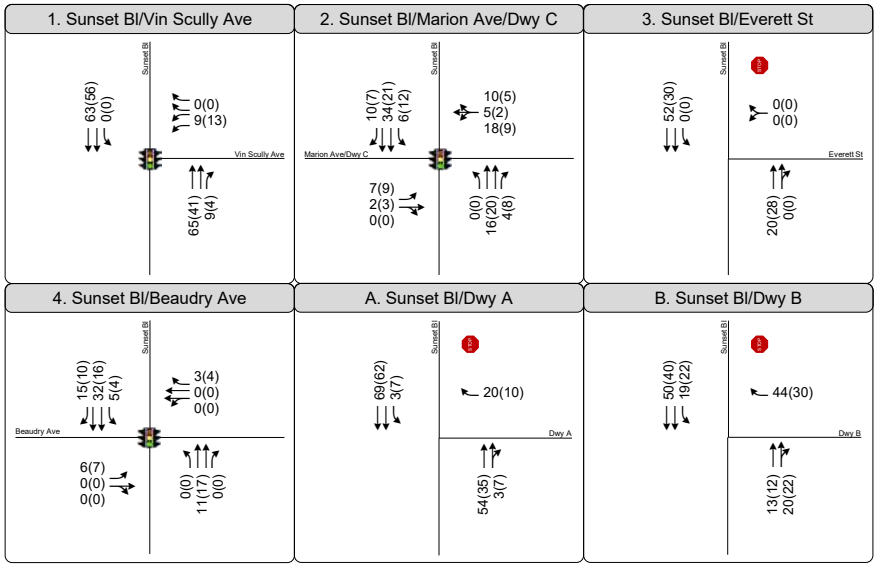




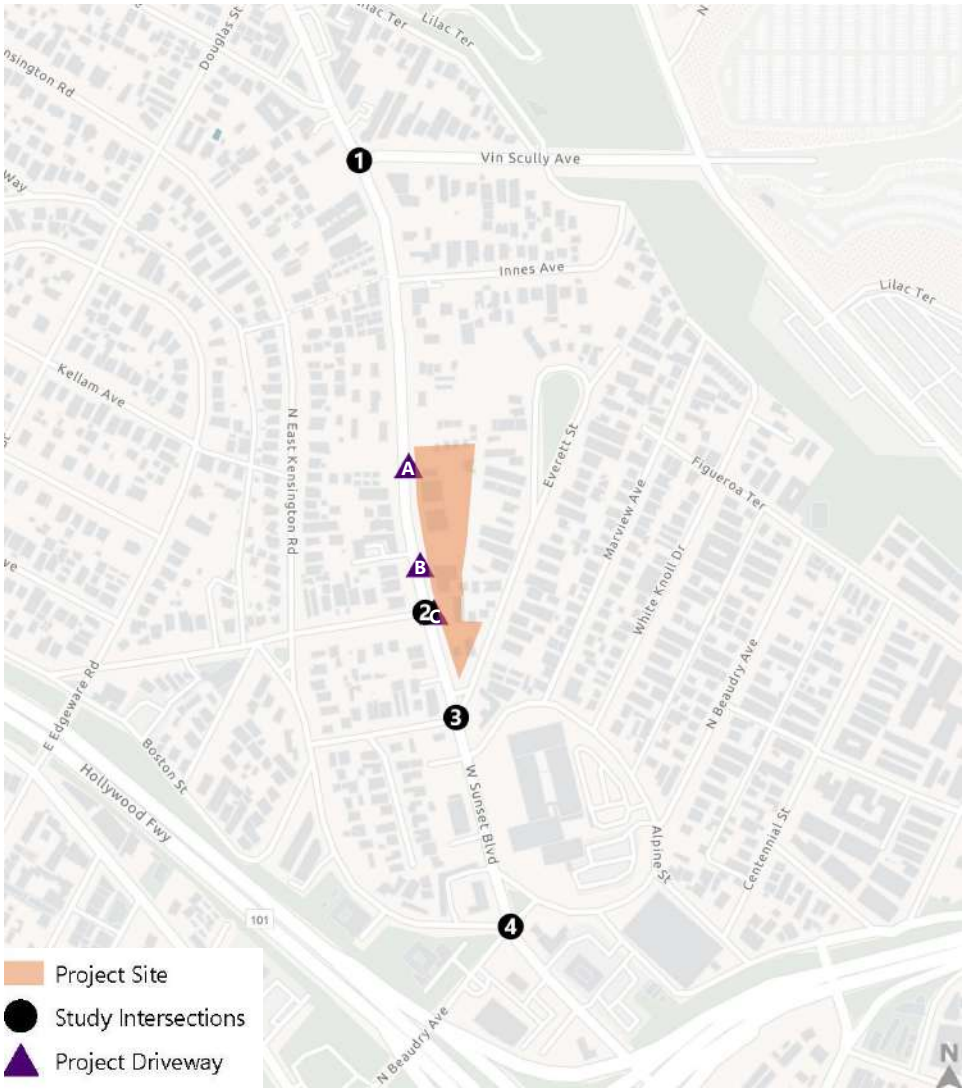
Appendix F
Sunset + Everett Project
Opening Year (2027) No Project Volumes AM(PM)

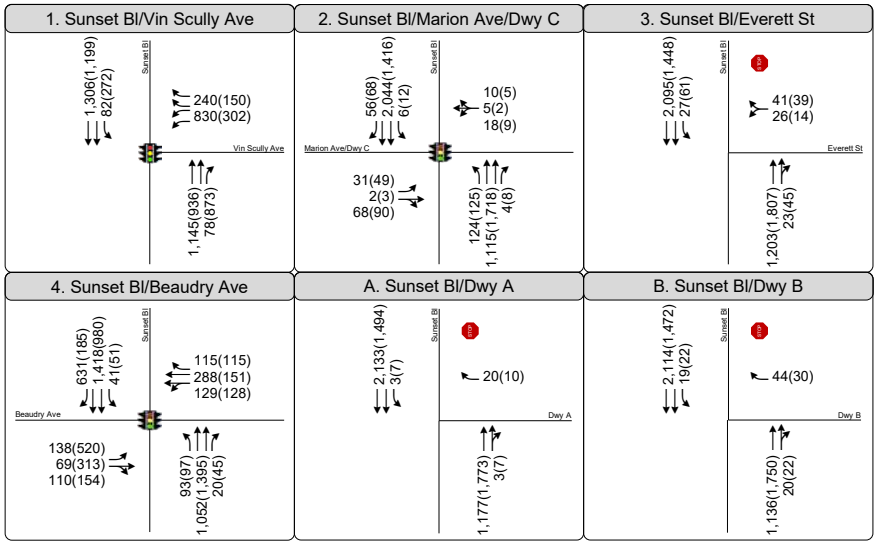

Vin Scully Ave
Innes Ave
Lilac Ter
Kellam Ave
N East Kensington Rd
Everett St
Marview Ave
Figueroa Ter
White Knoll Dr
N Beaudry Ave
E Edgeware Rd
Boston St
Hollywood Fwy
W Sunset Blvd
Alpine St
Centennial St
101
A
B
C
1
2
3
4
Project Site
Study Intersections
Project Driveway
N


1. Sunset Bl/Vin Scully Ave
1,104
366
155
202
839
1,049
Sunset Bl
Vin Scully Ave
2. Sunset Bl/Marion Ave/Dwy C
51
1,273
56
92
109
1,885
Marion Ave/Dwy C
3. Sunset Bl/Everett St
1,324
39
38
26
1,941
53
Everett St
4. Sunset Bl/Beaudry Ave
163
927
65
121
173
120
512
278
164
73
1,447
58
Beaudry Ave

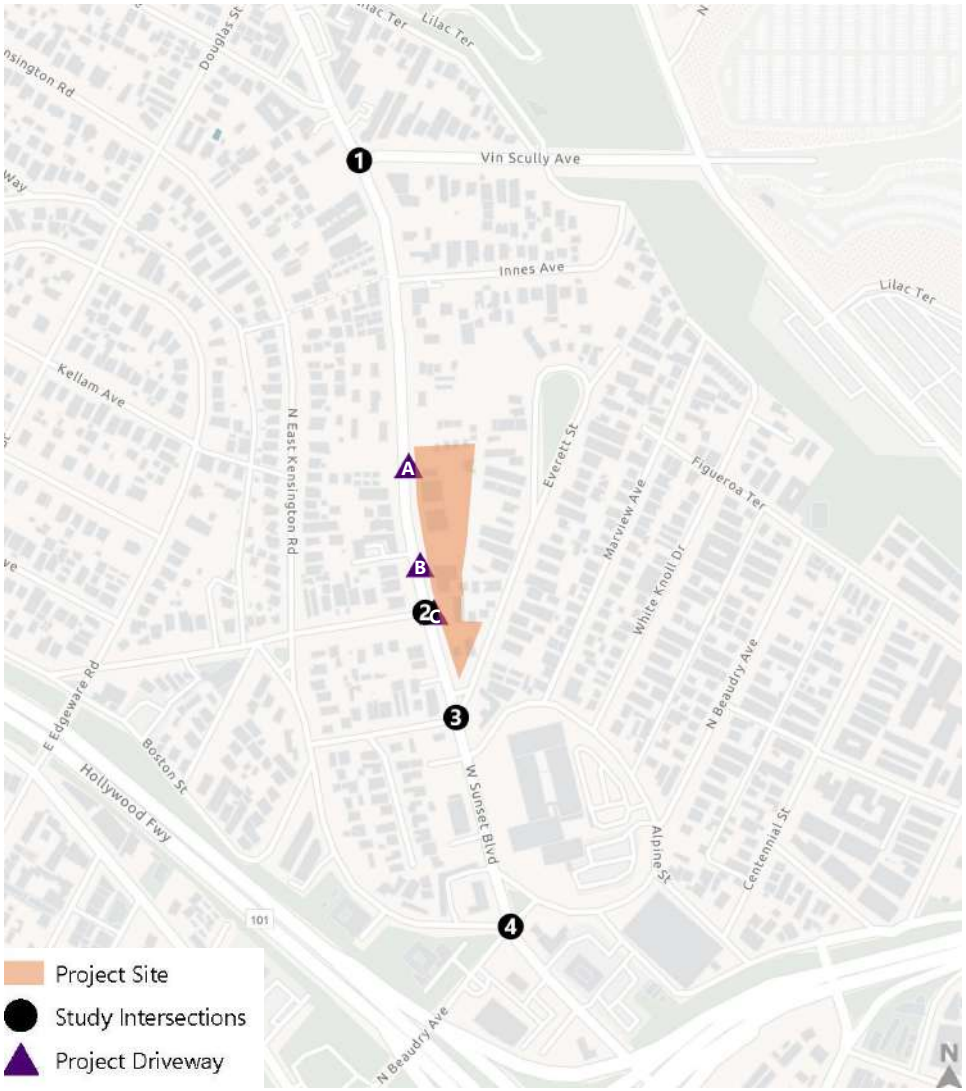


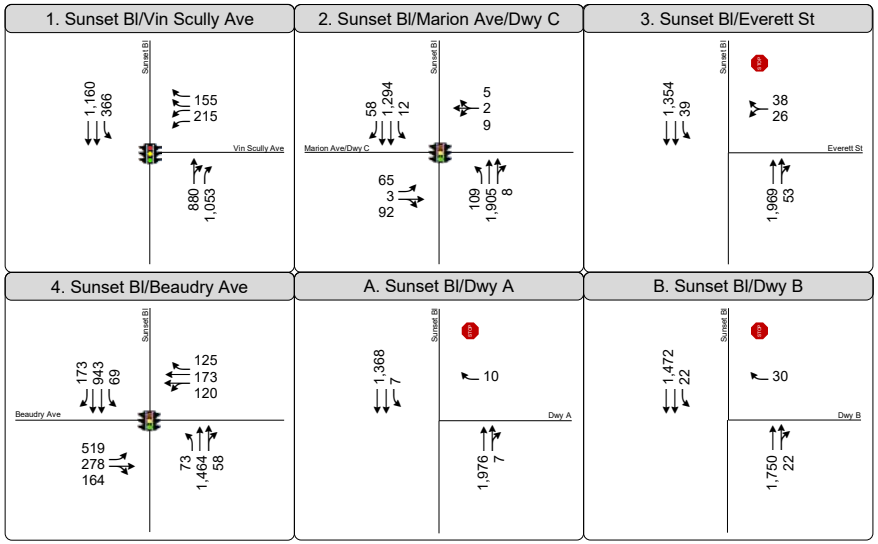
Appendix F
Sunset + Everett Project
Project Only Volumes AM(PM)





Appendix F
Sunset + Everett Project
Opening Year (2027) With Project Volumes AM(PM)





Appendix F
Sunset + Everett Project
Opening Year (2027) With Project Volumes - Dodgers Home Game

Appendix G:
Intersection and Driveway Queuing Results

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	786	0	230	0	928	57	79	1103	0
Future Volume (veh/h)	0	0	0	786	0	230	0	928	57	79	1103	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	883	0	255	0	1020	54	96	1173	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.92	0.83	0.92	0.91	0.84	0.82	0.94	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	945	0	0	0	1853	1187	332	2221	0
Arrive On Green	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.52	0.52	0.06	0.62	0.00
Sat Flow, veh/h	0	-65463	0	3456	883		0	3647	1472	1781	3647	0
Grp Volume(v), veh/h	0	0	0	883	57.7		0	1020	54	96	1173	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	E		0	1777	1472	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	29.9			0.0	23.1	0.5	2.8	22.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	29.9			0.0	23.1	0.5	2.8	22.2	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	945			0	1853	1187	332	2221	0
V/C Ratio(X)	0.00	0.00	0.00	0.93			0.00	0.55	0.05	0.29	0.53	0.00
Avail Cap(c_a), veh/h	0	304	0	982			0	1853	1187	336	2221	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	42.5			0.0	19.3	0.7	13.7	12.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	15.1			0.0	1.2	0.1	0.5	0.9	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
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	14.6			0.0	9.5	0.2	1.1	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	57.7			0.0	20.5	0.7	14.1	13.5	0.0
LnGrp LOS	A	A	A	E			A	C	A	B	B	A
Approach Vol, veh/h		0						1074			1269	
Approach Delay, s/veh		0.0						19.5			13.6	
Approach LOS								B			B	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		81.3			12.4	68.9	38.7	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		50.7			* 7	38.0	34.1	19.5				
Max Q Clear Time (g_c+I1), s		24.2			4.8	25.1	31.9	0.0				
Green Ext Time (p_c), s		16.1			0.0	9.1	0.9	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			27.6									
HCM 6th LOS			C									

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	883	277	1020	68	96	1173
v/c Ratio	0.93	0.25	0.56	0.06	0.33	0.54
Control Delay	58.6	22.5	21.5	0.7	12.2	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	22.5	21.5	0.7	12.2	14.3
Queue Length 50th (ft)	340	71	277	1	28	261
Queue Length 95th (ft)	#445	96	341	6	46	318
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100		100	275	
Base Capacity (vph)	975	1357	1822	1195	293	2163
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.20	0.56	0.06	0.33	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	0	52	0	0	0	112	938	0	0	1815	39
Future Volume (veh/h)	19	0	52	0	0	0	112	938	0	0	1815	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	36	0	32	0	0	0	160	1009	0	0	2017	37
Peak Hour Factor	0.53	0.92	0.87	0.92	0.92	0.92	0.70	0.93	0.92	0.92	0.90	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	258	0	151	0	187	0	183	2791	0	80	2791	1168
Arrive On Green	0.10	0.00	0.10	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.79	0.79
Sat Flow, veh/h	1781	0	1504	0	1870	0	204	3647	0	559	3554	1487
Grp Volume(v), veh/h	36	0	32	0	0	0	160	1009	0	0	2017	37
Grp Sat Flow(s),veh/h/ln	1781	0	1504	0	1870	0	204	1777	0	559	1777	1487
Q Serve(g_s), s	1.7	0.0	1.8	0.0	0.0	0.0	45.3	0.0	0.0	0.0	25.4	0.5
Cycle Q Clear(g_c), s	1.7	0.0	1.8	0.0	0.0	0.0	70.7	0.0	0.0	0.0	25.4	0.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	0	151	0	187	0	183	2791	0	80	2791	1168
V/C Ratio(X)	0.14	0.00	0.21	0.00	0.00	0.00	0.88	0.36	0.00	0.00	0.72	0.03
Avail Cap(c_a), veh/h	751	0	566	0	705	0	183	2791	0	80	2791	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	37.2	0.0	0.0	0.0	20.8	0.0	0.0	0.0	4.8	2.1
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.0	0.0	0.0	40.2	0.4	0.0	0.0	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.0	0.0	0.0	5.4	0.1	0.0	0.0	5.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	37.9	0.0	0.0	0.0	61.0	0.4	0.0	0.0	6.5	2.2
LnGrp LOS	D	A	D	A	A	A	E	A	A	A	A	A
Approach Vol, veh/h		68			0			1169			2054	
Approach Delay, s/veh		37.7			0.0			8.7			6.4	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.9		14.1		75.9		14.1				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		72.7		0.0		27.4		3.8				
Green Ext Time (p_c), s		0.0		0.0		16.9		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

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

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	36	60	160	1009	2017	44
v/c Ratio	0.20	0.28	1.60	0.36	0.71	0.04
Control Delay	35.3	23.7	332.9	3.2	9.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	23.7	332.9	3.2	9.2	2.8
Queue Length 50th (ft)	19	18	~131	47	212	2
Queue Length 95th (ft)	23	45	#196	132	#665	16
Internal Link Dist (ft)		695		268	263	
Turn Bay Length (ft)			50			150
Base Capacity (vph)	523	598	100	2784	2829	1172
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.10	1.60	0.36	0.71	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.8

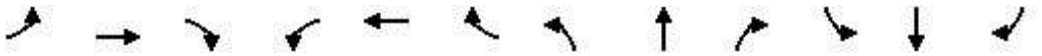
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	31	1021	19	23	1836
Future Vol, veh/h	25	31	1021	19	23	1836
Conflicting Peds, #/hr	1	0	0	22	22	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	86	91	53	82	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	36	1122	36	28	2018

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2228	601	0	0	1180	0
Stage 1	1162	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 36	443	-	-	588	-
Stage 1	260	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 33	434	-	-	576	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	277	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	207	576	-
HCM Lane V/C Ratio	-	-	0.349	0.049	-
HCM Control Delay (s)	-	-	31.4	11.6	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.5	0.2	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	66	106	27	234	106	89	891	19	31	1270	589
Future Volume (veh/h)	122	66	106	27	234	106	89	891	19	31	1270	589
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97
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	161	103	119	36	300	0	124	1048	6	44	1323	554
Peak Hour Factor	0.76	0.64	0.88	0.75	0.78	0.63	0.72	0.85	0.68	0.71	0.96	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	213	246	106	791		227	2155	923	316	2155	918
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.00	0.61	0.61	0.61	1.00	1.00	1.00
Sat Flow, veh/h	1074	785	907	211	2915	1585	243	3554	1522	535	3554	1514
Grp Volume(v), veh/h	161	0	222	167	169	0	124	1048	6	44	1323	554
Grp Sat Flow(s),veh/h/ln	1074	0	1693	1509	1617	1585	243	1777	1522	535	1777	1514
Q Serve(g_s), s	12.9	0.0	9.9	0.3	7.6	0.0	37.0	14.8	0.1	2.3	0.0	0.0
Cycle Q Clear(g_c), s	20.6	0.0	9.9	10.2	7.6	0.0	37.0	14.8	0.1	17.1	0.0	0.0
Prop In Lane	1.00		0.54	0.22		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	0	459	458	439		227	2155	923	316	2155	918
V/C Ratio(X)	0.57	0.00	0.48	0.36	0.38		0.55	0.49	0.01	0.14	0.61	0.60
Avail Cap(c_a), veh/h	455	0	735	727	702		227	2155	923	316	2155	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	27.5	26.3	26.7	0.0	14.3	9.9	7.0	2.3	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.8	0.5	0.6	0.0	9.1	0.8	0.0	0.9	1.3	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	4.0	2.9	3.0	0.0	2.3	5.2	0.0	0.2	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	28.3	26.8	27.2	0.0	23.4	10.7	7.0	3.2	1.3	2.9
LnGrp LOS	D	A	C	C	C		C	B	A	A	A	A
Approach Vol, veh/h		383			336			1178			1921	
Approach Delay, s/veh		31.9			27.0			12.0			1.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.7		30.3		59.7		30.3				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 40		* 39		* 40		* 39				
Max Q Clear Time (g_c+I1), s		39.0		12.2		19.1		22.6				
Green Ext Time (p_c), s		0.8		2.0		14.8		1.9				

Intersection Summary		
HCM 6th Ctrl Delay	10.2	
HCM 6th LOS	B	

Notes

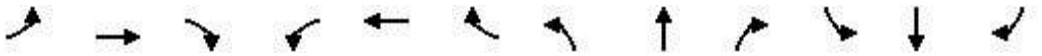
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	161	223	336	168	124	1048	28	44	1323	669
v/c Ratio	0.77	0.57	0.48	0.44	0.66	0.45	0.03	0.16	0.57	0.60
Control Delay	54.5	32.7	31.3	24.3	34.1	9.7	2.8	9.9	8.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	32.7	31.3	24.3	34.1	9.7	2.8	9.9	8.9	4.9
Queue Length 50th (ft)	87	105	88	62	38	136	0	7	113	32
Queue Length 95th (ft)	110	97	93	62	#112	227	5	m16	207	138
Internal Link Dist (ft)		213	266			221			703	
Turn Bay Length (ft)				100	100		125	75		300
Base Capacity (vph)	403	743	1341	691	189	2306	946	282	2306	1110
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.30	0.25	0.24	0.66	0.45	0.03	0.16	0.57	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	269	0	142	0	750	828	261	959	0
Future Volume (veh/h)	0	0	0	269	0	142	0	750	828	261	959	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	289	0	156	0	773	773	318	1066	0
Peak Hour Factor	0.92	0.92	0.92	0.93	0.92	0.79	0.92	0.97	0.83	0.82	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	365	0	0	0	2386	1124	385	2817	0
Arrive On Green	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.67	0.67	0.07	0.79	0.00
Sat Flow, veh/h	0	-65463	0	3456	289		0	3647	1433	1781	3647	0
Grp Volume(v), veh/h	0	0	0	289	56.2		0	773	773	318	1066	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	E		0	1777	1433	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	9.8			0.0	11.0	17.1	6.2	10.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.8			0.0	11.0	17.1	6.2	10.7	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	365			0	2386	1124	385	2817	0
V/C Ratio(X)	0.00	0.00	0.00	0.79			0.00	0.32	0.69	0.83	0.38	0.00
Avail Cap(c_a), veh/h	0	304	0	809			0	2386	1124	511	2817	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	52.4			0.0	8.3	1.9	11.3	3.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.9			0.0	0.4	3.4	8.2	0.4	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
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.4			0.0	4.0	5.6	4.2	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	56.2			0.0	8.6	5.4	19.5	4.1	0.0
LnGrp LOS	A	A	A	E			A	A	A	B	A	A
Approach Vol, veh/h		0						1546			1384	
Approach Delay, s/veh		0.0						7.0			7.6	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		101.4			14.6	86.9	18.6	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		56.7			* 17	33.7	28.1	19.5				
Max Q Clear Time (g_c+I1), s		12.7			8.2	19.1	11.8	0.0				
Green Ext Time (p_c), s		19.0			0.7	12.0	0.9	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	289	180	773	998	318	1066
v/c Ratio	0.38	0.15	0.44	0.83	0.62	0.45
Control Delay	40.9	18.0	21.4	10.5	13.4	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	18.0	21.4	10.5	13.4	10.0
Queue Length 50th (ft)	96	39	207	73	91	192
Queue Length 95th (ft)	138	55	261	117	118	236
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100		100	275	
Base Capacity (vph)	803	1220	1739	1208	518	2359
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.15	0.44	0.83	0.61	0.45

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	0	78	0	0	0	104	1493	0	0	1190	53
Future Volume (veh/h)	34	0	78	0	0	0	104	1493	0	0	1190	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	40	0	69	0	0	0	128	1697	0	0	1352	51
Peak Hour Factor	0.85	0.92	0.78	0.92	0.92	0.92	0.81	0.88	0.92	0.92	0.88	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	314	0	194	0	246	0	311	2680	0	80	2680	1108
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.75	0.75
Sat Flow, veh/h	1781	0	1479	0	1870	0	384	3647	0	289	3554	1469
Grp Volume(v), veh/h	40	0	69	0	0	0	128	1697	0	0	1352	51
Grp Sat Flow(s),veh/h/ln	1781	0	1479	0	1870	0	384	1777	0	289	1777	1469
Q Serve(g_s), s	1.8	0.0	3.8	0.0	0.0	0.0	10.8	0.0	0.0	0.0	13.6	0.8
Cycle Q Clear(g_c), s	1.8	0.0	3.8	0.0	0.0	0.0	24.4	0.0	0.0	0.0	13.6	0.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	0	194	0	246	0	311	2680	0	80	2680	1108
V/C Ratio(X)	0.13	0.00	0.35	0.00	0.00	0.00	0.41	0.63	0.00	0.00	0.50	0.05
Avail Cap(c_a), veh/h	751	0	557	0	705	0	311	2680	0	80	2680	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	35.6	0.0	0.0	0.0	2.4	0.0	0.0	0.0	4.4	2.8
Incr Delay (d2), s/veh	0.2	0.0	1.1	0.0	0.0	0.0	4.0	1.2	0.0	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.4	0.0	0.0	0.0	0.5	0.4	0.0	0.0	3.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	36.7	0.0	0.0	0.0	6.4	1.2	0.0	0.0	5.1	2.9
LnGrp LOS	C	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		109			0			1825			1403	
Approach Delay, s/veh		36.0			0.0			1.5			5.0	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.1		16.9		73.1		16.9				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		26.4		0.0		15.6		5.8				
Green Ext Time (p_c), s		16.3		0.0		18.9		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		4.1
HCM 6th LOS		A

Notes

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

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	40	100	128	1697	1352	68
v/c Ratio	0.21	0.43	0.49	0.62	0.48	0.06
Control Delay	34.3	30.4	14.1	8.2	5.8	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	30.4	14.1	8.2	5.8	2.2
Queue Length 50th (ft)	21	40	23	195	113	1
Queue Length 95th (ft)	40	73	m52	m362	278	14
Internal Link Dist (ft)		695		268	263	
Turn Bay Length (ft)			50			150
Base Capacity (vph)	523	590	260	2749	2793	1109
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.17	0.49	0.62	0.48	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	1.2

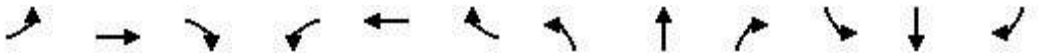
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	33	1560	33	50	1212
Future Vol, veh/h	13	33	1560	33	50	1212
Conflicting Peds, #/hr	0	0	0	23	23	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	69	91	69	75	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	48	1714	48	67	1362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2576	904	0	0	1785	0
Stage 1	1761	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	280	-	-	343	-
Stage 1	123	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 16	274	-	-	335	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	120	-	-	-	-	-
Stage 2	317	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.2	0	0.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	172	335	-
HCM Lane V/C Ratio	-	-	0.379	0.199	-
HCM Control Delay (s)	-	-	38.2	18.4	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	1.6	0.7	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	487	301	148	28	105	102	93	1126	43	42	887	166
Future Volume (veh/h)	487	301	148	28	105	102	93	1126	43	42	887	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97
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	609	358	174	36	115	0	104	1325	32	72	986	-80
Peak Hour Factor	0.80	0.84	0.82	0.78	0.91	0.73	0.89	0.85	0.72	0.58	0.90	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	592	528	257	259	720		293	1536	644	118	1536	663
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.43	0.43	0.43	0.86	0.86	0.00
Sat Flow, veh/h	1271	1185	576	402	1617	1585	614	3554	1490	401	3554	1534
Grp Volume(v), veh/h	609	0	532	36	115	0	104	1325	32	72	986	-80
Grp Sat Flow(s),veh/h/ln	1271	0	1761	402	1617	1585	614	1777	1490	401	1777	1534
Q Serve(g_s), s	36.3	0.0	21.6	3.1	3.8	0.0	12.0	30.4	1.1	8.5	7.6	0.0
Cycle Q Clear(g_c), s	40.1	0.0	21.6	24.7	3.8	0.0	19.6	30.4	1.1	38.9	7.6	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	592	0	785	259	720		293	1536	644	118	1536	663
V/C Ratio(X)	1.03	0.00	0.68	0.14	0.16		0.35	0.86	0.05	0.61	0.64	-0.12
Avail Cap(c_a), veh/h	592	0	785	259	720		293	1536	644	118	1536	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	0.0	19.8	29.6	14.9	0.0	23.1	23.1	14.8	23.3	4.0	0.0
Incr Delay (d2), s/veh	44.4	0.0	2.4	0.2	0.1	0.0	3.3	6.6	0.1	21.3	2.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.4	0.0	8.9	0.7	1.4	0.0	1.9	13.1	0.4	2.0	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	0.0	22.2	29.9	15.0	0.0	26.4	29.8	15.0	44.6	6.1	0.0
LnGrp LOS	F	A	C	C	B		C	C	B	D	A	A
Approach Vol, veh/h		1141			151			1461			978	
Approach Delay, s/veh		49.7			18.5			29.2			9.4	
Approach LOS		D			B			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		46.0		44.0		46.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 39		* 40		* 39		* 40				
Max Q Clear Time (g_c+I1), s		32.4		26.7		40.9		42.1				
Green Ext Time (p_c), s		5.6		0.7		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

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

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	609	538	151	140	104	1325	60	72	986	177
v/c Ratio	1.14	0.67	0.12	0.20	0.74	0.87	0.09	0.88	0.64	0.24
Control Delay	108.7	23.4	15.0	13.3	56.0	30.7	8.4	92.7	18.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.7	23.4	15.0	13.3	56.0	30.7	8.4	92.7	18.2	1.7
Queue Length 50th (ft)	~407	219	25	38	48	348	8	37	232	2
Queue Length 95th (ft)	#507	298	44	57	#140	404	22	#61	123	12
Internal Link Dist (ft)		213	266			221			703	
Turn Bay Length (ft)				100	100		125	75		300
Base Capacity (vph)	536	801	1212	699	140	1529	633	82	1529	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.67	0.12	0.20	0.74	0.87	0.09	0.88	0.64	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	185	0	147	0	696	1001	352	922	0
Future Volume (veh/h)	0	0	0	185	0	147	0	696	1001	352	922	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	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	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	231	0	144	0	872	831	463	1036	0
Peak Hour Factor	0.92	0.92	0.92	0.80	0.92	0.90	0.92	0.93	0.89	0.76	0.89	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	262	0	0	0	1195	1096	395	2923	0
Arrive On Green	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.64	0.64	0.14	0.82	0.00
Sat Flow, veh/h	0	-65463	0	3456	231		0	1870	1527	1781	3647	0
Grp Volume(v), veh/h	0	0	0	231	82.4		0	872	831	463	1036	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	F		0	1870	1527	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	7.9			0.0	37.8	26.3	16.3	8.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.9			0.0	37.8	26.3	16.3	8.8	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	262			0	1195	1096	395	2923	0
V/C Ratio(X)	0.00	0.00	0.00	0.88			0.00	0.73	0.76	1.17	0.35	0.00
Avail Cap(c_a), veh/h	0	304	0	262			0	1195	1096	395	2923	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	54.9			0.0	14.6	4.4	34.4	2.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	27.5			0.0	3.9	4.9	101.0	0.3	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
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.5			0.0	15.9	7.4	22.7	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	82.4			0.0	18.6	9.3	135.5	3.0	0.0
LnGrp LOS	A	A	A	F			A	B	A	F	A	A
Approach Vol, veh/h		0						1703			1499	
Approach Delay, s/veh		0.0						14.1			43.9	
Approach LOS								B			D	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		105.0			22.0	83.0	15.0	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		75.7			* 16	53.7	9.1	19.5				
Max Q Clear Time (g_c+I1), s		10.8			18.3	39.8	9.9	0.0				
Green Ext Time (p_c), s		20.8			0.0	12.3	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	31.7	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	231	163	996	877	463	1036
v/c Ratio	0.87	0.19	0.93	0.74	1.37	0.36
Control Delay	85.2	6.1	34.8	6.1	211.4	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	6.1	34.8	6.1	211.4	3.1
Queue Length 50th (ft)	93	1	656	52	~394	82
Queue Length 95th (ft)	#125	30	#1047	122	#455	105
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100			275	
Base Capacity (vph)	265	877	1075	1187	339	2859
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.19	0.93	0.74	1.37	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	0	80	0	0	0	88	1673	0	0	1072	43
Future Volume (veh/h)	49	0	80	0	0	0	88	1673	0	0	1072	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		1.00	1.00		0.95
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	0.97
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	52	0	64	0	0	0	113	1780	0	0	1218	36
Peak Hour Factor	0.94	0.92	0.77	0.92	0.92	0.92	0.78	0.94	0.92	0.92	0.88	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	318	0	200	0	250	0	355	2671	0	80	2671	1098
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.75	0.75
Sat Flow, veh/h	1781	0	1496	0	1870	0	442	3647	0	267	3554	1460
Grp Volume(v), veh/h	52	0	64	0	0	0	113	1780	0	0	1218	36
Grp Sat Flow(s),veh/h/ln	1781	0	1496	0	1870	0	442	1777	0	267	1777	1460
Q Serve(g_s), s	2.3	0.0	3.5	0.0	0.0	0.0	6.0	0.0	0.0	0.0	11.7	0.6
Cycle Q Clear(g_c), s	2.3	0.0	3.5	0.0	0.0	0.0	17.7	0.0	0.0	0.0	11.7	0.6
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	0	200	0	250	0	355	2671	0	80	2671	1098
V/C Ratio(X)	0.16	0.00	0.32	0.00	0.00	0.00	0.32	0.67	0.00	0.00	0.46	0.03
Avail Cap(c_a), veh/h	751	0	564	0	705	0	355	2671	0	80	2671	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	35.3	0.0	0.0	0.0	1.5	0.0	0.0	0.0	4.2	2.8
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	0.0	0.0	2.3	1.3	0.0	0.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.3	0.0	0.0	0.0	0.3	0.5	0.0	0.0	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	36.2	0.0	0.0	0.0	3.9	1.3	0.0	0.0	4.8	2.9
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		116			0			1893			1254	
Approach Delay, s/veh		35.7			0.0			1.5			4.7	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.9		17.1		72.9		17.1				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		19.7		0.0		13.7		5.5				
Green Ext Time (p_c), s		21.3		0.0		17.4		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A

Notes

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

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	52	104	113	1780	1218	48
v/c Ratio	0.23	0.37	0.39	0.66	0.45	0.05
Control Delay	31.8	24.1	12.5	10.5	6.8	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	24.1	12.5	10.5	6.8	2.6
Queue Length 50th (ft)	28	37	22	221	93	1
Queue Length 95th (ft)	52	71	m42	m405	237	13
Internal Link Dist (ft)		695		268	263	
Turn Bay Length (ft)			50			150
Base Capacity (vph)	526	595	290	2700	2700	1050
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.17	0.39	0.66	0.45	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	2.2

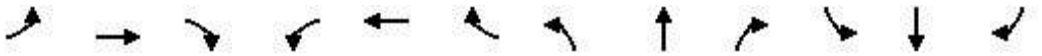
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	32	1715	40	29	1121
Future Vol, veh/h	25	32	1715	40	29	1121
Conflicting Peds, #/hr	0	0	0	29	29	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	53	96	71	81	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	60	1786	56	36	1289

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2560	950	0	0	1871	0
Stage 1	1843	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 22	261	-	-	318	-
Stage 1	111	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 19	254	-	-	309	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	393	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	67.8	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	309	-
HCM Lane V/C Ratio	-	-	0.656	0.116	-
HCM Control Delay (s)	-	-	67.8	18.2	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	3.6	0.4	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	486	267	158	20	126	111	70	1193	56	60	851	155
Future Volume (veh/h)	486	267	158	20	126	111	70	1193	56	60	851	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	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	0.97
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	546	310	182	28	175	0	96	1340	62	88	896	-20
Peak Hour Factor	0.89	0.86	0.86	0.71	0.72	0.87	0.73	0.89	0.88	0.68	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	531	466	274	152	925		337	1569	72	121	1615	697
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.00	0.45	0.45	0.45	0.91	0.91	0.00
Sat Flow, veh/h	1204	1101	646	229	2184	1585	631	3454	159	384	3554	1534
Grp Volume(v), veh/h	546	0	492	77	126	0	96	688	714	88	896	-20
Grp Sat Flow(s),veh/h/ln	1204	0	1747	797	1617	1585	631	1777	1836	384	1777	1534
Q Serve(g_s), s	33.7	0.0	20.3	1.0	4.4	0.0	9.6	31.0	31.2	9.7	4.2	0.0
Cycle Q Clear(g_c), s	38.1	0.0	20.3	21.4	4.4	0.0	13.7	31.0	31.2	40.9	4.2	0.0
Prop In Lane	1.00		0.37	0.37		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	531	0	740	392	684		337	807	834	121	1615	697
V/C Ratio(X)	1.03	0.00	0.67	0.20	0.18		0.28	0.85	0.86	0.73	0.55	-0.03
Avail Cap(c_a), veh/h	531	0	740	392	684		337	807	834	121	1615	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.7	0.0	20.8	17.3	16.2	0.0	18.6	21.9	21.9	22.3	2.4	0.0
Incr Delay (d2), s/veh	46.6	0.0	2.3	0.2	0.1	0.0	2.1	11.0	10.9	31.3	1.4	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(50%),veh/ln	18.6	0.0	8.4	0.9	1.6	0.0	1.5	14.3	14.8	2.7	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	0.0	23.1	17.5	16.4	0.0	20.7	32.9	32.8	53.5	3.8	0.0
LnGrp LOS	F	A	C	B	B		C	C	C	D	A	A
Approach Vol, veh/h		1038			203			1498			964	
Approach Delay, s/veh		51.6			16.8			32.1			8.4	
Approach LOS		D			B			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		44.0		46.0		44.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 41		* 38		* 41		* 38				
Max Q Clear Time (g_c+I1), s		33.2		23.4		42.9		40.1				
Green Ext Time (p_c), s		6.5		0.9		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

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

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	546	494	203	128	96	1404	88	896	163
v/c Ratio	1.13	0.65	0.16	0.19	0.51	0.88	1.06	0.56	0.21
Control Delay	107.5	23.6	16.5	13.9	29.5	30.2	140.0	14.9	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.5	23.6	16.5	13.9	29.5	30.2	140.0	14.9	1.6
Queue Length 50th (ft)	~362	199	36	35	38	367	~52	195	3
Queue Length 95th (ft)	#549	287	46	69	67	#461	#104	109	10
Internal Link Dist (ft)		213	64			221		703	
Turn Bay Length (ft)				100	100		75		300
Base Capacity (vph)	485	761	1281	665	187	1595	83	1608	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.65	0.16	0.19	0.51	0.88	1.06	0.56	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	821	0	240	0	1080	69	82	1243	0
Future Volume (veh/h)	0	0	0	821	0	240	0	1080	69	82	1243	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	922	0	266	0	1187	68	100	1322	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.92	0.83	0.92	0.91	0.84	0.82	0.94	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	924	0	0	0	1873	1186	288	2242	0
Arrive On Green	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.53	0.53	0.06	0.63	0.00
Sat Flow, veh/h	0	-65463	0	3456	922		0	3647	1472	1781	3647	0
Grp Volume(v), veh/h	0	0	0	922	72.8		0	1187	68	100	1322	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	E		0	1777	1472	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	32.0			0.0	28.5	0.6	2.9	26.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	32.0			0.0	28.5	0.6	2.9	26.2	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	924			0	1873	1186	288	2242	0
V/C Ratio(X)	0.00	0.00	0.00	1.00			0.00	0.63	0.06	0.35	0.59	0.00
Avail Cap(c_a), veh/h	0	304	0	924			0	1873	1186	292	2242	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	43.9			0.0	20.1	0.7	15.2	13.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	28.9			0.0	1.6	0.1	0.7	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	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	17.2			0.0	11.7	0.3	1.1	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	72.8			0.0	21.8	0.8	15.9	14.2	0.0
LnGrp LOS	A	A	A	E			A	C	A	B	B	A
Approach Vol, veh/h		0						1255			1422	
Approach Delay, s/veh		0.0						20.7			14.3	
Approach LOS								C			B	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		82.0			12.5	69.5	38.0	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		52.7			* 7	40.0	32.1	19.5				
Max Q Clear Time (g_c+I1), s		28.2			4.9	30.5	34.0	0.0				
Green Ext Time (p_c), s		17.1			0.0	7.7	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		31.5
HCM 6th LOS		C

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	922	289	1187	82	100	1322
v/c Ratio	1.00	0.27	0.64	0.07	0.40	0.60
Control Delay	74.8	23.7	22.4	0.8	13.4	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	74.8	23.7	22.4	0.8	13.4	15.0
Queue Length 50th (ft)	~372	77	333	2	28	298
Queue Length 95th (ft)	#502	103	405	8	45	362
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100		100	275	
Base Capacity (vph)	918	1312	1857	1184	248	2197
Starvation Cap Reductn	0	0	0	0	0	380
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.22	0.64	0.07	0.40	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	68	0	0	0	124	1099	0	0	2010	46
Future Volume (veh/h)	24	0	68	0	0	0	124	1099	0	0	2010	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	45	0	50	0	0	0	177	1182	0	0	2233	45
Peak Hour Factor	0.53	0.92	0.87	0.92	0.92	0.92	0.70	0.93	0.92	0.92	0.90	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	271	0	161	0	200	0	146	2767	0	80	2767	1158
Arrive On Green	0.11	0.00	0.11	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.78	0.78
Sat Flow, veh/h	1781	0	1508	0	1870	0	164	3647	0	474	3554	1487
Grp Volume(v), veh/h	45	0	50	0	0	0	177	1182	0	0	2233	45
Grp Sat Flow(s),veh/h/ln	1781	0	1508	0	1870	0	164	1777	0	474	1777	1487
Q Serve(g_s), s	2.1	0.0	2.8	0.0	0.0	0.0	36.4	0.0	0.0	0.0	33.7	0.6
Cycle Q Clear(g_c), s	2.1	0.0	2.8	0.0	0.0	0.0	70.1	0.0	0.0	0.0	33.7	0.6
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	161	0	200	0	146	2767	0	80	2767	1158
V/C Ratio(X)	0.17	0.00	0.31	0.00	0.00	0.00	1.21	0.43	0.00	0.00	0.81	0.04
Avail Cap(c_a), veh/h	751	0	568	0	705	0	146	2767	0	80	2767	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	37.1	0.0	0.0	0.0	26.8	0.0	0.0	0.0	5.9	2.3
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.0	0.0	0.0	142.2	0.5	0.0	0.0	2.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	0.0	0.0	0.0	8.8	0.2	0.0	0.0	8.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	38.2	0.0	0.0	0.0	169.0	0.5	0.0	0.0	8.6	2.3
LnGrp LOS	D	A	D	A	A	A	F	A	A	A	A	A
Approach Vol, veh/h		95			0			1359			2278	
Approach Delay, s/veh		37.7			0.0			22.4			8.5	
Approach LOS		D						C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.3		14.7		75.3		14.7				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		72.1		0.0		35.7		4.8				
Green Ext Time (p_c), s		0.0		0.0		9.8		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Notes

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

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	45	78	177	1182	2233	52
v/c Ratio	0.25	0.35	2.11	0.43	0.79	0.04
Control Delay	36.0	27.4	552.1	6.1	11.4	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	27.4	552.1	6.1	11.4	3.0
Queue Length 50th (ft)	24	28	~153	62	281	2
Queue Length 95th (ft)	27	57	#217	251	#854	18
Internal Link Dist (ft)		695		268	263	
Turn Bay Length (ft)			50			150
Base Capacity (vph)	523	598	84	2773	2817	1167
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.13	2.11	0.43	0.79	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	1.1

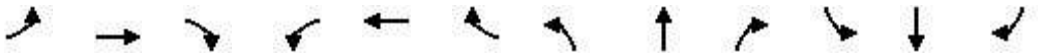
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	41	1183	23	27	2043
Future Vol, veh/h	26	41	1183	23	27	2043
Conflicting Peds, #/hr	1	0	0	22	22	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	86	91	53	82	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	48	1300	43	33	2245

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2534	694	0	0	1365	0
Stage 1	1344	-	-	-	-	-
Stage 2	1190	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 22	385	-	-	499	-
Stage 1	208	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 20	377	-	-	489	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.5	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	489	-
HCM Lane V/C Ratio	-	-	0.472	0.067	-
HCM Control Delay (s)	-	-	41.5	12.9	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.3	0.2	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	69	110	129	288	112	93	1041	20	36	1386	616
Future Volume (veh/h)	132	69	110	129	288	112	93	1041	20	36	1386	616
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	108	123	172	369	0	129	1225	4	51	1444	641
Peak Hour Factor	0.76	0.64	0.88	0.75	0.78	0.63	0.72	0.85	0.68	0.71	0.96	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	283	322	372	577		183	1852	792	202	1852	787
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.00	0.52	0.52	0.52	1.00	1.00	1.00
Sat Flow, veh/h	1013	793	904	819	1617	1585	198	3554	1520	453	3554	1511
Grp Volume(v), veh/h	174	0	231	172	369	0	129	1225	4	51	1444	641
Grp Sat Flow(s),veh/h/ln	1013	0	1697	819	1617	1585	198	1777	1520	453	1777	1511
Q Serve(g_s), s	15.0	0.0	9.1	11.9	17.1	0.0	46.9	22.7	0.1	6.2	0.0	0.0
Cycle Q Clear(g_c), s	32.1	0.0	9.1	21.0	17.1	0.0	46.9	22.7	0.1	28.9	0.0	0.0
Prop In Lane	1.00		0.53	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	0	605	372	577		183	1852	792	202	1852	787
V/C Ratio(X)	0.70	0.00	0.38	0.46	0.64		0.70	0.66	0.01	0.25	0.78	0.81
Avail Cap(c_a), veh/h	249	0	605	372	577		183	1852	792	202	1852	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	21.6	29.4	24.1	0.0	26.3	15.7	10.3	7.0	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.0	0.4	0.9	2.4	0.0	20.3	1.9	0.0	3.0	3.3	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	3.6	3.3	6.7	0.0	3.9	8.8	0.0	0.6	0.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	0.0	22.0	30.3	26.5	0.0	46.6	17.6	10.4	10.0	3.3	9.0
LnGrp LOS	D	A	C	C	C		D	B	B	A	A	A
Approach Vol, veh/h		405			541			1358			2136	
Approach Delay, s/veh		32.4			27.7			20.4			5.2	
Approach LOS		C			C			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		38.0		52.0		38.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 47		* 32		* 47		* 32				
Max Q Clear Time (g_c+I1), s		48.9		23.0		30.9		34.1				
Green Ext Time (p_c), s		0.0		2.3		13.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

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

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	233	541	178	129	1225	29	51	1444	700
v/c Ratio	0.91	0.45	0.71	0.37	1.13	0.59	0.03	0.29	0.70	0.72
Control Delay	76.6	24.7	33.3	19.7	152.8	14.6	3.4	11.9	11.5	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	24.7	33.3	19.7	152.8	14.6	3.4	11.9	11.5	8.2
Queue Length 50th (ft)	92	93	139	58	~88	228	0	8	237	37
Queue Length 95th (ft)	#144	95	152	64	#152	296	6	m12	170	112
Internal Link Dist (ft)		213	266			221			703	
Turn Bay Length (ft)				100	100		125	75		300
Base Capacity (vph)	230	618	912	575	114	2059	849	173	2059	971
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.38	0.59	0.31	1.13	0.59	0.03	0.29	0.70	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	289	0	150	0	895	869	272	1143	0
Future Volume (veh/h)	0	0	0	289	0	150	0	895	869	272	1143	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	311	0	167	0	923	845	332	1270	0
Peak Hour Factor	0.92	0.92	0.92	0.93	0.92	0.79	0.92	0.97	0.83	0.82	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	388	0	0	0	2302	1099	363	2793	0
Arrive On Green	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.65	0.65	0.09	0.79	0.00
Sat Flow, veh/h	0	-65463	0	3456	311		0	3647	1430	1781	3647	0
Grp Volume(v), veh/h	0	0	0	311	55.8		0	923	845	332	1270	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	E		0	1777	1430	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	10.5			0.0	14.8	23.9	8.3	14.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	10.5			0.0	14.8	23.9	8.3	14.3	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	388			0	2302	1099	363	2793	0
V/C Ratio(X)	0.00	0.00	0.00	0.80			0.00	0.40	0.77	0.92	0.45	0.00
Avail Cap(c_a), veh/h	0	304	0	809			0	2302	1099	446	2793	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	51.9			0.0	10.0	2.8	19.7	4.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.9			0.0	0.5	5.2	20.8	0.5	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
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.8			0.0	5.6	5.1	8.4	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	55.8			0.0	10.6	8.0	40.4	4.8	0.0
LnGrp LOS	A	A	A	E			A	B	A	D	A	A
Approach Vol, veh/h		0						1768			1602	
Approach Delay, s/veh		0.0						9.3			12.2	
Approach LOS								A			B	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		100.6			16.6	84.0	19.4	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		56.7			* 17	34.5	28.1	19.5				
Max Q Clear Time (g_c+I1), s		16.3			10.3	25.9	12.5	0.0				
Green Ext Time (p_c), s		22.9			0.5	7.8	1.0	0.0				

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

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	311	190	923	1047	332	1270
v/c Ratio	0.39	0.16	0.54	0.88	0.75	0.55
Control Delay	40.4	18.2	23.5	13.8	22.5	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	40.4	18.2	23.5	13.8	22.5	12.1
Queue Length 50th (ft)	105	42	257	107	96	251
Queue Length 95th (ft)	148	59	320	159	144	305
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100		100	275	
Base Capacity (vph)	803	1220	1695	1196	440	2313
Starvation Cap Reductn	0	0	0	0	0	461
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.16	0.54	0.88	0.75	0.69

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	90	0	0	0	125	1698	0	0	1395	61
Future Volume (veh/h)	40	0	90	0	0	0	125	1698	0	0	1395	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	47	0	84	0	0	0	154	1930	0	0	1585	61
Peak Hour Factor	0.85	0.92	0.78	0.92	0.92	0.92	0.81	0.88	0.92	0.92	0.88	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	317	0	197	0	249	0	248	2673	0	80	2673	1105
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.75	0.75
Sat Flow, veh/h	1781	0	1480	0	1870	0	304	3647	0	231	3554	1469
Grp Volume(v), veh/h	47	0	84	0	0	0	154	1930	0	0	1585	61
Grp Sat Flow(s),veh/h/ln	1781	0	1480	0	1870	0	304	1777	0	231	1777	1469
Q Serve(g_s), s	2.1	0.0	4.7	0.0	0.0	0.0	37.0	0.0	0.0	0.0	17.9	1.0
Cycle Q Clear(g_c), s	2.1	0.0	4.7	0.0	0.0	0.0	55.0	0.0	0.0	0.0	17.9	1.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	0	197	0	249	0	248	2673	0	80	2673	1105
V/C Ratio(X)	0.15	0.00	0.43	0.00	0.00	0.00	0.62	0.72	0.00	0.00	0.59	0.06
Avail Cap(c_a), veh/h	751	0	557	0	705	0	248	2673	0	80	2673	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	35.8	0.0	0.0	0.0	7.3	0.0	0.0	0.0	5.0	2.9
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.0	0.0	0.0	11.2	1.7	0.0	0.0	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.8	0.0	0.0	0.0	2.0	0.6	0.0	0.0	4.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	37.3	0.0	0.0	0.0	18.4	1.7	0.0	0.0	6.0	3.0
LnGrp LOS	C	A	D	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		131			0			2084			1646	
Approach Delay, s/veh		36.4			0.0			3.0			5.8	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.9		17.1		72.9		17.1				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		57.0		0.0		19.9		6.7				
Green Ext Time (p_c), s		0.0		0.0		19.7		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			5.3									
HCM 6th LOS			A									

Notes

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

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	47	115	154	1930	1585	78
v/c Ratio	0.24	0.48	0.83	0.71	0.57	0.07
Control Delay	34.5	32.1	24.1	9.9	7.0	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	32.1	24.1	9.9	7.0	2.5
Queue Length 50th (ft)	25	48	52	294	157	3
Queue Length 95th (ft)	45	84	m59	m323	361	17
Internal Link Dist (ft)		695		268	263	
Turn Bay Length (ft)			50			150
Base Capacity (vph)	523	590	186	2730	2774	1102
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.19	0.83	0.71	0.57	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	39	1779	45	61	1418
Future Vol, veh/h	14	39	1779	45	61	1418
Conflicting Peds, #/hr	0	0	0	23	23	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	69	91	69	75	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	57	1955	65	81	1593

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2970	1033	0	0	2043	0
Stage 1	2011	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 11	230	-	-	272	-
Stage 1	90	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	225	-	-	266	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	88	-	-	-	-	-
Stage 2	231	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	60.9	0	1.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	135	266	-
HCM Lane V/C Ratio	-	-	0.557	0.306	-
HCM Control Delay (s)	-	-	60.9	24.4	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	2.8	1.3	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	513	313	154	128	151	111	97	1378	45	47	964	175
Future Volume (veh/h)	513	313	154	128	151	111	97	1378	45	47	964	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97
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	641	373	184	164	166	0	109	1621	33	81	1071	-21
Peak Hour Factor	0.80	0.84	0.82	0.78	0.91	0.73	0.89	0.85	0.72	0.58	0.90	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	551	272	269	756		227	1457	610	80	1457	629
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.00	0.41	0.41	0.41	0.82	0.82	0.00
Sat Flow, veh/h	1215	1179	582	403	1617	1585	537	3554	1489	302	3554	1534
Grp Volume(v), veh/h	641	0	557	164	166	0	109	1621	33	81	1071	-21
Grp Sat Flow(s),veh/h/ln	1215	0	1760	403	1617	1585	537	1777	1489	302	1777	1534
Q Serve(g_s), s	36.6	0.0	22.2	16.7	5.5	0.0	16.7	36.9	1.2	0.0	12.3	0.0
Cycle Q Clear(g_c), s	42.1	0.0	22.2	38.9	5.5	0.0	28.9	36.9	1.2	36.9	12.3	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	0	823	269	756		227	1457	610	80	1457	629
V/C Ratio(X)	1.12	0.00	0.68	0.61	0.22		0.48	1.11	0.05	1.01	0.74	-0.03
Avail Cap(c_a), veh/h	574	0	823	269	756		227	1457	610	80	1457	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.2	0.0	18.6	33.8	14.2	0.0	29.8	26.6	16.0	26.6	5.9	0.0
Incr Delay (d2), s/veh	73.6	0.0	2.2	4.0	0.1	0.0	7.1	60.8	0.2	104.1	3.3	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(50%),veh/ln	24.4	0.0	9.0	3.7	2.0	0.0	2.5	26.7	0.4	3.8	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.9	0.0	20.9	37.8	14.3	0.0	36.9	87.4	16.2	130.7	9.2	0.0
LnGrp LOS	F	A	C	D	B		D	F	B	F	A	A
Approach Vol, veh/h		1198			330			1763			1131	
Approach Delay, s/veh		64.7			26.0			82.9			18.1	
Approach LOS		E			C			F			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.0		48.0		42.0		48.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 37		* 42		* 37		* 42				
Max Q Clear Time (g_c+I1), s		38.9		40.9		38.9		44.1				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	57.2
HCM 6th LOS	E

Notes

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

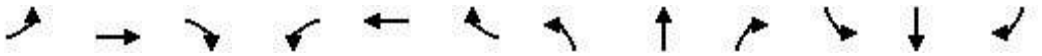
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	641	561	330	152	109	1621	63	81	1071	186
v/c Ratio	1.35	0.67	0.37	0.21	1.11	1.12	0.10	0.99	0.74	0.26
Control Delay	194.3	22.4	17.0	12.6	155.8	90.2	9.5	119.4	22.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.3	22.4	17.0	12.6	155.8	90.2	9.5	119.4	22.5	3.1
Queue Length 50th (ft)	~481	226	61	40	~71	~563	9	45	271	0
Queue Length 95th (ft)	#579	306	94	59	#173	#634	24	#71	194	31
Internal Link Dist (ft)		213	266			221			703	
Turn Bay Length (ft)				100	100		125	75		300
Base Capacity (vph)	476	836	890	732	98	1450	602	82	1450	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.35	0.67	0.37	0.21	1.11	1.12	0.10	0.99	0.74	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	202	0	155	0	839	1049	366	1104	0
Future Volume (veh/h)	0	0	0	202	0	155	0	839	1049	366	1104	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	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	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	252	0	85	0	966	944	482	1240	0
Peak Hour Factor	0.92	0.92	0.92	0.80	0.92	0.90	0.92	0.93	0.89	0.76	0.89	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	262	0	0	0	1211	1109	351	2923	0
Arrive On Green	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.65	0.65	0.13	0.82	0.00
Sat Flow, veh/h	0	-65463	0	3456	252		0	1870	1527	1781	3647	0
Grp Volume(v), veh/h	0	0	0	252	100.2		0	966	944	482	1240	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	F		0	1870	1527	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	8.7			0.0	45.2	34.0	15.3	11.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.7			0.0	45.2	34.0	15.3	11.4	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	262			0	1211	1109	351	2923	0
V/C Ratio(X)	0.00	0.00	0.00	0.96			0.00	0.80	0.85	1.37	0.42	0.00
Avail Cap(c_a), veh/h	0	304	0	262			0	1211	1109	351	2923	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	55.3			0.0	15.4	4.8	37.9	2.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	44.9			0.0	5.5	8.3	185.4	0.5	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
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.4			0.0	19.2	9.8	28.4	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	100.2			0.0	20.9	13.1	223.2	3.4	0.0
LnGrp LOS	A	A	A	F			A	C	B	F	A	A
Approach Vol, veh/h		0						1910			1722	
Approach Delay, s/veh		0.0						17.1			64.9	
Approach LOS								B			E	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		105.0			21.0	84.0	15.0	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		75.7			* 15	54.7	9.1	19.5				
Max Q Clear Time (g_c+I1), s		13.4			17.3	47.2	10.7	0.0				
Green Ext Time (p_c), s		27.3			0.0	7.2	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	43.7	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

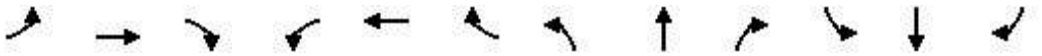
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	253	172	1102	979	482	1240
v/c Ratio	0.88	0.21	1.01	0.82	1.68	0.44
Control Delay	85.1	14.7	51.7	9.2	349.2	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	14.7	51.7	9.2	349.2	3.8
Queue Length 50th (ft)	102	22	821	81	~498	107
Queue Length 95th (ft)	127	52	#1241	198	#560	155
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100			275	
Base Capacity (vph)	286	842	1092	1198	287	2838
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.20	1.01	0.82	1.68	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	92	0	0	0	109	1885	0	0	1273	51
Future Volume (veh/h)	56	0	92	0	0	0	109	1885	0	0	1273	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		1.00	1.00		0.95
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	0.97
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	60	0	90	0	0	0	140	2005	0	0	1447	44
Peak Hour Factor	0.94	0.92	0.77	0.92	0.92	0.92	0.78	0.94	0.92	0.92	0.88	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	322	0	204	0	254	0	284	2664	0	80	2664	1095
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.75	0.75
Sat Flow, veh/h	1781	0	1498	0	1870	0	353	3647	0	214	3554	1460
Grp Volume(v), veh/h	60	0	90	0	0	0	140	2005	0	0	1447	44
Grp Sat Flow(s),veh/h/ln	1781	0	1498	0	1870	0	353	1777	0	214	1777	1460
Q Serve(g_s), s	2.7	0.0	5.0	0.0	0.0	0.0	17.4	0.0	0.0	0.0	15.5	0.7
Cycle Q Clear(g_c), s	2.7	0.0	5.0	0.0	0.0	0.0	32.9	0.0	0.0	0.0	15.5	0.7
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	0	204	0	254	0	284	2664	0	80	2664	1095
V/C Ratio(X)	0.19	0.00	0.44	0.00	0.00	0.00	0.49	0.75	0.00	0.00	0.54	0.04
Avail Cap(c_a), veh/h	751	0	564	0	705	0	284	2664	0	80	2664	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	35.7	0.0	0.0	0.0	3.8	0.0	0.0	0.0	4.8	2.9
Incr Delay (d2), s/veh	0.3	0.0	1.5	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.9	0.0	0.0	0.0	0.9	0.7	0.0	0.0	4.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	37.3	0.0	0.0	0.0	9.8	2.0	0.0	0.0	5.6	3.0
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		150			0			2145			1491	
Approach Delay, s/veh		36.4			0.0			2.5			5.5	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.7		17.3		72.7		17.3				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		34.9		0.0		17.5		7.0				
Green Ext Time (p_c), s		10.3		0.0		19.3		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			5.0									
HCM 6th LOS			A									

Notes

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

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	60	119	140	2005	1447	57
v/c Ratio	0.26	0.43	0.72	0.79	0.57	0.06
Control Delay	32.1	28.4	20.3	13.1	8.5	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	28.4	20.3	13.1	8.5	2.9
Queue Length 50th (ft)	32	50	40	317	136	2
Queue Length 95th (ft)	58	87	m45	m334	310	16
Internal Link Dist (ft)		695		268	263	
Turn Bay Length (ft)			50			150
Base Capacity (vph)	526	589	194	2539	2539	990
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.20	0.72	0.79	0.57	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	4.3

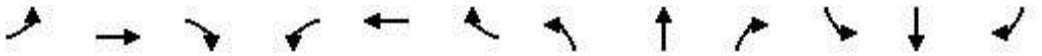
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	38	1941	53	39	1324
Future Vol, veh/h	26	38	1941	53	39	1324
Conflicting Peds, #/hr	0	0	0	29	29	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	53	96	71	81	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	72	2022	75	48	1522

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2946	1078	0	0	2126	0
Stage 1	2089	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 12	214	-	-	252	-
Stage 1	81	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 9	208	-	-	245	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	79	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	140.9	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	114	245	-
HCM Lane V/C Ratio	-	-	0.946	0.197	-
HCM Control Delay (s)	-	-	140.9	23.3	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	6	0.7	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	512	278	164	120	173	121	73	1447	58	65	927	163
Future Volume (veh/h)	512	278	164	120	173	121	73	1447	58	65	927	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	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	0.97
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	575	323	190	169	240	0	100	1626	65	96	976	-20
Peak Hour Factor	0.89	0.86	0.86	0.71	0.72	0.87	0.73	0.89	0.88	0.68	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	503	296	285	738		270	1465	58	80	1496	646
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.00	0.42	0.42	0.42	0.84	0.84	0.00
Sat Flow, veh/h	1137	1100	647	448	1617	1585	586	3479	138	291	3554	1534
Grp Volume(v), veh/h	575	0	513	169	240	0	100	827	864	96	976	-20
Grp Sat Flow(s),veh/h/ln	1137	0	1748	448	1617	1585	586	1777	1840	291	1777	1534
Q Serve(g_s), s	32.6	0.0	20.3	16.3	8.5	0.0	12.5	37.9	37.9	0.0	8.7	0.0
Cycle Q Clear(g_c), s	41.1	0.0	20.3	36.6	8.5	0.0	21.2	37.9	37.9	37.9	8.7	0.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	492	0	798	285	738		270	748	775	80	1496	646
V/C Ratio(X)	1.17	0.00	0.64	0.59	0.33		0.37	1.11	1.11	1.20	0.65	-0.03
Avail Cap(c_a), veh/h	492	0	798	285	738		270	748	775	80	1496	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	0.0	18.8	32.9	15.6	0.0	24.7	26.1	26.1	26.1	4.8	0.0
Incr Delay (d2), s/veh	96.3	0.0	1.8	3.3	0.3	0.0	3.9	65.6	68.7	164.1	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.0	0.0	8.1	3.7	3.1	0.0	2.0	28.3	30.0	5.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.7	0.0	20.6	36.2	15.9	0.0	28.6	91.6	94.7	190.1	7.0	0.0
LnGrp LOS	F	A	C	D	B		C	F	F	F	A	A
Approach Vol, veh/h		1088			409			1791			1052	
Approach Delay, s/veh		77.2			24.2			89.6			23.9	
Approach LOS		E			C			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		47.0		43.0		47.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 38		* 41		* 38		* 41				
Max Q Clear Time (g_c+I1), s		39.9		38.6		39.9		43.1				
Green Ext Time (p_c), s		0.0		0.7		0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	64.4	
HCM 6th LOS	E	

Notes

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

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	575	514	409	139	100	1692	96	976	172
v/c Ratio	1.36	0.63	0.45	0.19	0.75	1.14	1.17	0.66	0.24
Control Delay	201.5	21.1	18.7	12.7	58.1	99.7	172.6	17.9	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	201.5	21.1	18.7	12.7	58.1	99.7	172.6	17.9	2.1
Queue Length 50th (ft)	~434	196	80	37	47	~600	~54	234	0
Queue Length 95th (ft)	#623	281	90	70	#98	#725	#109	141	18
Internal Link Dist (ft)		213	64			221		703	
Turn Bay Length (ft)				100	100		75		300
Base Capacity (vph)	423	819	916	715	134	1480	82	1490	721
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.36	0.63	0.45	0.19	0.75	1.14	1.17	0.66	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	830	0	240	0	1145	78	82	1306	0
Future Volume (veh/h)	0	0	0	830	0	240	0	1145	78	82	1306	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	933	0	266	0	1258	79	100	1389	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.92	0.83	0.92	0.91	0.84	0.82	0.94	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	896	0	0	0	1903	1186	275	2271	0
Arrive On Green	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.54	0.54	0.06	0.64	0.00
Sat Flow, veh/h	0	-65463	0	3456	933		0	3647	1473	1781	3647	0
Grp Volume(v), veh/h	0	0	0	933	85.9		0	1258	79	100	1389	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	F		0	1777	1473	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	31.1			0.0	30.6	0.7	2.8	27.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	31.1			0.0	30.6	0.7	2.8	27.8	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	896			0	1903	1186	275	2271	0
V/C Ratio(X)	0.00	0.00	0.00	1.04			0.00	0.66	0.07	0.36	0.61	0.00
Avail Cap(c_a), veh/h	0	304	0	896			0	1903	1186	279	2271	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	44.5			0.0	20.0	0.7	15.6	12.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	41.5			0.0	1.8	0.1	0.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	18.3			0.0	12.5	0.3	1.1	10.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	85.9			0.0	21.9	0.8	16.4	14.1	0.0
LnGrp LOS	A	A	A	F			A	C	A	B	B	A
Approach Vol, veh/h		0						1337			1489	
Approach Delay, s/veh		0.0						20.6			14.2	
Approach LOS								C			B	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		83.0			12.5	70.5	37.0	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		53.7			* 7	41.0	31.1	19.5				
Max Q Clear Time (g_c+I1), s		29.8			4.8	32.6	33.1	0.0				
Green Ext Time (p_c), s		17.5			0.0	7.2	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	933	289	1258	93	100	1389
v/c Ratio	1.05	0.27	0.67	0.08	0.43	0.62
Control Delay	87.2	24.4	22.5	0.9	13.8	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	87.2	24.4	22.5	0.9	13.8	15.1
Queue Length 50th (ft)	~405	78	356	3	27	315
Queue Length 95th (ft)	#523	105	433	9	44	382
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100		100	275	
Base Capacity (vph)	889	1289	1887	1184	234	2226
Starvation Cap Reductn	0	0	0	0	0	384
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.22	0.67	0.08	0.43	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	2	68	18	5	10	124	1115	4	6	2044	56
Future Volume (veh/h)	31	2	68	18	5	10	124	1115	4	6	2044	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.98		1.00	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
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	58	2	76	20	5	0	177	1199	3	7	2271	55
Peak Hour Factor	0.53	0.92	0.87	0.92	0.92	0.92	0.70	0.93	0.92	0.92	0.90	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	4	167	143	28	0	138	2746	1219	439	2746	1149
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.00	1.00	1.00	1.00	0.77	0.77	0.77
Sat Flow, veh/h	1411	39	1479	632	250	0	156	3554	1577	465	3554	1487
Grp Volume(v), veh/h	58	0	78	25	0	0	177	1199	3	7	2271	55
Grp Sat Flow(s),veh/h/ln	1411	0	1518	882	0	0	156	1777	1577	465	1777	1487
Q Serve(g_s), s	0.0	0.0	4.3	0.9	0.0	0.0	33.4	0.0	0.0	0.3	36.2	0.8
Cycle Q Clear(g_c), s	2.9	0.0	4.3	5.2	0.0	0.0	69.6	0.0	0.0	0.3	36.2	0.8
Prop In Lane	1.00		0.97	0.80		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	0	171	171	0	0	138	2746	1219	439	2746	1149
V/C Ratio(X)	0.23	0.00	0.46	0.15	0.00	0.00	1.28	0.44	0.00	0.02	0.83	0.05
Avail Cap(c_a), veh/h	626	0	572	535	0	0	138	2746	1219	439	2746	1149
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	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	37.3	37.9	0.0	0.0	27.8	0.0	0.0	2.4	6.4	2.4
Incr Delay (d2), s/veh	0.5	0.0	1.9	0.4	0.0	0.0	171.8	0.5	0.0	0.1	3.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.7	0.5	0.0	0.0	9.5	0.2	0.0	0.0	9.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	39.2	38.3	0.0	0.0	199.6	0.5	0.0	2.4	9.4	2.5
LnGrp LOS	D	A	D	D	A	A	F	A	A	A	A	A
Approach Vol, veh/h		136			25			1379			2333	
Approach Delay, s/veh		38.3			38.3			26.1			9.3	
Approach LOS		D			D			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.8		15.2		74.8		15.2				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		71.6		7.2		38.2		6.3				
Green Ext Time (p_c), s		0.0		0.1		7.4		0.6				

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.

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	80	36	177	1199	4	7	2271	63
v/c Ratio	0.31	0.37	0.17	2.08	0.44	0.00	0.02	0.81	0.05
Control Delay	37.1	37.3	25.5	542.8	6.5	0.8	5.2	12.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	37.3	25.5	542.8	6.5	0.8	5.2	12.5	3.0
Queue Length 50th (ft)	31	42	13	~151	83	0	1	330	3
Queue Length 95th (ft)	32	71	34	#214	256	m0	7	#877	21
Internal Link Dist (ft)		695	196		268			263	
Turn Bay Length (ft)				50		50	50		150
Base Capacity (vph)	508	585	547	85	2748	1254	314	2792	1158
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.14	0.07	2.08	0.44	0.00	0.02	0.81	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	1.1

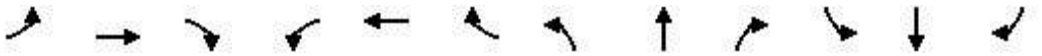
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	41	1203	23	27	2095
Future Vol, veh/h	26	41	1203	23	27	2095
Conflicting Peds, #/hr	1	0	0	22	22	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	86	91	53	82	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	48	1322	43	33	2302

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2584	705	0	0	1387	0
Stage 1	1366	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 21	379	-	-	490	-
Stage 1	202	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 19	371	-	-	480	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	198	-	-	-	-	-
Stage 2	226	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.7	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	480	-
HCM Lane V/C Ratio	-	-	0.488	0.069	-
HCM Control Delay (s)	-	-	43.7	13.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.4	0.2	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	69	110	129	288	115	93	1052	20	41	1418	631
Future Volume (veh/h)	138	69	110	129	288	115	93	1052	20	41	1418	631
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97
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	182	108	123	172	369	0	129	1238	4	58	1477	658
Peak Hour Factor	0.76	0.64	0.88	0.75	0.78	0.63	0.72	0.85	0.68	0.71	0.96	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	283	322	372	577		178	1852	792	199	1852	787
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.00	0.52	0.52	0.52	1.00	1.00	1.00
Sat Flow, veh/h	1013	793	904	819	1617	1585	188	3554	1520	448	3554	1511
Grp Volume(v), veh/h	182	0	231	172	369	0	129	1238	4	58	1477	658
Grp Sat Flow(s),veh/h/ln	1013	0	1697	819	1617	1585	188	1777	1520	448	1777	1511
Q Serve(g_s), s	15.0	0.0	9.1	11.9	17.1	0.0	46.9	23.0	0.1	7.6	0.0	0.0
Cycle Q Clear(g_c), s	32.1	0.0	9.1	21.0	17.1	0.0	46.9	23.0	0.1	30.7	0.0	0.0
Prop In Lane	1.00		0.53	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	0	605	372	577		178	1852	792	199	1852	787
V/C Ratio(X)	0.73	0.00	0.38	0.46	0.64		0.72	0.67	0.01	0.29	0.80	0.84
Avail Cap(c_a), veh/h	249	0	605	372	577		178	1852	792	199	1852	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	21.6	29.4	24.1	0.0	27.2	15.8	10.3	7.5	0.0	0.0
Incr Delay (d2), s/veh	10.5	0.0	0.4	0.9	2.4	0.0	22.4	1.9	0.0	3.7	3.7	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	3.6	3.3	6.7	0.0	3.9	8.9	0.0	0.7	0.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	0.0	22.0	30.3	26.5	0.0	49.6	17.8	10.4	11.2	3.7	10.2
LnGrp LOS	D	A	C	C	C		D	B	B	B	A	B
Approach Vol, veh/h		413			541			1371			2193	
Approach Delay, s/veh		33.7			27.7			20.7			5.8	
Approach LOS		C			C			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		38.0		52.0		38.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 47		* 32		* 47		* 32				
Max Q Clear Time (g_c+I1), s		48.9		23.0		32.7		34.1				
Green Ext Time (p_c), s		0.0		2.3		12.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

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

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	182	233	541	183	129	1238	29	58	1477	717
v/c Ratio	0.93	0.44	0.70	0.37	1.25	0.61	0.03	0.35	0.72	0.74
Control Delay	79.2	24.5	32.5	19.9	198.6	15.1	3.4	13.1	11.9	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	24.5	32.5	19.9	198.6	15.1	3.4	13.1	11.9	8.8
Queue Length 50th (ft)	95	92	136	59	~95	241	0	10	244	38
Queue Length 95th (ft)	#154	96	152	66	#157	300	6	m13	192	114
Internal Link Dist (ft)		213	266			221			703	
Turn Bay Length (ft)				100	100		125	75		300
Base Capacity (vph)	232	617	913	574	103	2040	841	165	2040	964
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.38	0.59	0.32	1.25	0.61	0.03	0.35	0.72	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	1177	3	3	2133
Future Vol, veh/h	0	20	1177	3	3	2133
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	-	-	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	22	1279	3	3	2318

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	641	0	0	1282	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	417	-	-	537	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	417	-	-	537	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	417	537	-
HCM Lane V/C Ratio	-	-	0.052	0.006	-
HCM Control Delay (s)	-	-	14.1	11.7	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	44	1136	20	19	2114
Future Vol, veh/h	0	44	1136	20	19	2114
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	-	-	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	48	1235	22	21	2298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	629	0	0	1257	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	425	-	-	549	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	425	-	-	549	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	425	549	-
HCM Lane V/C Ratio	-	-	0.113	0.038	-
HCM Control Delay (s)	-	-	14.5	11.8	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	302	0	150	0	936	873	272	1199	0
Future Volume (veh/h)	0	0	0	302	0	150	0	936	873	272	1199	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	325	0	167	0	965	857	332	1332	0
Peak Hour Factor	0.92	0.92	0.92	0.93	0.92	0.79	0.92	0.97	0.83	0.82	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	403	0	0	0	2263	1089	362	2778	0
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.64	0.64	0.10	0.78	0.00
Sat Flow, veh/h	0	-65463	0	3456	325		0	3647	1429	1781	3647	0
Grp Volume(v), veh/h	0	0	0	325	55.5		0	965	857	332	1332	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	E		0	1777	1429	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	11.0			0.0	16.3	26.1	9.2	15.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.0			0.0	16.3	26.1	9.2	15.7	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	403			0	2263	1089	362	2778	0
V/C Ratio(X)	0.00	0.00	0.00	0.81			0.00	0.43	0.79	0.92	0.48	0.00
Avail Cap(c_a), veh/h	0	304	0	801			0	2263	1089	433	2778	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	51.7			0.0	10.9	3.2	21.8	4.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.9			0.0	0.6	5.8	21.9	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.0			0.0	6.1	5.9	8.4	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	55.5			0.0	11.5	8.9	43.8	5.2	0.0
LnGrp LOS	A	A	A	E			A	B	A	D	A	A
Approach Vol, veh/h		0						1822			1664	
Approach Delay, s/veh		0.0						10.3			12.9	
Approach LOS								B			B	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		100.1			17.4	82.7	19.9	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		57.0			* 17	34.8	27.8	19.5				
Max Q Clear Time (g_c+I1), s		17.7			11.2	28.1	13.0	0.0				
Green Ext Time (p_c), s		23.8			0.5	6.3	1.0	0.0				

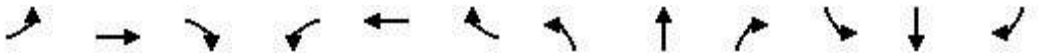
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	325	190	965	1052	332	1332
v/c Ratio	0.41	0.16	0.57	0.88	0.78	0.57
Control Delay	41.0	18.4	23.8	14.2	25.4	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	41.0	18.4	23.8	14.2	25.4	12.4
Queue Length 50th (ft)	110	42	272	113	95	267
Queue Length 95th (ft)	154	59	336	166	158	325
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100		100	275	
Base Capacity (vph)	795	1213	1704	1195	427	2322
Starvation Cap Reductn	0	0	0	0	0	453
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.16	0.57	0.88	0.78	0.71

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	3	90	9	2	5	125	1718	8	12	1416	68
Future Volume (veh/h)	49	3	90	9	2	5	125	1718	8	12	1416	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	0.97		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
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	58	3	101	10	2	1	154	1952	7	13	1609	68
Peak Hour Factor	0.85	0.92	0.78	0.92	0.92	0.92	0.81	0.88	0.92	0.92	0.88	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	6	202	148	27	9	238	2651	1159	248	2651	1095
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	1.00	1.00	1.00	0.75	0.75	0.75
Sat Flow, veh/h	1414	43	1449	554	192	62	295	3554	1554	225	3554	1468
Grp Volume(v), veh/h	58	0	104	13	0	0	154	1952	7	13	1609	68
Grp Sat Flow(s),veh/h/ln	1414	0	1493	808	0	0	295	1777	1554	225	1777	1468
Q Serve(g_s), s	0.0	0.0	5.8	0.1	0.0	0.0	44.1	0.0	0.0	1.4	18.9	1.1
Cycle Q Clear(g_c), s	2.9	0.0	5.8	5.9	0.0	0.0	63.1	0.0	0.0	1.4	18.9	1.1
Prop In Lane	1.00		0.97	0.77		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	0	208	184	0	0	238	2651	1159	248	2651	1095
V/C Ratio(X)	0.20	0.00	0.50	0.07	0.00	0.00	0.65	0.74	0.01	0.05	0.61	0.06
Avail Cap(c_a), veh/h	624	0	562	500	0	0	238	2651	1159	248	2651	1095
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	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	35.8	33.7	0.0	0.0	8.9	0.0	0.0	3.1	5.3	3.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.2	0.0	0.0	12.8	1.9	0.0	0.4	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.2	0.3	0.0	0.0	2.3	0.7	0.0	0.1	5.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	37.6	33.9	0.0	0.0	21.7	1.9	0.0	3.5	6.4	3.2
LnGrp LOS	C	A	D	C	A	A	C	A	A	A	A	A
Approach Vol, veh/h		162			13			2113			1690	
Approach Delay, s/veh		36.7			33.9			3.3			6.2	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.3		17.7		72.3		17.7				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		65.1		7.9		20.9		7.8				
Green Ext Time (p_c), s		0.0		0.0		19.6		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

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

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	118	17	154	1952	9	13	1609	87
v/c Ratio	0.28	0.50	0.08	0.95	0.76	0.01	0.14	0.62	0.08
Control Delay	35.1	37.1	24.3	35.2	11.3	2.4	10.2	8.1	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	37.1	24.3	35.2	11.3	2.4	10.2	8.1	2.5
Queue Length 50th (ft)	30	57	6	59	307	0	2	172	3
Queue Length 95th (ft)	53	94	21	m#87	m324	m0	14	372	18
Internal Link Dist (ft)		695	196		268			263	
Turn Bay Length (ft)				50		50	50		150
Base Capacity (vph)	516	583	562	162	2565	1172	90	2607	1040
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.20	0.03	0.95	0.76	0.01	0.14	0.62	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	1.8

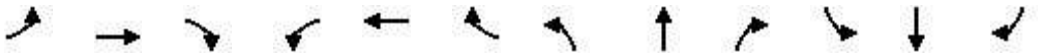
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	39	1807	45	61	1448
Future Vol, veh/h	14	39	1807	45	61	1448
Conflicting Peds, #/hr	0	0	0	23	23	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	69	91	69	75	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	57	1986	65	81	1627

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3018	1049	0	0	2074	0
Stage 1	2042	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 10	224	-	-	265	-
Stage 1	86	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	219	-	-	259	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	65.1	0	1.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	130	259	-
HCM Lane V/C Ratio	-	-	0.578	0.314	-
HCM Control Delay (s)	-	-	65.1	25.1	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	2.9	1.3	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	520	313	154	128	151	115	97	1395	45	51	980	185
Future Volume (veh/h)	520	313	154	128	151	115	97	1395	45	51	980	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97
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	650	373	186	164	166	0	109	1641	33	88	1089	-10
Peak Hour Factor	0.80	0.84	0.82	0.78	0.91	0.73	0.89	0.85	0.72	0.58	0.90	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	549	274	267	756		220	1457	610	80	1457	629
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.00	0.41	0.41	0.41	0.82	0.82	0.00
Sat Flow, veh/h	1215	1174	585	400	1617	1585	523	3554	1489	296	3554	1534
Grp Volume(v), veh/h	650	0	559	164	166	0	109	1641	33	88	1089	-10
Grp Sat Flow(s),veh/h/ln	1215	0	1760	400	1617	1585	523	1777	1489	296	1777	1534
Q Serve(g_s), s	36.6	0.0	22.3	16.8	5.5	0.0	17.4	36.9	1.2	0.0	12.8	0.0
Cycle Q Clear(g_c), s	42.1	0.0	22.3	39.1	5.5	0.0	30.2	36.9	1.2	36.9	12.8	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	0	823	267	756		220	1457	610	80	1457	629
V/C Ratio(X)	1.13	0.00	0.68	0.61	0.22		0.50	1.13	0.05	1.10	0.75	-0.02
Avail Cap(c_a), veh/h	574	0	823	267	756		220	1457	610	80	1457	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.2	0.0	18.7	33.9	14.2	0.0	30.5	26.6	16.0	26.6	5.9	0.0
Incr Delay (d2), s/veh	79.4	0.0	2.3	4.1	0.1	0.0	7.8	66.3	0.2	130.4	3.5	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(50%),veh/ln	25.3	0.0	9.0	3.7	2.0	0.0	2.6	27.8	0.4	4.4	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.6	0.0	20.9	38.1	14.3	0.0	38.3	92.8	16.2	157.0	9.5	0.0
LnGrp LOS	F	A	C	D	B		D	F	B	F	A	A
Approach Vol, veh/h		1209			330			1783			1167	
Approach Delay, s/veh		68.1			26.1			88.1			20.7	
Approach LOS		E			C			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.0		48.0		42.0		48.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 37		* 42		* 37		* 42				
Max Q Clear Time (g_c+I1), s		38.9		41.1		38.9		44.1				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	60.6
HCM 6th LOS	E

Notes

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

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	650	561	330	158	109	1641	63	88	1089	197
v/c Ratio	1.37	0.67	0.37	0.22	1.17	1.13	0.10	1.07	0.75	0.27
Control Delay	202.3	22.5	17.0	12.8	177.6	95.6	9.5	141.4	22.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	202.3	22.5	17.0	12.8	177.6	95.6	9.5	141.4	22.3	3.1
Queue Length 50th (ft)	~492	227	61	42	~75	~575	9	~58	278	0
Queue Length 95th (ft)	#590	307	94	62	#176	#646	24	#78	212	34
Internal Link Dist (ft)		213	266			221			703	
Turn Bay Length (ft)				100	100		125	75		300
Base Capacity (vph)	476	835	890	732	93	1450	602	82	1450	720
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.37	0.67	0.37	0.22	1.17	1.13	0.10	1.07	0.75	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1773	7	7	1494
Future Vol, veh/h	0	10	1773	7	7	1494
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	-	-	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	11	1927	8	8	1624

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	968	0	0	1935	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	254	-	-	300	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	254	-	-	300	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	254	300	-
HCM Lane V/C Ratio	-	-	0.043	0.025	-
HCM Control Delay (s)	-	-	19.8	17.3	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

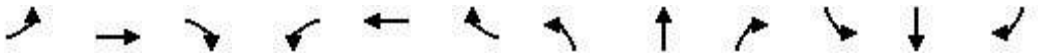
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	1750	22	22	1472
Future Vol, veh/h	0	30	1750	22	22	1472
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	-	-	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	33	1902	24	24	1600

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	963	0	0	1926	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	256	-	-	302	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	256	-	-	302	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	256	302	-
HCM Lane V/C Ratio	-	-	0.127	0.079	-
HCM Control Delay (s)	-	-	21.1	17.9	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.4	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	215	0	155	0	880	1053	366	1160	0
Future Volume (veh/h)	0	0	0	215	0	155	0	880	1053	366	1160	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	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	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	269	0	96	0	980	968	482	1303	0
Peak Hour Factor	0.92	0.92	0.92	0.80	0.92	0.90	0.92	0.93	0.89	0.76	0.89	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	2	0	262	0	0	0	1211	1109	346	2923	0
Arrive On Green	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.65	0.65	0.13	0.82	0.00
Sat Flow, veh/h	0	-65463	0	3456	269		0	1870	1527	1781	3647	0
Grp Volume(v), veh/h	0	0	0	269	118.1		0	980	968	482	1303	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1728	F		0	1870	1527	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	9.1			0.0	46.6	36.3	15.3	12.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.1			0.0	46.6	36.3	15.3	12.3	0.0
Prop In Lane	0.00		0.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	262			0	1211	1109	346	2923	0
V/C Ratio(X)	0.00	0.00	0.00	1.03			0.00	0.81	0.87	1.39	0.45	0.00
Avail Cap(c_a), veh/h	0	304	0	262			0	1211	1109	346	2923	0
HCM Platoon Ratio	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	55.5			0.0	15.7	5.0	38.5	3.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	62.6			0.0	5.9	9.5	193.9	0.5	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
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	6.2			0.0	19.8	10.7	28.8	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	118.1			0.0	21.6	14.6	232.4	3.5	0.0
LnGrp LOS	A	A	A	F			A	C	B	F	A	A
Approach Vol, veh/h		0						1948			1785	
Approach Delay, s/veh		0.0						18.1			65.3	
Approach LOS								B			E	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		105.0			21.0	84.0	15.0	0.0				
Change Period (Y+Rc), s		6.3			* 5.7	6.3	5.9	3.5				
Max Green Setting (Gmax), s		75.7			* 15	54.7	9.1	19.5				
Max Q Clear Time (g_c+I1), s		14.3			17.3	48.6	11.1	0.0				
Green Ext Time (p_c), s		29.4			0.0	5.9	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	45.9	
HCM 6th LOS	D	

Notes
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	269	172	1135	994	482	1303
v/c Ratio	0.92	0.21	1.04	0.83	1.67	0.46
Control Delay	90.1	16.6	60.8	9.9	345.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	90.1	16.6	60.8	9.9	345.0	4.3
Queue Length 50th (ft)	109	27	~987	90	~496	120
Queue Length 95th (ft)	134	56	#1303	216	#558	172
Internal Link Dist (ft)			936			103
Turn Bay Length (ft)		100			275	
Base Capacity (vph)	292	834	1092	1198	288	2831
Starvation Cap Reductn	0	0	0	0	0	761
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.21	1.04	0.83	1.67	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	3	92	9	2	5	109	1905	8	12	1294	58
Future Volume (veh/h)	65	3	92	9	2	5	109	1905	8	12	1294	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.96		1.00	1.00		0.98	1.00		0.95
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	0.97
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	69	3	100	10	2	2	140	2027	6	13	1470	50
Peak Hour Factor	0.94	0.92	0.77	0.92	0.92	0.92	0.78	0.94	0.92	0.92	0.88	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	6	206	144	29	17	274	2647	1152	235	2647	1087
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	1.00	1.00	1.00	0.74	0.74	0.74
Sat Flow, veh/h	1412	44	1465	534	205	123	343	3554	1547	208	3554	1460
Grp Volume(v), veh/h	69	0	103	14	0	0	140	2027	6	13	1470	50
Grp Sat Flow(s),veh/h/ln	1412	0	1509	862	0	0	343	1777	1547	208	1777	1460
Q Serve(g_s), s	0.0	0.0	5.7	0.1	0.0	0.0	19.6	0.0	0.0	1.5	16.2	0.8
Cycle Q Clear(g_c), s	3.6	0.0	5.7	5.7	0.0	0.0	35.8	0.0	0.0	1.5	16.2	0.8
Prop In Lane	1.00		0.97	0.71		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	0	213	190	0	0	274	2647	1152	235	2647	1087
V/C Ratio(X)	0.24	0.00	0.48	0.07	0.00	0.00	0.51	0.77	0.01	0.06	0.56	0.05
Avail Cap(c_a), veh/h	621	0	569	509	0	0	274	2647	1152	235	2647	1087
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	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	35.7	33.6	0.0	0.0	4.3	0.0	0.0	3.1	5.0	3.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.2	0.0	0.0	6.7	2.2	0.0	0.4	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.2	0.3	0.0	0.0	1.1	0.8	0.0	0.1	4.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	37.4	33.8	0.0	0.0	11.0	2.2	0.0	3.6	5.8	3.1
LnGrp LOS	D	A	D	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		172			14			2173			1533	
Approach Delay, s/veh		36.5			33.8			2.7			5.7	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.2		17.8		72.2		17.8				
Change Period (Y+Rc), s		* 5.2		5.1		* 5.2		5.1				
Max Green Setting (Gmax), s		* 46		33.9		* 46		33.9				
Max Q Clear Time (g_c+I1), s		37.8		7.7		18.2		7.7				
Green Ext Time (p_c), s		7.6		0.0		19.7		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

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

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	69	122	17	140	2027	9	13	1470	64
v/c Ratio	0.29	0.44	0.07	0.76	0.80	0.01	0.16	0.58	0.06
Control Delay	32.9	31.6	22.9	21.9	13.4	2.4	12.5	8.7	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	31.6	22.9	21.9	13.4	2.4	12.5	8.7	3.0
Queue Length 50th (ft)	37	57	7	42	328	0	2	146	2
Queue Length 95th (ft)	65	94	22	m46	m334	m0	15	318	18
Internal Link Dist (ft)		695	54		268			263	
Turn Bay Length (ft)				50		50	50		150
Base Capacity (vph)	518	586	569	185	2528	1138	82	2528	988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.21	0.03	0.76	0.80	0.01	0.16	0.58	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	38	1969	53	39	1354
Future Vol, veh/h	26	38	1969	53	39	1354
Conflicting Peds, #/hr	0	0	0	29	29	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	53	96	71	81	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	72	2051	75	48	1556

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2992	1092	0	0	2155	0
Stage 1	2118	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 11	210	-	-	246	-
Stage 1	78	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 9	204	-	-	239	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	76	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	150.2	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	111	239	-
HCM Lane V/C Ratio	-	-	0.971	0.201	-
HCM Control Delay (s)	-	-	150.2	23.8	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	6.2	0.7	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	519	278	164	120	173	125	73	1464	58	69	943	173
Future Volume (veh/h)	519	278	164	120	173	125	73	1464	58	69	943	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	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	0.97
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	583	323	190	169	240	0	100	1645	65	101	993	-20
Peak Hour Factor	0.89	0.86	0.86	0.71	0.72	0.87	0.73	0.89	0.88	0.68	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	503	296	285	738		265	1466	58	80	1496	646
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.00	0.42	0.42	0.42	0.84	0.84	0.00
Sat Flow, veh/h	1137	1100	647	448	1617	1585	577	3481	137	286	3554	1534
Grp Volume(v), veh/h	583	0	513	169	240	0	100	836	874	101	993	-20
Grp Sat Flow(s),veh/h/ln	1137	0	1748	448	1617	1585	577	1777	1841	286	1777	1534
Q Serve(g_s), s	32.6	0.0	20.3	16.3	8.5	0.0	12.8	37.9	37.9	0.0	9.0	0.0
Cycle Q Clear(g_c), s	41.1	0.0	20.3	36.6	8.5	0.0	21.8	37.9	37.9	37.9	9.0	0.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	492	0	798	285	738		265	748	775	80	1496	646
V/C Ratio(X)	1.19	0.00	0.64	0.59	0.33		0.38	1.12	1.13	1.26	0.66	-0.03
Avail Cap(c_a), veh/h	492	0	798	285	738		265	748	775	80	1496	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	0.0	18.8	32.9	15.6	0.0	25.1	26.1	26.1	26.1	4.8	0.0
Incr Delay (d2), s/veh	102.6	0.0	1.8	3.3	0.3	0.0	4.0	70.0	73.4	186.6	2.3	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(50%),veh/ln	24.9	0.0	8.1	3.7	3.1	0.0	2.0	29.2	31.0	5.6	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.0	0.0	20.6	36.2	15.9	0.0	29.1	96.1	99.5	212.7	7.2	0.0
LnGrp LOS	F	A	C	D	B		C	F	F	F	A	A
Approach Vol, veh/h		1096			409			1810			1074	
Approach Delay, s/veh		80.9			24.2			94.0			26.6	
Approach LOS		F			C			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		47.0		43.0		47.0				
Change Period (Y+Rc), s		* 5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		* 38		* 41		* 38		* 41				
Max Q Clear Time (g_c+I1), s		39.9		38.6		39.9		43.1				
Green Ext Time (p_c), s		0.0		0.7		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

Notes

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

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

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	583	514	409	144	100	1711	101	993	182
v/c Ratio	1.38	0.63	0.45	0.20	0.78	1.16	1.23	0.67	0.25
Control Delay	209.5	21.2	18.7	12.9	63.4	104.9	193.3	18.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	209.5	21.2	18.7	12.9	63.4	104.9	193.3	18.2	2.2
Queue Length 50th (ft)	~444	197	80	38	48	~613	~58	240	0
Queue Length 95th (ft)	#634	283	90	72	#101	#737	#115	148	20
Internal Link Dist (ft)		213	64			221		703	
Turn Bay Length (ft)				100	100		75		300
Base Capacity (vph)	423	818	916	715	129	1480	82	1490	726
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.38	0.63	0.45	0.20	0.78	1.16	1.23	0.67	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1976	7	7	1368
Future Vol, veh/h	0	10	1976	7	7	1368
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	-	-	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	11	2148	8	8	1487

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1078	0	0	2156	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	214	-	-	246	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	214	-	-	246	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	214	246	-
HCM Lane V/C Ratio	-	-	0.051	0.031	-
HCM Control Delay (s)	-	-	22.7	20.1	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	1750	22	22	1472
Future Vol, veh/h	0	30	1750	22	22	1472
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	-	-	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	33	1902	24	24	1600

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	963	0	0	1926	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	256	-	-	302	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	256	-	-	302	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	256	302	-
HCM Lane V/C Ratio	-	-	0.127	0.079	-
HCM Control Delay (s)	-	-	21.1	17.9	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.4	0.3	-

Appendix H:
Intersection Counts: Non-Dodgers Gameday

Prepared by National Data & Surveying Services

Sunset Blvd & Vin Scully Ave

Peak Hour Turning Movement Count

ID: 23-020191-001
City: Los Angeles

Day: Thursday
Date: 05/18/2023

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 03:00 PM - 06:00 PM

SOUTHBOUND (Sunset Blvd)

AM	0	1103	79	0	1157	AM
NOON	0	0	0	0	0	NOON
PM	0	959	261	0	892	PM

EASTBOUND (Vin Scully Ave)

AM	NOON	PM	
0	0	0	⇦
0	0	0	↶ 0
0	0	0	→ 0
0	0	0	↷ 0
0	0	0	⇩
AM	NOON	PM	

WESTBOUND (Vin Scully Ave)

PM	NOON	AM	
142	0	230	2 ↰
0	0	0	0 ←
269	0	786	2 ↶
0	0	0	0 ↷
1089	0	136	⇨
PM	NOON	AM	

NORTHBOUND (Sunset Blvd)

PM	1229	1	0	750	828	PM
NOON	0	0	0	0	0	NOON
AM	1890	1	0	927	57	AM

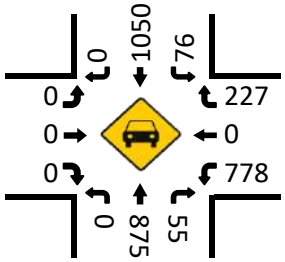
0	0	2	1	↰ ← ↑ ↱

CONTROL

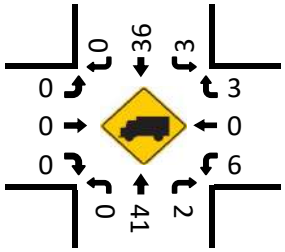
Signalized

TEV	3183 AM	0 NOON	3210 PM
PHF	0.97		0.94

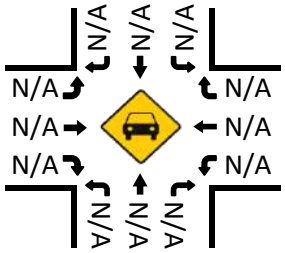
Cars (AM)



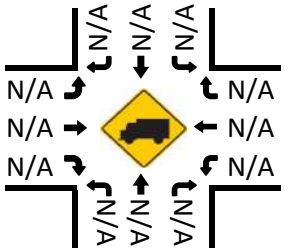
HT (AM)



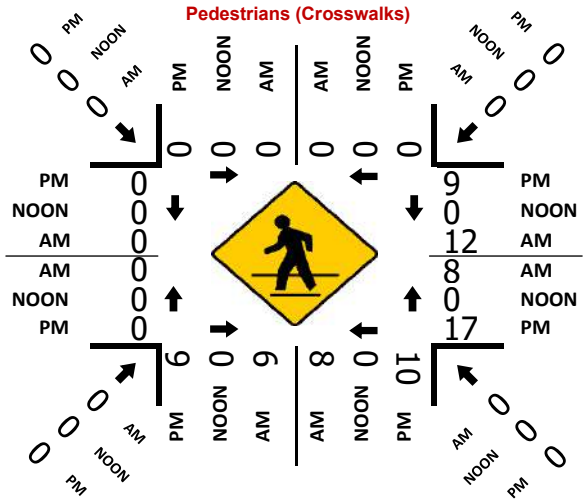
Cars (NOON)



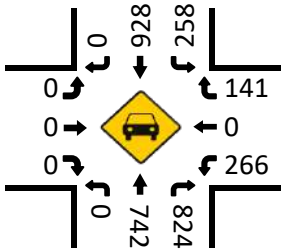
HT (NOON)



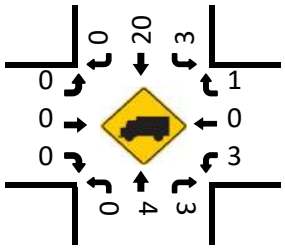
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Vin Scully Ave

Day: Thursday Date: 05/18/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	154	146	0	45
BIKES	58	63	0	1
BUSES	56	67	0	2

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	285	7.15	308	8.15	0	0.00	284	8.15
PM PK 15 MIN	455	17.15	320	16.00	0	0.00	137	17.00
AM PK HOUR	1088	7.15	1182	7.45	0	0.00	1016	7.45
PM PK HOUR	1579	16.00	1222	15.30	0	0.00	457	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1036	48	1084
8-9	1	900	66	967
9-10	0	818	61	879
15-16	0	702	556	1258
16-17	1	750	828	1579
17-18	0	809	757	1566
TOTAL	2	5015	2316	7333

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	727	0	774
8-9	90	1038	0	1128
9-10	64	740	0	804
15-16	194	974	0	1168
16-17	261	959	0	1220
17-18	252	902	0	1154
TOTAL	908	5340	0	6248

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1858	14	3	0	0
2095	11	2	0	0
1683	16	0	0	0
2426	21	8	0	0
2799	19	0	0	0
2720	27	1	0	0
13581	108	14	0	0

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	589	0	228	817
8-9	762	0	242	1004
9-10	521	0	223	744
15-16	184	0	107	291
16-17	269	0	142	411
17-18	360	0	42	402
TOTAL	2685	0	984	3669

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
817	0	0	18	1
1004	0	0	18	0
744	0	0	13	1
291	0	0	17	6
411	0	0	23	3
402	0	0	42	1
3669	0	0	131	12

Prepared by National Data & Surveying Services

Sunset Blvd & Marion Ave

Peak Hour Turning Movement Count

ID: 23-020191-002
City: Los Angeles

Day: Thursday
Date: 05/18/2023

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 03:00 PM - 06:00 PM

SOUTHBOUND (Sunset Blvd)

AM	39	1814	0	1	958	AM
NOON	0	0	0	0	0	NOON
PM	53	1190	0	0	1527	PM

EASTBOUND (Marion Ave)

AM	NOON	PM	
151	0	157	
0	0	0	0
19	0	34	1
0	0	0	0
52	0	78	1

WESTBOUND (Marion Ave)

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

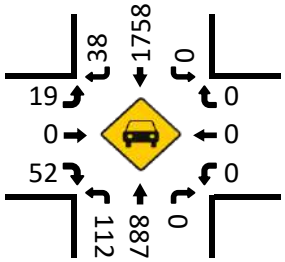
NORTHBOUND (Sunset Blvd)

PM	1268	0	104	1493	0	PM
NOON	0	0	0	0	0	NOON
AM	1866	0	112	938	0	AM

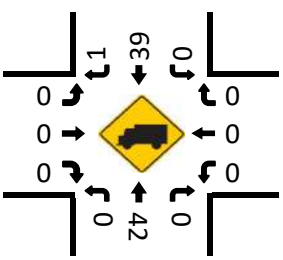
CONTROL: Signalized

TEV	2975 AM	0 NOON	2952 PM
PHF	0.99		0.92

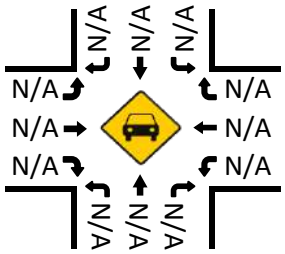
Cars (AM)



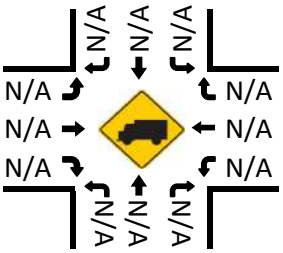
HT (AM)



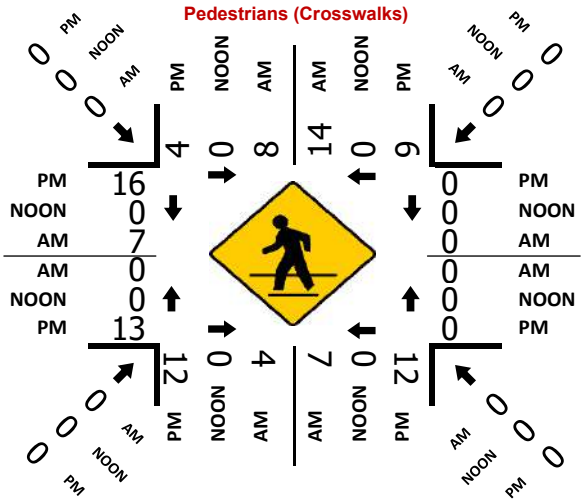
Cars (NOON)



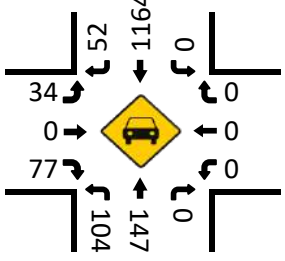
HT (NOON)



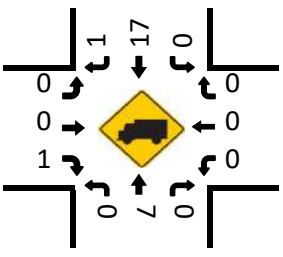
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Marion Ave

Day: Thursday Date: 05/18/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	165	155	9	0
BIKES	55	56	4	0
BUSES	52	67	2	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	337	7.30	511	8.15	24	8.45	0	0.00
PM PK 15 MIN	444	17.15	350	17.30	35	16.45	0	0.00
AM PK HOUR	1186	7.00	1854	7.45	79	8.15	0	0.00
PM PK HOUR	1606	15.45	1243	17.00	128	16.00	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	112	1074	0	1186
8-9	122	940	0	1062
9-10	144	870	0	1014
15-16	100	1222	0	1322
16-17	79	1516	0	1595
17-18	104	1493	0	1597
TOTAL	661	7115	0	7776

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1274	36	1310
8-9	1	1758	37	1796
9-10	0	1183	32	1215
15-16	0	1121	31	1152
16-17	0	1156	40	1196
17-18	0	1190	53	1243
TOTAL	1	7682	229	7912

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2496	2	9	4	8
2858	1	7	4	11
2229	0	2	0	3
2474	23	0	6	0
2791	26	1	12	0
2840	19	5	11	2
15688	71	24	37	24

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	0	49	68
8-9	13	0	61	74
9-10	18	0	50	68
15-16	25	0	64	89
16-17	50	0	78	128
17-18	34	0	78	112
TOTAL	159	0	380	539

WESTBOUND Approach

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

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
68	1	7	0	0
74	1	4	0	0
68	0	1	0	0
89	29	0	0	0
128	30	3	0	0
112	22	7	0	0
539	83	22	0	0

Prepared by National Data & Surveying Services

Sunset Blvd & Everett St

Peak Hour Turning Movement Count

ID: 23-020191-003
City: Los Angeles

Day: Thursday
Date: 05/18/2023

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 03:00 PM - 06:00 PM

SOUTHBOUND (Sunset Blvd)

AM	5	1836	23	0	1052	AM
NOON	0	0	0	0	0	NOON
PM	10	1212	48	2	1596	PM

Turning movements: 0 | 2 | 0 | 0

EASTBOUND (Everett St)

AM	NOON	PM		
37	0	42	⇦	
0	0	0	↶	0
0	0	1	↰	0
0	0	0	→	1
27	0	13	↷	0
AM	NOON	PM		

WESTBOUND (Everett St)

PM	NOON	AM		
33	0	31	↶	0
1	0	0	←	1
12	0	25	↶	0
0	0	0	↶	0
81	0	42	⇨	
PM	NOON	AM		

Turning movements: 0 | 1 | 0 | 0

CONTROL

2-Way Stop (EB/WB)

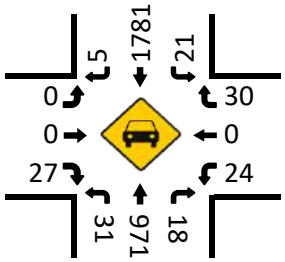
TEV	3019 AM	0 NOON	2957 PM
PHF	0.99		0.91

NORTHBOUND (Sunset Blvd)

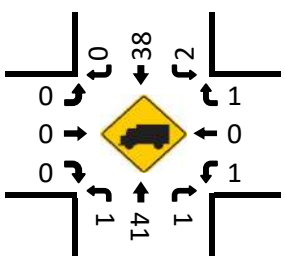
PM	1238	1	31	1560	33	PM
NOON	0	0	0	0	0	NOON
AM	1888	0	32	1021	19	AM

Turning movements: 0 | 0 | 3 | 0

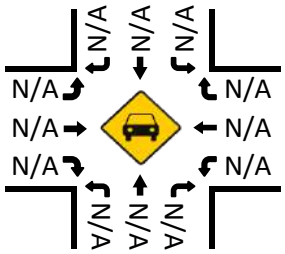
Cars (AM)



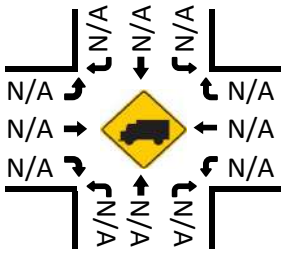
HT (AM)



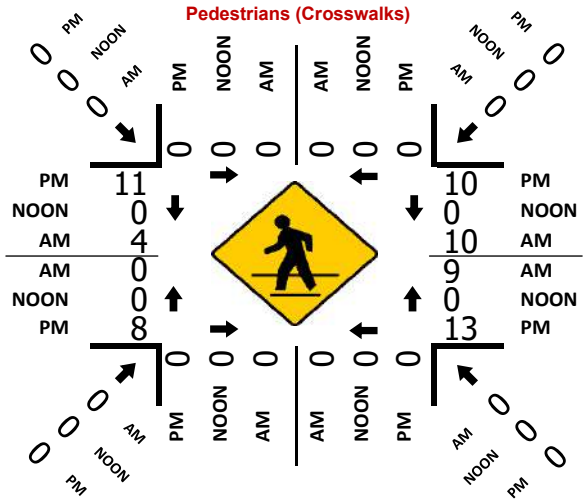
Cars (NOON)



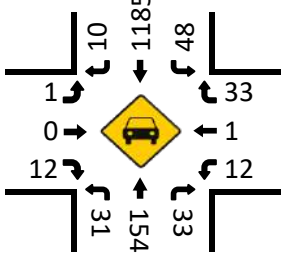
HT (NOON)



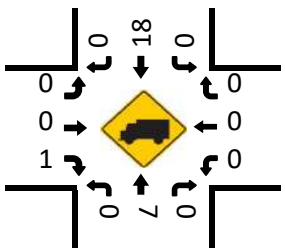
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Everett St

Day: Thursday Date: 05/18/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	165	158	1	5
BIKES	59	63	1	3
BUSES	52	67	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	327	7.30	515	8.15	9	7.45	22	7.30
PM PK 15 MIN	444	16.15	362	17.30	9	15.30	22	15.15
AM PK HOUR	1185	7.00	1864	7.45	30	7.30	65	8.30
PM PK HOUR	1625	17.00	1272	17.00	22	15.00	69	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	1148	16	1185
8-9	32	1029	15	1076
9-10	20	977	17	1014
15-16	24	1277	20	1321
16-17	24	1566	33	1623
17-18	32	1560	33	1625
TOTAL	153	7557	134	7844

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	1310	4	1326
8-9	25	1793	3	1821
9-10	14	1210	8	1232
15-16	28	1148	9	1185
16-17	35	1192	3	1230
17-18	50	1212	10	1272
TOTAL	164	7865	37	8066

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2511	1	0	0	0
2897	0	0	0	0
2246	0	0	0	0
2506	0	0	0	0
2853	0	0	0	0
2897	0	0	0	0
15910	1	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	0	26	29
8-9	0	0	23	23
9-10	2	0	17	19
15-16	2	0	20	22
16-17	3	0	13	16
17-18	1	0	13	14
TOTAL	11	0	112	123

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	0	37	53
8-9	23	0	30	53
9-10	19	2	34	55
15-16	28	2	39	69
16-17	14	0	27	41
17-18	12	1	33	46
TOTAL	112	5	200	317

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
82	5	0	17	5
76	3	1	15	1
74	0	0	10	2
91	13	5	17	2
57	15	7	16	18
60	9	10	20	3
440	45	23	95	31

Prepared by National Data & Surveying Services

Sunset Blvd & Beaudry Ave

Peak Hour Turning Movement Count

ID: 23-020339-001
City: Los Angeles

Day: Tuesday
Date: 09/26/2023

PEAK HOURS		COUNT PERIODS
	07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
	NONE	NONE
	04:15 PM - 05:15 PM	03:00 PM - 06:00 PM

SOUTHBOUND (Sunset Blvd)

AM	589	###	31	0	1119	AM
NOON	0	0	0	0	0	NOON
PM	166	887	42	0	1715	PM
	0	3	1	0		

EASTBOUND (Beaudry Ave)

AM	NOON	PM	
912	0	364	
0	0	0	0
122	0	487	0
66	0	301	1
106	0	148	0
AM	NOON	PM	

WESTBOUND (Beaudry Ave)

	PM	NOON	AM
1	102	0	106
2	105	0	234
0	28	0	27
0	0	0	0
	386	0	116
	PM	NOON	AM

NORTHBOUND (Sunset Blvd)

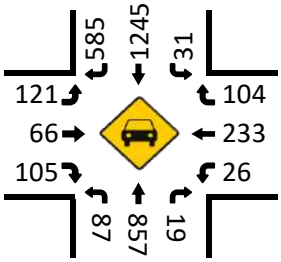
PM	1063	0	93	###	43	PM
NOON	0	0	0	0	0	NOON
AM	1403	0	89	891	19	AM
		0	1	3	0	

CONTROL

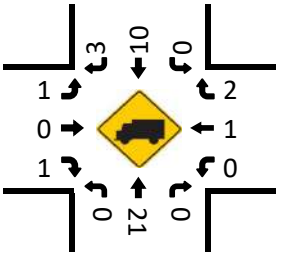
Signalized

TEV	### AM	0 NOON	### PM
PHF	0.93		0.89

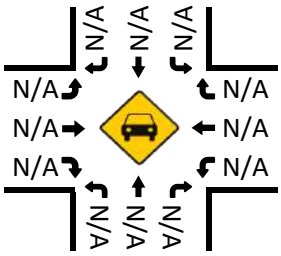
Cars (AM)



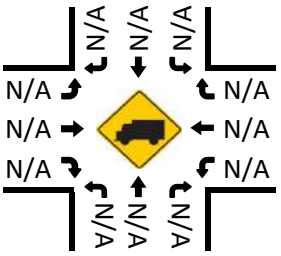
Duals (AM)



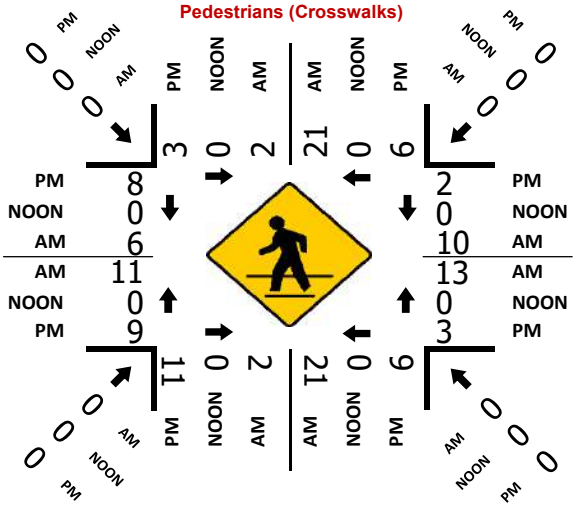
Cars (NOON)



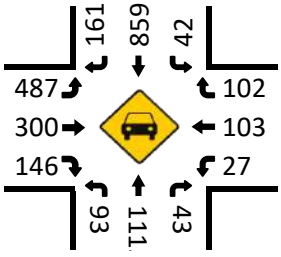
Duals (NOON)



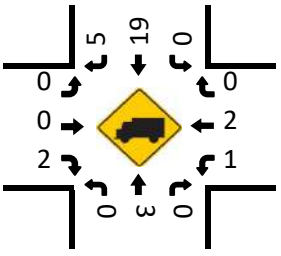
Pedestrians (Crosswalks)



Cars (PM)



Duals (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Beaudry Ave

Day: Tuesday Date: 09/26/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-	108	132	24	19
WHEELED	0	0	0	0
BIKES	32	54	3	8
BUSES	51	66	6	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	286	7.45	489	7.45	81	8.00	103	8.00
PM PK 15 MIN	355	16.30	297	16.30	272	16.45	66	16.30
AM PK HOUR	1000	7.00	1874	7.30	292	7.30	375	7.15
PM PK HOUR	1260	16.00	1077	16.30	991	16.30	242	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	113	879	8	1000
8-9	84	796	22	902
9-10	85	741	15	841
15-16	82	851	18	951
16-17	88	1137	35	1260
17-18	88	902	48	1038
TOTAL	540	5306	146	5992

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	1129	456	1602
8-9	27	1265	518	1810
9-10	17	1162	313	1492
15-16	27	810	108	945
16-17	48	866	155	1069
17-18	42	814	141	997
TOTAL	178	6046	1691	7915

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2602	15	0	6	4
2712	22	7	21	3
2333	7	1	7	0
1896	19	6	4	3
2329	18	2	6	1
2035	14	3	7	3
13907	95	19	51	14

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	26	77	204
8-9	95	69	100	264
9-10	86	37	63	186
15-16	257	113	126	496
16-17	504	267	147	918
17-18	457	315	139	911
TOTAL	1500	827	652	2979

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	215	98	327
8-9	33	204	84	321
9-10	28	128	89	245
15-16	26	82	84	192
16-17	23	103	109	235
17-18	28	112	79	219
TOTAL	152	844	543	1539

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
531	4	0	13	1
585	33	4	23	1
431	15	1	6	0
688	17	5	6	1
1153	16	2	4	2
1130	24	7	9	1
4518	109	19	61	6

Appendix I:
Intersection Counts: Dodgers Home Game

Prepared by National Data & Surveying Services

Sunset Blvd & Vin Scully Ave

Peak Hour Turning Movement Count

ID: 23-20191-001
City: Los Angeles

Day: Tuesday
Date: 05/16/2023

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:00 PM - 05:00 PM	03:00 PM - 06:00 PM

SOUTHBOUND (Sunset Blvd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	922	352	0	843	PM

EASTBOUND (Vin Scully Ave)

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

WESTBOUND (Vin Scully Ave)

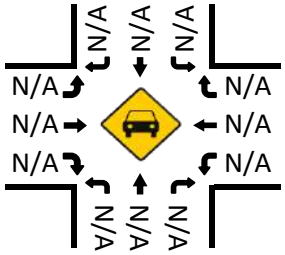
PM	NOON	AM
147	0	0
0	0	0
182	0	0
3	0	0
1356	0	0
PM	NOON	AM

NORTHBOUND (Sunset Blvd)

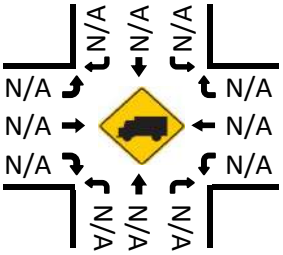
PM	1104	0	0	696	1001	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	0 NOON	3303 PM
PHF			0.95

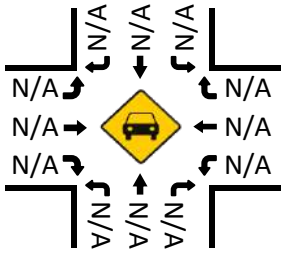
Cars (AM)



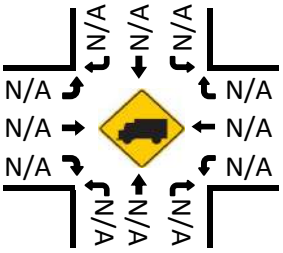
HT (AM)



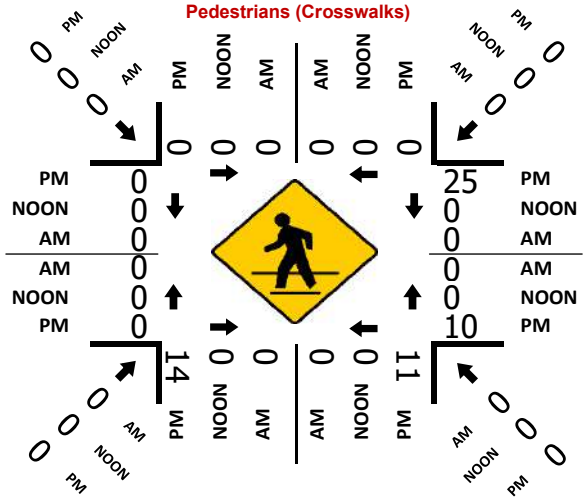
Cars (NOON)



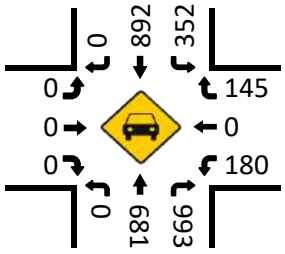
HT (NOON)



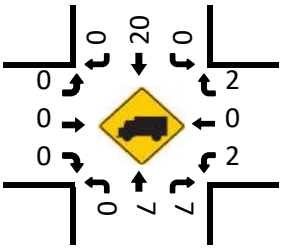
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Vin Scully Ave

Day: Tuesday Date: 05/16/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	32	64	0	11
BIKES	45	33	0	1
BUSES	28	32	0	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PM PK 15 MIN	469	16.00	353	17.30	0	0.00	117	17.45
PM PK HOUR	1697	16.00	1344	16.45	0	0.00	394	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	1	717	667	1385
16-17	0	696	1001	1697
17-18	1	539	717	1257
TOTAL	2	1952	2385	4339

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	213	935	0	1148
16-17	352	922	0	1274
17-18	538	778	0	1316
TOTAL	1103	2635	0	3738

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2533	17	13	0	0
2971	16	9	0	0
2573	25	10	0	1
8077	58	32	0	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	187	0	138	325
16-17	185	0	147	332
17-18	218	0	176	394
TOTAL	590	0	461	1051

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
325	0	0	30	15
332	0	0	24	11
394	0	0	39	15
1051	0	0	93	41

Prepared by National Data & Surveying Services

Sunset Blvd & Marion Ave

Peak Hour Turning Movement Count

ID: 23-020191-002
City: Los Angeles

Day: Tuesday
Date: 05/16/2023

	PEAK HOURS	COUNT PERIODS
AM	NONE	NONE
NOON	NONE	NONE
PM	03:45 PM - 04:45 PM	03:00 PM - 06:00 PM

Sunset Blvd — SOUTHBOUND

	Right	Through	Left	U-Turn	Exit
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	43	1071	0	1	1723
Lanes	0	4	0	0	

Marion Ave — EASTBOUND

	AM	NOON	PM	Lanes
Exit	0	0	130	
U-Turn	0	0	0	0
Left	0	0	49	1
Through	0	0	0	0
Right	0	0	80	1

Marion Ave — WESTBOUND

	PM	NOON	AM	Lanes
Right	0	0	0	0
Through	0	0	0	0
Left	0	0	0	0
U-Turn	0	0	0	0
Exit	0	0	0	

Sunset Blvd — NORTHBOUND

	Exit	U-Turn	Left	Through	Right
Lanes		0	1	3	0
PM	1152	1	87	1673	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

CONTROL

Signalized

	AM	NOON	PM
TEV	0	0	3005
PHF			0.93

Cars (AM)

Approach	Left	Through	Right	U-Turn
Southbound	N/A	N/A	N/A	
Eastbound	N/A	N/A	N/A	
Westbound	N/A	N/A	N/A	
Northbound	N/A	N/A	N/A	

Cars (NOON)

Approach	Left	Through	Right	U-Turn
Southbound	N/A	N/A	N/A	
Eastbound	N/A	N/A	N/A	
Westbound	N/A	N/A	N/A	
Northbound	N/A	N/A	N/A	

Cars (PM)

Approach	Right	Through	U-Turn/Left
Southbound	43	1033	0
Eastbound	80	0	49
Westbound	0	0	0
Northbound	0	164	86

HT (AM)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

HT (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

HT (PM)

Approach	Right	Through	U-Turn/Left
Southbound	0	26	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	15	1

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (west half)	0	0	2
North leg (east half)	0	0	3
West leg (north half)	0	0	21
West leg (south half)	0	0	21
East leg (north half)	0	0	0
East leg (south half)	0	0	0
South leg (west half)	0	0	23
South leg (east half)	0	0	10
NW corner (diagonal)	0	0	0
NE corner (diagonal)	0	0	0
SW corner (diagonal)	0	0	0
SE corner (diagonal)	0	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Marion Ave

Day: Tuesday Date: 05/16/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	39	76	1	0
BIKES	48	31	2	0
BUSES	27	30	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PM PK 15 MIN	474	16.30	313	15.45	46	17.00	0	0.00
PM PK HOUR	1766	16.00	1131	15.15	173	16.30	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	104	1350	0	1454
16-17	92	1674	0	1766
17-18	109	1257	0	1366
TOTAL	305	4281	0	4586

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	1	1087	42	1130
16-17	1	1024	49	1074
17-18	0	914	66	980
TOTAL	2	3025	157	3184

TOTAL

N-S
2584
2840
2346
7770

XING S/L

Ped	Sch
25	0
20	7
44	2
89	9

XING N/L

Ped	Sch
7	1
10	1
6	4
23	6

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	36	0	64	100
16-17	50	0	91	141
17-18	76	0	94	170
TOTAL	162	0	249	411

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
100
141
170
411

XING W/L

Ped	Sch
32	4
23	6
29	3
84	13

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0

Prepared by National Data & Surveying Services

Sunset Blvd & Everett St

Peak Hour Turning Movement Count

ID: 23-20191-003
City: Los Angeles

Day: Tuesday
Date: 05/16/2023

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
03:45 PM - 04:45 PM	03:00 PM - 06:00 PM

SOUTHBOUND (Sunset Blvd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	10	1121	29	0	1749	PM

EASTBOUND (Everett St)

AM	NOON	PM	
0	0	39	
0	0	0	0
0	0	2	0
0	0	0	1
0	0	13	0
AM	NOON	PM	

WESTBOUND (Everett St)

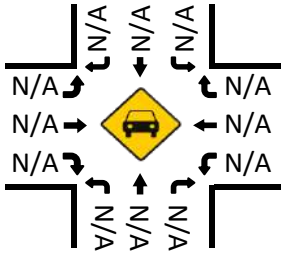
	PM	NOON	AM
0	32	0	0
1	1	0	0
0	23	0	0
0	0	0	0
	69	0	0
	PM	NOON	AM

NORTHBOUND (Sunset Blvd)

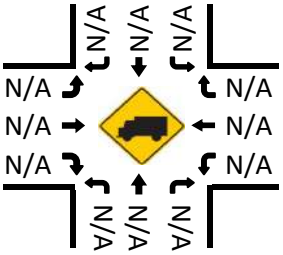
PM	1158	1	28	1715	40	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
2-Way Stop (EB/WB)			
TEV	0 AM	0 NOON	3015 PM
PHF			0.93

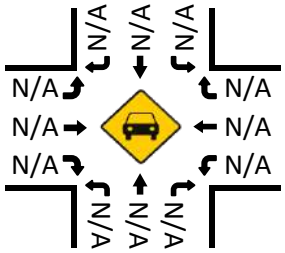
Cars (AM)



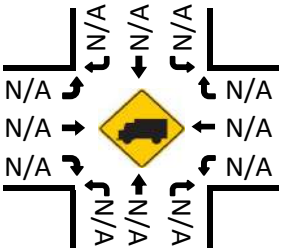
HT (AM)



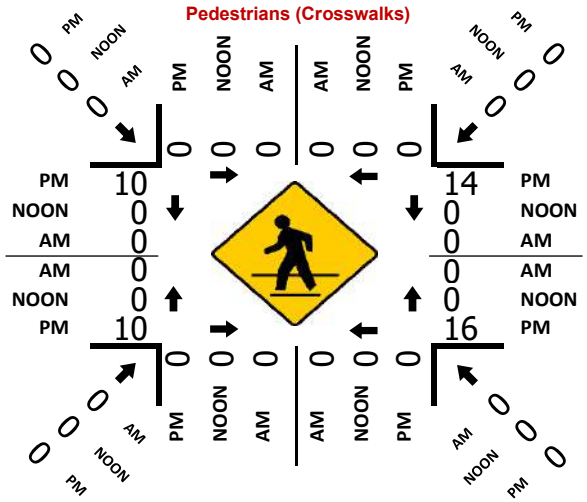
Cars (NOON)



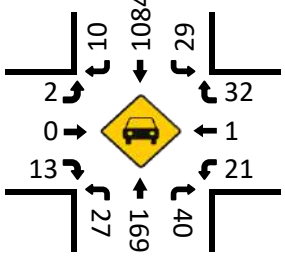
HT (NOON)



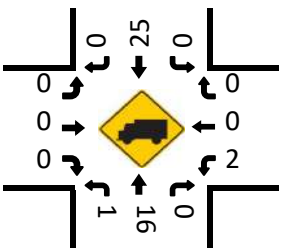
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Everett St

Day: Tuesday Date: 05/16/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	41	74	2	7
BIKES	57	33	1	1
BUSES	28	32	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PM PK 15 MIN	476	16.30	332	15.45	8	15.30	20	15.15
PM PK HOUR	1819	16.00	1168	15.15	22	15.00	60	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	28	1418	21	1467
16-17	40	1733	46	1819
17-18	60	1324	43	1427
TOTAL	128	4475	110	4713

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	24	1117	18	1159
16-17	28	1079	7	1114
17-18	41	948	14	1003
TOTAL	93	3144	39	3276

TOTAL

N-S
2626
2933
2430
7989

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
1	0
1	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	4	0	18	22
16-17	3	0	12	15
17-18	6	0	11	17
TOTAL	13	0	41	54

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	25	1	33	59
16-17	16	1	36	53
17-18	25	0	25	50
TOTAL	66	2	94	162

TOTAL

E-W
81
68
67
216

XING W/L

Ped	Sch
14	4
14	2
17	3
45	9

XING E/L

Ped	Sch
20	9
24	4
35	4
79	17

Prepared by National Data & Surveying Services

Sunset Blvd & Beaudry Ave

Peak Hour Turning Movement Count

ID: 23-020339-001
City: Los Angeles

Day: Tuesday
Date: 09/19/2023

PEAK HOURS	
AM	NONE
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	NONE
NOON	NONE
PM	03:00 PM - 06:00 PM

SOUTHBOUND — Sunset Blvd

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	155	851	60	0	1790	PM
	0	3	1	0		

EASTBOUND — Beaudry Ave

AM	NOON	PM	
0	0	351	
0	0	0	0
0	0	486	0
0	0	267	1
0	0	158	0
AM	NOON	PM	

WESTBOUND — Beaudry Ave

	PM	NOON	AM
1	111	0	0
2	126	0	0
0	20	0	0
0	0	0	0
	383	0	0
	PM	NOON	AM

CONTROL

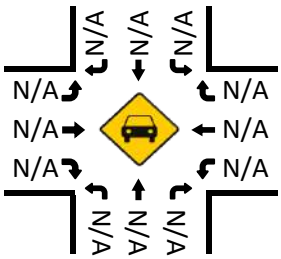
Signalized

TEV	0 AM	0 NOON	### PM
PHF			0.96

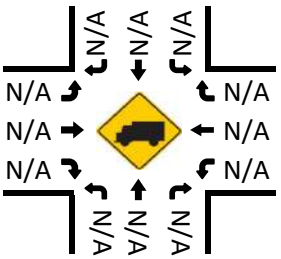
NORTHBOUND — Sunset Blvd

	0	1	3	0		
PM	1029	0	70	###	56	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

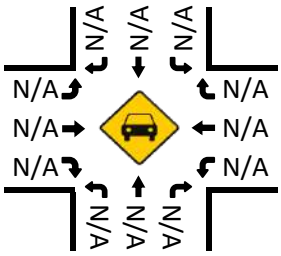
Cars (AM)



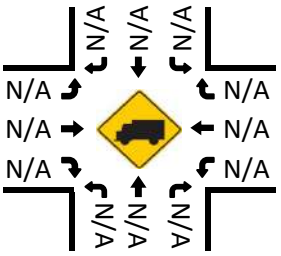
Duals (AM)



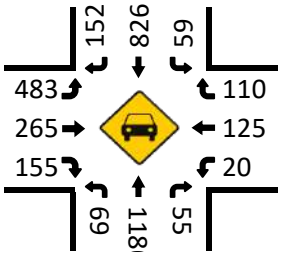
Cars (NOON)



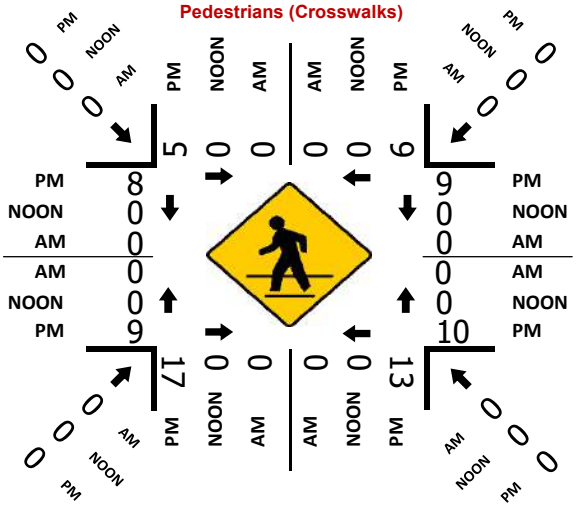
Duals (NOON)



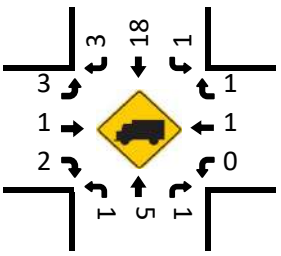
Cars (PM)



Pedestrians (Crosswalks)



Duals (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sunset Blvd

East/West Beaudry Ave

Day: Tuesday Date: 09/19/2023 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-	21	61	15	6
WHEELED	0	0	0	0
BIKES	34	34	13	7
BUSES	23	16	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PM PK 15 MIN	361	17.00	295	15.45	240	17.00	83	17.00
PM PK HOUR	1363	16.15	1046	16.45	915	16.15	255	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	63	1004	30	1097
16-17	72	1218	44	1334
17-18	79	1055	52	1186
TOTAL	214	3277	126	3617

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	22	828	110	960
16-17	49	809	130	988
17-18	54	819	150	1023
TOTAL	125	2456	390	2971

TOTAL

N-S
2057
2322
2209
6588

XING S/L

Ped	Sch
20	3
26	6
32	3
78	12

XING N/L

Ped	Sch
4	0
8	2
12	0
24	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	261	129	126	516
16-17	475	252	142	869
17-18	452	258	166	876
TOTAL	1188	639	434	2261

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
15-16	28	73	85	186
16-17	21	98	92	211
17-18	31	114	90	235
TOTAL	80	285	267	632

TOTAL

E-W
702
1080
1111
2893

XING W/L

Ped	Sch
17	0
18	0
26	0
61	0

XING E/L

Ped	Sch
5	0
16	1
19	4
40	5