Appendix J-1

Transportation Impact Analysis

PREPARED BY
FEHR & PEERS
600 Wilshire Blvd, Suite 1050
Los Angeles, CA
213.261.3050

Pacific Coast Commons

Transportation Impact Analysis

525 Pacific Coast Highway
El Segundo, CA 90245

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1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts of a proposed mixed-use development on the Fairfield Inn & Suites and Aloft Hotel parking lots in the City of El Segundo. This study was conducted as part of an environmental document being prepared for the proposed Project.

PROJECT DESCRIPTION

The proposed Pacific Coast Commons project (the Project) is on Pacific Coast Highway (PCH) between East Palm Avenue and East Holly Avenue. The adjacent land uses include residential and commercial to the north, residential to the west, a commercial development consisting of restaurants, an office, and retail service to the east, and retail and offices to the south. Figure 1 illustrates the proposed project site plan and its relation to existing uses. Regional access to the project site is provided by the Century Freeway (I-105) to the north, with access ramps approximately ½ mile away. I-105 connects to the San Diego Freeway (I-405) located over a one mile from the project site. The Project is located approximately ½ mile from the Metro Green Line Mariposa Station.

The Project consists of the adoption of the Pacific Coast Commons Specific Plan which consists of five areas which will allow the development of 263 residential units and 11,252 square feet of commercial space in three of the areas. The other two areas are developed with the Aloft Hotel (Area 2) and the Fairfield Inn & Suites (Area 3). The Pacific Coast Commons North site (Area 5) is the surface parking area for the Fairfield Inn & Suites. This site will be developed with 143 residential units and 2,223 square feet of commercial space. The Fairfield Parking and Commercial Use site (Area 4) is currently developed with a non-operational restaurant site, a rent-a-car business, and ballroom and meeting space which is periodically used. This site will be developed with approximately 3,273 square feet of ground-floor commercial and a parking structure for the Fairfield hotel. The Pacific Coast Commons South site (Area 1) is the surface parking area for the Aloft Hotel. This site will be redeveloped with 120 residential units and 5,756 square feet of commercial space. Up to 3,700 square feet of the commercial space across all three sites could be fast casual restaurant space and the remainder would be general retail.[1] The project will also construct sidewalk improvements such as landscaping enhancements along the project site, along PCH, Indiana Street, Holly Avenue, and Mariposa Avenue.

[1] In order to provide flexibility in the buildout of the commercial spaces for the Project, the traffic analysis was tested with the fast casual restaurant square footage (3,700 square feet) allocated across all three sites. Traffic analysis indicates that the fast casual land use could be included in any portion of the project site as long as it does not exceed 3,700 square feet. The rest of the commercial square footage would remain as retail. This report presents the analysis assuming that the fast casual restaurant is fully contained in the Pacific Coast Commons South site.

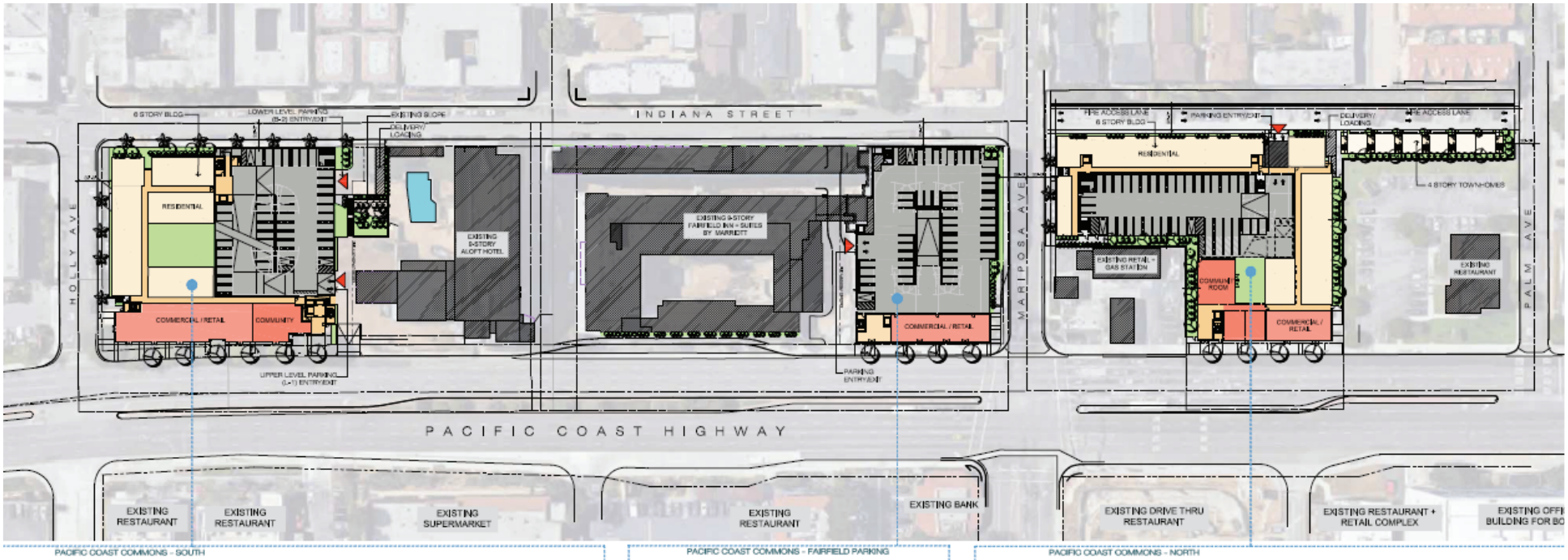
Vehicle access for the Project is to be provided via PCH, Indiana Street, Mariposa Avenue, and Palm Avenue. The driveway configurations for the individual sites are as follows and illustrated in Figure 2:

- Pacific Coast Commons North Site
    - Access for residential and commercial (full access in/out) provided via Mariposa Avenue and Palm Avenue into a private driveway

- Fairfield Parking Site
    - Access for hotel and commercial (right in only) provided via PCH
    - Access for hotel and commercial (full access out only) provided via Indiana Street

- Pacific Coast Commons South Site
    - Hotel/Commercial access (right in/right out) provided via PCH
    - Residential access (full access in/out) provided primarily via Indiana Street, with access via PCH (right in/right out)

The new Fairfield Hotel parking structure will not have direct (outbound) access onto Indiana Street. The structure will have direct inbound and outbound access from the existing internal drive aisle of the hotel, between Indiana Street and PCH. The existing driveway on Indiana Street will continue to provide outbound-only access for hotel and commercial uses. There is also an existing driveway between the Fairfield and Aloft hotels, at Pine Avenue. This driveway will continue to be a service-only driveway (for trash collection trucks and emergency vehicles) and will not provide site access for patrons and employees of the project.



PACIFIC COAST COMMONS - SOUTH

PROJECT INFORMATION		
SCRIPTION		5 STORIES TYPE III-A (SPRINKLERED) RESIDENTIAL (R-2) OVER 1 STORY TYPE I-A COMMERCIAL (M) WRAP AROUND 6-STORIES TYPE I-A PARKING STRUCTURE (S-2)
DRESS		PACIFIC COAST HWY AND HOLLY AVENUE EL SEGUNDO, CA
NING		PROPOSED MIXED USE

E SUMMARY			
ND AREA	1.27 AC		55,509 SF
NSITY			120 UNITS
R			2.84
OSS BUILDING AREA	(Garage area not included)		146,550 SF
ILDING FOOTPRINT			46,836 SF
ILDING HEIGHT	(From grade to top of parapet)		72'-0"
MBER OF FLOORS			6
MMERCIAL AREA			5,756 SF
BBY AREA	(Includes stairs/elevators)		1,182 SF
MMUNITY ROOM (GROUND FLOOR)			2,220 SF

IDENTIAL UNIT SUMMARY					
PLAN	DESCRIPTION	QNTY.	UNIT MIX	UNIT FLR AREA	AVG AREA
S-1	STUDIO	24	37%	485	548
S-2	STUDIO	20		603	
A-1	1 BEDROOM	40	43%	668	700
A-2	1 BEDROOM	12		805	
B-1	2 BEDROOM	10	20%	982	995
B-3	2 BEDROOM	10		982	
B-4	2 BEDROOM	4		1,057	
		120			

PARKING SUMMARY				
HOTEL PARKING REPLACEMENT				126
RESIDENTIAL PARKING REQUIREMENT				
STUDIO	44	1.0/Unit		44
1 BEDROOM	52	1.5/Unit		78
2 BEDROOM	24	2.0/Unit		48
	120			170
GUEST PARKING		1.0/3 Unit		40
RETAIL PARKING REQUIREMENT				
(WILL BE SHARED WITH HOTEL GUEST PARKING)				SHARED
TOTAL PARKING REQUIREMENT				336
TOTAL PARKING PROVIDED INSIDE PARKING STRUCTURE				
LEVEL L-5				34
LEVEL L-4				44
LEVEL L-3				44
LEVEL L-2				44
LEVEL L-1				44
PARKING LEVEL P-1				42
PARKING LEVEL P-2				42
BASEMENT				42
				336

OPEN SPACE			
COMMON OPEN SPACE PROVIDED (SF)			
COMMUNITY ROOM (LEVEL L-1)			2,220
COURTYARD			3,296
ROOF DECK (POOL AREA)			5,554
			11,069
PRIVATE OPEN SPACE PROVIDED (SF)			
STUDIO	44	25 SF/UNIT	1,100
1 BEDROOM	52	60 SF/UNIT	3,120
2 BEDROOM	24	60 SF/UNIT	1,440
	120		5,660
TOTAL OPEN SPACE PROVIDED (SF)			17,512

PACIFIC COAST COMMONS - FAIRFIELD PARKING

PROJECT INFORMATION		
DESCRIPTION		4 STORIES TYPE I-A PARKING STRUCTURE (S-2) WITH COMMERCIAL (M) ON GROUND FLOOR
ADDRESS		PACIFIC COAST HWY AND MARIPOSA AVENUE EL SEGUNDO, CA
ZONING		PROPOSED MIXED USE

SITE SUMMARY			
LAND AREA	0.72 AC		31,523 SF
FAR			0.14
GROSS BUILDING AREA	(Garage area not included)		4,479 SF
BUILDING FOOTPRINT			26,444 SF
BUILDING HEIGHT	(From grade to top of parapet)		50'-0"
NUMBER OF FLOORS			5
COMMERCIAL AREA			3,273 SF
LOBBY AREA	(Includes stairs/elevators)		1,120 SF

PARKING SUMMARY	
HOTEL PARKING REPLACEMENT	187
EXISTING ON-SITE SPACES	26
RETAIL PARKING REQUIREMENT	SHARED
TOTAL PARKING REQUIREMENT	213
TOTAL PARKING PROVIDED INSIDE PARKING STRUCTURE	
LEVEL L-5	42
LEVEL L-4	43
LEVEL L-3	43
LEVEL L-2	43
LEVEL L-1	42
	213

PACIFIC COAST COMMONS - NORTH

PROJECT INFORMATION		
DESCRIPTION		5 STORIES TYPE III-A (SPRINKLERED) RESIDENTIAL (R-2) OVER 1 STORY TYPE I-A COMMERCIAL (M) WRAP AROUND 6-STORIES TYPE I-A PARKING STRUCTURE (S-2)
ADDRESS		PACIFIC COAST HWY AND PALM AVENUE EL SEGUNDO, CA
ZONING		PROPOSED MIXED USE

SITE SUMMARY			
LAND AREA	1.85 AC		80,705 SF
DENSITY			149 UNITS
FAR			2.18
GROSS BUILDING AREA	(Garage area not included)		176,099 SF
BUILDING FOOTPRINT			44,042 SF
BUILDING HEIGHT	(From grade to top of parapet)		72'-0"
NUMBER OF FLOORS			6
COMMERCIAL AREA			2,223 SF
LOBBY AREA	(Includes stairs/elevators)		1,006 SF
COMMUNITY ROOM (GROUND FLOOR)			3,667 SF

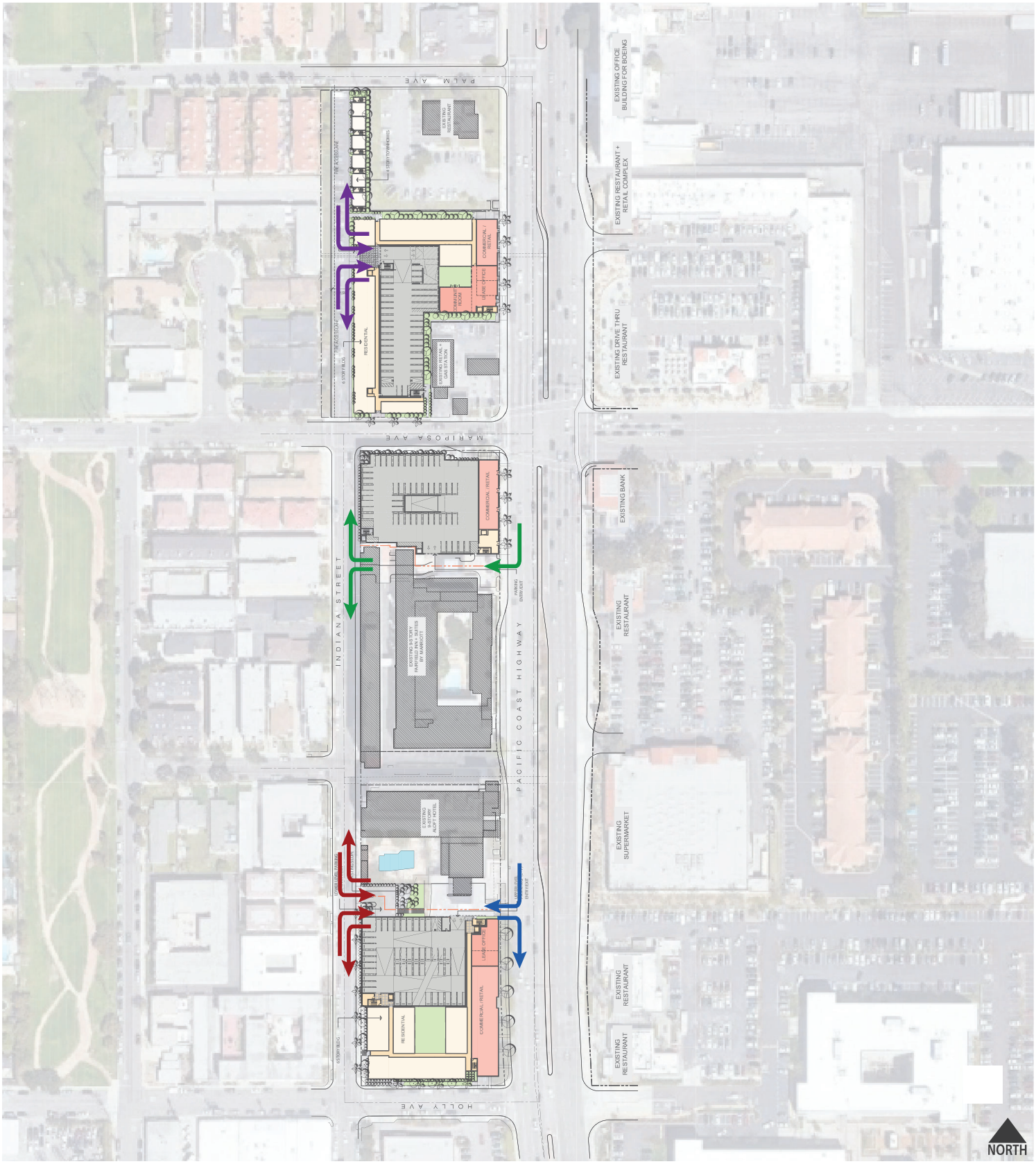
RESIDENTIAL UNIT SUMMARY					
PLAN	DESCRIPTION	QNTY.	UNIT MIX	UNIT FLR AREA	AVERA
S-1	STUDIO	15	34%	541	597
S-5	STUDIO	32		623	
A-1	1 BEDROOM	63	49%	668	668
A-2	1 BEDROOM	4		668	
B-1	2 BEDROOM	13	17%	1,033	1,011
B-4	2 BEDROOM	10		982	
		137			
TH-1	TOWNHOUSE	6		1,724	
		6			
	TOWNHOME GROSS AREA			10,344 SF	
	TOWNHOME NET AREA			9,540 SF	
	TOTAL UNITS	143			

PARKING SUMMARY				
RESIDENTIAL PARKING REQUIREMENT				
STUDIO	47	1.0/Unit		47
1 BEDROOM	67	1.5/Unit		101
2 BEDROOM	23	2.0/Unit		46
	137			194
GUEST PARKING		1.0/3 Unit		46
RETAIL PARKING REQUIREMENT				
(WILL BE SHARED WITH RESIDENTIAL PARKING)				SHARED
TOTAL PARKING REQUIREMENT				240
TOTAL PARKING PROVIDED INSIDE PARKING STRUCTURE				
LEVEL L-6				43
LEVEL L-5				39
LEVEL L-4				39
LEVEL L-3				39
LEVEL L-2				39
LEVEL L-1				41
				240

OPEN SPACE			
COMMON OPEN SPACE PROVIDED (SF)			
COMMUNITY ROOM (LEVEL L-1)			3,667
COURTYARD			1,429
ROOF DECK (POOL AREA)			6,241
			11,337
PRIVATE OPEN SPACE PROVIDED (SF)			
STUDIO	47	25 SF/UNIT	1,175
1 BEDROOM	67	60 SF/UNIT	4,020
2 BEDROOM	23	60 SF/UNIT	1,380
	137		6,575
TOTAL OPEN SPACE PROVIDED (SF)			17,912

Figure 1

Site Plan



Pacific Coast Commons North

→ Residential/Commercial Access

Fairfield Parking

→ Hotel/Commercial Access

Pacific Coast Commons South

→ Primary Residential Access

→ Hotel/Commercial Access

Figure 2

Driveway Access with Project Conditions

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STUDY SCOPE

The scope of work for this study was determined in consultation with the City of El Segundo. The base assumptions and technical methodologies were discussed with El Segundo as part of the study approach.

VEHICLE MILES TRAVELED ANALYSIS

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process that fundamentally changed transportation impact analysis conducted as part of California Environmental Quality Act (CEQA) compliance. The Governor's Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service (LOS). This change at the state level recognizes the unintended consequences of using LOS as an impact metric, which results in understating potential transportation impacts in greenfield areas and discouraging more sustainable infill projects and alternative transportation projects. SB 743 directed agencies to create new guidelines that develop a transportation performance metric promoting: the reduction of greenhouse gas emissions, the development of multimodal networks, and a more sustainable diversity of land uses.

OPR issued proposed updates to the CEQA guidelines in support of these goals in November 2017 and a supporting technical advisory in December 2018.[2] The updates establish vehicle miles traveled (VMT) as the primary metric for evaluating a project's environmental impacts on the transportation system. The changes to CEQA guidelines Section 15064.3 to implement SB 743 were certified by the State in December of 2018. Draft environmental impact reports published after July 1, 2020, are required to implement these new requirements.

The State's updated CEQA guidance does not require VMT analysis for local-serving retail land uses on the grounds that they do not increase VMT, and defines local serving as less than 50,000 square feet. Since the proposed commercial components of the Project totals 11,252 square feet, this VMT analysis focuses on the proposed residential components of the project.

As the City of El Segundo has not yet adopted new transportation impact study guidelines including the VMT metric and significance criteria in compliance with SB 743 guidelines, VMT the impact thresholds used for this project are based on OPR guidelines.

INTERSECTION ANALYSIS

This study includes intersection-level operational analysis under both the existing and future year traffic conditions for informational purposes and assumes that the Project would be completed by year 2027. The following traffic scenarios have been developed and analyzed as part of this study:

[2] State of California, Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

- Existing Conditions – The existing conditions analysis includes a description of the transportation system serving the project site, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations described below.

- Existing plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of Project-generated traffic.

- Future Base (Year 2027) Conditions – Future traffic projections without the proposed Project were developed for the year 2027. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth, related projects, and transportation network changes in the vicinity of the project site by the year 2027.

- Future (Year 2027) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of Project-generated traffic.

STUDY LOCATIONS

Twelve signalized intersections and four unsignalized intersections were selected for analysis as a result of consultation with the City of El Segundo.

Signalized Study Intersections

The following 12 signalized intersections, illustrated in Figure 3, were identified to be analyzed as part of the scope of work for this study:

1. Pacific Coast Highway & Imperial Highway
2. Pacific Coast Highway & Walnut Avenue
3. Pacific Coast Highway & Maple Avenue
4. Pacific Coast Highway & Mariposa Avenue
5. Pacific Coast Highway & Grand Avenue
6. Pacific Coast Highway & El Segundo Boulevard
7. Nast Street & Imperial Highway
8. Lairport Street/Continental Boulevard & Mariposa Avenue
9. Nash Street & Mariposa Avenue
10. Kansas Street & Grand Avenue
11. Continental Boulevard & El Segundo Boulevard
12. Nash Street & El Segundo Boulevard

Lane configurations of the study intersections are illustrated in Appendix A.

Unsignalized Study Intersections

The following unsignalized study intersections are also shown in Figure 3:

A. Pacific Coast Highway & East Palm Avenue
B. Pacific Coast Highway & East Holly Avenue
C. Indiana Street & Mariposa Avenue
D. Indiana Street & Holly Avenue

Lane configurations of the study intersections are illustrated in Appendix A.

ORGANIZATION OF REPORT

This report is divided into eight chapters, including this introduction. Chapter 2 describes the existing conditions including an inventory of the streets, highways, and transit service in the study area. Chapter 3 describes the CEQA-required VMT impact analysis conducted for the Project. The non-CEQA-required intersection operational analysis is presented in Chapter 4, including the methodologies used to develop traffic forecasts. Chapter 5 provides an assessment of the proposed Project's access. Chapter 6 provides a comparison of the Proposed Project trip generation with trip generation estimates for the currently designated General Plan land uses on the project site. Chapter 7 presents the construction-period impact analysis. Chapter 8 provides the summary and conclusions. Supporting analysis documents can be found in the Appendices.



Study Intersections

- Signalized
- Unsignalized

- Project Site
- Existing Hotels

Figure 3

Study Intersections

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the project site, a summary of the current transit service, and bicycle and pedestrian facilities in the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The study area selected for analysis extends to include Center Street to the west, Nash Street to the east, Imperial Highway/I-105 to the north, and El Segundo Boulevard to the south. The streets in the study area are under the jurisdiction of the City of El Segundo with the exception of PCH, which is under the jurisdiction of Caltrans.

EXISTING STREET SYSTEM

Interstate 105 lies ½ mile north of the site. This interstate provides regional access to and from the study area. I-105 connects to the San Diego Freeway (I-405) located over a one mile from the project site.

Major arterials serving the study area include Pacific Coast Highway in the north/south direction and El Segundo Boulevard and Imperial Highway in the east/west direction. The characteristics of the major roadways serving the study area are described below.

FREEWAYS

- **Interstate 105** runs in an east/west direction north of the project site and extends from Los Angeles International Airport to Norwalk. In the vicinity of the study area, I-105 provides three to four lanes in each direction. Interchanges are provided at Nash Street and Pacific Coast Highway in the study area. I-105 connects to I-405 approximately 1.5 miles from the project site.

- **Interstate 405** runs in a north/south direction east of the project site and extends from the San Fernando Valley to Irvine. In the vicinity of the of the study area, I-405 provides four travel lanes and a carpool lane in each direction (a total of 10 lanes). Interchanges are provided via the I-105 and at El Segundo Boulevard in the study area.

EAST/WEST STREETS

- **Imperial Highway** is classified as a secondary arterial in the study area and runs north of the project site. It provides three lanes in both directions with a raised median in the study area. Parking is not permitted along either side of the street in the study area.

- **Walnut Avenue** is classified as a local commercial street west of PCH and secondary arterial east of PCH in the study area. It runs north of the project site and provides one lane in both directions in the study area. Parking is permitted along either side of the street in the study area.

- **Maple Avenue** is classified as a local residential street west of PCH and 4-lane collector east of PCH in the study area. It runs north of the project site and provides one lane in both directions west of PCH and two lanes in both directions east of PCH in the study area. Parking is permitted along either side of the street in the study area.

- **Palm Avenue** is classified as a local residential street in the study area and runs north of the project site. It provides one lane in both directions in the study area. Parking is permitted along either side of the street in the study area.

- **Mariposa Avenue** is classified as a 2-lane collector west of PCH and a secondary arterial east of PCH in the study area and runs between the Pacific Coast Commons North and Fairfield Parking project sites. It provides one lane in both directions west of PCH and two lanes in both directions east of PCH in the study area. Parking is permitted along either side of the street in the study area.

- **Holly Avenue** is classified as a local residential street in the study area and runs south of the project site. It provides one lane in both directions in the study area. Parking is permitted along either side of the street in the study area.

- **Grand Avenue** is classified as a secondary arterial in the study area and runs south of the project site. It provides three lanes in both directions. Parking is not permitted along either side of the street in the study area.

- **El Segundo Boulevard** is classified as a secondary arterial west of PCH and major arterial east of PCH in the study area. It runs south of the project site and provides two lanes in both directions west of PCH and three lanes in both directions with a raised median east of PCH in the study area. Parking is not permitted along either side of the street in the study area.

NORTH/SOUTH STREETS

- **Kansas Street** is classified as a local residential street in the study area that runs west of the project site and provides one lane in both directions. Parking is permitted along either side of the street in the study area.

- **Indiana Street** is classified as a local residential street that fronts the western side of the project site. It provides one lane in each direction with parking permitted on both sides of the street in the study area.

- **Pacific Coast Highway,** also known as State Route 1, is a major north/south state highway that runs along most of the Pacific coastline of California. It fronts the eastern side of the project site and provides four lanes in both directions with a center median within the study area. Parking is not permitted along either side of the road in the study area. Previously in the City of El Segundo, this major arterial was referred to as **Sepulveda Boulevard**.

- **Lairport Street** is classified as a secondary arterial in the study area and runs east of the project site. It provides one lane in both directions. Parking is permitted along either side of the street in the study area. Lairport Street becomes Continental Boulevard south of Mariposa Avenue.

- **Continental Boulevard** is classified as a secondary arterial in the study area and runs east of the project site. It provides three lanes in both directions. Parking is not permitted along either side of the street in the study area. Continental Boulevard becomes Lairport Street north of Mariposa Avenue.

- **Nash Street** is classified as a secondary arterial in the study area and runs east of the project site. It provides two lanes in both directions. Parking is not permitted along either side of the street in the study area.

EXISTING PUBLIC TRANSIT SERVICE

The project site is served by public transit. Figure 4 shows the various bus routes and Metro Green Line that provide service in the study area. The Project is located west of the Metro Green Line Mariposa Station. The following bus routes are within the study area: two local Metro (Route 232 and 625), one local Beach Cities Transit (109), and two LADOT Commuter Express (Route 438, 574) routes.

Details on the transit lines in the vicinity of the project site include:

- Metro Green Line – The Green Line is a light rail line running between Redondo Beach and Norwalk in Los Angeles County. This line runs north/south east of the project site along Nash Street. The Green Line has average headways of 10 minutes during the weekday AM and PM peak periods. The Green Line Mariposa Station is just over ½ mile from the project site.

- Metro Line 232 – Line 232 provides local service between the City of El Segundo and downtown Long Beach. It runs along PCH east of the project site in the study area. Line 232 has average headways of 20 minutes during the weekday AM peak period and 30 minutes during the weekday PM peak period.

- Metro Line 625 – Line 625 provides local service between the City of El Segundo and Los Angeles International Airport. It runs along Imperial Highway, north of the project site in the study area. Line 625 has average headways of 25 minutes during the weekday AM peak period and 30 minutes during the weekday PM peak period.

- Beach Cities Line 109 – Line 109 provides local service between the City of Redondo Beach and Los Angeles International Airport. This line runs along east of the project site along PCH. Headways average 30 to 45 minutes during peak periods.

- LADOT Commuter Express 438 – Line 438 provides express service from El Segundo to Downtown Los Angeles along Imperial Highway, north of the project site. Line 438 has headways of 15 to 30 minutes during weekday AM and PM peak periods.

- LADOT Commuter Express 574 – Line 574 provides express service from Encino to the City of Hawthorne along PCH and El Segundo Boulevard, east and south of the project site, respectively. Line 574 has headways of 30 to 60 minutes during weekday AM and PM peak periods.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

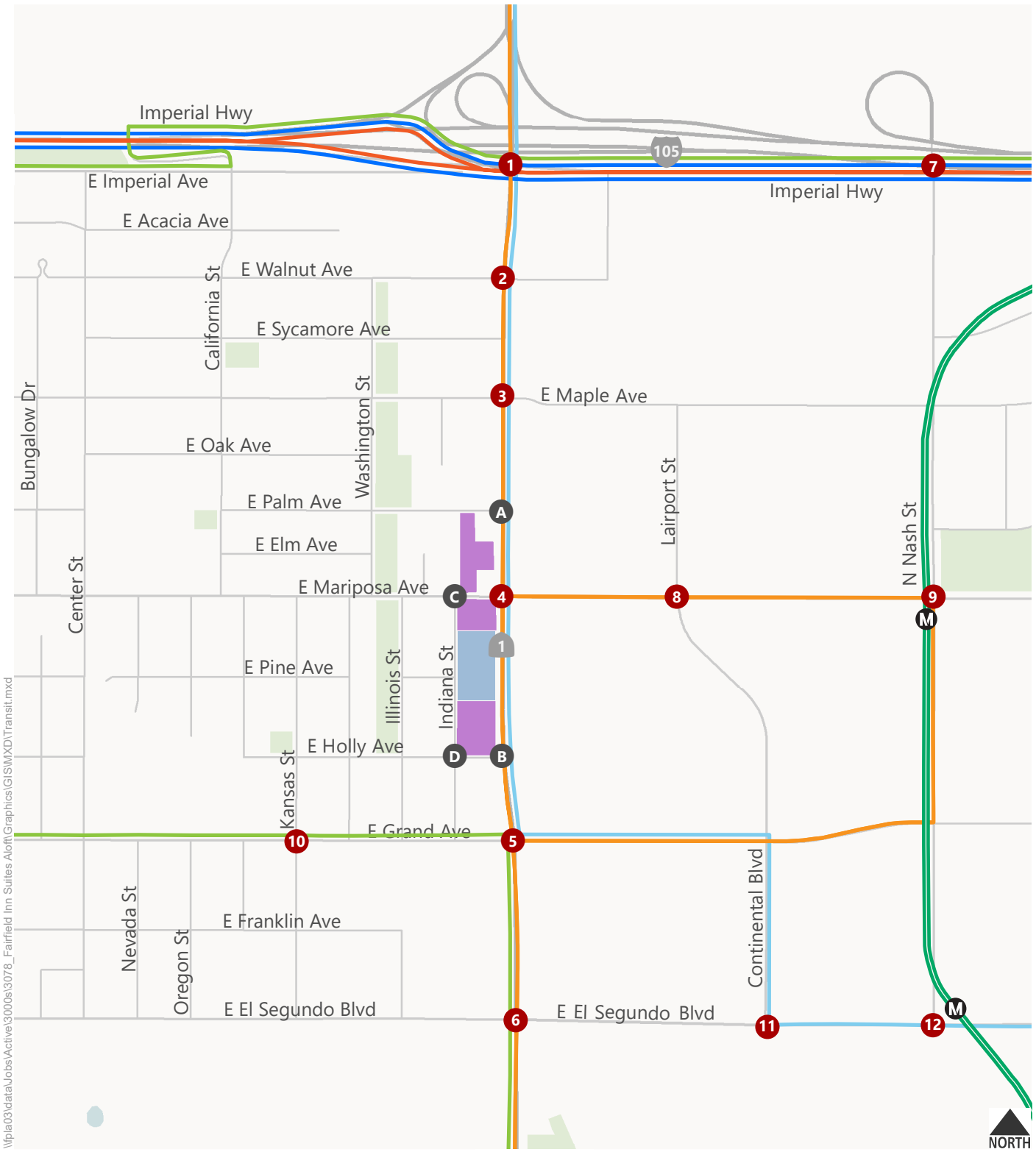
Sidewalks are generally present throughout the study area, and marked crosswalks are provided at all major arterial intersections. Pedestrian access to the Project is provided along all of the roadways surrounding the Project.

There are no identified Safe Routes to School along streets fronting the Project site. The service area for Center Street Elementary School and El Segundo Middle School is located west of PCH. No students would be walking past the project site (from east of PCH) between home and school.

Existing bicycle facilities in the study area include a Class II bike lane along Imperial Highway on both sides of the street. Figure 5 identifies the existing and planned bicycle facilities in the Project's study area. The South Bay Bicycle Master Plan indicates that additional Class II and III facilities are planned in the study area.

EXISTING TRAFFIC VOLUMES

New weekday AM (7:00 to 10:00 AM) and PM (4:00 to 7:00 PM) peak hour turning movement counts were collected at the study intersections in May and October 2019. Bicycle and pedestrian counts were also collected at select locations near the project site. The existing weekday morning and afternoon peak hour traffic volumes at the study intersections are provided in Appendix A. Count sheets for these intersections are contained in Appendix B.



Project Site

Existing Hotels

Study Intersections

Signalized

Unsignalized

Metro

Metro Green Line

Metro Rail Station

Line 232

Line 625

Beach Cities Transit

Line 109

LADOT Commuter Express

Line 438

Line 574

Figure 4

Transit Routes



Existing

- Project Site
- Existing Hotels
- Class II Bike Lane

Proposed

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane

Figure 5

Existing and Proposed Bicycle Facilities

3. VEHICLE MILES TRAVELED ANALYSIS

This chapter presents the VMT impact analysis conducted for the Project in accordance with the State's updated CEQA guidance. The State's guidance does not require VMT analysis for local-serving retail land uses on the grounds that they do not increase VMT, and defines local serving as less than 50,000 square feet. Since the proposed commercial components of the Project totals 11,252 square feet, this VMT analysis focuses on the proposed residential components of the project.

SIGNIFICANT IMPACT RECOMMENDED THRESHOLD

As the City of El Segundo has not yet adopted new transportation impact study guidelines including the VMT metric and significance in compliance with SB 743 guidelines, the impact thresholds below are based on OPR guidelines and are used only for the purposes of this study.

The OPR VMT guidelines establish that a significant project impact may occur when a certain threshold is exceeded. For residential projects, OPR recommends that a proposed project exceeding a level of 15% below existing daily household VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. The SCAG regional daily household VMT per capita is higher than the City of El Segundo's daily household VMT per capita. Therefore, to be conservative, existing daily household VMT per capita is measured against the city daily household VMT per capita for this study.

PROJECT VMT PER CAPITA

The daily household VMT per capita for the Project was determined by using the Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP) travel demand model. [3] The SCAG travel demand model identifies trip purposes as Home-Based Work (HBW) and Home-Based Other (HBO), where trips have been produced by residential land uses and trips have been attracted by non-residential land uses. The other trip type, Non Home-Based (NHB), is produced and attracted by non-residential land uses. The average trip length and vehicle trips for all HBW and HBO productions are used to calculate the daily household VMT per capita for residential uses.

[3] The SCAG 2016 Regional Transportation Plan (RTP) was the most current RTP available from SCAG at the time of issuance of Notice of Preparation (NOP) and modeling prepared for the transportation analysis presented in this traffic study.

Residential is already an existing land use in the transportation analysis zone (TAZ) located in the City of El Segundo in which the Project is located and the model therefore includes residential trips and average trip lengths. It is assumed that the Project's residential trips will have the same characteristics as the existing residential trips in the zone. The VMT per capita assumed for the project site was therefore based on the vehicle trips and average trip lengths for the TAZ in which the Project is located from the SCAG model, which indicates a daily household VMT per capita of 10.9 for all home-based production trips within the TAZ.[4]

Table 10 below summarizes the VMT analysis.

VMT PER CAPITA IMPACT ANALYSIS

As shown in Table 1, per the SCAG model, the existing city daily household VMT per capita for residential land uses is 14.2 per resident. The threshold of 15% below the city average is 12.1 daily household VMT per capita. The project is estimated to generate 10.9 daily household VMT per capita, which is lower than 15 percent below the threshold. This indicates a less-than-significant transportation impact according to the threshold.

[4] Source: SCAG regional travel demand model as run by Fehr & Peers, July 2019.

TABLE 1
PACIFIC COAST COMMONS PROJECT
VEHICLE MILES TRAVELED (VMT) ANALYSIS

RESIDENTIAL PROJECT VMT IMPACT ANALYSIS	
Regional Household VMT per Capita [a]	15.3
City of El Segundo Household VMT per Capita [a]	14.2
Threshold (15% less than City VMT) [b]	12.1
Project TAZ 21125100 Household VMT per Capita [a]	10.9
Significant Impact	**NO**

Notes:

[a] The Southern California Association of Governments (SCAG) Travel Demand Forecasting Model provides the ability to evaluate the transportation system in the SCAG region. The model forecasts AM and PM peak period and daily vehicle and transit flows on the transportation network in the region and calculates trip origins and destinations for those vehicle flows. Household VMT per capita is based on the home-based work and home-based other productions trips from the SCAG model as run by Fehr & Peers, July 2019.

[b] As the City of El Segundo has not yet adopted new traffic impact study guidelines including the VMT metric and significance in compliance with SB 743 guidelines, the impact thresholds are based on OPR guidelines.

4. INTERSECTION LEVEL OF SERVICE ANALYSIS

This chapter presents the intersection operational analysis conducted as part of the transportation study. Since, as discussed in Chapter 1, intersection level of service is no longer a CEQA impact metric, this analysis is presented for informational purposes.

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

This section presents existing base peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service.

LEVEL OF SERVICE METHODOLOGY

Analysis Methodology

LOS is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. A variety of methodologies are available to analyze LOS. Consistent with the requirements of the City of El Segundo, signalized intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology is used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the turning movements and intersection characteristics at the signalized intersections. "Capacity" represents the maximum volume of vehicles in the critical lanes that have a reasonable expectation of passing through an intersection in one hour under prevailing roadway and traffic conditions. The ICU ratios used in this study were calculated by dividing critical traffic movement volumes at an intersection by the capacity per number of lanes for the movement. AM and PM peak hour ICU ratios and LOS were calculated using Fehr & Peers' ICU spreadsheet tool. Lane capacity assumptions do not exceed 1,600 vehicles per lane per hour.

Twelve of the 16 intersections in the study area are signalized intersections. For these signalized intersections, the V/C ratio used to find the corresponding LOS is based on the definitions in Table 2A.

For the four unsignalized intersections, the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2016) methodology was used to analyze the delay. Under HCM methodology, delay is calculated in seconds for the stop-controlled movements and given a LOS grade, as shown in Table 1B. The unsignalized intersections were analyzed using the HCM 6th Edition Two-way Stop Control methodology. The Synchro software package was used to produce the HCM results.

TABLE 2A
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

TABLE 2B
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

EXISTING LEVELS OF SERVICE

Existing year traffic volumes presented in Appendix A were analyzed using the ICU and HCM methodology described above to determine the existing operating conditions at the study intersections. Tables 3A and 3B summarize the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio or delay and corresponding LOS at each of the analyzed signalized and unsignalized intersections, respectively. As indicated below, four of the 16 study intersections analyzed operate at LOS E or worse during the AM or the PM peak period. These intersections include:

1. Pacific Coast Highway & Imperial Highway (LOS E during PM)
6. Pacific Coast Highway & El Segundo Boulevard (LOS F during PM)

A. Pacific Coast Highway & Palm Avenue (LOS F during both AM and PM for the stop-controlled movements only)
B. Pacific Coast Highway & Holly Avenue (LOS F during both AM and PM for the stop-controlled movements only)

The rest of the study intersections currently operate at LOS D or better during both peak periods. Analysis sheets are provided in Appendix C.

TABLE 3A
PACIFIC COAST COMMONS PROJECT
EXISTING INTERSECTION LEVELS OF SERVICE
SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	EXISTING	
			V/C	LOS
1	Pacific Coast Hwy &	AM	0.753	C
	Imperial Hwy	PM	0.924	E
2	Pacific Coast Hwy &	AM	0.657	B
	Walnut Ave	PM	0.635	B
3	Pacific Coast Hwy &	AM	0.617	B
	Maple Ave	PM	0.691	B
4	Pacific Coast Hwy &	AM	0.718	C
	Mariposa Ave	PM	0.784	C
5	Pacific Coast Hwy &	AM	0.746	C
	Grand Ave	PM	0.867	D
6	Pacific Coast Hwy &	AM	0.771	C
	El Segundo Blvd	PM	1.007	F
7	Nash St &	AM	0.657	B
	Imperial Hwy	PM	0.492	A
8	Lairport St &	AM	0.461	A
	Mariposa Ave	PM	0.408	A
9	Nash St &	AM	0.457	A
	Mariposa Ave	PM	0.586	A
10	Kansas St &	AM	0.311	A
	Grand Ave	PM	0.344	A
11	Continental Blvd &	AM	0.477	A
	El Segundo Blvd	PM	0.511	A
12	Nash St &	AM	0.569	A
	El Segundo Blvd	PM	0.626	B

TABLE 3B
PACIFIC COAST COMMONS PROJECT
EXISTING INTERSECTION LEVELS OF SERVICE
UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	EXISTING	
			Delay	LOS
A	Pacific Coast Hwy &	AM	72.8	F
	Palm Ave	PM	59.8	F
B	Pacific Coast Hwy &	AM	134.5	F
	Holly Ave	PM	267.7	F
C	Indiana St &	AM	11.2	B
	Mariposa Ave	PM	12.8	B
D	Indiana St &	AM	7.5	A
	Holly Ave	PM	7.7	A

PROJECT TRAFFIC

The development of trip generation estimates for the proposed Project involves the use of a 3-step process: trip generation, trip distribution, and traffic assignment.

PROJECT TRIP GENERATION

As discussed in Chapter 1, the Project consists of the development of three different sites:

- Pacific Coast Commons North Site
  - 143 residential units (137 apartments & 6 townhomes)
  - 2,223 square feet of shopping center/retail
- Fairfield Parking Site
  - 3,273 square feet of shopping center/retail
  - Replacement parking for the Fairfield Hotel
- Pacific Coast Commons South Site
  - 120 residential units
  - 2,056 square feet of shopping center/retail
  - 3,700 square feet of fast casual restaurant

Trip generation rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers [ITE], 2017) were used to estimate the number of trips associated with the Project and are presented in Table 4. The total number of trips generated by the new development were adjusted to account for walk/bike/transit credit.

A 5% walk/bike/transit credit was applied to all proposed land uses. This credit accounts for trips made to and from the project site using modes other than automobiles. These include trips on rail and bus transit, bicycle, walking, etc. The site is located within walking distance of the Mariposa Green Line station and in close proximity to other regional transit lines, and a wide diversity of land uses within reasonable walking distance.

As shown in Table 4, the Project is projected to generate an estimated net increase of 2,517 daily trips, including 132 trips (47 inbound/85 outbound) during the AM peak hour and 178 trips (103 inbound/75 outbound) during the PM peak hour.

In order to provide flexibility in the buildout of the commercial spaces for the Project, analysis was tested with the fast casual restaurant square footage (3,700 square feet) allocated across all three buildings. That is, a full fast casual buildout was tested for both the Pacific Coast Commons North and Fairfield Parking sites, with extra fast casual square footage spilling over into the Pacific Coast Commons South site. Traffic analysis indicates that the fast casual land use could be included in any portion of the project site as long as it does not exceed 3,700 square feet. The rest of the commercial square footage would remain as retail. The LOS analysis summarized below assumed the fast casual restaurant is fully contained in the Pacific Coast Commons South site.

TABLE 4
PACIFIC COAST COMMONS PROJECT
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In%	Out%	Rate	In%	Out%		In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Pacific Coast Commons North																
Residential Units [b]	221	143 DU	Equation	Equation	24%	76%	Equation	61%	39%	778	12	37	49	38	24	62
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(39)*	*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Total Driveway Trips										739	11	35	46	36	23	59
Retail	820	2.223 ksf	37.75	0.94	62%	38%	3.81	48%	52%	84	1	1	2	4	4	8
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(4)*	*0*	*0*	*0*	*0*	*0*	*0*
Total Driveway Trips										80	1	1	2	4	4	8
Fairfield Parking																
Retail	820	3.273 ksf	37.75	0.94	62%	38%	3.81	48%	52%	124	2	1	3	6	6	12
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(6)*	*0*	*0*	*0*	*0*	*0*	*0*
Total Driveway Trips										118	2	1	3	6	6	12
Pacific Coast Commons South																
Residential Units [b]	221	120 DU	Equation	Equation	24%	76%	Equation	61%	39%	652	10	31	41	32	21	53
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(33)*	*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Total Driveway Trips										619	9	29	38	30	20	50
Retail	820	2.056 ksf	37.75	0.94	62%	38%	3.81	48%	52%	78	1	1	2	4	4	8
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(4)*	*0*	*0*	*0*	*0*	*0*	*0*
Total Driveway Trips										74	1	1	2	4	4	8
Fast Casual Restaurant [c]	930	3.700 ksf	315.17	14.13	55%	45%	14.13	55%	45%	1,166	29	23	52	29	23	52
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(58)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Total Driveway Trips										1,108	28	22	50	28	22	50
Less: Pass-by [d]			*20%*	*20%*			*20%*			*(221)*	*(5)*	*(4)*	*(9)*	*(5)*	*(4)*	*(9)*
Net External Vehicle Trips										887	23	18	41	23	18	41
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										2,517	47	85	132	103	75	178

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition,* 2017, unless otherwise noted.

[b] ITE code 221 Multifamily Housing (Mid-Rise) was used with the General Urban/Suburban setting rate.

Daily Equation: T = 5.45(X) - 1.75

AM Equation: Ln(T) = 0.98 Ln(X) - 0.98

PM Equation: Ln(T) = 0.96 Ln(X) - 0.63

[c] ITE code 930 Fast Casual Restaurant was used with the General Urban/Suburban setting rate. Due to lack of sufficient data, PM rates were used for AM time period.

[d] The pass-by credit is based on data available in the ITE, *Trip Generation Handbook, 3rd Edition* , 2014.

PROJECT TRAFFIC DISTRIBUTION

The geographic distribution of trips generated by the proposed Project is dependent on characteristics of the street system serving the project site; the level of accessibility of routes to and from the proposed Project site and locations of employment areas from which residents would be drawn. Similar projects in the study area were used to help inform the general distribution pattern for this study. The distribution of project trips is illustrated in Figure 6.

Consideration was given to project traffic distribution from the three proposed development sites. The project access points are proposed as unsignalized and some of the driveways are limited to right-in/right-out movements.

PROJECT TRAFFIC ASSIGNMENT

The traffic to be generated by the proposed Project was assigned to the street network using the distribution patterns described in Figure 6. Appendix A provides the assignment of the proposed Project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed Project driveways on PCH and Indiana Street as well as the relocation of the Fairfield Hotel parking.

PROJECT DRIVEWAYS

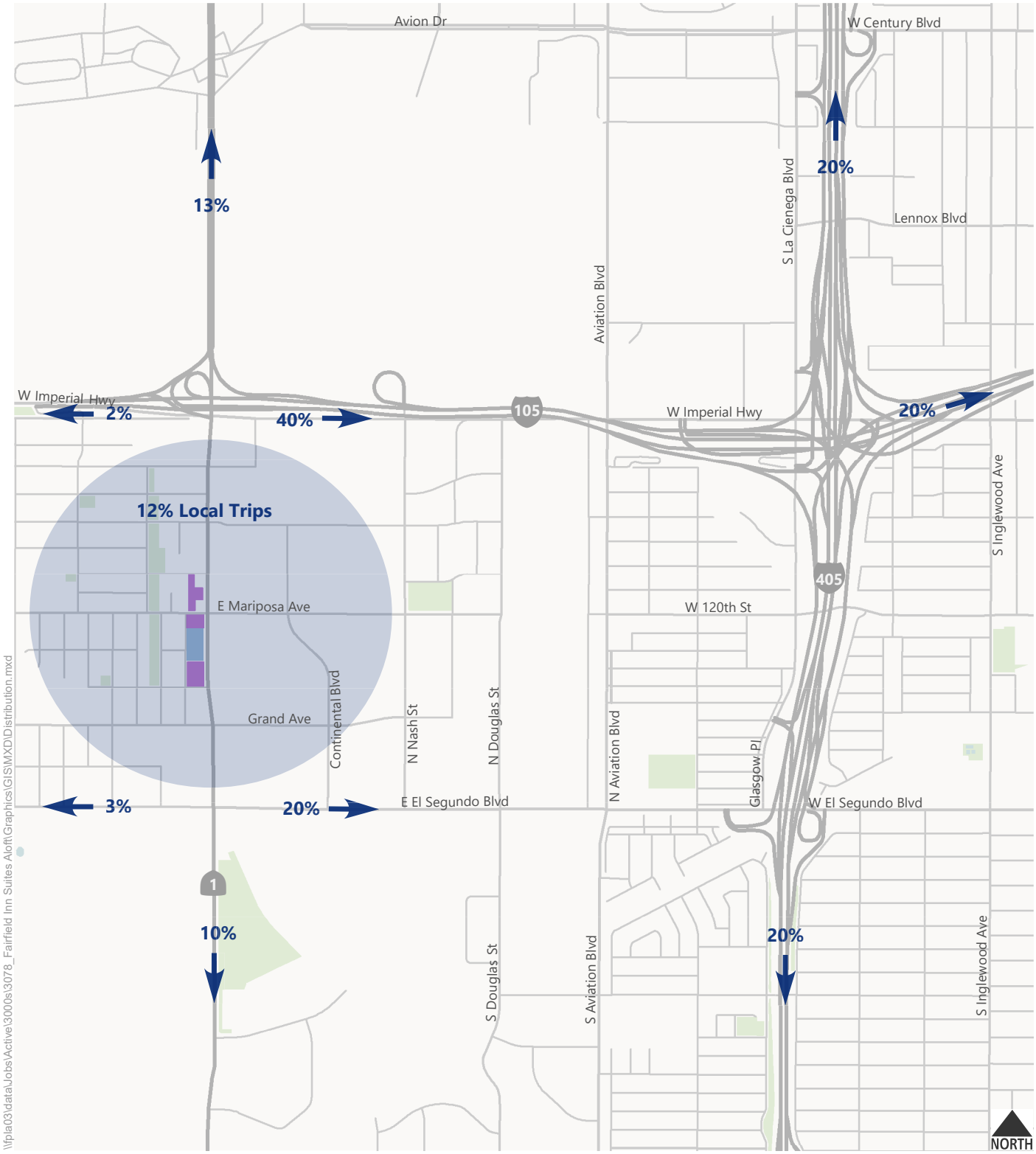
As discussed, vehicle access for the Project is to be provided via PCH, Indiana Street, Mariposa Avenue, and Palm Avenue. The driveway configurations for the individual sites are as follows and illustrated in Figure 2:

- Pacific Coast Commons North Site
    - Access for residential and commercial (full access in/out) provided via Mariposa Avenue and Palm Avenue into a private driveway

- Fairfield Parking Site
    - Access for hotel and commercial (right in only) provided via PCH
    - Access for hotel and commercial (full access out only) provided via Indiana Street

- Pacific Coast Commons South Site
    - Hotel/Commercial access (right in/right out) provided via PCH
    - Residential access (full access in/out) provided primarily via Indiana Street, with access via PCH (right in/right out)

The new Fairfield Hotel parking structure will not have direct (outbound) access onto Indiana Street. The structure will have direct inbound and outbound access from the existing internal drive aisle of the hotel, between Indiana Street and PCH. The existing driveway on Indiana Street will continue to provide outbound-only access for hotel and commercial uses. There is also an existing driveway between the Fairfield and Aloft hotels, at Pine Avenue. This driveway will continue to be a service-only driveway (for trash collection trucks and emergency vehicles) and will not provide site access for patrons and employees of the project.



Project Site

Existing Hotels

Figure 6

Project Trip Distribution

PROJECT RELATED INFRASTRUCTURE IMPROVEMENTS

As part of the Project and a community benefit, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right-turn lane. The proposed right-turn lane is recommended to be approximately 50 feet in length from stop bar or crosswalk with a 60-foot taper to accommodate peak hour 95th percentile queues. This infrastructure improvement has been taken into account for the plus project scenarios of the impact analysis.

The plus project scenarios of the impact analysis have also been analyzed without the project improvement to show its potential benefit when compared to the baseline conditions. A queuing analysis was conducted for the eastbound approach with and without project improvement to show the estimated improvement in queue length. The results of this analysis are shown in Appendix E.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

The project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate Existing plus Project traffic volumes. Turning movement traffic volumes for the Existing plus Project scenario are provided in Appendix A. Analysis sheets are provided in Appendix C.

FUTURE YEAR 2027 TRAFFIC CONDITIONS

To evaluate the potential effects of the proposed Project on future (Year 2027, Project Opening Year) 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 as a result 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 Future Base conditions, represent the future conditions without the proposed Project. The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base conditions to form Future (year 2027) plus Project traffic conditions.

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 County 2010 Congestion Management Plan (CMP), an ambient growth factor of 0.2% per year was applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2027. This adjustment was applied to the existing (year 2019) traffic volume data to reflect the effect of ambient growth by the year 2027. In addition, substantial growth in traffic at LAX due to the Landside Access Modernization Program were included in projecting future background growth. Forecasts of projected growth in LAX-related trips were taken from the *LAX Landside Access Modernization Program Draft* EIR, September 2016.

RELATED PROJECT TRAFFIC GENERATION AND ASSIGNMENT

Future Base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the proposed Project prior to the buildout date of the proposed Project. The list of related projects was prepared based on data from the Cities of El Segundo, Manhattan Beach, and Hawthorne. Related projects traffic volumes are presented in Appendix A.

A total of 30 cumulative projects were identified in the study area; these projects are listed in Table 5 and illustrated in Figure 7.

Trip Generation

Trip generation estimates for the related projects were calculated using a combination of previous study findings, publicly available environmental documentation, and trip generation rates contained in *Trip Generation, 10th Edition*. Table 5 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.).

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. Additionally, if the traffic study or environmental document for a related project was available, the trip distribution from that study was used.

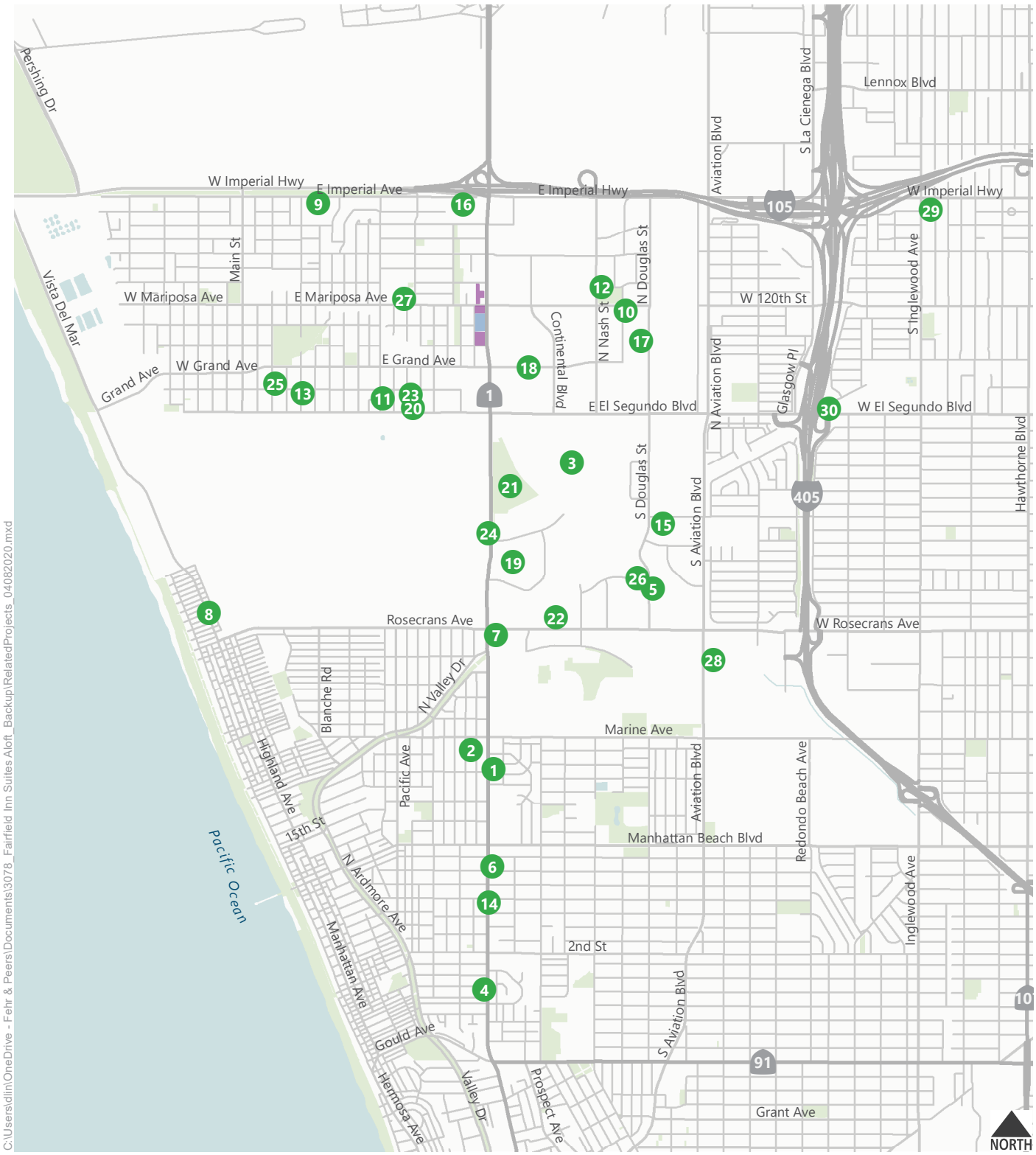
Traffic Assignment

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

TABLE 5
PACIFIC COAST COMMONS PROJECT
RELATED PROJECTS
TRIP GENERATION ESTIMATES

No.	Project Location	Land Use [a]	Size		Trip Generation						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
1	2101 Pacific Coast Highway [a]	Office	10.12	ksf	112	14	2	16	3	12	15
2	2205 N. Sepulveda Boulevard [a]	General Office	4.70	ksf	32	5	1	6	1	4	5
		Existing Hair Salon	1.04	ksf							
3	2100 E El Segundo Blvd [a]	Office	1751.92	ksf	3,775	56	33	89	108	117	225
		Warehouse	73.58	ksf							
		Industrial	168.00	ksf							
		Retail	148.96	ksf							
4	305 S. Sepulveda Boulevard, 330 S. Sepulveda Boulevard, Hermosa Beach Sites [a]	Design Center	100.30	ksf	1,594	250	22	272	46	242	287
		Executive Offices	19.21	ksf							
		General Office	57.50	ksf							
		Existing Office	8.42	ksf							
5	750 South Douglas Street [a]	Industrial	4.99	ksf	34	4	1	5	1	4	5
6	1000 N Sepulveda Boulevard [a]	Supermarket	27.50	ksf	2,066	107	78	185	29	76	105
		Restaurant	52.00	Seats							
		Bank	7.00	ksf							
		Existing Automobile Care Center	32.72	ksf							
7	3200-3600 N. Sepulveda Boulevard [a]	Shopping Center	110.00	ksf	715	29	19	48	97	79	176
8	3920 Highland Ave [a]	Condominium	2	DU	25	1	1	2	1	1	2
		Studio	3.00	ksf							
9	540 E Imperial Avenue [b]	Residential	58	units	386	6	24	30	23	13	36
10	400 Duley Road [b][c]	Medical Office	63.54	ksf	2,296	120	32	152	64	163	227
11	123 Nevada Street [b]	Office	15.00	ksf	165	21	2	23	4	18	22
12	2125 Campus Drive [b]	Office	153.53	ksf	1,693	211	28	239	39	190	229
13	140 Sheldon Street [b]	Office/Warehouse	7.12	ksf	66	8	0	11	2	7	9
		Existing use industrial	1.76	ksf							
14	740 Pacific Coast Highway [b]	Drive through Restaurant	5.00	ksf	2,380	76	45	121	-31	-35	-66
		Existing use bank	8.10	ksf							
15	500 South Douglas & 2330 Utah Avenue [b]	General Office	78.00	ksf	860	107	15	122	20	96	116
16	1700 East Imperial Avenue [b]	Office	86.52	ksf	954	119	16	135	22	107	129
17	445 N. Douglas Street [b][c]	Office	155.66	ksf	1,717	214	29	243	39	193	232
18	455 Continental Blvd & 1995 E Grand Avenue [b]	Office	300.00	ksf	4,555	670	76	746	92	604	696
19	700-860 Pacific Coast Highway & 2001-2015 E.Park Place. & 700-740 Allied Way [b]	Shopping Center	18.85	ksf	805	11	7	18	34	36	70
20	1301 El Segundo Blvd [b]	Office	6.27	ksf	110	14	2	16	3	13	16
		Warehouse	5.88	ksf							
21	400 Pacific Coast Highway [b]	Driving Range	65.00	ksf	1,365	24	16	40	56	69	125
		Existing Golf Course	2.50	ksf							
22	2021 E Rosecrans Ave [b]	Office	240.00	ksf	2,833	291	42	333	56	253	309
		Studio and Production	66.00	ksf							
		Retail	7.00	ksf							
23	140 Oregon St [b]	Office	70.00	ksf	682	70	11	81	13	68	81
24	401-615 Pacific Coast Highway [b]	Residential	263	DU	1,586	26	66	92	78	59	137
		Retail	11.00	ksf							
25	212 Eucalyptus Dr [b]	Office	13.49	ksf	193	16	5	21	6	15	21
		Restaurant	0.63	ksf							
		Existing Warehouse	5.35	ksf							
26	2221 Park Pl [b]	Office	27.48	ksf	268	27	4	32	5	27	32
27	1225 Mariposa Ave [b]	Condominium	15	DU	63	1	3	3	2	1	3
		Existing Residential	5	DU							
28	14500 Aviation Blvd [d]	Credit Union	3.60	ksf	405	11	5	16	13	19	32
29	11416 Inglewood Ave [d]	Condominium	13	DU	95	1	5	6	5	3	7
30	5151 El Segundo Blvd [d]	Hotel	129	rooms	1,078	36	25	61	39	38	77
				TOTAL	**32,908**	**2,547**	**614**	**3,164**	**870**	**2,490**	**3,360**

Notes:
du = dwelling unit
ksf = one thousand square feet
Trip Generation Estimates based on Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017 rates if not provided by jurisdictions.
[a] Trip Generation Estimates provided by Manhattan Beach related project list in November 2019.
[b] Project details based on related project list provided by City of El Segundo in November 2019.
[c] Constructed square footage removed from entitled square footage.
[d] Project details based on related projects list provided by City of Hawthorne in November 2019.



Project Site

Existing Hotels

Related Project

Figure 7

Related Projects

TRANSPORTATION INFRASTRUCTURE PROJECTS

There are no known infrastructure changes in the study area planned for implementation by year 2027. Therefore, network changes were not included in the analysis.

FUTURE YEAR 2027 BASE TRAFFIC VOLUMES

Future year 2027 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are provided in Appendix A. The Future Base traffic conditions represent an estimate of future conditions without the proposed Project inclusive of the ambient background growth and related projects traffic.

FUTURE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed Project traffic volumes were added to the year 2027 Future Base traffic projections, resulting in Future (year 2027) plus Project AM and PM peak hour traffic volumes. As provided in Appendix A, the Future (year 2027) plus Project scenario presents future traffic conditions with the completion of the proposed Project.

EXISTING PLUS PROJECT ANALYSIS

EXISTING PLUS PROJECT TRAFFIC LEVEL OF SERVICE

The Existing plus Project traffic volumes presented in Appendix A were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. The analysis includes the project-related improvement on Mariposa Avenue at Pacific Coast Highway. Table 6A and Table 6B summarize the Existing plus Project LOS for signalized and unsignalized intersections, respectively. Analysis sheets are provided in Appendix C.

As shown in Tables 6A & 6B, the same four study intersections that currently operate at LOS E or worse during the AM or PM peak periods are projected to continue to operate at LOS E or worse during the AM or PM peak period with the addition of Project traffic. These intersections include:

1. Pacific Coast Highway & Imperial Highway (LOS E during PM)
6. Pacific Coast Highway & El Segundo Boulevard (LOS F during PM)

A. Pacific Coast Highway & Palm Avenue (LOS F during both AM and PM for the stop-controlled movements only)
B. Pacific Coast Highway & Holly Avenue (LOS F during both AM and PM for the stop-controlled movements only)

The rest of the study intersections are projected to operate at LOS D or better during both peak periods.

The Existing plus Project scenario of the impact analysis at Mariposa Avenue & PCH has also been analyzed without the project improvement to show its potential benefit when compared to the Existing Base and Existing plus Project with improvement conditions. The analysis shows that LOS at Mariposa Avenue & PCH is better with the addition of the project-related improvement than without. A queuing analysis was conducted for the eastbound approach with and without project improvement to show the potential improvement in queue length. The results of this analysis are shown in Appendix E.

TABLE 6A
PACIFIC COAST COMMONS PROJECT
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE
SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT	
			V/C	LOS	V/C	LOS
1	Pacific Coast Hwy &	AM	0.753	C	0.755	C
	Imperial Hwy	PM	0.924	E	0.943	E
2	Pacific Coast Hwy &	AM	0.657	B	0.661	B
	Walnut Ave	PM	0.635	B	0.644	B
3	Pacific Coast Hwy &	AM	0.617	B	0.623	B
	Maple Ave	PM	0.691	B	0.702	C
4 [a]	Pacific Coast Hwy &	AM	0.718	C	0.691	B
	Mariposa Ave	PM	0.784	C	0.783	C
5	Pacific Coast Hwy &	AM	0.746	C	0.758	C
	Grand Ave	PM	0.867	D	0.876	D
6	Pacific Coast Hwy &	AM	0.771	C	0.778	C
	El Segundo Blvd	PM	1.007	F	1.008	F
7	Nash St &	AM	0.657	B	0.657	B
	Imperial Hwy	PM	0.492	A	0.492	A
8	Lairport St &	AM	0.461	A	0.462	A
	Mariposa Ave	PM	0.408	A	0.408	A
9	Nash St &	AM	0.457	A	0.457	A
	Mariposa Ave	PM	0.586	A	0.587	A
10	Kansas St &	AM	0.311	A	0.311	A
	Grand Ave	PM	0.344	A	0.344	A
11	Continental Blvd &	AM	0.477	A	0.479	A
	El Segundo Blvd	PM	0.511	A	0.514	A
12	Nash St &	AM	0.569	A	0.571	A
	El Segundo Blvd	PM	0.626	B	0.629	B

[a] As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

TABLE 6B
PACIFIC COAST COMMONS PROJECT
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE
UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT	
			Delay	LOS	Delay	LOS
A [a]	Pacific Coast Hwy &	AM	72.8	F	79.4	F
	Palm Ave	PM	59.8	F	78.1	F
B [a]	Pacific Coast Hwy &	AM	134.5	F	149.9	F
	Holly Ave	PM	267.7	F	336.5	F
C	Indiana St &	AM	11.2	B	11.3	B
	Mariposa Ave	PM	12.8	B	13.0	B
D	Indiana St &	AM	7.5	A	7.6	A
	Holly Ave	PM	7.7	A	7.8	A

[a] A signal warrant analysis was conducted to test the need for traffic signals at intersections with a delay increase of greater than four seconds.

FUTURE PLUS PROJECT ANALYSIS

FUTURE BASE TRAFFIC CONDITIONS

The year 2027 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and delay and LOS for each of the analyzed intersections. Table 7A and Table 7B summarize the future LOS for the signalized and unsignalized intersections, respectively. Five of the 16 study intersections analyzed are projected to operate at LOS E or worse during the AM or the PM peak period under year 2027 Future Base conditions. These intersections include:

1. Pacific Coast Highway & Imperial Highway (LOS F during PM)
5. Pacific Coast Highway & Grand Avenue (LOS E during AM and LOS F during PM)
6. Pacific Coast Highway & El Segundo Boulevard (LOS F during PM)

A. Pacific Coast Highway & Palm Avenue (LOS F during both AM and PM for the stop-controlled movements only)
B. Pacific Coast Highway & Holly Avenue (LOS F during both AM and PM for the stop-controlled movements only)

TABLE 7A
PACIFIC COAST COMMONS PROJECT
FUTURE INTERSECTION LEVELS OF SERVICE
SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)	
			V/C	LOS
1	Pacific Coast Hwy &	AM	0.861	D
	Imperial Hwy	PM	1.119	F
2	Pacific Coast Hwy &	AM	0.739	C
	Walnut Ave	PM	0.694	B
3	Pacific Coast Hwy &	AM	0.690	B
	Maple Ave	PM	0.749	C
4	Pacific Coast Hwy &	AM	0.779	C
	Mariposa Ave	PM	0.880	D
5	Pacific Coast Hwy &	AM	0.969	E
	Grand Ave	PM	1.007	F
6	Pacific Coast Hwy &	AM	0.867	D
	El Segundo Blvd	PM	1.115	F
7	Nash St &	AM	0.698	B
	Imperial Hwy	PM	0.567	A
8	Lairport St &	AM	0.424	A
	Mariposa Ave	PM	0.417	A
9	Nash St &	AM	0.463	A
	Mariposa Ave	PM	0.595	A
10	Kansas St &	AM	0.315	A
	Grand Ave	PM	0.346	A
11	Continental Blvd &	AM	0.519	A
	El Segundo Blvd	PM	0.560	A
12	Nash St &	AM	0.610	B
	El Segundo Blvd	PM	0.675	B

TABLE 7B
PACIFIC COAST COMMONS PROJECT
FUTURE INTERSECTION LEVELS OF SERVICE
UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)	
			Delay	LOS
A	Pacific Coast Hwy &	AM	222.7	F
	Palm Ave	PM	141.6	F
B	Pacific Coast Hwy &	AM	352.0	F
	Holly Ave	PM	1250.2	F
C	Indiana St &	AM	11.4	B
	Mariposa Ave	PM	13.2	B
D	Indiana St &	AM	7.4	A
	Holly Ave	PM	7.6	A

FUTURE PLUS PROJECT TRAFFIC CONDITIONS

The resulting Future (year 2027) plus Project peak hour traffic volumes, provided in Appendix A, were analyzed to determine the projected future operating conditions with the addition of the proposed Project traffic. The results of the Future (year 2027) plus Project analysis are presented in Table 8A and Table 8B with analysis sheets provided in Appendix C. The same five study intersections projected to operate at LOS E or worse during the AM or PM peak periods under Future Base conditions are also projected to operate at LOS E or worse during the AM or PM peak periods with the addition of Project traffic. These intersections are:

1. Pacific Coast Highway & Imperial Highway (LOS F during PM)
5. Pacific Coast Highway & Grand Avenue (LOS E during AM and LOS F during PM)
6. Pacific Coast Highway & El Segundo Boulevard (LOS F during PM)

A. Pacific Coast Highway & Palm Avenue (LOS F during both AM and PM for the stop-controlled movements only)
B. Pacific Coast Highway & Holly Avenue (LOS F during both AM and PM for the stop-controlled movements only)

The Future plus Project scenario of the impact analysis at Mariposa Avenue & PCH has also been analyzed without the project improvement to show its potential benefit when compared to the Future Base and Future plus Project with improvement conditions. The analysis shows that LOS at Mariposa Avenue & PCH is better with the addition of the project-related improvement than without. A queuing analysis was conducted for the eastbound approach with and without project improvement to show the potential improvement in queue length. The results of this analysis are shown in Appendix E.

TABLE 8A
PACIFIC COAST COMMONS PROJECT
FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE
SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)		FUTURE + PROJECT	
			V/C	LOS	V/C	LOS
1	Pacific Coast Hwy &	AM	0.861	D	0.863	D
	Imperial Hwy	PM	1.119	F	1.138	F
2	Pacific Coast Hwy &	AM	0.739	C	0.743	C
	Walnut Ave	PM	0.694	B	0.703	C
3	Pacific Coast Hwy &	AM	0.690	B	0.695	B
	Maple Ave	PM	0.749	C	0.761	C
4 [a]	Pacific Coast Hwy &	AM	0.779	C	0.746	C
	Mariposa Ave	PM	0.880	D	0.862	D
5	Pacific Coast Hwy &	AM	0.969	E	0.980	E
	Grand Ave	PM	1.007	F	1.013	F
6	Pacific Coast Hwy &	AM	0.867	D	0.877	D
	El Segundo Blvd	PM	1.115	F	1.117	F
7	Nash St &	AM	0.698	B	0.698	B
	Imperial Hwy	PM	0.567	A	0.567	A
8	Lairport St &	AM	0.424	A	0.424	A
	Mariposa Ave	PM	0.417	A	0.417	A
9	Nash St &	AM	0.463	A	0.464	A
	Mariposa Ave	PM	0.595	A	0.595	A
10	Kansas St &	AM	0.315	A	0.315	A
	Grand Ave	PM	0.346	A	0.346	A
11	Continental Blvd &	AM	0.519	A	0.520	A
	El Segundo Blvd	PM	0.560	A	0.563	A
12	Nash St &	AM	0.610	B	0.612	B
	El Segundo Blvd	PM	0.675	B	0.678	B

[a] As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

TABLE 8B
PACIFIC COAST COMMONS PROJECT
FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE
UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)		FUTURE + PROJECT	
			Delay	LOS	Delay	LOS
A [a]	Pacific Coast Hwy &	AM	222.7	F	255.6	F
	Palm Ave	PM	141.6	F	208.8	F
B [a]	Pacific Coast Hwy &	AM	352.0	F	385.4	F
	Holly Ave	PM	1250.2	F	1970.2	F
C	Indiana St &	AM	11.4	B	11.5	B
	Mariposa Ave	PM	13.2	B	13.5	B
D	Indiana St &	AM	7.4	A	7.5	A
	Holly Ave	PM	7.6	A	7.7	A

[a] A signal warrant analysis was conducted to test the need for traffic signals at intersections with a delay increase of greater than four seconds.

SIGNAL WARRANT ANALYSIS

A signals warrant analysis was conducted at two of the four unsignalized intersections analyzed for the Pacific Coast Commons project: PCH & Palm Avenue (Intersection A) and PCH & Holly Avenue (Intersection B).

Both of these intersections have a projected delay increase of over four seconds for the stop-controlled movements with the inclusion of project related trips. Due to the intersections being two-way-stop-controlled, the addition of even one vehicle results in a large increase in delay at the stop-sign controlled approach. Therefore, a signal warrant analysis was conducted to see if these two intersections trigger the potential need for a traffic signal. Using the Manual on Uniform Traffic Control Devices (MUTCD) methodology, these two intersections were tested to see if their volumes meet signal warrants. The peak hour signal warrant was used for this analysis, and it is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Neither the PCH & Palm Avenue intersection nor the PCH & Holly Avenue intersection trigger a signal warrant for both Existing plus Project and Future plus project. Table 9 summarizes this analysis.

Analysis sheets for signal warrants can be found in Appendix D.

TABLE 9
PACIFIC COAST COMMONS PROJECT
PEAK HOUR SIGNAL WARRANT ANALYSIS

No.	INTERSECTIONS	PEAK HOUR	EXISTING SIGNAL WARRANT MET	EXISTING PLUS PROJECT SIGNAL WARRANT MET	FUTURE 2027 SIGNAL WARRANT MET	FUTURE 2027 PLUS PROJECT SIGNAL WARRANT MET
A	Pacific Coast Highway & Palm Avenue	AM	NO	NO	NO	NO
		PM	NO	NO	NO	NO
B	Pacific Coast Highway & Holly Avenue	AM	NO	NO	NO	NO
		PM	NO	NO	NO	NO

5. SITE ACCESS

Vehicle access for the Project is to be provided via PCH, Indiana Street, Mariposa Avenue, and Palm Avenue. The driveway configurations for the individual sites are as follows and illustrated in Figure 2:

- Pacific Coast Commons North Site
  - Access for residential and commercial (full access in/out) provided via Mariposa Avenue and Palm Avenue into a private driveway

- Fairfield Parking Site
  - Access for hotel and commercial (right in only) provided via PCH
  - Access for hotel and commercial (full access out only) provided via Indiana Street

- Pacific Coast Commons South Site
  - Hotel/Commercial access (right in/right out) provided via PCH
  - Residential access (full access in/out) provided primarily via Indiana Street, with access via PCH (right in/right out)

The new Fairfield Hotel parking structure will not have direct (outbound) access onto Indiana Street. The structure will have direct inbound and outbound access from the existing internal drive aisle of the hotel, between Indiana Street and PCH. The existing driveway on Indiana Street will continue to provide outbound-only access for hotel and commercial uses. There is also an existing driveway between the Fairfield and Aloft hotels, at Pine Avenue. This driveway will continue to be a service-only driveway (for trash collection trucks and emergency vehicles) and will not provide site access for patrons and employees of the project.

Bicycle and pedestrian access to the project site will not be affected as no new driveways are being added. Bicycle access to the project site is available on Indiana Street, Mariposa Avenue, and PCH.

LEVEL OF SERVICE ANALYSIS FOR PROJECT DRIVEWAYS

A level of service analysis was conducted to evaluate the ability of the Project access plan to accommodate the anticipated traffic levels at the driveway access points. This analysis was only conducted for the Pacific Coast Commons South driveway on PCH, as Indiana Street is a local road and driveway turns are not anticipated to materially affect operations. The Fairfield Parking site driveway on PCH provides inbound access only and is also not anticipated to affect operations.

The Pacific Coast Commons South driveway on PCH will be unsignalized and stop-controlled and was analyzed using the two-way stop-controlled HCM 6th Edition methodology. The HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS based on the definitions presented in Table 2B. Driveway analysis LOS worksheets are included in Appendix C. Table 10 shows the results of the LOS analysis at the unsignalized driveway.

As shown, the Pacific Coast Commons South driveway approach to PCH is projected to operate at acceptable LOS (LOS D or better) under Existing plus Project (2019). It is projected to operate at LOS D in the AM peak period and LOS E in the PM peak period under the Future plus Project (2027) scenario. A queuing analysis was conducted for the driveway approach to show the estimated length of queues for vehicles exiting the Project site. While the delay is high enough to operate at LOS E under the Future plus Project (2027) scenario, queues are anticipated to be minimal given the volume of outbound project trips at this driveway. Queue results are shown in Table 11.

TABLE 10
PACIFIC COAST COMMONS PROJECT
DRIVEWAY LEVEL OF SERVICE ANALYSIS

DRIVEWAY	PEAK HOUR	EXISTING + PROJECT		FUTURE + PROJECT	
		Delay	LOS	Delay	LOS
Pacific Coast Hwy &	AM	20.2	C	26.6	D
Pacific Coast Commons South Dwy	PM	26.3	D	35.2	E

TABLE 11
PACIFIC COAST COMMONS PROJECT
DRIVEWAY QUEUE ANALYSIS

DRIVEWAY	PEAK HOUR	EXISTING + PROJECT	FUTURE + PROJECT
		95th% Queue (ft)	95th% Queue (ft)
Pacific Coast Hwy &	AM	25	25
Pacific Coast Commons South Dwy	PM	25	25

6. GENERAL PLAN COMPARISON

The Project consists of the adoption of the Pacific Coast Commons Specific Plan which consists of five areas and will allow the development of 263 residential units and 11,252 square feet of commercial space in three of the areas. Because the adoption of a specific plan will change the overall framework for development for this site established by the El Segundo General Plan, a comparison of trip generation estimates of the proposed project with the currently designated General Plan land uses of the site was conducted.

According to the City's General Plan, the land uses of the project site are designated as parking for the North Site and general commercial with a maximum floor area ratio (FAR) of 1.0 for the Fairfield Parking Site and the South Site. Trip generation estimates of the currently designated General Plan land uses on the project site were developed using the following assumptions:

- 21,660 square feet of general retail
- 10,000 square feet of high turnover restaurant
- 10,000 square feet of fast casual restaurant

The size of the General Plan land use assumptions was developed by multiplying the site area by the 1.0 FAR to get the total building area. A majority retail was assumed for the general commercial land use with a mix of restaurant uses (approximately two restaurants of each type). Fast casual and high turnover were assumed as the most likely restaurant types to be built at this location. Fast food and quality restaurant classifications were not assumed due to the site's location along a high traffic corridor like PCH and based upon the conceptual site plan/floor plan design.

As shown in Table 12, the General Plan land uses are projected to generate an estimated 4,026 daily trips, including 203 trips (112 inbound/91 outbound) during the AM peak hour and 262 trips (145 inbound/117 outbound) during the PM peak hour. The Project is projected to generate an estimated net increase of 2,517 daily trips, including 132 trips (47 inbound/85 outbound) during the AM peak hour and 178 trips (103 inbound/75 outbound) during the PM peak hour, as shown previously in Table 4. The General Plan land uses are projected to generate 1,509 more daily trips than the proposed project, including 71 more trips during the AM peak hour and 84 more trips during the PM peak hour.

TABLE 12
PACIFIC COAST COMMONS PROJECT
GENERAL PLAN TRIP GENERATION ESTIMATES

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]						Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In%	Out%	Rate	In%	Out%		In	Out	Total	In	Out	Total
General Plan Condition																
Retail	820	21.660 ksf	37.75	0.94	62%	38%	3.81	48%	52%	818	12	8	20	40	43	83
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(41)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Total Driveway Trips										777	11	8	19	38	41	79
High Turnover Restaurant	932	10.000 ksf	112.18	9.94	55%	45%	9.77	62%	38%	1,122	54	45	99	61	37	98
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(56)*	*(3)*	*(2)*	*(5)*	*(3)*	*(2)*	*(5)*
Total Driveway Trips										1,066	51	43	94	58	35	93
Less: Pass-by [c]			*20%*	*20%*			*20%*			*(213)*	*(10)*	*(8)*	*(18)*	*(11)*	*(7)*	*(18)*
Net External Vehicle Trips										853	41	35	76	47	28	75
Fast Casual Restaurant [b]	930	10.000 ksf	315.17	14.13	55%	45%	14.13	55%	45%	3,152	78	63	141	78	63	141
Less: Transit/Walk/Bike			*5%*	*5%*			*5%*			*(158)*	*(4)*	*(3)*	*(7)*	*(4)*	*(3)*	*(7)*
Total Driveway Trips										2,994	74	60	134	74	60	134
Less: Pass-by [c]			*20%*	*20%*			*20%*			*(598)*	*(14)*	*(12)*	*(26)*	*(14)*	*(12)*	*(26)*
Net External Vehicle Trips										2,396	60	48	108	60	48	108
General Plan Trip Generation										4,026	112	91	203	145	117	262

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition,* 2017, unless otherwise noted.

[b] ITE code 930 Fast Casual Restaurant was used with the General Urban/Suburban setting rate. Due to lack of sufficient data, PM rates were used for AM time period.

[c] The pass-by credit is based on data available in the ITE, Trip Generation Handbook, 3rd Edition, 2014.

7. CONSTRUCTION PERIOD IMPACT ANALYSIS

Short-term adverse traffic and parking impacts could occur in the Project vicinity during construction of the Project. Additional trips generated by the truck deliveries and construction employees could affect traffic flow in the study area; construction activity could impact traffic near the Project site; and pedestrian traffic flow near the Project site could be altered as a result of construction.

CONSTRUCTION IMPACT ASSESSMENT

Construction of Pacific Coast Commons will be phased. Phase 1 will construct the replacement parking for the Fairfield Inn & Suites site adjacent to the existing hotel. Phase 2 will consist of the construction of the South site. Phase 3 will consist of the buildout of the North site. The project proposes two potential timelines for construction. One timeline assumes a sequential timeline with three separate phases. The second timeline assumes a construction timeline in which Phase 2 and 3 will be constructed concurrently.

For the purpose of this study, the more conservative concurrent construction timeline is analyzed.

CONSTRUCTION PHASING

Based on the schedule provided by the developer, construction of the project is currently planned to begin in October 2021 and is expected to be completed by July 2024. Each phase of construction is expected to involve six general phases, which overlap to some extent:

- Phase 1: Replacement parking for Fairfield Inn & Suites, October 2021 – December 2022
    1. Demolition – 1 month
    2. Site Preparation – 1 month
    3. Grading – 2 months
    4. Building Construction – 9 months
    5. Paving – 2 months
    6. Architectural Coating – 2 months
- Phase 2 and 3: South Site and North Site, concurrent construction, January 2023 – July 2024
    1. Demolition – 2 months
    2. Site Preparation – 1 month
    3. Grading – 2 months
    4. Building Construction – 12 months

5. Paving – 2 months
6. Architectural Coating – 2 months

Section 7-2-10 of the El Segundo Municipal Code (ESMC) limits construction activities to the hours from 7:00 AM to 6:00 PM Monday through Saturday, with no construction permitted on Sundays or holidays.

CONSTRUCTION PERIOD TRIP GENERATION

Haul Activity

Hauling activity is expected to occur during Demolition and Grading. Table 13 shows the peak day activity estimated under each phase of construction. Up to four truckloads per day are anticipated on peak haul days during Demolition during Phase 1. Up to three truckloads per day are anticipated on peak haul days during Grading of Phase 2 and 3.

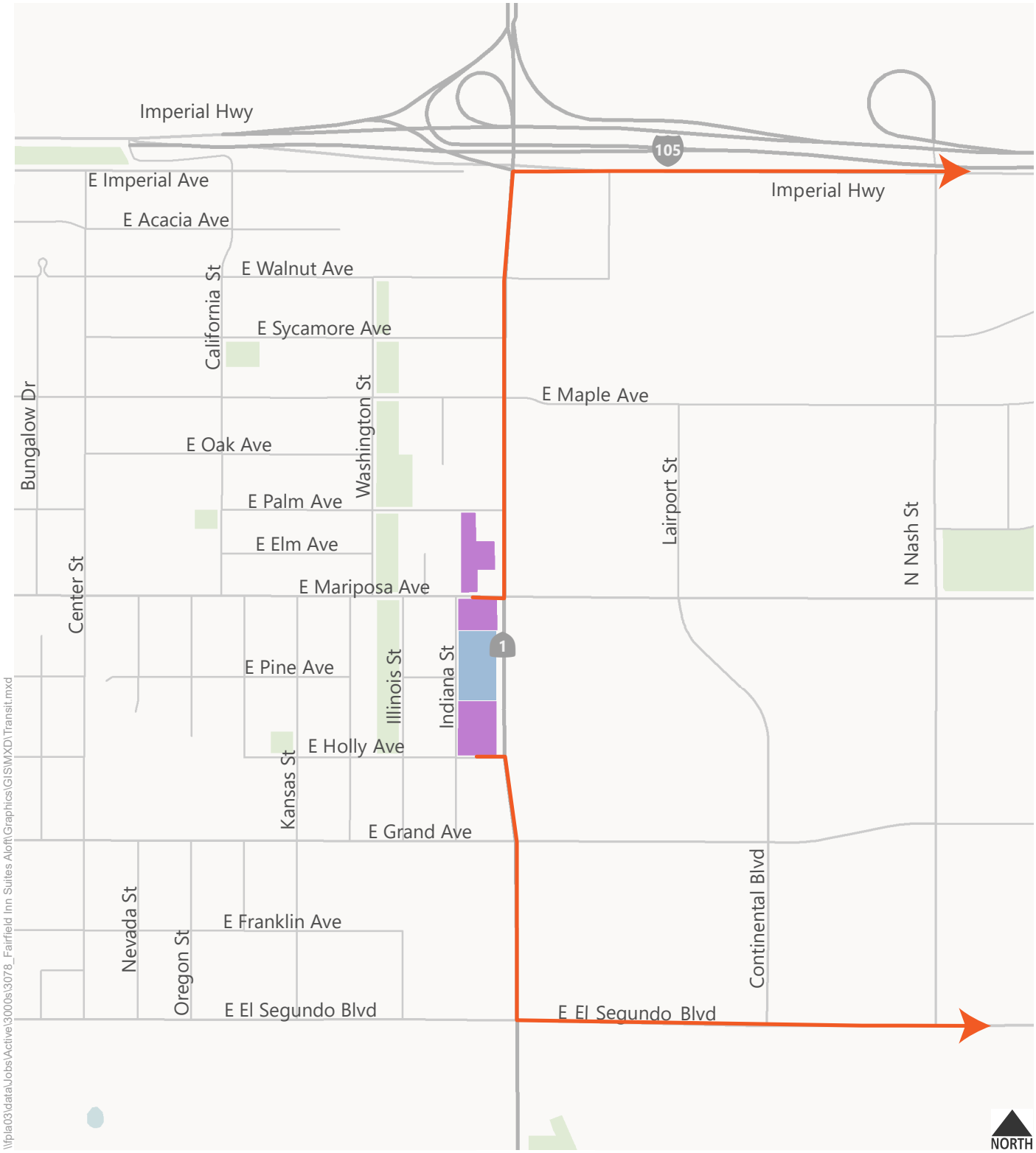
Haul trucks are anticipated to use PCH north to Imperial Highway and PCH south to El Segundo Boulevard. All three of these streets are currently designated as truck routes in the City of El Segundo. Imperial Highway links directly to I-105 to the north and El Segundo Boulevard links directly to I-405 to the south. Haul routes are shown in Figure 8.

Equipment and Delivery Trucks

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during various phases of construction. One example would be concrete delivery, which would be required for the parking garage and the buildings on site. Other materials would include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the 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 site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery, which would be transported to the site on large trucks. As shown in Table 7, up to 30 delivery trucks per day are anticipated on peak activity days during Phase 2 and 3.

Construction Employees

As shown in Table 13, Building Construction of Phase 2 and 3 is expected to involve up to 150 workers each on-site on a daily basis.



Haul Truck Route

Figure 8

Haul Truck Routes

TABLE 13
PACIFIC COAST COMMONS PROJECT
ESTIMATED PEAK DAY CONSTRUCTION ACTIVITY UNDER EACH PHASE

Phase 1	Construction Workers	Haul Truckloads	Delivery Truckloads
Demolition	40	4	10
Site Preparation	25	0	5
Grading	40	0	5
Building Construction	60	0	15
Paving	20	0	5
Architectural Coating	40	0	10
Phase 2 and 3	**Construction Workers**	**Haul Truckloads**	**Delivery Truckloads**
Demolition	50	2	20
Site Preparation	60	0	10
Grading	80	3	10
Building Construction	150	0	30
Paving	40	0	10
Architectural Coating	60	0	20

Trip Generation Impact Analysis

Based on the aforementioned information, a construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning and evening peak hour trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the 8-hour construction day.

Peak day activity occurs during the concurrent construction of Phase 2 and 3. Table 14 shows a summary of construction period trip generation estimates under Phase 2 and 3 for each phase of construction. As shown, on a peak construction activity day, approximately 420 daily trips are estimated to occur during the Building Construction phase, of which 76 trips would occur during each of the morning and evening peak hours.

The peak construction activity is estimated to generate fewer total daily trips and peak hour trips than are projected for the project once it is completed and occupied. The influx of this material and equipment could create temporary adverse effects on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.
- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
- Delivery vehicles may need to park temporarily on adjacent roadways such as Palm Avenue, Holly Avenue, Mariposa Avenue, and Indiana Street, as they deliver their items. It is not uncommon for these types of deliveries to result in temporary lane closures.

TABLE 14
PACIFIC COAST COMMONS PROJECT
CONSTRUCTION PERIOD TRIP GENERATION

Peak Day Activity Under Each Phase

	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
Construction Workers	*50*	*60*	*80*	*150*	*40*	*60*
Passenger Car Equivalent (PCE) factor	1.0	1.0	1.0	1.0	1.0	1.0
Haul Truckloads	*2*	*0*	*3*	*0*	*0*	*0*
Passenger Car Equivalent (PCE) factor	2.0	2.0	2.0	2.0	2.0	2.0
Delivery Truckloads	*20*	*10*	*10*	*30*	*10*	*20*
Passenger Car Equivalent (PCE) factor	2.0	2.0	2.0	2.0	2.0	2.0

CONSTRUCTION PERIOD TRIP GENERATION

Phase	Daily PCE Trips [1]	Morning Peak Hour PCE Trips			Evening Peak Hour PCE Trips		
		In	Out	Total	In	Out	Total
Demolition							
Construction Worker Trips[2]	100	20	0	20	0	20	20
Haul Truck Trips [3]	8	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	80	5	5	10	5	5	10
Total	***188***	***25***	***5***	***30***	***5***	***25***	***30***
Site Preparation							
Construction Worker Trips[2]	120	24	0	24	0	24	24
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	0	3	3	6	3	3	6
Total	***120***	***27***	***3***	***30***	***3***	***27***	***30***
Grading							
Construction Worker Trips[2]	160	32	0	32	0	32	32
Haul Truck Trips [3]	11	1	1	2	1	1	2
Delivery/Equipment Truck Trips [3]	40	3	3	6	3	3	6
Total	***211***	***36***	***4***	***40***	***4***	***36***	***40***
Building Construction							
Construction Worker Trips[2]	300	60	0	60	0	60	60
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	120	8	8	16	8	8	16
Total	***420***	***68***	***8***	***76***	***8***	***68***	***76***
Paving							
Construction Worker Trips[2]	80	16	0	16	0	16	16
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	40	3	3	6	3	3	6
Total	***120***	***19***	***3***	***22***	***3***	***19***	***22***
Architectural Coating							
Construction Worker Trips[2]	120	24	0	24	0	24	48
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	80	5	5	10	5	5	10
Total	***200***	***29***	***5***	***34***	***5***	***29***	***58***

PCE - Passenger car equivalent

Notes:

[1] - Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle

[2] - Up to 40% of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic. A total of up to 40% worker were assumed to depart during the evening peak hour.

[3] - Daily haul and delivery/equipment truck trips were assumed to occur evenly throughout an 8-hour construction day. Therefore, the daily truck trips were divided by 8 hours to calculate morning and evening peak hour truck trips.

TEMPORARY TRAFFIC IMPACTS

Potential impacts associated with construction of the project would be limited to those locations immediately adjacent to the project Site. Segments of PCH, Indiana Street, Mariposa Avenue, and Holly Avenue would have short-term impacts at locations where new curbs, landscaping, etc. are installed. Flagmen may be employed to guide trucks in and out of the project site which may temporarily delay traffic. Temporary lane closures around the project site may be expected. It is assumed that the access closures, if any, would result in temporary, short-term impacts but would not be considered significant.

TEMPORARY LOSS OF ACCESS

The existing hotels on the project site will remain open throughout construction. Pedestrian access to the existing hotel uses on the Project site will be open for the duration of construction, other than intermittent short-term occurrences. Sidewalk closures around the perimeter of the project site may be expected during street improvements for approximately 1-2 months. During this time, pedestrians would generally be routed to the other side of the street, but temporary covered pedestrian routes would be provided for access to the existing hotels. Worksite traffic control plans would be prepared for any temporary sidewalk closures in accordance with applicable City and MUTCD guidelines.

Vehicle access will be accommodated for the existing hotel uses on the project site throughout the duration of construction. During Phase 1 construction, Fairfield guests would continue to park at the existing surface lot on the North site. Once Phase 1 is completed, parking for the Fairfield guests can be moved into the newly constructed garage. During Phase 2 construction, Aloft parking would be accommodated via the existing surface lot at the North site. Once Phase 2 is completed, the South site and its respective land uses will park on-site at the new garage. Phase 3, the North site, would begin construction and during this buildout no vehicles would need special parking accommodations. Since the Project construction would not block any vehicle access to other parcels fronting the construction area, impacts would be less than significant.

TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES

Bus stops are located east of the project site, on Mariposa Avenue and on PCH. Construction is not anticipated to affect bus operations as construction and staging would not be immediately adjacent to these bus stops. Therefore, the Project construction would not require relocation of bus stops and the construction impacts on transit operations would be less than significant.

TEMPORARY LOSS OF ON-STREET PARKING

The only on-street parking permitted within the vicinity of the Project site is on the Indiana Street. While construction may require temporary parking restrictions along the project frontages of Indiana Street to accommodate the construction area footprint, on-street parking along the perimeter will be maintained as much as possible.

EMPLOYEE PARKING

A shared construction parking analysis was conducted for the construction of Pacific Coast Commons to understand the parking needs of construction employees and uses on-site. There is projected to be an excess demand of on-site parking spaces between the construction employees and uses on-site during the concurrent construction of Phase 2 and 3.[5] In order to accommodate the excess demand in parking, sufficient off-site parking with transport to and from the project site would need to be provided for hotel guests and employees, and construction employees.

[5] *Pacific Coast Commons – Shared Parking Analysis Memorandum,* Fehr & Peers, 2020.

8. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential transportation impacts of the proposed Pacific Coast Commons development. The following summarizes the results of this analysis:

- The Project consists of the development of three sites on existing parking lots affiliated with the Fairfield Inn & Suites and the Aloft Hotels. On the Pacific Coast Commons North site, 143 residential units and 2,223 square feet of commercial are proposed for construction. On the Fairfield Parking site, a parking structure will be constructed with 3,273 square feet of ground floor commercial. On the Pacific Coast Commons South site, 120 residential units with 2,056 square feet of ground floor commercial and 3,700 square feet of fast casual restaurant space will be constructed. The total development will include approximately 263 apartment units and 11,252 square feet of ground floor commercial space.

- Vehicle access for the Project is to be provided via one driveway on Mariposa Avenue, one driveway on Palm Avenue, two driveways on PCH, and two driveways on Indiana Street. The Pacific Coast Commons North site has ingress/egress via Mariposa Avenue and Palm Avenue into a private driveway. The Fairfield Parking site would have ingress from a driveway on PCH and egress from a driveway on Indiana Street. The Pacific Coast Commons South site would have ingress/egress at both PCH and Indiana Street driveways.

- The project is estimated to generate an average daily household VMT per resident of 10.9 miles. The Project would not result in a significant transportation impact using the VMT significance thresholds developed for this study.

- The Project is projected to generate an estimated net increase of 2,517 daily trips, including 132 trips (47 inbound/85 outbound) during the AM peak hour and 178 trips (103 inbound/75 outbound) during the PM peak hour.

- A level of service analysis was conducted for 12 signalized intersections and 4 stop-controlled intersections. The results of this analysis were presented for informational purposes only.

- Driveway access was evaluated for the Project at the Pacific Coast Commons South driveway on PCH. The driveway approach to PCH is projected to operate at acceptable levels under Existing plus Project conditions and projected to operate at LOS E during the PM peak hour under Future plus Project conditions.

REFERENCES

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The South Bay Bicycle Master Plan, Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition, August 2011.

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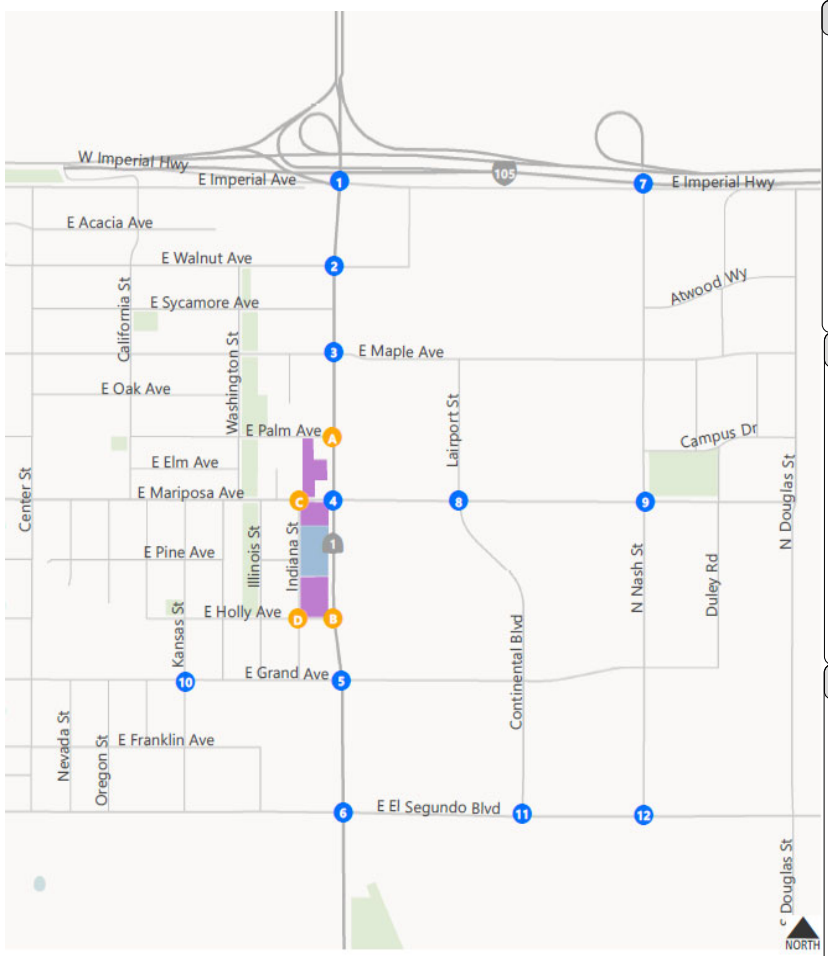
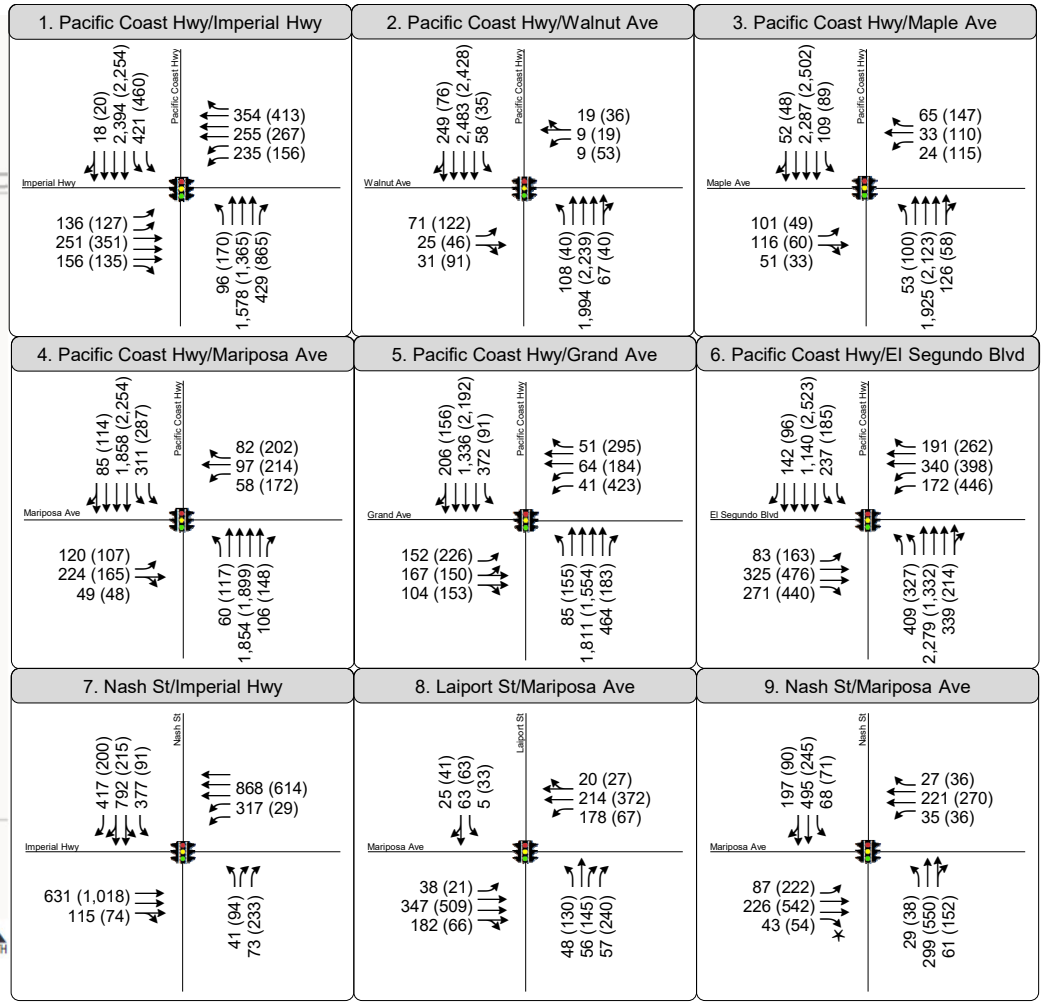
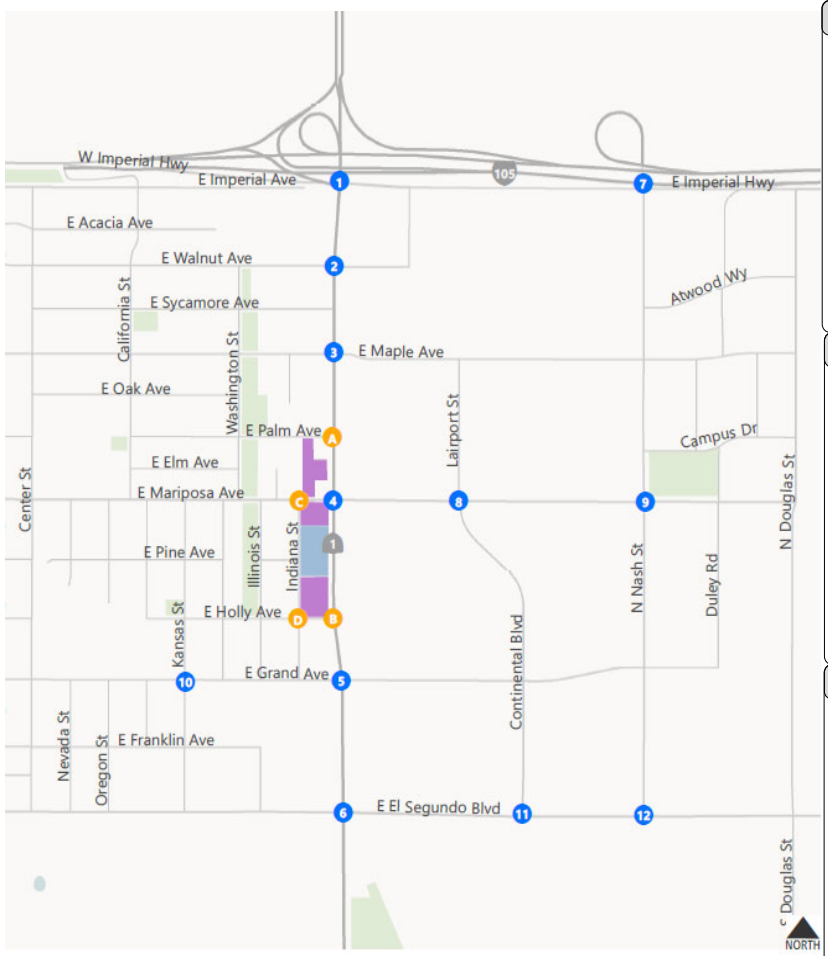
APPENDIX A:
LANE CONFIGURATIONS AND TRAFFIC VOLUMES





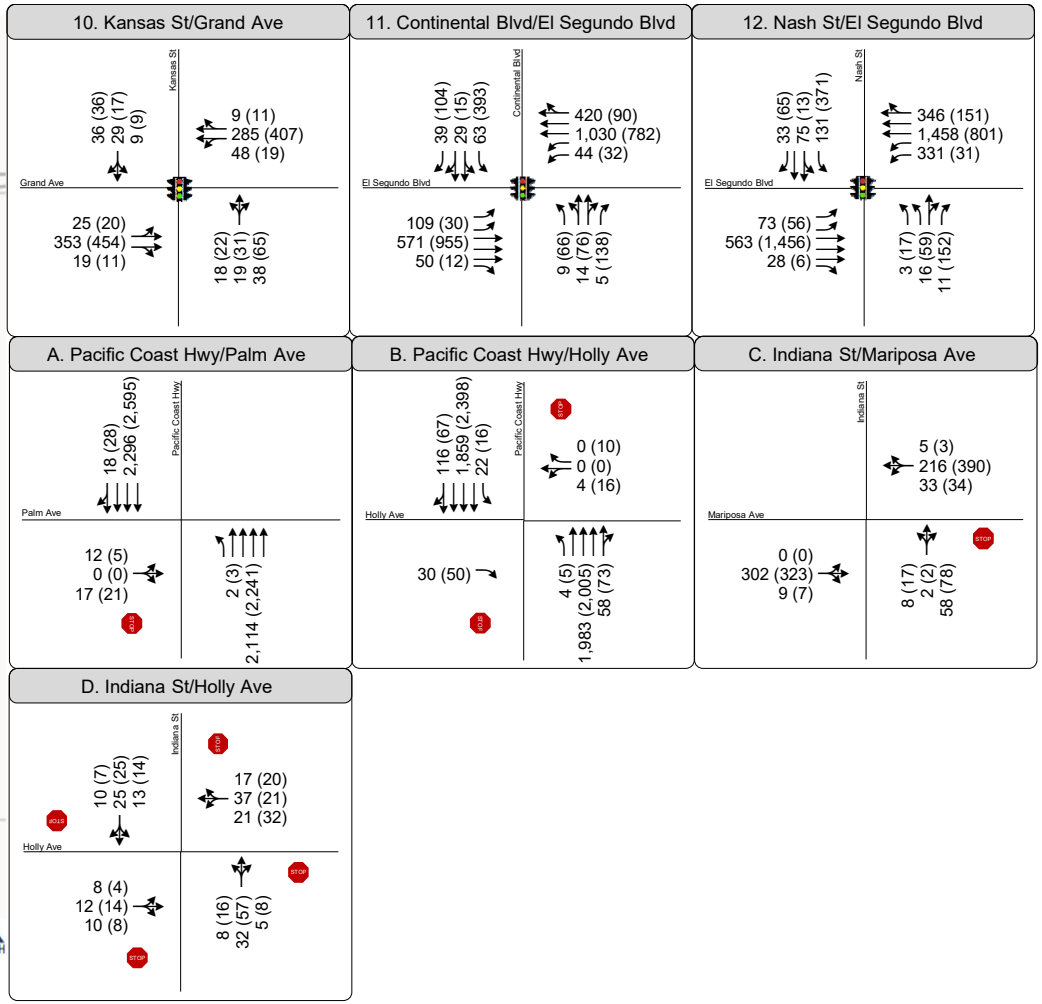
*De facto right turn lane

Appendix A
Peak Hour Traffic Volumes and Lane Configurations
Existing (2019) Conditions



Study Intersections
- Signalized
- Unsignalized

Project Site
Existing Hotels



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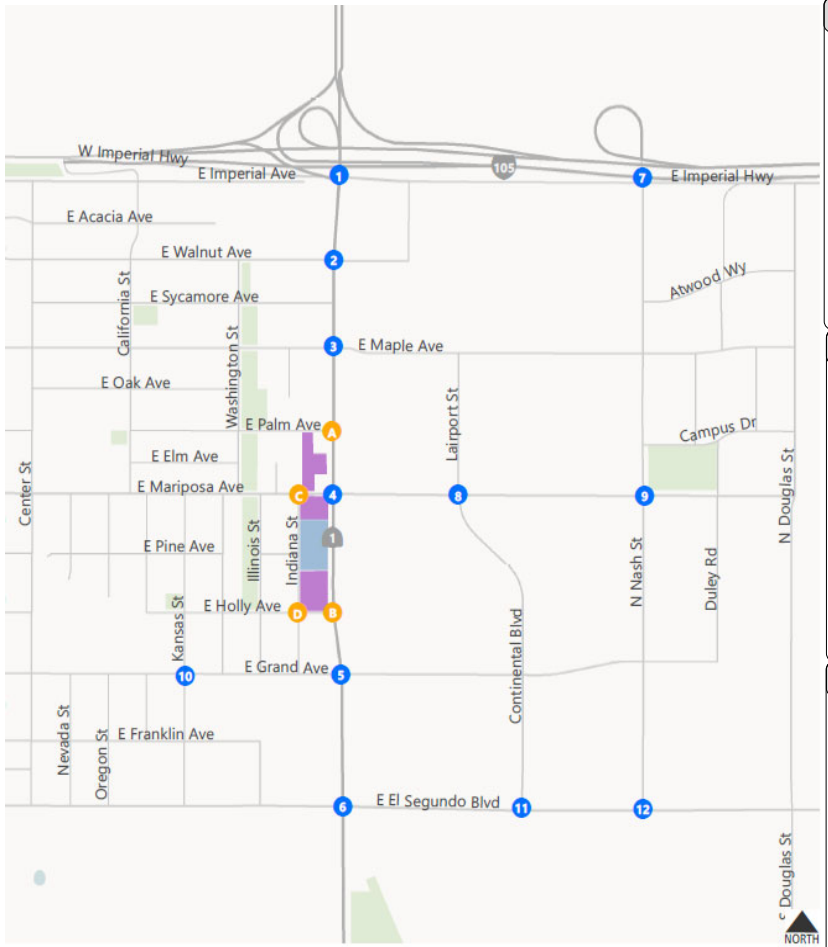
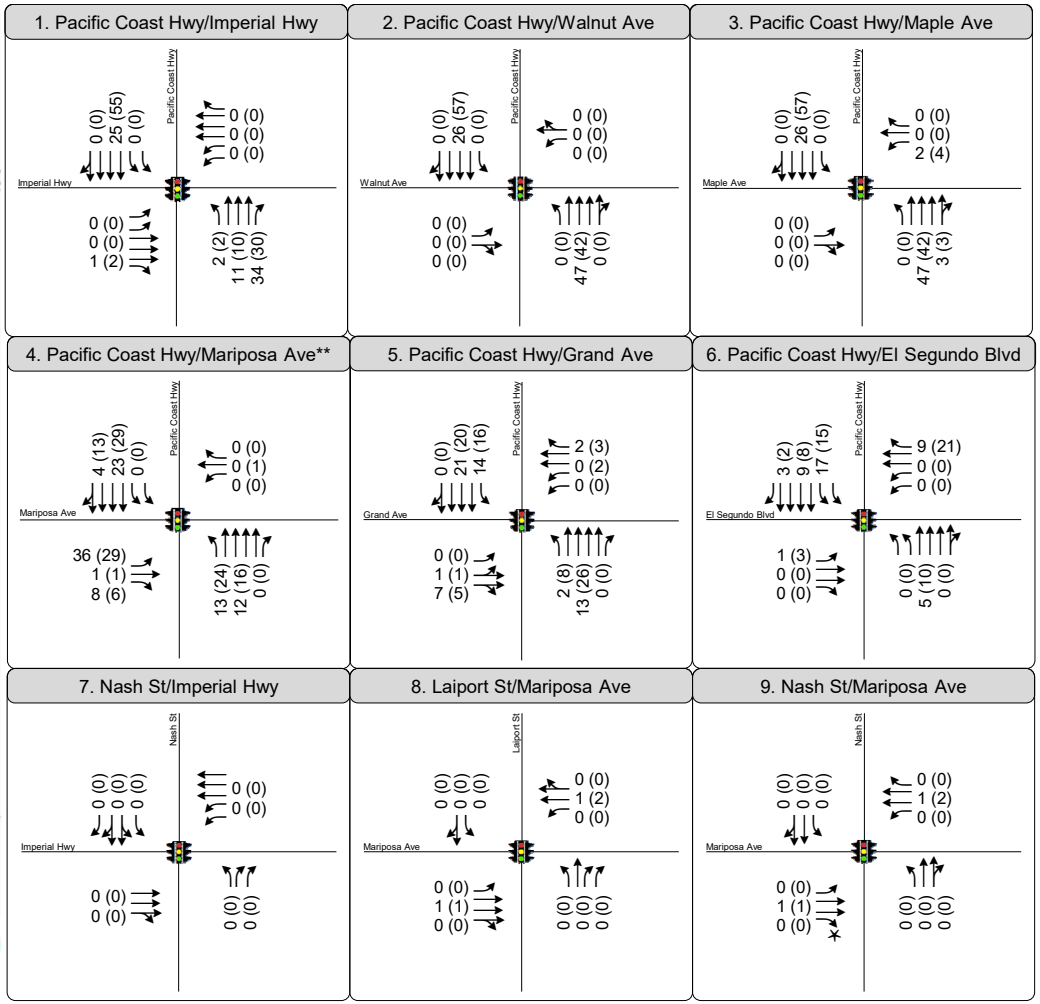
Existing (2019) Conditions



Study Intersections
- Signalized
- Unsignalized

Project Site
Existing Hotels

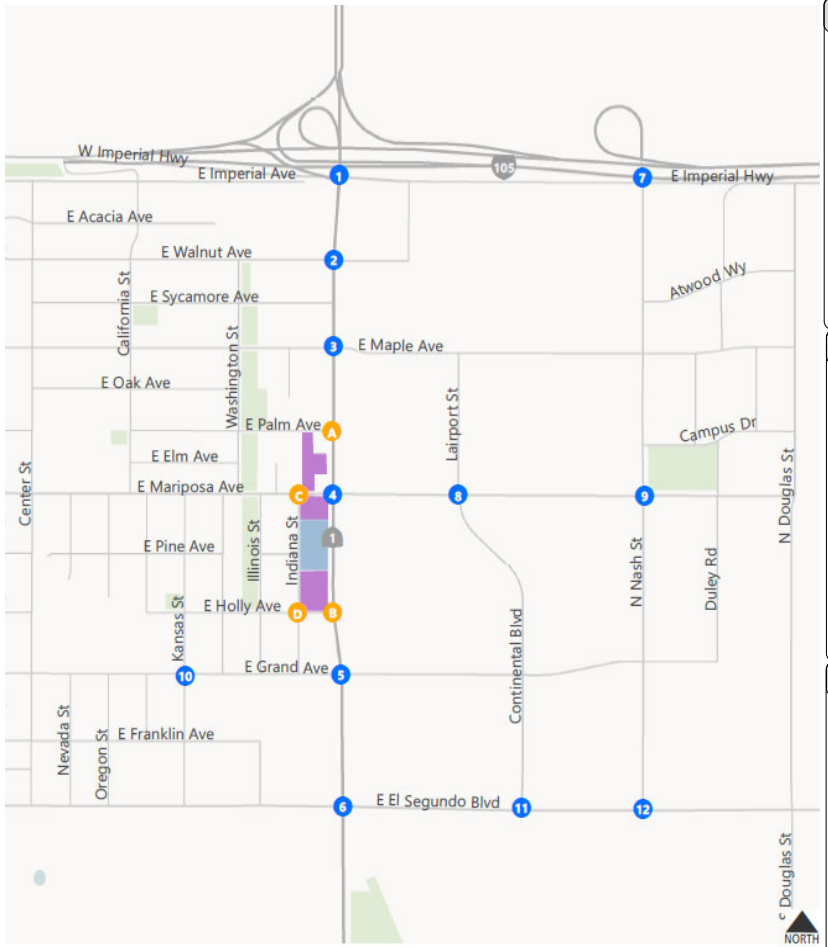


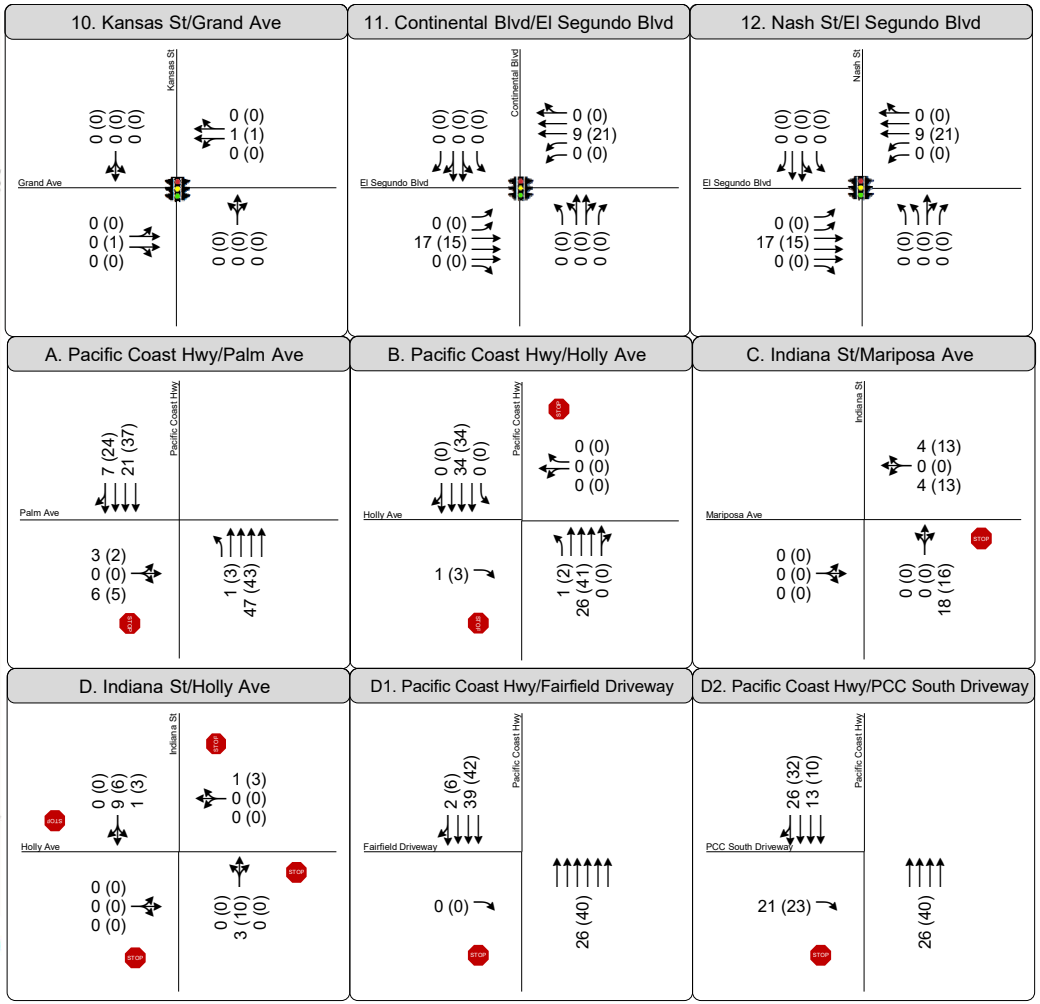
*De facto right turn

*As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway (Intersection 4) will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

Appendix A

Peak Hour Traffic Volumes and Lane Configurations
Project Only Assignment





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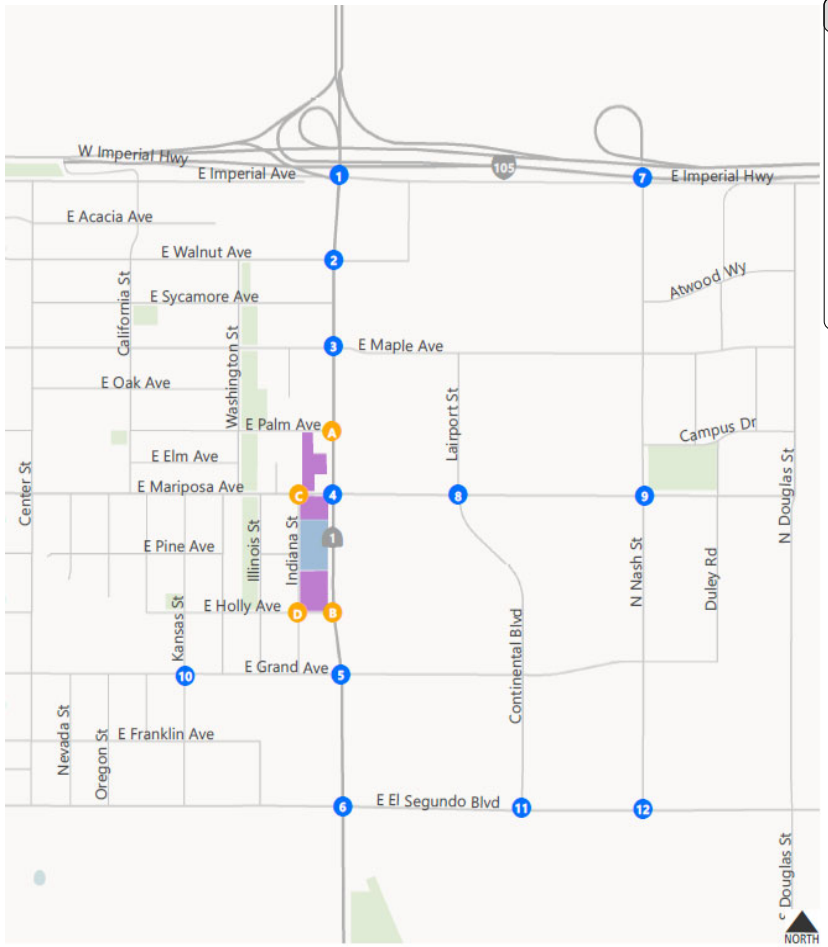
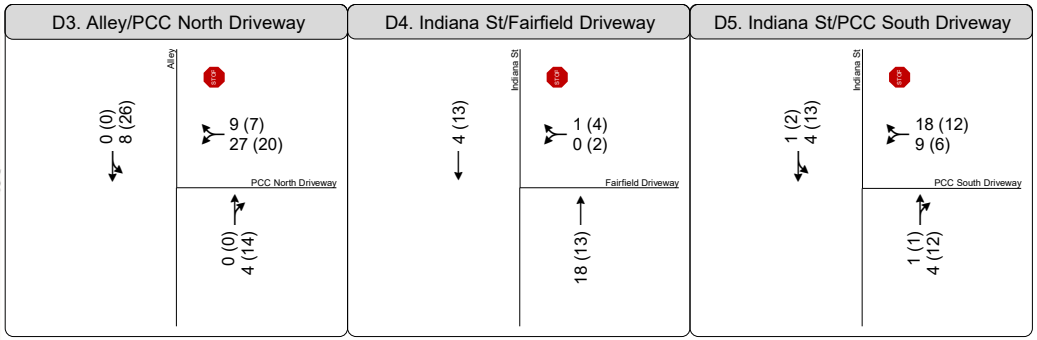
Project Only Assignment



Study Intersections
- Signalized
- Unsignalized

- Project Site
- Existing Hotels



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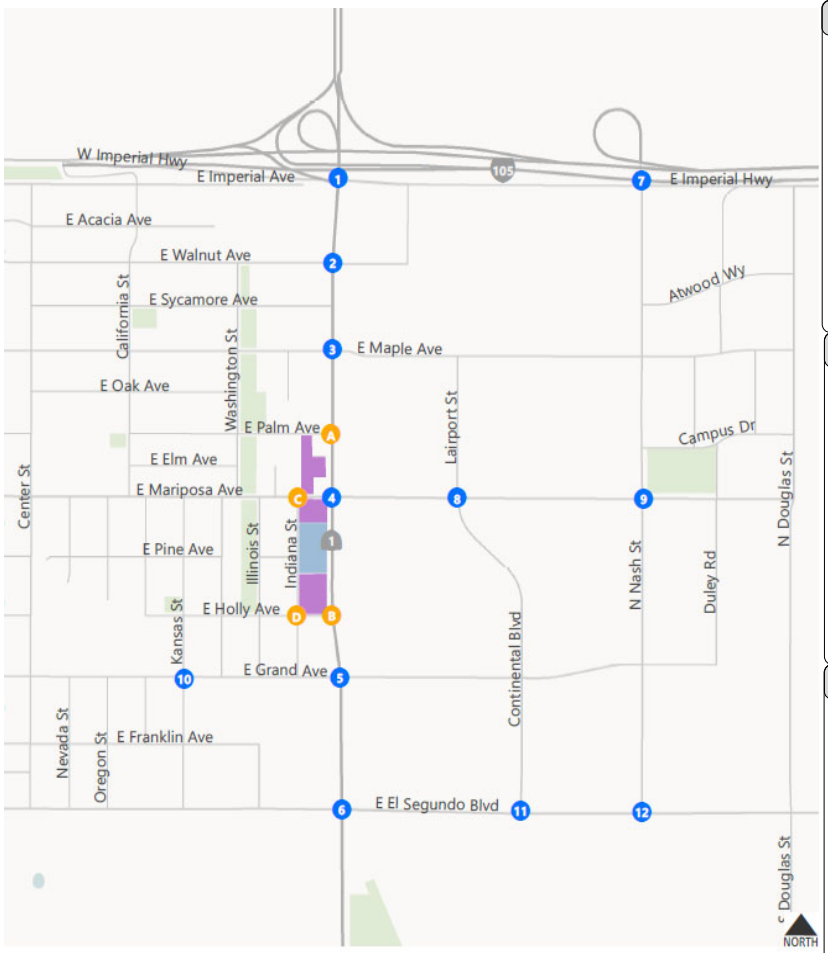
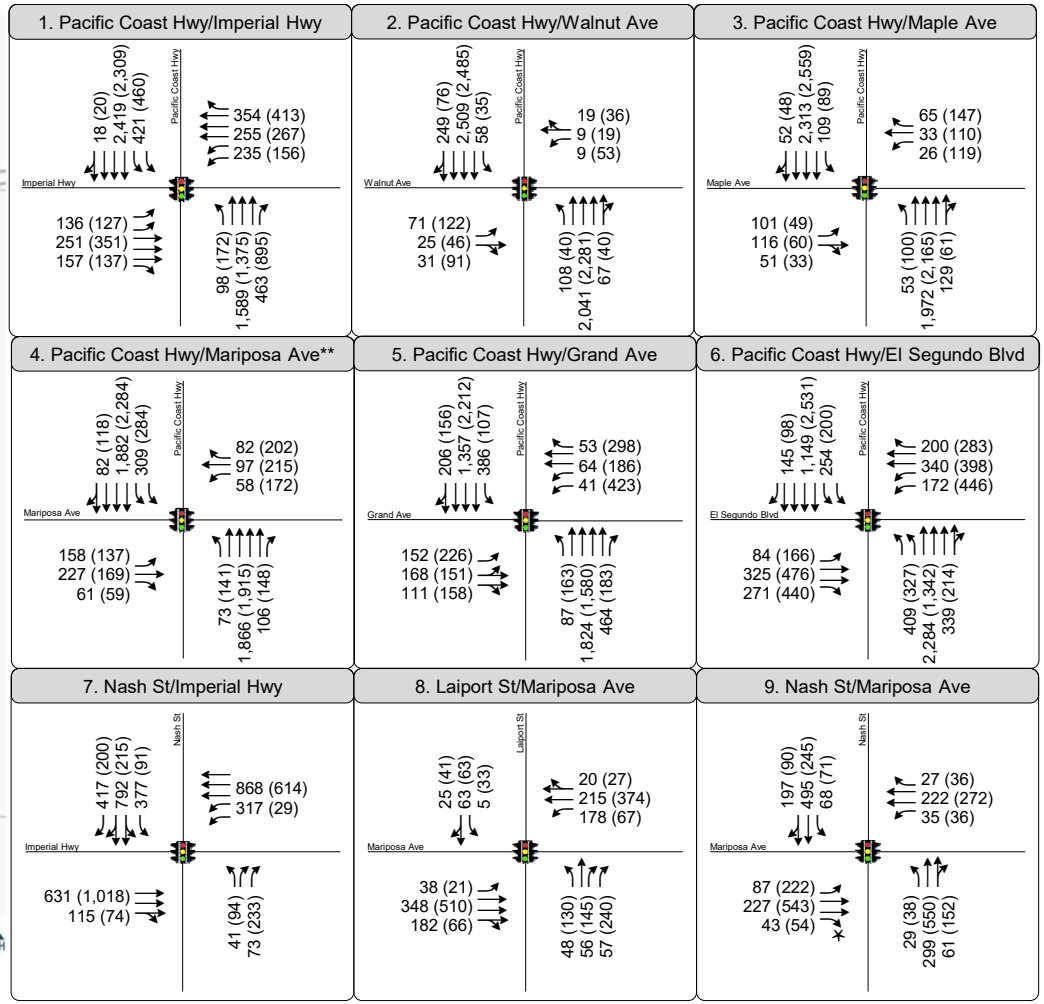


Study Intersections
- Signalized
- Unsignalized

- Project Site
- Existing Hotels



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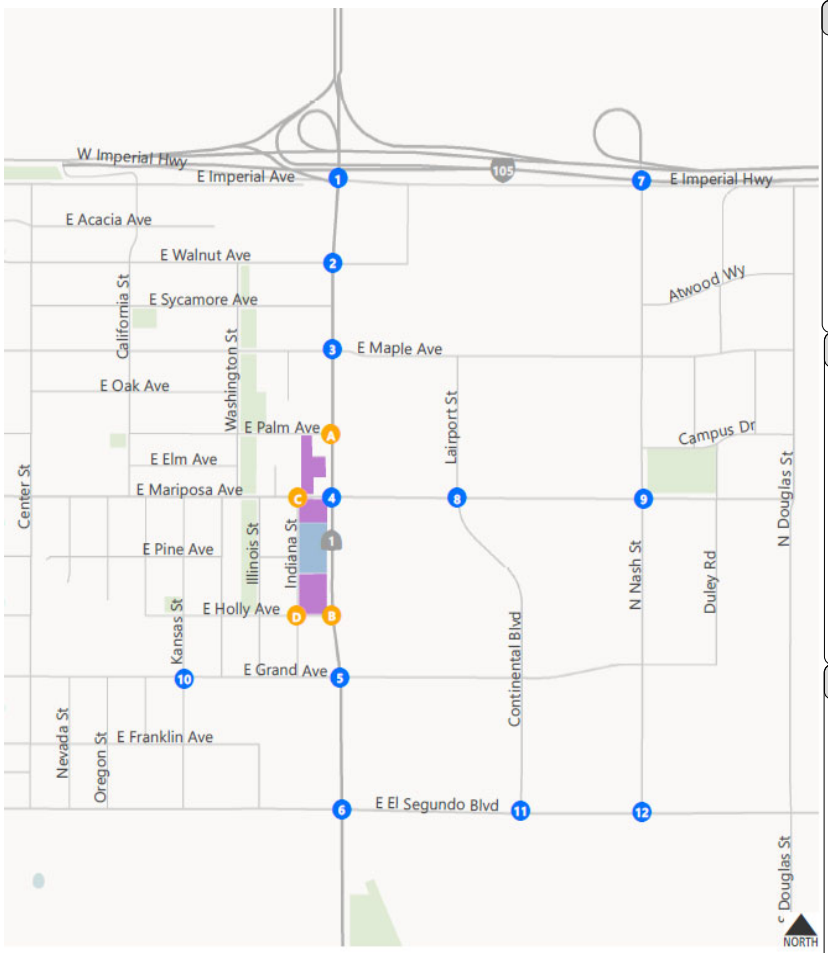
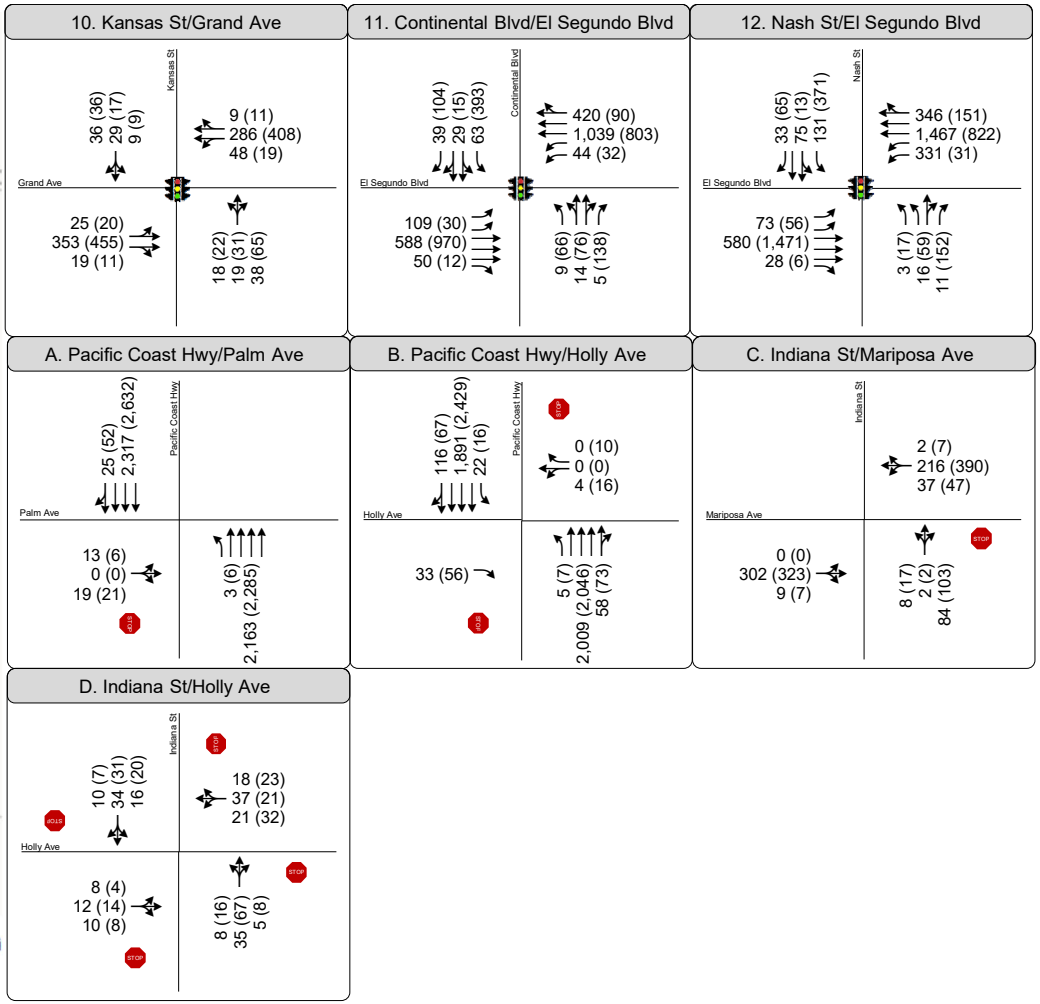
Appendix A

Peak Hour Traffic Volumes and Lane Configurations
Existing + Project (2019) Conditions



Study Intersections
- Signalized
- Unsignalized

Project Site
Existing Hotels



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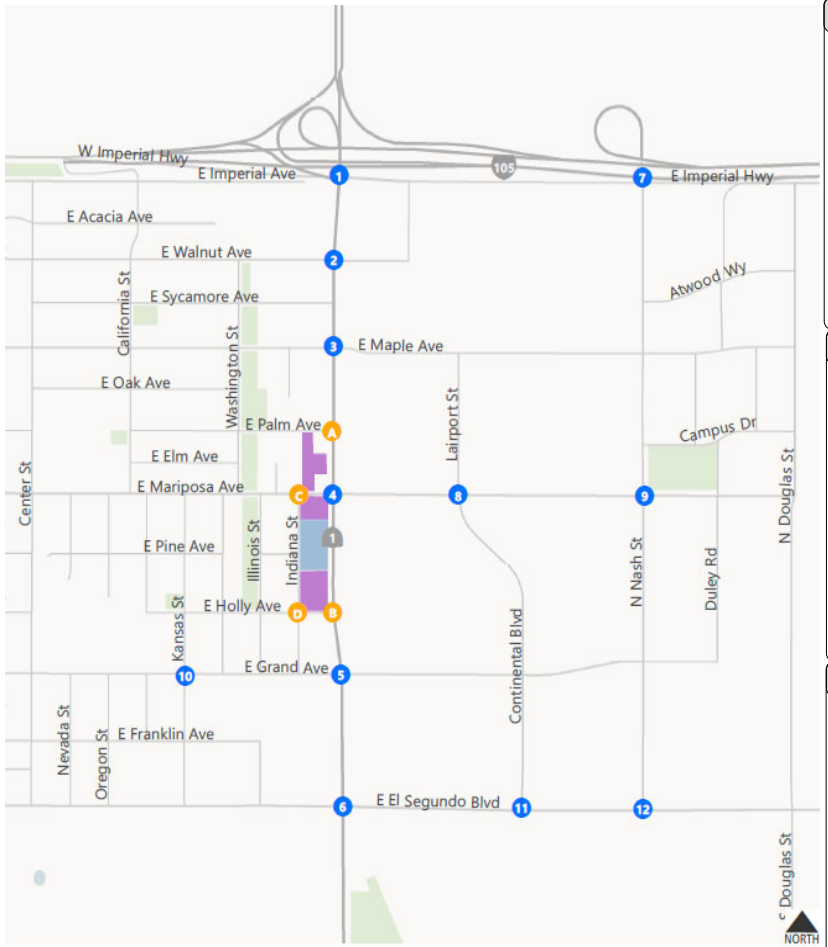
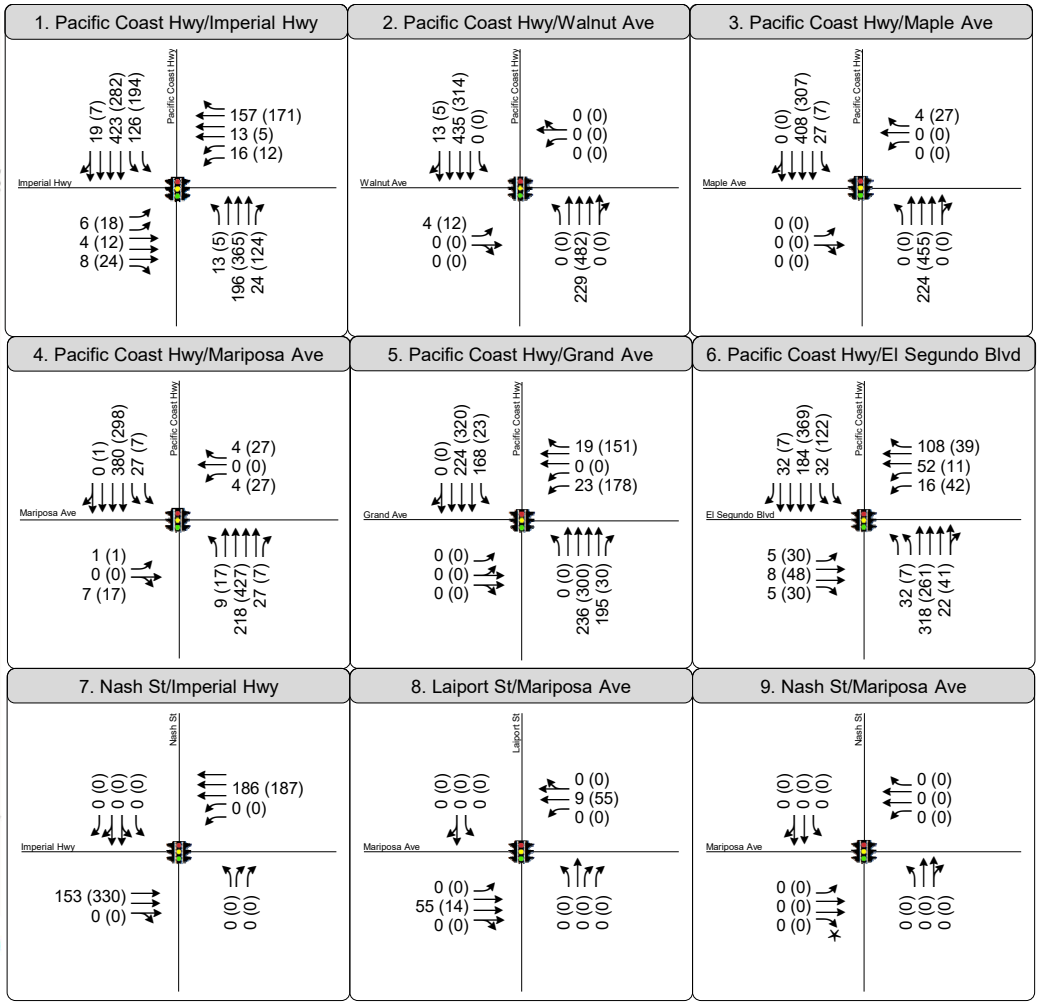
Existing + Project (2019) Conditions



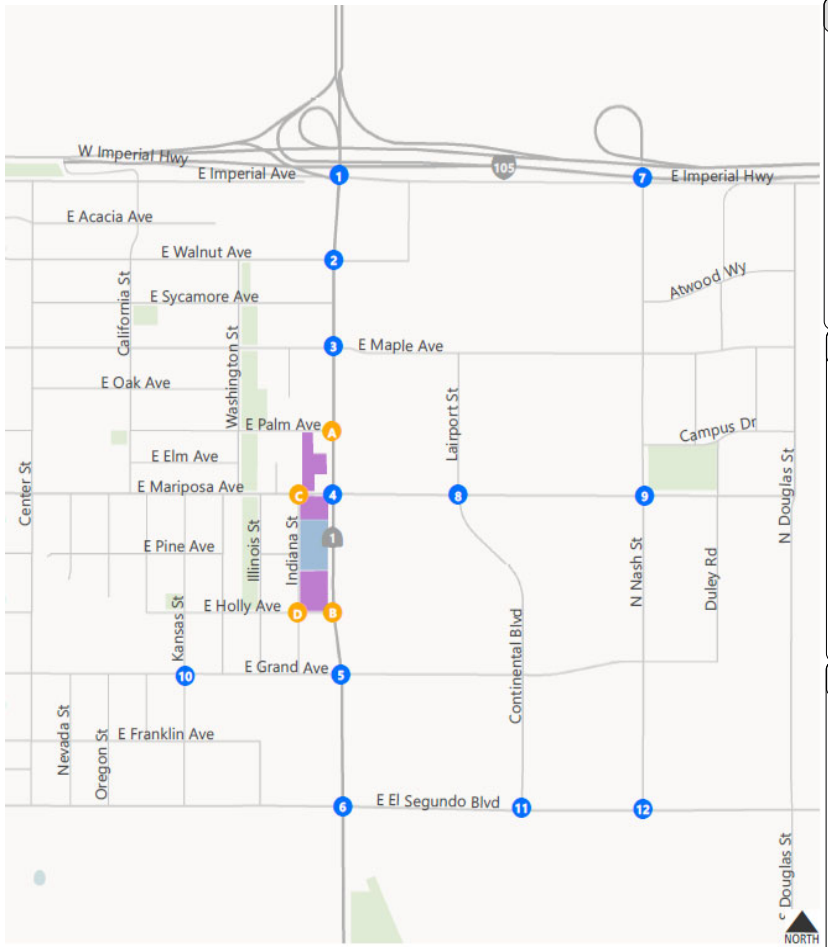
Study Intersections
- Signalized
- Unsignalized

Project Site
Existing Hotels



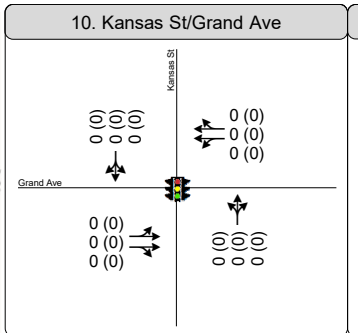
*De facto right turn

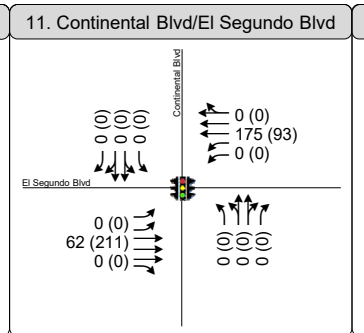
Appendix A
Peak Hour Traffic Volumes and Lane Configurations
Related Projects

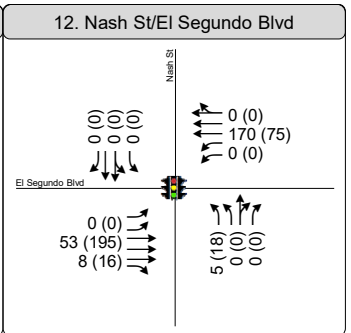


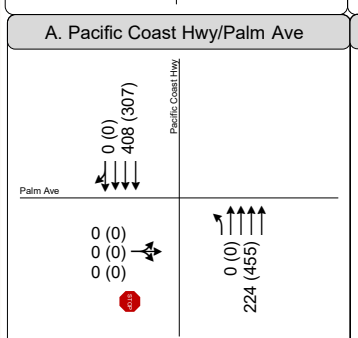
Study Intersections
- Signalized
- Unsignalized

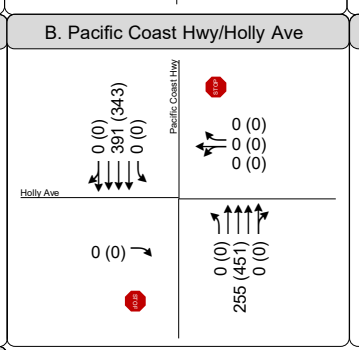
Project Site
Existing Hotels

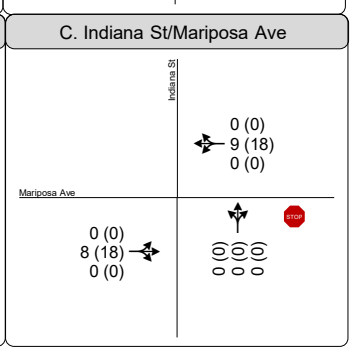


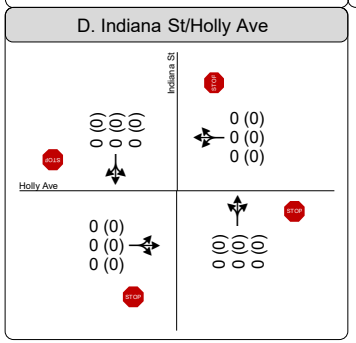












*De facto right turn

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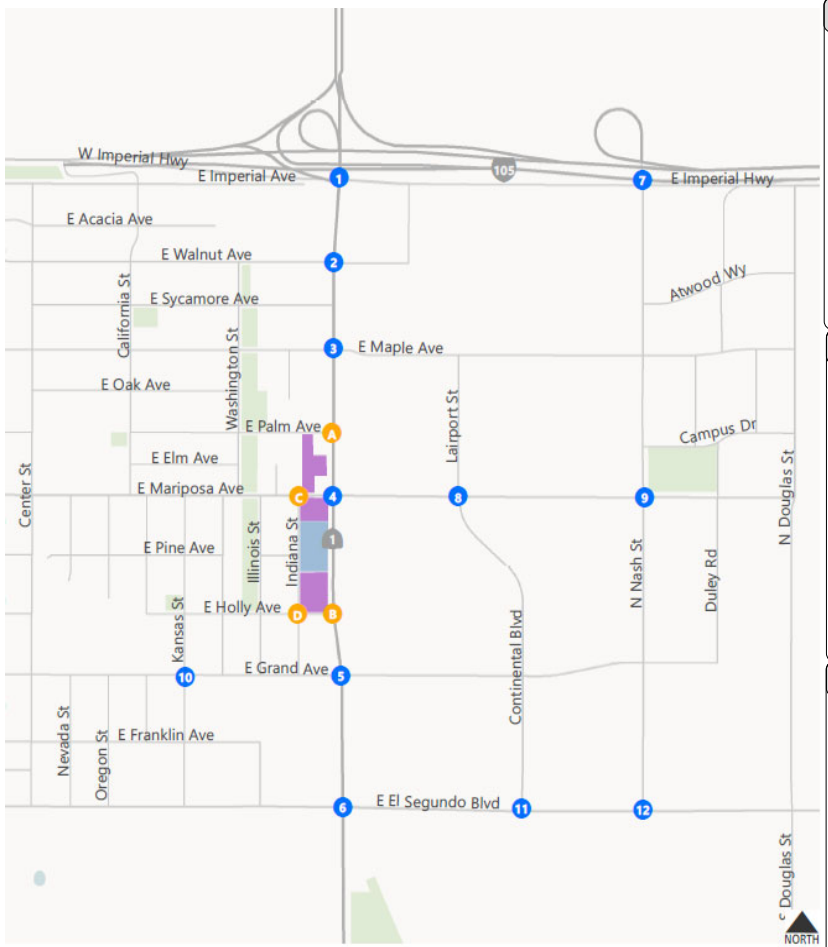
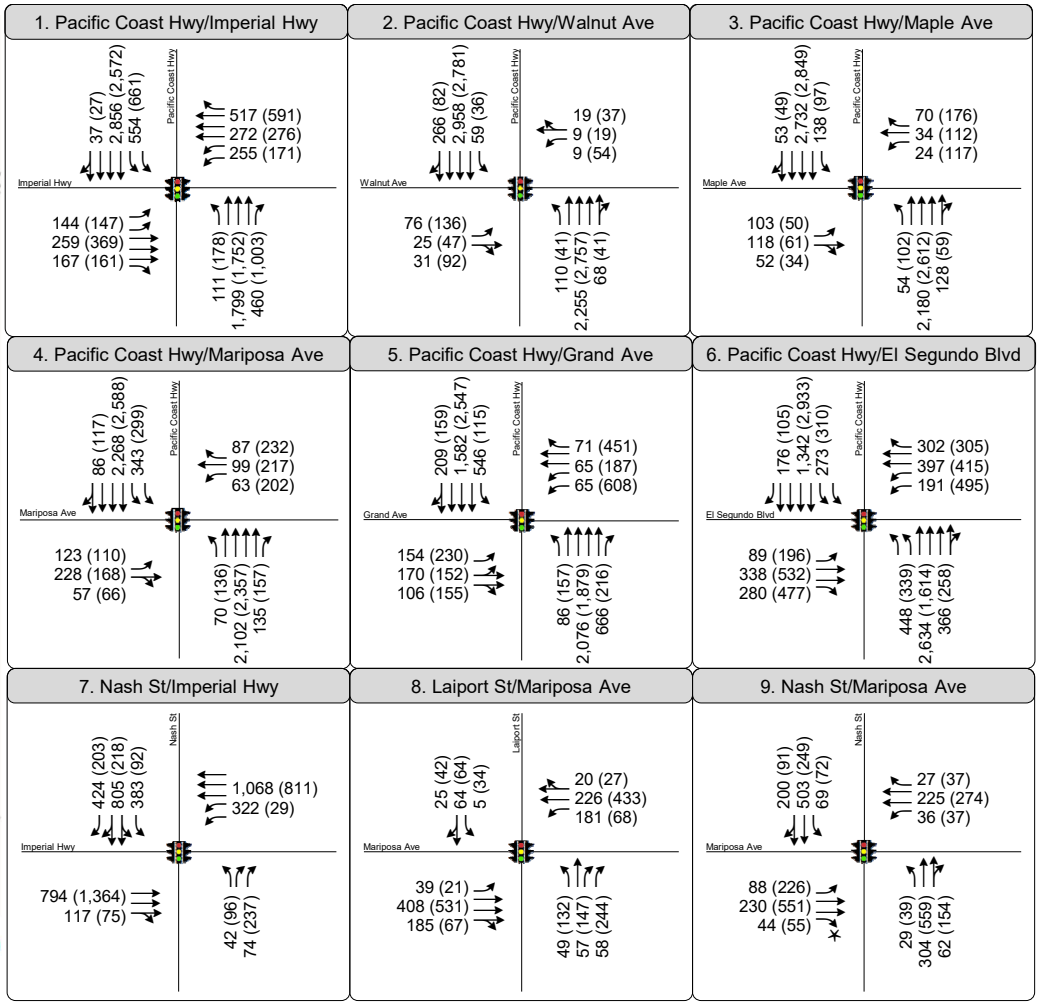
Peak Hour Traffic Volumes and Lane Configurations
Related Projects



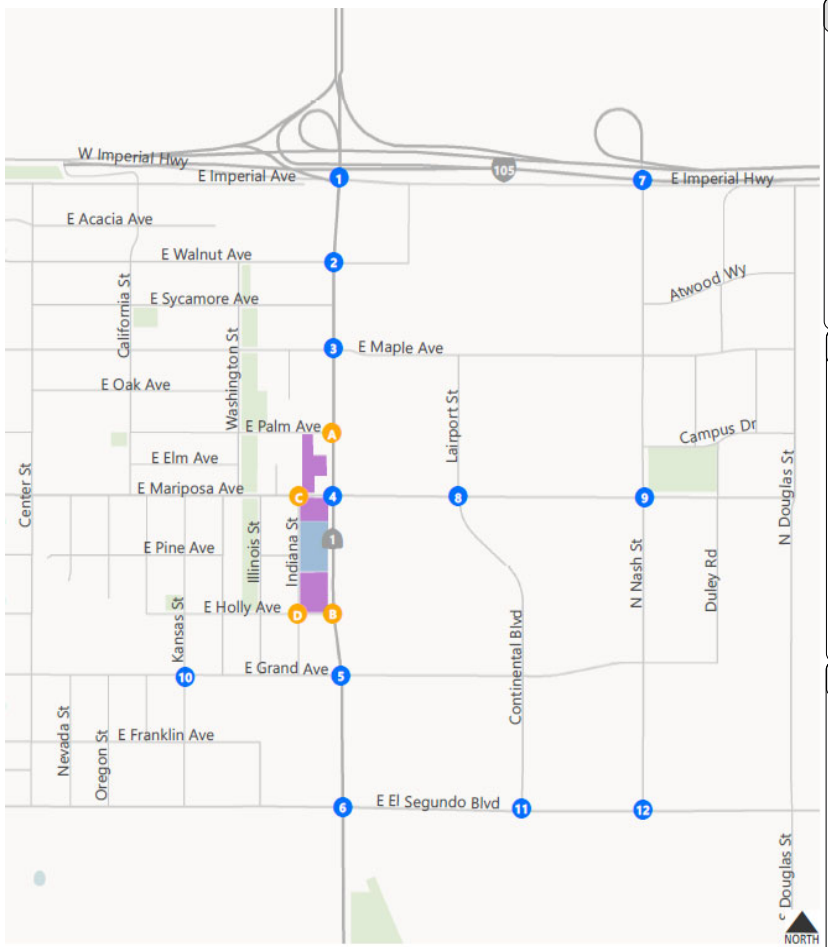


*De facto right turn

Appendix A

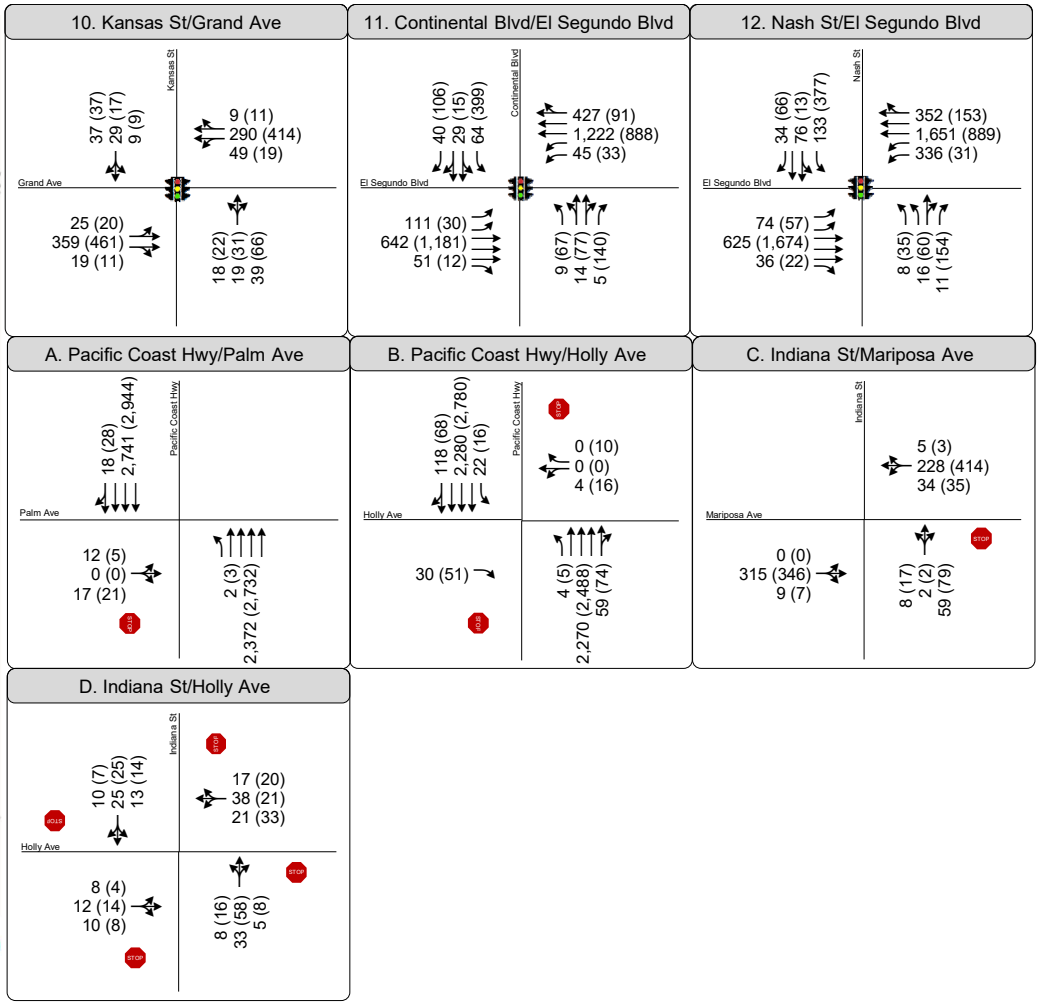
Peak Hour Traffic Volumes and Lane Configurations

Future (2027) Conditions



Study Intersections
- Signalized
- Unsignalized

Project Site
Existing Hotels



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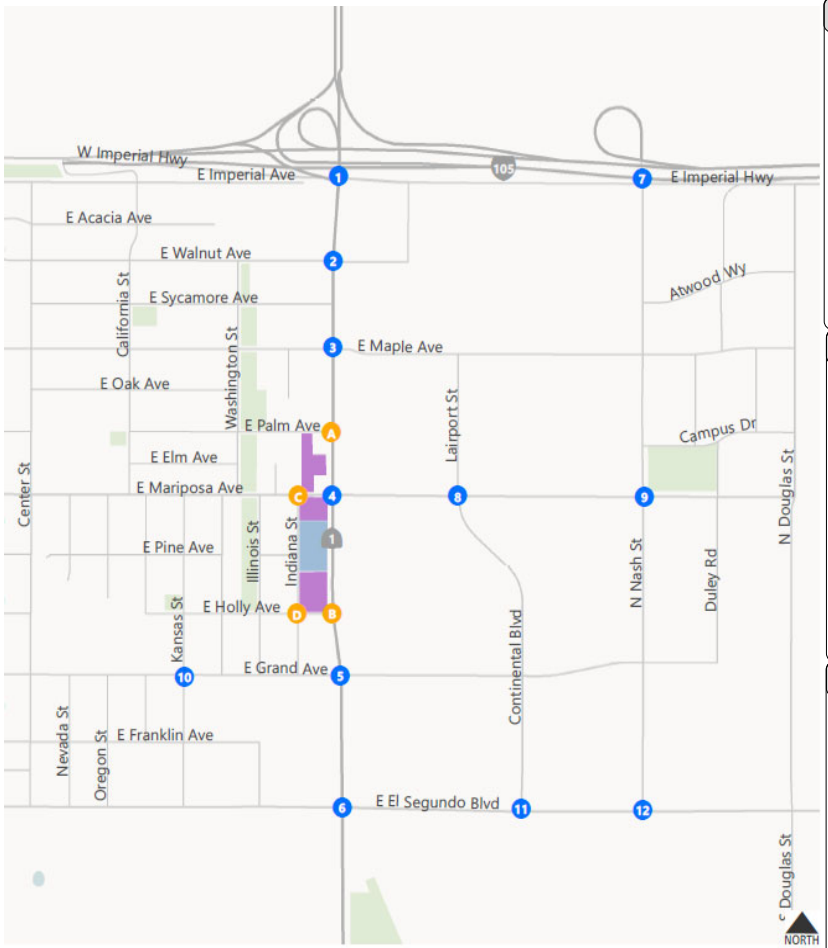
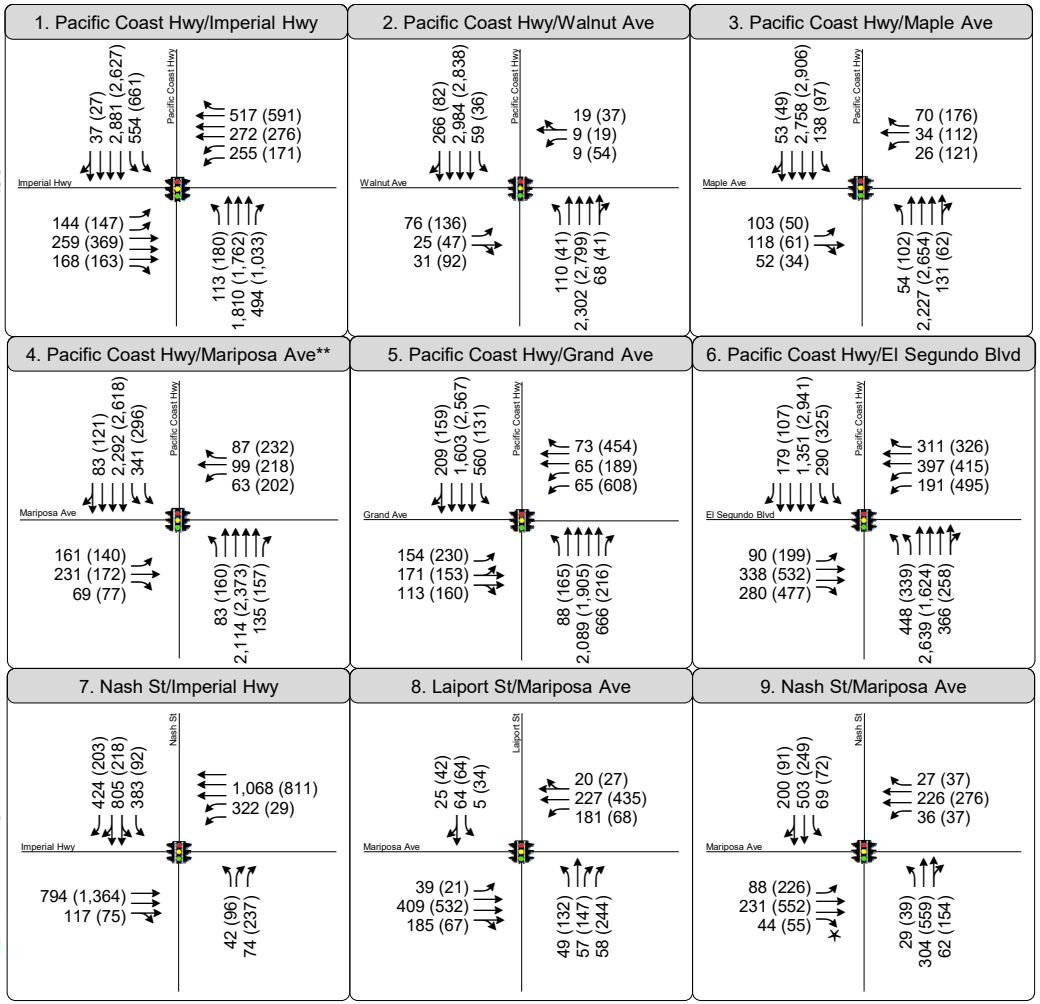
Future (2027) Conditions



Study Intersections
- Signalized
- Unsignalized

Project Site
Existing Hotels



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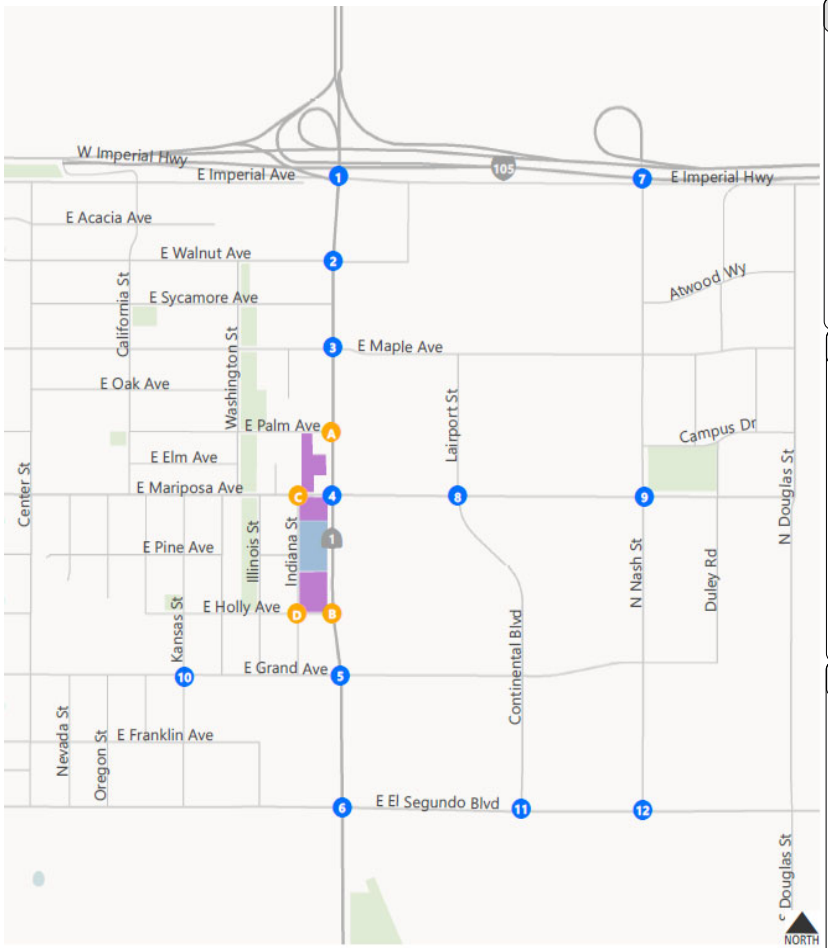
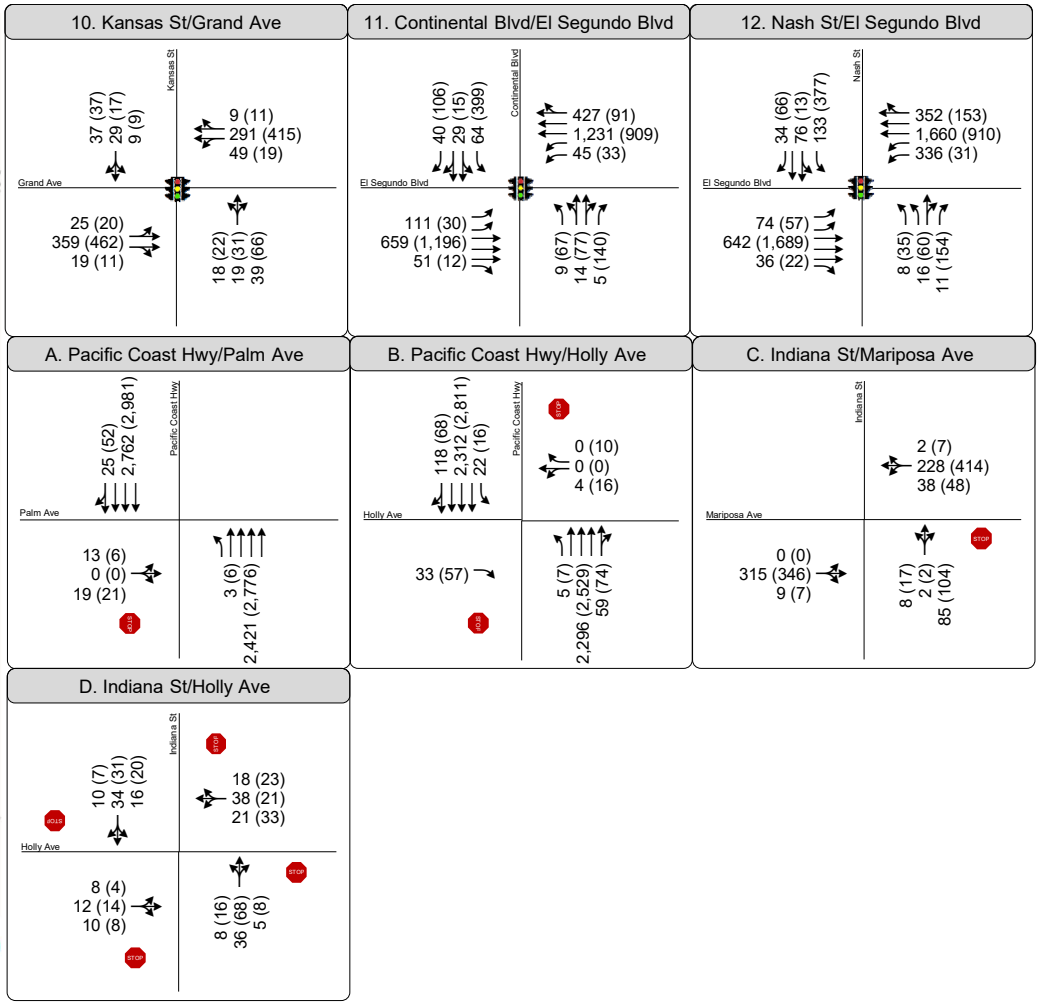
Peak Hour Traffic Volumes and Lane Configurations
Future + Project (2027) Conditions



Study Intersections
- Signalized
- Unsignalized

Project Site
Existing Hotels



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Appendix A

Peak Hour Traffic Volumes and Lane Configurations
Future + Project (2027) Conditions

APPENDIX B:
COUNT SHEETS

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & Imperial Hwy
City: El Segundo
Control: Signalized

Project ID: 19-05278-001
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Imperial Hwy				Imperial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	1	0	2	4	0	0	2	3	1	0	2	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	19	422	110	0	70	328	1	2	34	48	26	0	50	48	80	4	1242
7:15 AM	14	399	122	0	65	365	4	1	24	64	51	0	58	59	93	3	1322
7:30 AM	12	361	104	3	100	539	4	2	36	56	39	0	42	76	89	1	1464
7:45 AM	22	372	98	0	111	564	3	1	51	90	34	1	70	59	84	2	1562
8:00 AM	20	378	122	1	95	604	4	0	40	69	35	0	65	68	57	4	1562
8:15 AM	30	442	104	1	113	604	5	3	32	50	34	0	51	67	93	3	1632
8:30 AM	16	352	110	1	108	579	1	2	33	80	45	0	48	56	109	5	1545
8:45 AM	25	406	93	2	100	607	8	0	31	52	42	0	58	64	95	1	1584
9:00 AM	14	334	124	0	111	634	6	0	25	71	26	0	51	57	86	2	1541
9:15 AM	32	284	123	2	83	477	8	0	25	54	34	0	52	61	56	5	1296
9:30 AM	29	303	120	2	69	476	5	0	25	50	30	0	48	59	57	2	1275
9:45 AM	29	260	132	0	73	434	7	2	21	41	35	1	62	90	107	5	1299
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	262	4313	1362	12	1098	6211	56	13	377	725	431	2	655	764	1006	37	17324
APPROACH %'s :	4.40%	72.50%	22.89%	0.20%	14.88%	84.18%	0.76%	0.18%	24.56%	47.23%	28.08%	0.13%	26.60%	31.03%	40.86%	1.50%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	91	1578	429	5	416	2394	18	5	136	251	156	0	222	255	354	13	6323
PEAK HR FACTOR :	0.758	0.893	0.879	0.625	0.920	0.986	0.563	0.417	0.850	0.784	0.867	0.000	0.854	0.938	0.812	0.650	0.969
	0.911				0.977				0.859				0.968				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	1	0	2	4	0	0	2	3	1	0	2	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	33	335	230	1	119	508	5	0	27	89	34	1	34	44	86	0	1546
4:15 PM	44	331	215	2	91	501	4	2	36	101	27	0	39	57	108	1	1559
4:30 PM	28	346	224	1	102	522	4	0	36	99	40	0	34	60	84	1	1581
4:45 PM	40	314	196	1	128	570	7	0	32	89	33	0	25	59	109	0	1603
5:00 PM	47	333	238	1	103	561	2	3	28	98	28	1	42	61	80	0	1626
5:15 PM	41	352	247	3	118	566	3	2	43	107	40	0	45	85	117	1	1770
5:30 PM	37	366	184	0	105	557	8	1	24	54	34	2	41	62	107	2	1584
5:45 PM	50	355	167	1	109	569	1	0	45	77	37	1	33	58	98	0	1601
6:00 PM	38	346	209	1	115	538	2	2	37	75	50	1	22	76	100	0	1612
6:15 PM	31	324	258	0	102	586	3	1	36	60	27	0	24	36	92	1	1581
6:30 PM	33	301	215	1	64	568	5	0	32	76	32	0	26	49	69	0	1471
6:45 PM	37	261	211	0	89	481	5	4	32	55	38	0	24	48	65	0	1350
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	459	3964	2594	12	1245	6527	49	15	408	980	420	6	389	695	1115	6	18884
APPROACH %'s :	6.53%	56.39%	36.90%	0.17%	15.89%	83.30%	0.63%	0.19%	22.49%	54.02%	23.15%	0.33%	17.64%	31.52%	50.57%	0.27%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	165	1365	865	5	454	2254	20	6	127	348	135	3	153	267	413	3	6583
PEAK HR FACTOR :	0.878	0.932	0.876	0.417	0.887	0.989	0.625	0.500	0.738	0.813	0.844	0.375	0.850	0.785	0.882	0.375	0.930
	0.933				0.970				0.807				0.843				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & Walnut Ave
City: El Segundo
Control: Signalized

Project ID: 19-05278-002
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Walnut Ave				Walnut Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	1	4	0	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	515	7	1	5	359	46	9	12	1	4	0	2	5	12	0	993
7:15 AM	15	514	24	3	1	405	36	8	11	3	3	0	2	3	5	0	1033
7:30 AM	20	439	9	4	12	525	56	7	10	2	4	0	5	2	15	0	1110
7:45 AM	22	468	17	2	8	589	43	6	20	3	9	0	8	3	7	0	1205
8:00 AM	32	526	20	0	12	651	60	1	16	3	6	0	2	3	4	0	1336
8:15 AM	17	518	20	0	10	612	49	6	19	9	5	0	4	1	6	0	1276
8:30 AM	26	459	12	1	6	575	59	7	21	6	9	0	3	3	3	0	1190
8:45 AM	31	491	15	1	11	645	81	5	15	7	11	0	0	2	6	0	1321
9:00 AM	19	424	12	0	15	597	70	5	18	4	7	0	5	7	8	0	1191
9:15 AM	21	425	10	1	10	484	68	8	23	1	9	0	1	2	2	0	1065
9:30 AM	16	427	8	0	1	474	46	7	18	2	2	0	0	5	1	0	1007
9:45 AM	19	411	12	0	6	426	64	4	8	9	6	0	2	2	7	0	976
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	253	5617	166	13	97	6342	678	73	191	50	75	0	34	38	76	0	13703
APPROACH %'s :	4.18%	92.86%	2.74%	0.21%	1.35%	88.21%	9.43%	1.02%	60.44%	15.82%	23.73%	0.00%	22.97%	25.68%	51.35%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	106	1994	67	2	39	2483	249	19	71	25	31	0	9	9	19	0	5123
PEAK HR FACTOR :	0.828	0.948	0.838	0.500	0.813	0.954	0.769	0.679	0.845	0.694	0.705	0.000	0.563	0.750	0.792	0.000	0.959
	0.938				0.940				0.882				0.841				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	1	4	0	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	18	552	6	4	1	515	12	3	44	6	27	0	10	1	7	0	1206
4:15 PM	3	548	3	2	0	497	13	3	28	5	20	0	7	2	6	0	1137
4:30 PM	4	540	7	1	5	499	17	4	37	11	19	0	11	5	9	0	1169
4:45 PM	10	520	11	1	1	632	12	8	21	6	16	0	14	3	11	0	1266
5:00 PM	5	555	11	4	3	583	22	7	39	17	25	0	14	3	7	0	1295
5:15 PM	12	604	7	0	3	616	20	6	35	13	27	0	18	4	9	0	1374
5:30 PM	4	560	11	4	6	597	22	1	27	10	23	0	7	9	9	0	1290
5:45 PM	6	522	12	1	2	583	15	6	28	23	12	0	14	3	5	0	1232
6:00 PM	10	529	7	2	6	607	21	3	58	10	21	0	11	0	9	0	1294
6:15 PM	13	558	3	1	3	637	15	7	35	11	14	0	17	2	9	0	1325
6:30 PM	7	507	2	0	0	659	13	5	36	8	27	0	3	1	6	0	1274
6:45 PM	3	460	2	3	1	555	7	10	22	4	16	0	5	1	7	0	1096
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	95	6455	82	23	31	6980	189	63	410	124	247	0	131	34	94	0	14958
APPROACH %'s :	1.43%	96.99%	1.23%	0.35%	0.43%	96.10%	2.60%	0.87%	52.50%	15.88%	31.63%	0.00%	50.58%	13.13%	36.29%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	31	2239	40	9	13	2428	76	22	122	46	91	0	53	19	36	0	5225
PEAK HR FACTOR :	0.646	0.927	0.909	0.563	0.542	0.960	0.864	0.688	0.782	0.676	0.843	0.000	0.736	0.528	0.818	0.000	0.951
	0.931				0.972				0.799				0.871				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & Maple Ave
City: El Segundo
Control: Signalized

Project ID: 19-05278-003
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Maple Ave				Maple Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	1	4	0	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	511	30	3	15	326	7	1	21	24	7	0	3	5	15	0	972
7:15 AM	14	487	30	3	15	384	15	3	14	14	10	0	4	5	16	0	1014
7:30 AM	4	481	37	3	13	518	6	0	17	23	10	0	6	7	21	0	1146
7:45 AM	5	453	29	3	24	603	8	1	20	26	10	0	7	3	13	0	1205
8:00 AM	7	519	48	6	26	576	19	2	29	36	14	0	4	10	18	1	1315
8:15 AM	9	481	31	7	26	575	10	2	28	28	9	0	5	6	15	0	1232
8:30 AM	7	432	25	5	25	551	12	1	20	30	13	0	6	7	21	0	1155
8:45 AM	7	493	22	5	23	585	11	4	24	22	15	0	8	10	11	0	1240
9:00 AM	5	463	23	3	25	565	5	3	17	16	17	0	7	7	28	0	1184
9:15 AM	5	465	24	7	18	456	7	3	18	13	9	0	5	7	20	0	1057
9:30 AM	10	372	16	4	22	429	7	3	24	9	15	0	7	7	20	0	945
9:45 AM	6	346	20	8	20	370	11	2	24	8	9	0	6	15	13	0	858
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	83	5503	335	57	252	5938	118	25	256	249	138	0	68	89	211	1	13323
APPROACH %'s :	1.39%	92.05%	5.60%	0.95%	3.98%	93.76%	1.86%	0.39%	39.81%	38.72%	21.46%	0.00%	18.43%	24.12%	57.18%	0.27%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	30	1925	126	23	100	2287	52	9	101	116	51	0	23	33	65	1	4942
PEAK HR FACTOR :	0.833	0.927	0.656	0.821	0.962	0.977	0.684	0.563	0.871	0.806	0.850	0.000	0.719	0.825	0.774	0.250	0.940
	0.907				0.982				0.848				0.897				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	1	4	0	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	495	7	9	13	548	6	1	21	20	13	0	24	22	24	0	1216
4:15 PM	11	513	10	3	14	524	11	2	18	17	10	0	29	18	30	0	1210
4:30 PM	19	472	5	1	25	535	9	5	15	14	14	0	36	21	36	0	1207
4:45 PM	15	481	9	6	15	637	11	1	18	11	8	0	21	18	29	0	1280
5:00 PM	12	587	16	3	26	609	14	2	11	17	5	0	22	24	31	0	1379
5:15 PM	10	577	10	8	14	647	11	3	15	14	7	0	35	38	47	0	1436
5:30 PM	28	449	18	4	21	606	15	2	13	15	12	0	29	21	37	0	1270
5:45 PM	33	510	14	2	18	640	8	3	10	14	9	0	29	27	32	0	1349
6:00 PM	14	530	5	3	16	625	9	2	17	7	10	0	29	16	28	0	1311
6:15 PM	18	513	14	1	13	644	6	0	17	10	8	0	20	28	25	0	1317
6:30 PM	18	455	8	5	4	640	10	0	23	14	14	0	26	18	21	0	1256
6:45 PM	12	418	2	3	16	584	10	0	18	6	8	0	12	14	17	0	1120
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	203	6000	118	48	195	7239	120	21	196	159	118	0	312	265	357	0	15351
APPROACH %'s :	3.19%	94.21%	1.85%	0.75%	2.57%	95.56%	1.58%	0.28%	41.44%	33.62%	24.95%	0.00%	33.40%	28.37%	38.22%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	83	2123	58	17	79	2502	48	10	49	60	33	0	115	110	147	0	5434
PEAK HR FACTOR :	0.629	0.904	0.806	0.531	0.760	0.967	0.800	0.833	0.817	0.882	0.688	0.000	0.821	0.724	0.782	0.000	0.946
	0.923				0.977				0.888				0.775				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & E Mariposa Ave
City: El Segundo
Control: Signalized

Project ID: 19-05278-004
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				E Mariposa Ave				E Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	4	0	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	486	12	5	52	248	18	4	20	18	3	0	10	13	23	0	917
7:15 AM	16	519	19	3	43	349	29	7	11	31	10	0	12	28	13	0	1090
7:30 AM	17	467	22	4	69	415	24	4	28	47	14	0	14	28	15	0	1168
7:45 AM	4	417	24	8	88	465	24	7	39	71	14	0	14	19	19	0	1213
8:00 AM	8	498	28	3	71	498	20	6	33	47	9	0	10	31	22	0	1284
8:15 AM	14	472	32	2	62	480	17	4	20	59	12	0	20	19	26	0	1239
8:30 AM	7	437	21	8	74	444	14	11	24	35	7	0	23	17	33	0	1155
8:45 AM	6	446	26	9	73	487	18	5	26	32	14	0	16	24	27	0	1209
9:00 AM	11	426	25	9	71	465	15	7	21	44	13	0	21	13	18	0	1159
9:15 AM	1	408	17	3	71	375	11	9	28	47	10	0	28	16	15	0	1039
9:30 AM	11	369	33	6	53	363	13	12	18	35	10	0	23	20	8	0	974
9:45 AM	12	331	17	5	32	359	11	10	16	34	12	0	26	26	28	0	919
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	112	5276	276	65	759	4948	214	86	284	500	128	0	217	254	247	0	13366
APPROACH %'s :	1.95%	92.09%	4.82%	1.13%	12.64%	82.37%	3.56%	1.43%	31.14%	54.82%	14.04%	0.00%	30.22%	35.38%	34.40%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	43	1854	106	17	290	1858	85	21	120	224	49	0	58	97	82	0	4904
PEAK HR FACTOR :	0.632	0.931	0.828	0.531	0.824	0.933	0.885	0.750	0.769	0.789	0.875	0.000	0.725	0.782	0.788	0.000	0.955
	0.940				0.947				0.792				0.912				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	4	0	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	501	22	8	39	527	16	22	27	55	13	0	48	46	48	0	1393
4:15 PM	14	428	21	8	31	531	36	11	33	40	7	0	43	59	46	0	1308
4:30 PM	29	404	44	4	65	528	27	13	28	52	16	0	45	61	43	0	1359
4:45 PM	23	389	31	9	54	515	23	15	34	48	12	0	53	62	54	0	1322
5:00 PM	22	469	42	7	47	515	19	14	29	59	7	0	40	42	52	0	1364
5:15 PM	23	581	45	7	61	589	22	21	32	50	11	0	33	50	51	0	1576
5:30 PM	18	420	34	11	57	553	30	22	24	37	9	0	48	51	59	0	1373
5:45 PM	19	414	38	8	55	578	26	15	20	34	14	0	49	66	40	0	1376
6:00 PM	23	484	31	8	43	534	36	13	31	44	14	0	42	47	52	0	1402
6:15 PM	16	458	25	8	47	647	20	13	26	36	18	0	38	38	33	0	1423
6:30 PM	17	410	24	3	41	496	26	19	31	24	11	0	34	37	42	0	1215
6:45 PM	20	359	21	3	28	511	13	14	19	36	20	0	25	37	43	0	1149
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	245	5317	378	84	568	6524	294	192	334	515	152	0	498	596	563	0	16260
APPROACH %'s :	4.07%	88.26%	6.27%	1.39%	7.50%	86.09%	3.88%	2.53%	33.37%	51.45%	15.18%	0.00%	30.05%	35.97%	33.98%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	83	1899	148	34	216	2254	114	71	107	165	48	0	172	214	202	0	5727
PEAK HR FACTOR :	0.902	0.817	0.822	0.773	0.885	0.957	0.792	0.807	0.836	0.825	0.857	0.000	0.878	0.811	0.856	0.000	0.908
	0.825				0.958				0.860				0.930				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & Grand Ave
City: El Segundo
Control: Signalized

Project ID: 19-05278-005
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Grand Ave				Grand Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	1	4	0	0	1.5	1.5	0	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	520	58	3	39	209	24	3	17	21	17	0	9	13	9	0	962
7:15 AM	18	493	67	3	56	267	45	8	17	22	8	0	21	11	7	0	1043
7:30 AM	26	459	80	2	59	283	36	9	27	34	23	0	17	15	7	0	1077
7:45 AM	26	448	118	2	73	340	70	7	33	51	31	0	7	17	14	0	1237
8:00 AM	9	444	93	2	79	359	51	6	53	50	17	0	9	15	16	0	1203
8:15 AM	18	465	136	2	89	318	41	6	31	32	24	0	13	16	11	0	1202
8:30 AM	22	454	117	4	107	319	44	5	35	34	32	0	12	16	10	0	1211
8:45 AM	24	409	116	3	90	355	47	11	44	50	24	0	15	22	13	0	1223
9:00 AM	25	426	107	5	85	307	48	5	31	33	24	0	8	18	14	0	1136
9:15 AM	30	442	78	8	67	314	40	4	34	29	19	0	9	9	14	0	1097
9:30 AM	16	325	61	5	50	298	37	1	29	21	24	0	9	7	21	0	904
9:45 AM	19	337	62	13	27	279	37	3	33	21	27	0	12	18	15	0	903
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	253	5222	1093	52	821	3648	520	68	384	398	270	0	141	177	151	0	13198
APPROACH %'s :	3.82%	78.88%	16.51%	0.79%	16.23%	72.14%	10.28%	1.34%	36.50%	37.83%	25.67%	0.00%	30.06%	37.74%	32.20%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	75	1811	464	10	348	1336	206	24	152	167	104	0	41	64	51	0	4853
PEAK HR FACTOR :	0.721	0.974	0.853	0.625	0.813	0.930	0.736	0.857	0.717	0.819	0.813	0.000	0.788	0.941	0.797	0.000	0.981
	0.950				0.967				0.881				0.975				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	1	4	0	0	1.5	1.5	0	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	368	30	10	16	506	31	6	65	33	56	0	58	31	38	0	1271
4:15 PM	26	403	30	14	12	531	42	6	46	21	25	0	63	27	32	0	1278
4:30 PM	25	371	44	9	17	524	33	12	51	54	51	0	72	31	59	0	1353
4:45 PM	23	349	37	14	16	533	44	6	59	32	37	0	65	42	50	0	1307
5:00 PM	26	403	47	10	4	516	35	6	50	38	35	0	126	39	80	0	1415
5:15 PM	35	431	37	10	13	551	38	12	66	40	39	0	109	61	83	0	1525
5:30 PM	33	338	53	9	22	535	43	10	55	37	38	0	107	43	74	0	1397
5:45 PM	30	382	46	2	15	590	40	9	55	35	41	0	81	41	58	0	1425
6:00 PM	28	405	24	8	8	573	30	8	47	19	34	0	47	17	40	0	1288
6:15 PM	30	441	17	10	5	605	26	9	38	24	17	0	39	19	29	0	1309
6:30 PM	29	375	14	7	4	536	20	6	39	15	30	0	39	24	30	0	1168
6:45 PM	21	389	15	3	8	537	31	7	36	15	27	0	21	12	27	0	1149
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	329	4655	394	106	140	6537	413	97	607	363	430	0	827	387	600	0	15885
APPROACH %'s :	6.00%	84.88%	7.18%	1.93%	1.95%	90.96%	5.75%	1.35%	43.36%	25.93%	30.71%	0.00%	45.59%	21.33%	33.08%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	124	1554	183	31	54	2192	156	37	226	150	153	0	423	184	295	0	5762
PEAK HR FACTOR :	0.886	0.901	0.863	0.775	0.614	0.929	0.907	0.771	0.856	0.938	0.933	0.000	0.839	0.754	0.889	0.000	0.945
	0.922				0.932				0.912				0.891				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & El Segundo Blvd
City: El Segundo
Control: Signalized

Project ID: 19-05278-006
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				El Segundo Blvd				El Segundo Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	4	0	0	2	4	1	0	1	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	84	537	49	9	28	156	17	7	27	47	41	0	29	74	36	0	1141
7:15 AM	79	542	82	5	37	210	15	14	19	72	50	0	31	108	57	0	1321
7:30 AM	102	563	92	9	52	280	16	7	21	73	51	0	27	101	54	0	1448
7:45 AM	104	536	94	5	59	263	25	15	30	92	63	0	45	114	47	0	1492
8:00 AM	71	550	88	7	54	280	34	10	21	87	65	0	42	60	40	0	1409
8:15 AM	107	617	106	7	43	297	35	10	25	82	68	0	30	79	38	0	1544
8:30 AM	113	585	60	7	48	255	29	14	15	77	68	0	45	95	50	0	1461
8:45 AM	95	527	85	2	45	308	44	13	22	79	70	0	55	106	63	0	1514
9:00 AM	91	518	65	1	31	297	34	8	19	69	55	0	26	87	41	0	1342
9:15 AM	117	439	57	1	39	243	29	10	28	58	62	0	33	67	28	0	1211
9:30 AM	80	389	64	10	23	266	34	8	22	62	63	0	25	66	42	0	1154
9:45 AM	71	355	62	7	20	277	30	7	22	46	51	0	30	80	34	0	1092
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1114	6158	904	70	479	3132	342	123	271	844	707	0	418	1037	530	0	16129
APPROACH %'s :	13.51%	74.68%	10.96%	0.85%	11.75%	76.84%	8.39%	3.02%	14.87%	46.32%	38.80%	0.00%	21.06%	52.24%	26.70%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	386	2279	339	23	190	1140	142	47	83	325	271	0	172	340	191	0	5928
PEAK HR FACTOR :	0.854	0.923	0.800	0.821	0.880	0.925	0.807	0.839	0.830	0.934	0.968	0.000	0.782	0.802	0.758	0.000	0.960
	0.904				0.926				0.970				0.785				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	4	0	0	2	4	1	0	1	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	70	322	63	0	45	590	16	2	27	132	106	0	91	79	38	0	1581
4:15 PM	82	360	53	4	40	551	25	3	17	94	90	0	92	107	63	0	1581
4:30 PM	73	313	39	9	34	553	19	3	24	176	128	0	94	97	56	0	1618
4:45 PM	90	315	41	6	41	573	23	7	20	94	108	0	78	102	48	0	1546
5:00 PM	67	355	43	11	39	583	24	3	50	169	124	0	109	92	60	0	1729
5:15 PM	73	352	75	7	39	698	26	6	46	117	112	0	112	104	78	0	1845
5:30 PM	87	325	47	9	38	608	27	4	44	89	94	0	118	110	66	0	1666
5:45 PM	71	300	49	2	47	634	19	9	23	101	110	0	107	92	58	0	1622
6:00 PM	66	298	57	4	38	640	23	8	35	73	97	0	109	74	56	0	1578
6:15 PM	66	305	38	7	31	591	20	9	29	86	87	0	126	101	52	0	1548
6:30 PM	74	332	45	9	34	576	13	9	25	84	97	0	86	80	40	0	1504
6:45 PM	77	298	39	4	24	558	19	9	22	72	75	0	98	69	35	0	1399
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	896	3875	589	72	450	7155	254	72	362	1287	1228	0	1220	1107	650	0	19217
APPROACH %'s :	16.49%	71.34%	10.84%	1.33%	5.67%	90.22%	3.20%	0.91%	12.58%	44.73%	42.68%	0.00%	40.98%	37.19%	21.83%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	298	1332	214	29	163	2523	96	22	163	476	440	0	446	398	262	0	6862
PEAK HR FACTOR :	0.856	0.938	0.713	0.659	0.867	0.904	0.889	0.611	0.815	0.704	0.887	0.000	0.945	0.905	0.840	0.000	0.930
	0.924				0.912				0.786				0.940				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Nash St & Imperial Hwy
City: El Segundo
Control: Signalized

Project ID: 19-05651-002
Date: 10/24/2019

Total

NS/EW Streets:	N Nash St				N Nash St				Imperial Hwy				Imperial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	1.5	1	1.5	0	0	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	0	8	0	63	139	105	0	0	95	13	0	24	189	0	1	644
7:15 AM	7	0	7	0	33	128	98	0	0	94	19	0	33	229	0	2	650
7:30 AM	6	0	14	0	64	172	136	0	0	123	24	0	39	232	0	1	811
7:45 AM	10	0	15	0	69	229	122	0	0	129	29	0	62	249	0	1	915
8:00 AM	9	0	9	0	89	210	115	0	0	143	26	0	76	224	0	2	903
8:15 AM	5	0	18	0	70	170	89	0	0	181	21	0	81	240	0	0	875
8:30 AM	10	0	26	0	82	186	96	0	0	164	30	0	68	200	0	0	862
8:45 AM	17	0	20	0	136	226	117	0	0	143	38	0	89	204	0	1	991
9:00 AM	9	0	20	0	113	204	101	0	0	139	29	0	80	194	0	1	890
9:15 AM	9	0	10	0	114	206	76	0	0	116	20	0	54	168	0	0	773
9:30 AM	5	0	10	0	82	134	94	0	0	139	20	0	35	143	0	0	662
9:45 AM	8	0	12	0	94	191	123	0	0	101	23	0	26	136	0	0	714
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	102	0	169	0	1009	2195	1272	0	0	1567	292	0	667	2408	0	9	9690
APPROACH %'s :	37.64%	0.00%	62.36%	0.00%	22.54%	49.04%	28.42%	0.00%	0.00%	84.29%	15.71%	0.00%	21.63%	78.08%	0.00%	0.29%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	41	0	73	0	377	792	417	0	0	631	115	0	314	868	0	3	3631
PEAK HR FACTOR :	0.603	0.000	0.702	0.000	0.693	0.876	0.891	0.000	0.000	0.872	0.757	0.000	0.882	0.904	0.000	0.375	0.916
	0.770				0.828				0.923				0.923				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	1.5	1	1.5	0	0	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	0	50	0	28	60	47	0	0	246	14	0	10	130	0	0	600
4:15 PM	16	0	46	0	29	65	54	0	0	270	23	0	7	125	0	0	635
4:30 PM	20	0	55	0	22	57	57	0	0	271	18	0	11	140	0	0	651
4:45 PM	24	0	50	0	16	52	48	0	0	264	17	0	5	149	0	1	626
5:00 PM	21	0	59	0	24	53	51	0	0	221	20	0	5	163	0	1	618
5:15 PM	29	0	69	0	29	53	44	0	0	262	19	0	6	162	0	0	673
5:30 PM	18	0	44	0	25	47	50	0	0	197	19	0	15	175	0	0	590
5:45 PM	26	0	39	0	20	63	55	0	0	245	13	0	8	143	0	0	612
6:00 PM	19	0	43	0	31	44	31	0	0	237	15	0	10	142	0	1	573
6:15 PM	10	0	26	0	14	43	41	0	0	226	15	1	10	134	0	2	522
6:30 PM	13	0	24	0	16	46	34	0	0	198	14	0	10	137	0	0	492
6:45 PM	12	0	25	0	16	35	34	0	0	162	4	1	5	106	0	2	402
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	223	0	530	0	270	618	546	0	0	2799	191	2	102	1706	0	7	6994
APPROACH %'s :	29.61%	0.00%	70.39%	0.00%	18.83%	43.10%	38.08%	0.00%	0.00%	93.55%	6.38%	0.07%	5.62%	93.99%	0.00%	0.39%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	94	0	233	0	91	215	200	0	0	1018	74	0	27	614	0	2	2568
PEAK HR FACTOR :	0.810	0.000	0.844	0.000	0.784	0.943	0.877	0.000	0.000	0.939	0.925	0.000	0.614	0.942	0.000	0.500	0.954
	0.834				0.930				0.945				0.951				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lairport St/Continental Blvd & E Mariposa Ave
City: El Segundo
Control: Signalized

Project ID: 19-05651-004
Date: 10/24/2019

Total

NS/EW Streets:	Lairport St/Continental Blvd				Lairport St/Continental Blvd				E Mariposa Ave				E Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	2	0	1	0.5	0.5	0	1	3.5	0.5	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	6	8	0	3	12	4	0	9	33	16	0	22	44	6	0	173
7:15 AM	12	12	8	0	0	10	4	0	5	44	24	0	25	51	6	0	201
7:30 AM	8	13	7	0	1	12	3	0	4	62	34	0	20	49	5	0	218
7:45 AM	12	6	14	0	1	18	4	0	12	79	47	0	47	49	4	0	293
8:00 AM	12	15	14	0	2	18	6	0	6	90	35	0	41	53	5	0	297
8:15 AM	8	18	8	0	1	14	8	0	13	100	47	0	46	52	8	0	323
8:30 AM	13	14	18	0	2	14	8	0	4	86	47	0	38	59	5	0	308
8:45 AM	15	9	17	0	0	17	3	0	15	71	53	0	53	50	2	0	305
9:00 AM	12	11	20	0	1	14	5	0	7	72	46	0	30	59	4	0	281
9:15 AM	12	9	13	0	1	17	7	0	7	56	34	0	35	48	4	1	244
9:30 AM	8	15	9	0	1	10	7	0	8	67	28	0	18	54	6	0	231
9:45 AM	9	12	10	0	1	9	5	0	7	51	27	0	28	41	5	0	205
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	131	140	146	0	14	165	64	0	97	811	438	0	403	609	60	1	3079
APPROACH %'s :	31.41%	33.57%	35.01%	0.00%	5.76%	67.90%	26.34%	0.00%	7.21%	60.25%	32.54%	0.00%	37.56%	56.76%	5.59%	0.09%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	48	56	57	0	5	63	25	0	38	347	182	0	178	214	20	0	1233
PEAK HR FACTOR :	0.800	0.778	0.792	0.000	0.625	0.875	0.781	0.000	0.633	0.868	0.858	0.000	0.840	0.907	0.625	0.000	0.954
	0.894				0.894				0.886				0.972				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	2	0	1	0.5	0.5	0	1	3.5	0.5	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	26	25	39	0	6	10	7	0	6	109	13	0	11	82	5	0	339
4:15 PM	16	24	38	0	2	14	7	0	6	87	22	0	13	86	3	0	318
4:30 PM	33	34	65	0	17	15	14	0	8	126	18	0	12	92	7	0	441
4:45 PM	26	35	44	0	6	16	9	0	4	116	15	0	11	86	11	0	379
5:00 PM	31	32	75	0	6	16	11	0	4	149	18	0	28	99	3	0	472
5:15 PM	40	44	56	0	4	16	7	0	5	118	15	0	16	95	6	0	422
5:30 PM	29	21	50	0	6	11	5	0	2	144	10	0	10	106	3	0	397
5:45 PM	13	19	31	0	4	10	7	0	3	131	11	0	16	79	4	0	328
6:00 PM	21	18	40	1	5	18	8	0	5	96	10	0	7	68	5	0	302
6:15 PM	10	16	25	0	6	12	9	0	9	100	16	0	5	68	1	0	277
6:30 PM	9	13	28	0	10	6	9	0	4	78	12	0	3	92	2	0	266
6:45 PM	11	12	27	0	0	3	7	0	2	95	8	1	1	61	3	1	232
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	265	293	518	1	72	147	100	0	58	1349	168	1	133	1014	53	1	4173
APPROACH %'s :	24.61%	27.21%	48.10%	0.09%	22.57%	46.08%	31.35%	0.00%	3.68%	85.60%	10.66%	0.06%	11.07%	84.43%	4.41%	0.08%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	130	145	240	0	33	63	41	0	21	509	66	0	67	372	27	0	1714
PEAK HR FACTOR :	0.813	0.824	0.800	0.000	0.485	0.984	0.732	0.000	0.656	0.854	0.917	0.000	0.598	0.939	0.614	0.000	0.908
	0.920				0.745				0.871				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lairport St/Continental Blvd & E Mariposa Ave
City: El Segundo
Control: Signalized

Project ID: 19-05651-004
Date: 10/24/2019

Bikes

NS/EW Streets:	Lairport St/Continental Blvd				Lairport St/Continental Blvd				E Mariposa Ave				E Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	2	0	1	0.5	0.5	0	1	3.5	0.5	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	4
8:45 AM	0	0	2	0	0	0	0	0	0	2	0	0	0	1	1	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	4	0	0	2	5	3	0	0	5	2	0	23
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	50.00%	30.00%	0.00%	0.00%	71.43%	28.57%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	2	0	0	2	0	0	1	5	2	0	0	2	1	0	15
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.625	0.500	0.000	0.000	0.500	0.250	0.000	0.625
	0.250				0.500				1.000				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	2	0	1	0.5	0.5	0	1	3.5	0.5	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	0	0	0	1	0	0	1	4	1	0	1	8	0	0	22
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	16.67%	66.67%	16.67%	0.00%	11.11%	88.89%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	8
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.333
	0.250				0.250				0.250				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lairport St/Continental Blvd & E Mariposa Ave
City: El Segundo

Project ID: 19-05651-004
Date: 10/24/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Lairport St/Continental Blvd		Lairport St/Continental Blvd		E Mariposa Ave		E Mariposa Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	3	2	3	4	2	0	0	16
7:15 AM	2	0	0	3	0	2	2	0	9
7:30 AM	1	2	1	9	0	1	1	1	16
7:45 AM	0	4	1	6	3	0	0	1	15
8:00 AM	1	2	1	5	1	1	1	0	12
8:15 AM	0	2	1	4	1	0	1	1	10
8:30 AM	2	3	1	8	4	5	1	0	24
8:45 AM	1	0	3	5	0	2	0	0	11
9:00 AM	0	3	1	1	2	0	0	1	8
9:15 AM	0	3	2	2	2	1	0	1	11
9:30 AM	0	0	0	4	0	1	0	0	5
9:45 AM	1	1	1	2	0	2	0	1	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	23	14	52	17	17	6	6	145
APPROACH %'s :	30.30%	69.70%	21.21%	78.79%	50.00%	50.00%	50.00%	50.00%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	4	7	6	22	6	8	3	1	57
PEAK HR FACTOR :	0.500	0.583	0.500	0.688	0.375	0.400	0.750	0.250	0.594
	0.550		0.778		0.389		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	0	2	4	0	3	2	0	13
4:15 PM	2	4	2	1	4	2	1	0	16
4:30 PM	1	0	9	4	2	7	0	1	24
4:45 PM	2	2	1	2	1	2	0	2	12
5:00 PM	1	1	9	4	1	3	2	1	22
5:15 PM	0	5	3	3	4	1	2	1	19
5:30 PM	1	1	1	1	1	1	1	0	7
5:45 PM	0	1	7	1	3	1	0	1	14
6:00 PM	3	3	2	7	0	3	1	2	21
6:15 PM	1	3	1	1	2	0	0	1	9
6:30 PM	0	0	3	2	0	0	0	2	7
6:45 PM	1	0	6	1	5	1	0	0	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	14	20	46	31	23	24	9	11	178
APPROACH %'s :	41.18%	58.82%	59.74%	40.26%	48.94%	51.06%	45.00%	55.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	4	8	22	13	8	13	4	5	77
PEAK HR FACTOR :	0.500	0.400	0.611	0.813	0.500	0.464	0.500	0.625	0.802
	0.600		0.673		0.583		0.750		

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Nash St & E Mariposa Ave
City: El Segundo
Control: Signalized

Project ID: 19-05651-005
Date: 10/24/2019

Total

NS/EW Streets:	N Nash St				N Nash St				E Mariposa Ave				E Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	35	5	0	6	65	25	0	14	20	10	0	5	46	2	0	238
7:15 AM	7	41	11	0	6	86	38	0	12	31	10	0	7	52	6	0	307
7:30 AM	4	31	9	0	11	105	35	0	16	36	11	0	7	44	7	0	316
7:45 AM	6	55	10	0	14	152	56	0	12	64	14	0	9	49	3	0	444
8:00 AM	7	59	15	0	15	143	56	0	22	60	10	0	6	52	6	0	451
8:15 AM	7	72	18	0	23	114	54	0	18	63	10	0	6	46	6	0	437
8:30 AM	7	85	19	0	19	102	41	0	22	56	11	0	12	68	8	0	450
8:45 AM	8	83	9	0	11	136	46	0	25	47	12	0	11	55	7	0	450
9:00 AM	14	59	9	0	11	127	40	0	21	33	23	0	10	76	7	0	430
9:15 AM	4	52	9	0	9	78	34	0	7	45	9	0	5	46	8	0	306
9:30 AM	6	41	5	0	5	81	20	0	19	38	7	0	8	60	4	0	294
9:45 AM	5	34	12	0	8	75	28	0	12	44	7	0	9	46	9	0	289
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	80	647	131	0	138	1264	473	0	200	537	134	0	95	640	73	0	4412
APPROACH %'s :	9.32%	75.41%	15.27%	0.00%	7.36%	67.41%	25.23%	0.00%	22.96%	61.65%	15.38%	0.00%	11.76%	79.21%	9.03%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	29	299	61	0	68	495	197	0	87	226	43	0	35	221	27	0	1788
PEAK HR FACTOR :	0.906	0.879	0.803	0.000	0.739	0.865	0.879	0.000	0.870	0.897	0.896	0.000	0.729	0.813	0.844	0.000	0.991
	0.876				0.888				0.967				0.804				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	132	35	0	25	42	17	0	34	102	14	0	11	60	5	0	493
4:15 PM	11	138	31	0	21	62	13	0	34	85	9	0	13	65	6	0	488
4:30 PM	8	147	17	0	18	50	23	0	60	129	16	0	10	69	11	0	558
4:45 PM	7	137	23	0	14	62	14	0	47	127	12	0	9	70	12	0	534
5:00 PM	6	158	35	0	22	56	29	0	70	148	17	0	10	67	7	0	625
5:15 PM	14	138	53	0	23	57	22	0	47	126	15	0	8	63	10	0	576
5:30 PM	11	117	41	0	12	70	25	0	58	141	10	0	9	70	7	0	571
5:45 PM	6	101	34	0	19	63	27	0	44	116	17	0	9	53	4	0	493
6:00 PM	8	115	23	0	11	70	16	0	39	92	12	0	6	56	4	0	452
6:15 PM	8	99	13	0	17	37	14	0	34	99	16	1	8	40	6	0	392
6:30 PM	9	99	11	0	13	53	20	0	41	75	11	0	10	56	5	0	403
6:45 PM	6	77	13	1	8	40	13	0	42	74	12	0	5	46	2	0	339
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	110	1458	329	1	203	662	233	0	550	1314	161	1	108	715	79	0	5924
APPROACH %'s :	5.80%	76.82%	17.33%	0.05%	18.49%	60.29%	21.22%	0.00%	27.15%	64.86%	7.95%	0.05%	11.97%	79.27%	8.76%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	38	550	152	0	71	245	90	0	222	542	54	0	36	270	36	0	2306
PEAK HR FACTOR :	0.679	0.870	0.717	0.000	0.772	0.875	0.776	0.000	0.793	0.916	0.794	0.000	0.900	0.964	0.750	0.000	0.922
	0.902				0.949				0.870				0.940				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kansas St & E Grand Ave
City: El Segundo
Control: Signalized

Project ID: 19-05651-007
Date: 10/24/2019

Total

NS/EW Streets:	Kansas St				Kansas St				E Grand Ave				E Grand Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	1	4	0	2	1	1	0	1	46	5	0	8	56	0	0	127
7:15 AM	2	3	4	0	0	3	3	0	1	49	6	0	6	56	1	0	134
7:30 AM	4	4	5	0	1	1	7	0	5	57	2	0	9	63	3	0	161
7:45 AM	7	6	8	0	3	7	12	0	2	88	2	0	11	88	0	1	235
8:00 AM	2	6	9	0	1	5	12	0	14	103	3	0	13	96	4	0	268
8:15 AM	4	5	6	0	3	7	7	0	4	82	6	0	15	51	3	0	193
8:30 AM	5	2	15	0	2	10	5	0	5	80	8	0	8	50	2	0	192
8:45 AM	5	4	7	0	1	5	4	0	6	68	9	0	20	63	0	0	192
9:00 AM	9	5	10	0	2	10	6	0	2	77	4	0	11	69	2	0	207
9:15 AM	1	3	9	0	1	6	2	0	2	76	1	0	9	70	0	0	180
9:30 AM	6	7	7	0	2	6	4	0	1	71	8	0	7	63	3	0	185
9:45 AM	6	3	8	0	1	9	2	0	2	65	9	0	6	53	3	0	167
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	49	92	0	19	70	65	0	45	862	63	0	123	778	21	1	2241
APPROACH %'s :	27.32%	25.26%	47.42%	0.00%	12.34%	45.45%	42.21%	0.00%	4.64%	88.87%	6.49%	0.00%	13.33%	84.29%	2.28%	0.11%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	18	19	38	0	9	29	36	0	25	353	19	0	47	285	9	1	888
PEAK HR FACTOR :	0.643	0.792	0.633	0.000	0.750	0.725	0.750	0.000	0.446	0.857	0.594	0.000	0.783	0.742	0.563	0.250	0.828
	0.852				0.841				0.827				0.757				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	7	17	0	2	2	5	0	2	94	3	0	4	68	2	0	214
4:15 PM	2	6	16	0	2	6	4	0	5	76	1	0	7	82	1	0	208
4:30 PM	5	2	14	0	0	1	3	0	6	100	2	0	4	85	2	0	224
4:45 PM	3	7	13	0	1	3	6	0	2	97	4	0	5	90	5	0	236
5:00 PM	6	7	16	0	3	4	9	0	5	111	3	1	4	99	2	0	270
5:15 PM	3	7	21	0	3	3	6	0	3	96	3	0	4	118	2	0	269
5:30 PM	6	12	19	0	2	2	13	0	5	122	1	0	6	94	6	0	288
5:45 PM	7	5	9	0	1	8	8	0	6	125	4	0	5	96	1	0	275
6:00 PM	6	4	14	0	2	3	6	0	6	105	3	0	8	89	1	0	247
6:15 PM	2	3	9	0	2	2	9	0	5	86	1	0	3	86	1	0	209
6:30 PM	5	4	9	0	1	2	3	0	4	84	3	0	1	93	0	0	209
6:45 PM	3	3	14	0	1	1	5	0	4	86	3	0	1	95	2	0	218
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	56	67	171	0	20	37	77	0	53	1182	31	1	52	1095	25	0	2867
APPROACH %'s :	19.05%	22.79%	58.16%	0.00%	14.93%	27.61%	57.46%	0.00%	4.18%	93.29%	2.45%	0.08%	4.44%	93.43%	2.13%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	22	31	65	0	9	17	36	0	19	454	11	1	19	407	11	0	1102
PEAK HR FACTOR :	0.786	0.646	0.774	0.000	0.750	0.531	0.692	0.000	0.792	0.908	0.688	0.250	0.792	0.862	0.458	0.000	0.957
	0.797				0.912				0.898				0.881				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kansas St & E Grand Ave
City: El Segundo
Control: Signalized

Project ID: 19-05651-007
Date: 10/24/2019

Bikes

NS/EW Streets:	Kansas St				Kansas St				E Grand Ave				E Grand Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
7:30 AM	0	0	0	0	0	1	0	0	0	3	1	0	0	1	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
9:00 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	18	4	0	0	3	1	0	28
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	81.82%	18.18%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.625
										1.000				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
6:00 PM	1	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	2	0	0	0	1	0	0	0	5	0	0	0	14	0	0	25
APPROACH %'s :	60.00%	40.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	1	0	0	0	0	0	0	0	1	0	0	0	7	0	0	10
PEAK HR FACTOR :	0.25	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.875	0.000	0.000	0.833
		0.500								0.250				0.875			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kansas St & E Grand Ave
City: El Segundo

Project ID: 19-05651-007
Date: 10/24/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Kansas St		Kansas St		E Grand Ave		E Grand Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	1	2	0	0	0	0	5
7:15 AM	0	2	0	0	0	0	0	1	3
7:30 AM	0	0	1	0	2	1	0	0	4
7:45 AM	2	5	3	0	1	0	0	2	13
8:00 AM	2	2	2	0	2	0	0	0	8
8:15 AM	4	3	1	0	1	1	1	2	13
8:30 AM	1	1	1	0	1	0	0	0	4
8:45 AM	2	2	0	0	0	1	1	2	8
9:00 AM	3	1	0	0	1	1	0	0	6
9:15 AM	1	0	0	1	0	2	0	1	5
9:30 AM	0	0	0	1	1	1	0	0	3
9:45 AM	0	0	0	1	2	0	0	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	15	18	9	5	11	7	2	9	76
APPROACH %'s :	45.45%	54.55%	64.29%	35.71%	61.11%	38.89%	18.18%	81.82%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	9	11	7	0	5	1	1	4	38
PEAK HR FACTOR :	0.563	0.550	0.583		0.625	0.250	0.250	0.500	0.731
	0.714		0.583		0.750		0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	3	1	0	1	1	2	0	0	8
4:15 PM	1	16	0	0	1	0	0	0	18
4:30 PM	1	10	0	0	0	0	0	2	13
4:45 PM	2	1	0	0	0	0	0	0	3
5:00 PM	12	4	1	0	0	0	0	0	17
5:15 PM	7	2	1	0	0	0	0	0	10
5:30 PM	5	2	0	0	2	0	0	0	9
5:45 PM	2	4	0	0	0	0	0	1	7
6:00 PM	2	0	1	1	0	0	0	0	4
6:15 PM	0	1	1	0	0	1	0	0	3
6:30 PM	0	2	0	0	0	1	0	1	4
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	35	43	4	2	4	4	0	4	96
APPROACH %'s :	44.87%	55.13%	66.67%	33.33%	50.00%	50.00%	0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	26	12	2	0	2	0	0	1	43
PEAK HR FACTOR :	0.542	0.750	0.500		0.250			0.250	0.632
	0.594		0.500		0.250		0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Continental Blvd & E El Segundo Blvd
City: El Segundo
Control: Signalized

Project ID: 19-05651-009
Date: 10/24/2019

Total

NS/EW Streets:	Continental Blvd				Continental Blvd				E El Segundo Blvd				E El Segundo Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	7	1	0	9	1	6	0	11	103	3	4	11	160	53	1	371
7:15 AM	1	3	1	1	7	3	8	0	14	137	19	1	10	229	71	1	506
7:30 AM	1	5	4	0	11	6	6	0	12	148	9	7	7	253	67	11	547
7:45 AM	1	1	3	0	14	9	7	0	24	171	9	4	9	254	97	2	605
8:00 AM	1	2	1	0	14	9	12	0	26	178	12	4	11	236	96	0	602
8:15 AM	1	7	2	1	11	11	12	0	15	165	16	2	9	206	74	3	535
8:30 AM	2	2	1	1	18	10	7	1	27	148	16	7	15	225	91	4	575
8:45 AM	2	4	2	0	6	8	12	0	34	144	16	6	3	270	107	3	617
9:00 AM	2	4	1	0	19	5	10	2	14	146	8	5	7	282	123	4	632
9:15 AM	2	4	1	0	16	6	10	1	15	133	10	1	4	253	99	4	559
9:30 AM	1	6	2	0	19	2	14	0	18	139	4	2	3	192	74	1	477
9:45 AM	0	4	4	0	17	4	11	1	11	109	3	6	8	249	54	6	487
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	49	23	3	161	74	115	5	221	1721	125	49	97	2809	1006	40	6513
APPROACH %'s :	16.67%	54.44%	25.56%	3.33%	45.35%	20.85%	32.39%	1.41%	10.44%	81.33%	5.91%	2.32%	2.45%	71.08%	25.46%	1.01%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	8	14	5	1	59	29	39	4	90	571	50	19	29	1030	420	15	2383
PEAK HR FACTOR :	1.000	0.875	0.625	0.250	0.776	0.725	0.813	0.500	0.662	0.965	0.781	0.679	0.483	0.913	0.854	0.938	0.943
		0.875				0.910				0.913				0.898			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	14	32	0	65	4	13	1	3	196	3	0	0	213	23	5	580
4:15 PM	13	20	34	1	57	4	21	0	5	184	2	5	1	209	35	5	596
4:30 PM	7	16	34	0	83	2	16	0	2	289	2	5	2	205	26	5	694
4:45 PM	16	20	28	0	81	1	23	1	3	203	2	3	0	210	29	5	625
5:00 PM	23	21	37	0	126	5	32	0	3	236	4	1	2	173	16	9	688
5:15 PM	20	19	39	0	102	7	33	0	9	227	4	4	3	194	19	6	686
5:30 PM	11	12	34	0	79	5	24	0	3	202	1	1	3	214	23	10	622
5:45 PM	16	12	42	0	79	4	27	0	2	160	1	2	4	176	14	6	545
6:00 PM	41	19	89	0	86	5	30	0	2	243	4	1	5	212	19	6	762
6:15 PM	30	14	76	0	80	1	33	0	5	173	1	6	4	194	11	4	632
6:30 PM	32	13	72	0	49	1	15	0	3	221	0	4	2	159	10	6	587
6:45 PM	21	12	67	0	31	1	7	0	4	190	3	2	0	161	15	6	520
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	238	192	584	1	918	40	274	2	44	2524	27	34	26	2320	240	73	7537
APPROACH %'s :	23.45%	18.92%	57.54%	0.10%	74.39%	3.24%	22.20%	0.16%	1.67%	96.01%	1.03%	1.29%	0.98%	87.25%	9.03%	2.75%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	66	76	138	0	392	15	104	1	17	955	12	13	7	782	90	25	2693
PEAK HR FACTOR :	0.717	0.905	0.885	0.000	0.778	0.536	0.788	0.250	0.472	0.826	0.750	0.650	0.583	0.931	0.776	0.694	0.970
		0.864				0.785				0.836				0.926			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Nash St & E El Segundo Blvd
City: El Segundo
Control: Signalized

Project ID: 19-05651-010
Date: 10/24/2019

Total

NS/EW Streets:	N Nash St				N Nash St				E El Segundo Blvd				E El Segundo Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	0.5	1.5	0	1.5	1.5	1	0	2	3	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	1	3	0	22	20	9	0	4	112	2	2	83	254	58	1	574
7:15 AM	0	2	1	0	26	19	7	0	8	114	9	2	71	280	64	3	606
7:30 AM	0	3	2	0	24	24	11	0	8	176	6	1	62	351	66	4	738
7:45 AM	1	4	0	0	30	24	14	0	11	163	10	3	69	344	96	1	770
8:00 AM	0	4	2	0	25	23	6	0	17	165	6	3	66	336	74	8	735
8:15 AM	0	2	2	0	33	21	13	0	14	163	3	4	68	314	86	10	733
8:30 AM	2	4	0	0	36	17	9	0	19	127	10	1	95	349	97	5	771
8:45 AM	1	6	4	0	30	20	8	1	13	150	6	1	73	384	89	3	789
9:00 AM	0	4	5	0	31	17	3	0	15	123	9	6	73	411	74	4	775
9:15 AM	2	5	1	0	31	22	5	0	14	151	6	5	55	330	40	4	671
9:30 AM	1	3	3	0	20	12	8	0	6	138	4	4	37	271	36	4	547
9:45 AM	0	3	1	0	22	13	4	0	14	120	3	0	57	331	45	5	618
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	41	24	0	330	232	97	1	143	1702	74	32	809	3955	825	52	8327
APPROACH %'s :	13.33%	54.67%	32.00%	0.00%	50.00%	35.15%	14.70%	0.15%	7.33%	87.24%	3.79%	1.64%	14.34%	70.11%	14.63%	0.92%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	3	16	11	0	130	75	33	1	61	563	28	12	309	1458	346	22	3068
PEAK HR FACTOR :	0.375	0.667	0.550	0.000	0.903	0.893	0.635	0.250	0.803	0.863	0.700	0.500	0.813	0.887	0.892	0.550	0.972
	0.682				0.892				0.902				0.950				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	0.5	1.5	0	1.5	1.5	1	0	2	3	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	17	39	0	98	2	16	0	12	287	0	4	8	230	57	10	785
4:15 PM	3	10	36	0	82	10	12	0	4	259	2	6	3	204	55	4	690
4:30 PM	2	16	45	0	95	4	17	0	15	404	0	2	3	231	37	5	876
4:45 PM	5	15	39	0	84	4	11	0	11	288	1	2	6	202	42	1	711
5:00 PM	8	20	46	0	107	4	21	0	11	401	3	2	5	191	40	6	865
5:15 PM	2	8	22	0	85	1	16	0	7	363	2	6	3	177	32	2	726
5:30 PM	5	7	39	0	87	5	12	0	14	288	3	8	1	193	35	10	707
5:45 PM	2	4	21	0	92	1	9	0	9	279	2	5	1	190	28	2	645
6:00 PM	0	0	0	0	102	0	16	0	10	407	0	4	0	206	33	1	779
6:15 PM	0	0	0	0	70	0	22	0	7	328	0	3	0	175	28	6	639
6:30 PM	0	0	0	0	80	0	14	0	10	333	0	3	0	172	18	5	635
6:45 PM	0	0	0	0	56	0	9	0	10	273	0	5	0	149	24	5	531
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	97	287	0	1038	31	175	0	120	3910	13	50	30	2320	429	57	8589
APPROACH %'s :	7.69%	23.32%	68.99%	0.00%	83.44%	2.49%	14.07%	0.00%	2.93%	95.53%	0.32%	1.22%	1.06%	81.81%	15.13%	2.01%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	17	59	152	0	371	13	65	0	44	1456	6	12	17	801	151	14	3178
PEAK HR FACTOR :	0.531	0.738	0.826	0.000	0.867	0.813	0.774	0.000	0.733	0.901	0.500	0.500	0.708	0.867	0.899	0.583	0.907
	0.770				0.850				0.901				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Nash St & E El Segundo Blvd
City: El Segundo
Control: Signalized

Project ID: 19-05651-010
Date: 10/24/2019

Bikes

NS/EW Streets:	N Nash St				N Nash St				E El Segundo Blvd				E El Segundo Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	0.5	1.5	0	1.5	1.5	1	0	2	3	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5
8:45 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	1	0	0	0	6	0	0	1	18	4	0	33
APPROACH %'s :					75.00%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	4.35%	78.26%	17.39%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	1	0	0	0	3	0	0	1	10	3	0	19
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.250	0.625	0.375	0.000	0.792
					0.500				0.375				0.700				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	0.5	1.5	0	1.5	1.5	1	0	2	3	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
4:45 PM	0	0	1	0	2	0	0	0	0	1	0	0	0	1	1	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
6:00 PM	1	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	2	0	5	0	0	0	1	20	0	0	0	8	4	0	41
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	100.00%	0.00%	0.00%	0.00%	4.76%	95.24%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	2	0	0	0	0	7	0	0	0	2	2	0	14
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.500	0.500	0.000	0.583
			0.250				0.250				0.583				0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Nash St & E El Segundo Blvd
City: El Segundo

Project ID: 19-05651-010
Date: 10/24/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Nash St		N Nash St		E El Segundo Blvd		E El Segundo Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	13	0	0	1	0	0	0	15
7:15 AM	4	7	0	1	1	3	0	0	16
7:30 AM	5	22	0	1	0	1	0	0	29
7:45 AM	9	17	0	0	1	3	0	0	30
8:00 AM	9	19	0	0	0	0	0	0	28
8:15 AM	7	17	0	0	0	1	0	0	25
8:30 AM	4	20	1	0	1	0	0	0	26
8:45 AM	4	22	0	0	0	1	0	0	27
9:00 AM	2	9	0	0	0	2	0	0	13
9:15 AM	0	15	0	1	0	0	0	0	16
9:30 AM	1	9	1	0	1	0	0	0	12
9:45 AM	2	4	2	0	0	0	0	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	48	174	4	3	5	11	0	0	245
APPROACH %'s :	21.62%	78.38%	57.14%	42.86%	31.25%	68.75%			
PEAK HR :	**08:15 AM - 09:15 AM**								TOTAL
PEAK HR VOL :	17	68	1	0	1	4	0	0	91
PEAK HR FACTOR :	0.607	0.773	0.250		0.250	0.500			0.843
	0.817		0.250		0.625				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	14	42	1	0	6	0	0	0	63
4:15 PM	11	8	0	0	0	0	0	0	19
4:30 PM	30	2	0	0	1	3	0	0	36
4:45 PM	11	4	2	0	3	1	0	0	21
5:00 PM	17	1	1	0	5	0	0	0	24
5:15 PM	15	5	5	0	1	0	0	0	26
5:30 PM	25	4	1	0	1	2	0	0	33
5:45 PM	20	2	0	2	0	1	0	0	25
6:00 PM	14	5	0	0	4	0	0	0	23
6:15 PM	11	4	1	0	1	0	0	1	18
6:30 PM	4	0	0	0	0	0	0	0	4
6:45 PM	8	0	0	1	0	0	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	180	77	11	3	22	7	0	1	301
APPROACH %'s :	70.04%	29.96%	78.57%	21.43%	75.86%	24.14%	0.00%	100.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	73	12	8	0	10	4	0	0	107
PEAK HR FACTOR :	0.608	0.600	0.400		0.500	0.333			0.743
	0.664		0.400		0.700				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & E Palm Ave
City: El Segundo
Control: 1-Way Stop (EB)

Project ID: 19-05278-007
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				E Palm Ave				E Palm Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	0	4	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	578	0	0	0	311	3	1	3	0	2	0	0	0	0	0	899
7:15 AM	1	496	0	0	0	398	3	0	3	0	7	0	0	0	0	0	908
7:30 AM	0	519	0	0	0	526	2	0	2	0	3	0	0	0	0	0	1052
7:45 AM	0	527	0	0	0	608	3	2	3	0	6	0	0	0	0	0	1149
8:00 AM	1	539	0	1	0	582	7	2	3	0	5	0	0	0	0	0	1140
8:15 AM	0	529	0	0	0	576	6	0	4	0	3	0	0	0	0	0	1118
8:30 AM	2	499	0	0	0	534	10	0	1	0	4	0	0	0	0	0	1050
8:45 AM	0	496	0	0	0	593	5	1	2	0	5	0	0	0	0	0	1102
9:00 AM	0	494	0	0	0	578	3	0	1	0	3	0	0	0	0	0	1079
9:15 AM	1	510	0	0	0	474	3	1	4	0	2	0	0	0	0	0	995
9:30 AM	1	371	0	1	0	445	5	2	1	0	4	0	0	0	0	0	830
9:45 AM	1	388	0	1	0	388	4	1	1	0	3	0	0	0	0	0	787
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	5946	0	3	0	6013	54	10	28	0	47	0	0	0	0	0	12109
APPROACH %'s :	0.13%	99.82%	0.00%	0.05%	0.00%	98.95%	0.89%	0.16%	37.33%	0.00%	62.67%	0.00%					
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	1	2114	0	1	0	2292	18	4	12	0	17	0	0	0	0	0	4459
PEAK HR FACTOR :	0.250	0.981	0.000	0.250	0.000	0.942	0.643	0.500	0.750	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.970
		0.978				0.944				0.806							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	0	4	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	513	0	0	0	565	5	0	4	0	4	0	0	0	0	0	1092
4:15 PM	2	529	0	0	0	561	8	0	4	0	5	0	0	0	0	0	1109
4:30 PM	0	497	0	0	0	563	5	0	3	0	4	0	0	0	0	0	1072
4:45 PM	1	528	0	0	0	644	4	0	3	0	4	0	0	0	0	0	1184
5:00 PM	1	583	0	0	0	640	7	0	2	0	8	0	0	0	0	0	1241
5:15 PM	0	622	0	0	0	668	10	0	1	0	5	0	0	0	0	0	1306
5:30 PM	0	501	0	1	0	625	6	0	1	0	6	0	0	0	0	0	1140
5:45 PM	1	535	0	0	0	661	5	1	1	0	2	0	0	0	0	0	1206
6:00 PM	0	512	0	2	0	645	4	0	2	0	3	0	0	0	0	0	1168
6:15 PM	2	514	0	0	0	653	4	0	3	0	6	0	0	0	0	0	1182
6:30 PM	3	453	0	0	0	671	3	0	1	0	4	0	0	0	0	0	1135
6:45 PM	4	421	0	3	0	605	7	0	0	0	1	0	0	0	0	0	1041
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	6208	0	6	0	7501	68	1	25	0	52	0	0	0	0	0	13876
APPROACH %'s :	0.24%	99.66%	0.00%	0.10%	0.00%	99.09%	0.90%	0.01%	32.47%	0.00%	67.53%	0.00%					
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	2	2241	0	1	0	2594	28	1	5	0	21	0	0	0	0	0	4893
PEAK HR FACTOR :	0.500	0.901	0.000	0.250	0.000	0.971	0.700	0.250	0.625	0.000	0.656	0.000	0.000	0.000	0.000	0.000	0.937
		0.902				0.967				0.650							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & Holly Ave
City: El Segundo
Control: 2-Way Stop (EB/WB)

Project ID: 19-05278-008
Date: 5/9/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Holly Ave				Holly Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	1	3	0	0	0	0	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	527	1	0	0	264	15	0	0	0	4	0	0	0	0	0	811
7:15 AM	0	538	10	0	2	322	13	0	0	0	4	0	0	0	0	0	889
7:30 AM	2	468	13	0	4	433	23	0	0	0	6	0	1	0	0	0	950
7:45 AM	1	505	11	0	5	475	29	1	0	0	4	0	1	0	0	0	1032
8:00 AM	1	523	20	0	3	461	42	0	0	0	13	0	1	0	0	0	1064
8:15 AM	0	475	15	0	8	481	23	1	0	0	6	0	1	0	0	0	1010
8:30 AM	2	480	12	0	4	442	22	0	1	0	6	0	1	0	0	0	970
8:45 AM	0	480	30	0	10	481	18	0	0	0	4	0	1	0	0	0	1024
9:00 AM	5	429	14	0	16	489	27	0	0	1	8	0	3	0	0	0	992
9:15 AM	6	472	13	1	18	387	11	0	0	0	8	0	3	0	0	0	919
9:30 AM	10	361	11	0	18	352	16	0	0	0	10	0	0	0	0	0	778
9:45 AM	1	372	11	1	10	357	14	0	0	1	2	0	2	0	0	0	771
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	5630	161	2	98	4944	253	2	1	2	75	0	14	0	0	0	11210
APPROACH %'s :	0.48%	96.72%	2.77%	0.03%	1.85%	93.34%	4.78%	0.04%	1.28%	2.56%	96.15%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	4	1983	58	0	20	1859	116	2	1	0	29	0	4	0	0	0	4076
PEAK HR FACTOR :	0.500	0.948	0.725	0.000	0.625	0.966	0.690	0.500	0.250	0.000	0.558	0.000	1.000	0.000	0.000	0.000	0.958
		0.940				0.973				0.577				1.000			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	0	0	1	3	0	0	0	0	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	454	20	0	4	563	19	0	0	0	9	0	7	0	1	0	1079
4:15 PM	2	472	21	1	5	554	20	1	0	0	10	0	3	0	2	0	1091
4:30 PM	2	468	14	0	5	540	19	2	1	0	9	0	6	1	0	0	1067
4:45 PM	2	448	20	0	2	582	23	2	1	0	7	0	5	1	0	0	1093
5:00 PM	0	525	10	1	4	577	24	0	0	0	17	0	2	0	1	0	1161
5:15 PM	0	577	13	0	1	615	10	0	1	0	17	0	0	0	0	0	1234
5:30 PM	2	468	23	0	2	564	16	0	0	0	8	0	6	0	0	0	1089
5:45 PM	1	470	17	0	5	613	25	0	1	1	15	0	6	0	0	0	1154
6:00 PM	1	490	20	1	4	606	16	4	1	0	6	0	4	0	10	0	1163
6:15 PM	1	478	17	1	2	647	10	1	1	0	8	0	2	0	15	0	1183
6:30 PM	1	450	14	3	7	515	20	5	0	0	15	0	3	1	5	0	1039
6:45 PM	5	407	15	4	2	564	10	6	1	0	11	0	4	0	5	0	1034
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	5707	204	11	43	6940	212	21	7	1	132	0	48	3	39	0	13387
APPROACH %'s :	0.32%	96.06%	3.43%	0.19%	0.60%	96.18%	2.94%	0.29%	5.00%	0.71%	94.29%	0.00%	53.33%	3.33%	43.33%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	4	2005	73	1	12	2398	67	4	3	1	46	0	16	0	10	0	4640
PEAK HR FACTOR :	0.500	0.869	0.793	0.250	0.600	0.975	0.670	0.250	0.750	0.250	0.676	0.000	0.667	0.000	0.250	0.000	0.940
		0.883				0.965				0.694				0.464			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Indiana St & E Mariposa Ave
City: El Segundo
Control: 1-Way Stop (NB)

Project ID: 19-05651-003
Date: 10/24/2019

Total

NS/EW Streets:	Indiana St				Indiana St				E Mariposa Ave				E Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	6	0	0	0	0	0	0	25	1	0	4	31	0	0	68
7:15 AM	1	0	13	0	0	0	0	0	0	42	2	0	5	36	1	1	101
7:30 AM	4	2	15	0	0	0	0	0	0	70	1	0	8	70	1	1	172
7:45 AM	1	0	16	0	0	0	0	0	0	80	2	0	5	47	3	0	154
8:00 AM	3	0	12	0	0	0	0	0	0	60	1	0	9	56	0	1	142
8:15 AM	0	0	15	0	0	0	0	0	0	92	5	0	8	43	1	1	165
8:30 AM	0	0	12	0	0	0	0	0	0	58	1	0	3	54	0	2	130
8:45 AM	0	0	13	0	0	0	0	0	0	48	2	0	11	41	0	2	117
9:00 AM	0	2	14	0	0	0	0	0	0	50	2	0	8	44	1	0	121
9:15 AM	1	0	15	0	0	0	0	0	0	61	3	0	4	52	0	0	136
9:30 AM	1	2	15	0	0	0	0	0	0	52	4	0	6	43	0	1	124
9:45 AM	1	2	14	0	0	0	0	0	0	39	3	0	7	41	0	1	108
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	9	160	0	0	0	0	0	0	677	27	0	78	558	7	10	1538
APPROACH %'s :	6.63%	4.97%	88.40%	0.00%					0.00%	96.16%	3.84%	0.00%	11.94%	85.45%	1.07%	1.53%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	8	2	58	0	0	0	0	0	0	302	9	0	30	216	5	3	633
PEAK HR FACTOR :	0.500	0.250	0.906	0.000	0.000	0.000	0.000	0.000	0.000	0.821	0.450	0.000	0.833	0.771	0.417	0.750	0.920
	0.810								0.802				0.794				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	22	0	0	0	0	0	0	73	2	0	8	71	0	0	178
4:15 PM	0	0	21	1	0	0	0	0	0	51	6	0	7	83	3	0	172
4:30 PM	1	1	38	0	0	0	0	0	0	73	6	0	17	87	0	0	223
4:45 PM	3	1	15	0	0	0	0	0	0	68	3	0	9	78	3	1	181
5:00 PM	5	1	14	0	0	0	0	0	0	100	1	0	10	93	0	2	226
5:15 PM	6	1	25	0	0	0	0	0	0	82	1	0	5	85	0	0	205
5:30 PM	3	0	19	0	0	0	0	0	0	68	3	0	7	104	0	1	205
5:45 PM	3	0	20	0	0	0	0	0	0	73	2	0	8	108	3	1	218
6:00 PM	2	0	19	0	0	0	0	0	0	67	1	0	11	87	0	1	188
6:15 PM	0	1	28	0	0	0	0	0	0	77	2	0	10	70	2	1	191
6:30 PM	0	1	17	0	0	0	0	0	0	52	5	0	8	88	1	4	176
6:45 PM	4	1	18	0	0	0	0	0	0	43	3	0	7	73	5	1	155
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	7	256	1	0	0	0	0	0	827	35	0	107	1027	17	12	2318
APPROACH %'s :	9.90%	2.39%	87.37%	0.34%					0.00%	95.94%	4.06%	0.00%	9.20%	88.31%	1.46%	1.03%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	17	2	78	0	0	0	0	0	0	323	7	0	30	390	3	4	854
PEAK HR FACTOR :	0.708	0.500	0.780	0.000	0.000	0.000	0.000	0.000	0.000	0.808	0.583	0.000	0.750	0.903	0.250	0.500	0.945
	0.758								0.817				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Indiana St & E Mariposa Ave
City: El Segundo
Control: 1-Way Stop (NB)

Project ID: 19-05651-003
Date: 10/24/2019

Bikes

NS/EW Streets:	Indiana St				Indiana St				E Mariposa Ave				E Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	7	1	0	0	2	0	0	11
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	87.50%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.625
									0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
6:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	0	0	0	3	2	0	1	14	0	0	22
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	60.00%	40.00%	0.00%	6.67%	93.33%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	9
PEAK HR FACTOR :	0.25	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.750
			0.250											0.667			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Indiana St & E Mariposa Ave
City: El Segundo

Project ID: 19-05651-003
Date: 10/24/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Indiana St		Indiana St		E Mariposa Ave		E Mariposa Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	0	1	2	2	0	0	7
7:15 AM	0	1	3	3	0	1	1	1	10
7:30 AM	1	0	2	4	0	0	0	2	9
7:45 AM	2	0	1	3	5	1	1	1	14
8:00 AM	0	0	4	2	0	0	1	2	9
8:15 AM	2	1	2	2	1	8	1	2	19
8:30 AM	0	1	1	2	2	0	1	0	7
8:45 AM	0	0	3	0	2	1	0	0	6
9:00 AM	1	0	4	2	0	3	3	1	14
9:15 AM	0	0	2	2	3	0	1	2	10
9:30 AM	0	2	4	6	3	1	6	3	25
9:45 AM	0	1	9	2	2	1	1	1	17
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	7	35	29	20	18	16	15	147
APPROACH %'s :	50.00%	50.00%	54.69%	45.31%	52.63%	47.37%	51.61%	48.39%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	5	1	9	11	6	9	3	7	51
PEAK HR FACTOR :	0.625	0.250	0.563	0.688	0.300	0.281	0.750	0.875	0.671
	0.500		0.833		0.417		0.833		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	2	1	3	0	0	1	2	10
4:15 PM	0	2	3	1	0	0	1	2	9
4:30 PM	1	0	0	5	0	2	4	0	12
4:45 PM	1	5	2	1	0	1	0	4	14
5:00 PM	0	1	2	1	0	2	2	1	9
5:15 PM	3	0	0	3	2	1	0	3	12
5:30 PM	0	4	1	5	2	0	2	0	14
5:45 PM	0	2	2	1	0	1	1	1	8
6:00 PM	2	1	1	4	1	0	2	1	12
6:15 PM	0	0	0	7	3	3	4	0	17
6:30 PM	1	2	1	0	1	0	1	2	8
6:45 PM	1	2	2	2	0	1	1	2	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	21	15	33	9	11	19	18	136
APPROACH %'s :	32.26%	67.74%	31.25%	68.75%	45.00%	55.00%	51.35%	48.65%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	3	7	5	10	4	4	5	5	43
PEAK HR FACTOR :	0.250	0.438	0.625	0.500	0.500	0.500	0.625	0.417	0.768
	0.625		0.625		0.667		0.833		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Indiana St & E Holly Ave
City: El Segundo
Control: 4-Way Stop

Project ID: 19-05651-006
Date: 10/24/2019

Total

NS/EW Streets:	Indiana St				Indiana St				E Holly Ave				E Holly Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	6	3	0	0	3	1	0	0	1	6	0	0	22
7:15 AM	2	3	0	0	2	3	0	0	1	2	3	0	0	4	2	0	22
7:30 AM	0	3	2	0	4	5	0	1	0	4	1	0	4	8	2	0	34
7:45 AM	0	8	0	0	2	4	1	1	2	2	1	0	4	12	1	0	38
8:00 AM	2	4	0	1	4	3	4	0	1	2	1	0	9	13	1	2	47
8:15 AM	1	2	0	1	5	4	2	0	2	1	2	0	3	7	3	0	33
8:30 AM	2	4	1	0	1	2	0	1	0	4	1	0	6	5	2	1	30
8:45 AM	3	8	0	0	2	5	3	0	0	1	0	0	7	8	5	0	42
9:00 AM	1	3	2	0	6	9	3	0	2	2	5	0	10	13	1	0	57
9:15 AM	1	11	2	0	1	5	2	0	3	3	1	0	6	10	3	1	49
9:30 AM	4	12	1	0	5	5	2	0	1	3	1	0	2	7	5	0	48
9:45 AM	2	6	0	0	1	6	3	0	2	4	3	0	2	7	8	0	44
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	64	8	2	39	54	20	3	17	29	19	0	54	100	33	4	466
APPROACH %'s :	21.28%	68.09%	8.51%	2.13%	33.62%	46.55%	17.24%	2.59%	26.15%	44.62%	29.23%	0.00%	28.27%	52.36%	17.28%	2.09%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	8	32	5	0	13	25	10	0	8	12	10	0	20	37	17	1	198
PEAK HR FACTOR :	0.500	0.667	0.625	0.000	0.542	0.694	0.833	0.000	0.667	0.750	0.500	0.000	0.500	0.712	0.531	0.250	0.868
	0.662				0.667				0.833				0.781				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	15	0	0	5	6	1	0	3	1	1	0	2	3	4	0	43
4:15 PM	1	8	0	0	2	4	0	1	3	2	2	0	3	11	7	0	44
4:30 PM	3	13	2	0	8	9	2	0	1	3	1	0	7	7	11	0	67
4:45 PM	0	12	2	0	1	7	0	0	0	1	2	0	7	3	2	0	37
5:00 PM	9	14	3	0	3	2	4	0	0	6	3	0	9	3	5	0	61
5:15 PM	4	18	1	0	2	7	1	0	3	4	2	0	9	8	2	0	61
5:30 PM	3	10	2	1	3	4	0	0	2	2	2	0	1	0	6	0	36
5:45 PM	2	12	2	0	2	5	0	0	1	1	2	0	7	5	10	0	49
6:00 PM	2	12	3	0	4	5	1	0	0	5	0	0	3	5	9	0	49
6:15 PM	2	17	0	0	5	7	0	0	2	2	3	0	4	4	8	0	54
6:30 PM	4	7	2	0	2	6	1	0	2	1	2	0	3	5	1	1	37
6:45 PM	2	10	1	0	5	7	1	0	1	1	0	0	2	8	8	1	47
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	148	18	1	42	69	11	1	18	29	20	0	57	62	73	2	585
APPROACH %'s :	16.92%	73.63%	8.96%	0.50%	34.15%	56.10%	8.94%	0.81%	26.87%	43.28%	29.85%	0.00%	29.38%	31.96%	37.63%	1.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	16	57	8	0	14	25	7	0	4	14	8	0	32	21	20	0	226
PEAK HR FACTOR :	0.444	0.792	0.667	0.000	0.438	0.694	0.438	0.000	0.333	0.583	0.667	0.000	0.889	0.656	0.455	0.000	0.843
	0.779				0.605				0.722				0.730				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Indiana St & E Holly Ave
City: El Segundo
Control: 4-Way Stop

Project ID: 19-05651-006
Date: 10/24/2019

Bikes

NS/EW Streets:	Indiana St				Indiana St				E Holly Ave				E Holly Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	5
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%					
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	1	0	0	0	0	2	0	0	0	2	0	0	0	1	0	9
APPROACH %'s :	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
PEAK HR FACTOR :	0.25	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.333
		0.500									0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Indiana St & E Holly Ave
City: El Segundo

Project ID: 19-05651-006
Date: 10/24/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Indiana St		Indiana St		E Holly Ave		E Holly Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	1	1	3	2	1	2	0	0	10
7:45 AM	0	0	0	0	1	1	0	0	2
8:00 AM	0	0	1	0	0	0	0	2	3
8:15 AM	0	5	1	0	0	2	0	0	8
8:30 AM	1	1	0	0	0	3	0	0	5
8:45 AM	0	0	2	0	0	0	0	4	6
9:00 AM	0	0	0	0	0	2	0	1	3
9:15 AM	2	0	1	0	0	1	1	4	9
9:30 AM	1	0	2	1	0	1	0	1	6
9:45 AM	0	0	0	0	0	1	0	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	7	10	3	2	13	1	13	54
APPROACH %'s :	41.67%	58.33%	76.92%	23.08%	13.33%	86.67%	7.14%	92.86%	
PEAK HR :	09:00 AM - 10:00 AM								TOTAL
PEAK HR VOL :	3	0	3	1	0	5	1	7	20
PEAK HR FACTOR :	0.375		0.375	0.250		0.625	0.250	0.438	0.556
	0.375		0.333		0.625		0.400		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	0	1	0	0	2	2	7
4:15 PM	1	0	1	0	0	0	1	0	3
4:30 PM	0	0	4	1	1	0	0	0	6
4:45 PM	0	2	1	1	2	1	1	0	8
5:00 PM	0	0	0	4	0	0	3	6	13
5:15 PM	0	0	1	0	1	1	2	3	8
5:30 PM	0	1	5	1	3	0	5	3	18
5:45 PM	1	0	3	1	0	2	3	0	10
6:00 PM	0	0	1	0	3	1	1	0	6
6:15 PM	1	2	3	1	1	5	4	4	21
6:30 PM	2	0	0	0	10	9	0	1	22
6:45 PM	0	0	2	0	1	0	3	2	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	6	21	10	22	19	25	21	130
APPROACH %'s :	50.00%	50.00%	67.74%	32.26%	53.66%	46.34%	54.35%	45.65%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	2	6	6	4	2	6	9	35
PEAK HR FACTOR :		0.250	0.375	0.375	0.500	0.500	0.500	0.375	0.673
	0.250		0.600		0.500		0.417		

APPENDIX C:
LOS ANALYSIS SHEETS

EXISTING

Project Title: **Pacific Coast Commons**
Intersection: **1 - Pacific Coast Hwy & Imperial Hwy**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	18	0	0.000	N-S(1):	0.493 *
	TH	4.00	2,394	6,400	0.377	N-S(2):	0.437
	LT	2.00	421	2,560	0.164 *	E-W(1):	0.160 *
Westbound	RT	1.00	354	1,600	0.057	E-W(2):	0.110
	TH	3.00	255	4,800	0.053		
	LT	2.00	235	2,560	0.092 *	V/C:	0.653
Northbound	RT	1.00	429	1,600	0.222	Lost Time:	0.100
	TH	3.00	1,578	4,800	0.329 *	ITS:	0.000
	LT	1.00	96	1,600	0.060		
Eastbound	RT	1.00	156	1,600	0.068 *	ICU:	0.753
	TH	3.00	251	4,800	0.052		
	LT	2.00	136	2,560	0.053	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.690 *
	TH	4.00	2,254	6,400	0.355	N-S(2):	0.461
	LT	2.00	460	2,560	0.180 *	E-W(1):	0.134 *
Westbound	RT	1.00	413	1,600	0.078	E-W(2):	0.128
	TH	3.00	267	4,800	0.056		
	LT	2.00	156	2,560	0.061 *	V/C:	0.824
Northbound	RT	1.00	865	1,600	0.510 *	Lost Time:	0.100
	TH	3.00	1,365	4,800	0.284	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	135	1,600	0.031	ICU:	0.924
	TH	3.00	351	4,800	0.073 *		
	LT	2.00	127	2,560	0.050	LOS:	E

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **2 - Pacific Coast Hwy & Walnut Ave**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	249	0	0.000	N-S(1):	0.358
	TH	4.00	2,483	6,400	0.427 *	N-S(2):	0.495 *
	LT	1.00	58	1,600	0.036	E-W(1):	0.041
Westbound	RT	0.68	19	1,086	0.000	E-W(2):	0.062 *
	TH	0.32	9	514	0.018 *		
	LT	1.00	9	1,600	0.006	V/C:	0.557
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.100
	TH	4.00	1,994	6,400	0.322	ITS:	0.000
	LT	1.00	108	1,600	0.068 *		
Eastbound	RT	0.55	31	886	0.001	ICU:	0.657
	TH	0.45	25	714	0.035		
	LT	1.00	71	1,600	0.044 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.378
	TH	4.00	2,428	6,400	0.391 *	N-S(2):	0.416 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.119 *
Westbound	RT	0.65	36	1,047	0.023	E-W(2):	0.110
	TH	0.35	19	553	0.034		
	LT	1.00	53	1,600	0.033 *	V/C:	0.535
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	4.00	2,239	6,400	0.356	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	0.66	91	1,063	0.073	ICU:	0.635
	TH	0.34	46	537	0.086 *		
	LT	1.00	122	1,600	0.076	LOS:	B

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **3 - Pacific Coast Hwy & Maple Ave**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.388
	TH	4.00	2,287	6,400	0.365 *	N-S(2):	0.398 *
	LT	1.00	109	1,600	0.068	E-W(1):	0.119 *
Westbound	RT	1.00	65	1,600	0.007	E-W(2):	0.084
	TH	1.00	33	1,600	0.021		
	LT	1.00	24	1,600	0.015 *	V/C:	0.517
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	4.00	1,925	6,400	0.320	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	0.31	51	489	0.088	ICU:	0.617
	TH	0.69	116	1,111	0.104 *		
	LT	1.00	101	1,600	0.063	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	48	0	0.000	N-S(1):	0.397
	TH	4.00	2,502	6,400	0.398 *	N-S(2):	0.461 *
	LT	1.00	89	1,600	0.056	E-W(1):	0.130 *
Westbound	RT	1.00	147	1,600	0.064	E-W(2):	0.100
	TH	1.00	110	1,600	0.069		
	LT	1.00	115	1,600	0.072 *	V/C:	0.591
Northbound	RT	0.00	58	0	0.000	Lost Time:	0.100
	TH	4.00	2,123	6,400	0.341	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.35	33	568	0.027	ICU:	0.691
	TH	0.65	60	1,032	0.058 *		
	LT	1.00	49	1,600	0.031	LOS:	B

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **4 - Pacific Coast Hwy & Mariposa Ave**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.411 *
	TH	4.00	1,858	6,400	0.304	N-S(2):	0.342
	LT	2.00	311	2,560	0.121 *	E-W(1):	0.207 *
Westbound	RT	1.00	82	1,600	0.000	E-W(2):	0.136
	TH	1.00	97	1,600	0.061		
	LT	1.00	58	1,600	0.036 *	V/C:	0.618
Northbound	RT	1.00	106	1,600	0.048	Lost Time:	0.100
	TH	4.00	1,854	6,400	0.290 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.18	49	287	0.152	ICU:	0.718
	TH	0.82	224	1,313	0.171 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.409
	TH	4.00	2,254	6,400	0.370 *	N-S(2):	0.443 *
	LT	2.00	287	2,560	0.112	E-W(1):	0.241 *
Westbound	RT	1.00	202	1,600	0.070	E-W(2):	0.201
	TH	1.00	214	1,600	0.134		
	LT	1.00	172	1,600	0.108 *	V/C:	0.684
Northbound	RT	1.00	148	1,600	0.039	Lost Time:	0.100
	TH	4.00	1,899	6,400	0.297	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	0.23	48	361	0.097	ICU:	0.784
	TH	0.77	165	1,239	0.133 *		
	LT	1.00	107	1,600	0.067	LOS:	C

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **5 - Pacific Coast Hwy & Grand Ave**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	206	0	0.000		N-S(1):	0.516 *
	TH	4.00	1,336	6,400	0.241		N-S(2):	0.294
	LT	1.00	372	1,600	0.233	*	E-W(1):	0.130 *
Westbound	RT	1.00	51	1,600	0.000		E-W(2):	0.000
	TH	2.00	64	3,200	0.020	*		
	LT	2.00	41	2,560	0.016		V/C:	0.646
Northbound	RT	1.00	464	1,600	0.274		Lost Time:	0.100
	TH	4.00	1,811	6,400	0.283	*	ITS:	0.000
	LT	1.00	85	1,600	0.053			
Eastbound	RT	0.00	104	0	0.000		ICU:	0.746
	TH	1.92	167	3,075	0.088			
	LT	1.08	152	1,380	0.110	*	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	156	0	0.000		N-S(1):	0.300
	TH	4.00	2,192	6,400	0.367	*	N-S(2):	0.464 *
	LT	1.00	91	1,600	0.057		E-W(1):	0.303 *
Westbound	RT	1.00	295	1,600	0.156		E-W(2):	0.000
	TH	2.00	184	3,200	0.058			
	LT	2.00	423	2,560	0.165	*	V/C:	0.767
Northbound	RT	1.00	183	1,600	0.000		Lost Time:	0.100
	TH	4.00	1,554	6,400	0.243		ITS:	0.000
	LT	1.00	155	1,600	0.097	*		
Eastbound	RT	0.00	153	0	0.000		ICU:	0.867
	TH	1.72	150	2,749	0.110			
	LT	1.28	226	1,641	0.138	*	LOS:	D

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **6 - Pacific Coast Hwy & El Segundo Blvd**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	142	1,600	0.063	N-S(1):	0.502 *
	TH	4.00	1,140	6,400	0.178	N-S(2):	0.338
	LT	2.00	237	2,560	0.093 *	E-W(1):	0.169 *
Westbound	RT	1.00	191	1,600	0.073	E-W(2):	0.158
	TH	2.00	340	3,200	0.106		
	LT	2.00	172	2,560	0.067 *	V/C:	0.671
Northbound	RT	0.00	339	0	0.000	Lost Time:	0.100
	TH	4.00	2,279	6,400	0.409 *	ITS:	0.000
	LT	2.00	409	2,560	0.160		
Eastbound	RT	1.00	271	1,600	0.089	ICU:	0.771
	TH	2.00	325	3,200	0.102 *		
	LT	1.00	83	1,600	0.052	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	96	1,600	0.009	N-S(1):	0.314
	TH	4.00	2,523	6,400	0.394 *	N-S(2):	0.522 *
	LT	2.00	185	2,560	0.072	E-W(1):	0.385 *
Westbound	RT	1.00	262	1,600	0.128	E-W(2):	0.230
	TH	2.00	398	3,200	0.124		
	LT	2.00	446	2,560	0.174 *	V/C:	0.907
Northbound	RT	0.00	214	0	0.000	Lost Time:	0.100
	TH	4.00	1,332	6,400	0.242	ITS:	0.000
	LT	2.00	327	2,560	0.128 *		
Eastbound	RT	1.00	440	1,600	0.211 *	ICU:	1.007
	TH	2.00	476	3,200	0.149		
	LT	1.00	163	1,600	0.102	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **7 - Nash St & Imperial Hwy**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	417	1,656	0.252	N-S(1):	0.278 *
	TH	1.97	792	3,144	0.252 *	N-S(2):	0.000
	LT	1.00	377	1,600	0.236	E-W(1):	0.279 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	3.00	868	4,800	0.181		
	LT	2.00	317	2,560	0.124 *	V/C:	0.557
Northbound	RT	2.00	73	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	41	1,600	0.026 *		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.657
	TH	3.00	631	4,800	0.155 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.45	200	2,313	0.086	N-S(1):	0.153 *
	TH	1.55	215	2,487	0.086 *	N-S(2):	0.000
	LT	1.00	91	1,600	0.057	E-W(1):	0.239 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.128
	TH	3.00	614	4,800	0.128		
	LT	2.00	29	2,560	0.011 *	V/C:	0.392
Northbound	RT	2.00	233	3,200	0.067 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	94	1,600	0.059		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.492
	TH	3.00	1,018	4,800	0.228 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **8 - Laiport St & Mariposa Ave**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.28	25	455	0.043	N-S(1):	0.038
	TH	0.72	63	1,145	0.055 *	N-S(2):	0.085 *
	LT	1.00	5	1,600	0.003	E-W(1):	0.276 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.097
	TH	2.00	214	3,200	0.073		
	LT	1.00	178	1,600	0.111 *	V/C:	0.361
Northbound	RT	2.00	57	3,200	0.000	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	48	1,600	0.030 *		
Eastbound	RT	0.00	182	0	0.000	ICU:	0.461
	TH	3.00	347	3,200	0.165 *		
	LT	1.00	38	1,600	0.024	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.39	41	631	0.058	N-S(1):	0.112
	TH	0.61	63	969	0.065 *	N-S(2):	0.146 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.162 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.138
	TH	2.00	372	3,200	0.125		
	LT	1.00	67	1,600	0.042 *	V/C:	0.308
Northbound	RT	2.00	240	3,200	0.054	Lost Time:	0.100
	TH	1.00	145	1,600	0.091	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	66	0	0.000	ICU:	0.408
	TH	3.00	509	4,800	0.120 *		
	LT	1.00	21	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **9 - Nash St & Mariposa Ave**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.156
	TH	2.00	495	3,200	0.216 *	N-S(2):	0.234 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.093
Westbound	RT	1.00	27	1,600	0.000	E-W(2):	0.123 *
	TH	2.00	221	3,200	0.069 *		
	LT	1.00	35	1,600	0.022	V/C:	0.357
Northbound	RT	0.00	61	0	0.000	Lost Time:	0.100
	TH	2.00	299	3,200	0.113	ITS:	0.000
	LT	1.00	29	1,600	0.018 *		
Eastbound	RT	1.00	43	1,600	0.018	ICU:	0.457
	TH	2.00	226	3,200	0.071		
	LT	1.00	87	1,600	0.054 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.263 *
	TH	2.00	245	3,200	0.105	N-S(2):	0.129
	LT	1.00	71	1,600	0.044 *	E-W(1):	0.192
Westbound	RT	1.00	36	1,600	0.000	E-W(2):	0.223 *
	TH	2.00	270	3,200	0.084 *		
	LT	1.00	36	1,600	0.023	V/C:	0.486
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.219 *	ITS:	0.000
	LT	1.00	38	1,600	0.024		
Eastbound	RT	1.00	54	1,600	0.022	ICU:	0.586
	TH	2.00	542	3,200	0.169		
	LT	1.00	222	1,600	0.139 *	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **10 - Kansas St & Grand Ave**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.053
	TH	1.00	29	1,600	0.046 *	N-S(2):	0.057 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.154 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.123
	TH	2.00	285	1,600	0.107		
	LT	0.00	48	1,600	0.030 *	V/C:	0.211
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.047	ITS:	0.000
	LT	0.00	18	1,600	0.011 *		
Eastbound	RT	0.00	19	0	0.000	ICU:	0.311
	TH	2.00	353	1,600	0.124 *		
	LT	0.00	25	1,600	0.016	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.080 *
	TH	1.00	17	1,600	0.039	N-S(2):	0.053
	LT	0.00	9	1,600	0.006 *	E-W(1):	0.164 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.150
	TH	2.00	407	1,600	0.137		
	LT	0.00	19	1,600	0.012 *	V/C:	0.244
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.074 *	ITS:	0.000
	LT	0.00	22	1,600	0.014		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.344
	TH	2.00	454	1,600	0.152 *		
	LT	0.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **11 - Continental Blvd & El Segundo Blvd**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.19	39	1,905	0.000	N-S(1):	0.032 *
	TH	0.89	29	1,417	0.020	N-S(2):	0.000
	LT	1.92	63	2,462	0.026 *	E-W(1):	0.136
Westbound	RT	0.00	420	0	0.000	E-W(2):	0.345 *
	TH	3.00	1,030	4,800	0.302 *		
	LT	2.00	44	2,560	0.017	V/C:	0.377
Northbound	RT	1.00	5	1,600	0.000	Lost Time:	0.100
	TH	1.83	14	2,922	0.005	ITS:	0.000
	LT	1.17	9	1,503	0.006 *		
Eastbound	RT	1.00	50	1,600	0.028	ICU:	0.477
	TH	3.00	571	4,800	0.119		
	LT	2.00	109	2,560	0.043 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	104	2,797	0.031	N-S(1):	0.199 *
	TH	0.25	15	403	0.037	N-S(2):	0.000
	LT	2.00	393	2,560	0.154 *	E-W(1):	0.212 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.194
	TH	3.00	782	4,800	0.182		
	LT	2.00	32	2,560	0.013 *	V/C:	0.411
Northbound	RT	1.93	138	3,095	0.038	Lost Time:	0.100
	TH	1.07	76	1,705	0.045 *	ITS:	0.000
	LT	1.00	66	1,600	0.041		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.511
	TH	3.00	955	4,800	0.199 *		
	LT	2.00	30	2,560	0.012	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons**
Intersection: **12 - Nash St & El Segundo Blvd**
Description: **Existing 2019**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	33	1,600	0.006	N-S(1):	0.064 *
	TH	1.09	75	1,748	0.043	N-S(2):	0.000
	LT	1.91	131	2,442	0.054 *	E-W(1):	0.246
Westbound	RT	0.00	346	0	0.000	E-W(2):	0.405 *
	TH	3.00	1,458	4,800	0.376 *		
	LT	2.00	331	2,560	0.129	V/C:	0.469
Northbound	RT	1.00	11	1,600	0.000	Lost Time:	0.100
	TH	1.00	16	1,600	0.010 *	ITS:	0.000
	LT	2.00	3	2,560	0.001		
Eastbound	RT	1.00	28	1,600	0.017	ICU:	0.569
	TH	3.00	563	4,800	0.117		
	LT	2.00	73	2,560	0.029 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	65	1,600	0.030	N-S(1):	0.211 *
	TH	1.00	13	1,600	0.008	N-S(2):	0.000
	LT	2.00	371	2,560	0.145 *	E-W(1):	0.315 *
Westbound	RT	0.00	151	0	0.000	E-W(2):	0.220
	TH	3.00	801	4,800	0.198		
	LT	2.00	31	2,560	0.012 *	V/C:	0.526
Northbound	RT	1.44	152	2,305	0.060	Lost Time:	0.100
	TH	0.56	59	895	0.066 *	ITS:	0.000
	LT	2.00	17	2,560	0.007		
Eastbound	RT	1.00	6	1,600	0.000	ICU:	0.626
	TH	3.00	1,456	4,800	0.303 *		
	LT	2.00	56	2,560	0.022	LOS:	B

* - Denotes critical movement

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	2	1586	1722	18
Future Vol, veh/h	12	17	2	1586	1722	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
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	13	18	2	1724	1872	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2576	946	1892	0	-	0
Stage 1	1882	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	45	225	142	-	-	-
Stage 1	68	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	44	225	142	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	67	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	72.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	142	-	83	-	-
HCM Lane V/C Ratio	0.015	-	0.38	-	-
HCM Control Delay (s)	30.7	-	72.8	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	4	0	0	4	1487	58	22	1394	116
Future Vol, veh/h	0	0	30	4	0	0	4	1487	58	22	1394	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	33	4	0	0	4	1616	63	24	1515	126

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	821	2310	3345	840	1641	0	0	1679	0	0
Stage 1	-	-	-	1656	1656	-	-	-	-	-	-	-
Stage 2	-	-	-	654	1689	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	273	41	8	265	190	-	-	181	-	-
Stage 1	0	0	-	68	154	-	-	-	-	-	-	-
Stage 2	0	0	-	384	148	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	273	32	7	265	190	-	-	181	-	-
Mov Cap-2 Maneuver	-	-	-	32	7	-	-	-	-	-	-	-
Stage 1	-	-	-	67	151	-	-	-	-	-	-	-
Stage 2	-	-	-	293	128	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	134.5	0.1	0.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	273	32	-	181	-	-
HCM Lane V/C Ratio	0.023	-	-	0.119	0.136	-	0.132	-	-
HCM Control Delay (s)	24.4	-	-	20	134.5	0	27.9	-	-
HCM Lane LOS	C	-	-	C	F	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.4	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	302	9	33	216	5	8	2	58	0	0	0
Future Vol, veh/h	0	302	9	33	216	5	8	2	58	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	328	10	36	235	5	9	2	63	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	240	0	0	338	0	0	643	645	333
Stage 1	-	-	-	-	-	-	333	333	-
Stage 2	-	-	-	-	-	-	310	312	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1327	-	-	1221	-	-	438	391	709
Stage 1	-	-	-	-	-	-	726	644	-
Stage 2	-	-	-	-	-	-	744	658	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1327	-	-	1221	-	-	423	0	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	0	-
Stage 1	-	-	-	-	-	-	701	0	-
Stage 2	-	-	-	-	-	-	744	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	655	1327	-	-	1221	-	-
HCM Lane V/C Ratio	0.113	-	-	-	0.029	-	-
HCM Control Delay (s)	11.2	0	-	-	8	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	12	10	21	37	17	8	32	5	13	25	10
Future Vol, veh/h	8	12	10	21	37	17	8	32	5	13	25	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	13	11	23	40	18	9	35	5	14	27	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	27%	28%	27%
Vol Thru, %	71%	40%	49%	52%
Vol Right, %	11%	33%	23%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	30	75	48
LT Vol	8	8	21	13
Through Vol	32	12	37	25
RT Vol	5	10	17	10
Lane Flow Rate	49	33	82	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.036	0.092	0.059
Departure Headway (Hd)	4.14	4.023	4.052	4.097
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	880	877	866
Service Time	2.204	2.092	2.109	2.162
HCM Lane V/C Ratio	0.057	0.037	0.094	0.06
HCM Control Delay	7.5	7.2	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	21	3	1681	1946	28
Future Vol, veh/h	5	21	3	1681	1946	28
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	-	130	-	-	-
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	5	23	3	1827	2115	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2867	1073	2145	0	-	0
Stage 1	2130	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	31	185	105	-	-	-
Stage 1	47	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	30	185	105	-	-	-
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	46	-	-	-	-	-
Stage 2	394	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	105	-	93	-	-
HCM Lane V/C Ratio	0.031	-	0.304	-	-
HCM Control Delay (s)	40.4	-	59.8	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	50	16	0	10	5	1504	73	16	1799	67
Future Vol, veh/h	0	0	50	16	0	10	5	1504	73	16	1799	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	54	17	0	11	5	1635	79	17	1955	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1014	2501	3747	857	2028	0	0	1714	0	0
Stage 1	-	-	-	1685	1685	-	-	-	-	-	-	-
Stage 2	-	-	-	816	2062	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	203	31	4	258	121	-	-	174	-	-
Stage 1	0	0	-	65	149	-	-	-	-	-	-	-
Stage 2	0	0	-	306	96	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	203	20	3	258	121	-	-	174	-	-
Mov Cap-2 Maneuver	-	-	-	20	3	-	-	-	-	-	-	-
Stage 1	-	-	-	62	143	-	-	-	-	-	-	-
Stage 2	-	-	-	202	87	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.1	267.7	0.1	0.2
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	121	-	-	203	20	258	174	-	-
HCM Lane V/C Ratio	0.045	-	-	0.268	0.87	0.042	0.1	-	-
HCM Control Delay (s)	36.1	-	-	29.1$	422.7	19.6	28	-	-
HCM Lane LOS	E	-	-	D	F	C	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	2.4	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	323	7	34	390	3	17	2	78	0	0	0
Future Vol, veh/h	0	323	7	34	390	3	17	2	78	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	351	8	37	424	3	18	2	85	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	427	0	0	359	0	0	855	856	355
Stage 1	-	-	-	-	-	-	355	355	-
Stage 2	-	-	-	-	-	-	500	501	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1132	-	-	1200	-	-	329	295	689
Stage 1	-	-	-	-	-	-	710	630	-
Stage 2	-	-	-	-	-	-	609	543	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1132	-	-	1200	-	-	316	0	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	316	0	-
Stage 1	-	-	-	-	-	-	682	0	-
Stage 2	-	-	-	-	-	-	609	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	569	1132	-	-	1200	-	-
HCM Lane V/C Ratio	0.185	-	-	-	0.031	-	-
HCM Control Delay (s)	12.8	0	-	-	8.1	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	14	8	32	21	20	16	57	8	14	25	7
Future Vol, veh/h	4	14	8	32	21	20	16	57	8	14	25	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	15	9	35	23	22	17	62	9	15	27	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	15%	44%	30%
Vol Thru, %	70%	54%	29%	54%
Vol Right, %	10%	31%	27%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	26	73	46
LT Vol	16	4	32	14
Through Vol	57	14	21	25
RT Vol	8	8	20	7
Lane Flow Rate	88	28	79	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.032	0.091	0.058
Departure Headway (Hd)	4.14	4.08	4.116	4.159
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	864	859	852
Service Time	2.205	2.17	2.194	2.232
HCM Lane V/C Ratio	0.103	0.032	0.092	0.059
HCM Control Delay	7.7	7.3	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0.2

EXISTING PLUS PROJECT

Project Title: **Pacific Coast Commons Project**
Intersection: **1 - Pacific Coast Hwy & Imperial Hwy**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	18	0	0.000	N-S(1):	0.495 *
	TH	4.00	2,419	6,400	0.381	N-S(2):	0.442
	LT	2.00	421	2,560	0.164 *	E-W(1):	0.160 *
Westbound	RT	1.00	354	1,600	0.057	E-W(2):	0.110
	TH	3.00	255	4,800	0.053		
	LT	2.00	235	2,560	0.092 *	V/C:	0.655
Northbound	RT	1.00	463	1,600	0.243	Lost Time:	0.100
	TH	3.00	1,589	4,800	0.331 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	1.00	157	1,600	0.068 *	ICU:	0.755
	TH	3.00	251	4,800	0.052		
	LT	2.00	136	2,560	0.053	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.709 *
	TH	4.00	2,309	6,400	0.364	N-S(2):	0.472
	LT	2.00	460	2,560	0.180 *	E-W(1):	0.134 *
Westbound	RT	1.00	413	1,600	0.078	E-W(2):	0.128
	TH	3.00	267	4,800	0.056		
	LT	2.00	156	2,560	0.061 *	V/C:	0.843
Northbound	RT	1.00	895	1,600	0.529 *	Lost Time:	0.100
	TH	3.00	1,375	4,800	0.286	ITS:	0.000
	LT	1.00	172	1,600	0.108		
Eastbound	RT	1.00	137	1,600	0.032	ICU:	0.943
	TH	3.00	351	4,800	0.073 *		
	LT	2.00	127	2,560	0.050	LOS:	E

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **2 - Pacific Coast Hwy & Walnut Ave**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	249	0	0.000	N-S(1):	0.365
	TH	4.00	2,509	6,400	0.431 *	N-S(2):	0.499 *
	LT	1.00	58	1,600	0.036	E-W(1):	0.041
Westbound	RT	0.68	19	1,086	0.000	E-W(2):	0.062 *
	TH	0.32	9	514	0.018 *		
	LT	1.00	9	1,600	0.006	V/C:	0.561
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.100
	TH	4.00	2,041	6,400	0.329	ITS:	0.000
	LT	1.00	108	1,600	0.068 *		
Eastbound	RT	0.55	31	886	0.001	ICU:	0.661
	TH	0.45	25	714	0.035		
	LT	1.00	71	1,600	0.044 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.385
	TH	4.00	2,485	6,400	0.400 *	N-S(2):	0.425 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.119 *
Westbound	RT	0.65	36	1,047	0.023	E-W(2):	0.110
	TH	0.35	19	553	0.034		
	LT	1.00	53	1,600	0.033 *	V/C:	0.544
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	4.00	2,281	6,400	0.363	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	0.66	91	1,063	0.073	ICU:	0.644
	TH	0.34	46	537	0.086 *		
	LT	1.00	122	1,600	0.076	LOS:	B

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **3 - Pacific Coast Hwy & Maple Ave**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000		N-S(1):	0.396
	TH	4.00	2,313	6,400	0.370	*	N-S(2):	0.403 *
	LT	1.00	109	1,600	0.068		E-W(1):	0.120 *
Westbound	RT	1.00	65	1,600	0.007		E-W(2):	0.084
	TH	1.00	33	1,600	0.021			
	LT	1.00	26	1,600	0.016	*	V/C:	0.523
Northbound	RT	0.00	129	0	0.000		Lost Time:	0.100
	TH	4.00	1,972	6,400	0.328		ITS:	0.000
	LT	1.00	53	1,600	0.033	*		
Eastbound	RT	0.31	51	489	0.088		ICU:	0.623
	TH	0.69	116	1,111	0.104	*		
	LT	1.00	101	1,600	0.063		LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	48	0	0.000		N-S(1):	0.404
	TH	4.00	2,559	6,400	0.407	*	N-S(2):	0.470 *
	LT	1.00	89	1,600	0.056		E-W(1):	0.132 *
Westbound	RT	1.00	147	1,600	0.064		E-W(2):	0.100
	TH	1.00	110	1,600	0.069			
	LT	1.00	119	1,600	0.074	*	V/C:	0.602
Northbound	RT	0.00	61	0	0.000		Lost Time:	0.100
	TH	4.00	2,165	6,400	0.348		ITS:	0.000
	LT	1.00	100	1,600	0.063	*		
Eastbound	RT	0.35	33	568	0.027		ICU:	0.702
	TH	0.65	60	1,032	0.058	*		
	LT	1.00	49	1,600	0.031		LOS:	C

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **4 - Pacific Coast Hwy & Mariposa Ave**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.413 *
	TH	4.00	1,882	6,400	0.307	N-S(2):	0.353
	LT	2.00	309	2,560	0.121 *	E-W(1):	0.178 *
Westbound	RT	1.00	82	1,600	0.000	E-W(2):	0.160
	TH	1.00	97	1,600	0.061		
	LT	1.00	58	1,600	0.036 *	V/C:	0.591
Northbound	RT	1.00	106	1,600	0.048	Lost Time:	0.100
	TH	4.00	1,866	6,400	0.292 *	ITS:	0.000
	LT	1.00	73	1,600	0.046		
Eastbound	RT	1.00	61	1,600	0.015	ICU:	0.691
	TH	1.00	227	1,600	0.142 *		
	LT	1.00	158	1,600	0.099	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.410
	TH	4.00	2,284	6,400	0.375 *	N-S(2):	0.463 *
	LT	2.00	284	2,560	0.111	E-W(1):	0.214
Westbound	RT	1.00	202	1,600	0.071	E-W(2):	0.220 *
	TH	1.00	215	1,600	0.134 *		
	LT	1.00	172	1,600	0.108	V/C:	0.683
Northbound	RT	1.00	148	1,600	0.039	Lost Time:	0.100
	TH	4.00	1,915	6,400	0.299	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	1.00	59	1,600	0.000	ICU:	0.783
	TH	1.00	169	1,600	0.106		
	LT	1.00	137	1,600	0.086 *	LOS:	C

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **5 - Pacific Coast Hwy & Grand Ave**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	206	0	0.000	N-S(1):	0.526 *
	TH	4.00	1,357	6,400	0.244	N-S(2):	0.298
	LT	1.00	386	1,600	0.241 *	E-W(1):	0.132 *
Westbound	RT	1.00	53	1,600	0.000	E-W(2):	0.000
	TH	2.00	64	3,200	0.020 *		
	LT	2.00	41	2,560	0.016	V/C:	0.658
Northbound	RT	1.00	464	1,600	0.274	Lost Time:	0.100
	TH	4.00	1,824	6,400	0.285 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.758
	TH	1.94	168	3,107	0.090		
	LT	1.06	152	1,354	0.112 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	156	0	0.000	N-S(1):	0.314
	TH	4.00	2,212	6,400	0.370 *	N-S(2):	0.472 *
	LT	1.00	107	1,600	0.067	E-W(1):	0.304 *
Westbound	RT	1.00	298	1,600	0.153	E-W(2):	0.000
	TH	2.00	186	3,200	0.058		
	LT	2.00	423	2,560	0.165 *	V/C:	0.776
Northbound	RT	1.00	183	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,580	6,400	0.247	ITS:	0.000
	LT	1.00	163	1,600	0.102 *		
Eastbound	RT	0.00	158	0	0.000	ICU:	0.876
	TH	1.73	151	2,772	0.111		
	LT	1.27	226	1,622	0.139 *	LOS:	D

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **6 - Pacific Coast Hwy & El Segundo Blvd**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.064	N-S(1):	0.509 *
	TH	4.00	1,149	6,400	0.180	N-S(2):	0.340
	LT	2.00	254	2,560	0.099 *	E-W(1):	0.169 *
Westbound	RT	1.00	200	1,600	0.075	E-W(2):	0.159
	TH	2.00	340	3,200	0.106		
	LT	2.00	172	2,560	0.067 *	V/C:	0.678
Northbound	RT	0.00	339	0	0.000	Lost Time:	0.100
	TH	4.00	2,284	6,400	0.410 *	ITS:	0.000
	LT	2.00	409	2,560	0.160		
Eastbound	RT	1.00	271	1,600	0.089	ICU:	0.778
	TH	2.00	325	3,200	0.102 *		
	LT	1.00	84	1,600	0.053	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.009	N-S(1):	0.321
	TH	4.00	2,531	6,400	0.395 *	N-S(2):	0.523 *
	LT	2.00	200	2,560	0.078	E-W(1):	0.385 *
Westbound	RT	1.00	283	1,600	0.138	E-W(2):	0.242
	TH	2.00	398	3,200	0.124		
	LT	2.00	446	2,560	0.174 *	V/C:	0.908
Northbound	RT	0.00	214	0	0.000	Lost Time:	0.100
	TH	4.00	1,342	6,400	0.243	ITS:	0.000
	LT	2.00	327	2,560	0.128 *		
Eastbound	RT	1.00	440	1,600	0.211 *	ICU:	1.008
	TH	2.00	476	3,200	0.149		
	LT	1.00	166	1,600	0.104	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **7 - Nash St & Imperial Hwy**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	417	1,656	0.252	N-S(1):	0.278 *
	TH	1.97	792	3,144	0.252 *	N-S(2):	0.000
	LT	1.00	377	1,600	0.236	E-W(1):	0.279 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	3.00	868	4,800	0.181		
	LT	2.00	317	2,560	0.124 *	V/C:	0.557
Northbound	RT	2.00	73	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	41	1,600	0.026 *		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.657
	TH	3.00	631	4,800	0.155 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.45	200	2,313	0.086	N-S(1):	0.153 *
	TH	1.55	215	2,487	0.086 *	N-S(2):	0.000
	LT	1.00	91	1,600	0.057	E-W(1):	0.239 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.128
	TH	3.00	614	4,800	0.128		
	LT	2.00	29	2,560	0.011 *	V/C:	0.392
Northbound	RT	2.00	233	3,200	0.067 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	94	1,600	0.059		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.492
	TH	3.00	1,018	4,800	0.228 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **8 - Laiport St & Mariposa Ave**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.28	25	455	0.043	N-S(1):	0.038
	TH	0.72	63	1,145	0.055 *	N-S(2):	0.085 *
	LT	1.00	5	1,600	0.003	E-W(1):	0.277 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.097
	TH	2.00	215	3,200	0.073		
	LT	1.00	178	1,600	0.111 *	V/C:	0.362
Northbound	RT	2.00	57	3,200	0.000	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	48	1,600	0.030 *		
Eastbound	RT	0.00	182	0	0.000	ICU:	0.462
	TH	3.00	348	3,200	0.166 *		
	LT	1.00	38	1,600	0.024	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.39	41	631	0.058	N-S(1):	0.112
	TH	0.61	63	969	0.065 *	N-S(2):	0.146 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.162 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.138
	TH	2.00	374	3,200	0.125		
	LT	1.00	67	1,600	0.042 *	V/C:	0.308
Northbound	RT	2.00	240	3,200	0.054	Lost Time:	0.100
	TH	1.00	145	1,600	0.091	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	66	0	0.000	ICU:	0.408
	TH	3.00	510	4,800	0.120 *		
	LT	1.00	21	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **9 - Nash St & Mariposa Ave**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.156
	TH	2.00	495	3,200	0.216 *	N-S(2):	0.234 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.093
Westbound	RT	1.00	27	1,600	0.000	E-W(2):	0.123 *
	TH	2.00	222	3,200	0.069 *		
	LT	1.00	35	1,600	0.022	V/C:	0.357
Northbound	RT	0.00	61	0	0.000	Lost Time:	0.100
	TH	2.00	299	3,200	0.113	ITS:	0.000
	LT	1.00	29	1,600	0.018 *		
Eastbound	RT	1.00	43	1,600	0.018	ICU:	0.457
	TH	2.00	227	3,200	0.071		
	LT	1.00	87	1,600	0.054 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.263 *
	TH	2.00	245	3,200	0.105	N-S(2):	0.129
	LT	1.00	71	1,600	0.044 *	E-W(1):	0.193
Westbound	RT	1.00	36	1,600	0.000	E-W(2):	0.224 *
	TH	2.00	272	3,200	0.085 *		
	LT	1.00	36	1,600	0.023	V/C:	0.487
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.219 *	ITS:	0.000
	LT	1.00	38	1,600	0.024		
Eastbound	RT	1.00	54	1,600	0.022	ICU:	0.587
	TH	2.00	543	3,200	0.170		
	LT	1.00	222	1,600	0.139 *	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **10 - Kansas St & Grand Ave**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.053
	TH	1.00	29	1,600	0.046 *	N-S(2):	0.057 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.154 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.123
	TH	2.00	286	1,600	0.107		
	LT	0.00	48	1,600	0.030 *	V/C:	0.211
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.047	ITS:	0.000
	LT	0.00	18	1,600	0.011 *		
Eastbound	RT	0.00	19	0	0.000	ICU:	0.311
	TH	2.00	353	1,600	0.124 *		
	LT	0.00	25	1,600	0.016	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.080 *
	TH	1.00	17	1,600	0.039	N-S(2):	0.053
	LT	0.00	9	1,600	0.006 *	E-W(1):	0.164 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.150
	TH	2.00	408	1,600	0.137		
	LT	0.00	19	1,600	0.012 *	V/C:	0.244
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.074 *	ITS:	0.000
	LT	0.00	22	1,600	0.014		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.344
	TH	2.00	455	1,600	0.152 *		
	LT	0.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **11 - Continental Blvd & El Segundo Blvd**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.19	39	1,905	0.000	N-S(1):	0.032 *
	TH	0.89	29	1,417	0.020	N-S(2):	0.000
	LT	1.92	63	2,462	0.026 *	E-W(1):	0.140
Westbound	RT	0.00	420	0	0.000	E-W(2):	0.347 *
	TH	3.00	1,039	4,800	0.304 *		
	LT	2.00	44	2,560	0.017	V/C:	0.379
Northbound	RT	1.00	5	1,600	0.000	Lost Time:	0.100
	TH	1.83	14	2,922	0.005	ITS:	0.000
	LT	1.17	9	1,503	0.006 *		
Eastbound	RT	1.00	50	1,600	0.028	ICU:	0.479
	TH	3.00	588	4,800	0.123		
	LT	2.00	109	2,560	0.043 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	104	2,797	0.031	N-S(1):	0.199 *
	TH	0.25	15	403	0.037	N-S(2):	0.000
	LT	2.00	393	2,560	0.154 *	E-W(1):	0.215 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.198
	TH	3.00	803	4,800	0.186		
	LT	2.00	32	2,560	0.013 *	V/C:	0.414
Northbound	RT	1.93	138	3,095	0.038	Lost Time:	0.100
	TH	1.07	76	1,705	0.045 *	ITS:	0.000
	LT	1.00	66	1,600	0.041		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.514
	TH	3.00	970	4,800	0.202 *		
	LT	2.00	30	2,560	0.012	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **12 - Nash St & El Segundo Blvd**
Description: **Existing + Project**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	33	1,600	0.006	N-S(1):	0.064 *
	TH	1.09	75	1,748	0.043	N-S(2):	0.000
	LT	1.91	131	2,442	0.054 *	E-W(1):	0.250
Westbound	RT	0.00	346	0	0.000	E-W(2):	0.407 *
	TH	3.00	1,467	4,800	0.378 *		
	LT	2.00	331	2,560	0.129	V/C:	0.471
Northbound	RT	1.00	11	1,600	0.000	Lost Time:	0.100
	TH	1.00	16	1,600	0.010 *	ITS:	0.000
	LT	2.00	3	2,560	0.001		
Eastbound	RT	1.00	28	1,600	0.017	ICU:	0.571
	TH	3.00	580	4,800	0.121		
	LT	2.00	73	2,560	0.029 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	65	1,600	0.030	N-S(1):	0.211 *
	TH	1.00	13	1,600	0.008	N-S(2):	0.000
	LT	2.00	371	2,560	0.145 *	E-W(1):	0.318 *
Westbound	RT	0.00	151	0	0.000	E-W(2):	0.225
	TH	3.00	822	4,800	0.203		
	LT	2.00	31	2,560	0.012 *	V/C:	0.529
Northbound	RT	1.44	152	2,305	0.060	Lost Time:	0.100
	TH	0.56	59	895	0.066 *	ITS:	0.000
	LT	2.00	17	2,560	0.007		
Eastbound	RT	1.00	6	1,600	0.000	ICU:	0.629
	TH	3.00	1,471	4,800	0.306 *		
	LT	2.00	56	2,560	0.022	LOS:	B

* - Denotes critical movement

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	19	3	1635	1743	25
Future Vol, veh/h	13	19	3	1635	1743	25
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	-	130	-	-	-
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	14	21	3	1777	1895	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2626	961	1922	0	-	0
Stage 1	1909	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	43	220	137	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	42	220	137	-	-	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	64	-	-	-	-	-
Stage 2	404	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	79.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	137	-	81	-	-
HCM Lane V/C Ratio	0.024	-	0.429	-	-
HCM Control Delay (s)	31.9	-	79.4	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	33	4	0	0	5	1513	58	22	1426	116
Future Vol, veh/h	0	0	33	4	0	0	5	1513	58	22	1426	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	4	0	0	5	1645	63	24	1550	126

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	838	2355	3411	854	1676	0	0	1708	0	0
Stage 1	-	-	-	1687	1687	-	-	-	-	-	-	-
Stage 2	-	-	-	668	1724	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	266	38	7	259	182	-	-	176	-	-
Stage 1	0	0	-	65	148	-	-	-	-	-	-	-
Stage 2	0	0	-	377	142	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	266	29	6	259	182	-	-	176	-	-
Mov Cap-2 Maneuver	-	-	-	29	6	-	-	-	-	-	-	-
Stage 1	-	-	-	63	144	-	-	-	-	-	-	-
Stage 2	-	-	-	282	123	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	149.9	0.1	0.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	182	-	-	266	29	-	176	-	-
HCM Lane V/C Ratio	0.03	-	-	0.135	0.15	-	0.136	-	-
HCM Control Delay (s)	25.4	-	-	20.6	149.9	0	28.6	-	-
HCM Lane LOS	D	-	-	C	F	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.5	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	302	9	37	216	2	8	2	84	26	0	0
Future Vol, veh/h	0	302	9	37	216	2	8	2	84	26	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	328	10	40	235	2	9	2	91	28	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	237	0	0	338	0	0	649	650	333
Stage 1	-	-	-	-	-	-	333	333	-
Stage 2	-	-	-	-	-	-	316	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1330	-	-	1221	-	-	434	388	709
Stage 1	-	-	-	-	-	-	726	644	-
Stage 2	-	-	-	-	-	-	739	654	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1330	-	-	1221	-	-	418	0	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	0	-
Stage 1	-	-	-	-	-	-	698	0	-
Stage 2	-	-	-	-	-	-	739	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	669	1330	-	-	1221	-	-
HCM Lane V/C Ratio	0.153	-	-	-	0.033	-	-
HCM Control Delay (s)	11.3	0	-	-	8	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	12	10	21	37	18	8	35	5	16	34	10
Future Vol, veh/h	8	12	10	21	37	18	8	35	5	16	34	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	13	11	23	40	20	9	38	5	17	37	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	27%	28%	27%
Vol Thru, %	73%	40%	49%	57%
Vol Right, %	10%	33%	24%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	30	76	60
LT Vol	8	8	21	16
Through Vol	35	12	37	34
RT Vol	5	10	18	10
Lane Flow Rate	52	33	83	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.037	0.094	0.075
Departure Headway (Hd)	4.154	4.053	4.075	4.126
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	853	872	871	859
Service Time	2.226	2.133	2.142	2.195
HCM Lane V/C Ratio	0.061	0.038	0.095	0.076
HCM Control Delay	7.5	7.3	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	21	6	1725	1983	52
Future Vol, veh/h	6	21	6	1725	1983	52
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	-	130	-	-	-
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	7	23	7	1875	2155	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2948	1106	2212	0	-	0
Stage 1	2184	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	28	176	97	-	-	-
Stage 1	43	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	26	176	97	-	-	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	40	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	78.1	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	97	-	77	-	-
HCM Lane V/C Ratio	0.067	-	0.381	-	-
HCM Control Delay (s)	44.8	-	78.1	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	56	16	0	10	7	1545	73	16	1830	67
Future Vol, veh/h	0	0	56	16	0	10	7	1545	73	16	1830	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	61	17	0	11	8	1679	79	17	1989	73

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	1031	2565	3831	879	2062	0	0	1758	0	0
Stage 1	-	-	-	1735	1735	-	-	-	-	-	-	-
Stage 2	-	-	-	830	2096	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	198	28	4	250	116	-	-	166	-	-
Stage 1	0	0	-	60	140	-	-	-	-	-	-	-
Stage 2	0	0	-	300	92	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	198	~ 17	3	250	116	-	-	166	-	-
Mov Cap-2 Maneuver	-	-	-	~ 17	3	-	-	-	-	-	-	-
Stage 1	-	-	-	56	130	-	-	-	-	-	-	-
Stage 2	-	-	-	186	83	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.1	$ 336.5	0.2	0.2
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	116	-	-	198	17	250	166	-	-
HCM Lane V/C Ratio	0.066	-	-	0.307	1.023	0.043	0.105	-	-
HCM Control Delay (s)	38.2	-	-	31.1	$ 534.2	20.1	29.2	-	-
HCM Lane LOS	E	-	-	D	F	C	D	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	2.6	0.1	0.3	-	-

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	323	7	47	390	7	17	2	103	20	0	0
Future Vol, veh/h	0	323	7	47	390	7	17	2	103	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	351	8	51	424	8	18	2	112	22	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	432	0	0	359	0	0	885	889	355
Stage 1	-	-	-	-	-	-	355	355	-
Stage 2	-	-	-	-	-	-	530	534	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1128	-	-	1200	-	-	315	282	689
Stage 1	-	-	-	-	-	-	710	630	-
Stage 2	-	-	-	-	-	-	590	524	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1128	-	-	1200	-	-	297	0	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	0	-
Stage 1	-	-	-	-	-	-	670	0	-
Stage 2	-	-	-	-	-	-	590	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	580	1128	-	-	1200	-	-
HCM Lane V/C Ratio	0.229	-	-	-	0.043	-	-
HCM Control Delay (s)	13	0	-	-	8.1	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	14	8	32	21	23	16	67	8	20	31	7
Future Vol, veh/h	4	14	8	32	21	23	16	67	8	20	31	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	15	9	35	23	25	17	73	9	22	34	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.7	7.8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	15%	42%	34%
Vol Thru, %	74%	54%	28%	53%
Vol Right, %	9%	31%	30%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	26	76	58
LT Vol	16	4	32	20
Through Vol	67	14	21	31
RT Vol	8	8	23	7
Lane Flow Rate	99	28	83	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.033	0.095	0.074
Departure Headway (Hd)	4.156	4.23	4.138	4.199
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	853	851	853	842
Service Time	2.231	2.23	2.229	2.281
HCM Lane V/C Ratio	0.116	0.033	0.097	0.075
HCM Control Delay	7.8	7.4	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.3	0.2

FUTURE BASE

Project Title: **Pacific Coast Commons Project**
Intersection: **1 - Pacific Coast Hwy & Imperial Hwy**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000		N-S(1):	0.591 *
	TH	4.00	2,856	6,400	0.452		N-S(2):	0.521
	LT	2.00	554	2,560	0.216	*	E-W(1):	0.170 *
Westbound	RT	1.00	517	1,600	0.107		E-W(2):	0.163
	TH	3.00	272	4,800	0.057			
	LT	2.00	255	2,560	0.100	*	V/C:	0.761
Northbound	RT	1.00	460	1,600	0.238		Lost Time:	0.100
	TH	3.00	1,799	4,800	0.375	*	ITS:	0.000
	LT	1.00	111	1,600	0.069			
Eastbound	RT	1.00	167	1,600	0.070	*	ICU:	0.861
	TH	3.00	259	4,800	0.054			
	LT	2.00	144	2,560	0.056		LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C		ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000		N-S(1):	0.851 *
	TH	4.00	2,572	6,400	0.406		N-S(2):	0.517
	LT	2.00	661	2,560	0.258	*	E-W(1):	0.144
Westbound	RT	1.00	591	1,600	0.111	*	E-W(2):	0.168 *
	TH	3.00	276	4,800	0.058			
	LT	2.00	171	2,560	0.067		V/C:	1.019
Northbound	RT	1.00	1,003	1,600	0.593	*	Lost Time:	0.100
	TH	3.00	1,752	4,800	0.365		ITS:	0.000
	LT	1.00	178	1,600	0.111			
Eastbound	RT	1.00	161	1,600	0.045		ICU:	1.119
	TH	3.00	369	4,800	0.077			
	LT	2.00	147	2,560	0.057	*	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **2 - Pacific Coast Hwy & Walnut Ave**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	266	0	0.000	N-S(1):	0.400
	TH	4.00	2,958	6,400	0.504 *	N-S(2):	0.573 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.041
Westbound	RT	0.68	19	1,086	0.000	E-W(2):	0.066 *
	TH	0.32	9	514	0.018 *		
	LT	1.00	9	1,600	0.006	V/C:	0.639
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	4.00	2,255	6,400	0.363	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.55	31	886	0.001	ICU:	0.739
	TH	0.45	25	714	0.035		
	LT	1.00	76	1,600	0.048 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.460
	TH	4.00	2,781	6,400	0.447 *	N-S(2):	0.473 *
	LT	1.00	36	1,600	0.023	E-W(1):	0.121 *
Westbound	RT	0.66	37	1,057	0.024	E-W(2):	0.120
	TH	0.34	19	543	0.035		
	LT	1.00	54	1,600	0.034 *	V/C:	0.594
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	4.00	2,757	6,400	0.437	ITS:	0.000
	LT	1.00	41	1,600	0.026 *		
Eastbound	RT	0.66	92	1,059	0.074	ICU:	0.694
	TH	0.34	47	541	0.087 *		
	LT	1.00	136	1,600	0.085	LOS:	B

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **3 - Pacific Coast Hwy & Maple Ave**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.447
	TH	4.00	2,732	6,400	0.435 *	N-S(2):	0.469 *
	LT	1.00	138	1,600	0.086	E-W(1):	0.121 *
Westbound	RT	1.00	70	1,600	0.001	E-W(2):	0.085
	TH	1.00	34	1,600	0.021		
	LT	1.00	24	1,600	0.015 *	V/C:	0.590
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	4.00	2,180	6,400	0.361	ITS:	0.000
	LT	1.00	54	1,600	0.034 *		
Eastbound	RT	0.31	52	489	0.089	ICU:	0.690
	TH	0.69	118	1,111	0.106 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.478
	TH	4.00	2,849	6,400	0.453 *	N-S(2):	0.517 *
	LT	1.00	97	1,600	0.061	E-W(1):	0.132 *
Westbound	RT	1.00	176	1,600	0.080	E-W(2):	0.111
	TH	1.00	112	1,600	0.070		
	LT	1.00	117	1,600	0.073 *	V/C:	0.649
Northbound	RT	0.00	59	0	0.000	Lost Time:	0.100
	TH	4.00	2,612	6,400	0.417	ITS:	0.000
	LT	1.00	102	1,600	0.064 *		
Eastbound	RT	0.36	34	573	0.028	ICU:	0.749
	TH	0.64	61	1,027	0.059 *		
	LT	1.00	50	1,600	0.031	LOS:	C

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **4 - Pacific Coast Hwy & Mariposa Ave**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	86	0	0.000	N-S(1):	0.462 *
	TH	4.00	2,268	6,400	0.368	N-S(2):	0.412
	LT	2.00	343	2,560	0.134 *	E-W(1):	0.217 *
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.139
	TH	1.00	99	1,600	0.062		
	LT	1.00	63	1,600	0.039 *	V/C:	0.679
Northbound	RT	1.00	135	1,600	0.065	Lost Time:	0.100
	TH	4.00	2,102	6,400	0.328 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.20	57	320	0.156	ICU:	0.779
	TH	0.80	228	1,280	0.178 *		
	LT	1.00	123	1,600	0.077	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.485
	TH	4.00	2,588	6,400	0.423 *	N-S(2):	0.508 *
	LT	2.00	299	2,560	0.117	E-W(1):	0.272 *
Westbound	RT	1.00	232	1,600	0.087	E-W(2):	0.205
	TH	1.00	217	1,600	0.136		
	LT	1.00	202	1,600	0.126 *	V/C:	0.780
Northbound	RT	1.00	157	1,600	0.035	Lost Time:	0.100
	TH	4.00	2,357	6,400	0.368	ITS:	0.000
	LT	1.00	136	1,600	0.085 *		
Eastbound	RT	0.28	66	451	0.104	ICU:	0.880
	TH	0.72	168	1,149	0.146 *		
	LT	1.00	110	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **5 - Pacific Coast Hwy & Grand Ave**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	209	0	0.000	N-S(1):	0.732 *
	TH	4.00	1,582	6,400	0.280	N-S(2):	0.334
	LT	1.00	546	1,600	0.341 *	E-W(1):	0.137 *
Westbound	RT	1.00	71	1,600	0.000	E-W(2):	0.000
	TH	2.00	65	3,200	0.020		
	LT	2.00	65	2,560	0.025 *	V/C:	0.869
Northbound	RT	1.00	666	1,600	0.391 *	Lost Time:	0.100
	TH	4.00	2,076	6,400	0.324	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.969
	TH	1.93	170	3,081	0.090		
	LT	1.07	154	1,375	0.112 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.366
	TH	4.00	2,547	6,400	0.423 *	N-S(2):	0.521 *
	LT	1.00	115	1,600	0.072	E-W(1):	0.386 *
Westbound	RT	1.00	451	1,600	0.246 *	E-W(2):	0.000
	TH	2.00	187	3,200	0.058		
	LT	2.00	608	2,560	0.238	V/C:	0.907
Northbound	RT	1.00	216	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,879	6,400	0.294	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	0.00	155	0	0.000	ICU:	1.007
	TH	1.72	152	2,744	0.112		
	LT	1.28	230	1,645	0.140 *	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **6 - Pacific Coast Hwy & El Segundo Blvd**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	176	1,600	0.082	N-S(1):	0.576 *
	TH	4.00	1,342	6,400	0.210	N-S(2):	0.385
	LT	2.00	273	2,560	0.107 *	E-W(1):	0.181
Westbound	RT	1.00	302	1,600	0.135 *	E-W(2):	0.191 *
	TH	2.00	397	3,200	0.124		
	LT	2.00	191	2,560	0.075	V/C:	0.767
Northbound	RT	0.00	366	0	0.000	Lost Time:	0.100
	TH	4.00	2,634	6,400	0.469 *	ITS:	0.000
	LT	2.00	448	2,560	0.175		
Eastbound	RT	1.00	280	1,600	0.088	ICU:	0.867
	TH	2.00	338	3,200	0.106		
	LT	1.00	89	1,600	0.056 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.004	N-S(1):	0.414
	TH	4.00	2,933	6,400	0.458 *	N-S(2):	0.590 *
	LT	2.00	310	2,560	0.121	E-W(1):	0.425 *
Westbound	RT	1.00	305	1,600	0.130	E-W(2):	0.253
	TH	2.00	415	3,200	0.130		
	LT	2.00	495	2,560	0.193 *	V/C:	1.015
Northbound	RT	0.00	258	0	0.000	Lost Time:	0.100
	TH	4.00	1,614	6,400	0.293	ITS:	0.000
	LT	2.00	339	2,560	0.132 *		
Eastbound	RT	1.00	477	1,600	0.232 *	ICU:	1.115
	TH	2.00	532	3,200	0.166		
	LT	1.00	196	1,600	0.123	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **7 - Nash St & Imperial Hwy**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	424	1,656	0.256	N-S(1):	0.282 *
	TH	1.97	805	3,144	0.256 *	N-S(2):	0.000
	LT	1.00	383	1,600	0.239	E-W(1):	0.316 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.223
	TH	3.00	1,068	4,800	0.223		
	LT	2.00	322	2,560	0.126 *	V/C:	0.598
Northbound	RT	2.00	74	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	42	1,600	0.026 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.698
	TH	3.00	794	4,800	0.190 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.45	203	2,314	0.088	N-S(1):	0.156 *
	TH	1.55	218	2,486	0.088 *	N-S(2):	0.000
	LT	1.00	92	1,600	0.058	E-W(1):	0.311 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169
	TH	3.00	811	4,800	0.169		
	LT	2.00	29	2,560	0.011 *	V/C:	0.467
Northbound	RT	2.00	237	3,200	0.068 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	96	1,600	0.060		
Eastbound	RT	0.00	75	0	0.000	ICU:	0.567
	TH	3.00	1,364	4,800	0.300 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **8 - Laiport St & Mariposa Ave**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.28	25	449	0.043	N-S(1):	0.039
	TH	0.72	64	1,151	0.056 *	N-S(2):	0.087 *
	LT	1.00	5	1,600	0.003	E-W(1):	0.237 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.101
	TH	2.00	226	3,200	0.077		
	LT	1.00	181	1,600	0.113 *	V/C:	0.324
Northbound	RT	2.00	58	3,200	0.000	Lost Time:	0.100
	TH	1.00	57	1,600	0.036	ITS:	0.000
	LT	1.00	49	1,600	0.031 *		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.424
	TH	3.00	408	4,800	0.124 *		
	LT	1.00	39	1,600	0.024	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.40	42	634	0.060	N-S(1):	0.113
	TH	0.60	64	966	0.066 *	N-S(2):	0.149 *
	LT	1.00	34	1,600	0.021	E-W(1):	0.168 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.157
	TH	2.00	433	3,200	0.144		
	LT	1.00	68	1,600	0.043 *	V/C:	0.317
Northbound	RT	2.00	244	3,200	0.055	Lost Time:	0.100
	TH	1.00	147	1,600	0.092	ITS:	0.000
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.417
	TH	3.00	531	4,800	0.125 *		
	LT	1.00	21	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **9 - Nash St & Mariposa Ave**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.157
	TH	2.00	503	3,200	0.220 *	N-S(2):	0.238 *
	LT	1.00	69	1,600	0.043	E-W(1):	0.095
Westbound	RT	1.00	27	1,600	0.000	E-W(2):	0.125 *
	TH	2.00	225	3,200	0.070 *		
	LT	1.00	36	1,600	0.023	V/C:	0.363
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	2.00	304	3,200	0.114	ITS:	0.000
	LT	1.00	29	1,600	0.018 *		
Eastbound	RT	1.00	44	1,600	0.018	ICU:	0.463
	TH	2.00	230	3,200	0.072		
	LT	1.00	88	1,600	0.055 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.268 *
	TH	2.00	249	3,200	0.106	N-S(2):	0.130
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.195
Westbound	RT	1.00	37	1,600	0.001	E-W(2):	0.227 *
	TH	2.00	274	3,200	0.086 *		
	LT	1.00	37	1,600	0.023	V/C:	0.495
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	2.00	559	3,200	0.223 *	ITS:	0.000
	LT	1.00	39	1,600	0.024		
Eastbound	RT	1.00	55	1,600	0.022	ICU:	0.595
	TH	2.00	551	3,200	0.172		
	LT	1.00	226	1,600	0.141 *	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **10 - Kansas St & Grand Ave**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.054
	TH	1.00	29	1,600	0.047 *	N-S(2):	0.058 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.157 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.125
	TH	2.00	290	1,600	0.109		
	LT	0.00	49	1,600	0.031 *	V/C:	0.215
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.048	ITS:	0.000
	LT	0.00	18	1,600	0.011 *		
Eastbound	RT	0.00	19	0	0.000	ICU:	0.315
	TH	2.00	359	1,600	0.126 *		
	LT	0.00	25	1,600	0.016	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.080 *
	TH	1.00	17	1,600	0.039	N-S(2):	0.053
	LT	0.00	9	1,600	0.006 *	E-W(1):	0.166 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.152
	TH	2.00	414	1,600	0.139		
	LT	0.00	19	1,600	0.012 *	V/C:	0.246
Northbound	RT	0.00	66	0	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.074 *	ITS:	0.000
	LT	0.00	22	1,600	0.014		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.346
	TH	2.00	461	1,600	0.154 *		
	LT	0.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **11 - Continental Blvd & El Segundo Blvd**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	40	1,925	0.000	N-S(1):	0.032 *
	TH	0.87	29	1,395	0.021	N-S(2):	0.000
	LT	1.92	64	2,464	0.026 *	E-W(1):	0.152
Westbound	RT	0.00	427	0	0.000	E-W(2):	0.387 *
	TH	3.00	1,222	4,800	0.344 *		
	LT	2.00	45	2,560	0.018	V/C:	0.419
Northbound	RT	1.00	5	1,600	0.000	Lost Time:	0.100
	TH	1.83	14	2,922	0.005	ITS:	0.000
	LT	1.17	9	1,503	0.006 *		
Eastbound	RT	1.00	51	1,600	0.029	ICU:	0.519
	TH	3.00	642	4,800	0.134		
	LT	2.00	111	2,560	0.043 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	106	2,803	0.032	N-S(1):	0.201 *
	TH	0.25	15	397	0.038	N-S(2):	0.000
	LT	2.00	399	2,560	0.156 *	E-W(1):	0.259 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.216
	TH	3.00	888	4,800	0.204		
	LT	2.00	33	2,560	0.013 *	V/C:	0.460
Northbound	RT	1.94	140	3,097	0.039	Lost Time:	0.100
	TH	1.06	77	1,703	0.045 *	ITS:	0.000
	LT	1.00	67	1,600	0.042		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.560
	TH	3.00	1,181	4,800	0.246 *		
	LT	2.00	30	2,560	0.012	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **12 - Nash St & El Segundo Blvd**
Description: **Future Base (2027)**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.064 *
	TH	1.09	76	1,745	0.044	N-S(2):	0.000
	LT	1.91	133	2,444	0.054 *	E-W(1):	0.261
Westbound	RT	0.00	352	0	0.000	E-W(2):	0.446 *
	TH	3.00	1,651	4,800	0.417 *		
	LT	2.00	336	2,560	0.131	V/C:	0.510
Northbound	RT	1.00	11	1,600	0.000	Lost Time:	0.100
	TH	1.00	16	1,600	0.010 *	ITS:	0.000
	LT	2.00	8	2,560	0.003		
Eastbound	RT	1.00	36	1,600	0.021	ICU:	0.610
	TH	3.00	625	4,800	0.130		
	LT	2.00	74	2,560	0.029 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.030	N-S(1):	0.214 *
	TH	1.00	13	1,600	0.008	N-S(2):	0.000
	LT	2.00	377	2,560	0.147 *	E-W(1):	0.361 *
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.239
	TH	3.00	889	4,800	0.217		
	LT	2.00	31	2,560	0.012 *	V/C:	0.575
Northbound	RT	1.44	154	2,303	0.061	Lost Time:	0.100
	TH	0.56	60	897	0.067 *	ITS:	0.000
	LT	2.00	35	2,560	0.014		
Eastbound	RT	1.00	22	1,600	0.007	ICU:	0.675
	TH	3.00	1,674	4,800	0.349 *		
	LT	2.00	57	2,560	0.022	LOS:	B

* - Denotes critical movement

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	2	1836	2158	18
Future Vol, veh/h	12	17	2	1836	2158	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
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	13	18	2	1996	2346	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3158	1183	2366	0	-	0
Stage 1	2356	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	21	156	81	-	-	-
Stage 1	33	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	20	156	81	-	-	-
Mov Cap-2 Maneuver	20	-	-	-	-	-
Stage 1	32	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	222.7	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	81	-	41	-	-
HCM Lane V/C Ratio	0.027	-	0.769	-	-
HCM Control Delay (s)	50.7	-	222.7	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	4	0	0	4	1766	59	22	1807	118
Future Vol, veh/h	0	0	30	4	0	0	4	1766	59	22	1807	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	33	4	0	0	4	1920	64	24	1964	128

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1046	2794	4100	992	2092	0	0	1984	0	0
Stage 1	-	-	-	1960	1960	-	-	-	-	-	-	-
Stage 2	-	-	-	834	2140	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	193	20	2	210	112	-	-	127	-	-
Stage 1	0	0	-	41	108	-	-	-	-	-	-	-
Stage 2	0	0	-	298	87	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	193	14	2	210	112	-	-	127	-	-
Mov Cap-2 Maneuver	-	-	-	14	2	-	-	-	-	-	-	-
Stage 1	-	-	-	40	104	-	-	-	-	-	-	-
Stage 2	-	-	-	201	71	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.4	$ 352	0.1	0.4
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	112	-	-	193	14	-	127	-	-
HCM Lane V/C Ratio	0.039	-	-	0.169	0.311	-	0.188	-	-
HCM Control Delay (s)	38.4	-	-	27.4	$ 352	0	39.8	-	-
HCM Lane LOS	E	-	-	D	F	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.8	-	0.7	-	-

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	315	9	34	228	5	8	2	59	0	0	0
Future Vol, veh/h	0	315	9	34	228	5	8	2	59	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	342	10	37	248	5	9	2	64	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	253	0	0	352	0	0	672	674	347
Stage 1	-	-	-	-	-	-	347	347	-
Stage 2	-	-	-	-	-	-	325	327	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1312	-	-	1207	-	-	421	376	696
Stage 1	-	-	-	-	-	-	716	635	-
Stage 2	-	-	-	-	-	-	732	648	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1312	-	-	1207	-	-	406	0	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	0	-
Stage 1	-	-	-	-	-	-	690	0	-
Stage 2	-	-	-	-	-	-	732	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	641	1312	-	-	1207	-	-
HCM Lane V/C Ratio	0.117	-	-	-	0.031	-	-
HCM Control Delay (s)	11.4	0	-	-	8.1	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	12	10	21	38	17	8	33	5	13	25	10
Future Vol, veh/h	8	12	10	21	38	17	8	33	5	13	25	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	13	11	23	41	18	9	36	5	14	27	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	27%	28%	27%
Vol Thru, %	72%	40%	50%	52%
Vol Right, %	11%	33%	22%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	30	76	48
LT Vol	8	8	21	13
Through Vol	33	12	38	25
RT Vol	5	10	17	10
Lane Flow Rate	50	33	83	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.036	0.093	0.059
Departure Headway (Hd)	4.142	4.026	4.055	4.1
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	879	876	865
Service Time	2.207	2.096	2.114	2.165
HCM Lane V/C Ratio	0.058	0.038	0.095	0.06
HCM Control Delay	7.5	7.2	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	21	3	2156	2276	28
Future Vol, veh/h	5	21	3	2156	2276	28
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	-	130	-	-	-
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	5	23	3	2343	2474	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3432	1252	2504	0	-	0
Stage 1	2489	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	15	140	69	-	-	-
Stage 1	27	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	14	140	69	-	-	-
Mov Cap-2 Maneuver	14	-	-	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	141.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	69	-	51	-	-
HCM Lane V/C Ratio	0.047	-	0.554	-	-
HCM Control Delay (s)	59.7	-	141.6	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	51	16	0	10	5	1973	74	16	2164	68
Future Vol, veh/h	0	0	51	16	0	10	5	1973	74	16	2164	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	55	17	0	11	5	2145	80	17	2352	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1213	3170	4655	1113	2426	0	0	2225	0	0
Stage 1	-	-	-	2195	2195	-	-	-	-	-	-	-
Stage 2	-	-	-	975	2460	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	149	~ 11	1	174	76	-	-	96	-	-
Stage 1	0	0	-	28	82	-	-	-	-	-	-	-
Stage 2	0	0	-	244	60	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	149	~ 6	1	174	76	-	-	96	-	-
Mov Cap-2 Maneuver	-	-	-	~ 6	1	-	-	-	-	-	-	-
Stage 1	-	-	-	26	77	-	-	-	-	-	-	-
Stage 2	-	-	-	126	49	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.8	$ 1250.2	0.1	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	76	-	-	149	6	174	96	-	-
HCM Lane V/C Ratio	0.072	-	-	0.372	2.899	0.062	0.181	-	-
HCM Control Delay (s)	56	-	-	42.8	$ 2014.6	27.1	50.6	-	-
HCM Lane LOS	F	-	-	E	F	D	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	3.4	0.2	0.6	-	-

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	346	7	35	414	3	17	2	79	0	0	0
Future Vol, veh/h	0	346	7	35	414	3	17	2	79	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	376	8	38	450	3	18	2	86	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	453	0	0	384	0	0	908	909	380
Stage 1	-	-	-	-	-	-	380	380	-
Stage 2	-	-	-	-	-	-	528	529	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1108	-	-	1174	-	-	306	275	667
Stage 1	-	-	-	-	-	-	691	614	-
Stage 2	-	-	-	-	-	-	592	527	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1108	-	-	1174	-	-	293	0	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	0	-
Stage 1	-	-	-	-	-	-	661	0	-
Stage 2	-	-	-	-	-	-	592	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	544	1108	-	-	1174	-	-
HCM Lane V/C Ratio	0.196	-	-	-	0.032	-	-
HCM Control Delay (s)	13.2	0	-	-	8.2	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	14	8	33	21	20	16	58	8	14	25	7
Future Vol, veh/h	4	14	8	33	21	20	16	58	8	14	25	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	15	9	36	23	22	17	63	9	15	27	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	15%	45%	30%
Vol Thru, %	71%	54%	28%	54%
Vol Right, %	10%	31%	27%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	26	74	46
LT Vol	16	4	33	14
Through Vol	58	14	21	25
RT Vol	8	8	20	7
Lane Flow Rate	89	28	80	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.103	0.032	0.092	0.058
Departure Headway (Hd)	4.14	4.082	4.122	4.16
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	863	858	851
Service Time	2.207	2.175	2.201	2.236
HCM Lane V/C Ratio	0.104	0.032	0.093	0.059
HCM Control Delay	7.7	7.3	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0.2

FUTURE PLUS PROJECT

Project Title: **Pacific Coast Commons Project**
Intersection: **1 - Pacific Coast Hwy & Imperial Hwy**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.593 *
	TH	4.00	2,881	6,400	0.456	N-S(2):	0.527
	LT	2.00	554	2,560	0.216 *	E-W(1):	0.170 *
Westbound	RT	1.00	517	1,600	0.107	E-W(2):	0.163
	TH	3.00	272	4,800	0.057		
	LT	2.00	255	2,560	0.100 *	V/C:	0.763
Northbound	RT	1.00	494	1,600	0.259	Lost Time:	0.100
	TH	3.00	1,810	4,800	0.377 *	ITS:	0.000
	LT	1.00	113	1,600	0.071		
Eastbound	RT	1.00	168	1,600	0.070 *	ICU:	0.863
	TH	3.00	259	4,800	0.054		
	LT	2.00	144	2,560	0.056	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.870 *
	TH	4.00	2,627	6,400	0.415	N-S(2):	0.528
	LT	2.00	661	2,560	0.258 *	E-W(1):	0.144
Westbound	RT	1.00	591	1,600	0.111 *	E-W(2):	0.168 *
	TH	3.00	276	4,800	0.058		
	LT	2.00	171	2,560	0.067	V/C:	1.038
Northbound	RT	1.00	1,033	1,600	0.612 *	Lost Time:	0.100
	TH	3.00	1,762	4,800	0.367	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	163	1,600	0.046	ICU:	1.138
	TH	3.00	369	4,800	0.077		
	LT	2.00	147	2,560	0.057 *	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **2 - Pacific Coast Hwy & Walnut Ave**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	266	0	0.000	N-S(1):	0.407
	TH	4.00	2,984	6,400	0.508 *	N-S(2):	0.577 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.041
Westbound	RT	0.68	19	1,086	0.000	E-W(2):	0.066 *
	TH	0.32	9	514	0.018 *		
	LT	1.00	9	1,600	0.006	V/C:	0.643
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	4.00	2,302	6,400	0.370	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.55	31	886	0.001	ICU:	0.743
	TH	0.45	25	714	0.035		
	LT	1.00	76	1,600	0.048 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.467
	TH	4.00	2,838	6,400	0.456 *	N-S(2):	0.482 *
	LT	1.00	36	1,600	0.023	E-W(1):	0.121 *
Westbound	RT	0.66	37	1,057	0.024	E-W(2):	0.120
	TH	0.34	19	543	0.035		
	LT	1.00	54	1,600	0.034 *	V/C:	0.603
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	4.00	2,799	6,400	0.444	ITS:	0.000
	LT	1.00	41	1,600	0.026 *		
Eastbound	RT	0.66	92	1,059	0.074	ICU:	0.703
	TH	0.34	47	541	0.087 *		
	LT	1.00	136	1,600	0.085	LOS:	C

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **3 - Pacific Coast Hwy & Maple Ave**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.454
	TH	4.00	2,758	6,400	0.439 *	N-S(2):	0.473 *
	LT	1.00	138	1,600	0.086	E-W(1):	0.122 *
Westbound	RT	1.00	70	1,600	0.001	E-W(2):	0.085
	TH	1.00	34	1,600	0.021		
	LT	1.00	26	1,600	0.016 *	V/C:	0.595
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	4.00	2,227	6,400	0.368	ITS:	0.000
	LT	1.00	54	1,600	0.034 *		
Eastbound	RT	0.31	52	489	0.089	ICU:	0.695
	TH	0.69	118	1,111	0.106 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.485
	TH	4.00	2,906	6,400	0.462 *	N-S(2):	0.526 *
	LT	1.00	97	1,600	0.061	E-W(1):	0.135 *
Westbound	RT	1.00	176	1,600	0.080	E-W(2):	0.111
	TH	1.00	112	1,600	0.070		
	LT	1.00	121	1,600	0.076 *	V/C:	0.661
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	4.00	2,654	6,400	0.424	ITS:	0.000
	LT	1.00	102	1,600	0.064 *		
Eastbound	RT	0.36	34	573	0.028	ICU:	0.761
	TH	0.64	61	1,027	0.059 *		
	LT	1.00	50	1,600	0.031	LOS:	C

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **4 - Pacific Coast Hwy & Mariposa Ave**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.463 *
	TH	4.00	2,292	6,400	0.371	N-S(2):	0.423
	LT	2.00	341	2,560	0.133 *	E-W(1):	0.183 *
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.163
	TH	1.00	99	1,600	0.062		
	LT	1.00	63	1,600	0.039 *	V/C:	0.646
Northbound	RT	1.00	135	1,600	0.065	Lost Time:	0.100
	TH	4.00	2,114	6,400	0.330 *	ITS:	0.000
	LT	1.00	83	1,600	0.052		
Eastbound	RT	1.00	69	1,600	0.017	ICU:	0.746
	TH	1.00	231	1,600	0.144 *		
	LT	1.00	161	1,600	0.101	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.487
	TH	4.00	2,618	6,400	0.428 *	N-S(2):	0.528 *
	LT	2.00	296	2,560	0.116	E-W(1):	0.234 *
Westbound	RT	1.00	232	1,600	0.087	E-W(2):	0.224
	TH	1.00	218	1,600	0.136		
	LT	1.00	202	1,600	0.126 *	V/C:	0.762
Northbound	RT	1.00	157	1,600	0.035	Lost Time:	0.100
	TH	4.00	2,373	6,400	0.371	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	77	1,600	0.000	ICU:	0.862
	TH	1.00	172	1,600	0.108 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **5 - Pacific Coast Hwy & Grand Ave**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	209	0	0.000	N-S(1):	0.741 *
	TH	4.00	1,603	6,400	0.283	N-S(2):	0.338
	LT	1.00	560	1,600	0.350 *	E-W(1):	0.139 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.000
	TH	2.00	65	3,200	0.020		
	LT	2.00	65	2,560	0.025 *	V/C:	0.880
Northbound	RT	1.00	666	1,600	0.391 *	Lost Time:	0.100
	TH	4.00	2,089	6,400	0.326	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	113	0	0.000	ICU:	0.980
	TH	1.95	171	3,112	0.091		
	LT	1.05	154	1,350	0.114 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.380
	TH	4.00	2,567	6,400	0.426 *	N-S(2):	0.529 *
	LT	1.00	131	1,600	0.082	E-W(1):	0.384 *
Westbound	RT	1.00	454	1,600	0.243 *	E-W(2):	0.000
	TH	2.00	189	3,200	0.059		
	LT	2.00	608	2,560	0.238	V/C:	0.913
Northbound	RT	1.00	216	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,905	6,400	0.298	ITS:	0.000
	LT	1.00	165	1,600	0.103 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.013
	TH	1.73	153	2,767	0.113		
	LT	1.27	230	1,627	0.141 *	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **6 - Pacific Coast Hwy & El Segundo Blvd**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	179	1,600	0.084	N-S(1):	0.583 *
	TH	4.00	1,351	6,400	0.211	N-S(2):	0.386
	LT	2.00	290	2,560	0.113 *	E-W(1):	0.181
Westbound	RT	1.00	311	1,600	0.138 *	E-W(2):	0.194 *
	TH	2.00	397	3,200	0.124		
	LT	2.00	191	2,560	0.075	V/C:	0.777
Northbound	RT	0.00	366	0	0.000	Lost Time:	0.100
	TH	4.00	2,639	6,400	0.470 *	ITS:	0.000
	LT	2.00	448	2,560	0.175		
Eastbound	RT	1.00	280	1,600	0.088	ICU:	0.877
	TH	2.00	338	3,200	0.106		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	107	1,600	0.005	N-S(1):	0.421
	TH	4.00	2,941	6,400	0.460 *	N-S(2):	0.592 *
	LT	2.00	325	2,560	0.127	E-W(1):	0.425 *
Westbound	RT	1.00	326	1,600	0.140	E-W(2):	0.264
	TH	2.00	415	3,200	0.130		
	LT	2.00	495	2,560	0.193 *	V/C:	1.017
Northbound	RT	0.00	258	0	0.000	Lost Time:	0.100
	TH	4.00	1,624	6,400	0.294	ITS:	0.000
	LT	2.00	339	2,560	0.132 *		
Eastbound	RT	1.00	477	1,600	0.232 *	ICU:	1.117
	TH	2.00	532	3,200	0.166		
	LT	1.00	199	1,600	0.124	LOS:	F

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **7 - Nash St & Imperial Hwy**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	424	1,656	0.256	N-S(1):	0.282 *
	TH	1.97	805	3,144	0.256 *	N-S(2):	0.000
	LT	1.00	383	1,600	0.239	E-W(1):	0.316 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.223
	TH	3.00	1,068	4,800	0.223		
	LT	2.00	322	2,560	0.126 *	V/C:	0.598
Northbound	RT	2.00	74	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	42	1,600	0.026 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.698
	TH	3.00	794	4,800	0.190 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.45	203	2,314	0.088	N-S(1):	0.156 *
	TH	1.55	218	2,486	0.088 *	N-S(2):	0.000
	LT	1.00	92	1,600	0.058	E-W(1):	0.311 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169
	TH	3.00	811	4,800	0.169		
	LT	2.00	29	2,560	0.011 *	V/C:	0.467
Northbound	RT	2.00	237	3,200	0.068 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	96	1,600	0.060		
Eastbound	RT	0.00	75	0	0.000	ICU:	0.567
	TH	3.00	1,364	4,800	0.300 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **8 - Laiport St & Mariposa Ave**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.28	25	449	0.043	N-S(1):	0.039
	TH	0.72	64	1,151	0.056 *	N-S(2):	0.087 *
	LT	1.00	5	1,600	0.003	E-W(1):	0.237 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.101
	TH	2.00	227	3,200	0.077		
	LT	1.00	181	1,600	0.113 *	V/C:	0.324
Northbound	RT	2.00	58	3,200	0.000	Lost Time:	0.100
	TH	1.00	57	1,600	0.036	ITS:	0.000
	LT	1.00	49	1,600	0.031 *		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.424
	TH	3.00	409	4,800	0.124 *		
	LT	1.00	39	1,600	0.024	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.40	42	634	0.060	N-S(1):	0.113
	TH	0.60	64	966	0.066 *	N-S(2):	0.149 *
	LT	1.00	34	1,600	0.021	E-W(1):	0.168 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.157
	TH	2.00	435	3,200	0.144		
	LT	1.00	68	1,600	0.043 *	V/C:	0.317
Northbound	RT	2.00	244	3,200	0.055	Lost Time:	0.100
	TH	1.00	147	1,600	0.092	ITS:	0.000
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.417
	TH	3.00	532	4,800	0.125 *		
	LT	1.00	21	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **9 - Nash St & Mariposa Ave**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.157
	TH	2.00	503	3,200	0.220 *	N-S(2):	0.238 *
	LT	1.00	69	1,600	0.043	E-W(1):	0.095
Westbound	RT	1.00	27	1,600	0.000	E-W(2):	0.126 *
	TH	2.00	226	3,200	0.071 *		
	LT	1.00	36	1,600	0.023	V/C:	0.364
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	2.00	304	3,200	0.114	ITS:	0.000
	LT	1.00	29	1,600	0.018 *		
Eastbound	RT	1.00	44	1,600	0.018	ICU:	0.464
	TH	2.00	231	3,200	0.072		
	LT	1.00	88	1,600	0.055 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.268 *
	TH	2.00	249	3,200	0.106	N-S(2):	0.130
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.196
Westbound	RT	1.00	37	1,600	0.001	E-W(2):	0.227 *
	TH	2.00	276	3,200	0.086 *		
	LT	1.00	37	1,600	0.023	V/C:	0.495
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	2.00	559	3,200	0.223 *	ITS:	0.000
	LT	1.00	39	1,600	0.024		
Eastbound	RT	1.00	55	1,600	0.022	ICU:	0.595
	TH	2.00	552	3,200	0.173		
	LT	1.00	226	1,600	0.141 *	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **10 - Kansas St & Grand Ave**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.054
	TH	1.00	29	1,600	0.047 *	N-S(2):	0.058 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.157 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.125
	TH	2.00	291	1,600	0.109		
	LT	0.00	49	1,600	0.031 *	V/C:	0.215
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.048	ITS:	0.000
	LT	0.00	18	1,600	0.011 *		
Eastbound	RT	0.00	19	0	0.000	ICU:	0.315
	TH	2.00	359	1,600	0.126 *		
	LT	0.00	25	1,600	0.016	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.080 *
	TH	1.00	17	1,600	0.039	N-S(2):	0.053
	LT	0.00	9	1,600	0.006 *	E-W(1):	0.166 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.152
	TH	2.00	415	1,600	0.139		
	LT	0.00	19	1,600	0.012 *	V/C:	0.246
Northbound	RT	0.00	66	0	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.074 *	ITS:	0.000
	LT	0.00	22	1,600	0.014		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.346
	TH	2.00	462	1,600	0.154 *		
	LT	0.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **11 - Continental Blvd & El Segundo Blvd**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	40	1,925	0.000	N-S(1):	0.032 *
	TH	0.87	29	1,395	0.021	N-S(2):	0.000
	LT	1.92	64	2,464	0.026 *	E-W(1):	0.155
Westbound	RT	0.00	427	0	0.000	E-W(2):	0.388 *
	TH	3.00	1,231	4,800	0.345 *		
	LT	2.00	45	2,560	0.018	V/C:	0.420
Northbound	RT	1.00	5	1,600	0.000	Lost Time:	0.100
	TH	1.83	14	2,922	0.005	ITS:	0.000
	LT	1.17	9	1,503	0.006 *		
Eastbound	RT	1.00	51	1,600	0.029	ICU:	0.520
	TH	3.00	659	4,800	0.137		
	LT	2.00	111	2,560	0.043 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	106	2,803	0.032	N-S(1):	0.201 *
	TH	0.25	15	397	0.038	N-S(2):	0.000
	LT	2.00	399	2,560	0.156 *	E-W(1):	0.262 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.220
	TH	3.00	909	4,800	0.208		
	LT	2.00	33	2,560	0.013 *	V/C:	0.463
Northbound	RT	1.94	140	3,097	0.039	Lost Time:	0.100
	TH	1.06	77	1,703	0.045 *	ITS:	0.000
	LT	1.00	67	1,600	0.042		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.563
	TH	3.00	1,196	4,800	0.249 *		
	LT	2.00	30	2,560	0.012	LOS:	A

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **12 - Nash St & El Segundo Blvd**
Description: **Future + Project**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.064 *
	TH	1.09	76	1,745	0.044	N-S(2):	0.000
	LT	1.91	133	2,444	0.054 *	E-W(1):	0.265
Westbound	RT	0.00	352	0	0.000	E-W(2):	0.448 *
	TH	3.00	1,660	4,800	0.419 *		
	LT	2.00	336	2,560	0.131	V/C:	0.512
Northbound	RT	1.00	11	1,600	0.000	Lost Time:	0.100
	TH	1.00	16	1,600	0.010 *	ITS:	0.000
	LT	2.00	8	2,560	0.003		
Eastbound	RT	1.00	36	1,600	0.021	ICU:	0.612
	TH	3.00	642	4,800	0.134		
	LT	2.00	74	2,560	0.029 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.030	N-S(1):	0.214 *
	TH	1.00	13	1,600	0.008	N-S(2):	0.000
	LT	2.00	377	2,560	0.147 *	E-W(1):	0.364 *
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.243
	TH	3.00	910	4,800	0.221		
	LT	2.00	31	2,560	0.012 *	V/C:	0.578
Northbound	RT	1.44	154	2,303	0.061	Lost Time:	0.100
	TH	0.56	60	897	0.067 *	ITS:	0.000
	LT	2.00	35	2,560	0.014		
Eastbound	RT	1.00	22	1,600	0.007	ICU:	0.678
	TH	3.00	1,689	4,800	0.352 *		
	LT	2.00	57	2,560	0.022	LOS:	B

* - Denotes critical movement

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	19	3	1885	2179	25
Future Vol, veh/h	13	19	3	1885	2179	25
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	-	130	-	-	-
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	14	21	3	2049	2368	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3208	1198	2395	0	-	0
Stage 1	2382	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	20	153	78	-	-	-
Stage 1	32	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	19	153	78	-	-	-
Mov Cap-2 Maneuver	19	-	-	-	-	-
Stage 1	31	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	255.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	78	-	40	-	-
HCM Lane V/C Ratio	0.042	-	0.87	-	-
HCM Control Delay (s)	53.2	-	255.6	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	33	4	0	0	5	1792	59	22	1839	118
Future Vol, veh/h	0	0	33	4	0	0	5	1792	59	22	1839	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	4	0	0	5	1948	64	24	1999	128

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1064	2838	4165	1006	2127	0	0	2012	0	0
Stage 1	-	-	-	1990	1990	-	-	-	-	-	-	-
Stage 2	-	-	-	848	2175	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	188	19	2	206	108	-	-	123	-	-
Stage 1	0	0	-	39	104	-	-	-	-	-	-	-
Stage 2	0	0	-	292	84	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	188	13	2	206	108	-	-	123	-	-
Mov Cap-2 Maneuver	-	-	-	13	2	-	-	-	-	-	-	-
Stage 1	-	-	-	37	99	-	-	-	-	-	-	-
Stage 2	-	-	-	190	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.6	$ 385.4	0.1	0.5
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	108	-	-	188	13	-	123	-	-
HCM Lane V/C Ratio	0.05	-	-	0.191	0.334	-	0.194	-	-
HCM Control Delay (s)	40.1	-	-	28.6	$ 385.4	0	41.2	-	-
HCM Lane LOS	E	-	-	D	F	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.8	-	0.7	-	-

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	315	9	38	228	2	8	2	85	26	0	0
Future Vol, veh/h	0	315	9	38	228	2	8	2	85	26	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	342	10	41	248	2	9	2	92	28	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	250	0	0	352	0	0	678	679	347
Stage 1	-	-	-	-	-	-	347	347	-
Stage 2	-	-	-	-	-	-	331	332	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1316	-	-	1207	-	-	418	374	696
Stage 1	-	-	-	-	-	-	716	635	-
Stage 2	-	-	-	-	-	-	728	644	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1316	-	-	1207	-	-	402	0	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	0	-
Stage 1	-	-	-	-	-	-	688	0	-
Stage 2	-	-	-	-	-	-	728	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	655	1316	-	-	1207	-	-
HCM Lane V/C Ratio	0.158	-	-	-	0.034	-	-
HCM Control Delay (s)	11.5	0	-	-	8.1	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	12	10	21	38	18	8	36	5	16	34	10
Future Vol, veh/h	8	12	10	21	38	18	8	36	5	16	34	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	13	11	23	41	20	9	39	5	17	37	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	27%	27%	27%
Vol Thru, %	73%	40%	49%	57%
Vol Right, %	10%	33%	23%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	30	77	60
LT Vol	8	8	21	16
Through Vol	36	12	38	34
RT Vol	5	10	18	10
Lane Flow Rate	53	33	84	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.062	0.037	0.095	0.075
Departure Headway (Hd)	4.157	4.056	4.078	4.129
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	871	870	858
Service Time	2.229	2.137	2.147	2.199
HCM Lane V/C Ratio	0.062	0.038	0.097	0.076
HCM Control Delay	7.5	7.3	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	21	6	2207	2321	52
Future Vol, veh/h	6	21	6	2207	2321	52
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	-	130	-	-	-
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	7	23	7	2399	2523	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3526	1290	2580	0	-	0
Stage 1	2552	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	13	132	63	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	132	63	-	-	-
Mov Cap-2 Maneuver	12	-	-	-	-	-
Stage 1	22	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	208.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	63	-	41	-	-
HCM Lane V/C Ratio	0.104	-	0.716	-	-
HCM Control Delay (s)	68.6	-	208.8	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	2.7	-	-

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	57	16	0	10	7	2020	74	16	2202	68
Future Vol, veh/h	0	0	57	16	0	10	7	2020	74	16	2202	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	55	-	0	70	-	-	155	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	62	17	0	11	8	2196	80	17	2393	74

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	1234	3243	4753	1138	2467	0	0	2276	0	0
Stage 1	-	-	-	2252	2252	-	-	-	-	-	-	-
Stage 2	-	-	-	991	2501	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	144	~ 10	1	168	72	-	-	90	-	-
Stage 1	0	0	-	25	77	-	-	-	-	-	-	-
Stage 2	0	0	-	238	57	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	144	~ 4	1	168	72	-	-	90	-	-
Mov Cap-2 Maneuver	-	-	-	~ 4	1	-	-	-	-	-	-	-
Stage 1	-	-	-	22	68	-	-	-	-	-	-	-
Stage 2	-	-	-	110	46	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.7	$ 1970.2	0.2	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	72	-	-	144	4	168	90	-	-
HCM Lane V/C Ratio	0.106	-	-	0.43	4.348	0.065	0.193	-	-
HCM Control Delay (s)	60.8	-	-	47.3	$ 3184.1	27.9	54.3	-	-
HCM Lane LOS	F	-	-	E	F	D	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.9	3.5	0.2	0.7	-	-

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	0	346	7	48	414	7	17	2	104	20	0	0
Future Vol, veh/h	0	346	7	48	414	7	17	2	104	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	376	8	52	450	8	18	2	113	22	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	458	0	0	384	0	0	938	942	380
Stage 1	-	-	-	-	-	-	380	380	-
Stage 2	-	-	-	-	-	-	558	562	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1103	-	-	1174	-	-	293	263	667
Stage 1	-	-	-	-	-	-	691	614	-
Stage 2	-	-	-	-	-	-	573	510	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1103	-	-	1174	-	-	276	0	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	0	-
Stage 1	-	-	-	-	-	-	650	0	-
Stage 2	-	-	-	-	-	-	573	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	556	1103	-	-	1174	-	-
HCM Lane V/C Ratio	0.24	-	-	-	0.044	-	-
HCM Control Delay (s)	13.5	0	-	-	8.2	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	14	8	33	21	23	16	68	8	20	31	7
Future Vol, veh/h	4	14	8	33	21	23	16	68	8	20	31	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	15	9	36	23	25	17	74	9	22	34	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.7	7.8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	15%	43%	34%
Vol Thru, %	74%	54%	27%	53%
Vol Right, %	9%	31%	30%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	26	77	58
LT Vol	16	4	33	20
Through Vol	68	14	21	31
RT Vol	8	8	23	7
Lane Flow Rate	100	28	84	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.116	0.033	0.096	0.074
Departure Headway (Hd)	4.159	4.235	4.144	4.201
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	850	851	841
Service Time	2.233	2.235	2.237	2.285
HCM Lane V/C Ratio	0.117	0.033	0.099	0.075
HCM Control Delay	7.8	7.4	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.3	0.2

DRIVEWAY

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	0	0	1543	26
Future Vol, veh/h	0	21	0	0	1543	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	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	23	0	0	1677	28

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	853		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.14		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.92		-	-
Pot Cap-1 Maneuver	0	260		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	260		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	20.2	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	260	-	-
HCM Lane V/C Ratio	0.088	-	-
HCM Control Delay (s)	20.2	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	0	0	1889	32
Future Vol, veh/h	0	23	0	0	1889	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	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	25	0	0	2053	35

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	1044		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.14		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.92		-	-
Pot Cap-1 Maneuver	0	194		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	194		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	26.3	0
HCM LOS	D	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	194	-	-
HCM Lane V/C Ratio	0.129	-	-
HCM Control Delay (s)	26.3	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	0	0	1928	26
Future Vol, veh/h	0	21	0	0	1928	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	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	23	0	0	2096	28

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	1062		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.14		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.92		-	-
Pot Cap-1 Maneuver	0	189		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	189		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	26.6	0
HCM LOS	D	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	189	-	-
HCM Lane V/C Ratio	0.121	-	-
HCM Control Delay (s)	26.6	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	0	0	2237	32
Future Vol, veh/h	0	23	0	0	2237	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	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	25	0	0	2432	35

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	1234		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.14		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.92		-	-
Pot Cap-1 Maneuver	0	144		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	144		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	35.2	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	144	-	-
HCM Lane V/C Ratio	0.174	-	-
HCM Control Delay (s)	35.2	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	0.6	-	-

APPENDIX D:
SIGNAL WARRANT SHEETS

EXISTING

FEHR PEERS

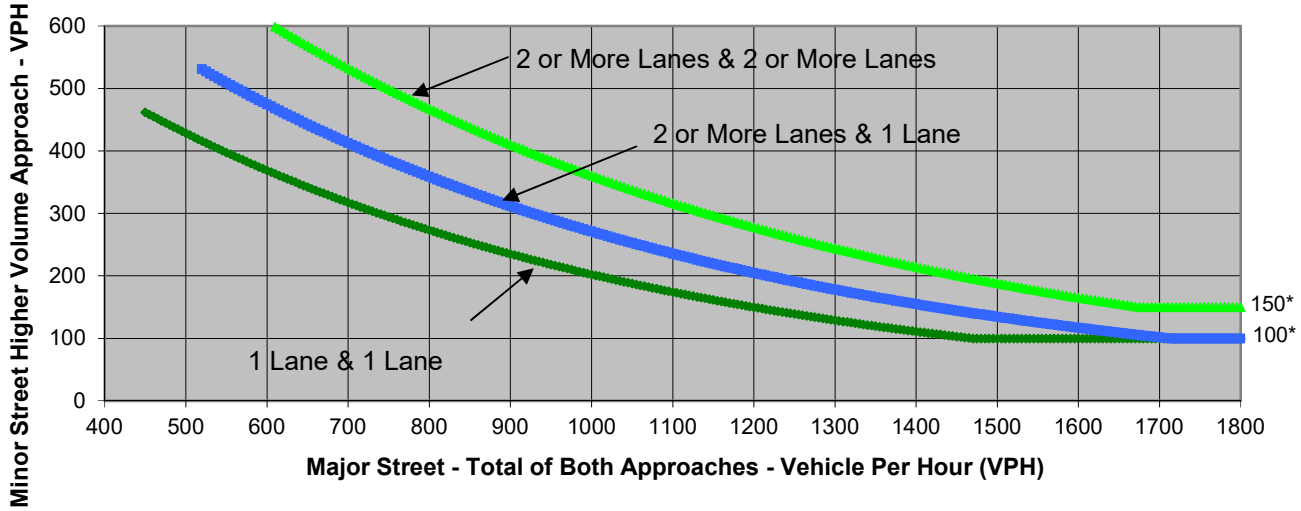
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Existing Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	12	0
Through	2,114	2,296	0	0
Right	0	18	17	0
Total	2,116	2,314	29	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,430**	**29**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

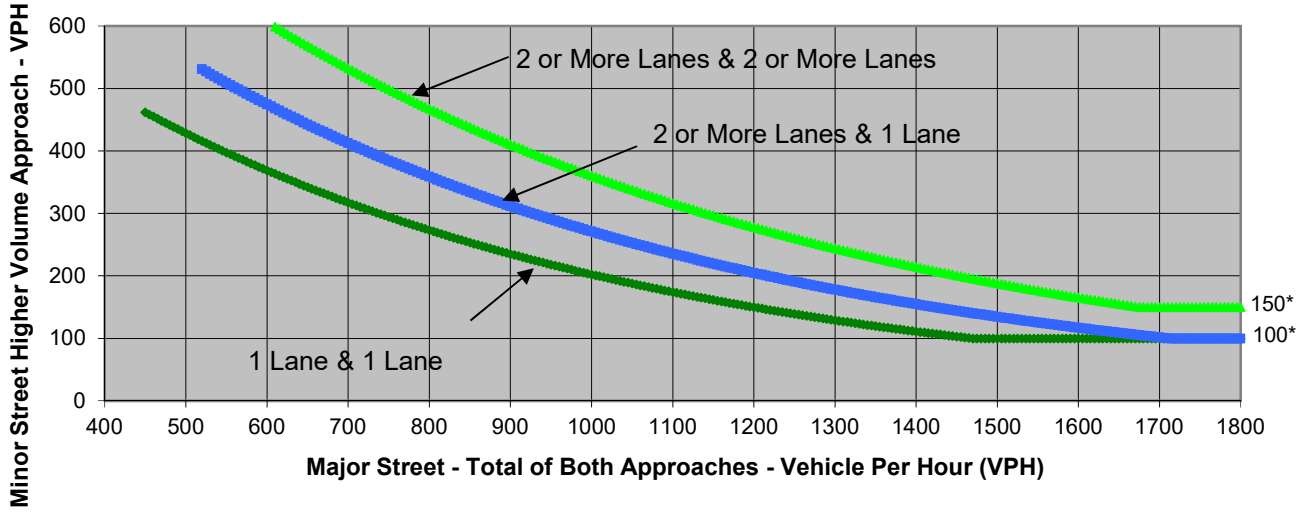
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Existing Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	0	5	0
Through	2,241	2,595	0	0
Right	0	28	21	0
Total	2,244	2,623	26	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,867**	**26**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

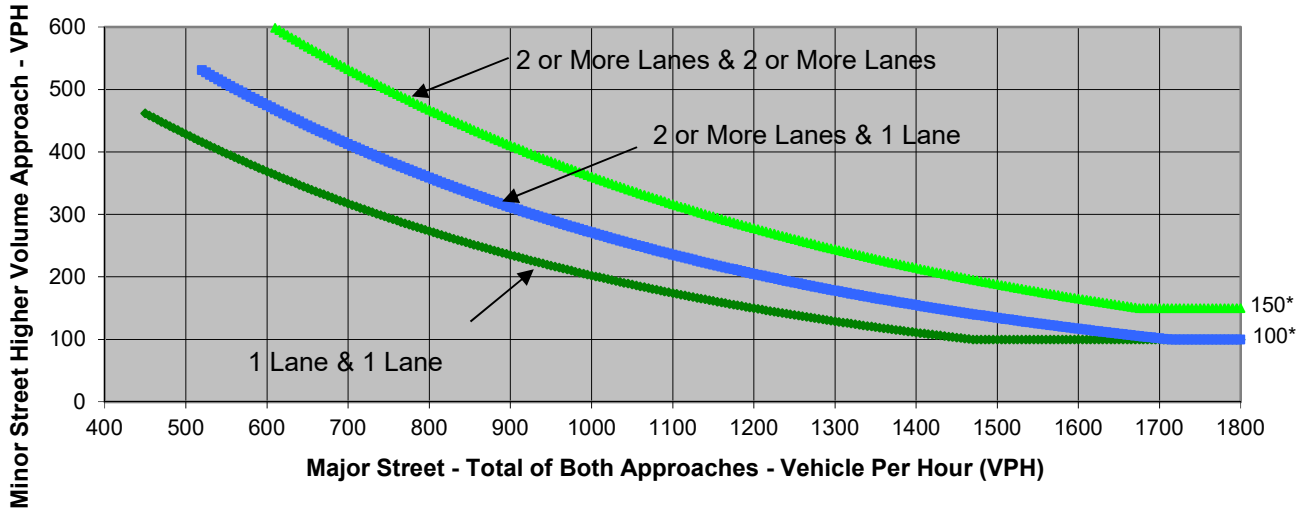
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Existing Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	22	0	4
Through	1,983	1,859	0	0
Right	58	116	30	0
Total	2,045	1,997	30	4

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,042**	**30**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

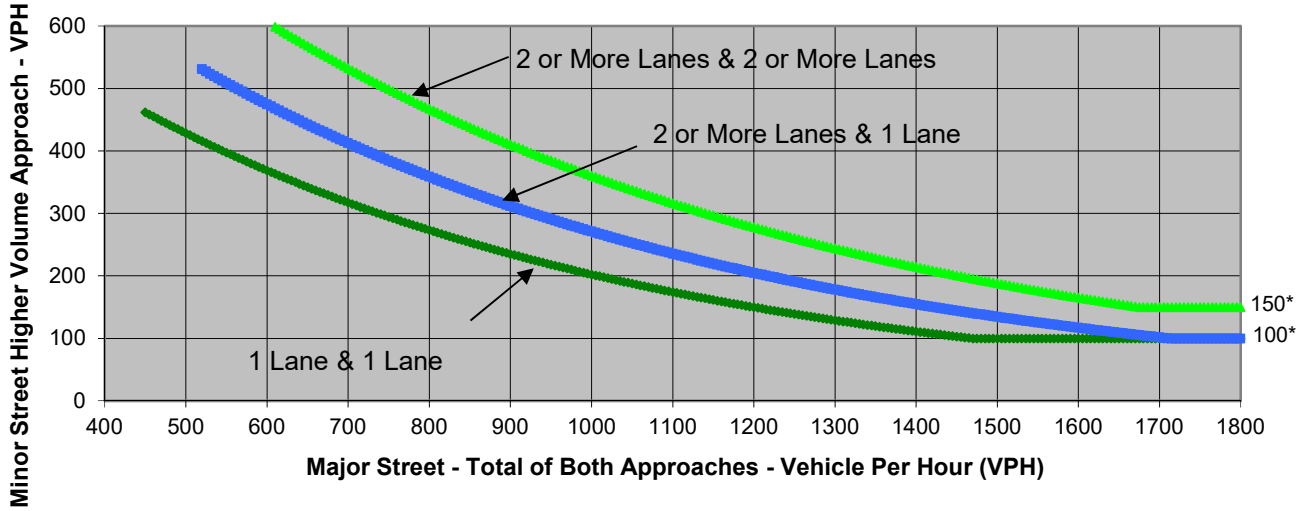
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Existing Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	16	0	16
Through	2,005	2,398	0	0
Right	73	67	50	10
Total	2,083	2,481	50	26

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,564**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

EXISTING PLUS PROJECT

FEHR & PEERS

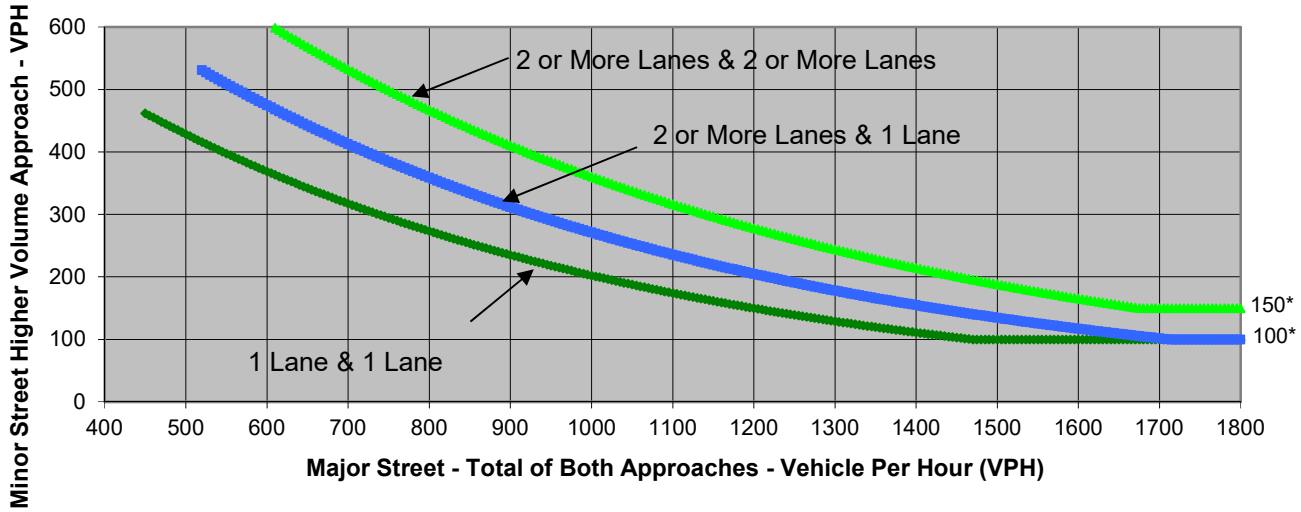
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Existing + Project Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	0	13	0
Through	2,163	2,317	0	0
Right	0	25	19	0
Total	2,166	2,342	32	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,508**	**32**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

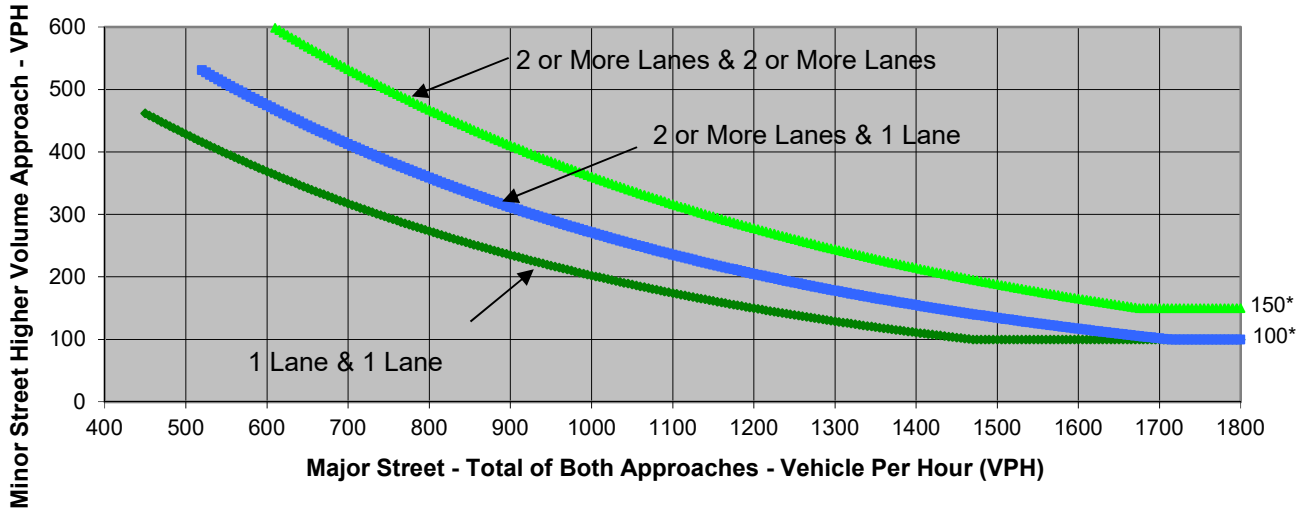
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Existing + Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	6	0	6	0
Through	2,285	2,632	0	0
Right	0	52	21	0
Total	2,291	2,684	27	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,975**	**27**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

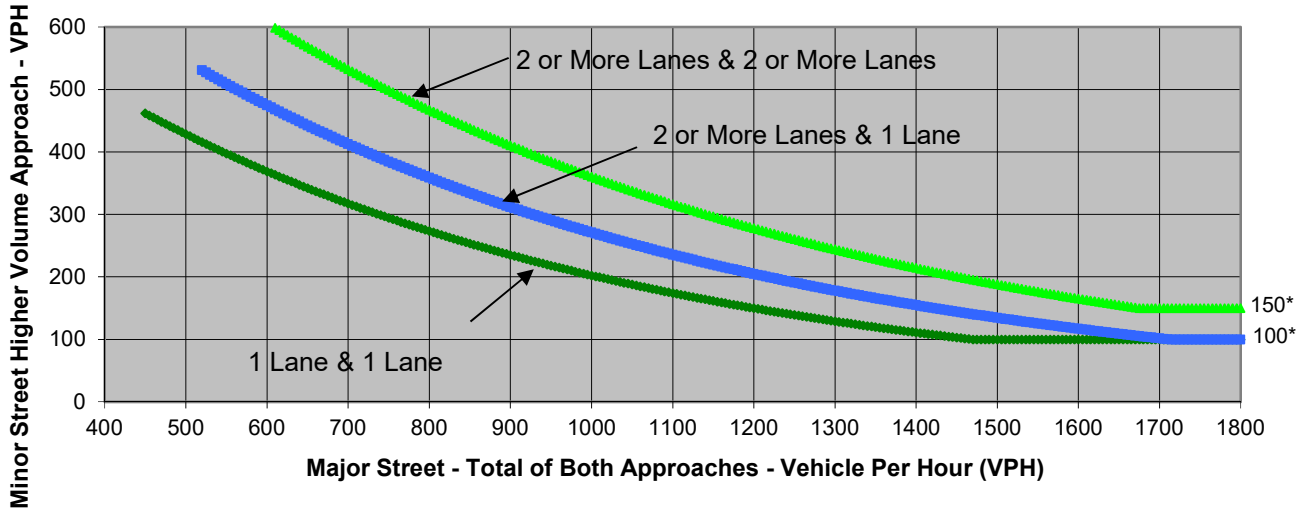
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Existing + Project Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	22	0	4
Through	2,009	1,891	0	0
Right	58	116	33	0
Total	2,072	2,029	33	4

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,101**	**33**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

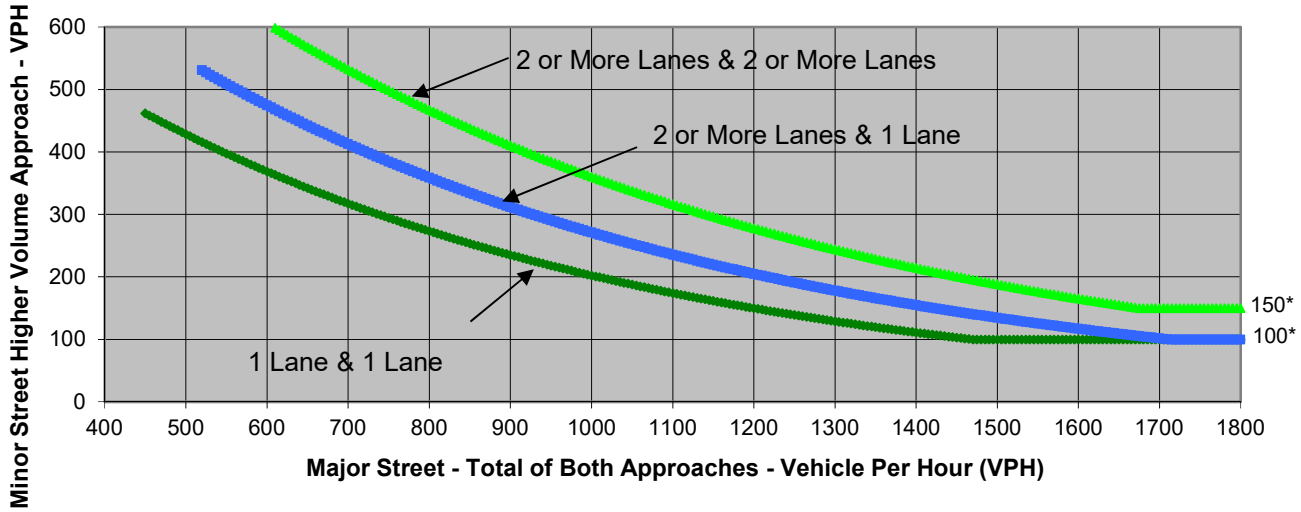
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Existing + Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	16	0	16
Through	2,046	2,429	0	0
Right	73	67	56	10
Total	2,126	2,512	56	26

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,638**	**56**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FUTURE BASE

FEHR PEERS

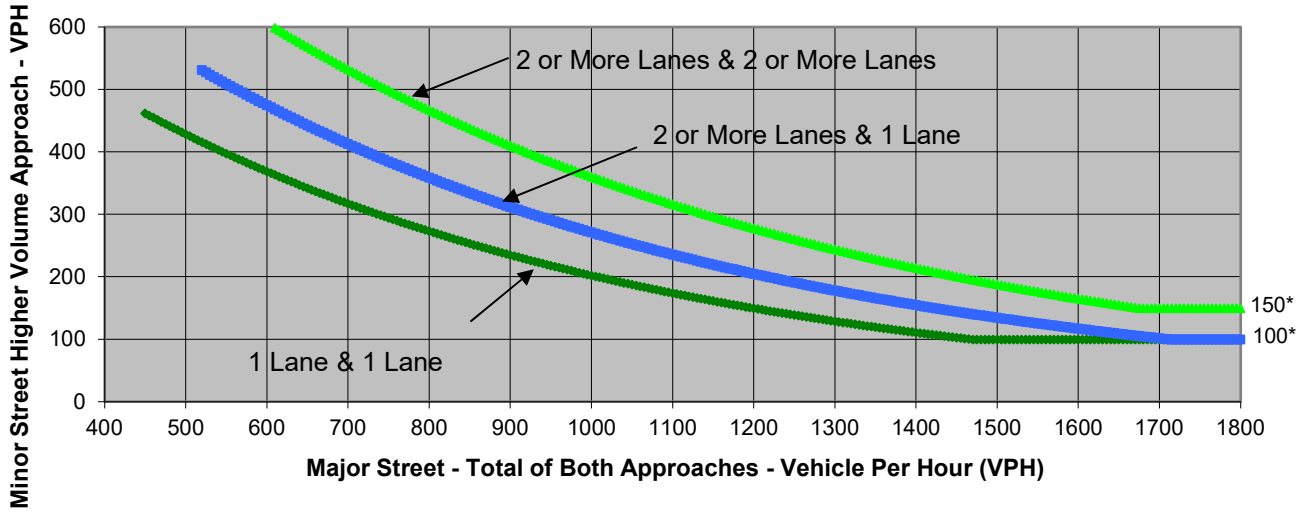
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Future Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	12	0
Through	2,372	2,741	0	0
Right	0	18	17	0
Total	2,374	2,759	29	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**5,133**	**29**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

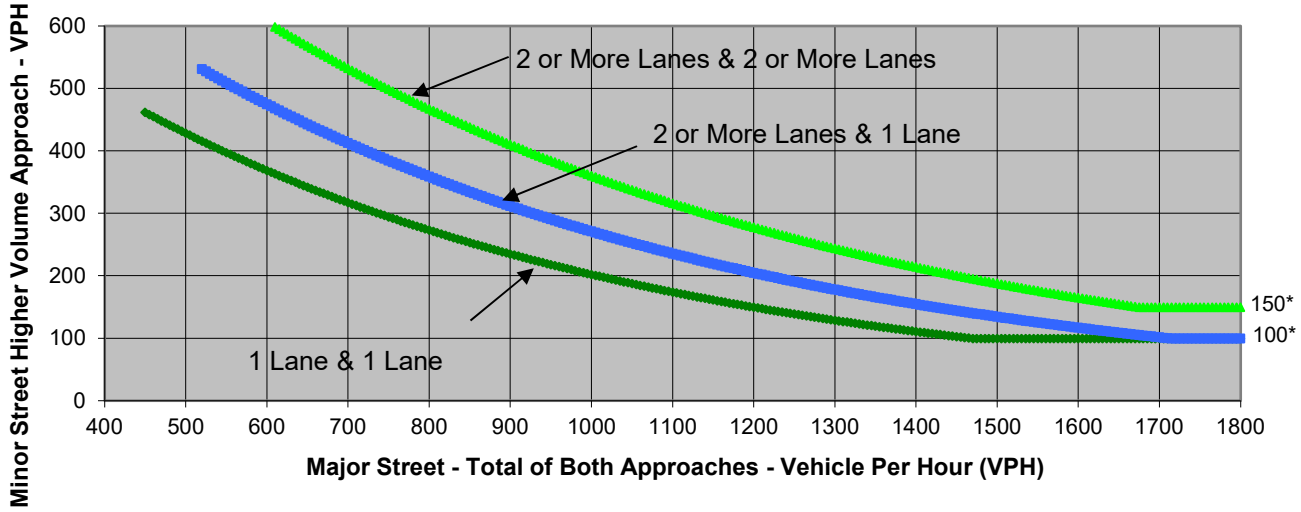
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Future Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	0	5	0
Through	2,732	2,944	0	0
Right	0	28	21	0
Total	2,735	2,972	26	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**5,707**	**26**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

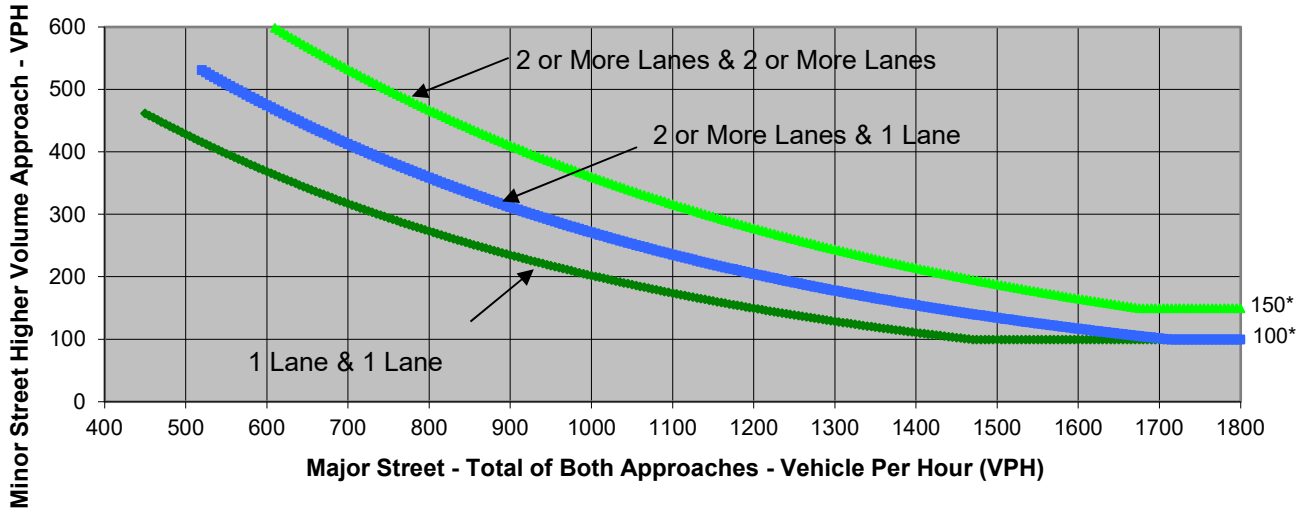
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Future Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	22	0	4
Through	2,270	2,280	0	0
Right	59	118	30	0
Total	2,333	2,420	30	4

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,753**	**30**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

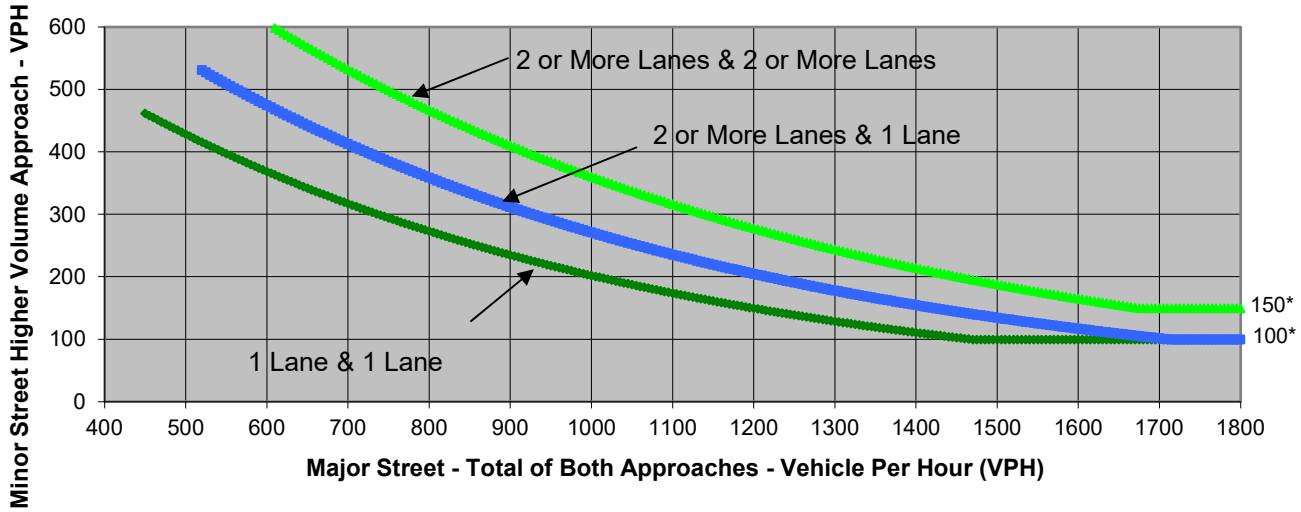
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Future Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	16	0	16
Through	2,488	2,780	0	0
Right	74	68	51	10
Total	2,567	2,864	51	26

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**5,431**	**51**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FUTURE PLUS PROJECT

FEHR PEERS

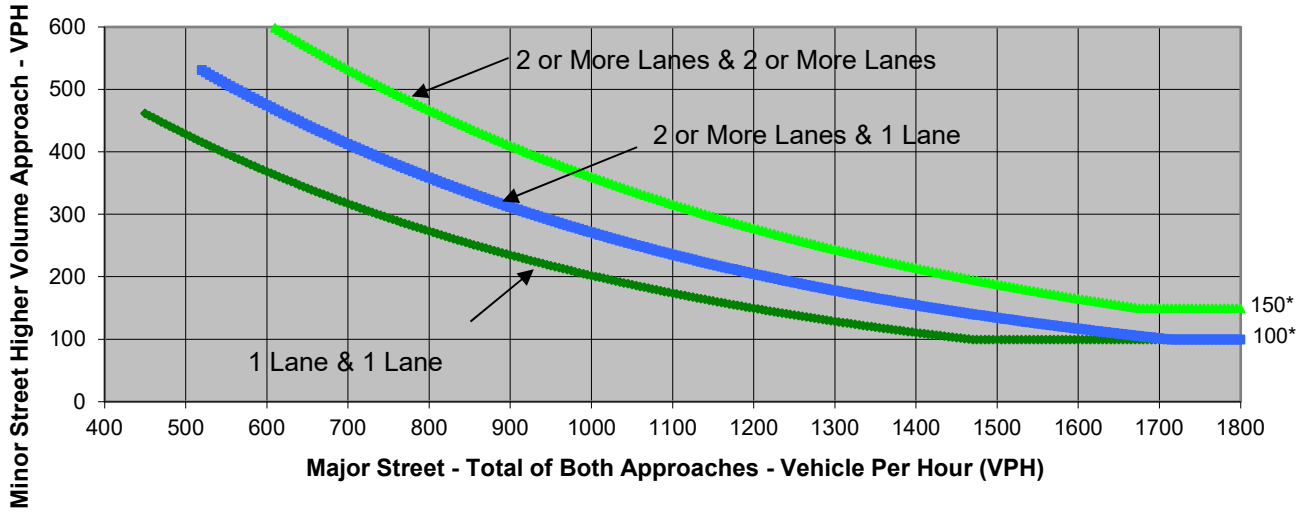
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Future + Project Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	3	0	13	0
Through	2,421	2,762	0	0
Right	0	25	19	0
Total	2,424	2,787	32	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**5,211**	**32**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

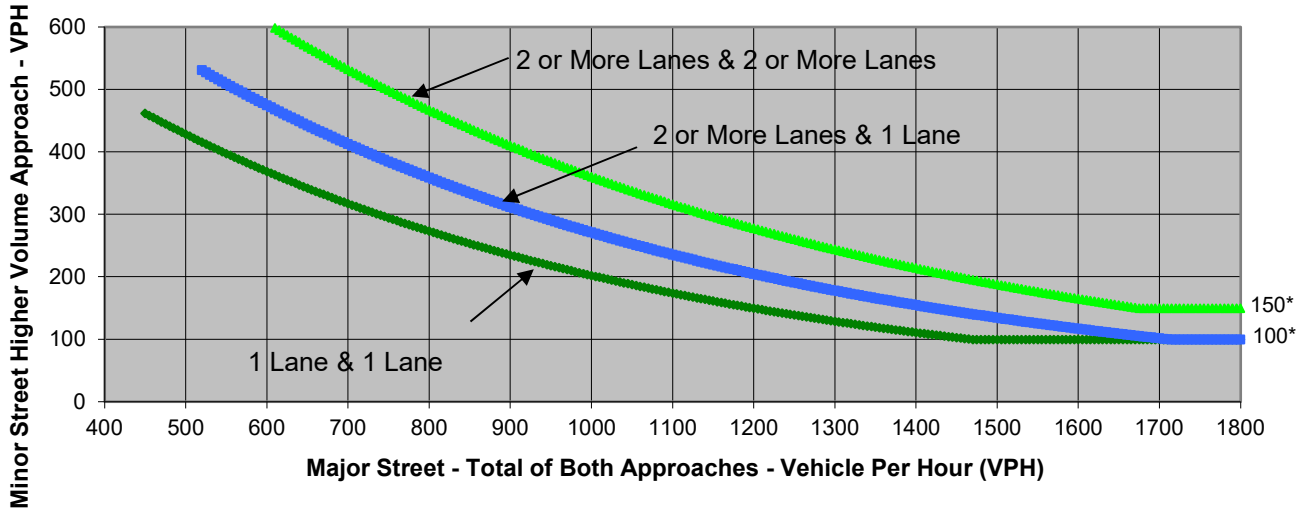
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Palm Ave	Scenario	Future + Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	6	0	6	0
Through	2,776	2,981	0	0
Right	0	52	21	0
Total	2,782	3,033	27	0

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Palm Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**5,815**	**27**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

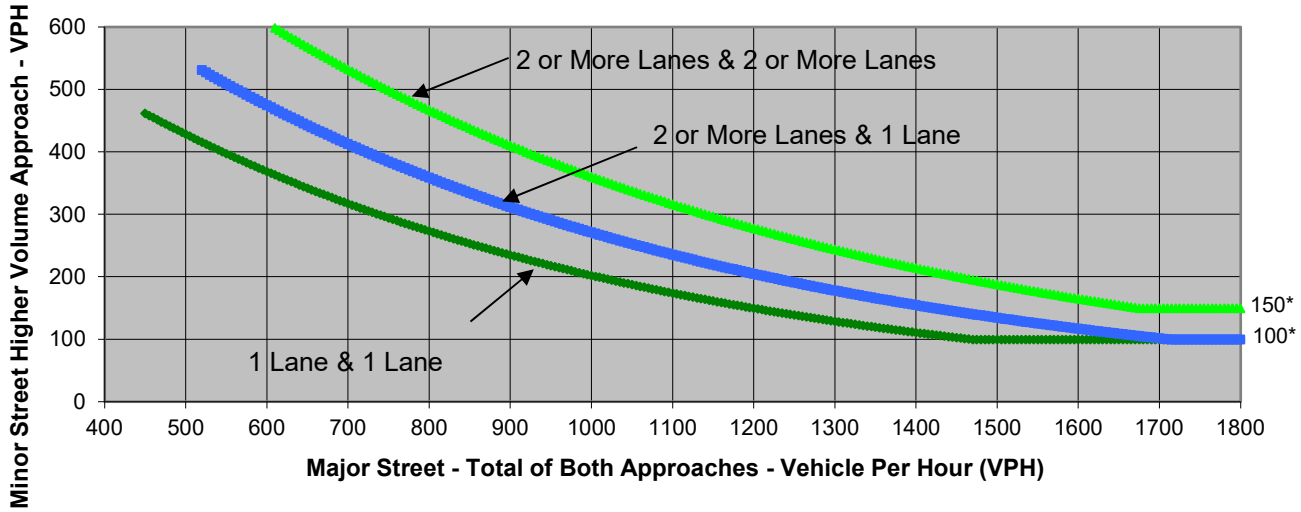
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Future + Project Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	22	0	4
Through	2,296	2,312	0	0
Right	59	118	33	0
Total	2,360	2,452	33	4

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**4,812**	**33**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

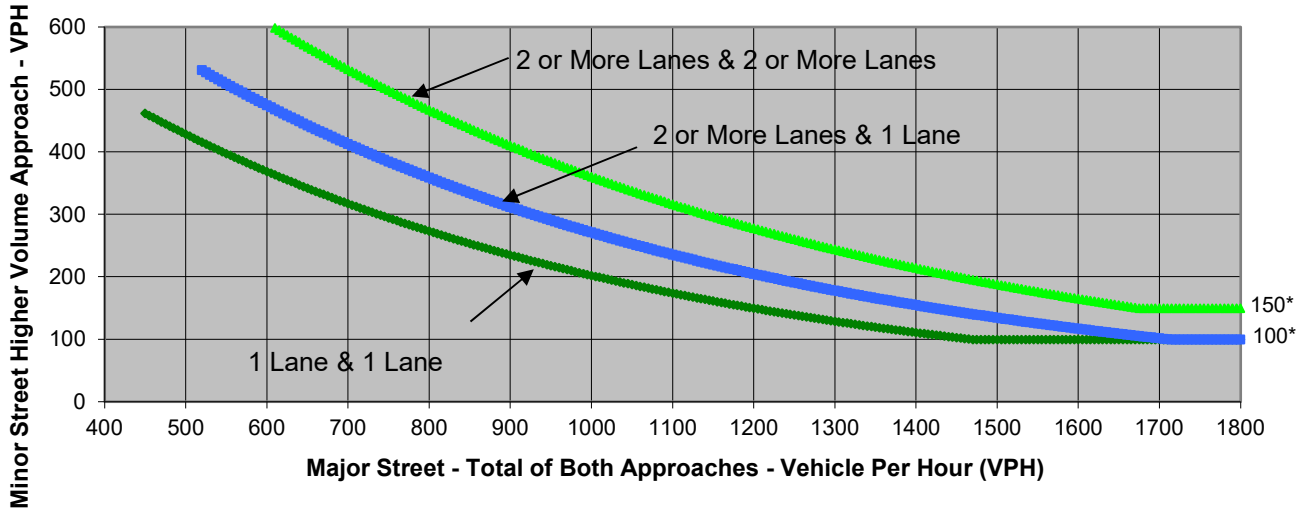
Major Street	Pacific Coast Highway	Project	Pacific Coast Commons
Minor Street	Holly Ave	Scenario	Future + Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	16	0	16
Through	2,529	2,811	0	0
Right	74	68	57	10
Total	2,610	2,895	57	26

Major Street Direction

X	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Pacific Coast Highway	Holly Ave	
Number of Approach Lanes	**5**	**1**	**NO**
Traffic Volume (VPH) *	**5,505**	**57**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

APPENDIX E:
PROJECT-RELATED INFRASTRUCTURE IMPROVEMENT ANALYSIS

TABLE E1
PACIFIC COAST COMMONS PROJECT
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS
PACIFIC COAST HIGHWAY & MARIPOSA AVENUE - PROJECT-RELATED IMPROVEMENT

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT WITHOUT IMPROVEMENT		V/C INCREASE	EXISTING + PROJECT WITH IMPROVEMENT [a]		V/C INCREASE
			V/C	LOS	V/C	LOS		V/C	LOS	
4	Pacific Coast Hwy &	AM	0.718	C	0.729	C	0.011	0.691	B	-0.027
	Mariposa Ave	PM	0.784	C	0.814	D	0.030	0.783	C	-0.001

[a] As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

TABLE E2
PACIFIC COAST COMMONS PROJECT
FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS
PACIFIC COAST HIGHWAY & MARIPOSA AVENUE - PROJECT-RELATED IMPROVEMENT

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT WITHOUT IMPROVEMENT		V/C INCREASE	FUTURE + PROJECT WITH IMPROVEMENT [a]		V/C INCREASE
			V/C	LOS	V/C	LOS		V/C	LOS	
4	Pacific Coast Hwy &	AM	0.779	C	0.790	C	0.011	0.746	C	-0.033
	Mariposa Ave	PM	0.880	D	0.910	E	0.030	0.862	D	-0.018

[a] As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.

TABLE E3
PACIFIC COAST COMMONS PROJECT
EXISTING AND EXISTING PLUS PROJECT PEAK HOUR QUEUES ANALYSIS
PACIFIC COAST HIGHWAY & MARIPOSA AVENUE - PROJECT-RELATED IMPROVEMENT

ID	Approach	Cross Street	Turning Movements by Lanes at Intersection	Existing Conditions				Existing + Project without Improvement						Existing + Project with Improvement [a]					
				AM 95th Percentile Queue		PM 95th Percentile Queue		AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Length Increase (ft)		AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Length Increase (ft)	
				Queue (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	AM	PM	Lane (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	AM	PM
4	Mariposa Avenue Eastbound	Pacific Coast Highway	Left Through Right	#228 322 -	550	#213 269 -	482	#321 340 -	661	#292 289 -	581	111	99	#297 269 0	566	#292 222 20	534	16	52

[a]: As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.
#: 95th percentile queue may be longer. Queue shown is maximum after two cycles.

TABLE E4
PACIFIC COAST COMMONS PROJECT
FUTURE AND FUTURE PLUS PROJECT PEAK HOUR QUEUES ANALYSIS
PACIFIC COAST HIGHWAY & MARIPOSA AVENUE - PROJECT-RELATED IMPROVEMENT

ID	Approach	Cross Street	Turning Movements by Lanes at Intersection	Future Base Conditions				Future + Project without Improvement						Future + Project with Improvement [a]					
				AM 95th Percentile Queue		PM 95th Percentile Queue		AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Length Increase (ft)		AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Length Increase (ft)	
				Queue (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	AM	PM	Lane (ft)	Total Queue Length (ft)	Lane (ft)	Total Queue Length (ft)	AM	PM
4	Mariposa Avenue Eastbound	Pacific Coast Highway	Left Through Right	#235 337 -	572	#217 296 -	513	#326 355 -	681	#300 315 -	615	109	102	#326 275 1	602	#300 225 40	565	30	52

[a]: As part of the project, the eastbound leg of Mariposa Avenue at Pacific Coast Highway will be reconfigured from one left lane and one through-right lane to one left, one through, and one right turn lane.
#: 95th percentile queue may be longer. Queue shown is maximum after two cycles.

Project Title: **Pacific Coast Commons Project**
Intersection: **4 - Pacific Coast Hwy & Mariposa Ave**
Description: **Existing + Project (without Improvement)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.413 *
	TH	4.00	1,882	6,400	0.307	N-S(2):	0.353
	LT	2.00	309	2,560	0.121 *	E-W(1):	0.216 *
Westbound	RT	1.00	82	1,600	0.000	E-W(2):	0.160
	TH	1.00	97	1,600	0.061		
	LT	1.00	58	1,600	0.036 *	V/C:	0.629
Northbound	RT	1.00	106	1,600	0.048	Lost Time:	0.100
	TH	4.00	1,866	6,400	0.292 *	ITS:	0.000
	LT	1.00	73	1,600	0.046		
Eastbound	RT	0.21	61	339	0.157	ICU:	0.729
	TH	0.79	227	1,261	0.180 *		
	LT	1.00	158	1,600	0.099	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.410
	TH	4.00	2,284	6,400	0.375 *	N-S(2):	0.463 *
	LT	2.00	284	2,560	0.111	E-W(1):	0.251 *
Westbound	RT	1.00	202	1,600	0.071	E-W(2):	0.220
	TH	1.00	215	1,600	0.134		
	LT	1.00	172	1,600	0.108 *	V/C:	0.714
Northbound	RT	1.00	148	1,600	0.039	Lost Time:	0.100
	TH	4.00	1,915	6,400	0.299	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.26	59	414	0.098	ICU:	0.814
	TH	0.74	169	1,186	0.143 *		
	LT	1.00	137	1,600	0.086	LOS:	D

* - Denotes critical movement

Project Title: **Pacific Coast Commons Project**
Intersection: **4 - Pacific Coast Hwy & Mariposa Ave**
Description: **Future + Project without Improvement**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.463 *
	TH	4.00	2,292	6,400	0.371	N-S(2):	0.423
	LT	2.00	341	2,560	0.133 *	E-W(1):	0.227 *
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.163
	TH	1.00	99	1,600	0.062		
	LT	1.00	63	1,600	0.039 *	V/C:	0.690
Northbound	RT	1.00	135	1,600	0.065	Lost Time:	0.100
	TH	4.00	2,114	6,400	0.330 *	ITS:	0.000
	LT	1.00	83	1,600	0.052		
Eastbound	RT	0.23	69	368	0.162	ICU:	0.790
	TH	0.77	231	1,232	0.188 *		
	LT	1.00	161	1,600	0.101	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.487
	TH	4.00	2,618	6,400	0.428 *	N-S(2):	0.528 *
	LT	2.00	296	2,560	0.116	E-W(1):	0.282 *
Westbound	RT	1.00	232	1,600	0.087	E-W(2):	0.224
	TH	1.00	218	1,600	0.136		
	LT	1.00	202	1,600	0.126 *	V/C:	0.810
Northbound	RT	1.00	157	1,600	0.035	Lost Time:	0.100
	TH	4.00	2,373	6,400	0.371	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.31	77	495	0.106	ICU:	0.910
	TH	0.69	172	1,105	0.156 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	130	296	63	105	89	65	2015	115	338	2112
v/c Ratio	0.86	0.77	0.47	0.32	0.22	0.46	0.77	0.16	0.55	0.63
Control Delay	103.7	62.3	71.1	47.9	2.3	74.9	16.7	0.6	55.6	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.7	62.3	71.1	47.9	2.3	74.9	16.7	0.6	55.6	32.3
Queue Length 50th (ft)	114	244	54	81	0	48	271	0	109	287
Queue Length 95th (ft)	#228	322	101	122	8	m51	m#562	m3	189	545
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	157	489	183	524	545	209	2608	704	610	3351
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	0.83	0.61	0.34	0.20	0.16	0.31	0.77	0.16	0.55	0.63

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	116	231	187	233	220	127	2064	161	312	2574
v/c Ratio	0.82	0.75	0.96	0.63	0.47	0.72	0.69	0.20	0.77	0.84
Control Delay	103.9	69.0	117.8	60.6	11.1	79.0	23.8	4.1	77.6	40.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.9	69.0	117.8	60.6	11.1	79.0	23.8	4.1	77.6	40.8
Queue Length 50th (ft)	109	203	179	207	16	110	462	6	137	452
Queue Length 95th (ft)	#213	269	#336	269	82	m172	m574	m63	#199	#834
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	150	454	195	510	578	219	2976	786	404	3076
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	0.77	0.51	0.96	0.46	0.38	0.58	0.69	0.20	0.77	0.84

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	172	313	63	105	89	79	2028	115	336	2135
v/c Ratio	1.10	0.78	0.47	0.31	0.22	0.53	0.80	0.17	0.55	0.68
Control Delay	155.2	61.9	71.1	47.0	2.2	74.6	16.9	0.6	55.7	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.2	61.9	71.1	47.0	2.2	74.6	16.9	0.6	55.7	34.2
Queue Length 50th (ft)	~170	257	54	80	0	59	262	0	109	295
Queue Length 95th (ft)	#321	340	101	121	8	m58	m#512	m3	189	554
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	157	489	183	524	545	209	2550	691	610	3129
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	1.10	0.64	0.34	0.20	0.16	0.38	0.80	0.17	0.55	0.68

Intersection Summary

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

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

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



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	149	248	187	234	220	153	2082	161	309	2611
v/c Ratio	0.99	0.78	0.96	0.63	0.46	0.78	0.71	0.21	0.76	0.88
Control Delay	136.6	70.1	117.8	59.9	11.1	80.1	24.7	4.2	77.9	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.6	70.1	117.8	59.9	11.1	80.1	24.7	4.2	77.9	44.3
Queue Length 50th (ft)	143	218	179	206	16	130	493	7	136	476
Queue Length 95th (ft)	#292	289	#336	270	83	m#212	m581	m64	#196	#854
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	150	452	195	510	577	223	2932	775	404	2965
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	0.99	0.55	0.96	0.46	0.38	0.69	0.71	0.21	0.76	0.88

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	172	247	66	63	105	89	79	2028	115	336	2135
v/c Ratio	0.74	0.66	0.16	0.47	0.45	0.28	0.53	0.69	0.14	0.72	0.66
Control Delay	75.8	58.4	0.8	71.1	58.4	3.0	43.8	45.1	13.4	56.7	37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	58.4	0.8	71.1	58.4	3.0	43.8	45.1	13.4	56.7	37.9
Queue Length 50th (ft)	144	208	0	54	90	0	59	518	28	153	374
Queue Length 95th (ft)	#297	269	0	101	123	8	m82	m525	m45	208	552
Internal Link Dist (ft)		724			910			915			456
Turn Bay Length (ft)	100		50			130	185		185	200	
Base Capacity (vph)	231	498	521	183	496	524	209	2923	819	584	3239
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.50	0.13	0.34	0.21	0.17	0.38	0.69	0.14	0.58	0.66

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	149	184	64	187	234	220	153	2082	161	309	2611
v/c Ratio	0.99	0.65	0.20	0.96	0.71	0.50	0.78	0.68	0.20	0.76	0.84
Control Delay	136.6	67.6	4.8	117.8	67.2	12.0	84.3	31.5	9.8	68.2	41.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.6	67.6	4.8	117.8	67.2	12.0	84.3	31.5	9.8	68.2	41.1
Queue Length 50th (ft)	143	169	0	179	214	17	134	506	39	156	468
Queue Length 95th (ft)	#292	222	20	#336	270	83	m#212	m600	m119	#210	#854
Internal Link Dist (ft)		724			910			915			456
Turn Bay Length (ft)	100		50			130	185		185	200	
Base Capacity (vph)	150	462	459	195	510	577	223	3069	805	426	3110
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.40	0.14	0.96	0.46	0.38	0.69	0.68	0.20	0.73	0.84

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	133	309	68	107	95	76	2276	146	372	2550
v/c Ratio	0.88	0.79	0.50	0.31	0.24	0.51	0.82	0.19	0.75	0.77
Control Delay	106.2	63.0	71.8	47.1	3.4	84.0	24.2	4.9	56.0	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.2	63.0	71.8	47.1	3.4	84.0	24.2	4.9	56.0	41.0
Queue Length 50th (ft)	117	254	59	82	0	70	599	17	175	468
Queue Length 95th (ft)	#235	337	107	123	17	m48	m507	m54	227	#804
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	157	488	183	524	541	209	2775	761	586	3293
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	0.85	0.63	0.37	0.20	0.18	0.36	0.82	0.19	0.63	0.77

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	118	254	218	236	251	147	2553	171	323	2929
v/c Ratio	0.83	0.78	1.12	0.61	0.50	0.78	0.88	0.22	0.77	0.98
Control Delay	105.1	70.0	156.2	58.7	11.2	76.5	41.3	12.0	68.1	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.1	70.0	156.2	58.7	11.2	76.5	41.3	12.0	68.1	54.7
Queue Length 50th (ft)	111	222	~236	207	20	125	686	67	163	563
Queue Length 95th (ft)	#217	296	#406	272	92	m168	m#824	m112	#226	#1032
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	150	452	195	510	596	221	2885	762	434	2974
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	0.79	0.56	1.12	0.46	0.42	0.67	0.88	0.22	0.74	0.98

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	175	326	68	108	95	90	2298	147	371	2581
v/c Ratio	1.11	0.80	0.50	0.30	0.23	0.57	0.84	0.20	0.75	0.84
Control Delay	160.4	62.7	71.8	46.3	3.3	81.6	25.2	5.1	56.4	44.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.4	62.7	71.8	46.3	3.3	81.6	25.2	5.1	56.4	44.8
Queue Length 50th (ft)	~175	266	59	81	0	81	608	21	175	480
Queue Length 95th (ft)	#326	355	107	123	17	m53	m509	m53	227	#844
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	157	488	183	524	541	209	2725	750	584	3065
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	1.11	0.67	0.37	0.21	0.18	0.43	0.84	0.20	0.64	0.84

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	152	271	220	237	252	174	2579	171	322	2978
v/c Ratio	1.01	0.80	1.13	0.61	0.50	0.81	0.91	0.23	0.76	1.05
Control Delay	141.0	70.6	159.2	58.0	11.2	73.5	42.8	12.1	67.5	74.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.0	70.6	159.2	58.0	11.2	73.5	42.8	12.1	67.5	74.5
Queue Length 50th (ft)	~148	235	~240	205	21	141	703	70	162	~892
Queue Length 95th (ft)	#300	315	#412	274	93	m#201	m#840	m106	m#224	#1059
Internal Link Dist (ft)		724		910			915			456
Turn Bay Length (ft)	100				130	185		185	200	
Base Capacity (vph)	150	452	195	510	596	232	2840	751	434	2831
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	1.01	0.60	1.13	0.46	0.42	0.75	0.91	0.23	0.74	1.05

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	175	251	75	68	108	95	90	2298	147	371	2581
v/c Ratio	1.11	0.68	0.18	0.50	0.35	0.25	0.57	0.80	0.19	0.75	0.80
Control Delay	160.4	59.9	0.9	71.8	50.2	3.7	83.8	21.6	4.2	53.7	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.4	59.9	0.9	71.8	50.2	3.7	83.8	21.6	4.2	53.7	41.6
Queue Length 50th (ft)	~175	213	0	59	86	0	82	589	7	174	473
Queue Length 95th (ft)	#326	275	1	107	123	17	m53	m509	m53	227	#840
Internal Link Dist (ft)		724			910			915			456
Turn Bay Length (ft)	100		50			130	185		185	200	
Base Capacity (vph)	157	496	519	183	524	541	209	2883	786	586	3225
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.51	0.14	0.37	0.21	0.18	0.43	0.80	0.19	0.63	0.80

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	152	187	84	220	237	252	174	2579	171	322	2978
v/c Ratio	1.01	0.66	0.26	1.13	0.71	0.54	0.81	0.85	0.21	0.76	0.99
Control Delay	141.0	67.4	9.8	159.2	66.8	12.5	77.1	37.2	10.4	65.1	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.0	67.4	9.8	159.2	66.8	12.5	77.1	37.2	10.4	65.1	55.0
Queue Length 50th (ft)	~148	170	0	~240	216	22	141	683	60	163	585
Queue Length 95th (ft)	#300	225	40	#412	274	93	m#201	m#840	m106	m#224	#1059
Internal Link Dist (ft)		724			910			915			456
Turn Bay Length (ft)	100		50			130	185		185	200	
Base Capacity (vph)	150	462	459	195	510	596	232	3031	796	434	3020
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.40	0.18	1.13	0.46	0.42	0.75	0.85	0.21	0.74	0.99

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.