Appendix J

Transportation Assessment

Kimley»Horn



DRAFT

TRANSPORTATION ASSESSMENT FOR THE 525 S. VIRGIL AVENUE SELF-STORAGE PROJECT

LOS ANGELES, CALIFORNIA

DECEMBER 2025

PREPARED FOR

SHATTO EMET QOZB LP

PREPARED BY

Gibson transportation consulting, inc.

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Chapter 1
Introduction

This study presents the transportation assessment for the proposed self-storage project (Project) located at 525 S. Virgil Avenue (Project Site) in the *Wilshire Community Plan* (Los Angeles Department of City Planning [LADCP], 2001) area of the City of Los Angeles (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes an eight-story, approximately 252,876 square foot (sf) self-storage facility and a total of 24 vehicular parking spaces. Vehicular access would be provided on Virgil Avenue and Westmoreland Avenue. Pedestrian and bicycle access to the Project Site would be provided via entrances along both street frontages on Virgil Avenue and Westmoreland Avenue.

The Project Site is currently developed with an office building. The building is vacant, so to be conservative, no existing use credits were applied to the analysis.

The Project is anticipated to be completed in Year 2028. The conceptual Project Site plan is illustrated in Figure 1.

PROJECT LOCATION

The Project Site is located within City Council District 10 and consists of Assessor Parcel Number 5077-004-030 in the Los Angeles County Assessor's records. As shown in Figure 2, the Project Site is bounded by residential and commercial uses to the north and south, Virgil Avenue to the east, and Westmoreland Avenue to the west. The Project Site is located approximately 0.25 miles northeast of the Wilshire/Vermont Station of the Los Angeles County Metropolitan Transportation

Authority (Metro) B Line and D Line subways, which together provide access to North Hollywood (B Line), Koreatown with an upcoming extension to west Los Angeles (D Line), and Union Station in downtown Los Angeles (both lines). This station qualifies as a major transit stop, as it is located within a Transit Priority Area (TPA)[1] and along a High Quality Transit Corridor (HQTC)[2].

STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, Updated August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT on October 1, 2025 and is provided in Appendix A.

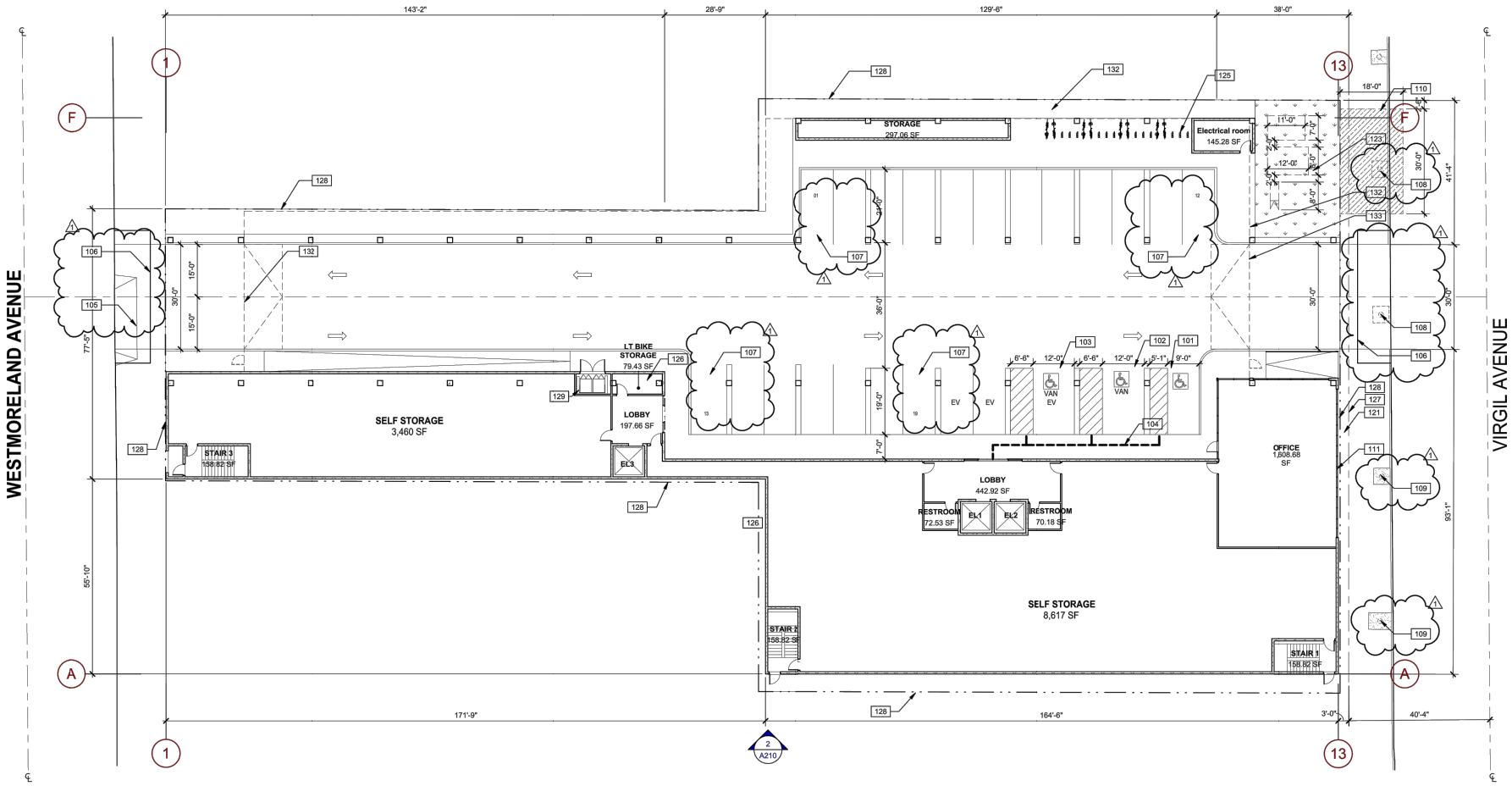
ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Project area. Chapter 3 describes the procedure used to forecast Project traffic volumes and distribution. Chapter 4 presents the CEQA analysis of transportation impacts, including a vehicle miles traveled (VMT) analysis. Chapter 5 details the non-CEQA transportation analyses. Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting

[1] California Public Resources Code, Section 21099 defines a TPA as an area within 0.50 miles of an existing or planned major transit stop, if the planned stop is scheduled for completion within the planning horizon of an applicable regional transportation plan (in this case, *Connect SoCal, A Plan for Navigating to a Brighter Future - The 2024-2050 Regional Transportation Plan / Sustainable Communities Strategy*, Southern California Association of Governments [SCAG], Adopted April 4, 2024) (RTP/SCS). A major transit stop is defined in California Public Resources Code, Section 21064.3 as a stop containing a rail or bus rapid transit station, a ferry terminal served by bus or rail transit, or the intersection of two or more major bus routes with headways of 20 minutes or less during the morning and afternoon peak hours of 6:00-9:00 AM and 3:00-7:00 PM. As detailed in Table 1, the Project Site is located less than 0.5 miles from the Wilshire/Vermont Station of the Metro B Line and D Line Subways.

[2] An HQTC is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Metro Local 204 and 754 travel along Vermont Avenue and meet the headway criteria.

documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.

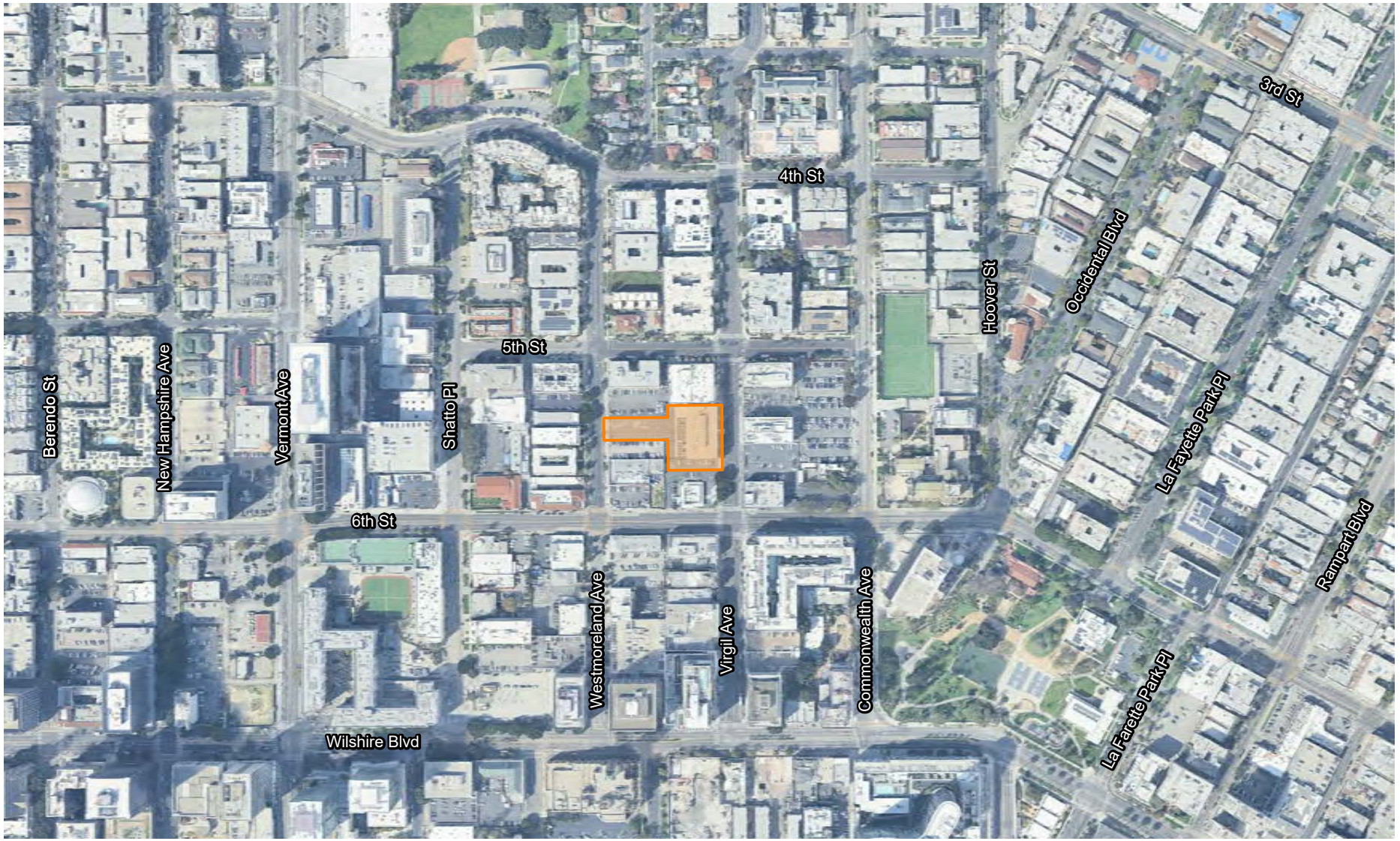


Source: Edgecomb & Associates, Inc. December, 2025.

N
Not to Scale

PROJECT SITE PLAN

FIGURE 1



LEGEND

Project Site

N
Not to Scale

PROJECT SITE LOCATION

FIGURE 2

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project area. The Existing Conditions scenario includes an assessment of the existing transportation infrastructure and conditions within the Project area including freeway and street systems, intersection operations, transit service, and pedestrian and bicycle circulation. An inventory of lane configurations, signal phasing, parking restrictions, etc. for the analyzed intersections was also collected.

This Chapter also contains a discussion of the future conditions, detailing the assumptions used to develop the Future without Project Conditions in Year 2028, which corresponds to the estimated year of Project completion.

STUDY AREA

The Study Area, which was established in the MOU, includes four key intersections surrounding the Project Site:

- Westmoreland Avenue & 5th Street (Intersection #1)
- Westmoreland Avenue & 6th Street (Intersection #2)
- Virgil Avenue & 5th Street (Intersection #3)
- Virgil Avenue & 6th Street (Intersection #4)

Figure 3 illustrates the location of the Project Site in relation to the surrounding street system and the four study intersections. The existing lane configurations and mobility facilities at the analyzed intersections are illustrated in Figures 4 and 5, respectively.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing regional roadway system in the Study Area includes Arterial Streets and Local Streets that provide regional, sub-regional, or local access and circulation to the Project Site. These transportation facilities generally provide two to four travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph).

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

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.
        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph and generally includes a ROW width of 110 feet and pavement width of 80 feet.
    - Avenues are typically narrower Arterial Streets that pass through both residential and commercial areas and include three categories:
        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.
        - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.

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

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

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

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

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

Primary regional access to the Study Area is provided by US 101, which is located approximately 0.9 miles north of the Project Site. Access to US 101 is provided via interchanges at Vermont Avenue, which is approximately 1,000 feet west of the Project Site, and Silver Lake Boulevard, an arterial that provides direct access to Virgil Avenue. Regional access to the Study Area is also provided by Wilshire Boulevard, approximately 1,000 feet south of the Project Site. The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Plan, as shown in Figure 6:

- 5th Street – 5th Street is a designated Local Street that travels in the east-west direction 100 feet north of the Project Site. It provides two travel lanes, one lane in each direction. On-street unmetered parking is generally available on both sides of the street within the Study Area. The approximate total paved roadway width is 36 feet

- 6th Street - 6th Street is a designated Avenue II that travels in the east-west direction 170 feet south of the Project Site. It provides four travel lanes, two lanes in each direction, with left-turn lanes at intersections. On-street unmetered parking is generally available on the north side of the street within the Study Area. The approximate total paved roadway width varies from 56 to 62 feet.

- Virgil Avenue – Virgil Avenue is a designated Avenue II that travels in the north-south direction along the eastern boundary of the Project Site. It generally provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections. On-street metered parking is generally available on both sides of the street within the Study Area. The approximate total paved roadway width varies from 56 to 60 feet. The Project proposes one driveway along this roadway.

- Westmoreland Avenue – Westmoreland Avenue is a designated Local Street that travels in the north-south direction along the western boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. On-street metered and unmetered parking is generally available on both sides of the street within the Study Area. The approximate total paved roadway width is 36 feet. The Project proposes to reconstruct an existing driveway along this roadway.

- Vermont Avenue – Vermont Avenue is a designated Avenue I that travels in the north-south direction approximately 1,000 feet west of the Project Site. It generally provides six travel lanes, three in each direction. On-street parking is generally prohibited on both sides of the street in the Study Area. The approximate total paved roadway width is 70 to 74 feet.

- Wilshire Boulevard – Wilshire Boulevard is a designated Avenue I that travels in the east-west direction approximately 1,000 feet south of the Project Site. It generally provides six travel lanes, three in each direction, including a bus-only curb lane in both directions. Metered on-street parking is generally provided outside of the peak hours in the bus lanes. The approximate total paved roadway width is 70 feet.

Existing Pedestrian Facilities

Figure 7 identifies the local-serving commercial uses and institutional facilities within 0.25 miles of the Project Site that are considered pedestrian destinations, such as parks, schools, and restaurants. Figure 8 illustrates the existing transportation facilities serving pedestrians, bicyclists, and transit riders to and from those pedestrian destinations.

Adjacent to the Project Site, 12-foot-wide sidewalks are provided along Virgil Avenue and 15-foot-wide sidewalks are provided along Westmoreland Avenue. The nearby signalized study intersections provide pedestrian facilities, including curb ramps, pedestrian phasing, and continental crosswalk striping on all approaches, as shown in Figure 5. The unsignalized intersection provides curb ramps at all four corners.

Vision Zero. As described in the City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets based on the collision data from the last five years where strategic investments will have the biggest impact in reducing death and severe injury. As shown in Figure 8, Vermont Avenue, Wilshire Boulevard, Commonwealth Avenue, 6th Street, and Virgil Avenue south of 6th Street within the Study Area have been identified in the HIN.

Existing Bicycle System

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

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

Bike share facilities provide accessible and affordable short-term bicycle rentals to complete first-mile/last-mile connections. Within the City, the Metro Bike Share program currently services the Downtown Los Angeles, Central Los Angeles, and North Hollywood areas.

Bicycle facilities within the Study Area are shown in Figure 8.

Existing Transit System

Figure 9 illustrates the existing transit service in and around the Study Area, which is served by bus and rail lines operated by Metro and LADOT. Table 1 summarizes the bus lines operating in and around the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and the frequency of service. The average frequency of transit service during the peak hours was derived from schedule information from each respective transit provider for the stop nearest the Project Site and reflects current conditions, including recent changes per Metro's NextGen Bus Plan. Metro Lines 16,18, 20, 28, 66, 204, and 754, as well as the Metro B and D Line subways, have stops within 0.5 miles of the Project Site. Additionally, LADOT operates the DASH Wilshire / Koreatown circulator shuttle.

Existing Traffic Volumes

Intersection turning movement counts at the study intersections were collected on August 20, 2025 during the morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. Local schools were in session, and the weather conditions were typical when all traffic counts were conducted. The existing intersection peak hour traffic volumes, representing Existing Conditions in Year 2025, are illustrated in Figure 10. Traffic count summaries are provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

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

> "The Transportation Assessment must estimate ambient traffic conditions for the study horizon year selected during the scoping phase and recorded in the executed MOU. The study must clearly identify the horizon year and annual ambient growth rate used for the study. The horizon year should align with the development project's expected completion year. For development projects constructed in phases over several years, the Transportation Assessment should analyze intermediary milestones before the buildout and completion of the project. The annual ambient growth rate shall be determined by LADOT staff during the scoping process and can be based on an adopted TSP, the most recent SCAG

regional transportation model, the citywide transportation model, or other empirical information approved by LADOT.

"The Transportation Assessment must consider related projects. For related development projects, this should include the associated trip generation for known development projects within one-half mile (2,640 foot) radius of the project site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections. Consultation with the Department of City Planning and LADOT may be required to compile the related projects list. The City's ZIMAS database can be used to assist in identifying development projects that have submitted applications to the City of Los Angeles. Project access and circulation constraints would be determined by adding project-generated trips to future base traffic volumes including ambient growth and related projects and conducting the operational analysis."

As described in detail below, this analysis of future conditions includes both ambient growth, which reflects increases in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area (Related Projects). The ambient growth factor likely captures some traffic increases resulting from the identified Related Projects. Therefore, due to inherent double-counting of vehicles, the traffic analysis provides a conservative estimate of Future without Project traffic volumes.

Ambient Traffic Growth

Existing traffic levels have historically been projected to increase as a result of regional growth and development. Based on discussions with LADOT during the MOU process, to be conservative, an ambient growth factor of 1% per year compounded annually was applied by adjusting the Existing Conditions traffic volumes to simulate the effects of the regional growth and development by Year 2028. The total adjustment applied over the three-year period between Year 2025 and the anticipated buildout year of the Project was 3.03%. This growth factor accounts for increases in traffic due to projects not yet proposed and projects located outside the Study Area.

Related Projects

A total of 14 Related Projects were identified based on information provided by LADCP and LADOT, as detailed in Table 2 and shown in Figure 11. The Related Projects were conservatively assumed to be completed by the Project buildout Year 2028, despite the fact that some may not be completed

by then or may never be completed at all. The traffic growth due to the development of the Related Projects considered in this analysis is conservative and, by itself, may overestimate the actual traffic volume growth in the Study Area that would likely occur prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

Using these assumptions, the potential traffic impacts of the Project were evaluated. The development of estimated traffic volumes added to the study intersections as a result of the Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated based on the trip generation rates contained in *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021).[3]

The Related Project trip generation estimates summarized in Table 2 are conservative in that they do not in every case account for any trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool). Further, in many cases, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between the Related Projects and other developments, in which one development serves as the origin for a trip destined for another development.

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

[3] While a new edition of the manual (*Trip Generation Manual, 12th Edition*) was released after the preparation of the Project's MOU, the trip generation rates used for the Related Projects therein are lower than in *Trip Generation Manual, 11th Edition*, with one exception (morning peak hour trip rates for retail less than 40,000 sf). Given that the majority of rates are higher in *Trip Generation Manual, 11th Edition*, the total trips generated by Related Projects shown in Table 2 are conservative and would be lower if *Trip Generation Manual, 12th Edition* rates were applied to all uses. To maintain consistency with the MOU and to present a conservative analysis of Project impacts, this study utilized rates from *Trip Generation Manual, 11th Edition* for both Project and Related Project trip generation estimates.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 12 shows the peak hour traffic volumes associated with the Related Projects at the study intersections.

Future without Project Traffic Volumes

The Related Project volumes were added to the existing traffic volumes after adjustment for ambient growth through the projected Project completion year of 2028. As discussed above, this is a conservative approach as the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic growth added to existing traffic volumes) for the four study intersections for Year 2028 and are shown in Figure 13.

Future Roadway and Street Improvements

While there are no planned and funded roadway improvement projects expected to be implemented prior to the buildout of the proposed Project within the Study Area, the Mobility Plan identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation.

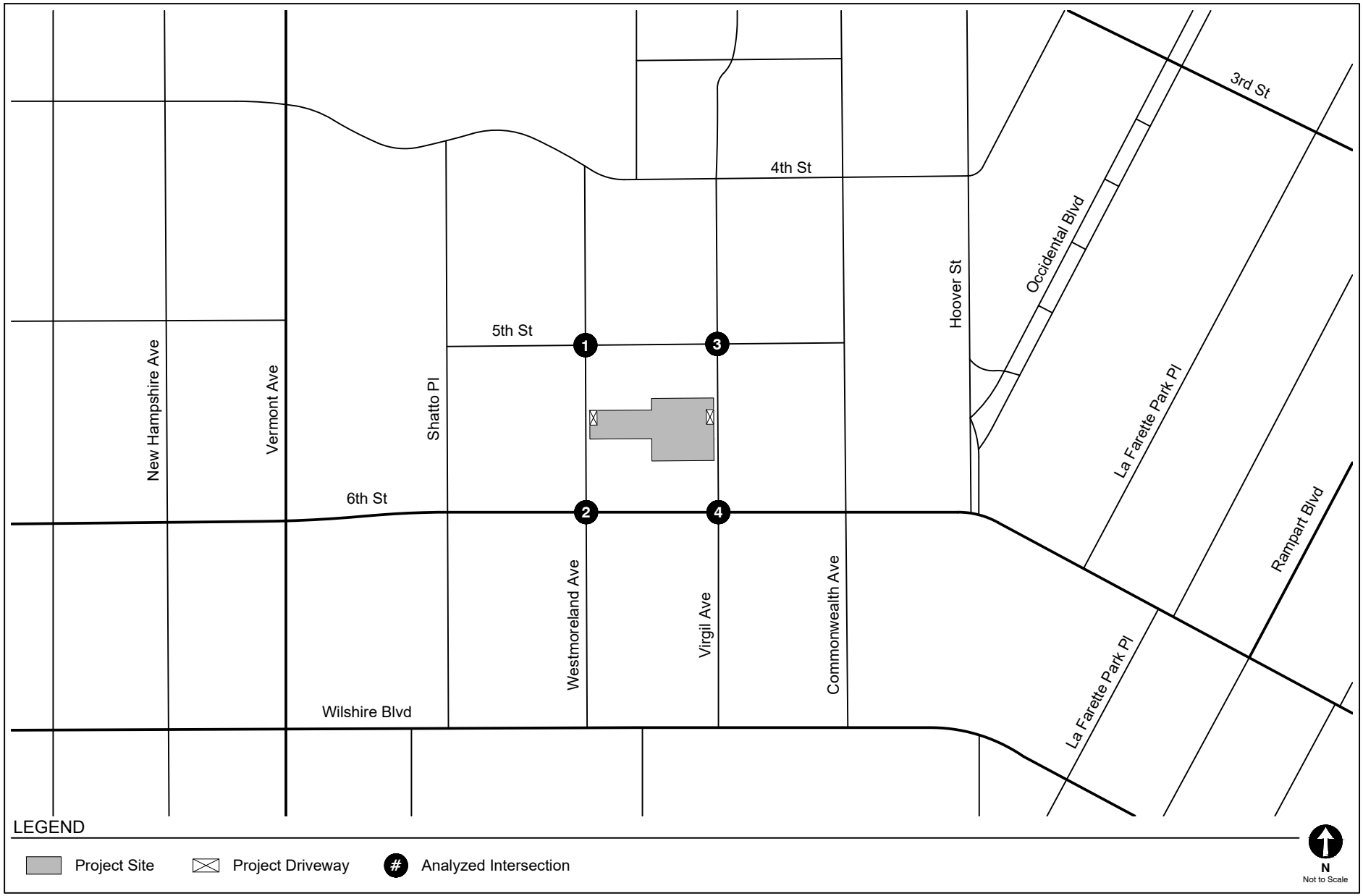
Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made as a result of the Mobility Plan. Corridors located within 0.25 miles of the Project Site that are designated as part of the mobility-enhanced networks are depicted in Figure 14. The following mobility-enhanced networks included corridors within the Study Area:

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

- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. The NEN has designated 4th Street, New Hampshire Avenue, Commonwealth Avenue, and 6th Street east of Virgil Avenue within the Study Area as part of the network.

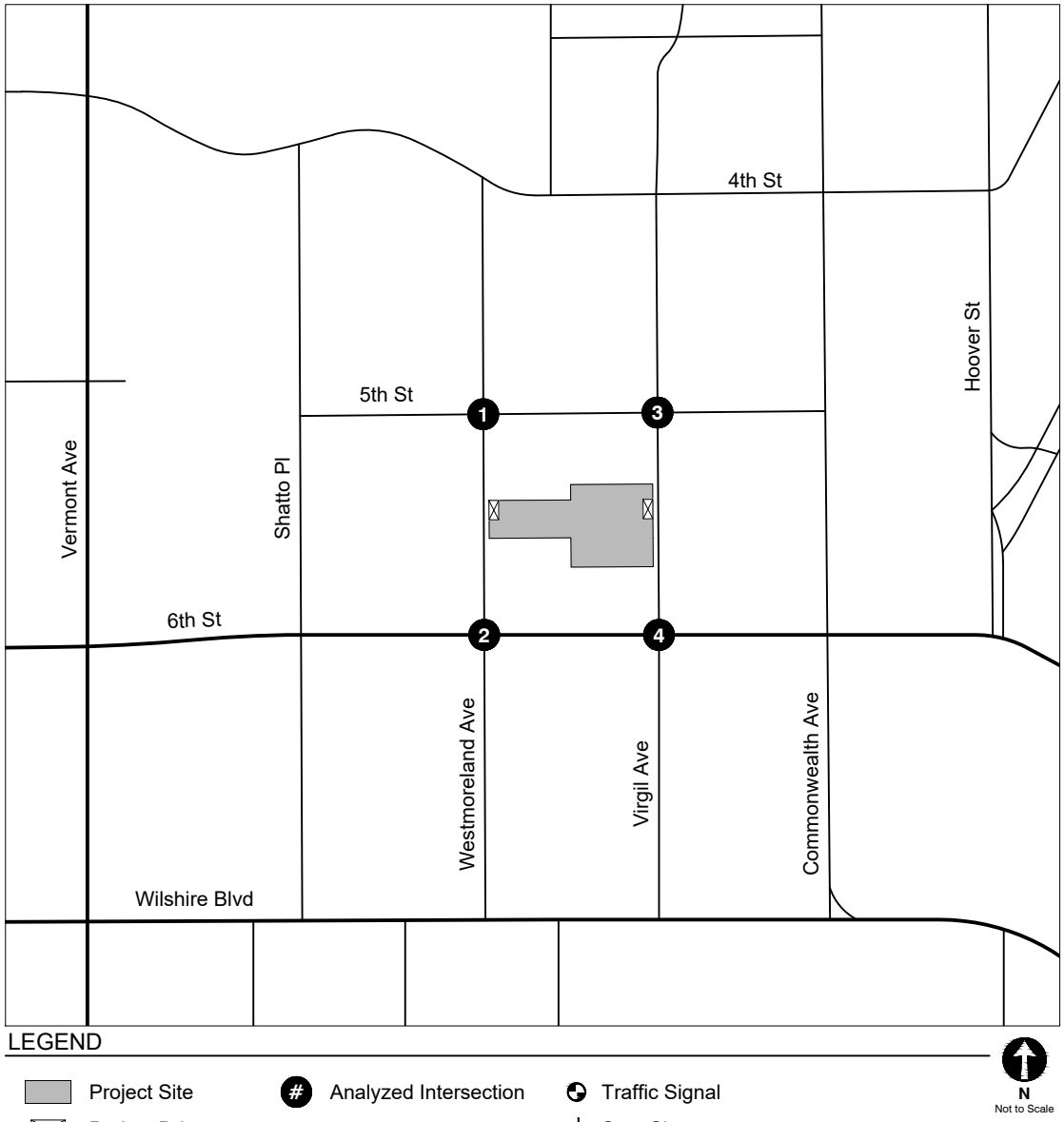
- BEN / BLN: The BEN and BLN identify existing and proposed bicycle infrastructure seeking to create a cohesive bicycle network throughout the City. As part of the BEN, New Hampshire Avenue is a designated for Tier 1 protected bicycle lanes, while Virgil Avenue, Wilshire Boulevard, and Hoover Street are designated for Tier 2 on-street bicycle lanes.

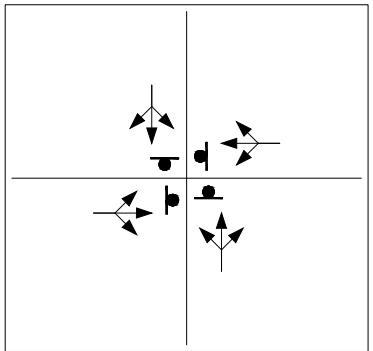
- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. The PED has designated 6th Street, Wilshire Boulevard, Vermont Avenue, and Virgil Avenue within the Study Area as part of the network.



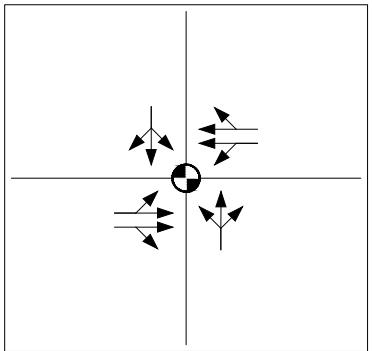
STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3

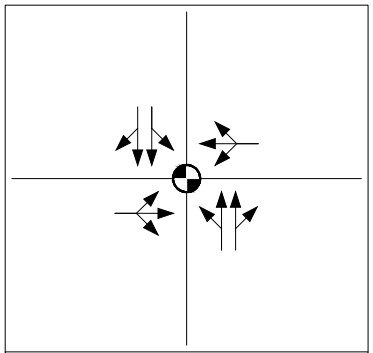




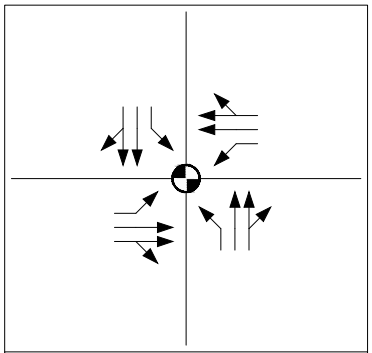
1. Westmoreland Avenue & 5th Street



2. Westmoreland Avenue & 6th Street



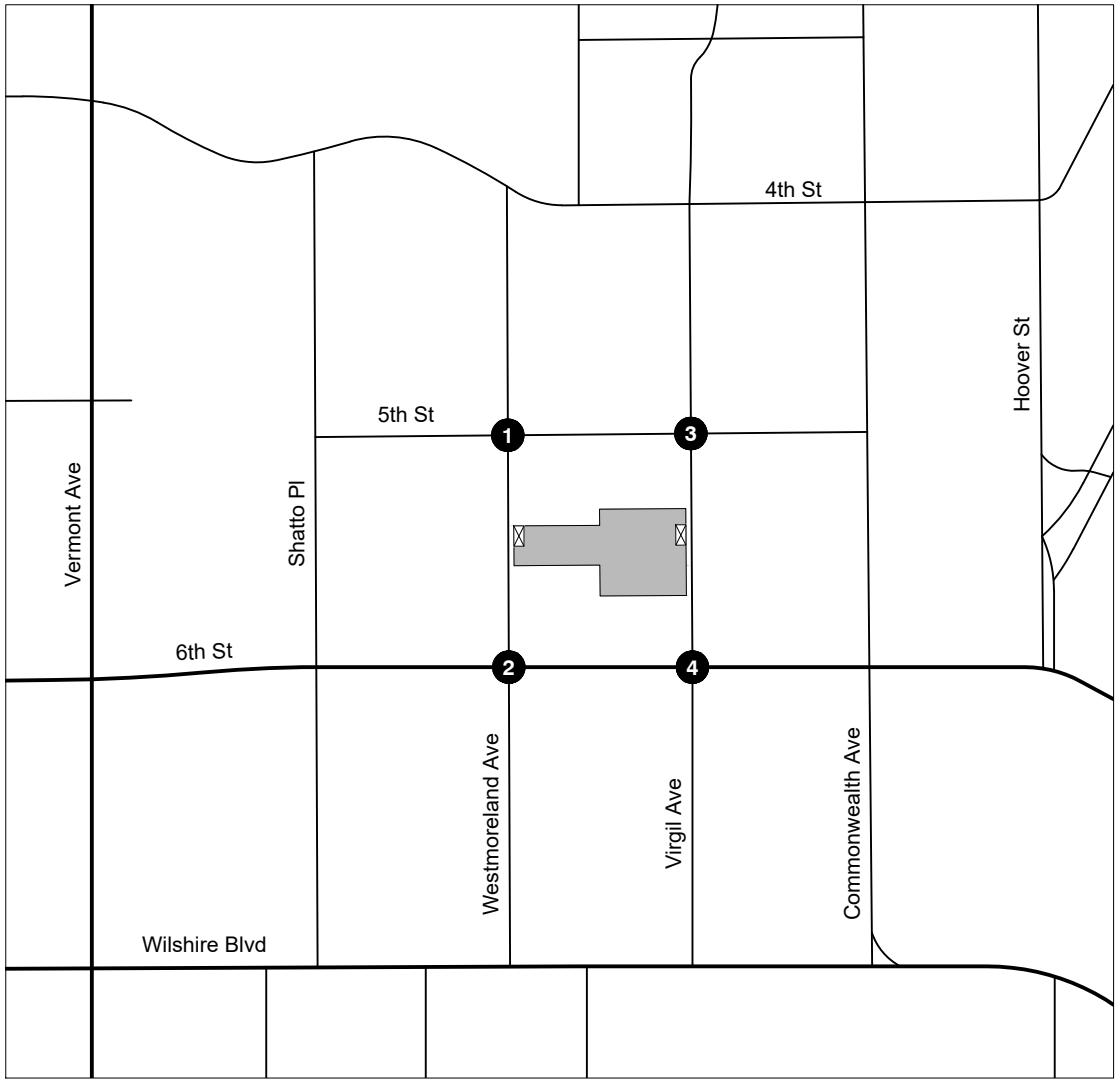
3. Virgil Avenue & 5th Street

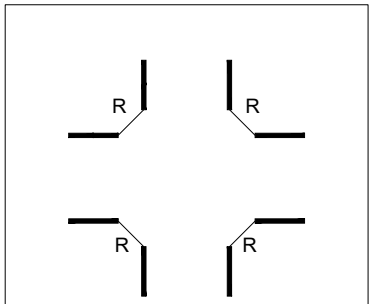


4. Virgil Avenue & 6th Street

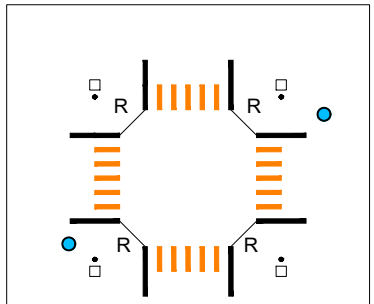
INTERSECTION LANE CONFIGURATIONS

FIGURE 4

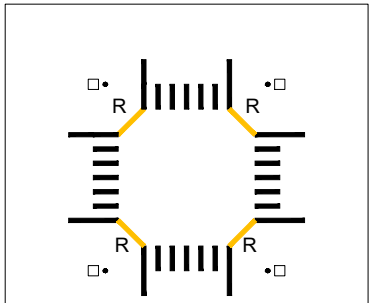




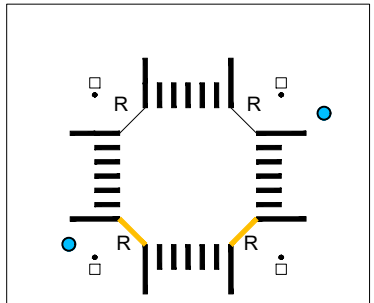
1. Westmoreland Avenue & 5th Street



2. Westmoreland Avenue & 6th Street



3. Virgil Avenue & 5th Street



4. Virgil Avenue & 6th Street

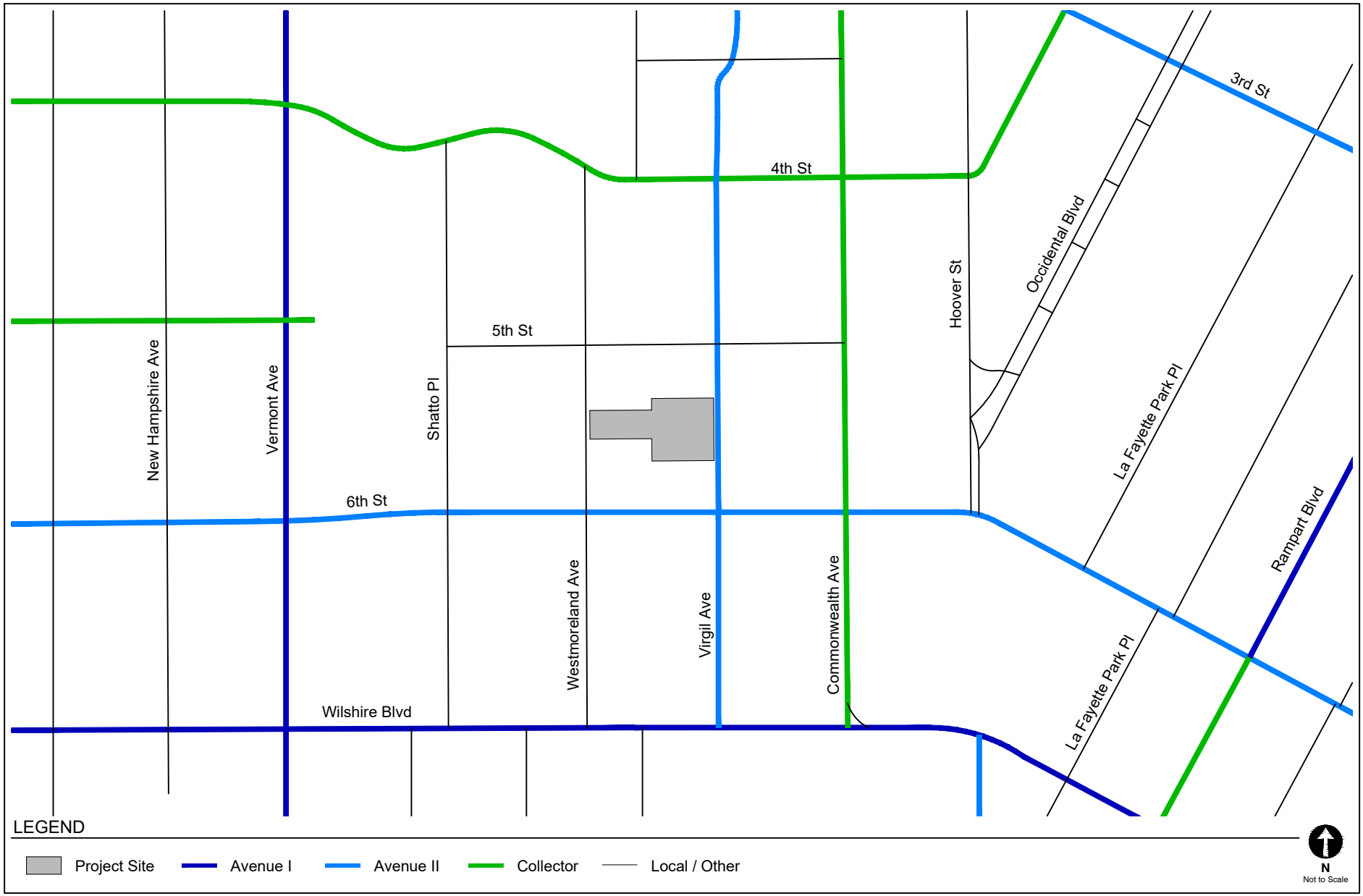
LEGEND

Project Site
Project Driveway
Analyzed Intersection
R Ramp
Continental Crosswalk
Tactile Curb
Ped Signal
Bus Stop
Ped Call Button

N
Not to Scale

EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 5



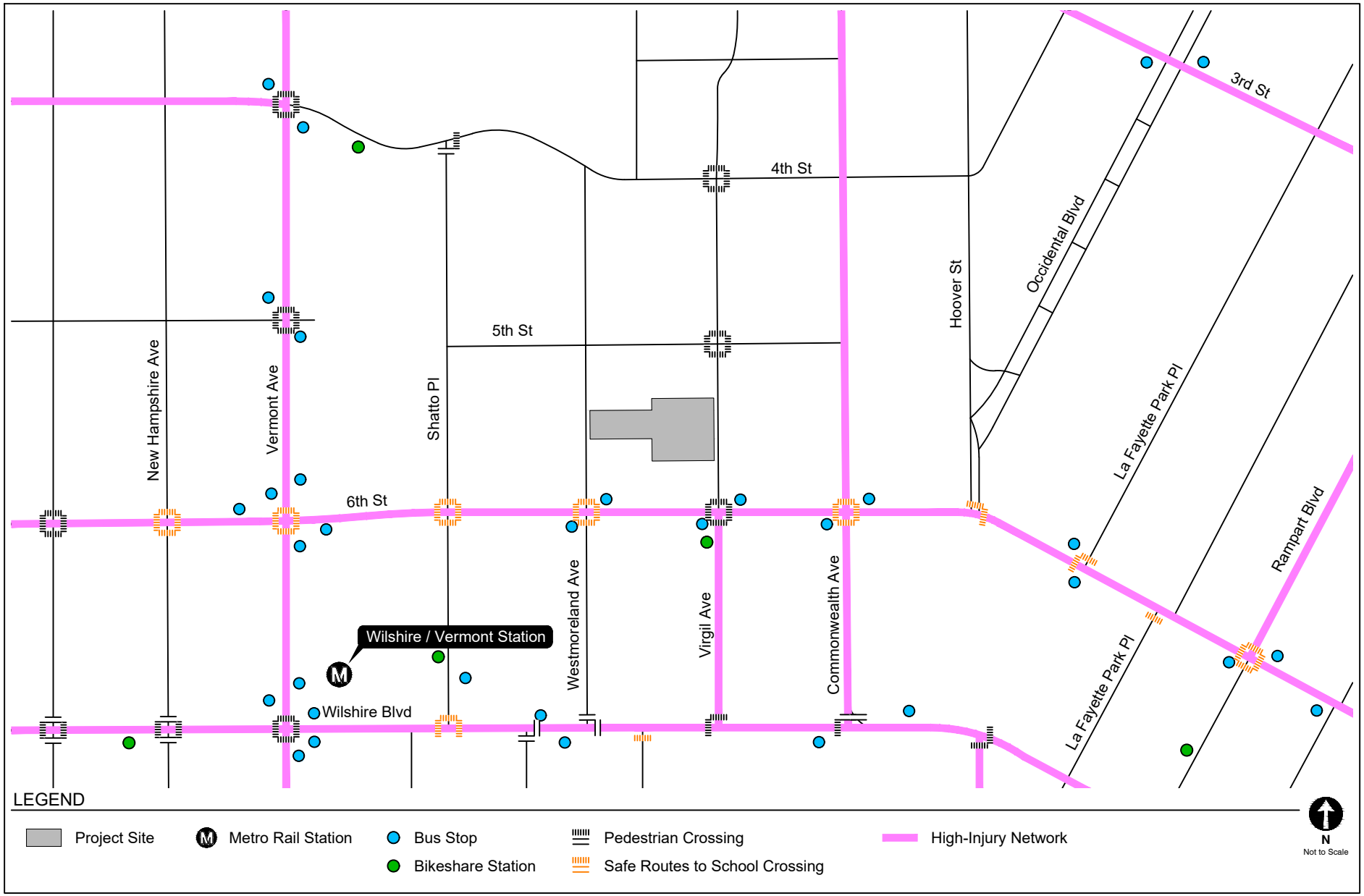
MOBILITY PLAN STREET DESIGNATIONS

FIGURE 6



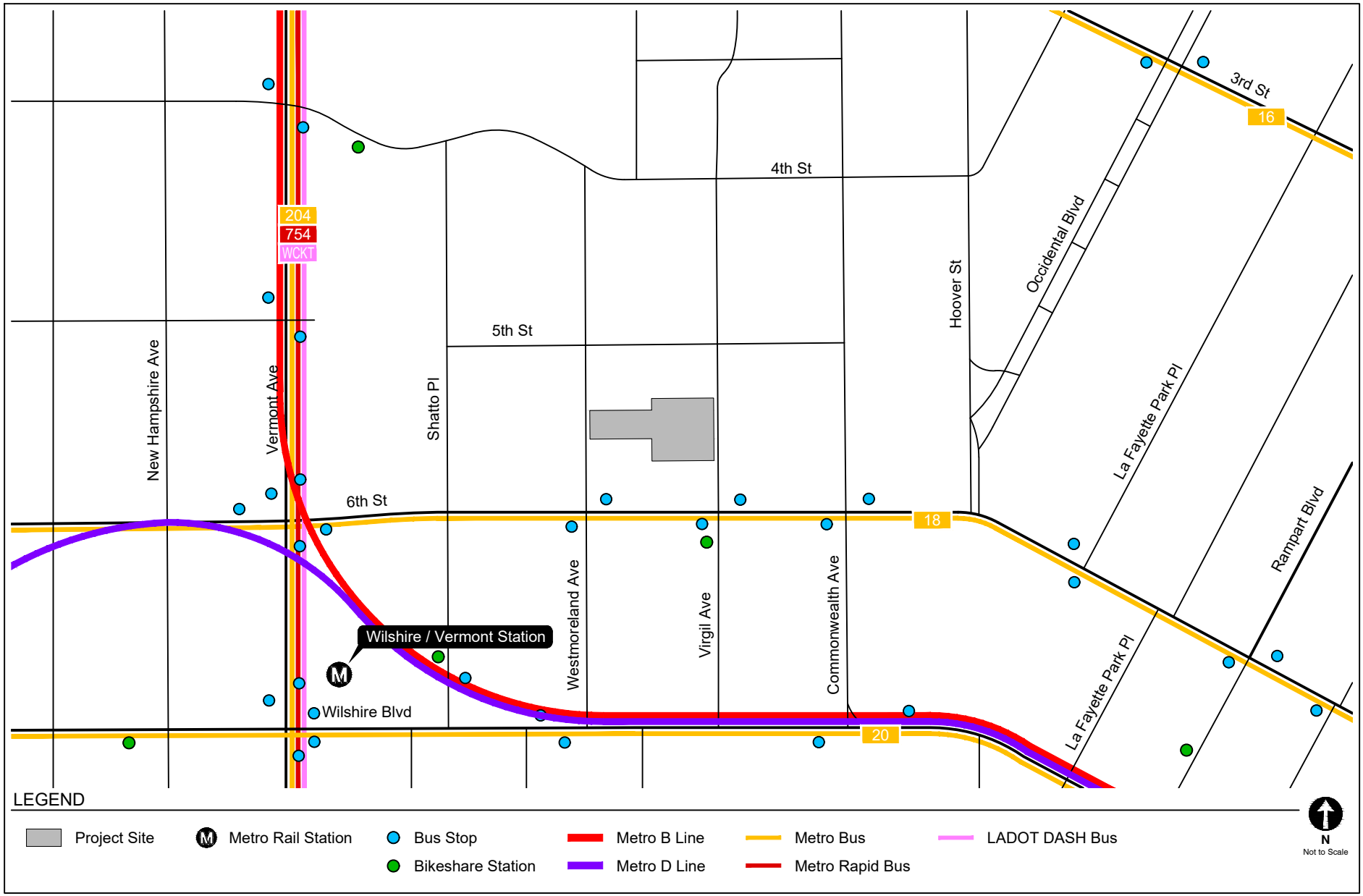
PEDESTRIAN DESTINATIONS

FIGURE 7



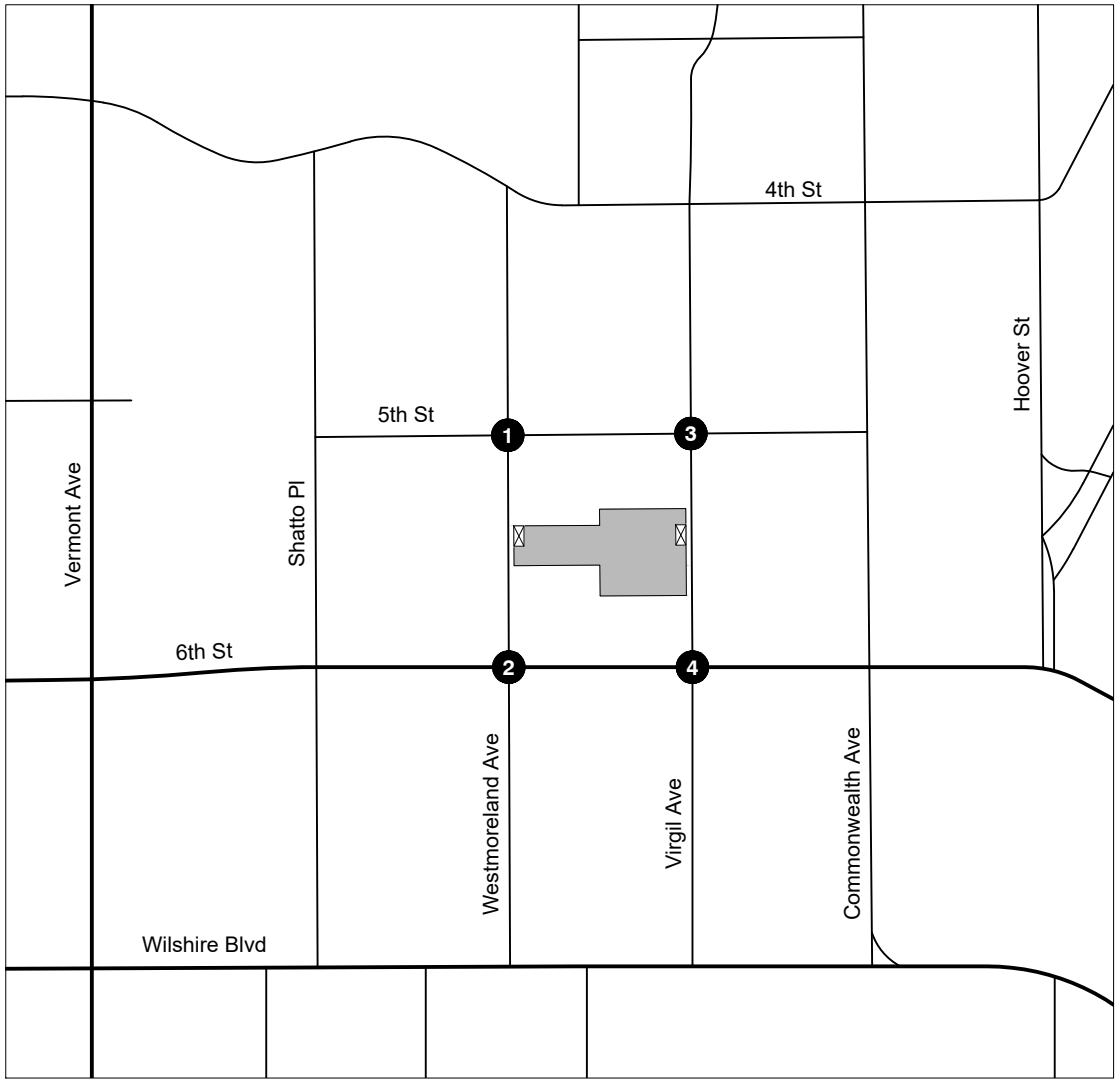
EXISTING TRANSPORTATION FACILITIES

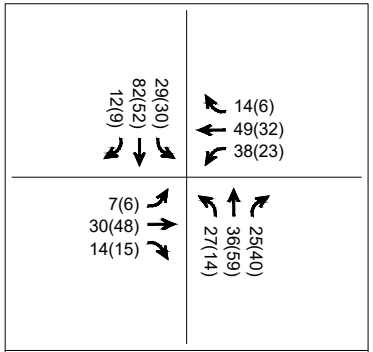
FIGURE 8



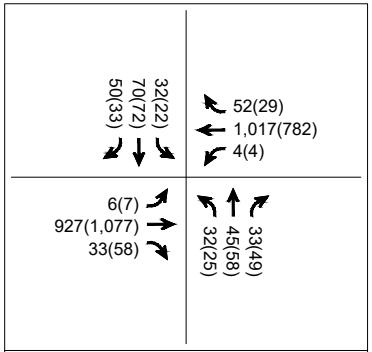
EXISTING TRANSIT SERVICE

FIGURE 9

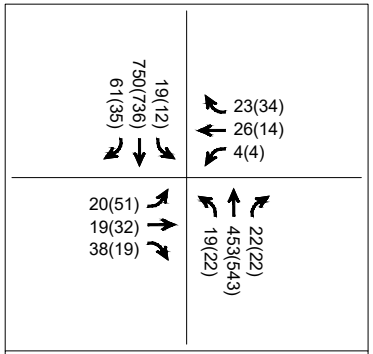




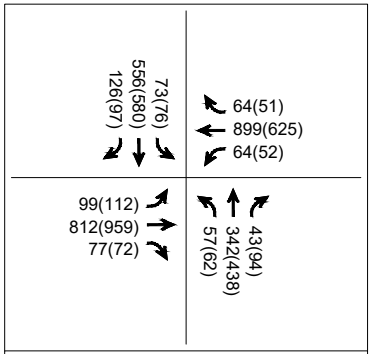
1. Westmoreland Avenue & 5th Street



2. Westmoreland Avenue & 6th Street



3. Virgil Avenue & 5th Street



4. Virgil Avenue & 6th Street

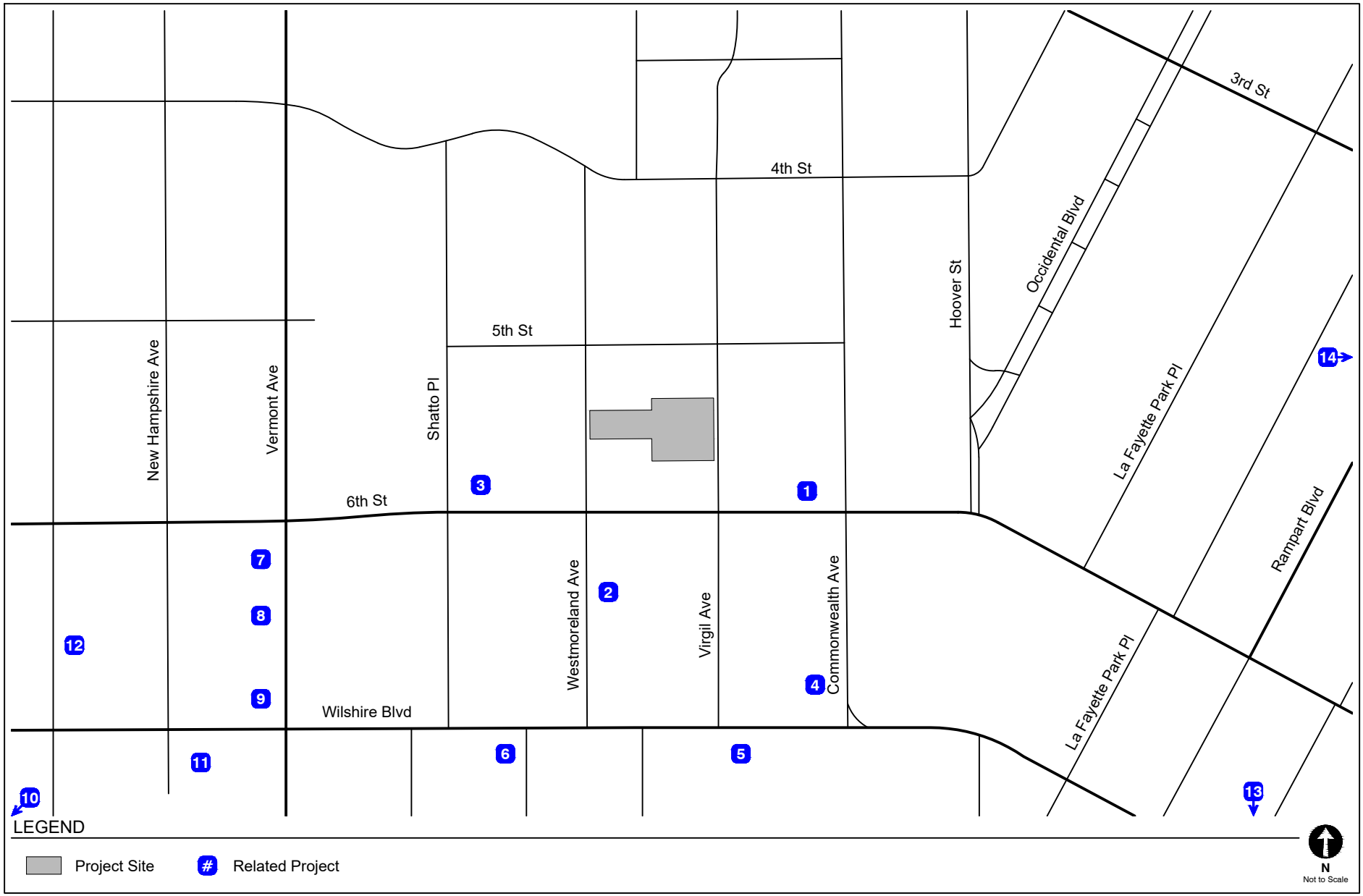
LEGEND

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

N
Not to Scale

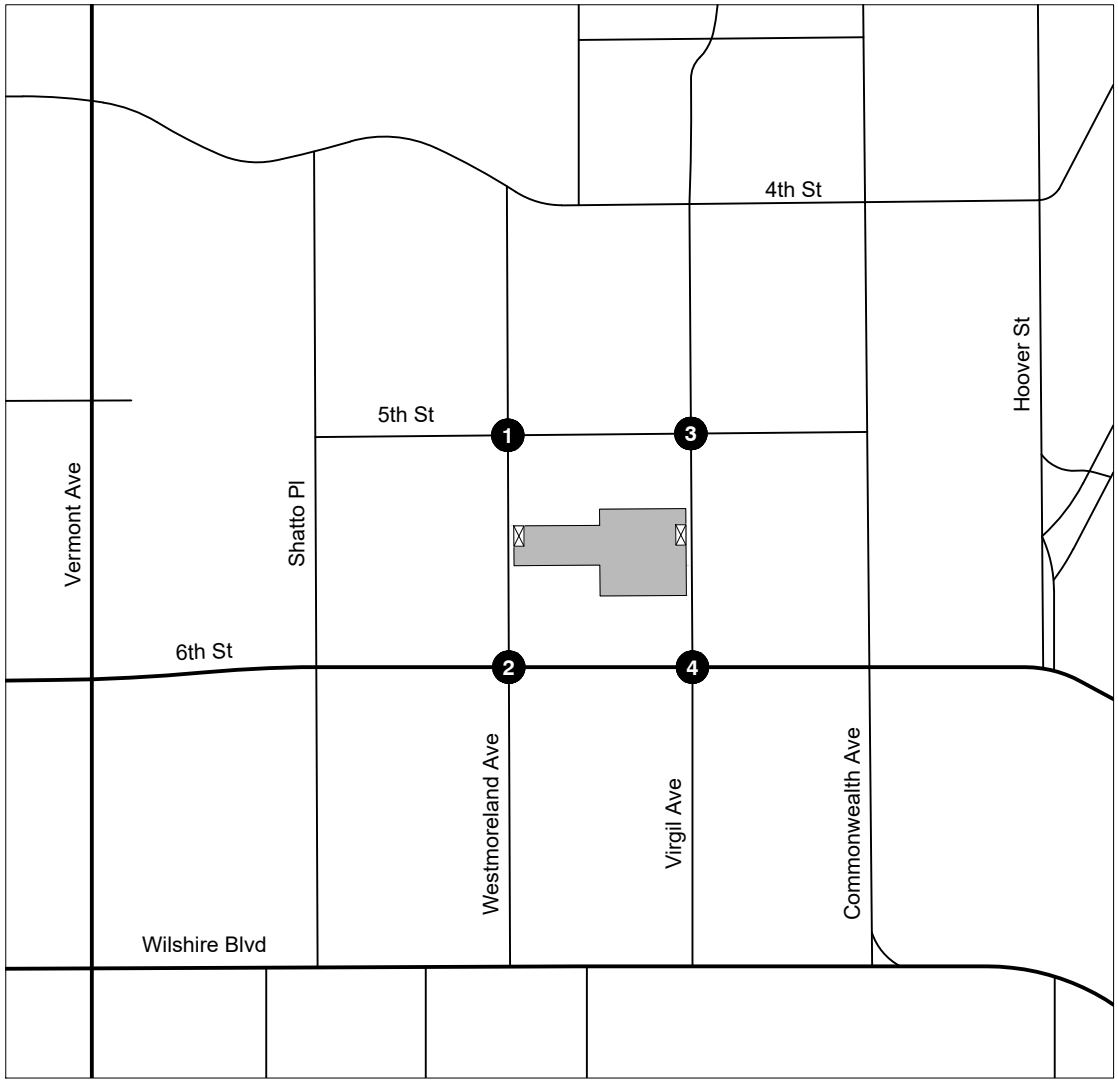
EXISTING CONDITIONS (YEAR 2025)
PEAK HOUR TRAFFIC VOLUMES

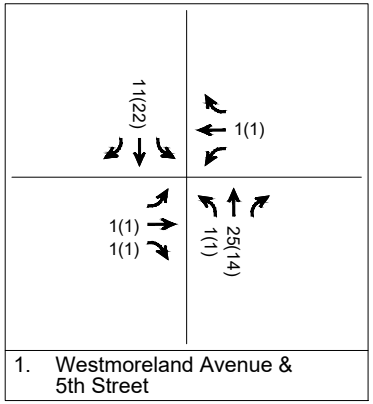
FIGURE 10



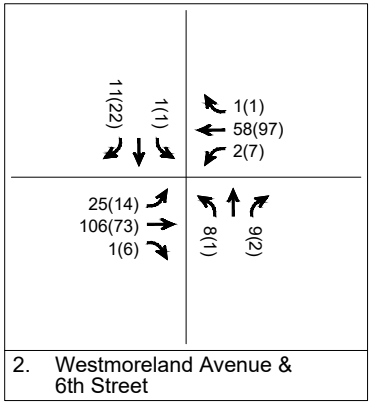
LOCATIONS OF RELATED PROJECTS

FIGURE 11

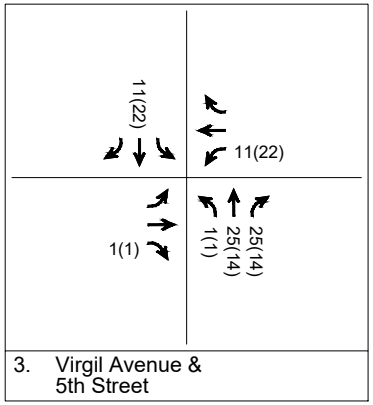




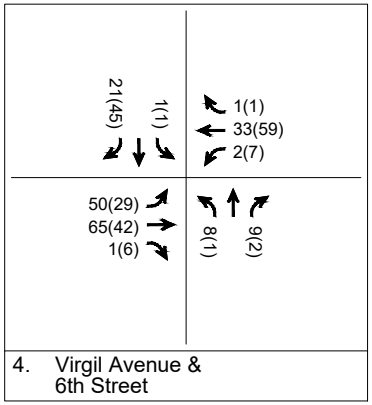
1. Westmoreland Avenue & 5th Street



2. Westmoreland Avenue & 6th Street



3. Virgil Avenue & 5th Street



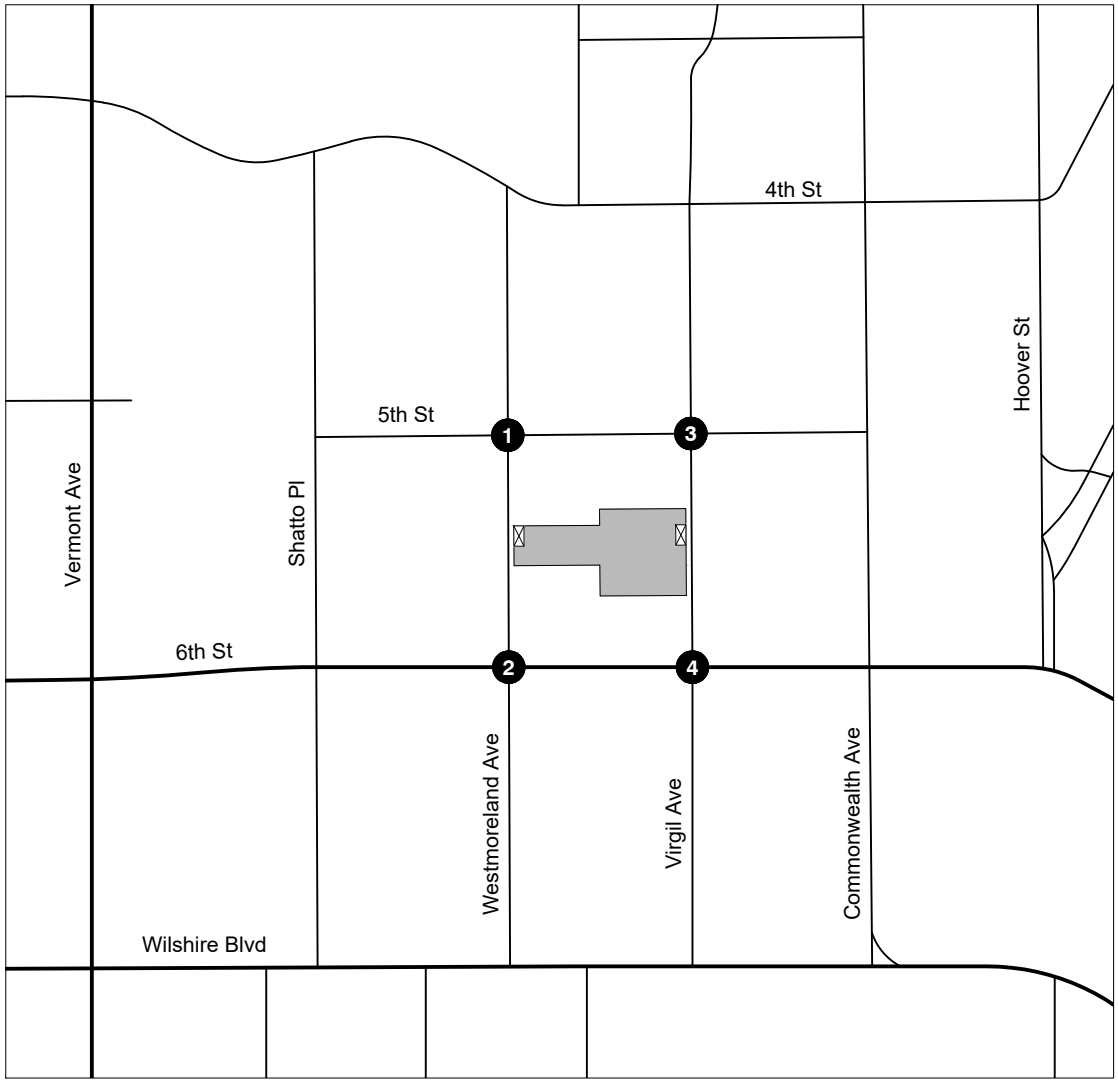
4. Virgil Avenue & 6th Street

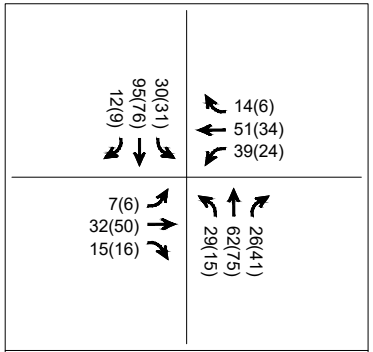
LEGEND

Project Site
Project Driveway
Analyzed Intersection
#(#) AM(PM) Peak Hour Traffic Volumes
N
Not to Scale

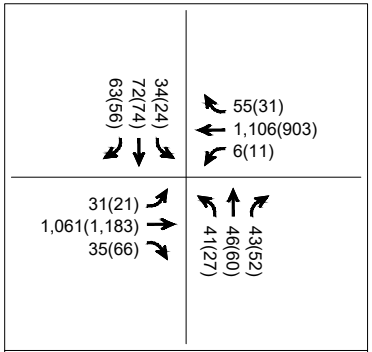
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
12

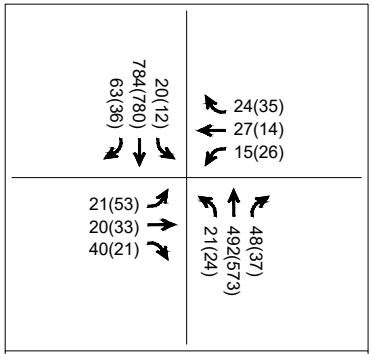




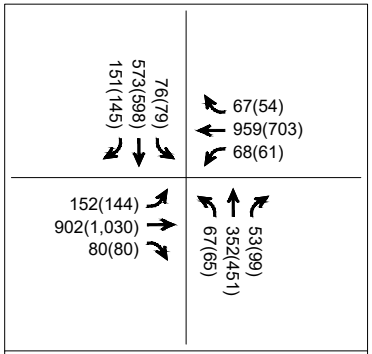
1. Westmoreland Avenue & 5th Street



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3. Virgil Avenue & 5th Street



4. Virgil Avenue & 6th Street

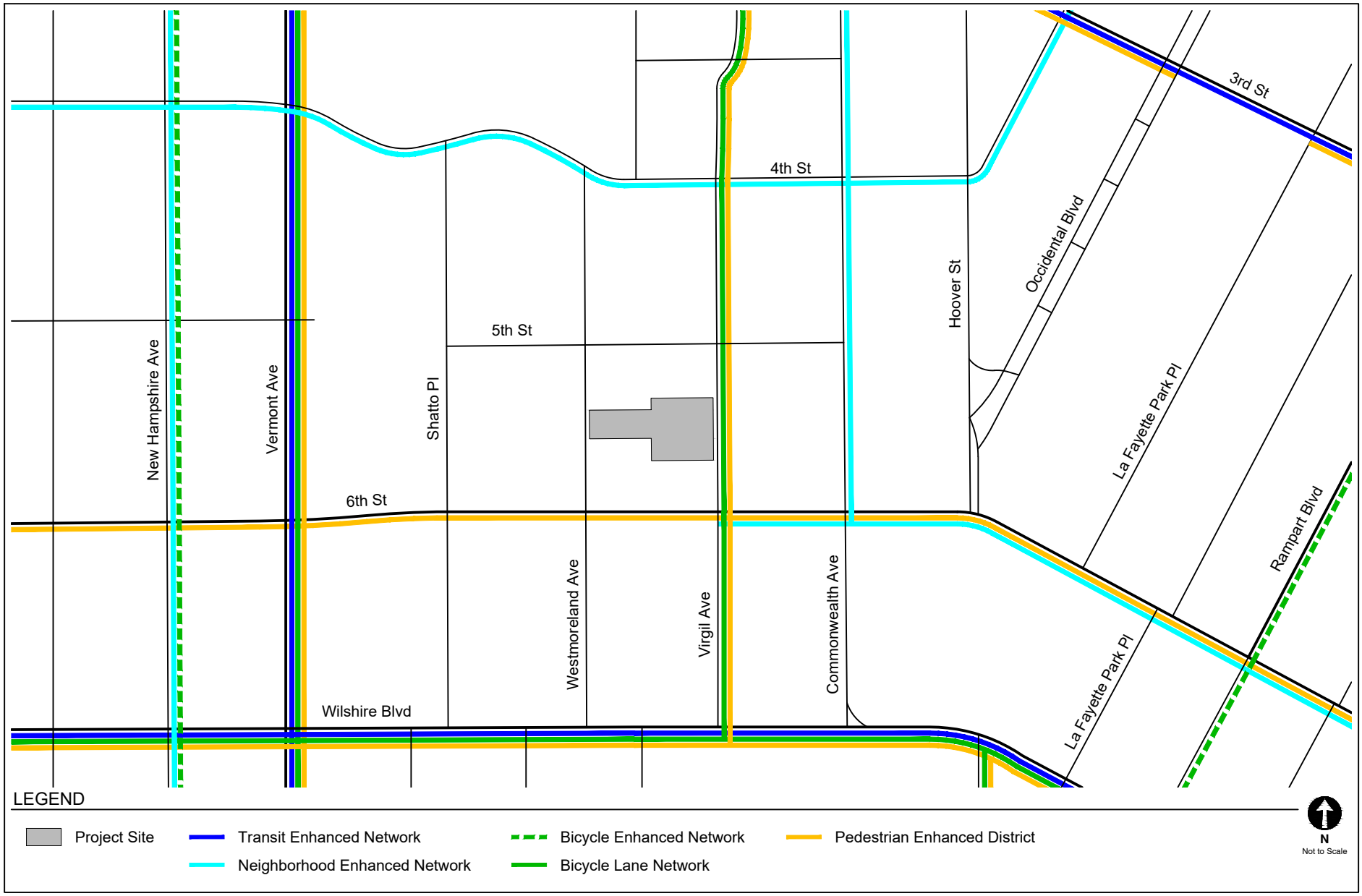
LEGEND

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

N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 13



ROADWAY MODAL PRIORITIES

FIGURE 14

TABLE 1
EXISTING TRANSIT SERVICE

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes) [a]			
				Morning Peak Period		Afternoon Peak Period	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
16	Downtown LA - West Hollywood via West 3rd St	Local	24 Hours	5	6	6	6
18	Wilshire Western Station - Downton LA - Montebellow Metrolink Station via 6th St	Local	4:00 AM - 12:00 AM	7	7	7	7
20	Downtown LA - Westwood/Santa Monica via Wilshire Blvd	Local	24 Hours	11	11	9	11
204	Hollywood - Vermont/Athens Station via Vermont Ave	Local	24 Hours	10	10	10	10
754	Hollywood - Vermont/Athens Station via Vermont Ave	Rapid	24 Hours	11	10	10	10
Metro Rail				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles to North Hollywood	Rail	4:00 AM - 12:30 AM	12	12	12	12
D [b]	Downtown Los Angeles to West Los Angeles	Rail	4:00 AM - 12:30 AM	12	12	12	12
LADOT DASH				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
WCKT CCW	Wilshire Center/ Koreatown	Express	6:00 AM - 8:00 PM	36	30	30	30

Notes

Metro: Los Angeles County Metropolitan Transportation Authority; LADOT: City of Los Angeles Department of Transportation

Morning peak period is from 6:00 AM to 9:00 AM, afternoon peak period is from 3:00 PM to 7:00 PM, and the combined peak period is from 6:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM, consistent with Southern California Association of Governments (SCAG) and City guidelines.

[a] Average headways are based on the total number of bus trips made at the nearest stop during the peak periods as indicated in transit schedules from July 2025.

[b] The Metro D Line currently ends at Wilshire / Western. However, seven additional stops extending the route to West Los Angeles are anticipated to be open by 2027.

TABLE 2
RELATED PROJECTS

No	Project Type	Address	Description	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Hotel & Restaurant	2965 W 6th St	99 hotel rooms	688	26	18	44	25	25	50
2.	Mixed-Use	616 S Westmoreland Ave	77 apartment units, 2,360 sf restaurant and 745 sf retail	446	1	30	31	31	5	36
3.	Mixed-Use	550 S Shatto Pl	283 apartment units, 35 affordable housing units and 21,842 sf restaurant	1,968	14	60	74	59	9	8
4.	Residential w/ Affordable Housing	639 S Commonwealth Ave	127 apartment units and 15 affordable housing units	465	22	16	38	14	19	33
5.	Mixed-Use	3000 W Wilshire Blvd	190 apartment units (including 19 affordable housing units) and 867 sf retail	342	(20)	42	20	27	(10)	17
6.	Mixed-Use	3100 Wilshire Blvd	264 residential units, 33 affordable housing units and 7,370 sf commercial	1,205	25	69	94	39	10	49
7.	Mixed-Use	605 S Vermont Ave	103 apartment units and 30,937 sf Museum	755	17	39	56	42	37	79
8.	Mixed-Use	631 S Vermont Ave	200 hotel rooms, 250 condos unit, 49,227 sf office and 21,320 sf retail	2,599	95	95	190	115	120	235
9.	Fast Food with Drive-Through	3201 W Wilshire Blvd	3,865 sf of fast food with drive-thorugh	461	27	21	48	27	26	53
10.	Mixed-Use	2850 W 7th Street	206 apartment units and 7,500 sf retail	1,057	20	72	92	72	42	114
11.	Mixed-Use	3240 W Wilshire Blvd	162 hotel rooms, 545 apartment units and 5,222 sf retail	1,353	15	173	188	89	23	112
12.	Residential Complex	638 S Berendo St	163 apartment units	479	22	42	64	42	32	74
13.	Mixed-Use	668 S Coronado St	122 apartment units and 1,182 sf retail	947	14	48	62	56	34	90
14.	Residential Complex	329 S Rampart Blvd	53 apartment untis (including 8 affordable housing units)	279	6	17	23	17	9	26

Notes:
[a] Related project information and trip generation estimates for development projects are provided by Los Angeles Department of Transportation or accessed from http://planning.lacity.org based on cases filed through July 2025.

Chapter 3
Project Traffic

Trip generation estimates, trip distribution patterns, and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

PROJECT TRIP GENERATION

The number of peak hour trips expected to be generated by the Project was estimated using *Trip Generation Manual, 11th Edition* morning and afternoon peak hour rates for self-storage uses. These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and morning and afternoon peak hour rates. They relate the number of vehicle trips traveling to and from the Project Site to the size of development of each land use. The daily trip generation total was taken directly from *City of Los Angeles VMT Calculator, Version 1.5* (LADOT, October 2024) (VMT Calculator).

To further provide a conservative analysis, no existing use credits for the vacant office building on the Project Site were applied to the trip generation estimates. In addition, no additional trip reductions were applied, even though the Project Site is located within a TPA and along an HQTC.

As shown in Table 3, the Project is expected to generate 433 daily trips, including 23 morning peak hour trips (14 inbound and nine outbound trips) and 38 afternoon peak hour trips (18 inbound and 20 outbound trips).

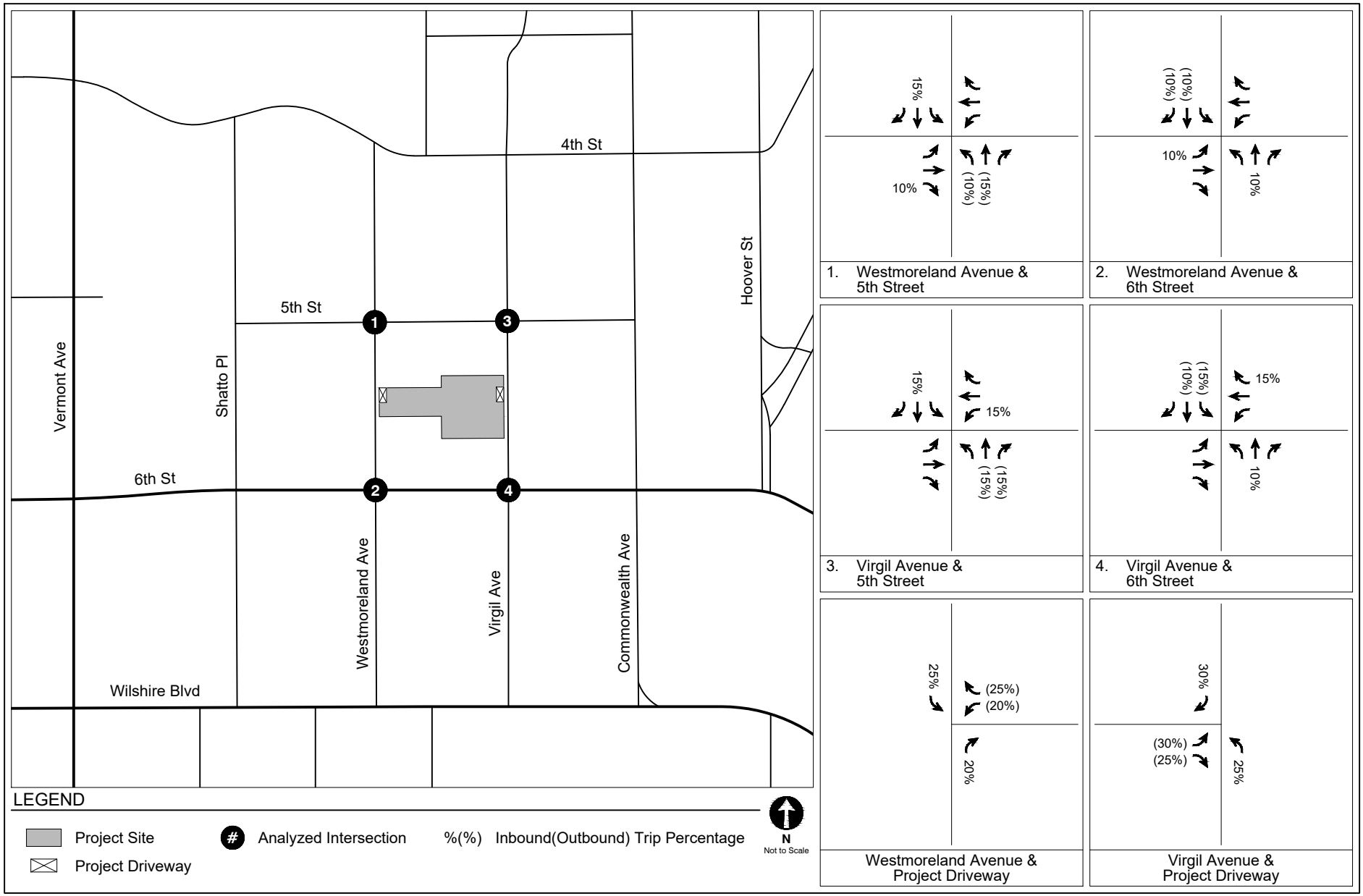
PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is primarily dependent on the location of employment and commercial centers from which residents, employees, and visitors of the Project would be drawn, characteristics of the street system serving the Project Site, existing intersection

traffic volumes, and the locations/configurations of the Project driveways, as well as input from LADOT staff. The intersection-level trip distributions for the Project are shown in Figure 15.

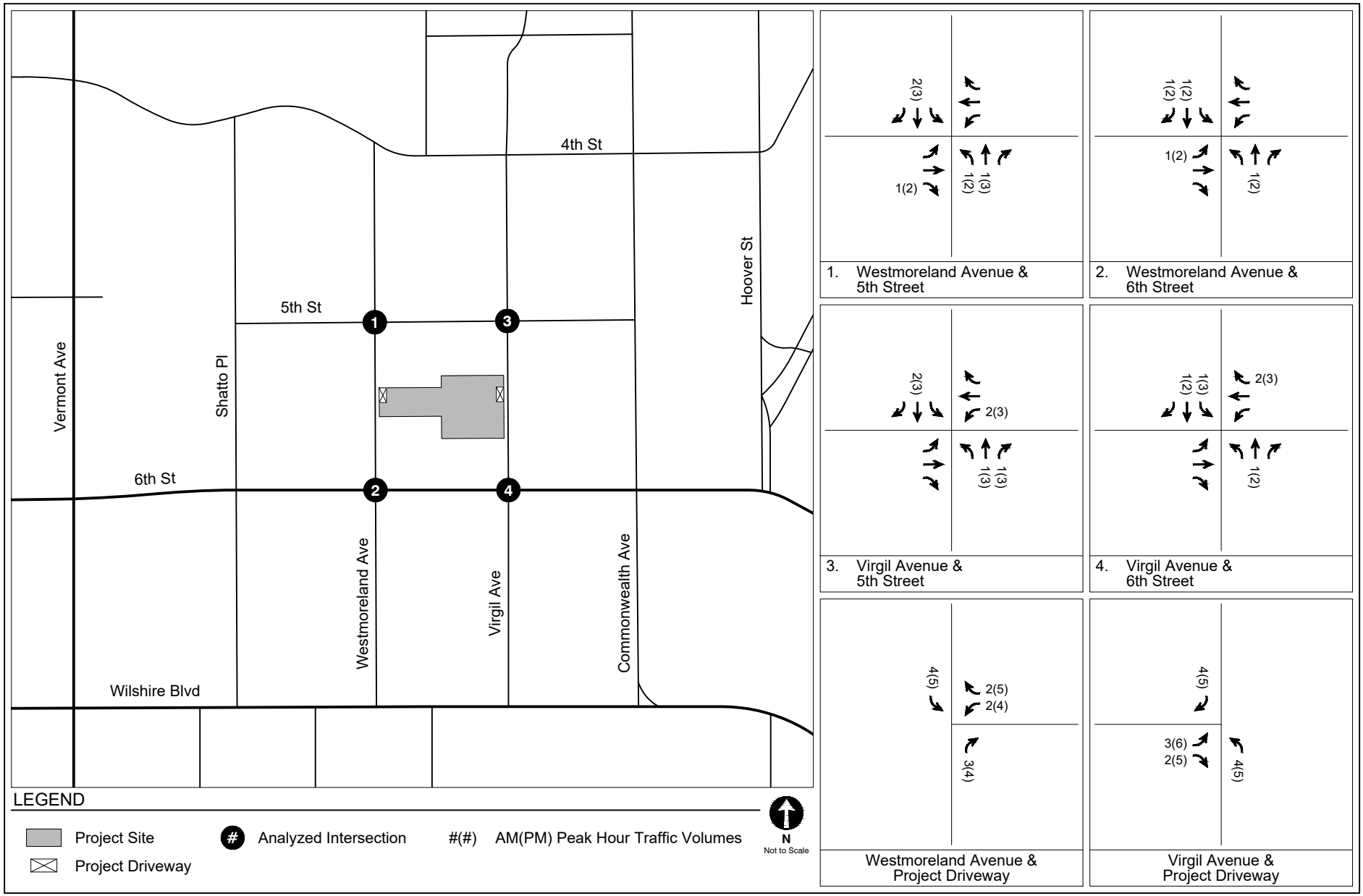
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 3 and the trip distribution pattern shown in Figure 15, were used to assign the Project-generated traffic through the study intersections. Figure 16 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



PROJECT TRIP DISTRIBUTION

FIGURE 15



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16

TABLE 3
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a] Mini-Warehouse	151	per 1,000 sf	[b]	59%	41%	0.09	47%	53%	0.15
Project Trip Generation Self-Storage	151	252,876 sf	433	14	9	23	18	20	38

Notes

[a] Source: *Trip Generation Manual, 11th Edition,* Institute of Transportation Engineers (ITE), 2021.

[b] Daily trip generation based on results from LADOT's VMT Calculator version 1.5

Chapter 4
CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and the improvements associated with the potential conflicts, as well as the results of a Project VMT analysis that addresses State requirements and an identification of any hazards created due to geometric design features.

METHODOLOGY

State of California Senate Bill No. 743 (Steinberg, 2013) (SB 743), made effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

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

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

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D.

Section 4A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies Analysis

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

A project would be considered consistent with a policy if it is generally in conformance and does not obstruct the implementation of that policy or preclude future improvements. If a conflict is identified, mitigation measures would focus on improving access, comfort, and safety for all mobility types, especially pedestrians, bicyclists, and transit riders.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet,* provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* for the Project is provided in Appendix C.

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

Mobility Plan

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

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

A detailed analysis of the Project's consistency with the Mobility Plan is provided in Table 4. As detailed in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would support the implementation of the Mobility Plan policies.

The Mobility Plan also designates street and sidewalk width standards based on a street's functional classification. Los Angeles Municipal Code (LAMC) Section 12.37 states that a project must dedicate and improve adjacent streets to half-ROW standards consistent with the street designations of the Mobility Plan. The Project would provide a three-foot dedication along Virgil Avenue along the Project Site frontage to meet the Mobility Plan Standards for an Avenue II. The three-foot dedication would widen the existing 12-foot-wide sidewalk along the Project Site to a 15-foot-wide sidewalk. Westmoreland Avenue is a Local Street with a half-ROW requirement of 30 feet with 15-foot-wide sidewalks. Currently, the existing half-ROW is approximately 40 feet and

exceeds the Mobility Plan standards for a Local Street. No additional dedication or widening is required, and no Waivers of Dedication are requested.

The Project would provide vehicular access via driveways on Virgil Avenue and Westmoreland Avenue. The Project includes the reconstruction of an existing driveway on Westmoreland Avenue and proposes the construction of a new driveway on Virgil Avenue. The driveways would be designed in accordance with the standards set forth in *Manual of Policies and Procedures* (LADOT, 2024).

All loading would be accommodated on-site in the designated parking zones. The driveways would be designed in accordance with the standards set forth in *Manual of Policies and Procedures*.

Pedestrian and bicycle access separate from vehicle access would be provided and would connect to the internal pedestrian walkways to reduce potential conflicts with vehicle traffic. Bicycle parking facilities within the Project Site would also be provided. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita compared to the average for the area, as detailed in Section 4B. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure. Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, Updated November 2021) includes guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with *Plan for a Healthy Los Angeles* is provided in Table 5. In summary, the Project prioritizes safety and access for all individuals utilizing the site by complying with all Americans with Disabilities Act requirements and providing direct connections to the public sidewalks and nearby signalized intersections. Further, the Project is located within a TPA and along an HQTC and would provide bicycle parking and convenient

pedestrian access. As discussed in Section 4B, the Project is estimated to generate lower VMT per capita than the average for this area. Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. As mentioned, the Project falls within the boundaries of *Wilshire Community Plan*.

A detailed analysis of the Project's consistency with *Wilshire Community Plan* is provided in Table 6. The Project would promote alternative modes of travel by providing both short-term and long-term bicycle parking and on-site vehicular parking. Thus, while the Project is not located within an overlay zone or Specific Plan, it would be consistent with the objectives of *Wilshire Community Plan*.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. The Project would provide at least 25 short-term and at least 25 long-term bicycle parking spaces to meet the LAMC requirements for on-site bicycle parking supply.

LAMC Section 12.26G (Transportation Demand Management [TDM] Ordinance)

LAMC Section 12.26G, the TDM Ordinance (1993), establishes TDM requirements for non-residential projects and non-residential components of the mixed-use projects in excess of 25,000 sf. The Project exceeds 25,000 sf and, therefore, is subject to the TDM requirements in the ordinance. It will comply with applicable TDM requirements.

Vision Zero Action Plan / Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the HIN where improvement projects will be targeted. Within the Study Area, 6th Street, Vermont Avenue, Wilshire Boulevard, Commonwealth Avenue, and Virgil Avenue south of 6th Street are all identified as part of the HIN. There are Safety Improvements Projects proposed on several of those streets, consisting of installation of signal and crossing improvements to improve safety. The Project would not preclude proposed or future Vision Zero safety projects by the City on any streets. Thus, the Project does not conflict with Vision Zero. Further the Project will widen the sidewalk on Virgil Avenue along the Project's frontage.

Streetscape Plans

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

Citywide Design Guidelines

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

The Pedestrian-First Design guidelines are as follows:

- *Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.*
- *Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

- o *Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.*

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 7. In summary, the Project would provide new landscaping elements and a wider sidewalk along the Project Site frontage on Virgil Avenue to create a more comfortable environment for pedestrians. The Project would provide bicycle parking to encourage bicycling and is located near transit services, encouraging the use of transit and other alternative modes. Further, the orientation of the Project design ensures that the Project actively engages with the street and its surrounding uses. Specifically, the Project office, situated adjacent to Virgil Avenue will feature display windows showcasing materials that the public can purchase on-site, like boxes and packing tape, thereby engaging with the pedestrian experience and further activating the street. Thus, the Project would align with the Pedestrian-First Design approach of *Citywide Design Guidelines*.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.50 miles of the Project Site and any transportation system improvements in the vicinity. The Related Projects are listed in Table 2 and shown in Figure 11.

Similar to the Project, the Related Projects considered in this cumulative analysis would be separately reviewed, including a check for consistency with applicable policies and prior to approval by the City. As detailed above, the Project would generally conform with the relevant programs, plans, and policies and would not significantly contribute to a cumulative impact with respect to conflicts with the identified programs, plans, policies, and ordinances.

TABLE 4
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a][b]	**Analysis of Project Conflicts/Consistency**
Chapter 1 – Safety First	
Policy 1.1 Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**No Conflict.** The Project would provide landscape elements along the frontages of the Project Site as well as a wider sidewalk on Virgil Avenue. All improvements within the public right-of-way would be designed and completed in consultation with Los Angeles Department of Transportation (LADOT), or other agencies, and in compliance with standard guidelines, including Americans with Disabilities Act (ADA).
Policy 1.2 Complete Streets Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	**No Conflict.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. The Project is also located in close proximity to numerous public transit options, which will encourage alternative modes of transportation. Lastly the Project will not prevent the City from implementing any transportation system improvement projects.
Policy 1.3 Safe Routes to Schools Prioritize the safety of school children on all streets regardless of highway classifications.	**No Conflict.** The nearest elementary schools to the Project Site are Young Oak Kim Academy, Pilgrim School and Larchmont Charter School, all of which are located within approximately 0.20 miles of the Project Site. The City's Safe Routes to School program does not identify any infrastructure or safety improvements in the immediate area. The Project will widen the sidewalks along Virgil Avenue, and the Project's two driveways will be designed in compliance will all applicable safety standards. Thus, the Project will support the Safe Routes to Schools goal.
Policy 1.6 Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**No Conflict.** The Project would prepare a construction traffic management plan (described in Section 5D of this report) that would include detour routes for all applicable travel modes, including pedestrian and transit users, and any impediments to the public right-of-way. The Project will also coordinate with the City and obtain all necessary permits, as applicable.
Chapter 2 – World Class Infrastructure	
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**No Conflict.** The Project would conform to all design element requirements which may affect public right-of-way, including proper driveway alignment, sidewalk widths, lighting elements, and landscaping design that would not hinder sight distance, mobility, or accessibility.

TABLE 4 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a][b]	**Analysis of Project Conflicts/Consistency**
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**No Conflict.** The Project would dedicate property and widen the sidewalk by three feet along its frontage on Virgil Avenue, thereby creating a more comfortable walking environment. The Project would provide separate pedestrian entrances from the vehicular driveways to the Project Site.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**No Conflict.** The Project Site is not located adjacent to any roadways that have been designated as part of the Neighborhood Enhanced Network. Nonetheless, the Project would not preclude the City from enhancing the neighborhood character of the surrounding area.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**No Conflict.** The Project Site is not located adjacent to any roadways that have been designated as part of the Transit Enhanced Network. The Project would not preclude future improvements to existing transit services or operations and would not conflict with plans under development by Metro or any other transit agencies.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities (includes scooters, skateboards, rollerblades, etc.)	**No Conflict.** Virgil Avenue along the Project Site is designated as part of the Bicycle Lane Network. The Project would provide on-site bicycle parking to encourage bicycling for employees, and visitors to the Project Site and would not prevent the City from installing bicycle lanes.
Policy 2.9 Multiple Networks Consider the role of each enhanced network when designing a street that includes multiple modes.	**No Conflict.** As detailed in Policies 2.3 to 2.6 and illustrated in Figure 14, the vicinity of the Project Site includes a mix of enhanced networks identified as part of the Mobility Plan. The Project would not conflict with the Mobility Plan nor preclude the City from implementing any future improvements to the network.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**No Conflict.** Commercial loading activity would occur on site and would not disrupt the through-traffic operations of the adjacent roadway.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**No Conflict.** Westmoreland Avenue adjacent to the Project Site meets the Mobility Plan half-ROW requirements, and as such the Project is not required to provide any additional dedication. The Project would dedicate three feet along Virgil Avenue to widen the sidewalk to 15 feet and meet the Mobility Plan half-ROW requirement for an Avenue II.

TABLE 4 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Chapter 3 – Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**No Conflict.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project would provide on-site bicycle parking and amenities to encourage walking and bicycling. The Project is located near high-quality bus and rail transit. The Project would support those employees and visitors who choose to travel by automobile with on-site parking, and the Project will implement all applicable TDM requirements.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**No Conflict.** The Project would be designed consistent with all requirements from the ADA and would provide direct connections to pedestrian amenities at adjacent and nearby intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**No Conflict.** The Project would promote land use mix by locating a service use in proximity to employment and residential developments in an urban area. The Project supports initiatives to create transit-oriented developments as it would develop within a TPA and along a HQTC with bus stops serving local and rapid buses.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**No Conflict.** The Project is located within a TPA and adjacent to Vermont Avenue, a HQTC, and to a bus stop that serves Metro Local 204 and 754. Access to this bus stop would be maintained with safe and convenient paths of travel from the Project Site.
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**No Conflict.** The Project would provide bicycle parking to encourage the use of other alternative modes of transportation. Additionally, the widened sidewalks and street-level amenities provided by the Project will facilitate pedestrian travel.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**No Conflict.** The Project would provide long-term and short-term bicycle parking to encourage bicycling for employees and visitors to the Project Site.
Chapter 4 – Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** The Project would encourage alternative modes of travel through its proximity to multiple transit services. As detailed in Section 4B of this Transportation Assessment, the Project would utilize TDM strategies including the provision of bicycle parking to reduce the number of single occupancy vehicle trips to the Project Site.

TABLE 4 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**No Conflict.** The Project would provide sufficient off-street parking to accommodate the needs of employees and visitors at the Project Site. On-street parking is currently permitted on Virgil Avenue and Westmoreland Avenue along the Project Site frontages.
Chapter 5 – Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**No Conflict.** The Project would encourage sustainable transportation by providing on-site bicycle parking facilities and separating pedestrian entrances from vehicles, both of which would promote active transportation modes such as biking and walking. The Project is located near bus and rail stops providing employees and visitors of the Project with public transit modes.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**No Conflict.** The Project is estimated to generate lower VMT per capita than the average for the area, as demonstrated in Section 4B of this Transportation Assessment. Additionally, the Project will support alternative modes of travel by providing bicycle parking, being located near high quality transit, and improving the pedestrian experience.
Policy 5.4 Clean Fuels and Vehicles Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**No Conflict.** The Project would provide electric vehicle (EV)-ready charging stations in accordance with applicable Los Angeles Municipal Code. By providing this type of service, the Project promotes usage of EVs, which produce less GHG emissions compared to non-electric vehicles.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).
[b] The policies omitted from this table are not applicable .

TABLE 5
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a][b]	**Analysis of Project Consistency**
Chapter 1 – Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**No Conflict.** The Project supports initiatives to create transit-oriented developments by promoting jobs in a dense urbanized area well served by transit. The Project would provide landscaping elements along Virgil Avenue for a more comfortable pedestrian environment and on-site bicycle parking to encourage bicycling for employees and visitors to the Project Site. As such, it would encourage the use of active travel modes and thereby promote healthy living.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**No Conflict.** The Project would replace a vacant office building with a self-storage facility to help promote jobs and provide a needed service to local residents.
Chapter 2 – A City Built for Health	
Policy 2.11 Foundation for Health Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable user.	**No Conflict.** The Project would support this policy as it would provide landscaping elements, a wider sidewalk along the Project Site's frontage on Virgil Avenue, and bicycle amenities to promote active transportation modes.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Chapter 5 – An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**No Conflict.** The Project is estimated to generate lower VMT per capita than the average for the area, as demonstrated in Section 4B of this Transportation Assessment. Further, the Project would incorporate TDM strategies to further reduce the number of single occupancy vehicle trips to the Project Site and VMT per capita. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, November 2021).
[b] The policies omitted from this table are not applicable .

TABLE 6
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a][b]	**Analysis of Project Consistency**
Objective 11-1 Promote an adequate system of Bikeways for commuter, school and recreational use. **Policies** **11-1.1** Encourage funding and construction of Bikeways to connect residential neighborhoods to schools, open space areas, and employment centers. **11-1.2** Provide Bikeways along Boulevards II and Avenues in the Wilshire Community Plan Area. **11-1.3** Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City. **11-1.3** Support the provision of bicycle facilities in all new development.	**No Conflict.** The Project would provide on-site bicycle amenities to facilitate the use of bicycles by employees and visitors. Additionally, the Project would not preclude the City from implementing any bicycle improvement projects in the vicinity of the Project Site.
Objective 11-2 Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers. **Policies** **11-2.1** Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians. **11-2.2** Require sidewalks with new roadway construction and substantial reconstruction of existing roadways. **11-1.3** Protect and improve existing pedestrian oriented street segments.	**No Conflict.** The Project supports improved pedestrian access and safety by enhancing connections between nearby residential areas, transit stops, and employment centers. It includes design features that encourage walking and provide convenient, safe routes for pedestrians, including a wider sidewalk on Virgil Avenue.

TABLE 6 (CONT'D)
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective 12-1 Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. **Policies** **12-1.1** Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules. **12-1.2** Encourage the use of Multiple-Occupancy Vehicle programs for shopping and other non-work activities to reduce midday, evening, and special event traffic. **12-1.3** Require that proposals for major non-residential development projects include submission of a TDM Plan to the City. **12-1.4** Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.	**No Conflict.** The Project is subject to the City's current TDM ordinance as it would exceed 25,000 sf of non-residential floor area. The Project, as designed, will include TDM measures as Project Design features such as providing short-term and long-term bicycle parking and will comply with the TDM ordinance
Objective 15-1 Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs. **Policies** **15-1.1** Minimize the number of ingress and egress points to and from all Boulevards II and Avenues in the Wilshire Community Plan Area. **15-1.2** Develop off-street parking resources, including parking structures and underground parking in accordance with design standards. **15-1.3** Manage the supply of on-street parking to provide convenient parking for customers of commercial land uses and to encourage employees to park in off-street lots or garages or use alternate modes of transportation.	**No Conflict.** Although the Project does not need to provide parking because it is located in an AB 2097 area, the Project will voluntarily provide on-site parking and loading spaces to ensure the Project will not negatively impact on-street parking in the vicinity.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Wilshire Community Plan* (Los Angeles Department of City Planning, 2001).
[b] The policies omitted from this table are not applicable.

TABLE 7
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not discourage and/ or inhibit the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**No Conflict.** The Project would include street level landscaping, a pedestrian-orented office, and public art, which will activate the streetscape and create an inviting public realm. The Project would provide bicycle parking to encourage bicycling. The Project is located within a TPA and along a HQTC with bus stops serving local buses of which would promote the use of transit and other alternative modes of transportation. Pedestrian and bicycle access to the Project Site would be separated from vehicles to minimize potential vehicle/pedestrian/bicycle conflicts.

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

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

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

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

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in the VMT Calculator, as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily work VMT per employee for developments within City limits, which is based on Home-Based Work Attraction trips (trips to a workplace destination originating from a residential use). Visitor trips are not factored into the VMT per employee analysis or impact thresholds, as those trips are typically to and from local residences and businesses for a self-storage facility and are assumed to have a negligible or even positive effect on total VMT. However, those trips are factored into the calculation of total project trips for screening purposes when determining if VMT analysis would be required.

Impact Threshold

The Project is located in the Central APC area and, therefore, has a daily work VMT per employee impact threshold of 7.6 based on Table 2.2-1 of the TAG.

Travel Behavior Zone (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City. The Project Site is located in an Urban TBZ (Zone 4), which is described as a high-density neighborhood characterized by multi-story buildings with a dense road network.

Mixed-Use Methodology

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

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths

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

Population and Employment Assumptions

The VMT Calculator contains population assumptions developed based on census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), *Trip Generation Manual, 9th Edition* (ITE, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources.[4] A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

TDM Measures

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

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

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

[4] Newer editions of the LAUSD *Developer Fee Justification Study* and the ITE *Trip Generation Manual* are now available; however, the City's VMT Calculator utilized the editions indicated herein.

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT in comparison to the VMT impact criteria and was set up with the Project's land use program as the primary input. The VMT Calculator includes a Warehousing/Self-Storage land use that was utilized for this analysis.

Project VMT

The Project would utilize TDM strategies to reduce the number of single occupancy vehicle trips to the Project Site, including provision of bicycle parking. In order to provide a conservative analysis, however, the VMT evaluation did not take into consideration of any TDM strategies and the associated VMT or trip reductions. The VMT analysis results based on the VMT Calculator are summarized in Table 8. The VMT Calculator estimates that the Project would generate 585 daily work VMT, resulting in an average work VMT per employee of 7.0. The Project's work VMT per employee would not exceed the Central APC significant VMT impact threshold of 7.6 and, therefore, the overall Project would not result in a significant VMT impact, and no mitigation measures would be required.

The detailed output from the VMT Calculator is provided in Appendix D.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of the RTP/SCS[5] in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

[5] SCAG adopted the RTP/SCS, which has a horizon year of 2050, in April 2024. The California Air Resources Board has not yet reviewed the RTP/SCS, which means that the previous plan (with a horizon year of 2045 and adopted in 2020) remains applicable regarding the region's air quality and GHG reduction goals.

As detailed in the TAG, for projects that do not demonstrate an impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS. The Project would not result in a significant VMT impact, as described above. Therefore, the Project is not anticipated to result in a cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures are required.

Furthermore, the Project Site would provide bicycle parking and is well-served by various local bus and rail lines to encourage use of the regional transportation system, in line with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

TABLE 8
VMT ANALYSIS SUMMARY

Project Information	
Land Use	**Size**
Industrial | Warehousing/Self-Storage	252.876 kef
VMT Screening Analysis [a]	
Net Daily Vehicle Trips	433
Net Daily VMT	2,769
Project VMT Analysis [b]	
Resident Population	0
Employee Population [c]	83
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ) [d]	Urban
Maximum Allowable VMT Reduction [e]	75%
Daily Vehicle Trips	433
Total Daily VMT	2,769
Total Home-Based Production VMT	-
Household VMT per Capita	-
Impact Threshold	-
Significant Impact	**-**
Total Home-Based Work Attraction VMT	585
Work VMT per Employee [f]	7.0
Impact Threshold	7.6
Significant Impact	**NO**

Notes:

[a] As part of the VMT Screening Analysis of the Approved MOU, which is provided in Appendix A, the VMT Calculator Version 1.5 (October 2024) (VMT Calculator) was used to estimate the net daily vehicle trips and net daily VMT for the Project prior to any VMT reductions associated with the implementation of TDM strategies as part of the Project. Based on the results, a detailed VMT analysis for the Project is required.

[b] For conservative purposes, the VMT evaluation does not take into consideration of TDM strategies.

[c] The VMT Calculator combine warehousing and self-storage into one category. However, self-storage typically operates with two to three employees total, therefore the employee total shown is highly conservative as it is based on a typical warehouse operation.

[d] An "Urban" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020)

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

[f] Work VMT per Employee is based on the "home-based work attraction" trip types.

Section 4C: Threshold T-2.2
Substantially Inducing Additional Automobile Travel Analysis

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

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

Section 4D: Threshold T-3

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

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public ROW or modifications along the public ROW (i.e., street dedications). Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts, with consideration of the following factors:

1. The relative amount of pedestrian activity at Project access points
2. Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site and the visibility of cars to pedestrians and bicyclists
3. The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization
4. The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards
5. The Project location, or Project-related changes to the public ROW, relative to proximity to the HIN or a Safe Routes to School (SRTS) program area
6. Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

ACCESS OVERVIEW

As described in Chapter 1 and shown in Figure 1, the Project includes the reconstruction of an existing driveway on Westmoreland Avenue and proposes the construction of a new driveway on Virgil Avenue to provide vehicular access to the Project site. All loading would be accommodated on-site and would not disrupt the through-traffic operations of the adjacent roadway. Pedestrian and bicycle access to the Project Site would be provided via entrances along both of the Project Site street frontages.

PROJECT HAZARDS ANALYSIS

Driveway Design Features

The Project driveways were closely reviewed and compared to the driveway design guidelines from Section 321 of *Manual of Policies and Procedures.* These guidelines include factors such as driveway placement, width, and type. The final design of the driveways would be reviewed by the City Department of Building and Safety (LADBS), City Bureau of Engineering, and LADOT during site plan review to ensure code compliance and safe pedestrian and vehicular design. As detailed below, the driveways would neither substantially increase vehicular conflicts with other vehicles, bicycles, and/or pedestrians along Virgil Avenue and Westmoreland Avenue, nor present any geometric design hazards related to traffic movement.

Virgil Avenue, along which one of the Project driveways is situated, provides four travel lanes, two in each direction, and street parking is available on both sides of the street. Westmoreland Avenue provides two travel lanes, one in each direction, and street parking is available on both sides of the street. Sidewalks are provided on all Project Site frontages adjacent to the Project Site. The Project would dedicate an additional three feet to the existing 12-foot-wide sidewalk along the Project Site, resulting in a 15-foot-wide sidewalk. This would not result in changes to the travel lanes or otherwise affect the general geometric design of roads surrounding the Project Site, nor would it implement any features that would obstruct sight distance or paths of vehicular, pedestrian, or bicycle travel. Pedestrian and bicycle access would be separated from vehicular access.

The driveway widths are proposed at approximately 30 feet and will intersect with the streets at a 90-degree angle, consistent with City design standards. Each Project driveway would provide two-way access. Neither Project driveway would cross existing bicycle facilities. No unusual or new obstacles are presented in the design that would reduce sight distance or be considered hazardous to vehicles, bicycles, or pedestrians. Thus, the design and location of the Project driveways are not anticipated to result in conflicts between vehicles and pedestrians or bicycles. The Project driveways would have the capacity to accommodate all peak hour Project trips and the parking garage gates will remain open during business hours. Therefore, no safety or queuing hazards are expected to occur related to operation of the driveway.

Pedestrian and Bicycle Activity

The Project may result in an increase in both pedestrian and bicycle activity on Virgil Avenue; however, the Project would improve adjacent pedestrian facilities with new landscaping elements and a wider sidewalk on Virgil Avenue. Furthermore, the signalized intersections along Virgil Avenue at 5th Street and 6th Street facilitate traffic flow and provide marked continental crosswalks, walk signal indicators, and countdown timers to increase the safety of pedestrian crossings.

Physical Terrain

The topography of the Project Site and surrounding streets is level, and all driveways are designed to intersect the sidewalk and street at right angles, with adequate building setback to allow pedestrians and bicyclists to observe vehicles within the driveways. In addition, all pedestrian/bicycle access points would be located separate from vehicle driveways to limit potential conflicts between vehicles and pedestrians or bicycles.

The Project's pedestrian enhancements include new landscaping elements along Virgil Avenue to help facilitate pedestrian and bicycle accessibility and improve visibility near vehicular access points. The Project's landscape improvements in the public ROW would be designed to not interfere with visibility.

Project Location

The Project Site does not have any frontage on a roadway segment that has been identified as part of the HIN. The nearest elementary schools to the Project Site are Young Oak Kim Academy, Pilgrim School, and Larchmont Charter School, which are each located approximately 0.20 miles from the Project Site. The Project, upon completion, would widen one sidewalk and would not have an effect on the other sidewalk, nor would it have any negative impact on SRTS. Further, the City's SRTS program has not identified any infrastructure improvement projects within the vicinity of the Project Site, nor would the Project preclude any improvements within the public ROW.

The Project would maintain the designated driveway and roadway width requirements as indicated in the Mobility Plan, and the Project would not preclude future roadway improvements proposed in the Mobility Plan.

Incompatible Uses

None of the Project design elements or land uses are considered incompatible with the surrounding uses. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Therefore, based on the analysis above, the Project does not present any geometric design hazards that would significantly impact traffic movement, mobility, or pedestrian accessibility. Thus, the Project would not result in an impact under Threshold T-3.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. As shown in Table 2 and Figure 11, there are no Related Projects on the same block of the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

FREEWAY SAFETY ANALYSIS

Section 2.4.4 of the TAG outlines the methodology of assessing potential vehicle to vehicle impacts that may result in unsafe vehicle queues from freeway off-ramp facilities due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp. Freeway safety analysis is required for a development project when the project adds 25 or more peak hour trips to any freeway off-ramp.

The Project Site is located between 0.9 and 1.8 miles from three different freeways (I-10, I-110, and US 101) and there are well over a dozen off-ramps on those freeways that could serve inbound Project traffic. As detailed in Table 3, the Project would generate a maximum of 18 inbound trips per hour in total. Since it would not add 25 or more peak hour trips to any freeway off-ramp, no freeway off-ramp queuing analysis is required. Furthermore, the Project would not result in adverse safety conditions at any freeway off-ramps, and no corrective measures would be required.

Chapter 5
Non-CEQA Transportation Analysis

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

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

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

As detailed in the Approved MOU, the Project does not meet the minimum daily-trip thresholds to require a Pedestrian, Bicycle, and Transit Access Assessment or a Project Access, Safety, and Circulation Evaluation and is screened out from further evaluation. Nonetheless, all four non-CEQA transportation analyses were reviewed in detail in Sections 5A through 5D, for informational purposes only.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

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

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

EXISTING INFRASTRUCTURE

Pedestrians and Bicycles

Adjacent to the Project Site, 12-foot-wide sidewalks are provided along Virgil Avenue and 15-foot-wide sidewalks are provided along Westmoreland Avenue. There are curb ramps at all four intersections and pedestrian push buttons and continental crosswalks at all three signalized intersections. Figure 7 shows a map of destinations within walking distance of the Project Site that could attract pedestrian activity.

Transit

The Project is located near bus stops that serve Metro Lines 16, 18, 20, 204 and 754. These bus stops are generally equipped with a shelter (for rain or shade) and a bench. It is also located near the Vermont/Wilshire Metro Station serving subway lines B and D.

PROJECT EFFECTS ON INFRASTRUCTURE

The Project would provide new landscaping elements and maintain accessible sidewalks along both of the Project Site frontages, in addition to widening the sidewalk by three feet on Virgil Avenue. To facilitate bicycle use, the Project would also provide bicycle parking for employees and visitors in accordance with the LAMC. The Project would reconstruct the existing driveway on Westmoreland Avenue along the Project Site frontage and would add a new driveway on Virgil Avenue. The driveways would be designed in accordance with City standards to minimize any potential conflicts with pedestrians and bicyclists and would provide adequate sight distance and visibility. Any improvements to the public ROW will be processed through the City B-permit process. The Project improvements would not preclude or interfere with implementation of any future roadway improvements benefiting pedestrians, bicyclists, and transit users.

PROJECT EFFECTS ON VOLUME

Pedestrians and Bicycles

The Project may result in additional pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, none of the volumes of any of those travel modes is anticipated to reach a level where any degradation, capacity constraint, or conflict would arise on the surrounding infrastructure. Additionally, the Project would enhance the pedestrian environment by providing a more comfortable pedestrian experience through lining the adjacent sidewalks with landscaping elements. The Project's improvements to sidewalk infrastructure would accommodate the Project-related increase in pedestrian traffic. The Project would not directly or indirectly result in a permanent removal or modification of infrastructure or degrade pedestrian or bicycle facilities. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

Transit

Although the Project (and the Related Projects) will cumulatively add transit ridership, the Study Area is served by multiple bus and rail lines operated by Metro and LADOT. Additionally, Los Angeles County voters approved Measure M, a ballot measure to fund transportation projects and programs with a half-cent sales tax and the indefinite extension of the existing half-cent sales tax (i.e., Measure R) set to expire in 2039. This allowed Metro to continue to develop projects to improve the existing transportation system. *2020 Long Range Transportation Plan* (Metro, 2020) outlines a range of transit and highway projects throughout Los Angeles County that were aimed to improve mobility and address future growth. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service in order to accommodate cumulative demand in the region. Thus, the transit capacity as a result of planned transit improvements are expected to accommodate the Project's transit trips without straining capacity.

CONCLUSION

The Project may result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location along an HQTC in a dense urban area, it is ideally located to encourage non-automobile trips. Additionally, the Project would promote a more comfortable and walkable environment for all users through new landscaping elements along both the Project frontages. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities or operations dedicated to those modes.

Section 5B

Project Access, Safety, and Circulation Assessment

This section summarizes the site access, safety, and circulation of the Project Site. It includes a quantitative evaluation of the Project's access and circulation operations, as well as the anticipated LOS at the study intersections.

PROJECT ACCESS

The Project would provide a total of 24 vehicular parking spaces, with access on both Virgil Avenue and Westmoreland Avenue. The Project driveways would be designed to LADOT standards with review by City staff. The circulation aisle widths of the parking area would be designed to allow adequate and safe circulation of vehicles without significant conflicts. All loading would occur on-site.

Pedestrian and bicycle access to the Project would be provided via entrances along both Project Site frontages. Visitors and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. In order to facilitate bicycle use, and consistent with the LAMC, the Project would provide approximately 50 bicycle parking spaces, including 25 short-term and 25 long-term bicycle parking spaces.

OPERATIONAL EVALUATION

The four analyzed intersections, including one unsignalized and three signalized intersections, are shown in Figure 3. Intersection operations were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. In addition to the Existing Conditions in Year 2025 and Future without Project Conditions in Year 2028 detailed in Chapter 2, the following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions (Year 2025): This analysis condition estimates the potential intersection operating conditions that could be expected if the Project were built under existing conditions.

- Future with Project Conditions (Year 2028): This analysis condition estimates the potential intersection operating conditions that could be expected if the Project were occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2028).

Methodology

In accordance with the TAG, the intersection delay analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022) (HCM) methodology, which was implemented using Synchro software with signal timing plans provided by the City. The HCM methodology calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 9 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A to congested stop-and-go conditions at LOS F, for signalized and unsignalized intersections.

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

Existing with Project Conditions

Traffic Volumes. The morning and afternoon peak hour traffic volumes generated by the Project, as described in Chapter 3 and shown in Figure 16, were added to the Existing Conditions morning and afternoon peak hour traffic volumes shown in Figure 10. The resulting volumes are illustrated in Figure 17 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 10 summarizes the weekday morning and afternoon peak hour LOS results for the study intersections under Existing and Existing with Project Conditions. As shown, all four study intersections operate at LOS C or better during both the morning and afternoon peak hours under Existing and Existing with Project Conditions.

Future with Project Conditions

Traffic Volumes. The morning and afternoon peak hour traffic volumes generated by the Project described in Chapter 3 and shown in Figure 16 were added to the Future without Project Conditions (Year 2028) morning and afternoon peak hour traffic volumes shown in Figure 13. The resulting volumes are illustrated in Figure 18 and represent Future with Project Conditions after development of the Project in Year 2028. All future cumulative traffic growth (i.e., ambient and Related Project traffic growth) and transportation infrastructure improvements described in Chapter 2 are incorporated into this analysis.

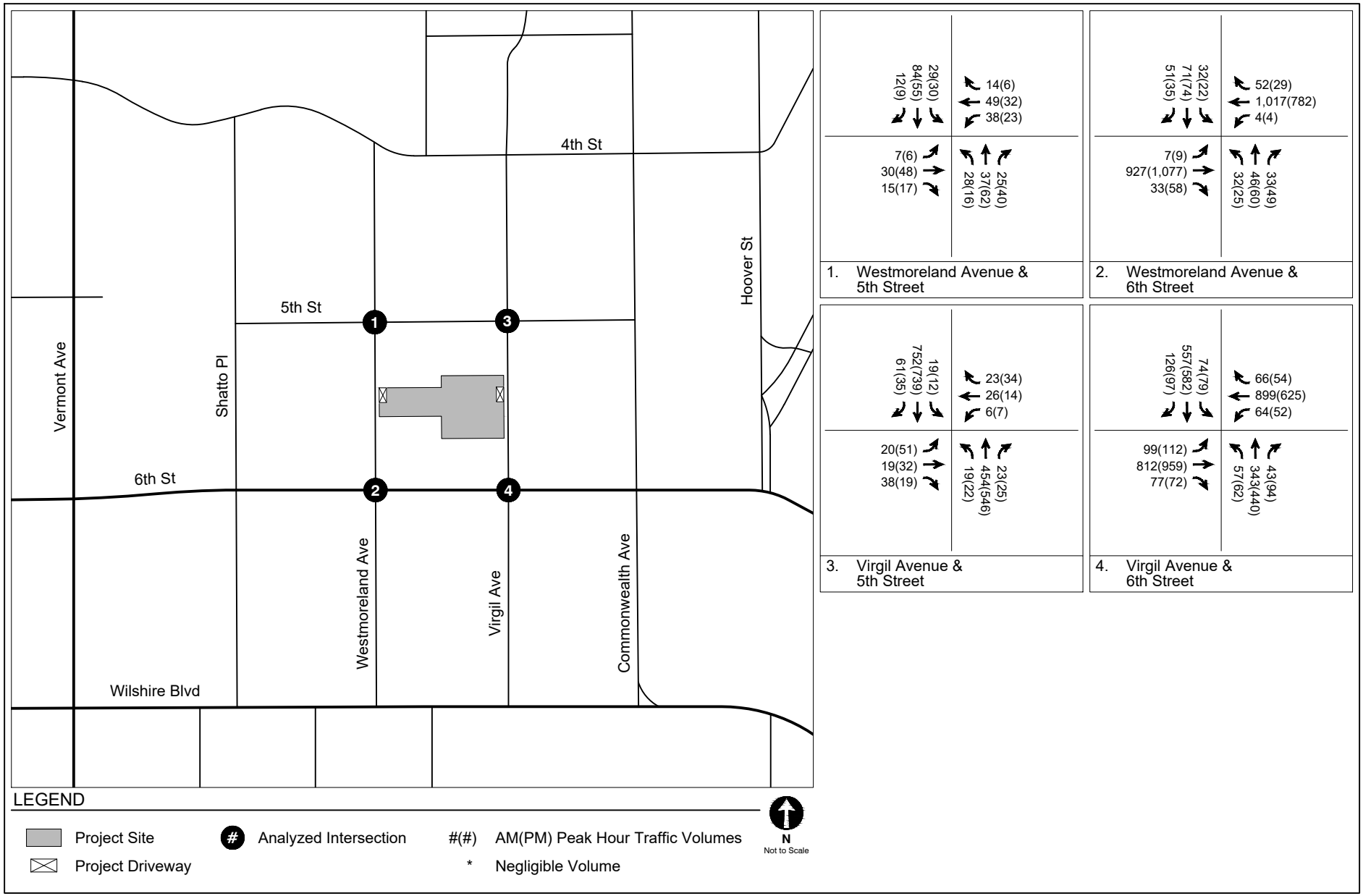
Intersection LOS. Table 11 summarizes the results of the Future without Project (Year 2028) and Future with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown, all four study intersections operate at LOS C or better during both the morning and afternoon peak hours under Future without Project and Future with Project Conditions.

Driveway Operational Analysis

As detailed in Table 3, the Project would generate a maximum of 38 vehicle trips at the proposed driveways during a one-hour period (afternoon peak hour), or fewer than one vehicle every minute at both driveways (including both inbound and outbound vehicles). The traffic expected through the Project driveways can be accommodated internally and would not cause vehicle queues to extend beyond the driveways into the adjacent street system. Furthermore, the signalized intersections of Westmoreland Avenue & 6th Street (Intersection #1), Virgil Avenue & 5th Street (Intersection #3) and Virgil Avenue & 6th Street (Intersection #4), which are located at the ends of the block on which the Project is located, facilitate traffic flow and create traffic gaps that allow turn movements to proceed to and from the Project driveways.

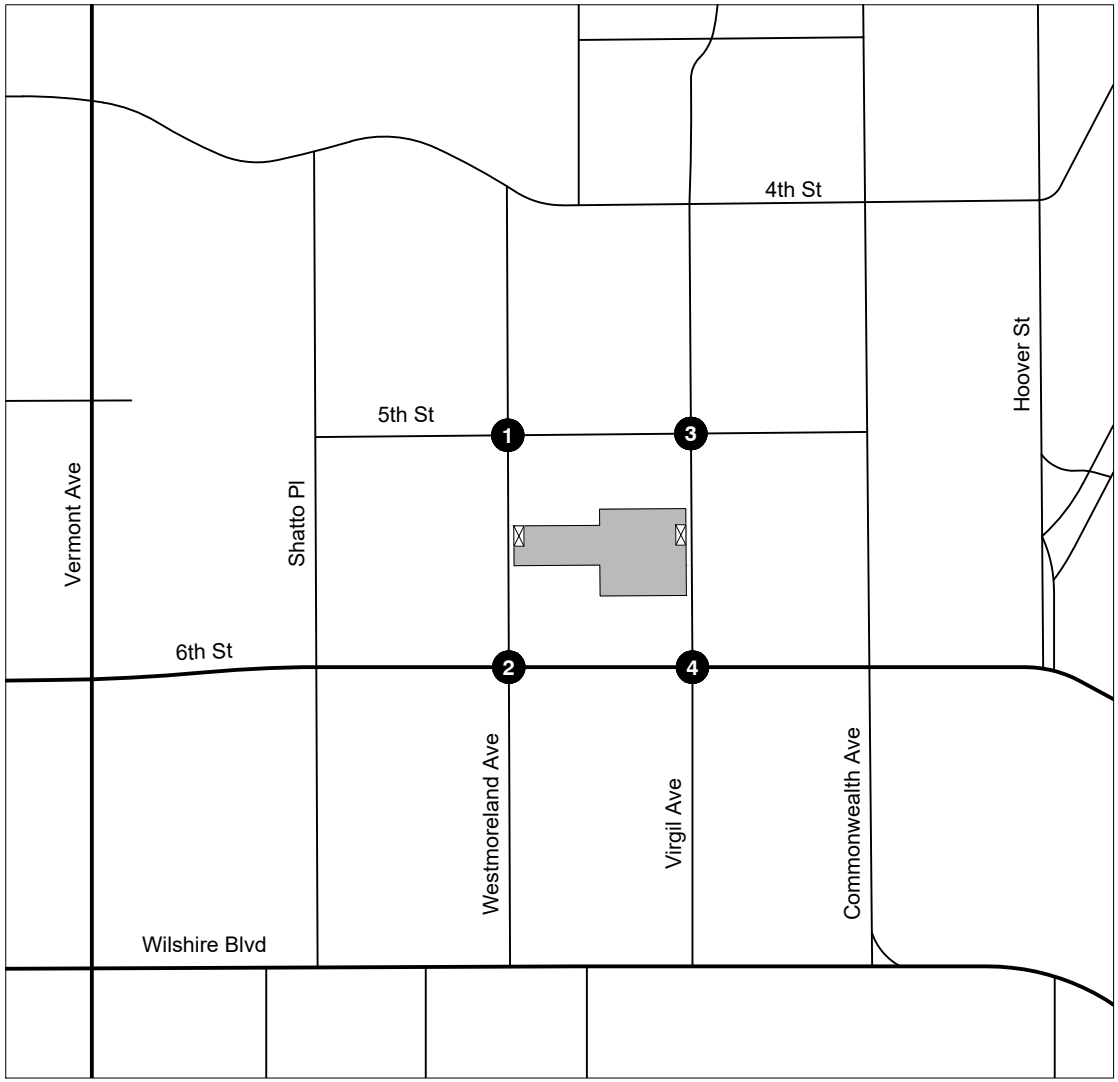
PASSENGER LOADING EVALUATION

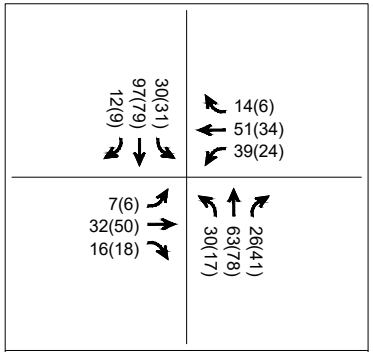
As a self-storage development, it is not anticipated that there will be substantive demand for passenger loading at the Project Site. All storage loading would occur on site in the parking area.



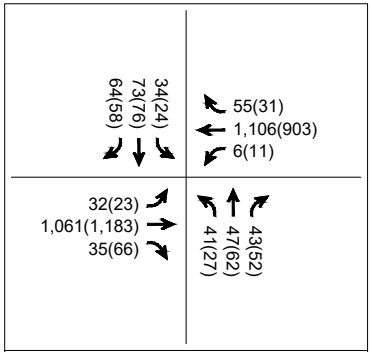
EXISTING WITH PROJECT CONDITIONS (YEAR 2025)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 17

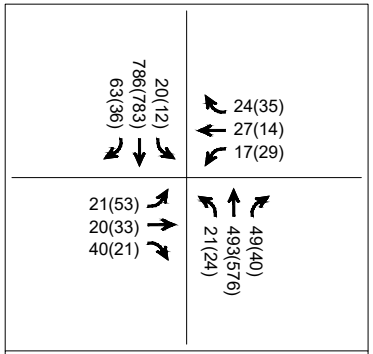




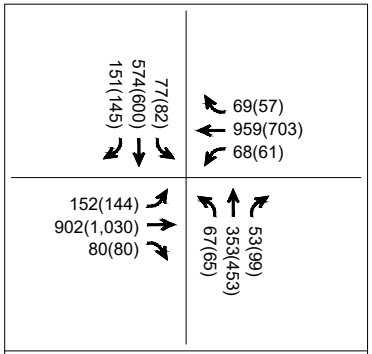
1. Westmoreland Avenue & 5th Street



2. Westmoreland Avenue & 6th Street



3. Virgil Avenue & 5th Street



4. Virgil Avenue & 6th Street

LEGEND

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

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 18

TABLE 9
INTERSECTION LEVEL OF SERVICE DEFINITIONS

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

Notes:

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

[a] Measured in seconds.

TABLE 10
EXISTING WITH PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Westmoreland Avenue & 5th Street	AM PM	8.1 7.9	A A	8.2 8.0	A A
2.	Westmoreland Avenue & 6th Street	AM PM	5.3 5.9	A A	5.4 6.0	A A
3.	Virgil Avenue & 5th Street	AM PM	16.5 21.5	B C	16.5 21.5	B C
4.	Virgil Avenue & 6th Street	AM PM	14.7 15.0	B B	11.1 14.7	B B

Notes:

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 12 (HCM 7th methodology)

TABLE 11
FUTURE WITH PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Westmoreland Avenue & 5th Street	AM PM	8.4 8.1	A A	8.4 8.2	A A
2.	Westmoreland Avenue & 6th Street	AM PM	5.9 6.5	A A	6.0 6.6	A A
3.	Virgil Avenue & 5th Street	AM PM	15.8 21.7	B C	15.8 21.6	B C
4.	Virgil Avenue & 6th Street	AM PM	12.3 17.5	B B	12.3 17.5	B B

Notes:

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 12 (HCM 7th methodology)

Section 5C

Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project, which determines potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets.

Section 3.5.2 of the TAG provides a list of questions to assess whether the Project would negatively affect residential streets. The Project would generate approximately 433 daily trips, as detailed in Table 3, so would not add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets. Project traffic on Westmoreland Avenue would be for local access to and from the Project Site and is not considered cut-through traffic. Therefore, the Project would not cause substantial cut-through traffic, and no further residential street cut-through analysis is necessary.

Section 5D
Project Construction Assessment

This section summarizes the construction schedule and construction analysis for the Project. The construction analysis relates to the temporary effects of Project construction activities and was conducted in accordance with Section 3.4, Project Construction, of the TAG.

CONSTRUCTION EVALUATION CRITERIA

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

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

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

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

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

PROJECT CONSTRUCTION DETAILS

Schedule

The Project is anticipated to be constructed over a period of approximately 18 months, with anticipated completion in Year 2028. The construction period would include subphases of site demolition, site preparation, grading, infrastructure improvements, paving, building construction and architectural coating. Construction vehicle, worker travel, and other associated construction trips were estimated by the Project team. Peak haul truck activity is anticipated to occur during the grading/excavation subphase, and the peak worker activity is anticipated to occur during the building construction subphase. These subphases of construction were studied in greater detail.

GRADING/EXCAVATION SUBPHASE

The peak period of truck activity would occur during the grading/excavation subphase of the Project Site. Based on the proposed haul route plan, loaded trucks would exit from the Project Site, travel south on Virgil Avenue, travel east to Wilshire Boulevard, travel south to Hoover Street, travel west on 20th Street, and finally access the I-10 Westbound on-ramp. The return route to the Project Site would follow the same path in reverse. The proposed haul routes will be reviewed and approved by the City.

Based on projections compiled for the Project, approximately 5,600 cubic yards of material would be removed from the Project Site. This subphase would occur over a 25-workday period and is estimated to require a maximum of 50 haul trucks per day. Thus, up to 100 daily haul truck trips (50 inbound, 50 outbound) are forecasted to occur during the grading/excavation subphase. Larger trucks were converted into the equivalent value of passenger cars (PCE) at a rate of 2.0 due to the slower headway and delay-creating effects of heavy vehicles. Thus, the 100 haul truck trips would be equivalent to 200 daily PCE trips. With implementation of the Construction Traffic

Management Plan, detailed below, almost all haul truck activity and worker trips would occur outside of the typical commuter peak hours.

BUILDING CONSTRUCTION SUBPHASE

The traffic-related effects associated with construction workers depend on the number of construction workers employed during various subphases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before around 9:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, the building construction subphase would employ the most construction workers, with a maximum of approximately 50 workers per day during the peak of construction for all components of the building (i.e., foundation, framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 50 workers per day used for the purposes of this analysis represents a very conservative estimate.

Assuming minimal carpooling amongst those workers, an average vehicle occupancy of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 50 workers would result in a total of 44 vehicles, or 88 trips (44 inbound and 44 outbound) to and from the Project Site on a daily basis, but nearly all of those trips would occur outside of the peak hours, as described above. It is also expected that up to 25 delivery trucks would arrive to and from the Project Site on a daily basis during this subphase.

Between workers and delivery trucks, there would be substantially fewer daily trips during construction than during Project operation, as shown in Table 3, and these trips would primarily

occur outside of the commuter peak hours. As such, Project construction would have a lesser effect on the traffic operations of the surrounding streets than Project operation, which would have a minimal impact, as detailed in Section 5B.

During the building foundation and building construction subphases, parking for construction workers would be provided at one or more nearby parking lots or structures until the parking garage is built to grade. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Traffic Management Plan.

POTENTIAL CONSTRAINTS ON ACCESS, TRANSIT, AND PARKING

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

Access

Construction activities are expected to be primarily contained within the Project Site boundaries. Throughout the construction period, the curb lanes on the Project Site frontages may be temporarily closed during crane delivery and major delivery of materials, and construction fences are expected to encroach into the public ROW (e.g., sidewalks and roadways) adjacent to the Project Site. Temporary traffic controls would be provided to direct traffic around any closures, as required in the Construction Traffic Management Plan, and emergency access would not be impeded.

The use of the public ROW may require temporary re-routing of pedestrian and bicycle traffic. The Construction Traffic Management Plan would include measures (e.g., use of light-duty barriers

and cones, use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering) to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways.

Transit

No bus stop is located adjacent to the Project Site; as such, no transit rerouting is anticipated, and no transit relocation will occur as a result of the Project construction.

On-Street Parking

On-street parking is allowed on Virgil Avenue and Westmoreland Avenue. Project construction could result in temporary elimination of several on-street parking spaces on Westmoreland Avenue and Virgil Avenue adjacent to the Project Site.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval prior to issuance of building permits. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce the effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities to ensure traffic safety on the public ROW
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets
- Containment of construction activity within the Project Site boundaries to the extent feasible
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible
- Spacing of trucks so as to discourage a convoy effect
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities that shall be posted at the site readily visible to any interested party during site preparation, grading, and construction

As part of the LADOT and/or LADBS established process for reviewing Construction Traffic Management Plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the effects of cumulative construction activities on any particular roadway.

Chapter 6

Summary and Conclusions

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

- The Project proposes an eight-story, approximately 252,876 sf self-storage facility at 525 S. Virgil Avenue. The Project Site is currently developed with a vacant office building; however, no existing use credits were applied for conservative purposes. The Project would provide a total of 24 vehicular parking spaces, with access via Virgil Avenue and Westmoreland Avenue. Pedestrian and bicycle access to the Project Site would be provided via entrances along both street frontages on Westmoreland Avenue and Virgil Avenue.

- The Project is estimated to generate 433 daily trips including 23 morning peak hour trips and 38 afternoon peak hour trips.

- The Project would not conflict with the City's plans, programs, ordinances, and polices and would not result in any significant geometric design hazard impacts. The Project would not cause a significant safety impact at any freeway off-ramp locations.

- The Project would utilize TDM strategies such as the provision of LAMC-required bicycle parking. The Project would not result in significant VMT impacts and, therefore, no mitigation measures would be required.

- The Project would provide adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through-traffic movements on City streets.

- The addition of Project trips would not adversely affect any residential Local Streets.

- Construction traffic would primarily occur outside of the commuter morning and afternoon peak hours. A Construction Traffic Management Plan would be prepared to ensure that the potential deleterious effects of Project construction are minimized.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, 2010.

2020 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, 2020.

California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator Version 1.5, Los Angeles Department of Transportation, October 2024.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal, A Plan for Navigating to a Brighter Future – The 2024-2050 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted April 4, 2024.

Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

Los Angeles Municipal Code, City of Los Angeles.

Manual of Policies and Procedures, Los Angeles Department of Transportation, 2024.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, Updated November 2021.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010.

State of California Senate Bill 743, Steinberg, 2013.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020, Updated August 2022.

References, cont.

Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Wilshire Community Plan, Los Angeles Department of City Planning, 2001.

Appendix A

Memorandum of Understanding

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: 525 S. Virgil Avenue Self-Storage Project

Project Address: 525 S. Virgil Avenue

Project Description: The Project proposes a development of a seven-story self-storage facility approximately 253,000 sf.

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

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

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

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

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

1 _____ 4 _____

2 _____ 5 _____

3 _____ 6 _____

III. TRIP GENERATION

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

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

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

	IN	OUT	TOTAL
AM Trips	14	9	23
PM Trips	18	20	38

NET Daily Vehicle Trips (DVT)

_____ DVT (ITE ___ ed.)

433 DVT (VMT Calculator ver. 1.5)

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

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

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2028 Ambient Growth Rate: 1 % Per Yr.

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

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

1 Westmoreland Avenue & 5th Street
2 Westmoreland Avenue & 6th Street
3 Virgil Avenue & 6th Street
4
5 Virgil Avenue & 5th Street
6

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

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

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

V. ACCESS ASSESSMENT

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

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

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

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

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

VIII. FREEWAY SAFETY ANALYSIS SCREENING

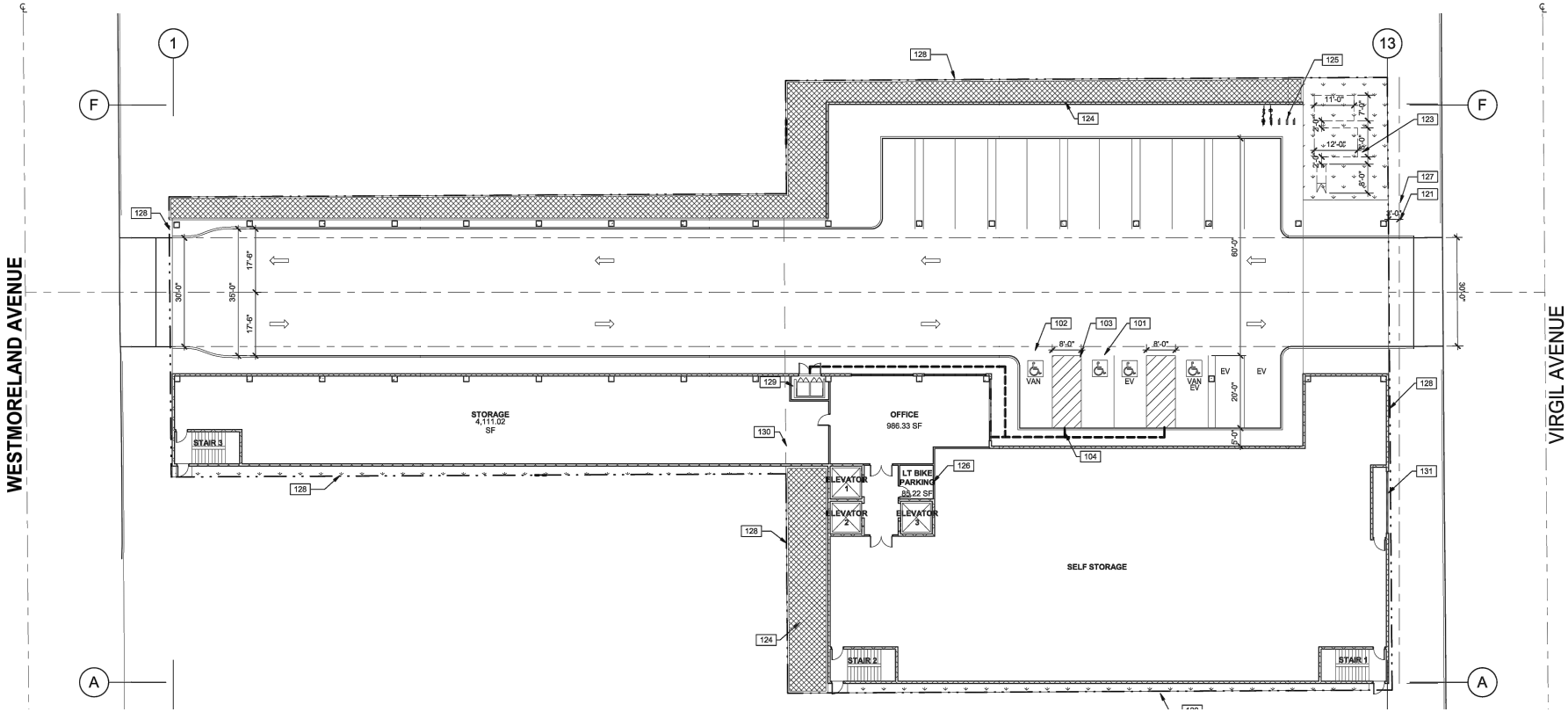
Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☑ NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.
The Project would not generate 25 or more inbound trips that would use any freeway off-ramp.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	Shatto Emet QOZB LP
Address:	655 N Central Avenue, Suite 920, Glendale, CA 91203	2219 Main Street, Santa Monica, CA 90405
Phone Number:	(213) 683-0088	
E-Mail:	ehy@gibsontrans.com	

Approved by:	x	Eliza Hy		08/19/2025	x			10/01/2025	
		Consultant's Representative		Date		LADOT Representative		**Date	
Adjacent Municipality:				Approved by:					
				(if applicable)		Representative		Date	

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

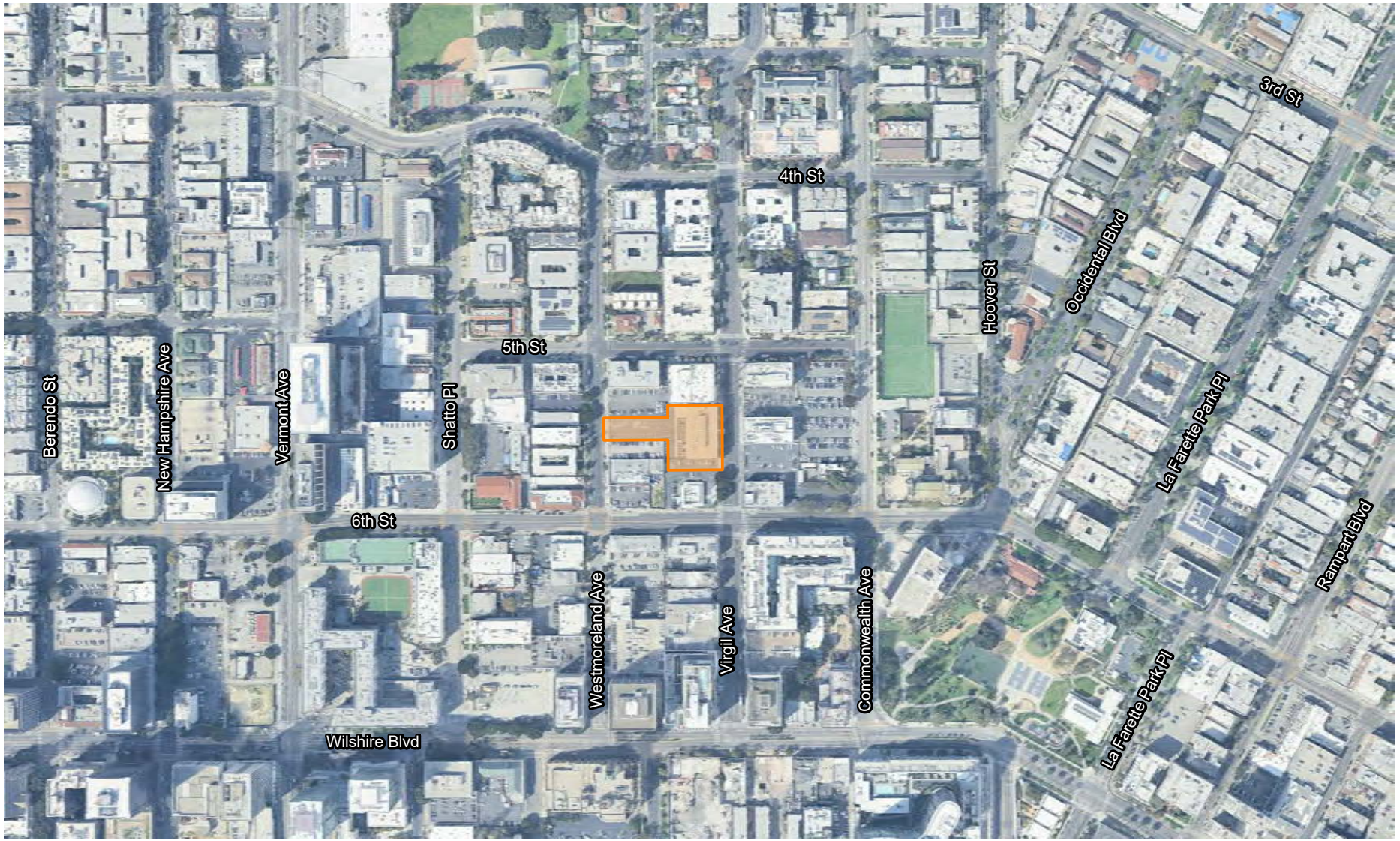


Source: Edgecomb & Associates, Inc. August, 2025.

N
Not to Scale

PROJECT SITE PLAN

FIGURE
1



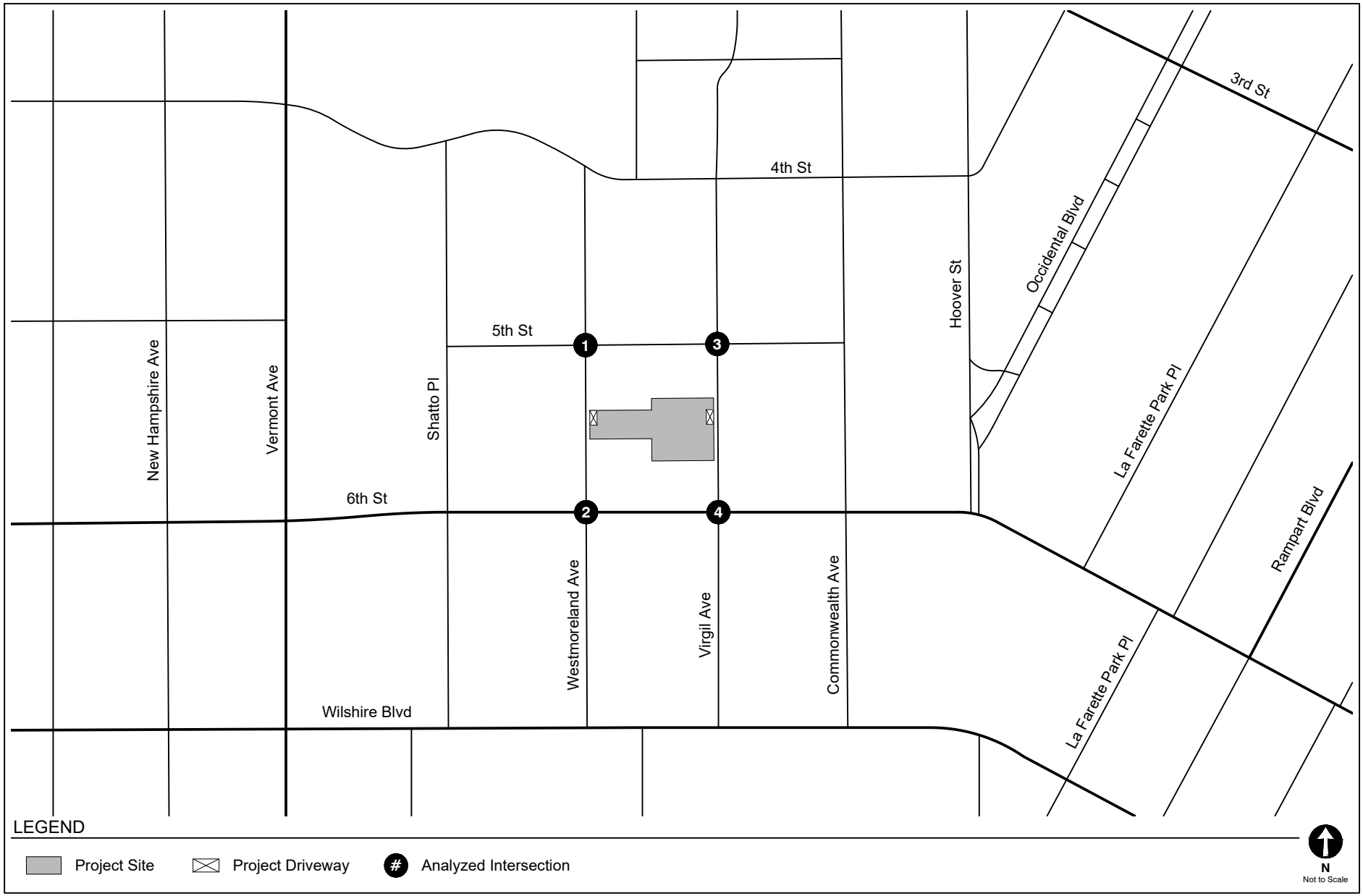
LEGEND

Project Site

N
Not to Scale

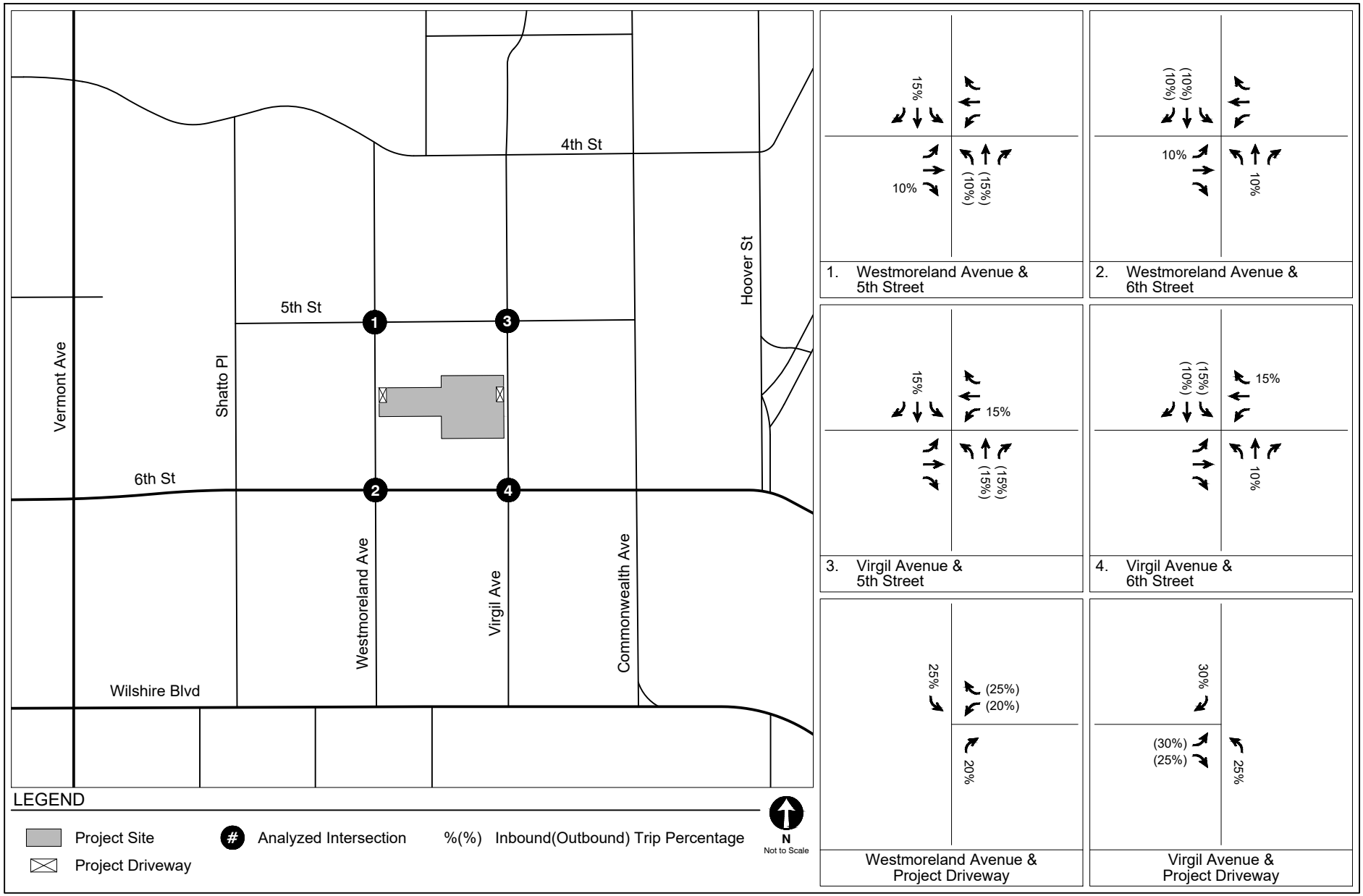
PROJECT SITE LOCATION

FIGURE 2



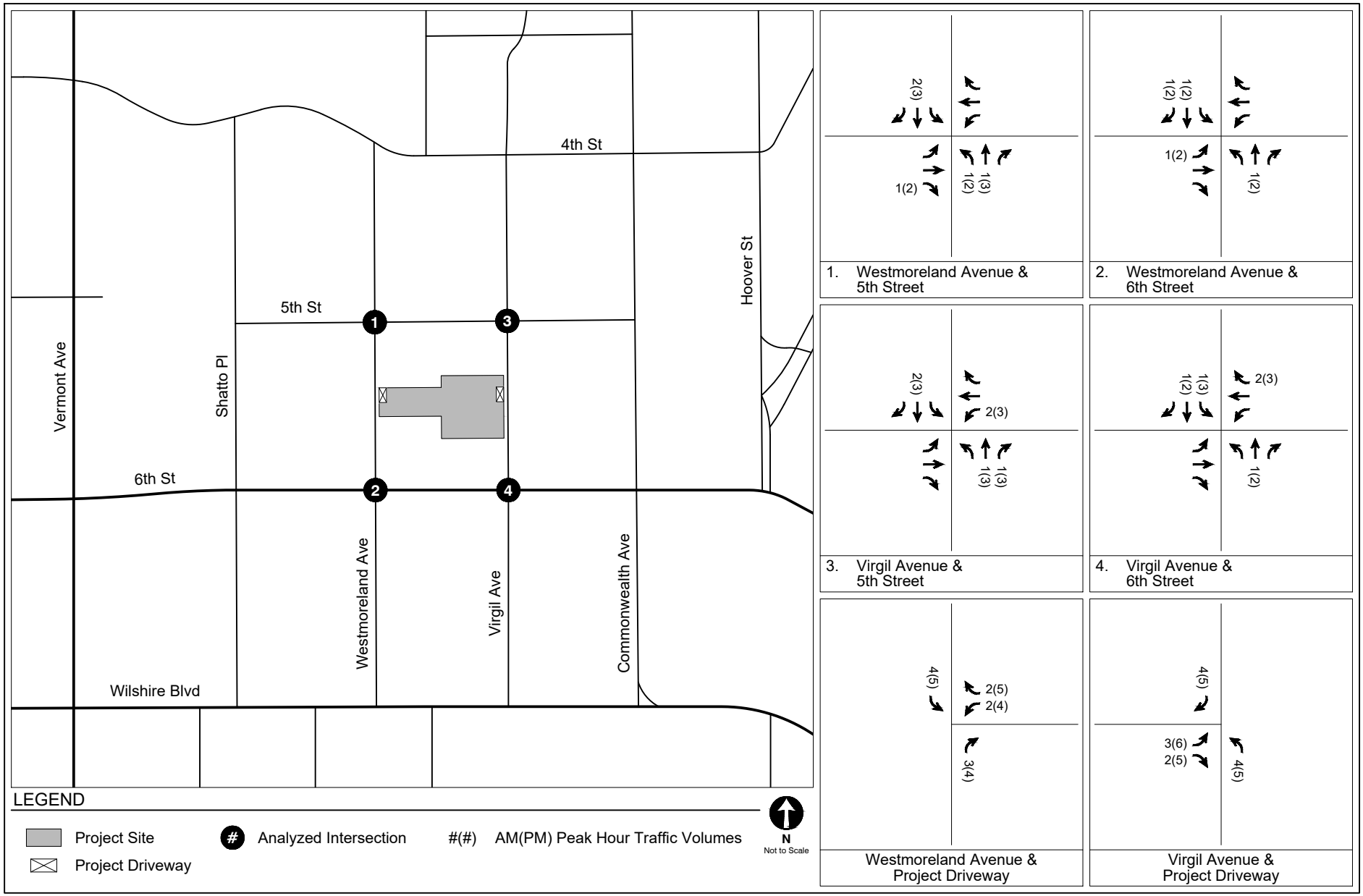
STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3



PROJECT TRIP DISTRIBUTION

FIGURE 4



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5

TABLE 1
525 VIRGIL AVENUE
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Mini-Warehouse	151	per 1,000 sf	1.45	59%	41%	0.09	47%	53%	0.15
Project									
Self-Storage	151	252,876 sf	367	14	9	23	18	20	38
Total - Net New Project Trips			**367**	**14**	**9**	**23**	**18**	**20**	**38**

Notes

[a] Source: *Trip Generation Manual, 11th Edition,* Institute of Transportation Engineers (ITE), 2021.

TABLE 2
525 VIRGIL AVENUE
RELATED PROJECTS

Z

No	Project Name	Address	Description	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Hotel & Restaurant	2965 W 6th St	99 hotel rooms	688	26	18	44	25	25	50
2.	Mixed-Use	616 S Westmoreland Ave	77 apartment units, 2,360 sf restaurant and 745 sf retail	446	1	30	31	31	5	36
3.	Mixed-Use	550 S Shatto Pl	283 apartment units, 35 affordable housing units and 21,842	1,968	14	60	74	59	9	8
4.	Residential w/ Affordable Housing	639 S Commonwealth Ave	127 apartment units and 15 affordable housing units	465	22	16	38	14	19	33
5.	Mixed-Use	3000 W Wilshire Blvd	190 apartment units (including 19 affordable housing units) and 867 sf retail	342	(20)	42	20	27	(10)	17
6.	Mixed-Use	3100 Wilshire Blvd	264 residential units, 33 affordable housing units and 7,370 sf commercial	1,205	25	69	94	39	10	49
7.	Mixed-Use	605 S Vermont Ave	103 apartment units and 30,937 sf Museum	755	17	39	56	42	37	79
8.	Mixed-Use	631 S Vermont Ave	200 hotel rooms, 250 condos unit, 49,227 sf office and 21,320 sf retail	2,599	95	95	190	115	120	235
9.	Fast Food with Drive-Through	3201 W Wilshire Blvd	3,865 sf of fast food with drive-thorugh	461	27	21	48	27	26	53
10.	Mixed-Use	2850 W 7th Street	206 apartment units and 7,500 sf retail	1,057	20	72	92	72	42	114
11.	Mixed-Use	3240 W Wilshire Blvd	162 hotel rooms, 545 apartment units and 5,222 sf retail	1,353	15	173	188	89	23	112
12.	Residential Complex	638 S Berendo St	163 apartment units	479	22	42	64	42	32	74
13.	Mixed-Use	668 S Coronado St	122 apartment units and 1,182 sf retail	947	14	48	62	56	34	90
14.	Residential Complex	329 S Rampart Blvd	53 apartment untis (including 8 affordable housing units)	279	6	17	23	17	9	26

Notes:
[a] Related project information and trip generation estimates for development projects are provided by Los Angeles Department of Transportation or accessed from http://planning.lacity.org based on cases filed since July 2025.

TABLE 3
525 VIRGIL AVENUE
FREEWAY OFF-RAMP SAFETY SCREENING ANALYSIS

Freeway Off-Ramp	**Peak Hour**	**Project Traffic**	**Meets Screening Criteria?** [a]
US 101			
Southbound Off-ramp to Vermont Avenue	AM PM	14 2	NO NO
Southbound Off-ramp to Silver Lake Bouelvard	AM PM	14 2	NO NO

Notes:

[a] Based on *Transportation Assessment Guidelines* (LADOT, August 2022), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more net incoming peak hour trips.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

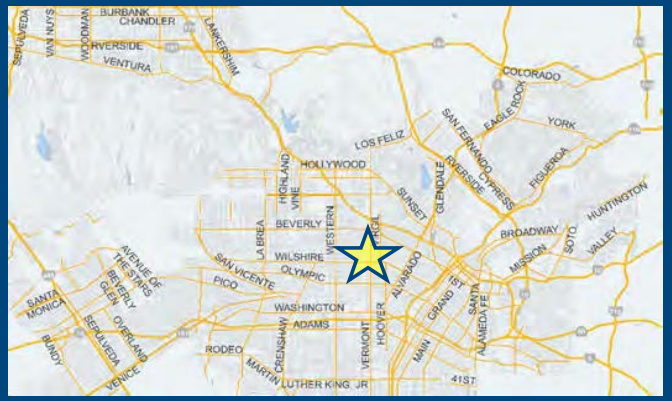
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 515 S Virgil Ave

Scenario:

Address: 515 S VIRGIL AVE, 90020



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	253	ksf
Industrial | Warehousing/Self-Storage	252.876	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	433 Daily Vehicle Trips
0 Daily VMT	2,769 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	433 Net Daily Trips
The net increase in daily VMT ≤ 0	2,769 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/25/2025

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Information

Project: 515 S Virgil Ave
Scenario:
Address: 515 S VIRGIL AVE, 90020



Proposed Project Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	252.876	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
  - Implement/Improve On-street Bicycle Facility — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy
  - Include Bike Parking Per LAMC — ☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy
  - Include Secure Bike Parking and Showers — ☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy
- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
429 Daily Vehicle Trips	**429** Daily Vehicle Trips
2,735 Daily VMT	**2,735** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
6.9 Work VMT per Employee	**6.9** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

9/25/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 25, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	252.876	ksf
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 25, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

Analysis Results			
Total Employees: 83 Total Population: 0			
Proposed Project		***With Mitigation***	
429	**Daily Vehicle Trips**	**429**	**Daily Vehicle Trips**
2,735	**Daily VMT**	**2,735**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.9	**Work VMT per Employee**	**6.9**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 25, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 25, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.5	0	0
Home Based Other Production	0	0.0%	0	5.2	0	0
Non-Home Based Other Production	128	-8.6%	117	7.8	998	913
Home-Based Work Attraction	120	-25.0%	90	6.5	780	585
Home-Based Other Attraction	256	-57.4%	109	4.9	1,254	534
Non-Home Based Other Attraction	128	-8.6%	117	6.3	806	737

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	116	902	-1.2%	116	902
Home-Based Work Attraction	-1.2%	89	578	-1.2%	89	578
Home-Based Other Attraction	-1.2%	108	527	-1.2%	108	527
Non-Home Based Other Attraction	-1.2%	116	728	-1.2%	116	728

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 83
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**578**	**578**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.9**	**6.9**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	Eliza Hy
Print Name:	Eliza Hy
Title:	Associate
Company:	Gibson Transportation Consulting, Inc.
Address:	655 N Central Avenue, Suite 920 Glendale, CA 91203
Phone:	(562) 506-7515
Email Address:	ehy@gibsontrans.com
Date:	08/19/25

Appendix B

Traffic Volume Data

Turning Movement Count Report AM

Location ID: 1
North/South: Westmoreland Ave
East/West: 5th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	9	3	3	2	0	5	2	2	0	4	1	32
7:15	3	17	2	0	5	4	5	3	3	0	4	0	46
7:30	7	14	8	5	5	10	4	8	5	2	3	1	72
7:45	5	13	7	0	8	7	4	8	8	5	9	3	77
8:00	3	28	7	7	13	5	7	5	6	2	10	2	95
8:15	3	20	5	3	19	7	5	11	7	3	4	2	89
8:30	3	14	10	2	9	11	6	14	5	6	9	1	90
8:45	3	20	7	2	8	15	7	6	9	3	7	2	89
9:00	1	18	4	4	9	1	3	7	10	6	4	1	68
9:15	2	12	1	2	5	3	6	10	2	5	4	2	54
9:30	4	11	4	1	5	6	7	5	5	3	5	2	58
9:45	10	13	1	2	8	10	5	13	5	4	6	2	79
Total Volume:	45	189	59	31	96	79	64	92	67	39	69	19	849
Approach %	15%	65%	20%	15%	47%	38%	29%	41%	30%	31%	54%	15%	
Peak Hr Begin:	8:00												
PHV	12	82	29	14	49	38	25	36	27	14	30	7	363
PHF	0.809			0.871			0.880			0.797			

Turning Movement Count Report PM

Location ID: 1
North/South: Westmoreland Ave
East/West: 5th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	3	13	3	1	10	10	8	8	3	4	10	3	76
16:15	4	13	5	2	14	5	12	6	7	6	7	1	82
16:30	1	15	5	0	10	4	12	15	3	8	20	1	94
16:45	1	9	12	1	8	6	11	16	3	3	8	2	80
17:00	4	11	7	1	8	8	5	14	1	4	11	0	74
17:15	3	17	6	4	6	5	12	14	7	0	9	3	86
17:30	2	9	6	1	6	10	9	8	3	9	9	2	74
17:45	2	7	7	2	3	7	6	10	1	5	11	3	64
18:00	3	9	1	4	7	7	9	11	4	5	22	5	87
18:15	5	18	2	3	3	8	5	8	3	2	12	5	74
18:30	1	13	5	2	3	8	9	12	4	0	15	4	76
18:45	2	16	3	2	7	5	7	18	2	5	2	4	73

Total Volume:	31	150	62	23	85	83	105	140	41	51	136	33	940
Approach %	13%	62%	26%	12%	45%	43%	37%	49%	14%	23%	62%	15%	

Peak Hr Begin:	16:30												
PHV	9	52	30	6	32	23	40	59	14	15	48	6	334
PHF	0.875			0.897			0.856			0.595			

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

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	3	0	3	0	3	0	1	0
7:15	1	0	1	0	2	0	5	0
7:30	5	0	3	0	3	0	0	0
7:45	4	0	6	0	1	0	6	0
8:00	9	0	3	0	1	0	6	0
8:15	5	0	11	0	7	0	3	0
8:30	5	0	3	0	6	0	4	0
8:45	4	0	1	0	1	0	3	0
9:00	2	0	4	0	2	0	4	0
9:15	4	0	3	0	5	0	0	1
9:30	3	0	4	0	2	0	2	0
9:45	0	0	1	0	4	0	1	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	2	0	3	0	2	0	1	0
16:15	1	0	3	0	5	0	1	0
16:30	3	0	4	0	8	0	5	0
16:45	5	0	2	0	2	0	2	0
17:00	2	0	2	0	2	0	6	0
17:15	6	0	3	0	4	0	4	0
17:30	4	0	3	0	5	0	0	0
17:45	7	1	2	0	2	0	7	0
18:00	3	0	7	0	6	0	6	0
18:15	4	0	1	0	4	0	9	0
18:30	3	0	2	1	3	0	5	0
18:45	8	0	6	0	3	0	2	0

Turning Movement Count Report AM

Location ID: 2
North/South: Virgil Ave
East/West: 5th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	103	1	3	1	2	2	107	1	5	4	4	237
7:15	5	93	1	5	2	2	3	134	3	4	2	3	257
7:30	12	128	0	11	2	0	1	138	5	10	0	3	310
7:45	13	160	6	6	5	0	7	116	4	8	7	4	336
8:00	14	198	5	5	9	2	1	120	2	8	5	6	375
8:15	19	190	3	6	8	1	6	118	6	5	4	3	369
8:30	15	202	5	6	4	1	8	99	7	17	3	7	374
8:45	16	168	0	7	5	1	2	93	9	11	1	7	320
9:00	9	141	4	7	6	4	3	84	3	3	1	3	268
9:15	10	138	3	6	5	0	2	81	3	4	4	1	257
9:30	6	129	3	3	5	1	6	104	5	4	4	6	276
9:45	12	137	0	12	6	5	2	92	12	5	2	2	287
Total Volume:	135	1787	31	77	58	19	43	1286	60	84	37	49	3666
Approach %	7%	92%	2%	50%	38%	12%	3%	93%	4%	49%	22%	29%	
Peak Hr Begin:	7:45												
PHV	61	750	19	23	26	4	22	453	19	38	19	20	1454
PHF	0.935			0.828			0.950			0.713			

Turning Movement Count Report PM

Location ID: 2
North/South: Virgil Ave
East/West: 5th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	14	131	2	9	3	0	6	108	10	9	5	4	301
16:15	7	157	1	7	11	1	5	98	5	7	6	5	310
16:30	9	170	3	7	3	1	5	127	9	17	9	13	373
16:45	7	167	4	4	2	0	3	120	7	10	13	4	341
17:00	11	168	5	6	3	1	5	120	8	11	4	4	346
17:15	11	175	2	1	3	2	4	108	4	8	5	11	334
17:30	10	173	3	5	4	0	2	133	12	9	5	10	366
17:45	9	179	6	4	2	0	3	111	4	7	3	11	339
18:00	8	192	4	14	7	1	5	126	7	5	12	15	396
18:15	5	191	4	8	3	1	4	133	5	7	10	16	387
18:30	12	181	3	6	1	0	8	116	5	5	9	13	359
18:45	10	172	1	6	3	2	5	168	5	2	1	7	382

Total Volume:	113	2056	38	77	45	9	55	1468	81	97	82	113	4234
Approach %	5%	93%	2%	59%	34%	7%	3%	92%	5%	33%	28%	39%	

Peak Hr Begin:	18:00												
PHV	35	736	12	34	14	4	22	543	22	19	32	51	1524
PHF	0.960			0.591			0.824			0.773			

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

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	3	0	0	0	5	0
7:15	3	0	3	0	3	0	3	1
7:30	1	0	1	0	2	0	6	0
7:45	2	2	8	0	2	0	3	0
8:00	3	1	1	0	2	0	3	0
8:15	1	0	4	0	3	1	7	0
8:30	3	0	9	0	4	0	2	0
8:45	0	0	5	0	3	0	3	0
9:00	0	0	2	0	2	0	7	0
9:15	1	0	2	1	1	0	6	0
9:30	1	0	5	0	1	0	3	0
9:45	2	0	7	0	2	0	4	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	1	0	2	0	2	0	5	0
16:15	0	0	1	0	3	0	7	0
16:30	2	0	1	0	3	0	5	0
16:45	3	0	2	1	2	0	4	0
17:00	1	0	3	1	1	0	3	1
17:15	0	0	1	0	5	0	4	0
17:30	2	0	1	0	0	0	6	1
17:45	1	1	3	1	1	0	4	0
18:00	5	0	7	0	3	0	2	0
18:15	2	0	4	1	2	1	9	0
18:30	2	1	5	0	1	0	1	0
18:45	3	0	2	0	3	0	2	0

Turning Movement Count Report AM

Location ID: 3
North/South: Westmoreland Ave
East/West: 6th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	11	0	3	155	0	6	3	0	3	102	2	287
7:15	11	9	5	8	173	0	3	9	1	4	126	4	353
7:30	12	11	10	8	206	0	8	4	3	5	223	7	497
7:45	9	13	6	9	245	0	9	10	6	4	237	2	550
8:00	16	17	6	17	268	1	6	11	7	7	244	1	601
8:15	13	19	9	19	257	2	10	13	14	14	248	1	619
8:30	12	21	11	7	247	1	8	11	5	8	198	2	531
8:45	12	24	6	16	226	1	6	10	3	7	195	1	507
9:00	10	13	8	17	162	7	6	6	3	12	189	4	437
9:15	10	10	8	12	173	2	11	4	3	2	164	10	409
9:30	14	8	7	7	184	7	10	7	4	5	166	7	426
9:45	9	19	7	14	163	8	3	11	5	5	155	11	410

Total Volume:	130	175	83	137	2459	29	86	99	54	76	2247	52	5627
Approach %	34%	45%	21%	5%	94%	1%	36%	41%	23%	3%	95%	2%	

Peak Hr Begin:	7:45												
PHV	50	70	32	52	1017	4	33	45	32	33	927	6	2301
PHF	0.864			0.938			0.743			0.918			

Turning Movement Count Report PM

Location ID: 3
North/South: Westmoreland Ave
East/West: 6th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	14	16	4	7	149	5	7	3	8	0	238	4	455
16:15	6	17	6	10	161	3	6	12	7	7	210	10	455
16:30	14	15	7	11	175	5	12	16	8	18	246	2	529
16:45	10	13	11	9	171	4	9	15	8	6	215	5	476
17:00	9	12	6	8	178	3	16	12	3	6	244	2	499
17:15	9	13	8	21	187	3	8	11	7	6	250	3	526
17:30	8	20	7	6	192	3	5	12	8	7	273	2	543
17:45	7	12	2	3	192	0	8	9	4	12	262	2	513
18:00	11	16	6	6	201	2	12	14	8	19	262	2	559
18:15	4	25	5	8	177	2	13	12	4	18	253	0	521
18:30	5	14	6	5	205	0	19	18	8	13	283	2	578
18:45	13	17	5	10	199	0	5	14	5	8	279	3	558

Total Volume:	110	190	73	104	2187	30	120	148	78	120	3015	37	6212
Approach %	29%	51%	20%	4%	94%	1%	35%	43%	23%	4%	95%	1%	

Peak Hr Begin:	18:00												
PHV	33	72	22	29	782	4	49	58	25	58	1077	7	2216
PHF	0.907			0.970			0.733			0.958			

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

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	5	0	5	0	3	1	0	0
7:15	8	0	3	0	5	1	1	0
7:30	20	0	2	0	6	1	8	0
7:45	26	0	7	0	3	2	7	0
8:00	31	0	7	0	4	0	9	0
8:15	29	0	7	0	4	0	1	0
8:30	13	0	14	0	7	0	1	0
8:45	14	0	10	0	3	1	5	0
9:00	15	0	8	0	8	0	7	0
9:15	12	0	5	0	6	0	5	0
9:30	10	0	11	0	1	0	4	1
9:45	11	0	19	0	1	0	6	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	9	1	6	0	6	1	3	0
16:15	9	0	6	0	6	0	8	0
16:30	16	1	5	0	15	1	7	0
16:45	7	0	4	0	9	1	2	0
17:00	19	0	5	0	12	0	4	0
17:15	11	1	3	0	7	1	5	0
17:30	10	0	3	0	8	3	3	0
17:45	10	0	7	0	7	3	8	0
18:00	16	0	10	0	11	1	5	0
18:15	14	0	7	0	5	2	7	1
18:30	8	0	2	0	5	9	2	1
18:45	13	0	5	0	6	1	5	0

Turning Movement Count Report AM

Location ID: 4
North/South: Virgil Ave
East/West: 6th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	17	66	15	3	139	6	6	86	5	9	76	20	448
7:15	13	79	10	10	167	2	3	112	6	4	101	26	533
7:30	20	99	18	15	181	8	9	110	18	11	195	35	719
7:45	31	124	10	20	217	16	5	90	10	17	206	27	773
8:00	31	150	21	10	239	11	11	88	18	17	224	19	839
8:15	22	134	22	23	245	19	20	89	13	19	220	28	854
8:30	42	148	20	11	198	18	7	75	16	24	162	25	746
8:45	21	128	17	9	191	13	11	85	19	19	161	27	701
9:00	24	94	18	7	150	11	16	70	12	14	159	24	599
9:15	27	103	11	16	156	12	4	70	7	11	140	32	589
9:30	22	100	15	14	162	10	9	72	17	16	136	33	606
9:45	28	91	12	8	141	9	10	75	11	16	114	30	545

Total Volume:	298	1316	189	146	2186	135	111	1022	152	177	1894	326	7952
Approach %	17%	73%	10%	6%	89%	5%	9%	80%	12%	7%	79%	14%	

Peak Hr Begin:	7:45												
PHV	126	556	73	64	899	64	43	342	57	77	812	99	3212
PHF	0.899			0.895			0.906			0.925			

Turning Movement Count Report PM

Location ID: 4
North/South: Virgil Ave
East/West: 6th St

Date: 08/20/25
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	22	109	17	18	124	10	25	89	10	24	191	29	668
16:15	28	132	11	17	145	10	11	77	12	17	184	25	669
16:30	24	152	16	13	151	13	20	102	20	18	214	28	771
16:45	21	125	30	13	148	13	21	102	9	17	183	25	707
17:00	18	132	18	13	161	10	21	103	12	30	215	27	760
17:15	30	138	19	13	150	14	18	83	17	24	212	22	740
17:30	18	143	21	14	170	14	29	86	12	14	235	36	792
17:45	18	156	16	14	171	16	25	91	8	19	231	20	785
18:00	21	155	15	9	150	13	24	96	23	17	225	34	782
18:15	32	155	15	14	133	14	25	108	13	19	227	24	779
18:30	25	135	21	8	171	14	25	94	13	24	253	28	811
18:45	19	135	25	20	171	11	20	140	13	12	254	26	846
Total Volume:	276	1667	224	166	1845	152	264	1171	162	235	2624	324	9110
Approach %	13%	77%	10%	8%	85%	7%	17%	73%	10%	7%	82%	10%	
Peak Hr Begin:	18:00												
PHV	97	580	76	51	625	52	94	438	62	72	959	112	3218
PHF	0.932			0.901			0.858			0.937			

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	4	1	2	0	9	1	9	0
7:15	6	0	6	1	5	0	4	0
7:30	10	1	9	0	20	2	6	0
7:45	12	0	6	0	8	2	10	0
8:00	24	3	10	0	7	1	7	0
8:15	22	0	6	0	28	0	12	1
8:30	13	0	3	0	12	0	13	0
8:45	16	0	11	0	15	1	9	0
9:00	8	1	3	0	10	1	12	1
9:15	9	0	5	0	12	2	9	0
9:30	15	0	5	0	18	0	12	1
9:45	10	0	8	0	18	0	11	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	8	1	11	0	14	1	13	2
16:15	11	0	9	1	17	1	16	0
16:30	16	2	8	0	46	0	5	0
16:45	13	0	11	1	30	0	10	0
17:00	11	3	3	3	20	0	11	0
17:15	13	0	6	0	9	5	5	0
17:30	6	0	5	1	19	5	9	0
17:45	8	1	2	1	22	1	16	0
18:00	7	1	8	0	16	8	12	0
18:15	18	2	11	1	19	3	10	0
18:30	14	1	11	0	8	4	5	0
18:45	15	1	8	0	23	2	10	0

Appendix C

Threshold T-1 Consistency Worksheet

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Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

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

☑ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☑ Yes □ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☑ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☑ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☑ Yes ☐ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☑ **No** ☐ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Virgil Avenue

Frontage 1 Existing PROW'/Curb' : Existing 40 Required 43 Proposed 3

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ Yes ☑ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ Yes ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ Yes ☑ No □ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ Yes ☑ No □ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 *– Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

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Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes ☑ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes □ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes □ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☑ Yes □ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☑ Yes □ **No** □ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☑ Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☑ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☑ **Yes** ☐ No ☐ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

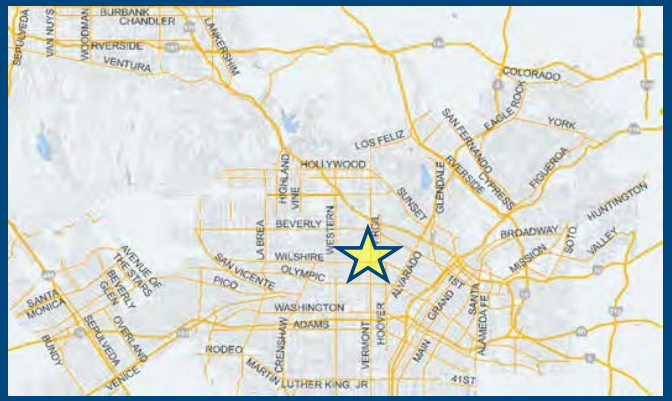
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 515 S Virgil Ave

Scenario:

Address: 515 S VIRGIL AVE, 90020



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	253	ksf
Industrial | Warehousing/Self-Storage	252.876	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	433 Daily Vehicle Trips
0 Daily VMT	2,769 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	433 Net Daily Trips
The net increase in daily VMT ≤ 0	2,769 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/5/2025

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Information

Project: 515 S Virgil Ave

Scenario:

Address: 515 S VIRGIL AVE, 90020



Proposed Project Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	252.876	ksf

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
433 Daily Vehicle Trips	**433** Daily Vehicle Trips
2,769 Daily VMT	**2,769** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
7.0 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

9/5/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 5, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	252.876	ksf
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 5, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

Analysis Results			
Total Employees: 83 Total Population: 0			
Proposed Project		***With Mitigation***	
433	**Daily Vehicle Trips**	**433**	**Daily Vehicle Trips**
2,769	**Daily VMT**	**2,769**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7	**Work VMT per Employee**	**7**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 5, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 5, 2025
Project Name: 515 S Virgil Ave
Project Scenario:
Project Address: 515 S VIRGIL AVE, 90020

Version 1.5

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.5	0	0
Home Based Other Production	0	0.0%	0	5.2	0	0
Non-Home Based Other Production	128	-8.6%	117	7.8	998	913
Home-Based Work Attraction	120	-25.0%	90	6.5	780	585
Home-Based Other Attraction	256	-57.4%	109	4.9	1,254	534
Non-Home Based Other Attraction	128	-8.6%	117	6.3	806	737

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	117	913	0.0%	117	913
Home-Based Work Attraction	0.0%	90	585	0.0%	90	585
Home-Based Other Attraction	0.0%	109	534	0.0%	109	534
Non-Home Based Other Attraction	0.0%	117	737	0.0%	117	737

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 83
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**585**	**585**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.0**	**7.0**

Appendix E

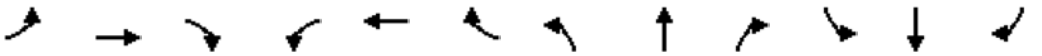
HCM Analysis Worksheets

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	30	14	38	49	14	27	36	25	29	82	12
Future Vol, veh/h	7	30	14	38	49	14	27	36	25	29	82	12
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	8	33	15	41	53	15	29	39	27	32	89	13
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, s/veh	7.8	8.3	7.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	14%	38%	24%
Vol Thru, %	41%	59%	49%	67%
Vol Right, %	28%	27%	14%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	51	101	123
LT Vol	27	7	38	29
Through Vol	36	30	49	82
RT Vol	25	14	14	12
Lane Flow Rate	96	55	110	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.116	0.068	0.138	0.164
Departure Headway (Hd)	4.356	4.444	4.509	4.411
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	825	807	797	816
Service Time	2.375	2.466	2.528	2.428
HCM Lane V/C Ratio	0.116	0.068	0.138	0.164
HCM Control Delay, s/veh	7.9	7.8	8.3	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.5	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	927	33	4	1017	52	32	45	33	32	70	50
Future Volume (veh/h)	6	927	33	4	1017	52	32	45	33	32	70	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	1008	36	4	1105	57	35	49	36	35	76	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	2395	85	62	2361	121	125	115	70	107	120	75
Arrive On Green	0.70	0.70	0.70	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	5	3410	121	2	3362	173	353	859	520	252	896	558
Grp Volume(v), veh/h	552	0	499	615	0	551	120	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1856	0	1680	1865	0	1671	1732	0	0	1706	0	0
Q Serve(g_s), s	0.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	7.6	0.0	0.0	0.0	3.7	0.0	0.0	5.4	0.0	0.0
Prop In Lane	0.01		0.07	0.01		0.10	0.29		0.30	0.21		0.33
Lane Grp Cap(c), veh/h	1364	0	1180	1371	0	1174	310	0	0	302	0	0
V/C Ratio(X)	0.40	0.00	0.42	0.45	0.00	0.47	0.39	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	1364	0	1180	1371	0	1174	648	0	0	653	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.72	0.00	0.72	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	3.8	0.0	0.0	0.0	24.1	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.8	0.0	1.0	0.8	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	3.3	0.5	0.0	0.6	2.8	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.7	0.0	4.9	0.8	0.0	1.0	24.9	0.0	0.0	26.3	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1051			1166			120			165	
Approach Delay, s/veh		4.8			0.9			24.9			26.3	
Approach LOS		A			A			C			C	

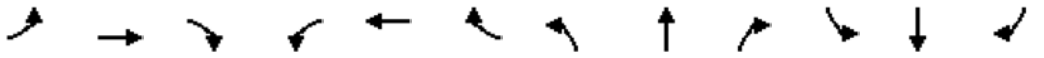
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.9		13.1		46.9		13.1				
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0				
Max Green Setting (Gmax), s		* 29		21.0		* 29		21.0				
Max Q Clear Time (g_c+I1), s		2.0		7.4		9.6		5.7				
Green Ext Time (p_c), s		15.9		0.7		11.5		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.3
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



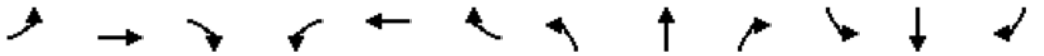
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	19	38	4	26	23	19	453	22	19	750	61
Future Volume (veh/h)	20	19	38	4	26	23	19	453	22	19	750	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	21	41	4	28	25	21	492	24	21	815	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	243	392	89	459	378	76	969	50	74	1039	83
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.65	0.65	0.65	0.32	0.32	0.32
Sat Flow, veh/h	336	484	781	49	914	752	35	2981	152	35	3197	256
Grp Volume(v), veh/h	84	0	0	57	0	0	273	0	264	475	0	427
Grp Sat Flow(s),veh/h/ln	1601	0	0	1715	0	0	1493	0	1675	1831	0	1656
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	4.8	3.1	0.0	14.1
Cycle Q Clear(g_c), s	1.5	0.0	0.0	1.0	0.0	0.0	15.7	0.0	4.8	14.0	0.0	14.1
Prop In Lane	0.26		0.49	0.07		0.44	0.08		0.09	0.04		0.15
Lane Grp Cap(c), veh/h	879	0	0	925	0	0	550	0	544	658	0	538
V/C Ratio(X)	0.10	0.00	0.00	0.06	0.00	0.00	0.50	0.00	0.48	0.72	0.00	0.79
Avail Cap(c_a), veh/h	879	0	0	925	0	0	661	0	659	780	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	7.7	0.0	0.0	8.1	0.0	7.9	18.3	0.0	18.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.7	2.7	0.0	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.0	0.6	0.0	0.0	2.5	0.0	2.4	9.8	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	0.0	0.0	7.8	0.0	0.0	8.8	0.0	8.6	21.0	0.0	24.0
LnGrp LOS	A			A			A		A	C		C
Approach Vol, veh/h		84			57			537			902	
Approach Delay, s/veh		8.0			7.8			8.7			22.4	
Approach LOS		A			A			A			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.1	24.9	35.1	24.9
Change Period (Y+Rc), s	5.0	* 5.4	5.0	* 5.4
Max Green Setting (Gmax), s	26.0	* 24	26.0	* 24
Max Q Clear Time (g_c+I1), s	3.0	16.1	3.5	17.7
Green Ext Time (p_c), s	0.3	3.4	0.5	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	812	77	64	899	64	57	342	43	73	556	126
Future Volume (veh/h)	99	812	77	64	899	64	57	342	43	73	556	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	883	84	70	977	70	62	372	47	79	604	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	1470	140	345	1508	108	332	1213	152	409	1099	249
Arrive On Green	0.90	0.90	0.90	0.45	0.45	0.45	0.38	0.38	0.38	0.76	0.76	0.76
Sat Flow, veh/h	539	3279	312	581	3363	241	718	3177	399	968	2878	651
Grp Volume(v), veh/h	108	478	489	70	516	531	62	207	212	79	372	369
Grp Sat Flow(s),veh/h/ln	539	1777	1814	581	1777	1827	718	1777	1799	968	1777	1753
Q Serve(g_s), s	11.1	3.6	3.6	5.0	13.6	13.6	4.0	4.9	5.0	2.4	5.1	5.2
Cycle Q Clear(g_c), s	24.7	3.6	3.6	8.6	13.6	13.6	9.1	4.9	5.0	7.3	5.1	5.2
Prop In Lane	1.00		0.17	1.00		0.13	1.00		0.22	1.00		0.37
Lane Grp Cap(c), veh/h	240	797	813	345	797	819	332	678	686	409	678	669
V/C Ratio(X)	0.45	0.60	0.60	0.20	0.65	0.65	0.19	0.31	0.31	0.19	0.55	0.55
Avail Cap(c_a), veh/h	240	797	813	345	797	819	332	678	686	409	678	669
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	1.9	1.9	12.8	12.9	12.9	16.3	13.0	13.0	6.4	5.0	5.0
Incr Delay (d2), s/veh	5.4	3.0	2.9	1.3	4.1	3.9	1.2	1.2	1.2	1.0	3.2	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	2.3	2.3	1.3	9.3	9.5	1.3	3.5	3.6	0.7	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	4.9	4.8	14.1	16.9	16.8	17.5	14.1	14.2	7.5	8.2	8.2
LnGrp LOS	B	A	A	B	B	B	B	B	B	A	A	A
Approach Vol, veh/h		1075			1117			481			820	
Approach Delay, s/veh		5.9			16.7			14.6			8.1	
Approach LOS		A			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		28.0		32.0		28.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		26.9		22.9		26.9		22.9				
Max Q Clear Time (g_c+I1), s		15.6		9.3		26.7		11.1				
Green Ext Time (p_c), s		5.7		4.3		0.1		2.3				

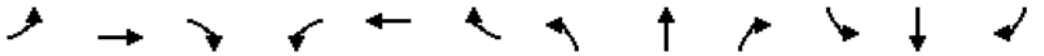
Intersection Summary												
HCM 7th Control Delay, s/veh			11.1									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	48	15	23	32	6	14	59	40	30	52	9
Future Vol, veh/h	6	48	15	23	32	6	14	59	40	30	52	9
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	7	52	16	25	35	7	15	64	43	33	57	10
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, s/veh	7.8	8	7.9	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	9%	38%	33%
Vol Thru, %	52%	70%	52%	57%
Vol Right, %	35%	22%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	69	61	91
LT Vol	14	6	23	30
Through Vol	59	48	32	52
RT Vol	40	15	6	9
Lane Flow Rate	123	75	66	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.143	0.091	0.083	0.121
Departure Headway (Hd)	4.182	4.391	4.529	4.396
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	818	793	818
Service Time	2.192	2.406	2.544	2.408
HCM Lane V/C Ratio	0.143	0.092	0.083	0.121
HCM Control Delay, s/veh	7.9	7.8	8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.3	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1077	58	4	782	29	25	58	49	22	72	33
Future Volume (veh/h)	7	1077	58	4	782	29	25	58	49	22	72	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1171	63	4	850	32	27	63	53	24	78	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	2402	129	62	2449	92	98	103	76	94	131	55
Arrive On Green	0.72	0.72	0.72	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	5	3346	179	3	3411	128	223	866	642	202	1100	460
Grp Volume(v), veh/h	654	0	588	466	0	420	143	0	0	138	0	0
Grp Sat Flow(s),veh/h/ln	1860	0	1670	1862	0	1679	1731	0	0	1762	0	0
Q Serve(g_s), s	0.0	0.0	9.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.1	0.0	9.2	0.0	0.0	0.0	4.6	0.0	0.0	4.3	0.0	0.0
Prop In Lane	0.01		0.11	0.01		0.08	0.19		0.37	0.17		0.26
Lane Grp Cap(c), veh/h	1396	0	1199	1397	0	1205	277	0	0	280	0	0
V/C Ratio(X)	0.47	0.00	0.49	0.33	0.00	0.35	0.52	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	1396	0	1199	1397	0	1205	652	0	0	663	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.88	0.00	0.88	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.7	0.0	3.7	0.0	0.0	0.0	25.3	0.0	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.4	0.6	0.0	0.7	1.5	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	3.8	0.4	0.0	0.4	3.5	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.8	0.0	5.1	0.6	0.0	0.7	26.8	0.0	0.0	26.6	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1242			886			143			138	
Approach Delay, s/veh		5.0			0.6			26.8			26.6	
Approach LOS		A			A			C			C	

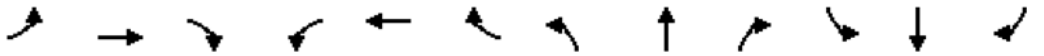
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.9		12.1		47.9		12.1				
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0				
Max Green Setting (Gmax), s		* 29		21.0		* 29		21.0				
Max Q Clear Time (g_c+I1), s		2.0		6.3		11.2		6.6				
Green Ext Time (p_c), s		11.6		0.6		12.6		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



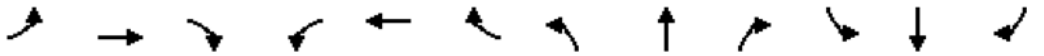
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	32	19	4	14	34	22	543	22	12	736	35
Future Volume (veh/h)	51	32	19	4	14	34	22	543	22	12	736	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	35	21	4	15	37	24	590	24	13	800	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	282	151	90	264	564	75	926	40	68	1038	49
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.10	0.10	0.10	0.31	0.31	0.31
Sat Flow, veh/h	707	547	293	50	512	1093	36	2980	129	19	3343	157
Grp Volume(v), veh/h	111	0	0	56	0	0	326	0	312	447	0	404
Grp Sat Flow(s),veh/h/ln	1547	0	0	1654	0	0	1466	0	1679	1845	0	1674
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	10.7	1.2	0.0	13.2
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.0	0.0	0.0	13.6	0.0	10.7	13.0	0.0	13.2
Prop In Lane	0.50		0.19	0.07		0.66	0.07		0.08	0.03		0.09
Lane Grp Cap(c), veh/h	888	0	0	918	0	0	520	0	521	635	0	520
V/C Ratio(X)	0.12	0.00	0.00	0.06	0.00	0.00	0.63	0.00	0.60	0.70	0.00	0.78
Avail Cap(c_a), veh/h	888	0	0	918	0	0	656	0	660	784	0	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	0.0	0.0	7.3	0.0	0.0	23.1	0.0	23.4	18.7	0.0	18.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	1.2	0.0	1.1	2.2	0.0	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.0	0.6	0.0	0.0	8.5	0.0	8.4	9.3	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.8	0.0	0.0	7.4	0.0	0.0	24.4	0.0	24.5	20.9	0.0	23.4
LnGrp LOS	A			A			C		C	C		C
Approach Vol, veh/h		111			56			638			851	
Approach Delay, s/veh		7.8			7.4			24.4			22.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		24.0		36.0		24.0				
Change Period (Y+Rc), s		5.0		* 5.4		5.0		* 5.4				
Max Green Setting (Gmax), s		26.0		* 24		26.0		* 24				
Max Q Clear Time (g_c+I1), s		3.0		15.2		3.9		15.6				
Green Ext Time (p_c), s		0.3		3.5		0.7		2.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	959	72	52	625	51	62	438	94	76	580	97
Future Volume (veh/h)	112	959	72	52	625	51	62	438	94	76	580	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	1042	78	57	679	55	67	476	102	83	630	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	1447	108	223	1437	116	311	1161	247	354	1214	202
Arrive On Green	0.57	0.57	0.57	0.43	0.43	0.43	0.40	0.40	0.40	0.53	0.53	0.53
Sat Flow, veh/h	723	3351	251	503	3329	269	722	2915	621	836	3049	507
Grp Volume(v), veh/h	122	552	568	57	362	372	67	289	289	83	367	368
Grp Sat Flow(s),veh/h/ln	723	1777	1825	503	1777	1822	722	1777	1759	836	1777	1779
Q Serve(g_s), s	8.1	13.5	13.6	6.1	8.7	8.7	4.5	7.0	7.1	4.3	8.0	8.1
Cycle Q Clear(g_c), s	16.8	13.5	13.6	19.6	8.7	8.7	12.6	7.0	7.1	11.4	8.0	8.1
Prop In Lane	1.00		0.14	1.00		0.15	1.00		0.35	1.00		0.29
Lane Grp Cap(c), veh/h	327	767	788	223	767	786	311	708	701	354	708	709
V/C Ratio(X)	0.37	0.72	0.72	0.26	0.47	0.47	0.22	0.41	0.41	0.23	0.52	0.52
Avail Cap(c_a), veh/h	327	767	788	223	767	786	311	708	701	354	708	709
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	10.1	10.1	21.3	12.2	12.2	17.9	13.0	13.0	13.7	10.4	10.4
Incr Delay (d2), s/veh	2.8	4.9	4.8	2.7	2.1	2.0	1.6	1.7	1.8	1.6	2.7	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	7.8	8.0	1.5	6.2	6.3	1.5	5.0	5.1	1.4	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.1	15.1	15.0	24.1	14.3	14.2	19.5	14.7	14.8	15.3	13.1	13.1
LnGrp LOS	B	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		1242			791			645			818	
Approach Delay, s/veh		15.2			14.9			15.2			13.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		23.9		25.9		23.9				
Max Q Clear Time (g_c+I1), s		21.6		13.4		18.8		14.6				
Green Ext Time (p_c), s		2.0		3.8		4.4		2.8				

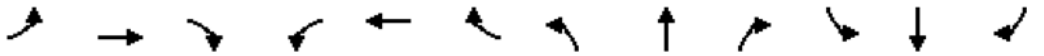
Intersection Summary												
HCM 7th Control Delay, s/veh			14.7									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	30	15	38	49	14	28	37	25	29	84	12
Future Vol, veh/h	7	30	15	38	49	14	28	37	25	29	84	12
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	8	33	16	41	53	15	30	40	27	32	91	13
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, s/veh	7.8	8.3	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	13%	38%	23%
Vol Thru, %	41%	58%	49%	67%
Vol Right, %	28%	29%	14%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	52	101	125
LT Vol	28	7	38	29
Through Vol	37	30	49	84
RT Vol	25	15	14	12
Lane Flow Rate	98	57	110	136
Geometry Grp	1	1	1	1
Degree of Util (X)	0.119	0.07	0.138	0.167
Departure Headway (Hd)	4.365	4.446	4.521	4.415
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	807	795	814
Service Time	2.386	2.469	2.541	2.435
HCM Lane V/C Ratio	0.119	0.071	0.138	0.167
HCM Control Delay, s/veh	8	7.8	8.3	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.5	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	927	33	4	1017	52	32	46	33	32	71	51
Future Volume (veh/h)	7	927	33	4	1017	52	32	46	33	32	71	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1008	36	4	1105	57	35	50	36	35	77	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	2388	85	62	2356	121	125	118	70	106	122	76
Arrive On Green	0.70	0.70	0.70	1.00	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	6	3406	121	2	3362	173	349	868	516	248	896	562
Grp Volume(v), veh/h	552	0	500	615	0	551	121	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1853	0	1680	1865	0	1671	1733	0	0	1705	0	0
Q Serve(g_s), s	0.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	7.6	0.0	0.0	0.0	3.7	0.0	0.0	5.5	0.0	0.0
Prop In Lane	0.01		0.07	0.01		0.10	0.29		0.30	0.21		0.33
Lane Grp Cap(c), veh/h	1360	0	1178	1368	0	1171	313	0	0	304	0	0
V/C Ratio(X)	0.41	0.00	0.42	0.45	0.00	0.47	0.39	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	1360	0	1178	1368	0	1171	648	0	0	653	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.72	0.00	0.72	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	3.8	0.0	0.0	0.0	24.0	0.0	0.0	24.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.8	0.0	1.0	0.8	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	3.4	0.5	0.0	0.6	2.8	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.7	0.0	4.9	0.8	0.0	1.0	24.8	0.0	0.0	26.3	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1052			1166			121			167	
Approach Delay, s/veh		4.8			0.9			24.8			26.3	
Approach LOS		A			A			C			C	

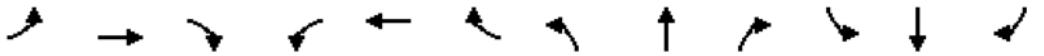
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.9		13.1		46.9		13.1				
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0				
Max Green Setting (Gmax), s		* 29		21.0		* 29		21.0				
Max Q Clear Time (g_c+I1), s		2.0		7.5		9.6		5.7				
Green Ext Time (p_c), s		15.9		0.7		11.5		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.4
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



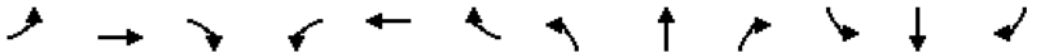
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	19	38	6	26	23	19	454	23	19	752	61
Future Volume (veh/h)	20	19	38	6	26	23	19	454	23	19	752	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	21	41	7	28	25	21	493	25	21	817	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	242	392	123	441	355	76	968	51	74	1040	83
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.65	0.65	0.65	0.33	0.33	0.33
Sat Flow, veh/h	336	484	781	112	879	708	34	2974	158	35	3198	255
Grp Volume(v), veh/h	84	0	0	60	0	0	274	0	265	476	0	428
Grp Sat Flow(s),veh/h/ln	1601	0	0	1699	0	0	1493	0	1674	1831	0	1656
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	4.8	3.1	0.0	14.1
Cycle Q Clear(g_c), s	1.5	0.0	0.0	1.1	0.0	0.0	15.8	0.0	4.8	14.0	0.0	14.1
Prop In Lane	0.26		0.49	0.12		0.42	0.08		0.09	0.04		0.15
Lane Grp Cap(c), veh/h	878	0	0	919	0	0	550	0	545	659	0	539
V/C Ratio(X)	0.10	0.00	0.00	0.07	0.00	0.00	0.50	0.00	0.49	0.72	0.00	0.79
Avail Cap(c_a), veh/h	878	0	0	919	0	0	661	0	658	780	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	7.7	0.0	0.0	8.1	0.0	7.9	18.3	0.0	18.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.7	2.7	0.0	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.0	0.7	0.0	0.0	2.5	0.0	2.4	9.8	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	0.0	0.0	7.9	0.0	0.0	8.8	0.0	8.6	21.0	0.0	24.1
LnGrp LOS	A			A			A		A	C		C
Approach Vol, veh/h		84			60			539			904	
Approach Delay, s/veh		8.1			7.9			8.7			22.5	
Approach LOS		A			A			A			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.1	24.9	35.1	24.9
Change Period (Y+Rc), s	5.0	* 5.4	5.0	* 5.4
Max Green Setting (Gmax), s	26.0	* 24	26.0	* 24
Max Q Clear Time (g_c+I1), s	3.1	16.1	3.5	17.8
Green Ext Time (p_c), s	0.3	3.4	0.5	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	812	77	64	899	66	57	343	43	74	557	126
Future Volume (veh/h)	99	812	77	64	899	66	57	343	43	74	557	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	883	84	70	977	72	62	373	47	80	605	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1470	140	345	1504	111	332	1213	152	409	1099	248
Arrive On Green	0.90	0.90	0.90	0.45	0.45	0.45	0.38	0.38	0.38	0.76	0.76	0.76
Sat Flow, veh/h	538	3279	312	581	3355	247	718	3178	398	967	2879	651
Grp Volume(v), veh/h	108	478	489	70	517	532	62	207	213	80	373	369
Grp Sat Flow(s),veh/h/ln	538	1777	1814	581	1777	1826	718	1777	1799	967	1777	1753
Q Serve(g_s), s	11.2	3.6	3.6	5.0	13.6	13.6	4.0	4.9	5.0	2.4	5.1	5.2
Cycle Q Clear(g_c), s	24.8	3.6	3.6	8.6	13.6	13.6	9.2	4.9	5.0	7.4	5.1	5.2
Prop In Lane	1.00		0.17	1.00		0.14	1.00		0.22	1.00		0.37
Lane Grp Cap(c), veh/h	239	797	813	345	797	819	332	678	687	409	678	669
V/C Ratio(X)	0.45	0.60	0.60	0.20	0.65	0.65	0.19	0.31	0.31	0.20	0.55	0.55
Avail Cap(c_a), veh/h	239	797	813	345	797	819	332	678	687	409	678	669
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	1.9	1.9	12.8	12.9	12.9	16.3	13.0	13.0	6.5	5.0	5.0
Incr Delay (d2), s/veh	5.5	3.0	2.9	1.3	4.1	4.0	1.2	1.2	1.2	1.1	3.2	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	2.3	2.3	1.3	9.3	9.5	1.3	3.5	3.6	0.7	3.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	4.9	4.8	14.1	17.0	16.9	17.5	14.2	14.2	7.5	8.2	8.3
LnGrp LOS	B	A	A	B	B	B	B	B	B	A	A	A
Approach Vol, veh/h		1075			1119			482			822	
Approach Delay, s/veh		5.9			16.7			14.6			8.2	
Approach LOS		A			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		28.0		32.0		28.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		26.9		22.9		26.9		22.9				
Max Q Clear Time (g_c+I1), s		15.6		9.4		26.8		11.2				
Green Ext Time (p_c), s		5.7		4.3		0.1		2.3				

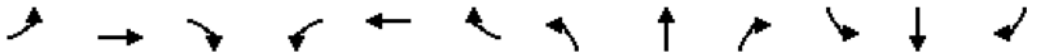
Intersection Summary												
HCM 7th Control Delay, s/veh			11.1									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	48	17	23	32	6	16	62	40	30	55	9
Future Vol, veh/h	6	48	17	23	32	6	16	62	40	30	55	9
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	7	52	18	25	35	7	17	67	43	33	60	10
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, s/veh	7.9	8	8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	8%	38%	32%
Vol Thru, %	53%	68%	52%	59%
Vol Right, %	34%	24%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	71	61	94
LT Vol	16	6	23	30
Through Vol	62	48	32	55
RT Vol	40	17	6	9
Lane Flow Rate	128	77	66	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.15	0.094	0.084	0.125
Departure Headway (Hd)	4.201	4.398	4.552	4.406
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	816	789	815
Service Time	2.215	2.414	2.568	2.422
HCM Lane V/C Ratio	0.15	0.094	0.084	0.125
HCM Control Delay, s/veh	8	7.9	8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.3	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1077	58	4	782	29	25	60	49	22	74	35
Future Volume (veh/h)	9	1077	58	4	782	29	25	60	49	22	74	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1171	63	4	850	32	27	65	53	24	80	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	2394	128	62	2445	92	98	106	76	94	131	56
Arrive On Green	0.72	0.72	0.72	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	7	3340	179	3	3411	128	220	881	634	196	1094	471
Grp Volume(v), veh/h	655	0	589	466	0	420	145	0	0	142	0	0
Grp Sat Flow(s),veh/h/ln	1856	0	1670	1862	0	1679	1735	0	0	1761	0	0
Q Serve(g_s), s	0.0	0.0	9.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.2	0.0	9.3	0.0	0.0	0.0	4.6	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.02		0.11	0.01		0.08	0.19		0.37	0.17		0.27
Lane Grp Cap(c), veh/h	1391	0	1197	1395	0	1204	279	0	0	281	0	0
V/C Ratio(X)	0.47	0.00	0.49	0.33	0.00	0.35	0.52	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1391	0	1197	1395	0	1204	652	0	0	663	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.88	0.00	0.88	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.7	0.0	3.7	0.0	0.0	0.0	25.3	0.0	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.4	0.6	0.0	0.7	1.5	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	3.8	0.4	0.0	0.4	3.6	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.8	0.0	5.2	0.6	0.0	0.7	26.8	0.0	0.0	26.6	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1244			886			145			142	
Approach Delay, s/veh		5.0			0.6			26.8			26.6	
Approach LOS		A			A			C			C	

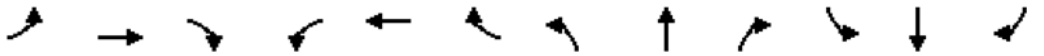
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.8		12.2		47.8		12.2				
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0				
Max Green Setting (Gmax), s		* 29		21.0		* 29		21.0				
Max Q Clear Time (g_c+I1), s		2.0		6.5		11.3		6.6				
Green Ext Time (p_c), s		11.6		0.6		12.6		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



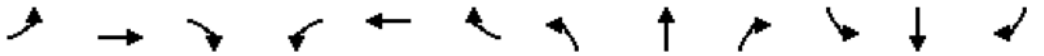
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	32	19	7	14	34	22	546	25	12	739	35
Future Volume (veh/h)	51	32	19	7	14	34	22	546	25	12	739	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	35	21	8	15	37	24	593	27	13	803	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	282	151	137	254	520	75	923	45	68	1041	49
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.10	0.10	0.10	0.31	0.31	0.31
Sat Flow, veh/h	707	547	293	134	493	1009	35	2963	144	19	3343	157
Grp Volume(v), veh/h	111	0	0	60	0	0	329	0	315	448	0	406
Grp Sat Flow(s),veh/h/ln	1547	0	0	1637	0	0	1466	0	1676	1845	0	1674
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	10.8	1.2	0.0	13.2
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.1	0.0	0.0	13.7	0.0	10.8	13.1	0.0	13.2
Prop In Lane	0.50		0.19	0.13		0.62	0.07		0.09	0.03		0.09
Lane Grp Cap(c), veh/h	887	0	0	911	0	0	521	0	522	636	0	521
V/C Ratio(X)	0.13	0.00	0.00	0.07	0.00	0.00	0.63	0.00	0.60	0.70	0.00	0.78
Avail Cap(c_a), veh/h	887	0	0	911	0	0	656	0	659	784	0	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	0.0	0.0	7.3	0.0	0.0	23.2	0.0	23.4	18.7	0.0	18.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	1.3	0.0	1.1	2.2	0.0	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.0	0.6	0.0	0.0	8.6	0.0	8.4	9.3	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.8	0.0	0.0	7.4	0.0	0.0	24.5	0.0	24.5	20.9	0.0	23.4
LnGrp LOS	A			A			C		C	C		C
Approach Vol, veh/h		111			60			644			854	
Approach Delay, s/veh		7.8			7.4			24.5			22.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.9		24.1		35.9		24.1				
Change Period (Y+Rc), s		5.0		* 5.4		5.0		* 5.4				
Max Green Setting (Gmax), s		26.0		* 24		26.0		* 24				
Max Q Clear Time (g_c+I1), s		3.1		15.2		3.9		15.7				
Green Ext Time (p_c), s		0.3		3.5		0.7		2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			21.5									
HCM 7th LOS			C									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	959	72	52	625	54	62	440	94	79	582	97
Future Volume (veh/h)	112	959	72	52	625	54	62	440	94	79	582	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	1042	78	57	679	59	67	478	102	86	633	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	1447	108	223	1428	124	310	1162	246	353	1215	201
Arrive On Green	0.57	0.57	0.57	0.43	0.43	0.43	0.40	0.40	0.40	0.53	0.53	0.53
Sat Flow, veh/h	720	3351	251	503	3308	287	720	2917	619	834	3051	505
Grp Volume(v), veh/h	122	552	568	57	364	374	67	290	290	86	368	370
Grp Sat Flow(s),veh/h/ln	720	1777	1825	503	1777	1819	720	1777	1759	834	1777	1779
Q Serve(g_s), s	8.2	13.5	13.6	6.1	8.8	8.8	4.5	7.0	7.1	4.5	8.1	8.1
Cycle Q Clear(g_c), s	17.0	13.5	13.6	19.6	8.8	8.8	12.6	7.0	7.1	11.6	8.1	8.1
Prop In Lane	1.00		0.14	1.00		0.16	1.00		0.35	1.00		0.28
Lane Grp Cap(c), veh/h	325	767	788	223	767	785	310	708	701	353	708	709
V/C Ratio(X)	0.38	0.72	0.72	0.26	0.48	0.48	0.22	0.41	0.41	0.24	0.52	0.52
Avail Cap(c_a), veh/h	325	767	788	223	767	785	310	708	701	353	708	709
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	10.1	10.1	21.3	12.2	12.2	18.0	13.0	13.0	13.8	10.4	10.4
Incr Delay (d2), s/veh	2.8	4.9	4.8	2.7	2.1	2.1	1.6	1.8	1.8	1.6	2.7	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	7.8	8.0	1.5	6.2	6.4	1.5	5.1	5.1	1.5	5.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	15.1	15.0	24.1	14.3	14.3	19.6	14.7	14.8	15.4	13.1	13.1
LnGrp LOS	B	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		1242			795			647			824	
Approach Delay, s/veh		15.2			15.0			15.3			13.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		23.9		25.9		23.9				
Max Q Clear Time (g_c+I1), s		21.6		13.6		19.0		14.6				
Green Ext Time (p_c), s		2.0		3.8		4.3		2.8				

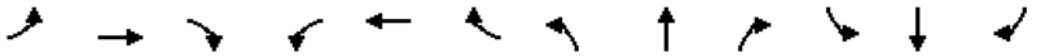
Intersection Summary												
HCM 7th Control Delay, s/veh			14.7									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	32	15	39	51	14	29	62	26	30	95	12
Future Vol, veh/h	7	32	15	39	51	14	29	62	26	30	95	12
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	8	35	16	42	55	15	32	67	28	33	103	13
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, s/veh	8	8.4	8.3	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	13%	38%	22%
Vol Thru, %	53%	59%	49%	69%
Vol Right, %	22%	28%	13%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	54	104	137
LT Vol	29	7	39	30
Through Vol	62	32	51	95
RT Vol	26	15	14	12
Lane Flow Rate	127	59	113	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.156	0.074	0.145	0.185
Departure Headway (Hd)	4.424	4.561	4.628	4.473
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	786	775	803
Service Time	2.445	2.587	2.652	2.494
HCM Lane V/C Ratio	0.157	0.075	0.146	0.186
HCM Control Delay, s/veh	8.3	8	8.4	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.5	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1061	35	6	1106	55	41	46	43	34	72	63
Future Volume (veh/h)	31	1061	35	6	1106	55	41	46	43	34	72	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1153	38	7	1202	60	45	50	47	37	78	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	2256	73	64	2320	115	138	110	83	107	122	92
Arrive On Green	0.69	0.69	0.69	1.00	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	43	3265	106	4	3359	167	401	752	571	238	834	634
Grp Volume(v), veh/h	623	0	602	668	0	601	142	0	0	183	0	0
Grp Sat Flow(s),veh/h/ln	1732	0	1683	1858	0	1672	1725	0	0	1705	0	0
Q Serve(g_s), s	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	10.3	0.0	0.0	0.0	4.4	0.0	0.0	6.0	0.0	0.0
Prop In Lane	0.05		0.06	0.01		0.10	0.32		0.33	0.20		0.37
Lane Grp Cap(c), veh/h	1259	0	1163	1344	0	1155	331	0	0	321	0	0
V/C Ratio(X)	0.49	0.00	0.52	0.50	0.00	0.52	0.43	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	1259	0	1163	1344	0	1155	644	0	0	651	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.67	0.00	0.67	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	4.5	0.0	0.0	0.0	23.8	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.6	0.9	0.0	1.1	0.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	4.8	0.6	0.0	0.7	3.3	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	0.0	6.1	0.9	0.0	1.1	24.7	0.0	0.0	26.0	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1225			1269			142			183	
Approach Delay, s/veh		5.9			1.0			24.7			26.0	
Approach LOS		A			A			C			C	

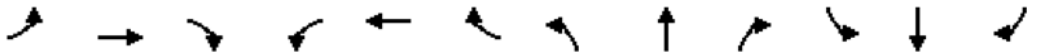
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.2		13.8		46.2		13.8				
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0				
Max Green Setting (Gmax), s		* 29		21.0		* 29		21.0				
Max Q Clear Time (g_c+I1), s		2.0		8.0		12.3		6.4				
Green Ext Time (p_c), s		17.5		0.8		12.1		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



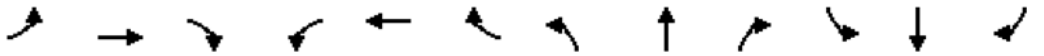
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	40	15	27	24	21	492	48	20	784	63
Future Volume (veh/h)	31	20	40	15	27	24	21	492	48	20	784	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	22	43	16	29	26	23	535	52	22	852	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	207	331	210	371	293	76	958	98	75	1090	86
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.68	0.68	0.68	0.34	0.34	0.34
Sat Flow, veh/h	461	427	682	281	765	604	34	2808	289	35	3196	252
Grp Volume(v), veh/h	99	0	0	71	0	0	313	0	297	495	0	447
Grp Sat Flow(s),veh/h/ln	1569	0	0	1650	0	0	1481	0	1650	1826	0	1657
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	5.4	3.1	0.0	14.6
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.3	0.0	0.0	16.8	0.0	5.4	14.5	0.0	14.6
Prop In Lane	0.34		0.43	0.23		0.37	0.07		0.18	0.04		0.15
Lane Grp Cap(c), veh/h	843	0	0	875	0	0	569	0	563	685	0	565
V/C Ratio(X)	0.12	0.00	0.00	0.08	0.00	0.00	0.55	0.00	0.53	0.72	0.00	0.79
Avail Cap(c_a), veh/h	843	0	0	875	0	0	654	0	649	778	0	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	8.3	0.0	0.0	7.4	0.0	7.1	17.7	0.0	17.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.8	2.9	0.0	5.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.0	0.8	0.0	0.0	2.6	0.0	2.5	10.0	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.7	0.0	0.0	8.5	0.0	0.0	8.2	0.0	7.9	20.6	0.0	23.6
LnGrp LOS	A			A			A		A	C		C
Approach Vol, veh/h		99			71			610			942	
Approach Delay, s/veh		8.7			8.5			8.1			22.0	
Approach LOS		A			A			A			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.1	25.9	34.1	25.9
Change Period (Y+Rc), s	5.0	* 5.4	5.0	* 5.4
Max Green Setting (Gmax), s	26.0	* 24	26.0	* 24
Max Q Clear Time (g_c+I1), s	3.3	16.6	3.9	18.8
Green Ext Time (p_c), s	0.4	3.4	0.6	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	15.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	902	80	68	959	67	67	352	53	76	573	151
Future Volume (veh/h)	152	902	80	68	959	67	67	352	53	76	573	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	980	87	74	1042	73	73	383	58	83	623	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1480	131	317	1510	106	316	1182	178	398	1063	279
Arrive On Green	0.90	0.90	0.90	0.45	0.45	0.45	0.38	0.38	0.38	0.76	0.76	0.76
Sat Flow, veh/h	505	3301	293	529	3369	236	688	3098	466	948	2784	732
Grp Volume(v), veh/h	165	527	540	74	549	566	73	218	223	83	397	390
Grp Sat Flow(s),veh/h/ln	505	1777	1818	529	1777	1828	688	1777	1787	948	1777	1739
Q Serve(g_s), s	12.1	4.5	4.5	6.1	14.8	14.8	5.1	5.2	5.3	2.6	5.7	5.8
Cycle Q Clear(g_c), s	26.9	4.5	4.5	10.7	14.8	14.8	10.9	5.2	5.3	7.9	5.7	5.8
Prop In Lane	1.00		0.16	1.00		0.13	1.00		0.26	1.00		0.42
Lane Grp Cap(c), veh/h	222	797	815	317	797	820	316	678	682	398	678	664
V/C Ratio(X)	0.74	0.66	0.66	0.23	0.69	0.69	0.23	0.32	0.33	0.21	0.59	0.59
Avail Cap(c_a), veh/h	222	797	815	317	797	820	316	678	682	398	678	664
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	1.9	1.9	13.7	13.2	13.2	17.1	13.1	13.1	6.6	5.1	5.1
Incr Delay (d2), s/veh	16.0	3.3	3.3	1.7	4.9	4.7	1.7	1.3	1.3	1.2	3.7	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	2.5	2.5	1.4	10.1	10.3	1.6	3.7	3.8	0.8	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	5.3	5.2	15.4	18.1	18.0	18.8	14.3	14.4	7.8	8.8	8.9
LnGrp LOS	C	A	A	B	B	B	B	B	B	A	A	A
Approach Vol, veh/h		1232			1189			514			870	
Approach Delay, s/veh		8.4			17.9			15.0			8.7	
Approach LOS		A			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		28.0		32.0		28.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		26.9		22.9		26.9		22.9				
Max Q Clear Time (g_c+I1), s		16.8		9.9		28.9		12.9				
Green Ext Time (p_c), s		5.6		4.5		0.0		2.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	50	16	24	34	6	15	75	41	31	76	9
Future Vol, veh/h	6	50	16	24	34	6	15	75	41	31	76	9
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	7	54	17	26	37	7	16	82	45	34	83	10
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, s/veh	8	8.1	8.1	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	8%	38%	27%
Vol Thru, %	57%	69%	53%	66%
Vol Right, %	31%	22%	9%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	72	64	116
LT Vol	15	6	24	31
Through Vol	75	50	34	76
RT Vol	41	16	6	9
Lane Flow Rate	142	78	70	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.098	0.09	0.156
Departure Headway (Hd)	4.256	4.502	4.645	4.44
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	797	772	809
Service Time	2.275	2.524	2.668	2.459
HCM Lane V/C Ratio	0.168	0.098	0.091	0.156
HCM Control Delay, s/veh	8.1	8	8.1	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1183	66	11	903	31	27	60	52	24	74	56
Future Volume (veh/h)	21	1183	66	11	903	31	27	60	52	24	74	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	1286	72	12	982	34	29	65	57	26	80	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	2305	128	69	2376	82	101	115	88	93	124	85
Arrive On Green	0.70	0.70	0.70	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	23	3282	182	11	3383	116	222	860	656	173	927	633
Grp Volume(v), veh/h	721	0	660	536	0	492	151	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1817	0	1669	1829	0	1681	1737	0	0	1733	0	0
Q Serve(g_s), s	0.0	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	11.2	0.0	11.7	0.0	0.0	0.0	4.8	0.0	0.0	5.4	0.0	0.0
Prop In Lane	0.03		0.11	0.02		0.07	0.19		0.38	0.16		0.37
Lane Grp Cap(c), veh/h	1338	0	1172	1346	0	1181	305	0	0	302	0	0
V/C Ratio(X)	0.54	0.00	0.56	0.40	0.00	0.42	0.50	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	1338	0	1172	1346	0	1181	652	0	0	656	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.84	0.00	0.84	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	4.4	0.0	0.0	0.0	24.6	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	2.0	0.7	0.0	0.9	1.2	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	5.2	0.5	0.0	0.5	3.6	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	0.0	6.4	0.7	0.0	0.9	25.8	0.0	0.0	26.4	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1381			1028			151			167	
Approach Delay, s/veh		6.1			0.8			25.8			26.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	46.9	13.1	46.9	13.1
Change Period (Y+Rc), s	* 4.8	5.0	* 4.8	5.0
Max Green Setting (Gmax), s	* 29	21.0	* 29	21.0
Max Q Clear Time (g_c+I1), s	2.0	7.4	13.7	6.8
Green Ext Time (p_c), s	13.9	0.7	12.2	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.5
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	33	21	26	14	35	24	573	37	12	780	36
Future Volume (veh/h)	53	33	21	26	14	35	24	573	37	12	780	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	36	23	28	15	38	26	623	40	13	848	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	269	153	314	182	367	76	928	64	67	1087	50
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.32	0.32	0.32
Sat Flow, veh/h	705	536	304	464	363	731	34	2861	198	18	3349	153
Grp Volume(v), veh/h	117	0	0	81	0	0	353	0	336	472	0	428
Grp Sat Flow(s),veh/h/ln	1545	0	0	1557	0	0	1427	0	1666	1845	0	1675
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	11.6	1.3	0.0	13.9
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.5	0.0	0.0	15.1	0.0	11.6	13.8	0.0	13.9
Prop In Lane	0.50		0.20	0.35		0.47	0.07		0.12	0.03		0.09
Lane Grp Cap(c), veh/h	866	0	0	863	0	0	527	0	541	660	0	543
V/C Ratio(X)	0.14	0.00	0.00	0.09	0.00	0.00	0.67	0.00	0.62	0.72	0.00	0.79
Avail Cap(c_a), veh/h	866	0	0	863	0	0	640	0	655	784	0	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	0.0	0.0	7.8	0.0	0.0	23.2	0.0	23.3	18.3	0.0	18.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	2.0	0.0	1.3	2.5	0.0	5.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	0.9	0.0	0.0	9.6	0.0	9.0	9.7	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.3	0.0	0.0	8.0	0.0	0.0	25.2	0.0	24.6	20.9	0.0	23.6
LnGrp LOS	A			A			C		C	C		C
Approach Vol, veh/h		117			81			689			900	
Approach Delay, s/veh		8.3			8.0			24.9			22.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.1	24.9	35.1	24.9
Change Period (Y+Rc), s	5.0	* 5.4	5.0	* 5.4
Max Green Setting (Gmax), s	26.0	* 24	26.0	* 24
Max Q Clear Time (g_c+I1), s	3.5	15.9	4.1	17.1
Green Ext Time (p_c), s	0.5	3.4	0.8	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1030	80	61	703	54	65	451	99	79	598	145
Future Volume (veh/h)	144	1030	80	61	703	54	65	451	99	79	598	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1120	87	66	764	59	71	490	108	86	650	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	1442	112	187	1443	111	284	1154	253	346	1129	274
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.40	0.40	0.40	0.53	0.53	0.53
Sat Flow, veh/h	665	3341	259	463	3343	258	675	2898	635	820	2835	688
Grp Volume(v), veh/h	157	595	612	66	406	417	71	299	299	86	407	401
Grp Sat Flow(s),veh/h/ln	665	1777	1824	463	1777	1824	675	1777	1756	820	1777	1746
Q Serve(g_s), s	13.7	17.2	17.2	8.5	10.1	10.1	5.3	7.3	7.4	4.6	9.3	9.3
Cycle Q Clear(g_c), s	23.8	17.2	17.2	25.7	10.1	10.1	14.7	7.3	7.4	12.0	9.3	9.3
Prop In Lane	1.00		0.14	1.00		0.14	1.00		0.36	1.00		0.39
Lane Grp Cap(c), veh/h	295	767	787	187	767	787	284	708	699	346	708	696
V/C Ratio(X)	0.53	0.78	0.78	0.35	0.53	0.53	0.25	0.42	0.43	0.25	0.58	0.58
Avail Cap(c_a), veh/h	295	767	787	187	767	787	284	708	699	346	708	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	14.6	14.6	25.6	12.6	12.6	19.2	13.1	13.1	14.0	10.7	10.7
Incr Delay (d2), s/veh	5.3	6.1	5.9	5.2	2.6	2.5	2.1	1.9	1.9	1.7	3.4	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	11.1	11.3	2.1	7.2	7.4	1.7	5.3	5.3	1.5	6.2	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.7	20.6	20.5	30.7	15.2	15.1	21.3	14.9	15.0	15.8	14.1	14.1
LnGrp LOS	C	C	C	C	B	B	C	B	B	B	B	B
Approach Vol, veh/h		1364			889			669			894	
Approach Delay, s/veh		21.3			16.3			15.6			14.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		23.9		25.9		23.9				
Max Q Clear Time (g_c+I1), s		27.7		14.0		25.8		16.7				
Green Ext Time (p_c), s		0.0		4.0		0.1		2.5				

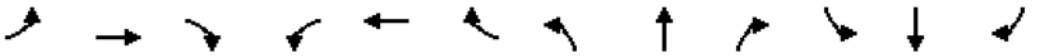
Intersection Summary												
HCM 7th Control Delay, s/veh			17.5									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	32	16	39	51	14	30	63	26	30	97	12
Future Vol, veh/h	7	32	16	39	51	14	30	63	26	30	97	12
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	8	35	17	42	55	15	33	68	28	33	105	13
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, s/veh	8	8.5	8.3	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	13%	38%	22%
Vol Thru, %	53%	58%	49%	70%
Vol Right, %	22%	29%	13%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	55	104	139
LT Vol	30	7	39	30
Through Vol	63	32	51	97
RT Vol	26	16	14	12
Lane Flow Rate	129	60	113	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.076	0.146	0.188
Departure Headway (Hd)	4.432	4.562	4.638	4.477
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	785	773	802
Service Time	2.457	2.591	2.665	2.502
HCM Lane V/C Ratio	0.159	0.076	0.146	0.188
HCM Control Delay, s/veh	8.3	8	8.5	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.5	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1061	35	6	1106	55	41	47	43	34	73	64
Future Volume (veh/h)	32	1061	35	6	1106	55	41	47	43	34	73	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1153	38	7	1202	60	45	51	47	37	79	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	2244	73	64	2313	115	138	113	84	106	123	95
Arrive On Green	0.69	0.69	0.69	1.00	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	44	3259	106	4	3359	167	397	761	567	233	830	641
Grp Volume(v), veh/h	623	0	603	668	0	601	143	0	0	186	0	0
Grp Sat Flow(s),veh/h/ln	1726	0	1683	1858	0	1672	1726	0	0	1704	0	0
Q Serve(g_s), s	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	10.4	0.0	0.0	0.0	4.4	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.06		0.06	0.01		0.10	0.31		0.33	0.20		0.38
Lane Grp Cap(c), veh/h	1252	0	1159	1340	0	1152	334	0	0	324	0	0
V/C Ratio(X)	0.50	0.00	0.52	0.50	0.00	0.52	0.43	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	1252	0	1159	1340	0	1152	644	0	0	651	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.67	0.00	0.67	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	4.5	0.0	0.0	0.0	23.7	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.7	0.9	0.0	1.1	0.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	4.9	0.6	0.0	0.7	3.3	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.8	0.0	6.2	0.9	0.0	1.1	24.6	0.0	0.0	26.0	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1226			1269			143			186	
Approach Delay, s/veh		6.0			1.0			24.6			26.0	
Approach LOS		A			A			C			C	

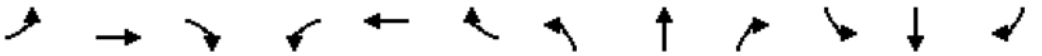
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.1		13.9		46.1		13.9				
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0				
Max Green Setting (Gmax), s		* 29		21.0		* 29		21.0				
Max Q Clear Time (g_c+I1), s		2.0		8.1		12.4		6.4				
Green Ext Time (p_c), s		17.5		0.8		12.0		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



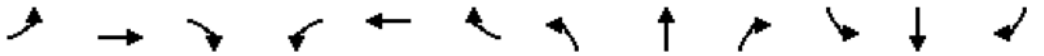
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	20	40	17	27	24	21	493	49	20	786	63
Future Volume (veh/h)	21	20	40	17	27	24	21	493	49	20	786	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	22	43	18	29	26	23	536	53	22	854	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	236	379	227	359	283	76	958	100	75	1092	86
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.68	0.68	0.68	0.34	0.34	0.34
Sat Flow, veh/h	332	486	782	315	741	584	34	2803	293	35	3196	251
Grp Volume(v), veh/h	88	0	0	73	0	0	314	0	298	496	0	448
Grp Sat Flow(s),veh/h/ln	1601	0	0	1640	0	0	1481	0	1649	1826	0	1657
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	5.4	3.1	0.0	14.6
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.3	0.0	0.0	16.8	0.0	5.4	14.5	0.0	14.6
Prop In Lane	0.26		0.49	0.25		0.36	0.07		0.18	0.04		0.15
Lane Grp Cap(c), veh/h	852	0	0	870	0	0	570	0	563	686	0	566
V/C Ratio(X)	0.10	0.00	0.00	0.08	0.00	0.00	0.55	0.00	0.53	0.72	0.00	0.79
Avail Cap(c_a), veh/h	852	0	0	870	0	0	654	0	649	778	0	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	8.3	0.0	0.0	7.3	0.0	7.1	17.7	0.0	17.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.8	2.9	0.0	5.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	0.0	0.9	0.0	0.0	2.6	0.0	2.5	10.0	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	0.0	0.0	8.5	0.0	0.0	8.2	0.0	7.9	20.6	0.0	23.6
LnGrp LOS	A			A			A		A	C		C
Approach Vol, veh/h		88			73			612			944	
Approach Delay, s/veh		8.6			8.5			8.0			22.0	
Approach LOS		A			A			A			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.1	25.9	34.1	25.9
Change Period (Y+Rc), s	5.0	* 5.4	5.0	* 5.4
Max Green Setting (Gmax), s	26.0	* 24	26.0	* 24
Max Q Clear Time (g_c+I1), s	3.3	16.6	3.7	18.8
Green Ext Time (p_c), s	0.4	3.4	0.6	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	15.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	902	80	68	959	69	67	353	53	77	574	151
Future Volume (veh/h)	152	902	80	68	959	69	67	353	53	77	574	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	980	87	74	1042	75	73	384	58	84	624	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1480	131	317	1507	108	316	1183	177	398	1063	279
Arrive On Green	0.90	0.90	0.90	0.45	0.45	0.45	0.38	0.38	0.38	0.76	0.76	0.76
Sat Flow, veh/h	504	3301	293	529	3362	242	687	3099	465	947	2785	731
Grp Volume(v), veh/h	165	527	540	74	551	566	73	219	223	84	398	390
Grp Sat Flow(s),veh/h/ln	504	1777	1818	529	1777	1827	687	1777	1787	947	1777	1739
Q Serve(g_s), s	12.0	4.5	4.5	6.1	14.9	14.9	5.1	5.2	5.3	2.7	5.8	5.8
Cycle Q Clear(g_c), s	26.9	4.5	4.5	10.7	14.9	14.9	10.9	5.2	5.3	8.0	5.8	5.8
Prop In Lane	1.00		0.16	1.00		0.13	1.00		0.26	1.00		0.42
Lane Grp Cap(c), veh/h	221	797	815	317	797	819	316	678	682	398	678	664
V/C Ratio(X)	0.75	0.66	0.66	0.23	0.69	0.69	0.23	0.32	0.33	0.21	0.59	0.59
Avail Cap(c_a), veh/h	221	797	815	317	797	819	316	678	682	398	678	664
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	1.9	1.9	13.7	13.2	13.2	17.1	13.1	13.1	6.7	5.1	5.1
Incr Delay (d2), s/veh	16.2	3.3	3.3	1.7	4.9	4.8	1.7	1.3	1.3	1.2	3.7	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	2.5	2.5	1.4	10.1	10.4	1.6	3.8	3.8	0.8	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	5.3	5.2	15.4	18.1	18.0	18.8	14.3	14.4	7.9	8.8	8.9
LnGrp LOS	C	A	A	B	B	B	B	B	B	A	A	A
Approach Vol, veh/h		1232			1191			515			872	
Approach Delay, s/veh		8.4			17.9			15.0			8.7	
Approach LOS		A			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		28.0		32.0		28.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		26.9		22.9		26.9		22.9				
Max Q Clear Time (g_c+I1), s		16.9		10.0		28.9		12.9				
Green Ext Time (p_c), s		5.6		4.5		0.0		2.3				

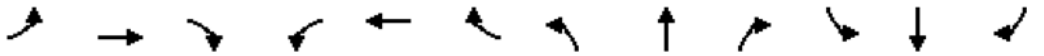
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	50	18	24	34	6	17	78	41	31	79	9
Future Vol, veh/h	6	50	18	24	34	6	17	78	41	31	79	9
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	7	54	20	26	37	7	18	85	45	34	86	10
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, s/veh	8	8.2	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	8%	38%	26%
Vol Thru, %	57%	68%	53%	66%
Vol Right, %	30%	24%	9%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	74	64	119
LT Vol	17	6	24	31
Through Vol	78	50	34	79
RT Vol	41	18	6	9
Lane Flow Rate	148	80	70	129
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.101	0.09	0.16
Departure Headway (Hd)	4.275	4.509	4.669	4.452
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	796	768	807
Service Time	2.294	2.533	2.694	2.472
HCM Lane V/C Ratio	0.176	0.101	0.091	0.16
HCM Control Delay, s/veh	8.2	8	8.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1183	66	11	903	31	27	62	52	24	76	58
Future Volume (veh/h)	23	1183	66	11	903	31	27	62	52	24	76	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	1286	72	12	982	34	29	67	57	26	83	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2288	127	69	2365	81	101	120	89	92	128	87
Arrive On Green	0.70	0.70	0.70	1.00	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	25	3273	182	11	3383	116	217	874	648	166	931	634
Grp Volume(v), veh/h	721	0	662	536	0	492	153	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1669	1829	0	1681	1739	0	0	1731	0	0
Q Serve(g_s), s	0.0	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	11.3	0.0	11.9	0.0	0.0	0.0	4.8	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.03		0.11	0.02		0.07	0.19		0.37	0.15		0.37
Lane Grp Cap(c), veh/h	1327	0	1167	1340	0	1175	311	0	0	307	0	0
V/C Ratio(X)	0.54	0.00	0.57	0.40	0.00	0.42	0.49	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1327	0	1167	1340	0	1175	652	0	0	656	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.83	0.00	0.83	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	4.5	0.0	0.0	0.0	24.4	0.0	0.0	24.7	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	2.0	0.7	0.0	0.9	1.2	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	0.0	5.4	0.5	0.0	0.5	3.6	0.0	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.0	0.0	6.5	0.7	0.0	0.9	25.6	0.0	0.0	26.3	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		1383			1028			153			172	
Approach Delay, s/veh		6.3			0.8			25.6			26.3	
Approach LOS		A			A			C			C	

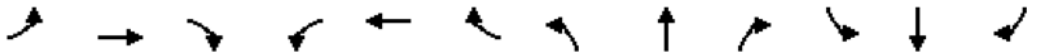
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.7		13.3		46.7		13.3				
Change Period (Y+Rc), s		* 4.8		5.0		* 4.8		5.0				
Max Green Setting (Gmax), s		* 29		21.0		* 29		21.0				
Max Q Clear Time (g_c+I1), s		2.0		7.6		13.9		6.8				
Green Ext Time (p_c), s		13.9		0.7		12.1		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



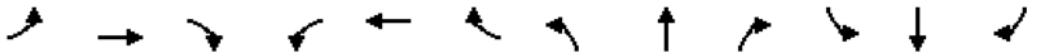
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	33	21	29	14	35	24	576	40	12	783	36
Future Volume (veh/h)	53	33	21	29	14	35	24	576	40	12	783	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	36	23	32	15	38	26	626	43	13	851	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	268	152	338	173	346	76	929	69	67	1092	50
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.33	0.33	0.33
Sat Flow, veh/h	705	536	304	510	345	691	34	2849	211	18	3350	152
Grp Volume(v), veh/h	117	0	0	85	0	0	356	0	339	474	0	429
Grp Sat Flow(s),veh/h/ln	1545	0	0	1546	0	0	1431	0	1664	1845	0	1675
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	11.7	1.2	0.0	13.9
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.5	0.0	0.0	15.2	0.0	11.7	13.8	0.0	13.9
Prop In Lane	0.50		0.20	0.38		0.45	0.07		0.13	0.03		0.09
Lane Grp Cap(c), veh/h	863	0	0	857	0	0	531	0	542	663	0	546
V/C Ratio(X)	0.14	0.00	0.00	0.10	0.00	0.00	0.67	0.00	0.63	0.71	0.00	0.79
Avail Cap(c_a), veh/h	863	0	0	857	0	0	641	0	655	784	0	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	7.9	0.0	0.0	23.2	0.0	23.3	18.3	0.0	18.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	2.1	0.0	1.3	2.5	0.0	5.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	1.0	0.0	0.0	9.7	0.0	9.0	9.7	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.3	0.0	0.0	8.1	0.0	0.0	25.3	0.0	24.6	20.8	0.0	23.5
LnGrp LOS	A			A			C		C	C		C
Approach Vol, veh/h		117			85			695			903	
Approach Delay, s/veh		8.3			8.1			25.0			22.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		25.0		35.0		25.0				
Change Period (Y+Rc), s		5.0		* 5.4		5.0		* 5.4				
Max Green Setting (Gmax), s		26.0		* 24		26.0		* 24				
Max Q Clear Time (g_c+I1), s		3.5		15.9		4.1		17.2				
Green Ext Time (p_c), s		0.5		3.5		0.8		2.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1030	80	61	703	57	65	453	99	82	600	145
Future Volume (veh/h)	144	1030	80	61	703	57	65	453	99	82	600	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1120	87	66	764	62	71	492	108	89	652	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1442	112	187	1437	117	283	1155	252	345	1130	274
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.40	0.40	0.40	0.53	0.53	0.53
Sat Flow, veh/h	663	3341	259	463	3329	270	673	2900	633	819	2837	687
Grp Volume(v), veh/h	157	595	612	66	408	418	71	300	300	89	408	402
Grp Sat Flow(s),veh/h/ln	663	1777	1824	463	1777	1822	673	1777	1756	819	1777	1747
Q Serve(g_s), s	13.7	17.2	17.2	8.5	10.2	10.2	5.4	7.3	7.4	4.8	9.3	9.4
Cycle Q Clear(g_c), s	23.9	17.2	17.2	25.7	10.2	10.2	14.7	7.3	7.4	12.3	9.3	9.4
Prop In Lane	1.00		0.14	1.00		0.15	1.00		0.36	1.00		0.39
Lane Grp Cap(c), veh/h	294	767	787	187	767	786	283	708	700	345	708	696
V/C Ratio(X)	0.53	0.78	0.78	0.35	0.53	0.53	0.25	0.42	0.43	0.26	0.58	0.58
Avail Cap(c_a), veh/h	294	767	787	187	767	786	283	708	700	345	708	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	14.6	14.6	25.6	12.6	12.6	19.2	13.1	13.1	14.1	10.7	10.7
Incr Delay (d2), s/veh	5.3	6.0	5.9	5.2	2.6	2.6	2.1	1.9	1.9	1.8	3.4	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	11.0	11.3	2.1	7.3	7.4	1.7	5.3	5.3	1.6	6.2	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.7	20.6	20.5	30.7	15.2	15.1	21.4	14.9	15.0	15.9	14.1	14.2
LnGrp LOS	C	C	C	C	B	B	C	B	B	B	B	B
Approach Vol, veh/h		1364			892			671			899	
Approach Delay, s/veh		21.2			16.3			15.6			14.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		23.9		25.9		23.9				
Max Q Clear Time (g_c+I1), s		27.7		14.3		25.9		16.7				
Green Ext Time (p_c), s		0.0		4.0		0.0		2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.5									
HCM 7th LOS			B									