



*Traffic Study*

for:

# 650 N Pacific Coast Highway Project

In the City of El Segundo

January 2021

**Kimley»»Horn**

TRAFFIC STUDY  
FOR THE PROPOSED  
650 N PACIFIC COAST HIGHWAY PROJECT  
IN THE CITY OF EL SEGUNDO

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TRAFFIC STUDY  
FOR THE PROPOSED  
650 N PACIFIC COAST HIGHWAY PROJECT  
IN THE CITY OF EL SEGUNDO

## INTRODUCTION

### Purpose and Study Objectives

This traffic study has been prepared to address the traffic-related effects of the proposed 650 North Pacific Coast Highway project in the City of El Segundo. This traffic study has been conducted in accordance with the City of El Segundo traffic study requirements, which follow the Los Angeles County Congestion Management Program (CMP).

This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of the project-related effects on the roadway system. Where necessary, circulation system improvements have been identified to mitigate project effects at the study locations.

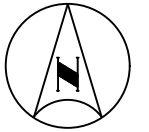
### Project Overview

The project site is located in the north-central portion of the City of El Segundo, in the County of Los Angeles. The project site is located at 650 and 700 N Pacific Coast Highway (Buildings A and B, respectively) and 737 Lairport Street/Carl Jacobson Way (Building D). The site is shown in its regional setting on Figure 1. The site is currently bounded by Pacific Coast Highway to the west, Maple Avenue to the north, Lairport Street to the east, and Mariposa Avenue to the south. A copy of the project site plan is provided on Figure 2.

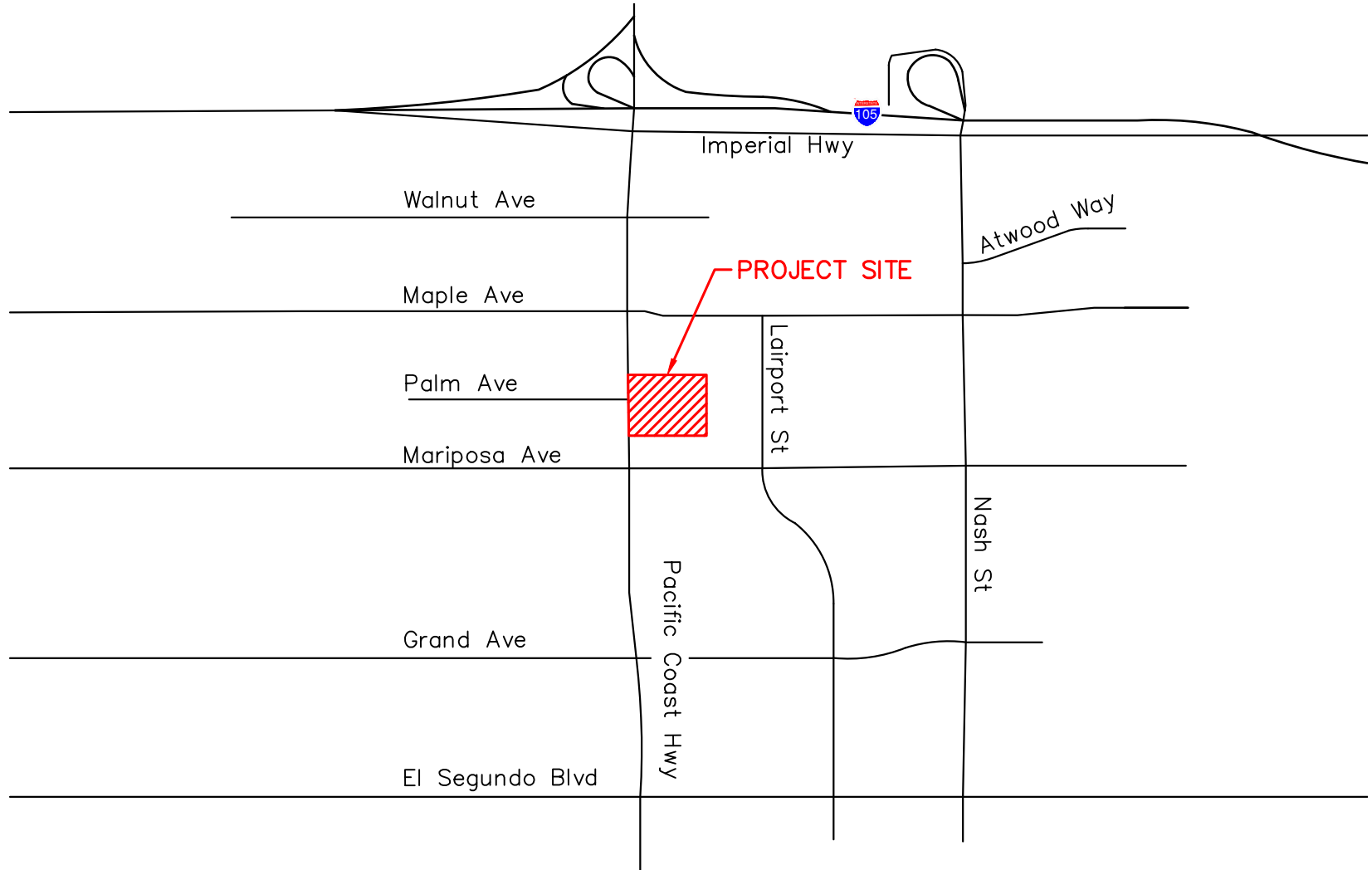
The project applicant proposes to renovate and perform minor alternations to buildings A and B and demolish the existing surface parking lot to construct a 122,156 square-foot office building (Building C) with a 1,185-space parking structure, and 71 surface parking spaces for a total of 1,256 parking spaces. In addition, the Project will consolidate the seven parcels of land into a single 7.258-acre ground parcel through the proposed Vesting Tentative Parcel Map No. 83129. The gross square footages for each building in the Project are as follows:

- Building A: 99,916 square-feet of floor area (net addition of 1,031 square feet from existing 98,885 square-feet)
- Building B: 65,120 square-feet of floor area (net reduction of 4,572 square feet from existing 69,692 square-feet)
- Building C: 122,156 gross square feet, with an integrated 1,185-space parking structure
- Building D: 16,652 square-feet of floor area (no proposed changes)

Vehicular access provisions for the project would consist of two existing driveways: two right-in-right-out (RIRO) only driveways on N Pacific Coast Highway. All project driveways would remain unsignalized. The driveway on Mariposa Avenue is intended for Emergency Vehicle access only.



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FIGURE 1  
VICINITY MAP





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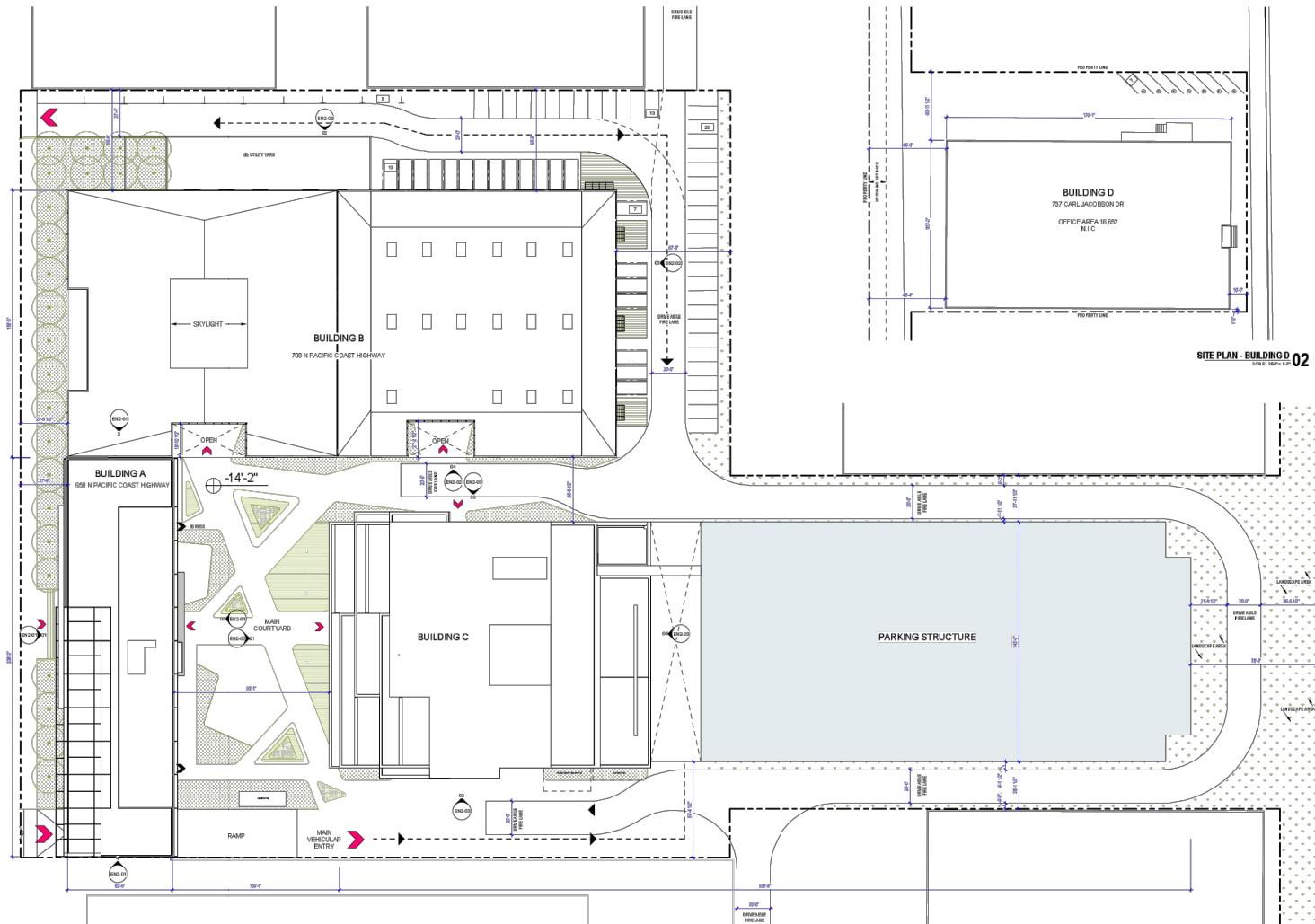


FIGURE 2  
SITE PLAN

## ANALYSIS SCENARIOS AND METHODOLOGY

### Analysis Scenarios

In accordance with the Los Angeles County CMP guidelines, the project will be evaluated in the morning and afternoon peak hours for the following conditions:

- Existing Conditions
- Existing Conditions Plus Project
- Opening Year 2023 Cumulative Base
- Opening Year 2023 Cumulative Base Plus Project

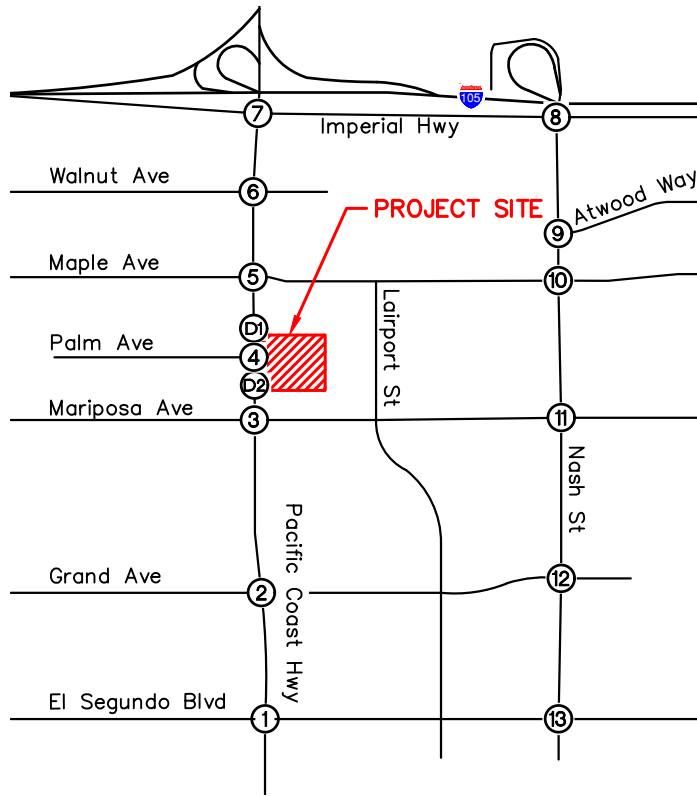
### Study Locations

The study locations were established in consultation with County staff through the Scoping Agreement process. A copy of the Scoping Letter is provided in *Appendix A*.

### Study Intersections:

1. N Pacific Coast Highway at El Segundo Boulevard
2. N Pacific Coast Highway at Grand Avenue
3. N Pacific Coast Highway at Mariposa Avenue
4. N Pacific Coast Highway at Palm Avenue
5. N Pacific Coast Highway at Maple Avenue
6. N Pacific Coast Highway at Walnut Avenue
7. N Pacific Coast Highway at Imperial Highway
8. N Nash Street at Imperial Highway
9. N Nash Street at Atwood Way
10. N Nash Street at Maple Avenue
11. N Nash Street at Mariposa Avenue
12. N Nash Street at Grand Avenue
13. N Nash Street at El Segundo Boulevard
- D1. N Pacific Coast Highway at Northern Driveway
- D2. N Pacific Coast Highway at Southern Driveway

Existing lane configurations and traffic control at the study intersections are shown on Figure 3.



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**LEGEND:**

- = Study Intersection
- = Turn or Through Lane
- = Signal
- D = Defacto Right Turn
- OV = Right Turn Overlap

1. N Pacific Coast Hwy at El Segundo Blvd	2. N Pacific Coast Hwy at Grand Ave	3. N Pacific Coast Hwy at Mariposa Ave	4. N Pacific Coast Hwy at Palm Ave	5. N Pacific Coast Hwy at Maple Ave
6. N Pacific Coast Hwy at Walnut Ave	7. N Pacific Coast Hwy at Imperial Hwy	8. N Nash St at Imperial Hwy	9. N Nash St at Atwood Way	10. N Nash St at Maple Ave
11. N Nash St at Mariposa Ave	12. N Nash St at Grand Ave	13. N Nash St at El Segundo Blvd	D1. N Pacific Coast Hwy at Northern Driveway	D2. N Pacific Coast Hwy at Southern Driveway

**FIGURE 3  
EXISTING LANE CONFIGURATION  
AND TRAFFIC CONTROL**

## Intersection Analysis – HCM Methodology

In accordance with the Los Angeles County Transportation Authority Congestion Management Program (CMP), signalized intersection operation is evaluated using the Intersection Capacity Utilization (ICU) methodology, which provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles actually passing through that intersection during a given hour. The ICU calculations assume a per-lane capacity of 1,600 vehicles per hour (vph) with a clearance interval of 0.1. Intersection analysis for unsignalized intersections is evaluated using the Highway Capacity Manual (HCM) methodology, which returns a delay value, expressed in terms of average seconds of delay per vehicle.

Operating conditions for both ICU and HCM methodologies are expressed in terms of “Level of Service” which is also referred to by its acronym, LOS. The ICU calculation returns a volume-to-capacity (V/C) ratio that translates into a corresponding Level of Service, ranging from LOS A, representing uncongested, free-flowing conditions; to LOS F, representing congested, over-capacity conditions.

A summary description of each Level of Service and the corresponding volume/capacity (v/c) ratio or delay is provided on the chart below.

LEVEL OF SERVICE DESCRIPTIONS			
Level of Service	Signalized: ICU	Unsignalized: HCM <sup>1</sup>	Description
	V/C Ratio	Delay (sec)	
A	0.00 - 0.60	≤10	EXCELLENT – No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.61 - 0.70	> 10 and ≤ 15	VERY GOOD – An occasional approach phase is fully utilized; drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	> 15 and ≤ 25	GOOD – Occasionally, drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles.
D	0.81 - 0.90	> 25 and ≤ 35	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 back-ups.
E	0.91 - 1.00	> 35 and ≤ 50	POOR – Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	> 50	FAILURE – Back-ups 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.

LOS = Level of Service; ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; V/C = volume-to-capacity  
<sup>1</sup>Source: Source: Highway Capacity Manual, 6<sup>th</sup> Edition

## Performance Criteria

The City of El Segundo Level of Service standard for peak hour intersection operation is Level of Service "D". Intersections on an LA County CMP facility establish Level of Service "E" as acceptable during the peak hours.

## Significance Thresholds

For non-CMP intersections, if traffic caused by a development project is forecast to result in an intersection Level of Service change from LOS D or better to LOS E or F, the development effect shall be considered significant. If a development project is forecast to result in the increase of intersection volume/capacity ratio (V/C) of 0.02 or greater at any intersection that is forecast to operate at LOS E or F, the effect shall be considered significant.

For CMP intersections, a project-related traffic effect would be considered significant when the addition of project traffic increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C \geq 1.0$ ). If the facility is already at LOS F, a significant effect occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ).

## EXISTING CONDITIONS

### Existing Roadway Network

Pacific Coast Highway is an 8-Lane divided roadway with a raised median. The posted speed limit is 40 miles per hour (mph). Sidewalks are provided on both sides of the roadway. Pacific Coast Highway is classified as a State Route in the LA County CMP.

Imperial Highway is a 6-Lane divided roadway with a raised median. The posted speed limit is 40 mph. Class II Bicycle lanes and sidewalks are provided on both sides of the roadway. Imperial Highway is classified as a Primary Arterial in the LA County CMP.

Grand Avenue is a 4-Lane divided roadway with a raised median. The posted speed limit is 35 mph. Sidewalks are provided on both sides of the roadway. Grand Avenue is classified as a Primary Arterial in the LA County CMP.

El Segundo Boulevard is a 6-Lane divided roadway with a raised median. The posted speed limit is 35 mph. Sidewalks are provided on both sides of the roadway.

## Existing Traffic Volumes

Existing morning and evening peak hour turning movement counts for the study intersections were used from both historical counts and a previous traffic analysis report completed in 2018 from an adjacent project and grown to Existing Year 2020. Historical morning and evening peak period traffic counts were utilized due to the closure of businesses and school amid the COVID-19 pandemic. The counts at the following intersections were obtained from a previous traffic analysis report completed in 2018 from an adjacent project:

- N Pacific Coast Highway at El Segundo Boulevard
- N Pacific Coast Highway at Grand Avenue
- N Pacific Coast Highway at Mariposa Avenue
- N Pacific Coast Highway at Palm Avenue
- N Pacific Coast Highway at Maple Avenue
- N Pacific Coast Highway at Walnut Avenue
- N Pacific Coast Highway at Imperial Highway

Recent historical counts were available at the following intersections:

- N Nash Street at Imperial Highway (2019)
- N Nash Street at Maple Avenue (2017)
- N Nash Street at Mariposa Avenue (2019)
- N Nash Street at Grand Avenue (2016)
- N Nash Street at El Segundo Boulevard (2019)

New traffic counts were collected at the following intersections on December 9th, 2020:

- N Nash Street at Atwood Way
- N Nash Street at Maple Avenue
- N Nash Street at Mariposa Avenue
- N Nash Street at Grand Avenue

Based on a comparison of historical counts to new counts, a factor of 1.56 was applied to counts collected in December 2020 to account for Covid-19 for intersections where recent historical counts were not available.

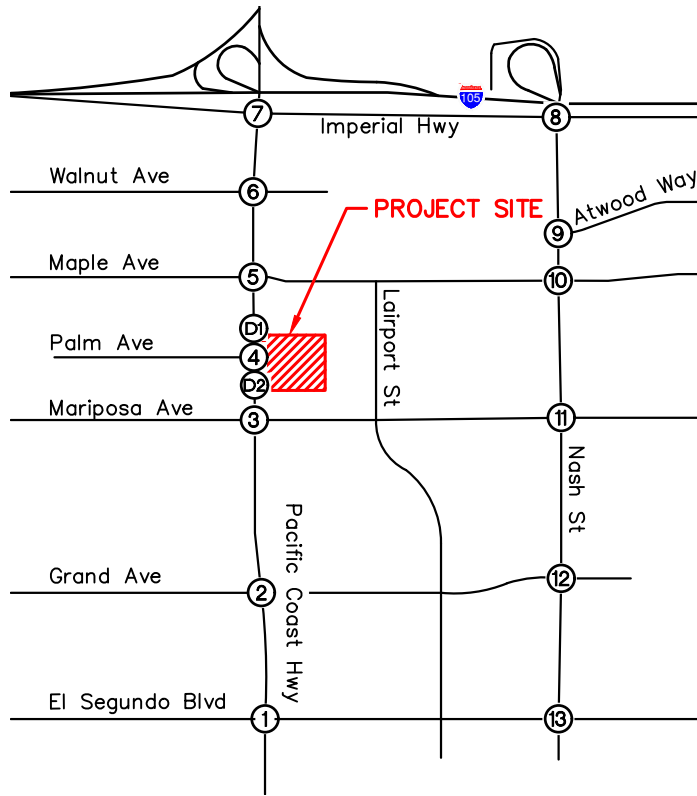
Morning and evening peak hour traffic volumes are shown on Figure 4. Copies of the traffic count data worksheets are provided in Appendix B.

## Existing Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results are shown on Table 1. Review of this table indicates that the following study intersection operates at an unacceptable Level of Service:

- #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
- #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F

Copies of the intersection analysis worksheets are provided in *Appendix C*.



**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

1. N Pacific Coast Hwy at El Segundo Blvd	2. N Pacific Coast Hwy at Grand Ave	3. N Pacific Coast Hwy at Mariposa Ave	4. N Pacific Coast Hwy at Palm Ave	5. N Pacific Coast Hwy at Maple Ave
6. N Pacific Coast Hwy at Walnut Ave	7. N Pacific Coast Hwy at Imperial Hwy	8. N Nash St at Imperial Hwy	9. N Nash St at Atwood Way	10. N Nash St at Maple Ave
11. N Nash St at Mariposa Ave	12. N Nash St at Grand Ave	13. N Nash St at El Segundo Blvd	D1. N Pacific Coast Hwy at Northern Driveway	D2. N Pacific Coast Hwy at Southern Driveway

**FIGURE 4  
EXISTING TRAFFIC VOLUMES**

TABLE 1  
SUMMARY OF INTERSECTION OPERATION  
EXISTING CONDITIONS

ICU Methodology						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	N Pacific Coast Hwy at El Segundo Blvd	S	0.872	D	1.099	<b>F</b>
2	N Pacific Coast Hwy at Grand Ave	S	0.800	C	0.876	D
3	N Pacific Coast Hwy at Mariposa Ave	S	0.731	C	0.823	D
5	N Pacific Coast Hwy at Maple Ave	S	0.662	B	0.729	C
6	N Pacific Coast Hwy at Walnut Ave	S	0.616	B	0.690	B
7	N Pacific Coast Hwy at Imperial Hwy	S	0.977	E	1.183	<b>F</b>
8	N Nash St at Imperial Hwy	S	0.644	B	0.484	A
9	N Nash St at Atwood Way	S	0.353	A	0.338	A
10	N Nash St at Maple Ave	S	0.731	C	0.675	B
11	N Nash St at Mariposa Ave	S	0.467	A	0.600	A
12	N Nash St at Grand Ave	S	0.534	A	0.582	A
13	N Nash St at El Segundo Blvd	S	0.559	A	0.597	A
HCM Methodology						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
4	N Pacific Coast Hwy at Palm Ave	U	15.3	B	21.7	C
D1	N Pacific Coast Hwy at Northern Driveway	U	17.0	B	20.8	C
D2	N Pacific Coast Hwy at Southern Driveway	U	16.6	B	17.1	B
<p>LOS shown in Bold and shaded indicates unacceptable Level of Service.                      ICU = Intersection Capacity Utilization                      HCM = Highway Capacity Manual                      LOS = Level of Service                      Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU methodology.                      Intersection operation is expressed in average seconds of delay (sec/veh) for the HCM methodology.</p>						

## TRIP GENERATION

### Proposed Project Trip Generation

Trip Generation estimates for the existing use and the proposed project are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition) trip rates for General Office Building (ITE Land Use 710). In addition to the existing use, the project is expected to generate 139 AM peak hour trips (119 inbound and 20 outbound), 135 PM peak hour trips (22 inbound and 114 outbound), and 1,155 daily trips. Trip generation estimates are shown on Table 2.

### Project Trip Distribution and Assignment

Project trip distribution assumptions for the project site were developed based on the likely origins and destinations of patrons of the project. Trip distribution assumptions for the proposed project are shown on Figure 5. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The resulting project-related peak hour trips are shown on Figure 6.

At the project driveways, additional trips were added to account for trips from existing uses and the trips from vehicles from adjacent parcels that could potentially utilize the parking structure.

## EXISTING PLUS PROJECT CONDITIONS

The Existing Plus Project analysis scenario is a hypothetical scenario that assumes completion of the project and full absorption of the project traffic on the surrounding street network at the current time, with no other changes in traffic conditions.

The project-related peak hour trips were added to the existing peak hour volumes to evaluate Existing Plus Project conditions. The resulting traffic volumes are shown on Figure 7. Existing Plus Project intersection results are shown on Table 3. As this table indicates, the following study intersections would operate at an unacceptable Level of Service;

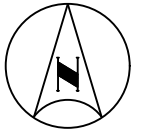
- #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
- #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F
- D1 – N Pacific Coast Highway at Northern Driveway: PM – LOS F

Intersection analysis worksheets are provided in *Appendix C*.

TABLE 2  
SUMMARY OF PROJECT TRIP GENERATION  
650 N PACIFIC COAST HIGHWAY PROJECT

Land Use	ITE Code	Unit	Trip Generation Rates <sup>1</sup>						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
General Office Building	710	KSF	9.740	0.998	0.162	1.160	0.184	0.966	1.150
<b>Trip Generation Estimates</b>									
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Existing Use</i>									
General Office Building	168.577	KSF	1,642	168	27	195	31	163	194
<i>Total Existing Trips</i>			1,642	168	27	195	31	163	194
<i>Proposed Use</i>									
General Office Building	287.192	KSF	2,797	287	47	334	53	277	330
Net Difference (Proposed Minus Existing)	118.615	KSF	1,155	119	20	139	22	114	136

<sup>1</sup> Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition



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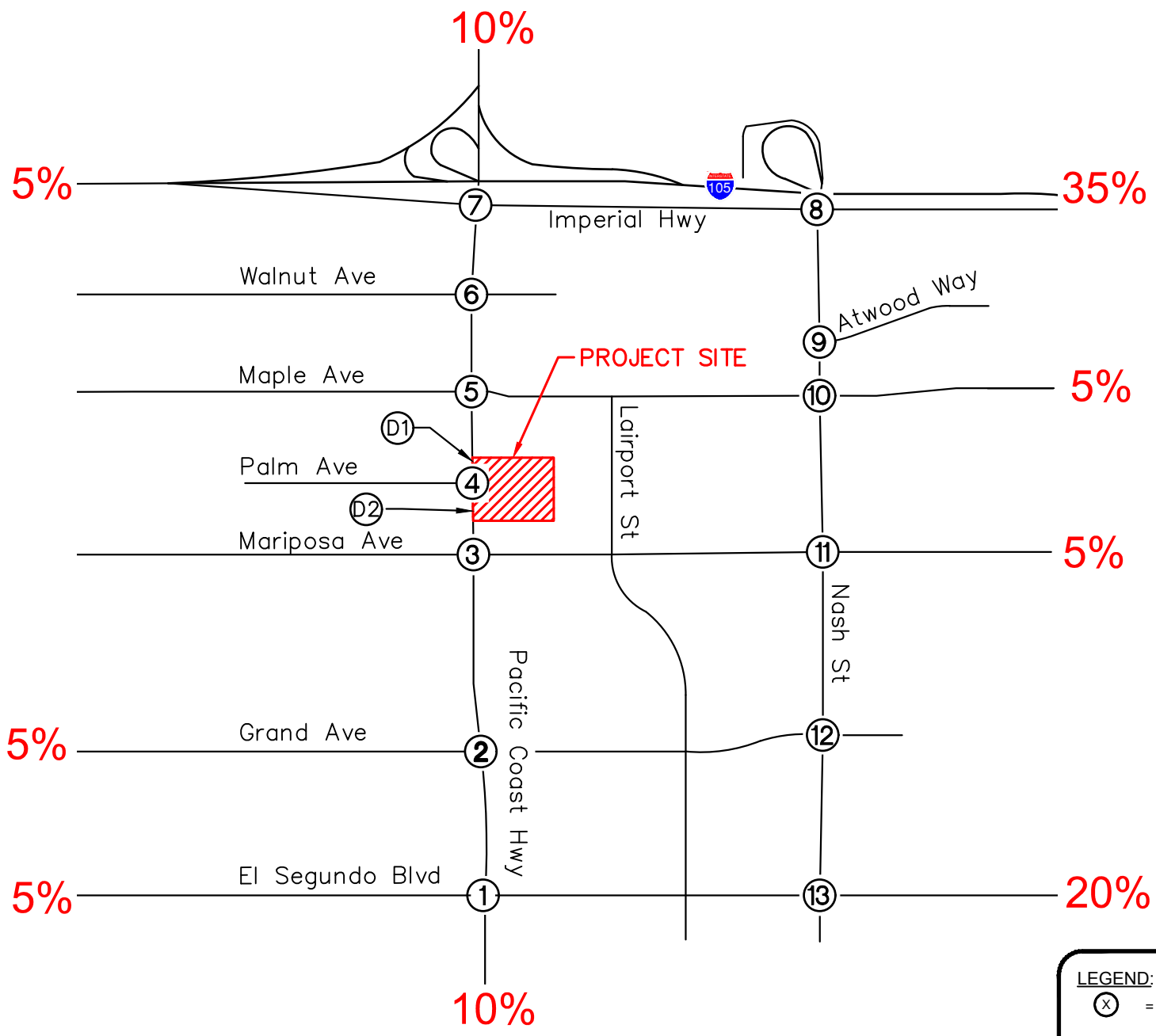
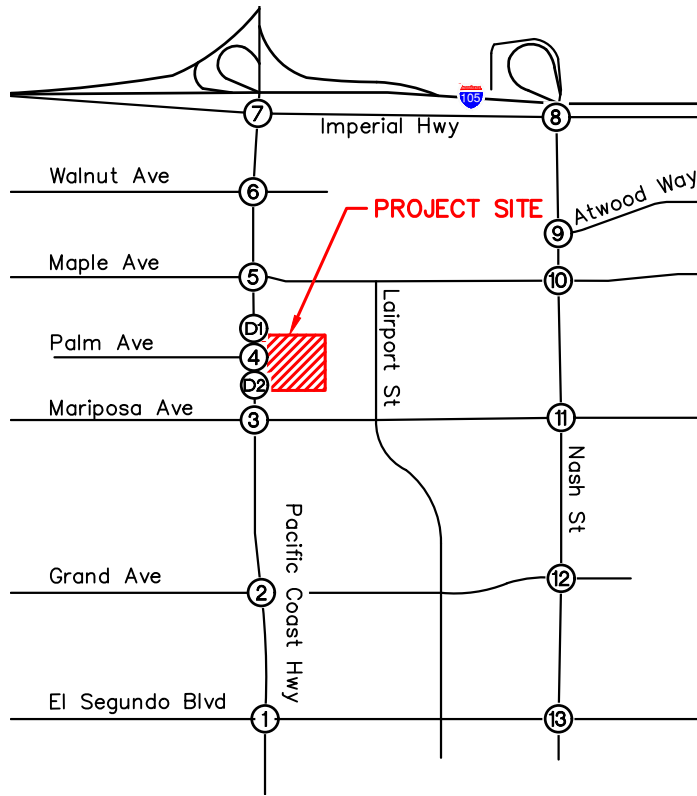


FIGURE 5  
PROJECT TRIP DISTRIBUTION





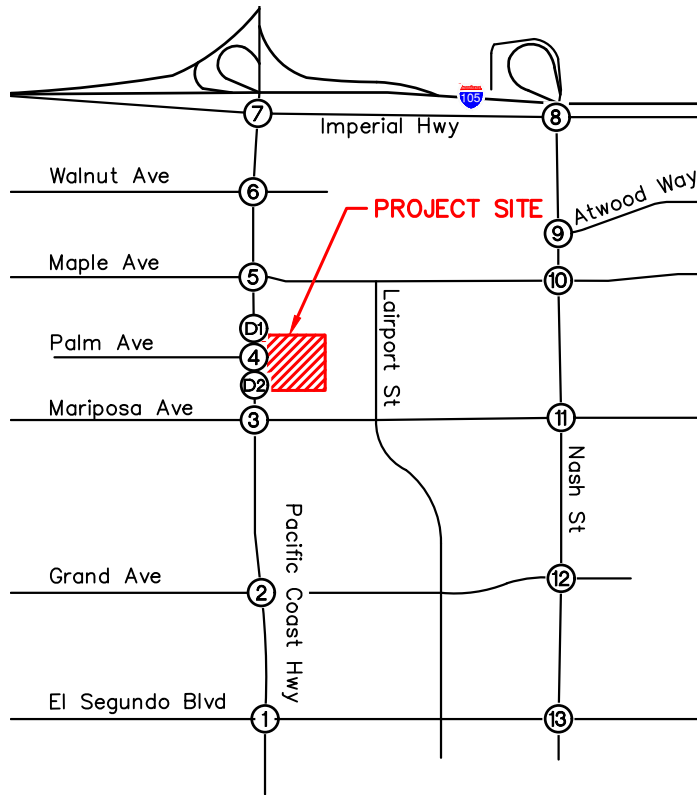
**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

1. N Pacific Coast Hwy at El Segundo Blvd	2. N Pacific Coast Hwy at Grand Ave	3. N Pacific Coast Hwy at Mariposa Ave	4. N Pacific Coast Hwy at Palm Ave	5. N Pacific Coast Hwy at Maple Ave
6. N Pacific Coast Hwy at Walnut Ave	7. N Pacific Coast Hwy at Imperial Hwy	8. N Nash St at Imperial Hwy	9. N Nash St at Atwood Way	10. N Nash St at Maple Ave
11. N Nash St at Mariposa Ave	12. N Nash St at Grand Ave	13. N Nash St at El Segundo Blvd	D1. N Pacific Coast Hwy at Northern Driveway	D2. N Pacific Coast Hwy at Southern Driveway

**FIGURE 6  
PROJECT-RELATED TRAFFIC  
VOLUMES**



**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

1. N Pacific Coast Hwy at El Segundo Blvd	2. N Pacific Coast Hwy at Grand Ave	3. N Pacific Coast Hwy at Mariposa Ave	4. N Pacific Coast Hwy at Palm Ave	5. N Pacific Coast Hwy at Maple Ave
6. N Pacific Coast Hwy at Walnut Ave	7. N Pacific Coast Hwy at Imperial Hwy	8. N Nash St at Imperial Hwy	9. N Nash St at Atwood Way	10. N Nash St at Maple Ave
11. N Nash St at Mariposa Ave	12. N Nash St at Grand Ave	13. N Nash St at El Segundo Blvd	D1. N Pacific Coast Hwy at Northern Driveway	D2. N Pacific Coast Hwy at Southern Driveway

**FIGURE 7  
EXISTING PLUS PROJECT TRAFFIC  
VOLUMES**

TABLE 3  
SUMMARY OF INTERSECTION OPERATION  
EXISTING PLUS PROJECT

ICU Methodology													
Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project Effect	Effect Sig?	Without Project		With Project		Project Effect	Effect Sig?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	N Pacific Coast Hwy at El Segundo Blvd	0.872	D	0.874	D	0.002	No	1.099	<b>F</b>	1.101	<b>F</b>	0.002	No
2	N Pacific Coast Hwy at Grand Ave	0.800	C	0.807	D	0.007	No	0.876	D	0.880	D	0.004	No
3	N Pacific Coast Hwy at Mariposa Ave	0.731	C	0.739	C	0.008	No	0.823	D	0.827	D	0.004	No
5	N Pacific Coast Hwy at Maple Ave	0.662	B	0.664	B	0.002	No	0.729	C	0.731	C	0.002	No
6	N Pacific Coast Hwy at Walnut Ave	0.616	B	0.625	B	0.009	No	0.690	B	0.692	B	0.002	No
7	N Pacific Coast Hwy at Imperial Hwy	0.977	E	0.977	E	0.000	No	1.183	<b>F</b>	1.207	<b>F</b>	0.024	<b>Yes</b>
8	N Nash St at Imperial Hwy	0.644	B	0.646	B	0.002	No	0.484	A	0.506	A	0.022	No
9	N Nash St at Atwood Way	0.353	A	0.353	A	0.000	No	0.338	A	0.338	A	0.000	No
10	N Nash St at Maple Ave	0.731	C	0.731	C	0.000	No	0.675	B	0.679	B	0.004	No
11	N Nash St at Mariposa Ave	0.467	A	0.472	A	0.005	No	0.600	A	0.604	A	0.004	No
12	N Nash St at Grand Ave	0.534	A	0.480	A	-0.054	No	0.582	A	0.589	A	0.007	No
13	N Nash St at El Segundo Blvd	0.559	A	0.564	A	0.005	No	0.597	A	0.604	A	0.007	No

HCM Methodology													
Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project Effect	Effect Sig?	Without Project		With Project		Project Effect	Effect Sig?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
4	N Pacific Coast Hwy at Palm Ave	15.3	B	16.2	B	0.9	No	21.7	C	21.7	C	0.0	No
D1	N Pacific Coast Hwy at Northern Driveway	17.0	B	18.5	B	1.5	No	20.8	C	90.6	<b>F</b>	69.8	<b>Yes</b>
D2	N Pacific Coast Hwy at Southern Driveway	16.6	B	19.5	B	2.9	No	17.1	B	38.6	D	21.5	No

LOS shown in Bold and shaded indicates unacceptable Level of Service.  
 ICU = Intersection Capacity Utilization  
 HCM = Highway Capacity Manual  
 LOS = Level of Service  
 Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU methodology.  
 Intersection operation is expressed in average seconds of delay (sec/veh) ratio for the HCM methodology.

## OPENING YEAR 2023 CUMULATIVE CONDITIONS

The project Opening Year is anticipated to be 2023. Opening Year 2023 Cumulative Base traffic forecasts have been developed by adding an ambient growth factor of 1.003 to existing traffic volumes. In addition to ambient growth, traffic from Cumulative Projects in the project vicinity were added to the Opening Year forecasts to develop Opening Year 2023 Cumulative Base conditions. Cumulative Projects consist of any project that has been approved and is not yet occupied, and projects that are in various stages of the application and approval process but have not yet been approved.

Information regarding Cumulative Projects in the area was obtained from the City of El Segundo Planning Department website. A summary of the Cumulative Projects, including the associated trip generation is provided on Table 4. The trip generation estimates for the Cumulative Projects were obtained from approved traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available. The locations of the Cumulative Projects are shown on Figure 8.

Trip distribution and assignment for the Cumulative Projects were obtained from approved traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available. Traffic volumes associated with the Cumulative Projects were compiled for each of the study intersections and are shown on Figure 9. The Cumulative Projects traffic volumes were added to the Opening Year 2023 traffic volumes. The resulting traffic volumes for Opening Year 2023 Cumulative Conditions are shown on Figure 10.

No planned intersection improvements are assumed to be in place for the Opening Year 2023 Cumulative Conditions analysis.

### Opening Year 2023 Cumulative Base

The ambient growth was applied to the existing peak hour volumes to develop Year 2023 without Project traffic forecasts. The resulting traffic volumes are shown on Figure 10 (previously mentioned).

The results of the Year 2023 without Project intersection analysis are summarized on Table 5. Review of this table shows that, with the addition of ambient growth and cumulative traffic, the following study intersections would operate at an unacceptable Level of Service:

- #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
- #2 – N Pacific Coast Highway at Grand Avenue: PM – LOS F
- #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F

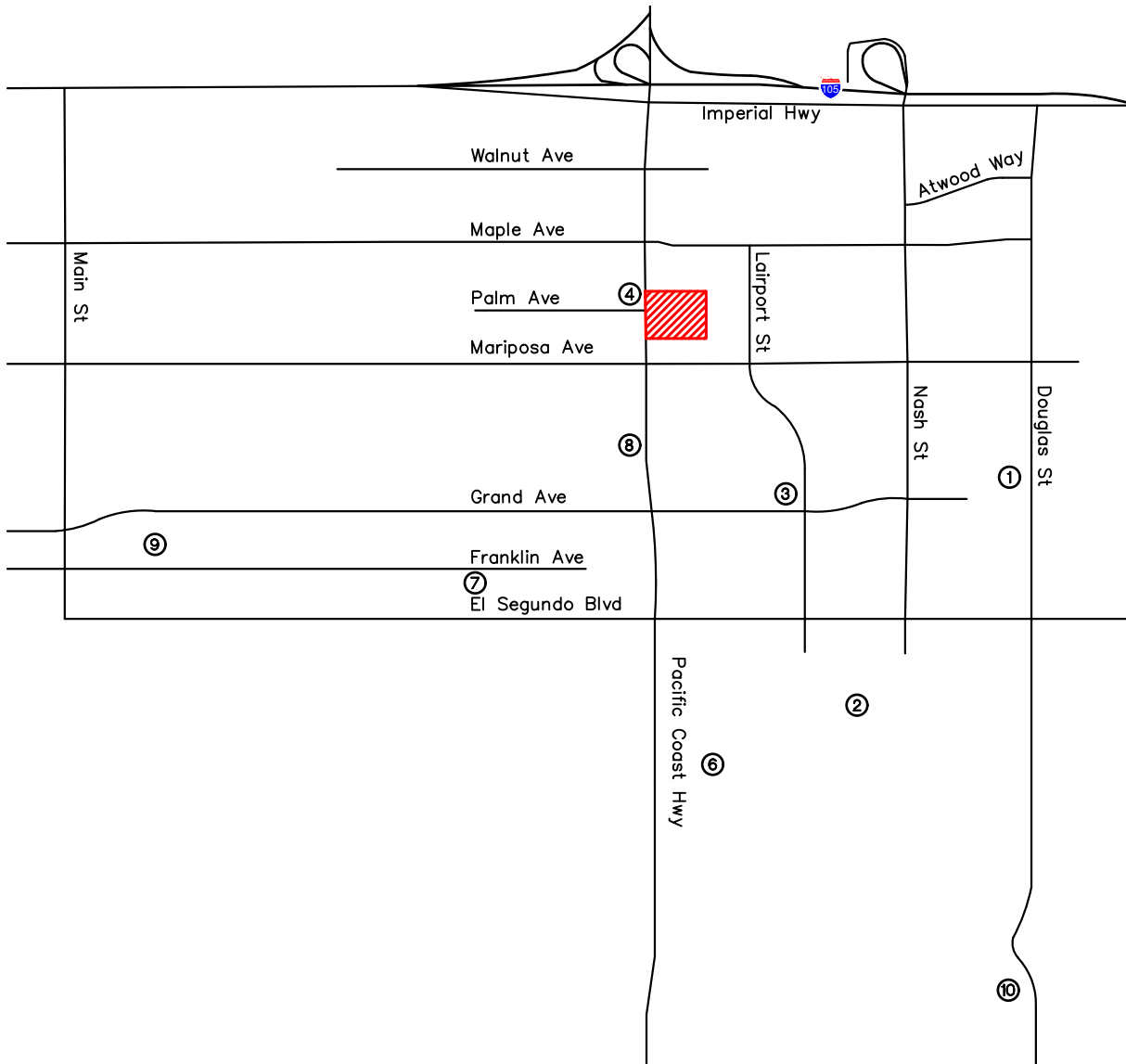
Intersection analysis worksheets are provided in *Appendix C*.

TABLE 4  
SUMMARY OF CUMULATIVE PROJECTS

Proj #	Description	Land Use	Quantity	Units	Trip Generation Estimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	445 N Douglas Street	Data Center	155.664	KSF	154	9	8	17	4	10	14
2	2100 E El Segundo Boulevard	Shopping Center	7.200	KSF	272	4	3	7	13	14	27
		Walk-In Bank *	3.500	KSF	42	0	0	0	19	24	43
		High-Turnover (Sit-Down) Restaurant	9.000	KSF	1,010	49	40	89	55	33	88
		Fast-Food Restaurant w/o Drive-thru	7.300	KSF	2,527	110	73	183	103	103	206
		Medical-Dental Office Building	43.000	KSF	1,496	93	26	119	42	107	149
3	455 Continental Boulevard	Research and Development Center	300.000	KSF	3,378	95	32	127	22	125	147
		General Office Building	55.000	KSF	536	55	9	64	10	53	63
4	707 Pacific Coast Highway	Hotel	116	Room	970	32	22	54	35	34	69
5	2120 E Rosecrans Avenue	General Office Building	240.000	KSF	2,338	240	39	279	44	232	276
		Warehousing	66.000	KSF	115	9	3	12	3	9	12
		Shopping Center	7.000	KSF	264	4	2	6	13	14	27
6	400 S Pacific Coast Highway	Multipurpose Recreational Facility	71.000	KSF	254	0	0	0	140	114	254
7	140 Oregon Street	General Office Building	70.000	KSF	682	70	11	81	13	68	81
8	401 - 615 N Pacific Coast Highway	Multifamily Housing (Mid-Rise)	263	DU	1,431	25	70	95	70	45	115
		Shopping Center	11.000	KSF	415	6	4	10	20	22	42
		High-Turnover (Sit-Down) Restaurant	13.485	KSF	1,513	74	60	134	82	50	132
9	212 Eucalyptus Drive	High-Turnover (Sit-Down) Restaurant	13.485	KSF	1,513	74	60	134	82	50	132
10	2221 E Park Place	General Office Building	27.478	KSF	268	27	4	31	5	27	32
Total Project Trips					47,537	2,028	1,097	3,125	1,976	2,386	4,362
DU = Dwelling Unit, KSF = 1,000 square feet, FP = Fueling Position											



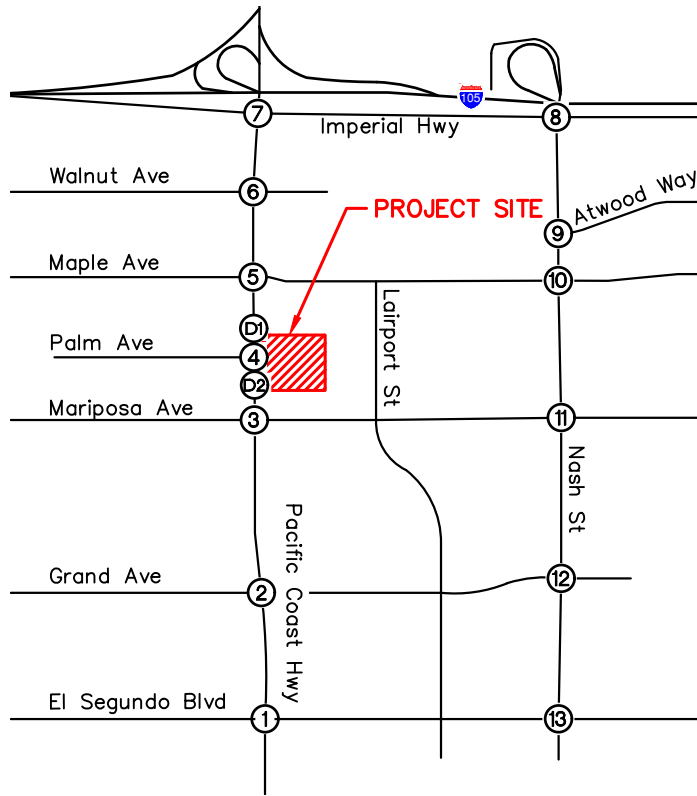
NOT TO SCALE



**FIGURE 8  
LOCATION OF CUMULATIVE  
PROJECTS**

**LEGEND:**

(X) = Cumulative Project



NOT TO SCALE

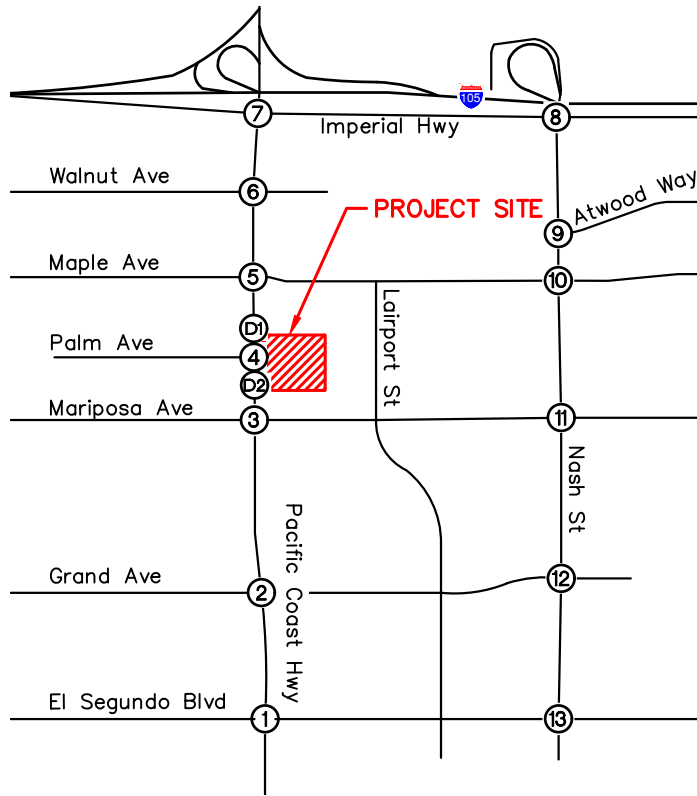
**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

1. N Pacific Coast Hwy at El Segundo Blvd	2. N Pacific Coast Hwy at Grand Ave	3. N Pacific Coast Hwy at Mariposa Ave	4. N Pacific Coast Hwy at Palm Ave	5. N Pacific Coast Hwy at Maple Ave
6. N Pacific Coast Hwy at Walnut Ave	7. N Pacific Coast Hwy at Imperial Hwy	8. N Nash St at Imperial Hwy	9. N Nash St at Atwood Way	10. N Nash St at Maple Ave
11. N Nash St at Mariposa Ave	12. N Nash St at Grand Ave	13. N Nash St at El Segundo Blvd	D1. N Pacific Coast Hwy at Northern Driveway	D2. N Pacific Coast Hwy at Southern Driveway

**FIGURE 9  
CUMULATIVE PROJECTS TRAFFIC  
VOLUMES**



NOT TO SCALE

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour  
Turning Movement  
Volumes

1. N Pacific Coast Hwy at El Segundo Blvd	2. N Pacific Coast Hwy at Grand Ave	3. N Pacific Coast Hwy at Mariposa Ave	4. N Pacific Coast Hwy at Palm Ave	5. N Pacific Coast Hwy at Maple Ave
6. N Pacific Coast Hwy at Walnut Ave	7. N Pacific Coast Hwy at Imperial Hwy	8. N Nash St at Imperial Hwy	9. N Nash St at Atwood Way	10. N Nash St at Maple Ave
11. N Nash St at Mariposa Ave	12. N Nash St at Grand Ave	13. N Nash St at El Segundo Blvd	D1. N Pacific Coast Hwy at Northern Driveway	D2. N Pacific Coast Hwy at Southern Driveway

**FIGURE 10  
OPENING YEAR 2023 CUMULATIVE  
BASE TRAFFIC VOLUMES**

TABLE 5  
SUMMARY OF INTERSECTION OPERATION  
OPENING YEAR 2023 CUMULATIVE

ICU Methodology						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	N Pacific Coast Hwy at El Segundo Blvd	S	0.984	E	1.200	<b>F</b>
2	N Pacific Coast Hwy at Grand Ave	S	0.908	E	1.002	<b>F</b>
3	N Pacific Coast Hwy at Mariposa Ave	S	0.768	C	0.879	D
5	N Pacific Coast Hwy at Maple Ave	S	0.739	C	0.780	C
6	N Pacific Coast Hwy at Walnut Ave	S	0.735	C	0.746	C
7	N Pacific Coast Hwy at Imperial Hwy	S	1.014	<b>F</b>	1.204	<b>F</b>
8	N Nash St at Imperial Hwy	S	0.652	B	0.505	A
9	N Nash St at Atwood Way	S	0.355	A	0.340	A
10	N Nash St at Maple Ave	S	0.737	C	0.679	B
11	N Nash St at Mariposa Ave	S	0.470	A	0.604	A
12	N Nash St at Grand Ave	S	0.538	A	0.585	A
13	N Nash St at El Segundo Blvd	S	0.587	A	0.668	B
HCM Methodology						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
4	N Pacific Coast Hwy at Palm Ave	U	32.1	C	35.9	D
D1	N Pacific Coast Hwy at Northern Driveway	U	20.0	B	66.6	E
D2	N Pacific Coast Hwy at Southern Driveway	U	19.3	B	28.9	C
<p>LOS shown in Bold and shaded indicates unacceptable Level of Service.                      ICU = Intersection Capacity Utilization                      HCM = Highway Capacity Manual                      LOS = Level of Service                      Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU methodology.                      Intersection operation is expressed in average seconds of delay (sec/veh) for the HCM methodology.</p>						

## Opening Year 2023 Cumulative Plus Project Conditions

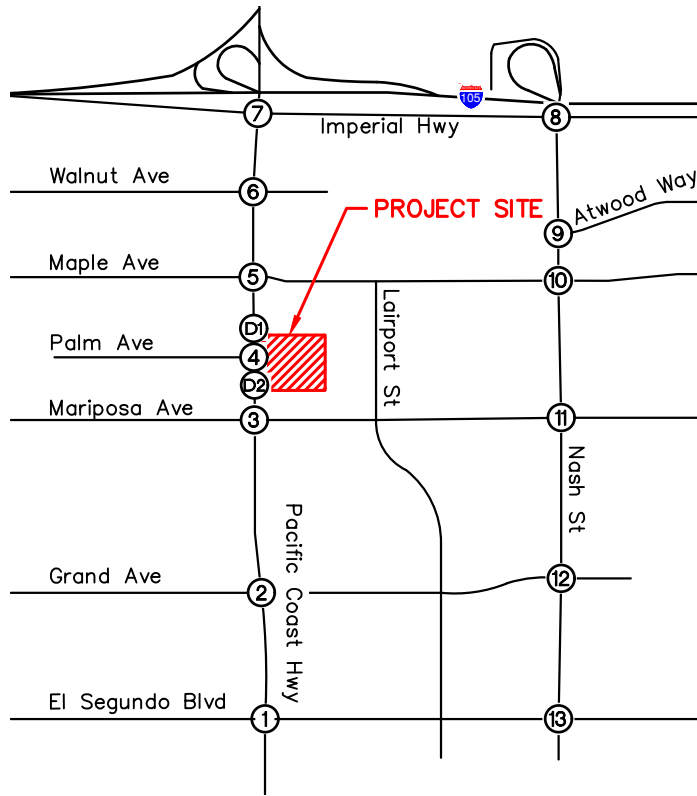
Project-related traffic volumes for the project was added to the Year 2023 forecasts to develop Year 2023 Plus Project traffic forecast volumes. The resulting traffic volumes are shown on Figure 11.

The results of the Year 2023 with Project intersection analysis are shown on Table 6. Review of this table indicates that, with the addition of project traffic, the following study intersections would operate at an unacceptable Level of Service:

- #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
- #2 – N Pacific Coast Highway at Grand Avenue: PM – LOS F
- #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F
- D1 – N Pacific Coast Highway at Northern Driveway: PM – LOS F
- D2 – N Pacific Coast Highway at Southern Driveway: PM – LOS F

Intersection analysis worksheets are provided in *Appendix C*.

The project's contribution to the LOS deficiency at the intersections of N Pacific Coast Highway at El Segundo Boulevard (#1), and N Pacific Coast Highway at Grand Avenue (#2) are less than significant as the increase in v/c ratio is less than 0.02.



**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

1. N Pacific Coast Hwy at El Segundo Blvd	2. N Pacific Coast Hwy at Grand Ave	3. N Pacific Coast Hwy at Mariposa Ave	4. N Pacific Coast Hwy at Palm Ave	5. N Pacific Coast Hwy at Maple Ave
6. N Pacific Coast Hwy at Walnut Ave	7. N Pacific Coast Hwy at Imperial Hwy	8. N Nash St at Imperial Hwy	9. N Nash St at Atwood Way	10. N Nash St at Maple Ave
11. N Nash St at Mariposa Ave	12. N Nash St at Grand Ave	13. N Nash St at El Segundo Blvd	D1. N Pacific Coast Hwy at Northern Driveway	D2. N Pacific Coast Hwy at Southern Driveway

**FIGURE 11  
OPENING YEAR 2023 CUMULATIVE  
PLUS PROJECT TRAFFIC VOLUMES**

TABLE 6  
SUMMARY OF INTERSECTION OPERATION  
OPENING YEAR 2023 CUMULATIVE PLUS PROJECT

ICU Methodology															
Int. #		Intersection		AM Peak Hour				PM Peak Hour							
				Without Project		With Project		Project Effect	Effect Sig?	Without Project		With Project		Project Effect	Effect Sig?
				V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	N Pacific Coast Hwy at El Segundo Blvd	0.984	E	1.002	E	0.018	No	1.200	<b>F</b>	1.202	<b>F</b>	0.002	No		
2	N Pacific Coast Hwy at Grand Ave	0.908	E	0.916	E	0.008	No	1.002	<b>F</b>	1.006	<b>F</b>	0.004	No		
3	N Pacific Coast Hwy at Mariposa Ave	0.768	C	0.772	C	0.004	No	0.879	D	0.882	D	0.003	No		
5	N Pacific Coast Hwy at Maple Ave	0.739	C	0.748	C	0.009	No	0.780	C	0.782	C	0.002	No		
6	N Pacific Coast Hwy at Walnut Ave	0.735	C	0.744	C	0.009	No	0.746	C	0.755	C	0.009	No		
7	N Pacific Coast Hwy at Imperial Hwy	1.014	<b>F</b>	1.016	<b>F</b>	0.002	No	1.204	<b>F</b>	1.229	<b>F</b>	0.025	<b>Yes</b>		
8	N Nash St at Imperial Hwy	0.652	B	0.654	B	0.002	No	0.505	A	0.513	A	0.008	No		
9	N Nash St at Atwood Way	0.355	A	0.355	A	0.000	No	0.340	A	0.340	A	0.000	No		
10	N Nash St at Maple Ave	0.737	C	0.737	C	0.000	No	0.679	B	0.684	B	0.005	No		
11	N Nash St at Mariposa Ave	0.470	A	0.475	A	0.005	No	0.604	A	0.608	B	0.004	No		
12	N Nash St at Grand Ave	0.538	A	0.483	A	-0.055	No	0.585	A	0.593	A	0.008	No		
13	N Nash St at El Segundo Blvd	0.587	A	0.592	A	0.005	No	0.668	B	0.676	B	0.008	No		
HCM Methodology															
Int. #		Intersection		AM Peak Hour				PM Peak Hour							
				Without Project		With Project		Project Effect	Effect Sig?	Without Project		With Project		Project Effect	Effect Sig?
				Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
4	N Pacific Coast Hwy at Palm Ave	32.1	C	32.1	C	0.0	No	35.9	D	35.9	D	0.0	No		
D1	N Pacific Coast Hwy at Northern Driveway	20.0	B	22.4	C	2.4	No	66.6	E	>100	<b>F</b>	>33.4	<b>Yes</b>		
D2	N Pacific Coast Hwy at Southern Driveway	19.3	B	24.0	C	4.7	No	28.9	C	>100	<b>F</b>	>71.1	<b>Yes</b>		

LOS shown in Bold and shaded indicates unacceptable Level of Service.  
 ICU = Intersection Capacity Utilization  
 HCM = Highway Capacity Manual  
 LOS = Level of Service  
 Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU methodology.  
 Intersection operation is expressed in average seconds of delay (sec/veh) ratio for the HCM methodology.

## RECOMMENDED IMPROVEMENTS

Based on the significance criteria presented earlier in the report (page 7), the project would have a significant effect on the following study intersection:

- #7 – N Pacific Coast Highway at Imperial Highway

The following improvements would to bring the intersection to a better than pre-project v/c ratio:

- Modify the traffic signal to provide overlap phasing for northbound right turns
- Restrict U-turns for the westbound approach

Intersection analysis worksheets, with improvements are provided in *Appendix D*.

## SITE ACCESS

The project site plan presented on Figure 2 (previously referenced) indicates that vehicular access provisions for the project site would consist of the following unsignalized driveways:

- Driveway 1 is an existing right-in-right-out (RIRO) driveway on N Pacific Coast Highway, approximately 300 feet north of Palm Avenue.
- Driveway 2 is an existing RIRO driveway on N Pacific Coast Highway, approximately 115 feet south of Palm Avenue.

The LOS deficiency at the driveway intersections (D1 and D2) occur during the PM peak hour for the traffic exiting out of the site. However, the review of 95<sup>th</sup> percentile queues does not show significant queuing on-site and does not affect the LOS on the public roadway (N Pacific Coast Highway). Since the driveways are already restricted to right-in-right out movements, no additional improvements are feasible.

The driveway on Mariposa Avenue is intended for Emergency Vehicle access only.

## FINDINGS AND CONCLUSIONS

- This study has been prepared to evaluate the traffic-related effects of the proposed 650 N Pacific Coast Highway project, which involves some minor changes to the existing office buildings and the construction of a new office building. The project would consist of a net addition of 118,615 square-feet of office space.
- Weekday morning and evening peak hour operating conditions were evaluated at 14 study intersections for the following study scenarios:
  - Existing Conditions
  - Existing Conditions Plus Project
  - Opening Year 2023 Cumulative Base
  - Opening Year 2023 Cumulative Plus Project
- Under Existing Conditions, the following study intersection would operate at an unacceptable Level of Service:
  - #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
  - #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F
- The proposed additions to the existing site are estimated to generate 1,155 daily trips with 139 trips in the morning peak hour and 135 trips in the evening peak hour.
- Under Existing Plus Project Conditions, the following study intersections would operate at an unacceptable Level of Service:
  - #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
  - #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F
  - D1 – N Pacific Coast Highway at Northern Driveway: PM – LOS F
- Ambient traffic growth at a rate of 1.003, and cumulative project traffic were added to Existing Conditions to develop Opening Year 2023 Cumulative Base without Project forecasts.
- Under Opening Year 2023 Cumulative Base conditions, the following study intersections would operate at an unacceptable Level of Service:
  - #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
  - #2 – N Pacific Coast Highway at Grand Avenue: PM – LOS F
  - #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F
- Under Opening Year 2023 Cumulative Plus Project conditions, the following study intersections would operate at an unacceptable Level of Service:
  - #1 – N Pacific Coast Highway at El Segundo Boulevard: PM – LOS F
  - #2 – N Pacific Coast Highway at Grand Avenue: PM – LOS F
  - #7 – N Pacific Coast Highway at Imperial Highway: PM – LOS F
  - D1 – N Pacific Coast Highway at Northern Driveway: PM – LOS F
  - D2 – N Pacific Coast Highway at Southern Driveway: PM – LOS F

- Based on the significance criteria presented in the report, the project would have a significant effect on the following study intersection:
  - #7 – N Pacific Coast Highway at Imperial Highway
- The following improvements would bring the intersection of N Pacific Coast Highway at Imperial Highway (#7) to a better than pre-project v/c ratio:
  - Modify the traffic signal to provide overlap phasing for northbound right turns
  - Restrict U-turns for the westbound approach
- Vehicular access provisions for the project would consist of two existing driveways: two right-in-right-out (RIRO) only driveways on N Pacific Coast Highway. All project driveways would be unsignalized. Since the driveways are already restricted to RIRO movements, no additional improvements are feasible.

APPENDIX A

SCOPING AGREEMENT



December 14, 2020

Mr. Elias Sassoon  
Director of Public Works, City of El Segundo  
350 Main Street  
El Segundo, CA 90245

RE: *Scoping Letter Agreement for Traffic Impact Study for the Proposed 650 North Pacific Coast Highway Project in the City of El Segundo*

Dear Mr. Sassoon:

Kimley-Horn and Associates, Inc. is submitting this Scoping Letter Agreement to the City of El Segundo to provide a Traffic Impact Study for the proposed 650 N Pacific Coast Highway Project in the City of El Segundo. The proposed Traffic Impact Study scope for the project is presented below.

#### PROJECT DESCRIPTION

The project is located in the north-central portion of the City of El Segundo, in the County of Los Angeles. The Project Site is located at 650 and 700 North Pacific Coast Highway (Buildings A and B, respectively) and 737 Carl Jacobson Way (Building D). In total, the project site consists of seven contiguous parcels. The applicant proposes to renovate and perform minor alternations to buildings A and B and demolish the existing surface parking lot to construct a 122,156 square-foot office building (Building C) with a 1,185-space parking structure. In addition, the Project will consolidate the seven parcels of land into a single 7.258-acre ground parcel through the proposed Vesting Tentative Parcel Map No. 83129. The gross square footages for each building in the Project are as follows:

Building A: 99,916 square-feet of floor area (net addition of 1,031 square feet from existing 98,885 square-feet)

Building B: 65,120 square-feet of floor area (net reduction of 4,572 square feet from existing 69,692 square-feet)

Building C: 122,156 gross square feet, with an integrated 1,185-space parking structure

Building D: 16,652 square-feet of floor area (no proposed changes)

A copy of the project site plan is provided on Attachment 1.

Vehicular access provisions for the project site would be provided via two existing driveways on Pacific Coast Highway. One driveway is located on the north side of Building B and the other is on the south side of Building A. Both driveways are unsignalized and provide right-in-right-out only access due to a median on Pacific Coast Highway. An additional driveway is located on Mariposa Avenue which is reserved for emergency vehicle access only that will wrap around the exterior of the proposed parking structure and exit through a gate continuing onto the property at 1910 East Maple Avenue north of the project site.

The proposed opening year for the project is Year 2023. The project will be developed in a single project phase.

#### SCOPE OF TRAFFIC IMPACT STUDY

This scope is based on the City of El Segundo traffic study requirements, which follow the Los Angeles County Congestion Management Program (CMP).

#### Study Scenarios

- Existing Conditions
- Existing Conditions Plus Project
- Opening Year 2023 Cumulative Base
- Opening Year 2023 Cumulative Base Plus Project

#### Suggested Study Area

The following is a list of study intersections to be included in the study, as shown on Attachment 2:

#### Intersections:

1. N Pacific Coast Highway at El Segundo Boulevard
2. N Pacific Coast Highway at Grand Avenue
3. N Pacific Coast Highway at Mariposa Avenue
4. N Pacific Coast Highway at Palm Avenue
5. N Pacific Coast Highway at Maple Avenue
6. N Pacific Coast Highway at Walnut Avenue
7. N Pacific Coast Highway at Imperial Highway
8. N Nash Street at Imperial Highway
9. N Nash Street at Atwood Way
10. N Nash Street at Maple Avenue
11. N Nash Street at Mariposa Avenue
12. N Nash Street at Grand Avenue
13. N Nash Street at El Segundo Boulevard
- D1. N Pacific Coast Highway at Northern Driveway
- D2. N Pacific Coast Highway at Southern Driveway

Signalized intersections will be analyzed using Intersection Capacity Utilization (ICU) methodology while unsignalized intersections will be analyzed using Highway Capacity Manual (HCM) methodology. The intersection analysis for the traffic impact study will be accomplished using the Vistro software program.

Level of Service (LOS) standards for the traffic impact study will be in accordance with the City of El Segundo traffic study requirements and the Los Angeles County Congestion Management Program (CMP).

Historical morning and evening peak period traffic counts will be utilized due to the closure of businesses and school amid the COVID-19 pandemic. These counts will be from a previous traffic analysis report completed in 2018 from an adjacent project:

1. N Pacific Coast Highway at El Segundo Boulevard
2. N Pacific Coast Highway at Grand Avenue
3. N Pacific Coast Highway at Mariposa Avenue
4. N Pacific Coast Highway at Palm Avenue
5. N Pacific Coast Highway at Maple Avenue
6. N Pacific Coast Highway at Walnut Avenue
7. N Pacific Coast Highway at Imperial Highway

Historical counts were available at the following intersections:

8. N Nash Street at Imperial Highway (2019)
10. N Nash Street at Maple Avenue (2017)
11. N Nash Street at Mariposa Avenue (2019)
12. N Nash Street at Grand Avenue (2016)
13. N Nash Street at El Segundo Boulevard (2019)

New traffic counts were collected at the following intersections on December 9<sup>th</sup>, 2020:

9. N Nash Street at Atwood Way
10. N Nash Street at Maple Avenue
11. N Nash Street at Mariposa Avenue
12. N Nash Street at Grand Avenue

Based on a comparison of historical counts to new counts, a factor of 1.56 will be applied to counts collected in December 2020 to account for Covid-19.

### Trip Generation

Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition) trip rates for General Office Building (ITE Land Use 710).

Trip generation rates and the resulting trip generation estimates for the proposed project are summarized on Attachment 3.

Trip Distribution

Project distribution assumptions were developed based on existing travel patterns, and the likely origins and destinations of site employees and patrons. Trip distribution assumptions are shown on Attachment 2 (previously mentioned).

Traffic Growth

For Opening Year scenarios, an annual growth rate of 1.003 will be applied to existing traffic volumes. The annual growth rate of 1.003 is consistent with growth trends in the South Bay/LAX area, per the Los Angeles County CMP. In addition, approved and pending project trips will be applied to the Opening Year scenarios. We will obtain information from the City of El Segundo concerning approved and pending project trips. Where approved trip generation and trip distribution information is not available, these assumptions will be developed by Kimley-Horn.

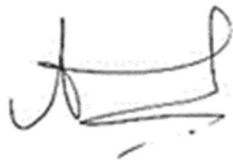
SENATE BILL (SB) 743 VMT ANALYSIS

Provide a vehicle miles traveled (VMT) assessment due to the development of the site to identify potential impacts based on guidance provided by the Governor's Office of Planning and Research (OPR).

Please contact me if you have any questions, comments, or concerns.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



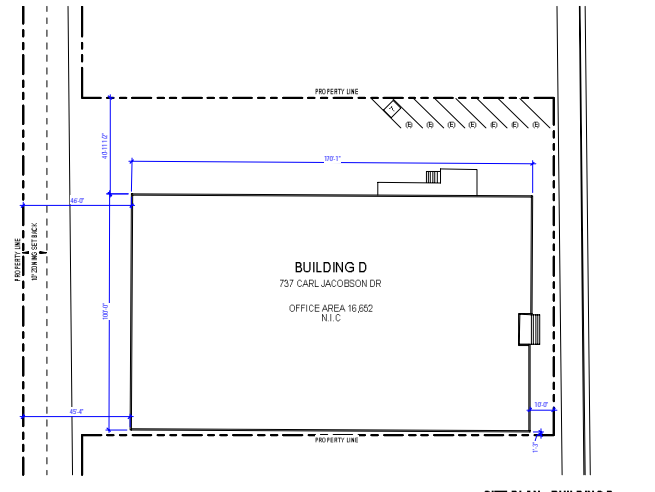
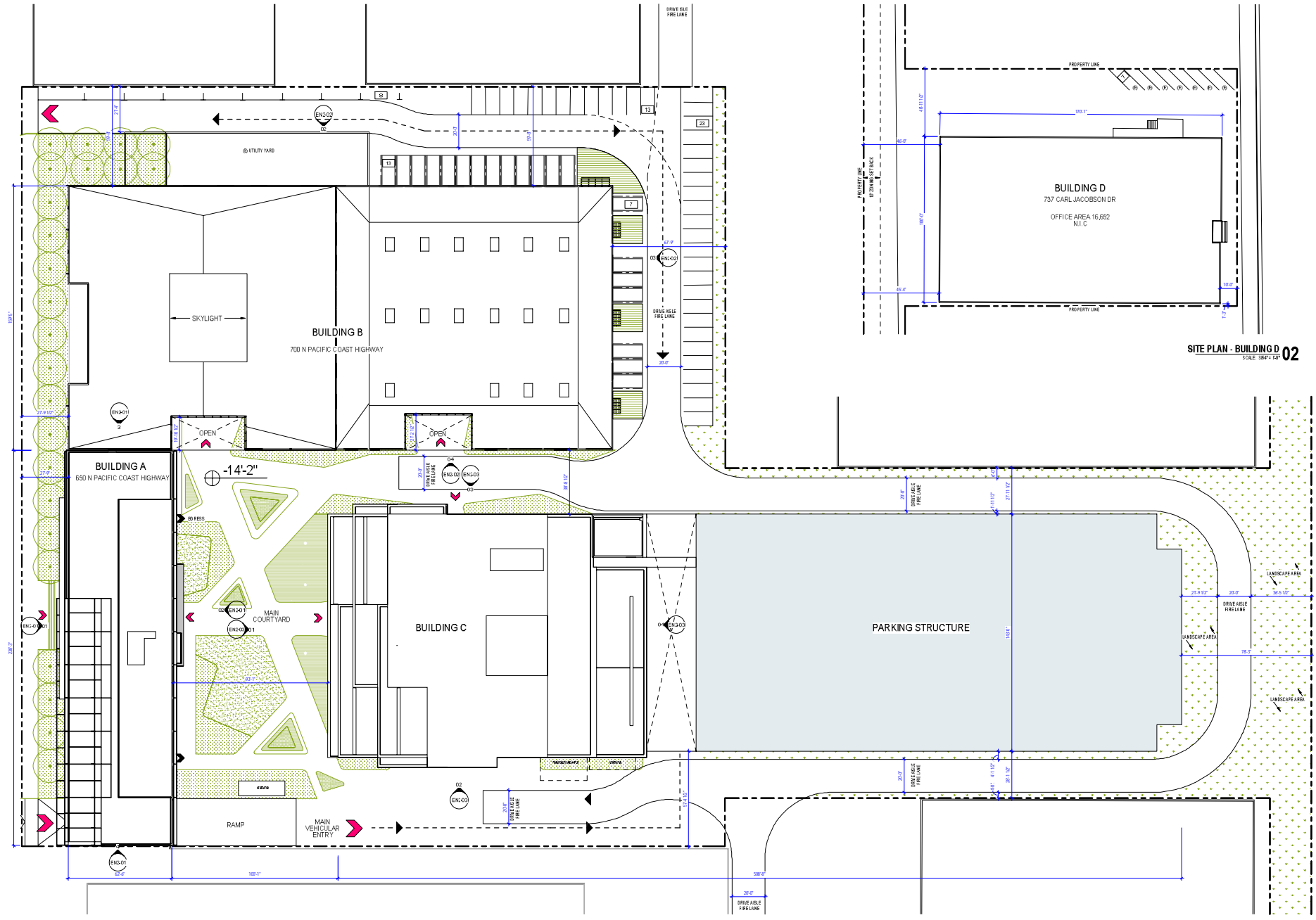
Pranesh Tarikere, P.E

APPROVED:

By:

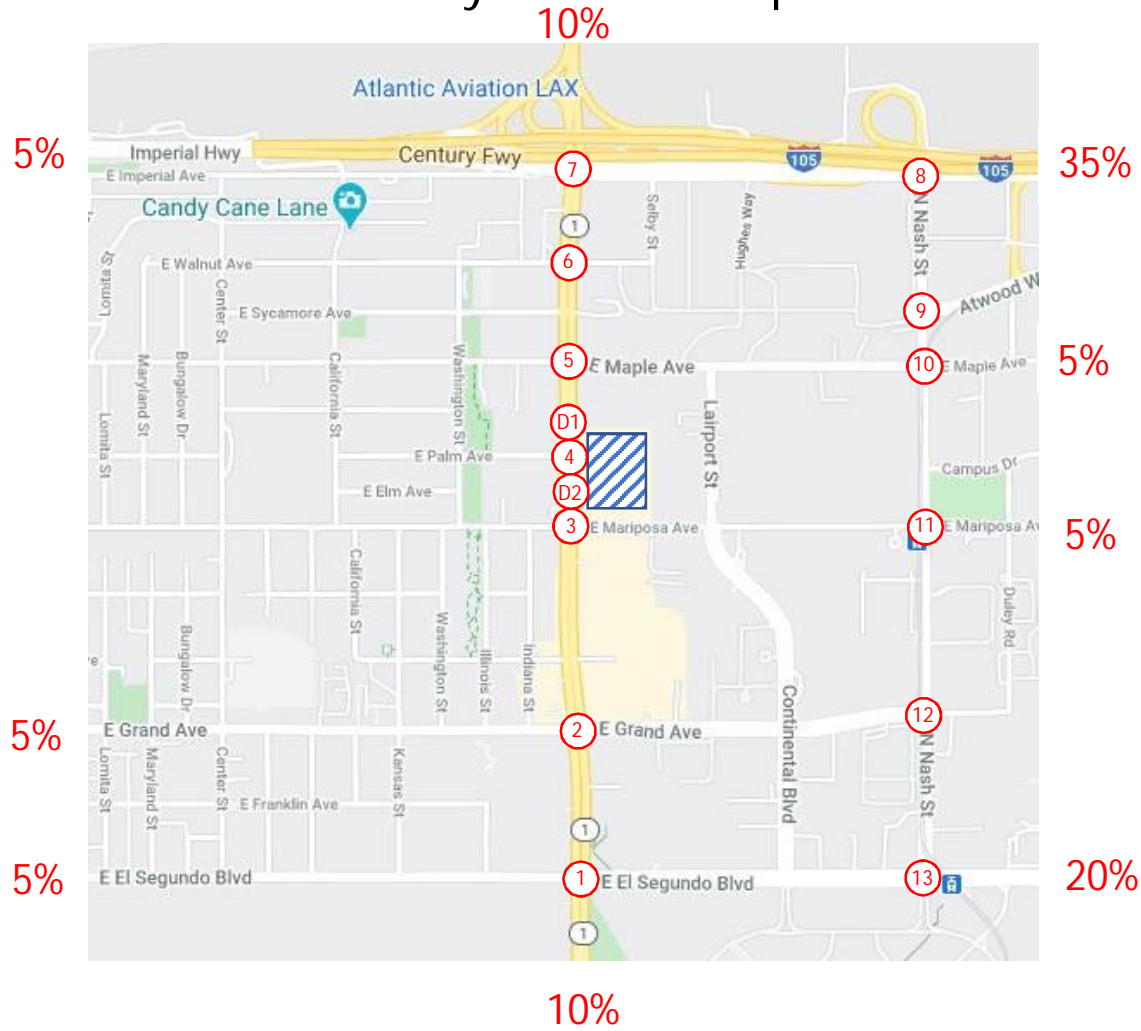
\_\_\_\_\_  
Elias Sassoon  
Director of Public Works, City of El Segundo

# Attachment A - Project Site Plan





650-700 PCH  
 650 N PACIFIC COAST HIGHWAY  
 EL 965 UNKRD, CA 94624S  
 ENTITLEMENT PACKAGE  
 SCALE: 3/8" = 1'-0"  
 DATE: 06-20-2006

# Attachment B – Study Area and Trip Distribution



**Legend:**

-  = Study Intersection
-  = Project Site
- XX%** = Trip Distribution

**Study Intersections:**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1. N Pacific Coast Highway at El Segundo Boulevard</li> <li>2. N Pacific Coast Highway at Grand Avenue</li> <li>3. N Pacific Coast Highway at Mariposa Avenue</li> <li>4. N Pacific Coast Highway at Palm Avenue</li> <li>5. N Pacific Coast Highway at Maple Avenue</li> <li>6. N Pacific Coast Highway at Walnut Avenue</li> <li>7. N Pacific Coast Highway at Imperial Highway</li> </ul> | <ul style="list-style-type: none"> <li>8. N Nash Street at Imperial Highway</li> <li>9. N Nash Street at Atwood Way</li> <li>10. N Nash Street at Maple Avenue</li> <li>11. N Nash Street at Mariposa Avenue</li> <li>12. N Nash Street at Grand Avenue</li> <li>13. N Nash Street at El Segundo Boulevard</li> <li>D1. N Pacific Coast Highway at Northern Driveway</li> <li>D2. N Pacific Coast Highway at Southern Driveway</li> </ul> |
|---|---|

ATTACHMENT 3  
SUMMARY OF PROJECT TRIP GENERATION  
650 N PACIFIC COAST HIGHWAY PROJECT

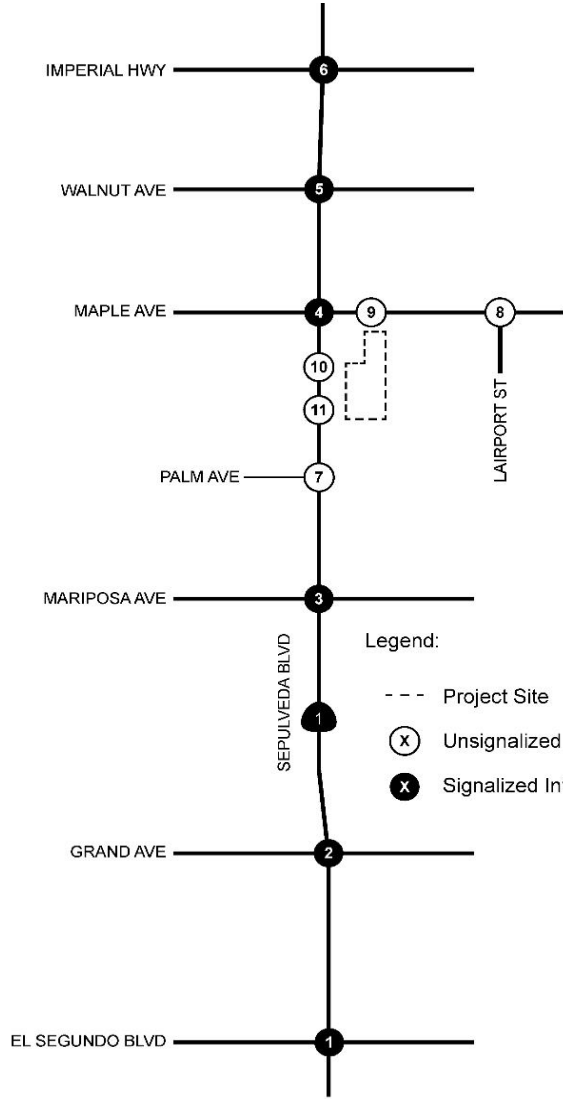
Land Use	ITE Code	Unit	Trip Generation Rates <sup>1</sup>						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
General Office Building	710	KSF	9.740	0.998	0.162	1.160	0.184	0.966	1.150
Trip Generation Estimates									
Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
				<i>Existing Use</i>					
General Office Building	168.577	KSF	1,642	168	27	195	31	163	194
<i>Total Existing Trips</i>			1,642	168	27	195	31	163	194
<i>Proposed Use</i>									
General Office Building	287.192	KSF	2,797	287	47	334	53	277	330
Net Difference (Proposed Minus Existing)	118.615	KSF	1,155	119	20	139	22	114	136

<sup>1</sup> Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

## APPENDIX B

### TRAFFIC DATA COLLECTION WORKSHEETS

Sepulveda Blvd / El Segundo Blvd		Sepulveda Blvd / Imperial Hwy		Sepulveda Blvd / Southern Dwy	
101/87	234/214 1121/2524	184/285 355/363 174/455	2304/2340 10/16	423/632	457/425 329/281 218/143
El Segundo Blvd	1	El Segundo Blvd	Imperial Hwy	6	Imperial Hwy
91/109 336/518 279/527	427/821 251/81409 370/262	202/153 281/394 149/210	89/172	1770/1582 449/861	0/0 0/0 0/0
Sepulveda Blvd / Grand Ave		Sepulveda Blvd / Palm Ave		Sepulveda Blvd / Southern Dwy	
177/131	1284/2268 397/105	57/306 53/166 33/337	2293/2728 29/31	0/0 0/0 0/0	0/0 0/0 0/0
Grand Ave	2	Grand Ave	Palm Ave	7	Southern Dwy
121/236 165/142 76/158	432/125 2155/1643 136/149	2/8 0/0 21/11	2/8 0/0 21/11	2550/2345 3/2	0/0 0/0 0/0
Sepulveda Blvd / Mariposa Ave		Lairport St / Maple Ave		Lairport St / Maple Ave	
72/78	1995/2405 234/224	89/233 100/237 54/123	0/0 0/0 0/0	0/0 0/0 0/0	0/0 0/0 0/0
Mariposa Ave	3	Mariposa Ave	Maple Ave	Maple Ave	Maple Ave
93/108 187/226 55/43	78/138 2316/1991 104/146	0/0 279/279 149	0/0 0/0 0/0	0/0 0/0 0/0	28/48
Sepulveda Blvd / Maple Ave		Project Dwy / Maple Ave		Project Dwy / Maple Ave	
57/38	2243/2807 113/89	43/140 52/94 38/124	0/0 0/0 0/0	0/0 0/0 0/0	0/0 0/0 0/0
Maple Ave	4	Maple Ave	Maple Ave	Maple Ave	Maple Ave
86/73 102/57 44/42	71/116 2215/2289 169/55	0/0 384/279 0/0	0/0 0/0 0/0	0/0 0/0 0/0	0/0 0/0 0/0
Sepulveda Blvd / Walnut Ave		Sepulveda Blvd / Northern Dwy		Sepulveda Blvd / Northern Dwy	
210/80	2381/2615 64/37	20/55 12/12 13/52	2381/2615 0/0	0/0 0/0 0/0	0/0 0/0 0/0
Walnut Ave	5	Walnut Ave	Walnut Ave	Northern Dwy	Northern Dwy
68/149 30/38 24/84	74/50 2206/2395 71/26	0/0 0/0 0/0	0/0 0/0 0/0	0/0 0/0 0/0	0/0 0/0 0/0



XX/XX = AM / PM Peak Hour Intersection Volumes



Not to Scale

## Exhibit 5 Existing Weekday AM and PM Intersection Volumes

# National Data & Surveying Services

## Intersection Turning Movement Count

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

Project ID: Historical  
 Date: 10/24/2019

Total

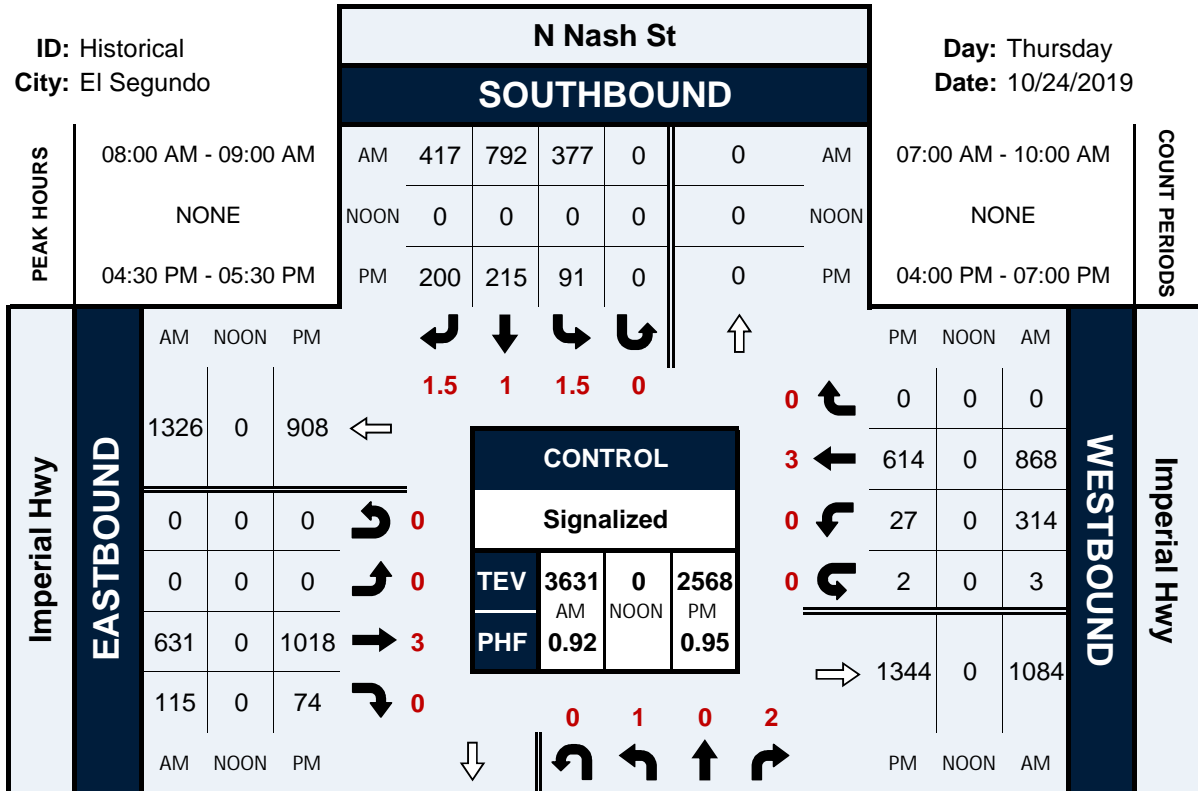
NS/EW Streets:	N Nash St				N Nash St				Imperial Hwy				Imperial Hwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	0 NT	2 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
7:00 AM	7	0	8	0	63	139	105	0	0	95	13	0	24	189	0	1	644
7:15 AM	7	0	7	0	33	128	98	0	0	94	19	0	33	229	0	2	650
7:30 AM	6	0	14	0	64	172	136	0	0	123	24	0	39	232	0	1	811
7:45 AM	10	0	15	0	69	229	122	0	0	129	29	0	62	249	0	1	915
8:00 AM	9	0	9	0	89	210	115	0	0	143	26	0	76	224	0	2	903
8:15 AM	5	0	18	0	70	170	89	0	0	181	21	0	81	240	0	0	875
8:30 AM	10	0	26	0	82	186	96	0	0	164	30	0	68	200	0	0	862
8:45 AM	17	0	20	0	136	226	117	0	0	143	38	0	89	204	0	1	991
9:00 AM	9	0	20	0	113	204	101	0	0	139	29	0	80	194	0	1	890
9:15 AM	9	0	10	0	114	206	76	0	0	116	20	0	54	168	0	0	773
9:30 AM	5	0	10	0	82	134	94	0	0	139	20	0	35	143	0	0	662
9:45 AM	8	0	12	0	94	191	123	0	0	101	23	0	26	136	0	0	714
TOTAL VOLUMES :	NL 102	NT 0	NR 169	NU 0	SL 1009	ST 2195	SR 1272	SU 0	EL 0	ET 1567	ER 292	EU 0	WL 667	WT 2408	WR 0	WU 9	TOTAL 9690
APPROACH %'s :	37.64%	0.00%	62.36%	0.00%	22.54%	49.04%	28.42%	0.00%	0.00%	84.29%	15.71%	0.00%	21.63%	78.08%	0.00%	0.29%	
PEAK HR :	08:00 AM - 09:00 AM																
PEAK HR VOL :	41	0	73	0	377	792	417	0	0	631	115	0	314	868	0	3	TOTAL 3631
PEAK HR FACTOR :	0.603	0.000	0.702	0.000	0.693	0.876	0.891	0.000	0.000	0.872	0.757	0.000	0.882	0.904	0.000	0.375	0.916
	0.770				0.828				0.923				0.923				
PM	1 NL	0 NT	2 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
4:00 PM	15	0	50	0	28	60	47	0	0	246	14	0	10	130	0	0	600
4:15 PM	16	0	46	0	29	65	54	0	0	270	23	0	7	125	0	0	635
4:30 PM	20	0	55	0	22	57	57	0	0	271	18	0	11	140	0	0	651
4:45 PM	24	0	50	0	16	52	48	0	0	264	17	0	5	149	0	1	626
5:00 PM	21	0	59	0	24	53	51	0	0	221	20	0	5	163	0	1	618
5:15 PM	29	0	69	0	29	53	44	0	0	262	19	0	6	162	0	0	673
5:30 PM	18	0	44	0	25	47	50	0	0	197	19	0	15	175	0	0	590
5:45 PM	26	0	39	0	20	63	55	0	0	245	13	0	8	143	0	0	612
6:00 PM	19	0	43	0	31	44	31	0	0	237	15	0	10	142	0	1	573
6:15 PM	10	0	26	0	14	43	41	0	0	226	15	1	10	134	0	2	522
6:30 PM	13	0	24	0	16	46	34	0	0	198	14	0	10	137	0	0	492
6:45 PM	12	0	25	0	16	35	34	0	0	162	4	1	5	106	0	2	402
TOTAL VOLUMES :	NL 223	NT 0	NR 530	NU 0	SL 270	ST 618	SR 546	SU 0	EL 0	ET 2799	ER 191	EU 2	WL 102	WT 1706	WR 0	WU 7	TOTAL 6994
APPROACH %'s :	29.61%	0.00%	70.39%	0.00%	18.83%	43.10%	38.08%	0.00%	0.00%	93.55%	6.38%	0.07%	5.62%	93.99%	0.00%	0.39%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	94	0	233	0	91	215	200	0	0	1018	74	0	27	614	0	2	TOTAL 2568
PEAK HR FACTOR :	0.810	0.000	0.844	0.000	0.784	0.943	0.877	0.000	0.000	0.939	0.925	0.000	0.614	0.942	0.000	0.500	0.954
	0.834				0.930				0.945				0.951				

# N Nash St & Imperial Hwy

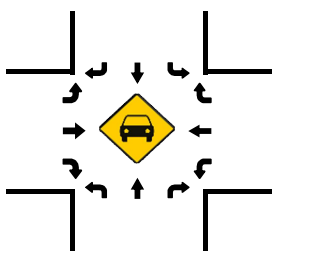
## Peak Hour Turning Movement Count

ID: Historical  
City: El Segundo

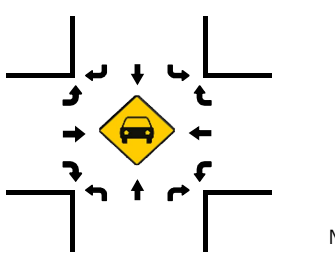
Day: Thursday  
Date: 10/24/2019



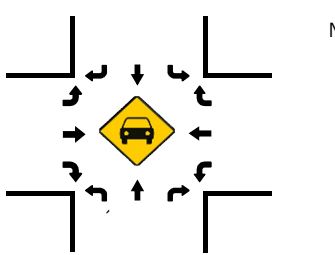
Total Vehicles (AM)



Total Vehicles (NOON)

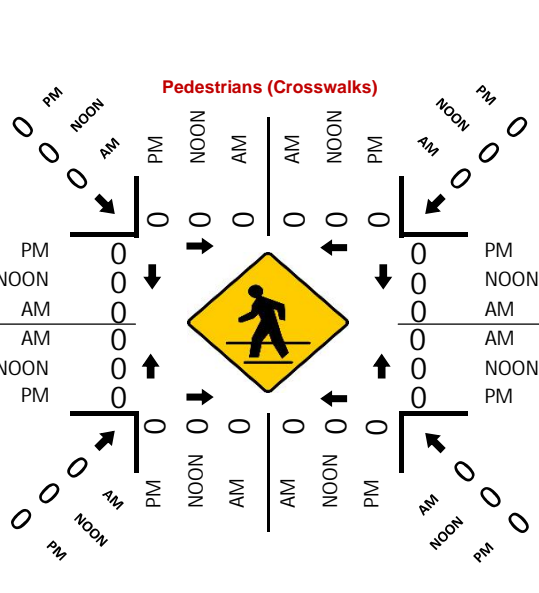


Total Vehicles (PM)

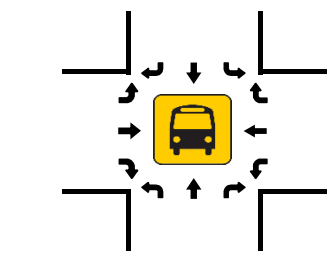


PM	316	0	94	0	233	PM
NOON	0	0	0	0	0	NOON
AM	1221	0	41	0	73	AM

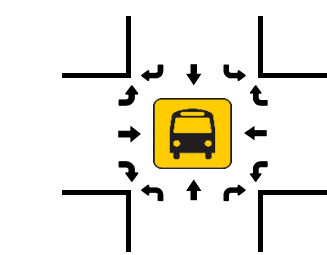
### N Nash St NORTHBOUND



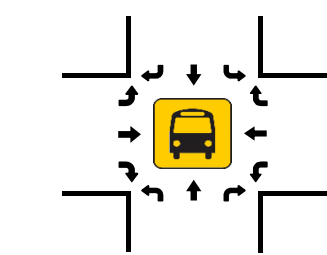
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

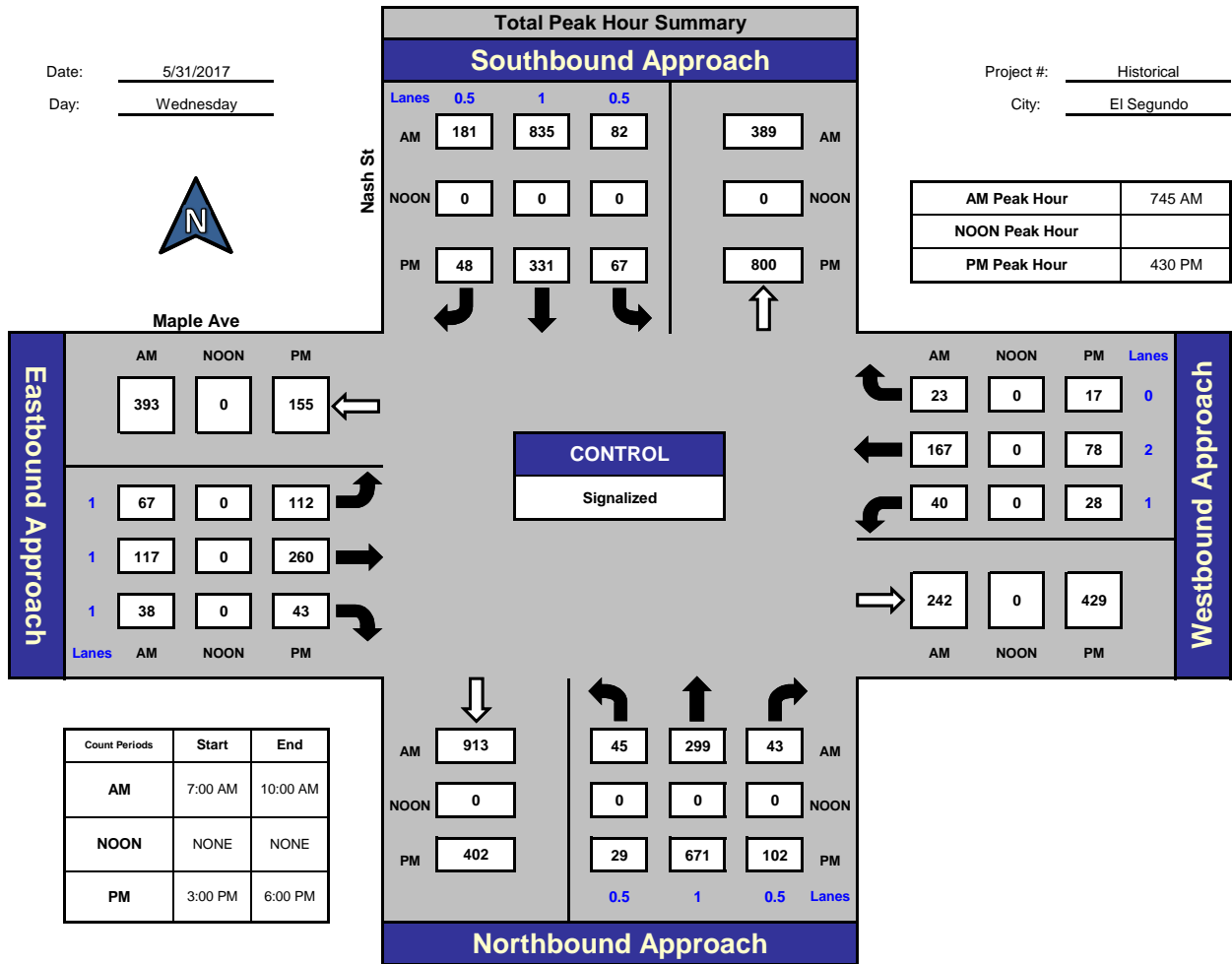
## Nash St and Maple Ave, El Segundo

Date: 5/31/2017

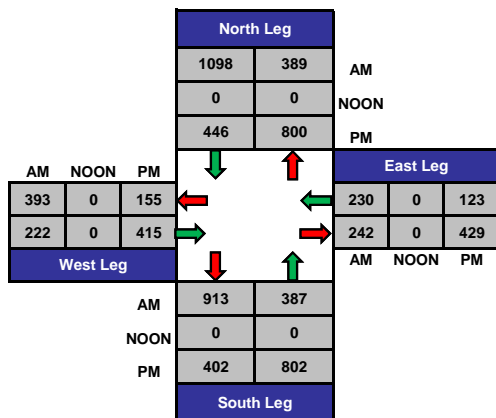
Day: Wednesday

Project #: Historical

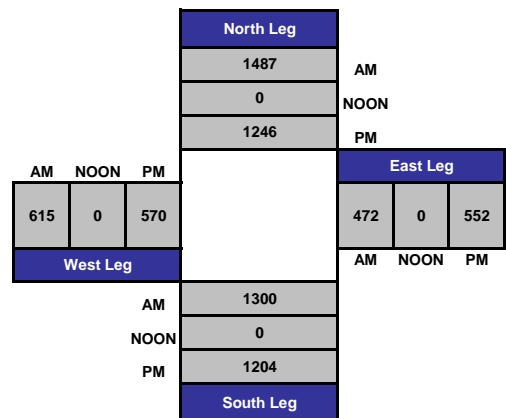
City: El Segundo



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: El Segundo

TOTALS

Date: 5/31/2017

		AM											
NS/EW Streets:	Nash St			Nash St			Maple Ave			Maple Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0.5	1	0.5	0.5	1	0.5	1	1	1	1	2	0	
7:00 AM	9	33	2	10	102	30	14	19	4	4	30	1	258
7:15 AM	4	49	8	15	148	34	21	23	5	8	36	4	355
7:30 AM	6	60	10	10	147	41	21	28	11	10	40	4	388
7:45 AM	14	60	10	17	210	48	14	27	5	9	40	5	459
8:00 AM	12	72	11	15	211	55	22	29	13	10	46	5	501
8:15 AM	7	86	8	29	228	38	25	29	10	8	26	4	498
8:30 AM	12	81	14	21	186	40	6	32	10	13	55	9	479
8:45 AM	11	51	9	19	206	38	15	33	14	9	32	8	445
9:00 AM	6	47	10	25	187	34	15	27	11	3	33	6	404
9:15 AM	11	56	12	23	153	26	10	18	7	8	28	3	355
9:30 AM	11	48	15	9	109	41	11	21	9	3	26	7	310
9:45 AM	14	43	10	18	115	23	15	17	11	4	32	5	307
TOTAL VOLUMES :	117	686	119	211	2002	448	189	303	110	89	424	61	4759
APPROACH %'s :	12.69%	74.40%	12.91%	7.93%	75.23%	16.84%	31.40%	50.33%	18.27%	15.51%	73.87%	10.63%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	45	299	43	82	835	181	67	117	38	40	167	23	1937
PEAK HR FACTOR :	0.904			0.931			0.867			0.747			0.967

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: El Segundo

TOTALS

Date: 5/31/2017

NS/EW Streets:	PM												TOTAL
	Nash St			Nash St			Maple Ave			Maple Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	1	0.5	0.5	1	0.5	1	1	1	1	2	0	
3:00 PM	5	148	14	6	56	19	14	34	15	7	17	1	336
3:15 PM	6	103	8	7	64	15	16	18	11	6	11	1	266
3:30 PM	6	140	15	9	65	15	23	31	10	4	17	4	339
3:45 PM	8	116	17	10	55	9	22	22	16	5	20	2	302
4:00 PM	4	164	12	16	61	15	21	50	20	6	22	3	394
4:15 PM	9	134	15	16	75	8	22	38	6	4	17	6	350
4:30 PM	6	159	28	18	78	16	40	70	12	9	14	5	455
4:45 PM	6	158	13	19	82	9	25	58	11	6	23	3	413
5:00 PM	10	185	32	17	84	14	26	68	13	8	25	9	491
5:15 PM	7	169	29	13	87	9	21	64	7	5	16	0	427
5:30 PM	8	153	47	14	72	12	16	54	9	8	19	6	418
5:45 PM	11	161	28	16	80	20	19	62	9	5	18	1	430
TOTAL VOLUMES :	86	1790	258	161	859	161	265	569	139	73	219	41	4621
APPROACH %'s :	4.03%	83.88%	12.09%	13.63%	72.73%	13.63%	27.24%	58.48%	14.29%	21.92%	65.77%	12.31%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	29	671	102	67	331	48	112	260	43	28	78	17	1786
PEAK HR FACTOR :	0.883			0.970			0.850			0.732			0.909

CONTROL : Signalized

# National Data & Surveying Services

## Intersection Turning Movement Count

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

Project ID: Historical  
 Date: 10/24/2019

### Total

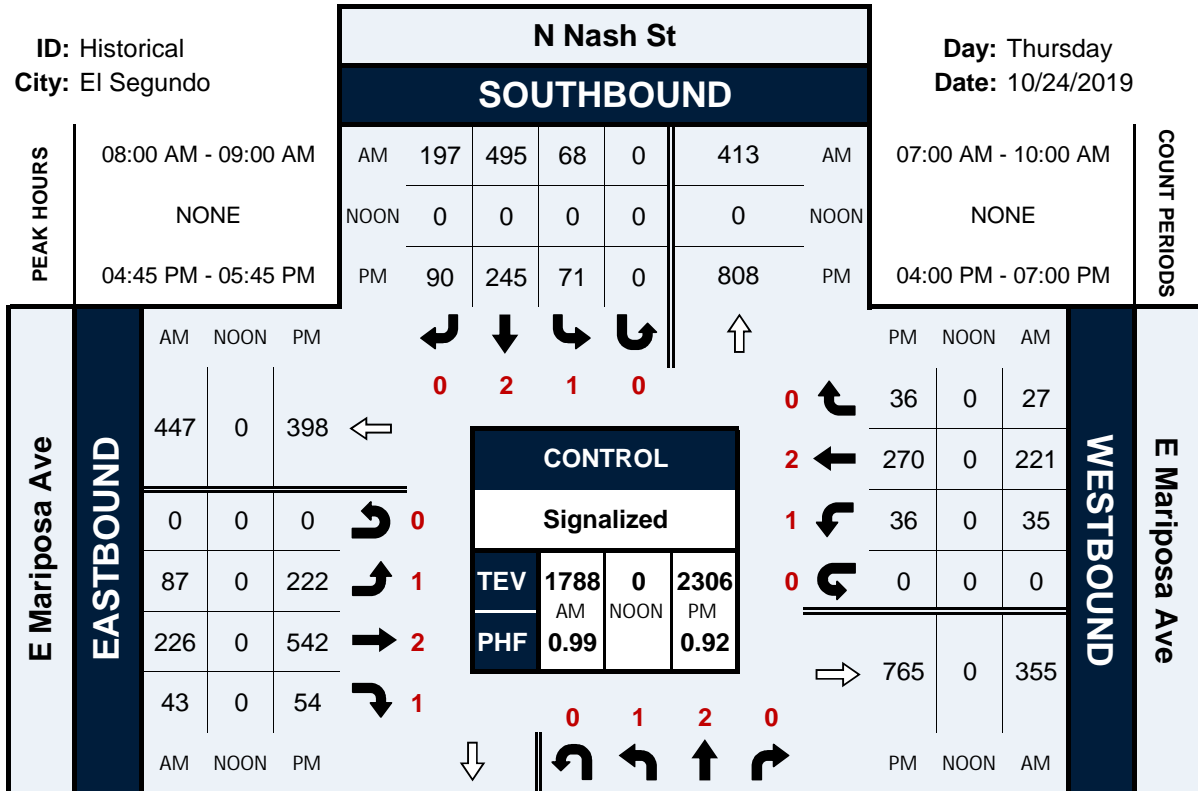
NS/EW Streets:	N Nash St				N Nash St				E Mariposa Ave				E Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	5	35	5	0	6	65	25	0	14	20	10	0	5	46	2	0	238
7:15 AM	7	41	11	0	6	86	38	0	12	31	10	0	7	52	6	0	307
7:30 AM	4	31	9	0	11	105	35	0	16	36	11	0	7	44	7	0	316
7:45 AM	6	55	10	0	14	152	56	0	12	64	14	0	9	49	3	0	444
8:00 AM	7	59	15	0	15	143	56	0	22	60	10	0	6	52	6	0	451
8:15 AM	7	72	18	0	23	114	54	0	18	63	10	0	6	46	6	0	437
8:30 AM	7	85	19	0	19	102	41	0	22	56	11	0	12	68	8	0	450
8:45 AM	8	83	9	0	11	136	46	0	25	47	12	0	11	55	7	0	450
9:00 AM	14	59	9	0	11	127	40	0	21	33	23	0	10	76	7	0	430
9:15 AM	4	52	9	0	9	78	34	0	7	45	9	0	5	46	8	0	306
9:30 AM	6	41	5	0	5	81	20	0	19	38	7	0	8	60	4	0	294
9:45 AM	5	34	12	0	8	75	28	0	12	44	7	0	9	46	9	0	289
TOTAL VOLUMES :	NL 80	NT 647	NR 131	NU 0	SL 138	ST 1264	SR 473	SU 0	EL 200	ET 537	ER 134	EU 0	WL 95	WT 640	WR 73	WU 0	TOTAL 4412
APPROACH %'s :	9.32%	75.41%	15.27%	0.00%	7.36%	67.41%	25.23%	0.00%	22.96%	61.65%	15.38%	0.00%	11.76%	79.21%	9.03%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	29	299	61	0	68	495	197	0	87	226	43	0	35	221	27	0	1788
PEAK HR FACTOR :	0.906	0.879	0.803	0.000	0.739	0.865	0.879	0.000	0.870	0.897	0.896	0.000	0.729	0.813	0.844	0.000	0.991
	0.876				0.888				0.967				0.804				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	16	132	35	0	25	42	17	0	34	102	14	0	11	60	5	0	493
4:15 PM	11	138	31	0	21	62	13	0	34	85	9	0	13	65	6	0	488
4:30 PM	8	147	17	0	18	50	23	0	60	129	16	0	10	69	11	0	558
4:45 PM	7	137	23	0	14	62	14	0	47	127	12	0	9	70	12	0	534
5:00 PM	6	158	35	0	22	56	29	0	70	148	17	0	10	67	7	0	625
5:15 PM	14	138	53	0	23	57	22	0	47	126	15	0	8	63	10	0	576
5:30 PM	11	117	41	0	12	70	25	0	58	141	10	0	9	70	7	0	571
5:45 PM	6	101	34	0	19	63	27	0	44	116	17	0	9	53	4	0	493
6:00 PM	8	115	23	0	11	70	16	0	39	92	12	0	6	56	4	0	452
6:15 PM	8	99	13	0	17	37	14	0	34	99	16	1	8	40	6	0	392
6:30 PM	9	99	11	0	13	53	20	0	41	75	11	0	10	56	5	0	403
6:45 PM	6	77	13	1	8	40	13	0	42	74	12	0	5	46	2	0	339
TOTAL VOLUMES :	NL 110	NT 1458	NR 329	NU 1	SL 203	ST 662	SR 233	SU 0	EL 550	ET 1314	ER 161	EU 1	WL 108	WT 715	WR 79	WU 0	TOTAL 5924
APPROACH %'s :	5.80%	76.82%	17.33%	0.05%	18.49%	60.29%	21.22%	0.00%	27.15%	64.86%	7.95%	0.05%	11.97%	79.27%	8.76%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	38	550	152	0	71	245	90	0	222	542	54	0	36	270	36	0	2306
PEAK HR FACTOR :	0.679	0.870	0.717	0.000	0.772	0.875	0.776	0.000	0.793	0.916	0.794	0.000	0.900	0.964	0.750	0.000	0.922
	0.902				0.949				0.870				0.940				

# N Nash St & E Mariposa Ave

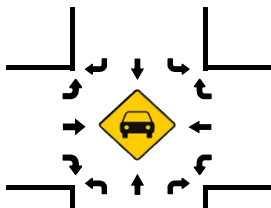
## Peak Hour Turning Movement Count

ID: Historical  
City: El Segundo

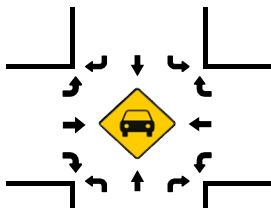
Day: Thursday  
Date: 10/24/2019



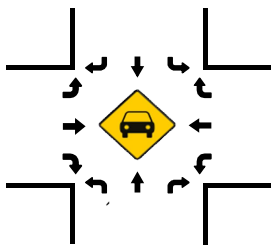
Total Vehicles (AM)



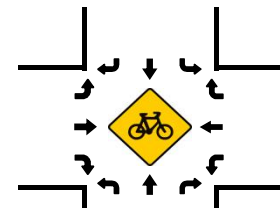
Total Vehicles (Noon)



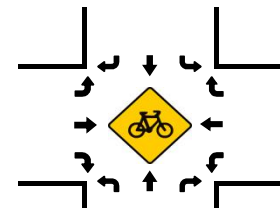
Total Vehicles (PM)



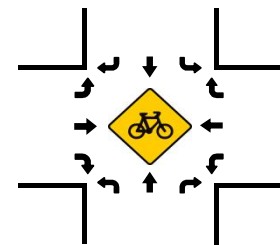
Bikes (AM)



Bikes (NOON)

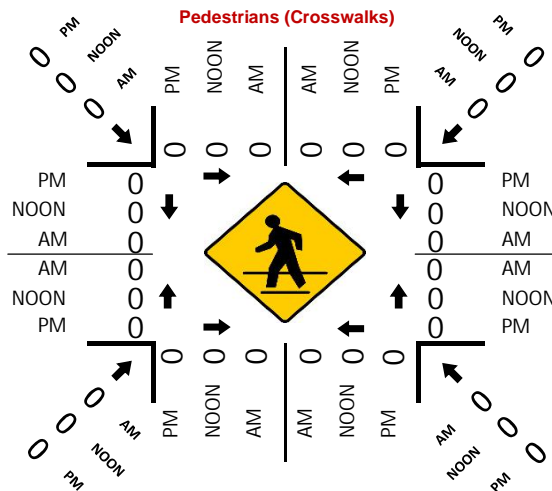


Bikes (PM)



### NORTHBOUND

#### N Nash St



# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

## Nash St and Grand Ave, El Segundo

Date: 5/3/2016

Day: Tuesday

Project #: Historical

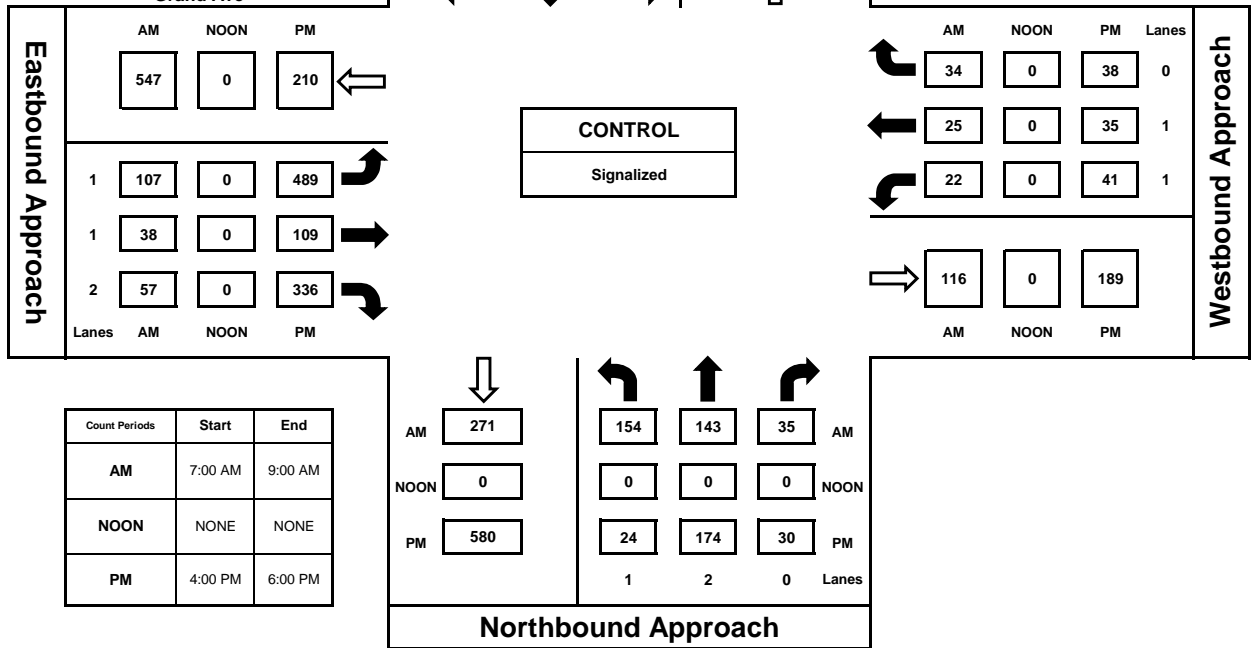
City: El Segundo



Grand Ave

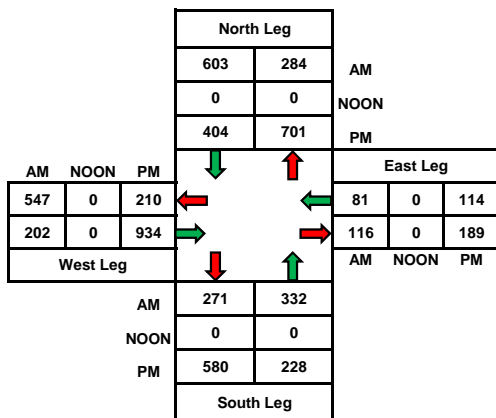
Peak Hour Summary						
Southbound Approach						
Lanes	0	2	1			
AM	368	192	43	284	AM	
NOON	0	0	0	0	NOON	
PM	151	203	50	701	PM	

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

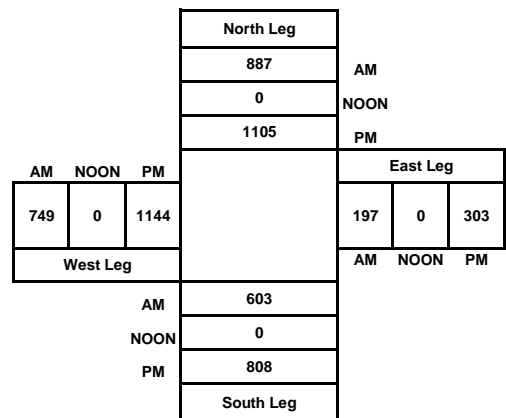


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Tuesday

City: El Segundo

Date: 5/3/2016

NS/EW Streets:	AM												TOTAL
	Nash St			Nash St			Grand Ave			Grand Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 2	WL 1	WT 1	WR 0	
7:00 AM	27	24	8	6	40	50	24	8	7	2	3	6	205
7:15 AM	32	41	12	4	55	43	20	11	12	3	8	3	244
7:30 AM	30	29	10	6	61	72	29	6	6	7	8	4	268
7:45 AM	48	36	18	10	49	73	27	9	9	4	13	11	307
8:00 AM	39	32	9	15	45	106	24	12	15	8	10	9	324
8:15 AM	40	25	6	13	49	83	33	6	14	9	8	10	296
8:30 AM	33	44	10	6	59	63	23	9	10	2	6	5	270
8:45 AM	42	42	10	9	39	116	27	11	18	3	1	10	328
<b>TOTAL VOLUMES :</b>	291	273	83	69	397	606	207	72	91	38	57	58	2242
<b>APPROACH %'s :</b>	44.98%	42.19%	12.83%	6.44%	37.03%	56.53%	55.95%	19.46%	24.59%	24.84%	37.25%	37.91%	

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
---------	---------	---------	---------

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	154	143	35	43	192	368	107	38	57	22	25	34	1218
PEAK HR FACTOR :	0.883			0.908			0.902			0.750			0.928

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Tuesday

City: El Segundo

Date: 5/3/2016

		PM												
NS/EW Streets:		Nash St			Nash St			Grand Ave			Grand Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1	2	0	1	2	0	1	1	2	1	1	0	
4:00 PM		9	33	3	1	46	29	89	14	67	5	2	7	305
4:15 PM		1	30	7	3	36	21	83	9	61	7	5	3	266
4:30 PM		7	43	2	9	55	25	81	16	75	5	3	6	327
4:45 PM		9	45	5	7	46	37	93	21	77	5	5	7	357
5:00 PM		3	40	5	11	51	34	134	41	103	11	6	7	446
5:15 PM		7	32	6	13	53	44	121	25	70	10	6	7	394
5:30 PM		4	60	14	20	51	31	132	30	96	11	16	10	475
5:45 PM		10	42	5	6	48	42	102	13	67	9	7	14	365
TOTAL VOLUMES :		50	325	47	70	386	263	835	169	616	63	50	61	2935
APPROACH %'s :		11.85%	77.01%	11.14%	9.74%	53.69%	36.58%	51.54%	10.43%	38.02%	36.21%	28.74%	35.06%	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	24	174	30	50	203	151	489	109	336	41	35	38	1680
PEAK HR FACTOR :	0.731			0.918			0.840			0.770			0.884

CONTROL : Signalized

# National Data & Surveying Services

## Intersection Turning Movement Count

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

Project ID: Historical  
 Date: 10/24/2019

### Total

NS/EW Streets:	N Nash St				N Nash St				E El Segundo Blvd				E El Segundo Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	3	1	3	0	22	20	9	0	4	112	2	2	83	254	58	1	574
7:15 AM	0	2	1	0	26	19	7	0	8	114	9	2	71	280	64	3	606
7:30 AM	0	3	2	0	24	24	11	0	8	176	6	1	62	351	66	4	738
7:45 AM	1	4	0	0	30	24	14	0	11	163	10	3	69	344	96	1	770
8:00 AM	0	4	2	0	25	23	6	0	17	165	6	3	66	336	74	8	735
8:15 AM	0	2	2	0	33	21	13	0	14	163	3	4	68	314	86	10	733
8:30 AM	2	4	0	0	36	17	9	0	19	127	10	1	95	349	97	5	771
8:45 AM	1	6	4	0	30	20	8	1	13	150	6	1	73	384	89	3	789
9:00 AM	0	4	5	0	31	17	3	0	15	123	9	6	73	411	74	4	775
9:15 AM	2	5	1	0	31	22	5	0	14	151	6	5	55	330	40	4	671
9:30 AM	1	3	3	0	20	12	8	0	6	138	4	4	37	271	36	4	547
9:45 AM	0	3	1	0	22	13	4	0	14	120	3	0	57	331	45	5	618
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10	41	24	0	330	232	97	1	143	1702	74	32	809	3955	825	52	8327
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	3	16	11	0	130	75	33	1	61	563	28	12	309	1458	346	22	3068
PEAK HR FACTOR :	0.375	0.667	0.550	0.000	0.903	0.893	0.635	0.250	0.803	0.863	0.700	0.500	0.813	0.887	0.892	0.550	0.972
	0.682				0.892				0.902				0.950				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	5	17	39	0	98	2	16	0	12	287	0	4	8	230	57	10	785
4:15 PM	3	10	36	0	82	10	12	0	4	259	2	6	3	204	55	4	690
4:30 PM	2	16	45	0	95	4	17	0	15	404	0	2	3	231	37	5	876
4:45 PM	5	15	39	0	84	4	11	0	11	288	1	2	6	202	42	1	711
5:00 PM	8	20	46	0	107	4	21	0	11	401	3	2	5	191	40	6	865
5:15 PM	2	8	22	0	85	1	16	0	7	363	2	6	3	177	32	2	726
5:30 PM	5	7	39	0	87	5	12	0	14	288	3	8	1	193	35	10	707
5:45 PM	2	4	21	0	92	1	9	0	9	279	2	5	1	190	28	2	645
6:00 PM	0	0	0	0	102	0	16	0	10	407	0	4	0	206	33	1	779
6:15 PM	0	0	0	0	70	0	22	0	7	328	0	3	0	175	28	6	639
6:30 PM	0	0	0	0	80	0	14	0	10	333	0	3	0	172	18	5	635
6:45 PM	0	0	0	0	56	0	9	0	10	273	0	5	0	149	24	5	531
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	32	97	287	0	1038	31	175	0	120	3910	13	50	30	2320	429	57	8589
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	17	59	152	0	371	13	65	0	44	1456	6	12	17	801	151	14	3178
PEAK HR FACTOR :	0.531	0.738	0.826	0.000	0.867	0.813	0.774	0.000	0.733	0.901	0.500	0.500	0.708	0.867	0.899	0.583	0.907
	0.770				0.850				0.901				0.890				



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> Wed, Dec 9, 20	<b>LOCATION:</b> NORTH & SOUTH: El Segundo EAST & WEST: Nash Atwood	<b>PROJECT #:</b> SC <b>LOCATION #:</b> 1 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ ▼ S	
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Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Nash			Nash			Atwood			Atwood			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	0	1	0.5	0.5	

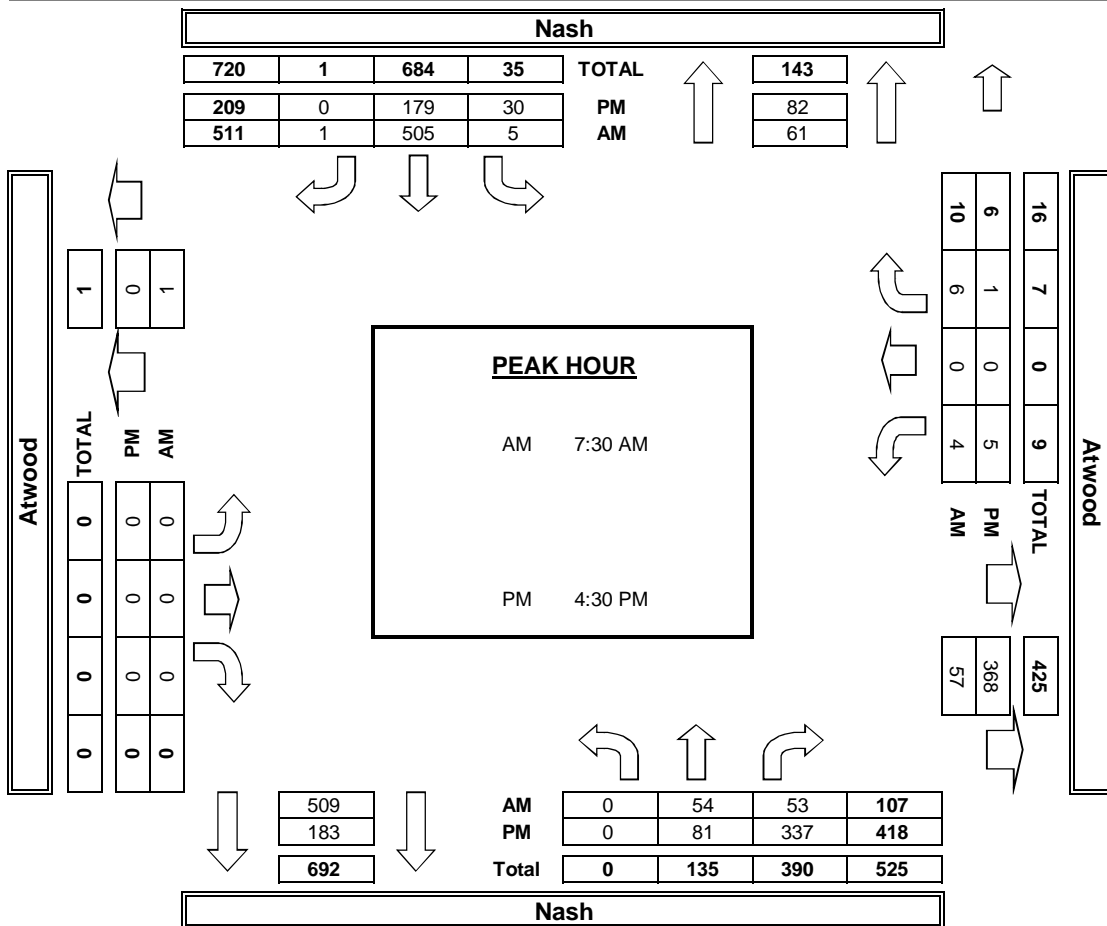
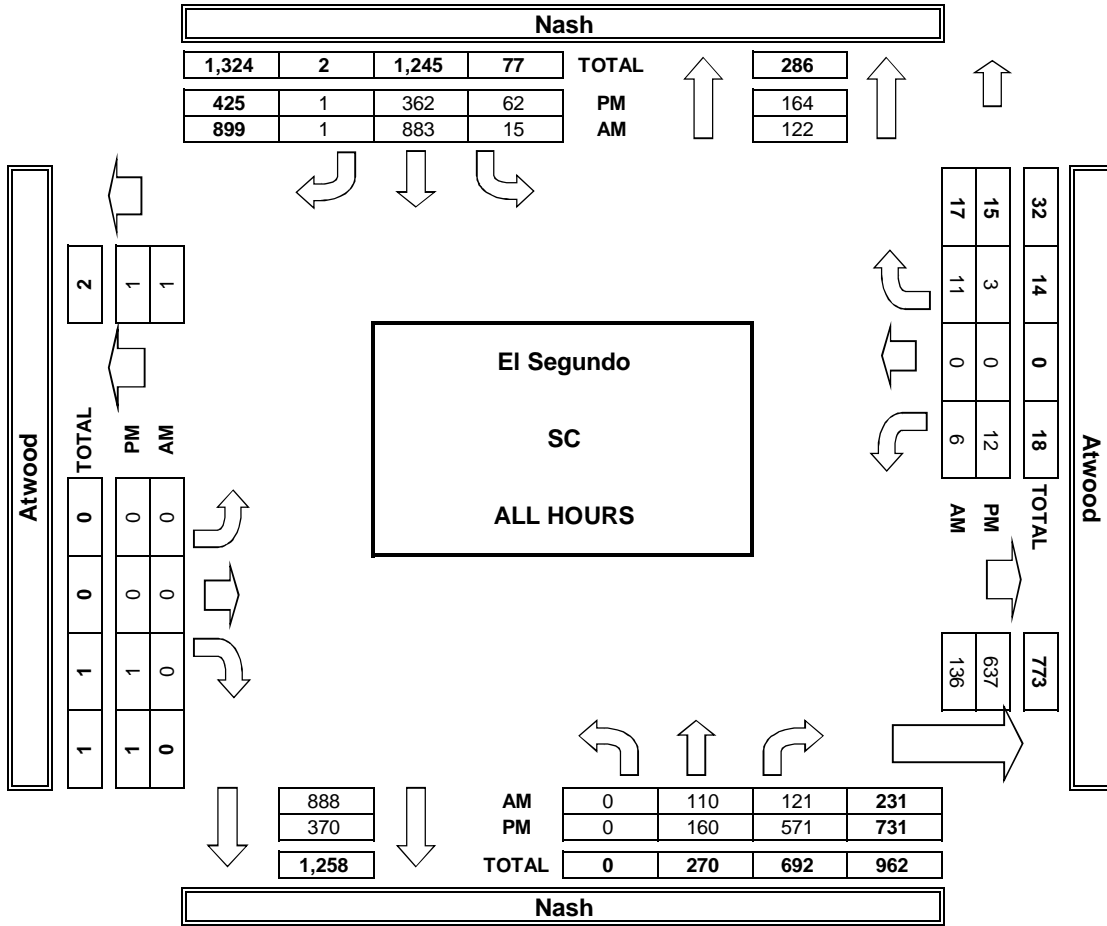
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	13	13	4	99	0	0	0	0	0	0	129	
7:15 AM	0	17	18	2	84	0	0	0	0	1	0	123	
7:30 AM	0	12	11	2	123	1	0	0	0	0	2	151	
7:45 AM	0	16	12	1	137	0	0	0	0	0	2	168	
8:00 AM	0	13	20	0	125	0	0	0	0	2	0	161	
8:15 AM	0	13	10	2	120	0	0	0	0	2	0	148	
8:30 AM	0	10	15	3	89	0	0	0	0	1	0	121	
8:45 AM	0	16	22	1	106	0	0	0	0	0	1	146	
VOLUMES	0	110	121	15	883	1	0	0	0	6	0	11	1,147
APPROACH %	0%	48%	52%	2%	98%	0%	0%	0%	0%	35%	0%	65%	
APP/DEPART	231	/	122	899	/	888	0	/	136	17	/	1	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	54	53	5	505	1	0	0	0	4	0	6	628
APPROACH %	0%	50%	50%	1%	99%	0%	0%	0%	0%	40%	0%	60%	
PEAK HR FACTOR	0.811			0.926			0.000			0.833			0.935
APP/DEPART	107	/	61	511	/	509	0	/	57	10	/	1	0
4:00 PM	0	23	73	7	46	0	0	0	0	2	0	1	152
4:15 PM	0	26	43	9	57	1	0	0	0	3	0	0	139
4:30 PM	0	16	96	7	46	0	0	0	0	3	0	0	168
4:45 PM	0	19	72	10	46	0	0	0	0	1	0	0	148
5:00 PM	0	22	90	5	45	0	0	0	0	1	0	1	164
5:15 PM	0	24	79	8	42	0	0	0	0	0	0	0	153
5:30 PM	0	11	67	11	45	0	0	0	1	1	0	1	137
5:45 PM	0	19	51	5	35	0	0	0	0	1	0	0	111
VOLUMES	0	160	571	62	362	1	0	0	1	12	0	3	1,172
APPROACH %	0%	22%	78%	15%	85%	0%	0%	0%	100%	80%	0%	20%	
APP/DEPART	731	/	164	425	/	370	1	/	637	15	/	1	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	81	337	30	179	0	0	0	0	5	0	1	633
APPROACH %	0%	19%	81%	14%	86%	0%	0%	0%	0%	83%	0%	17%	
PEAK HR FACTOR	0.933			0.933			0.000			0.500			0.942
APP/DEPART	418	/	82	209	/	183	0	/	368	6	/	0	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	1	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2

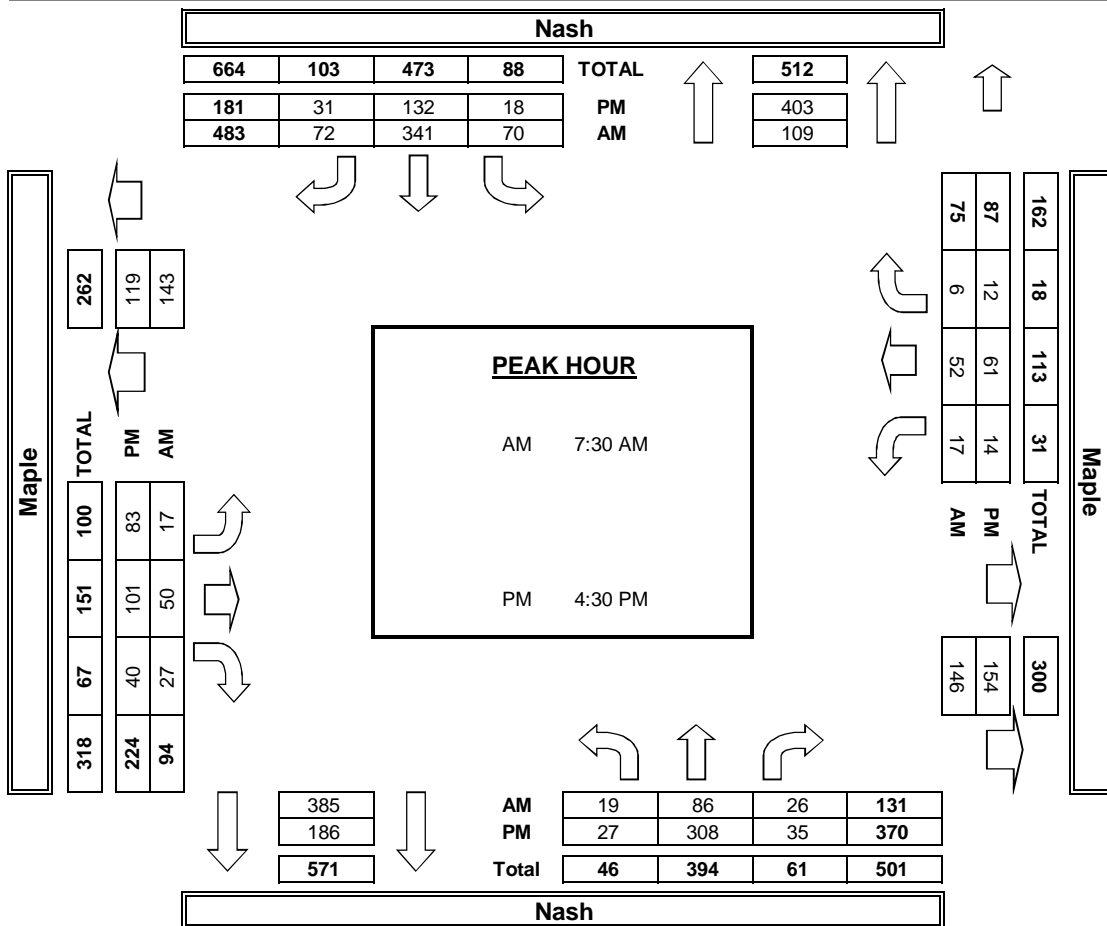
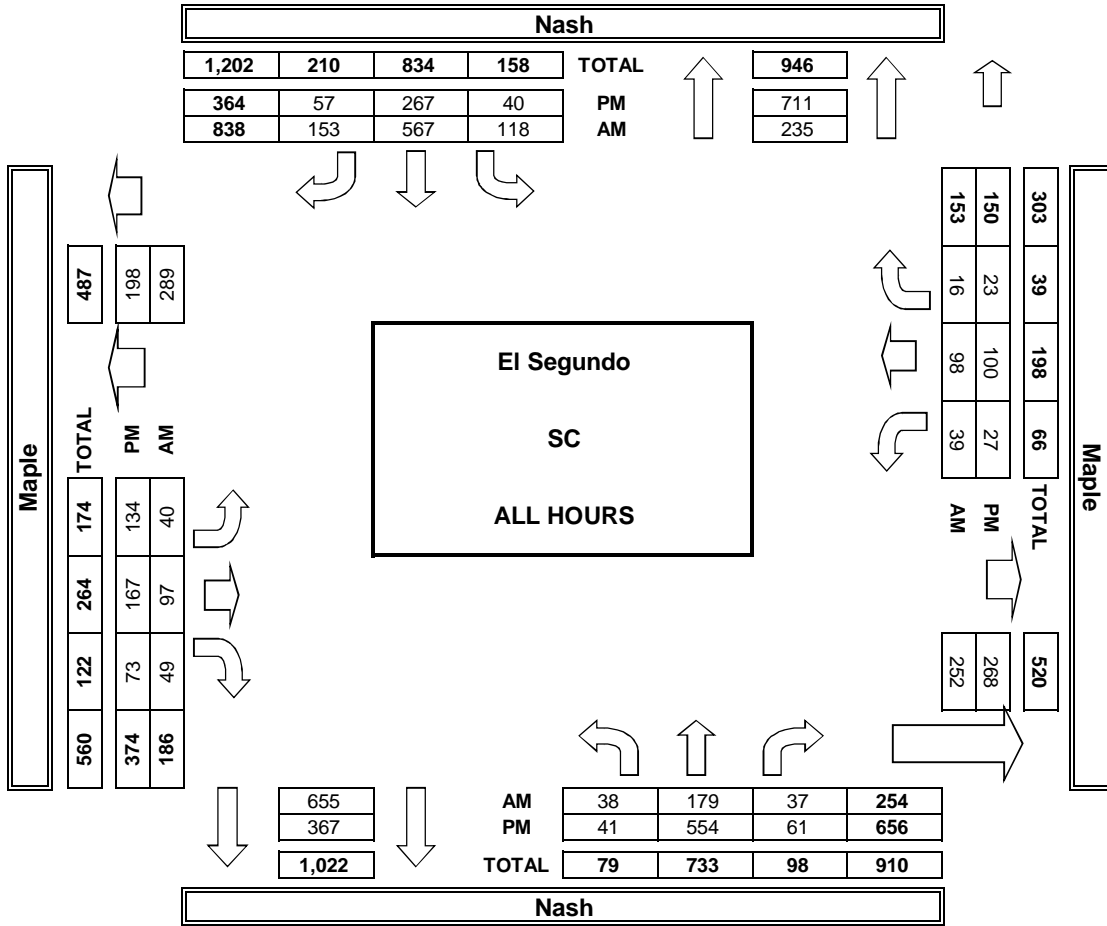
NB	SB	EB	WB	TTL
0	0	0	1	1
0	1	0	3	4
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	5	6

**AimTD LLC**  
TURNING MOVEMENT COUNTS



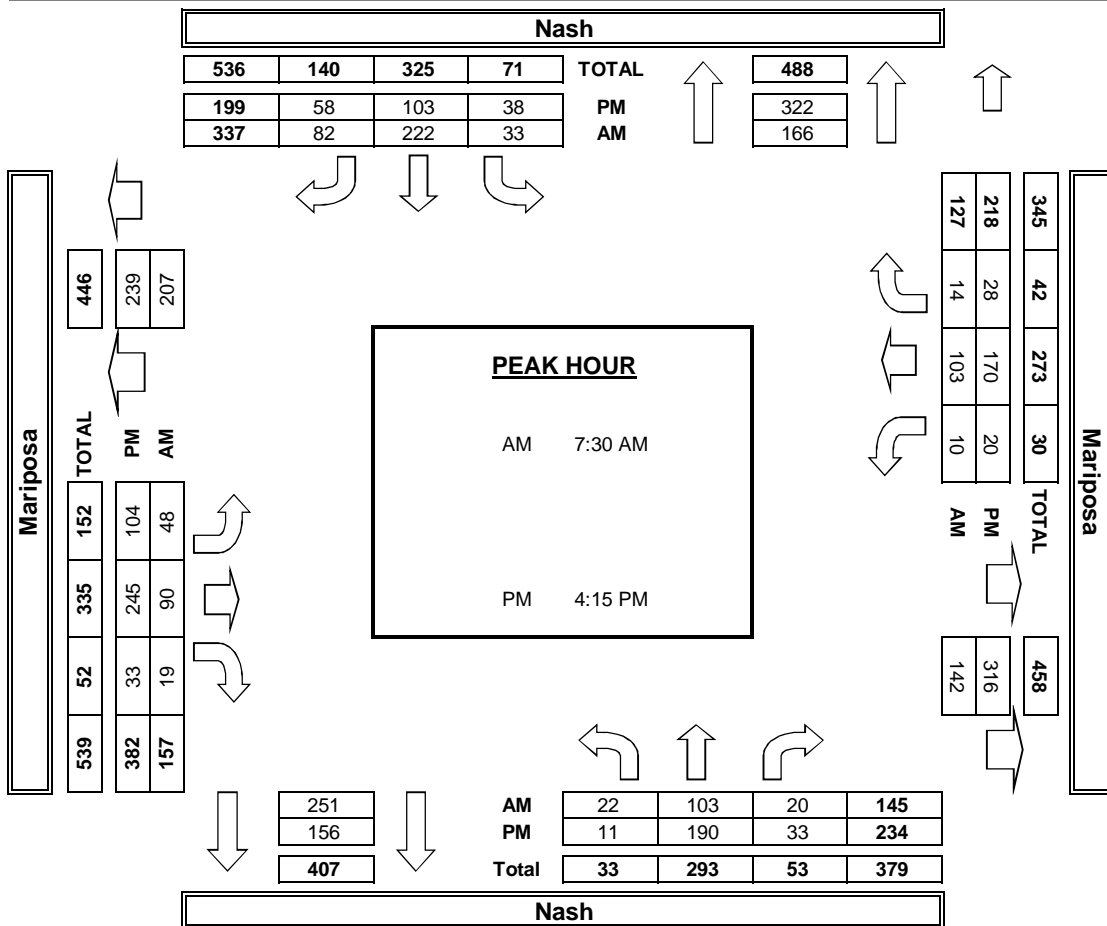
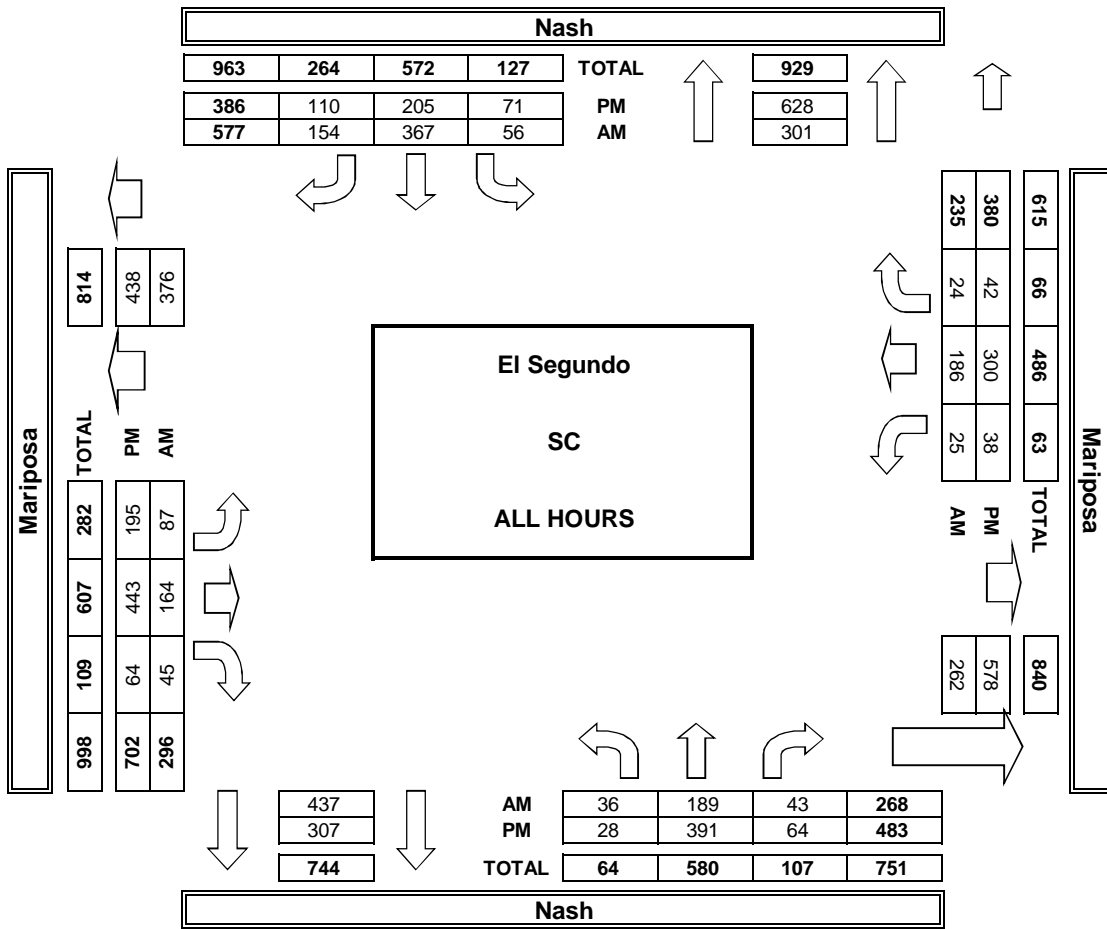


**AimTD LLC**  
TURNING MOVEMENT COUNTS



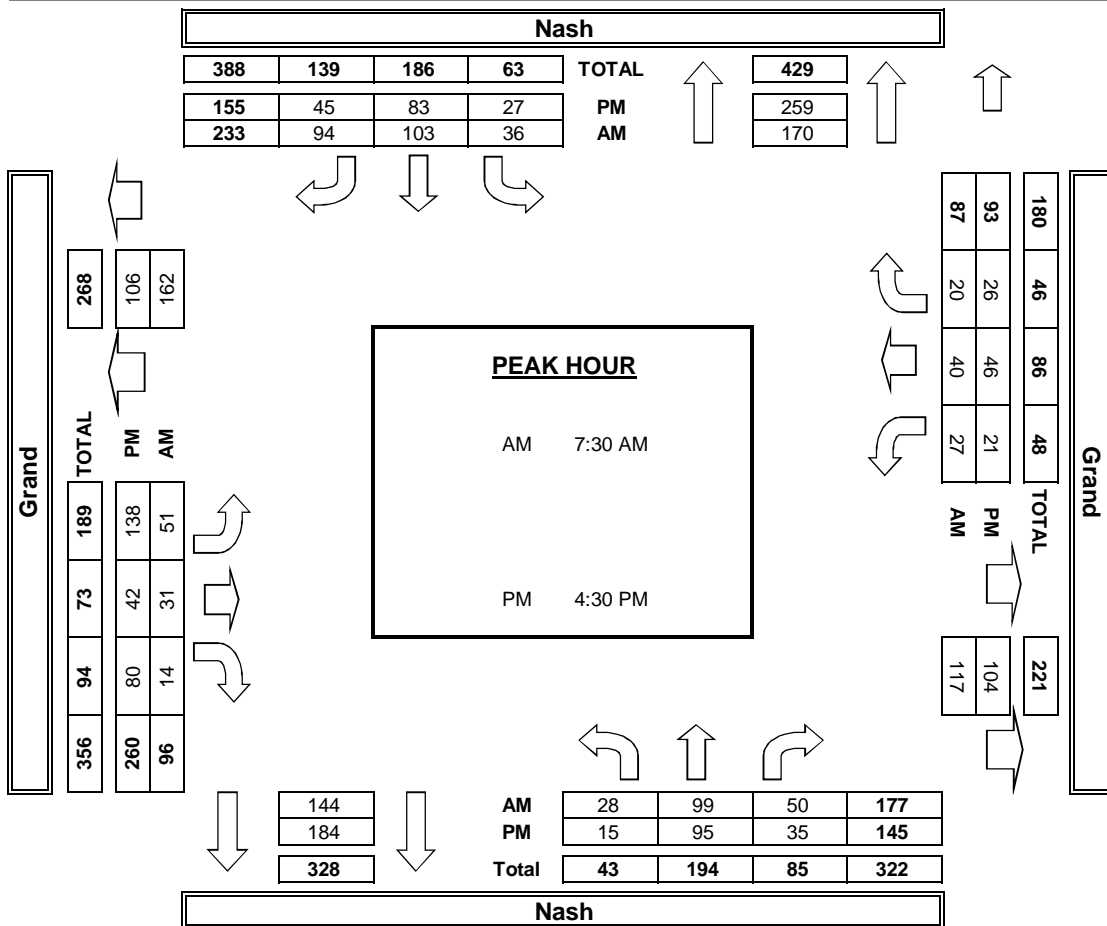
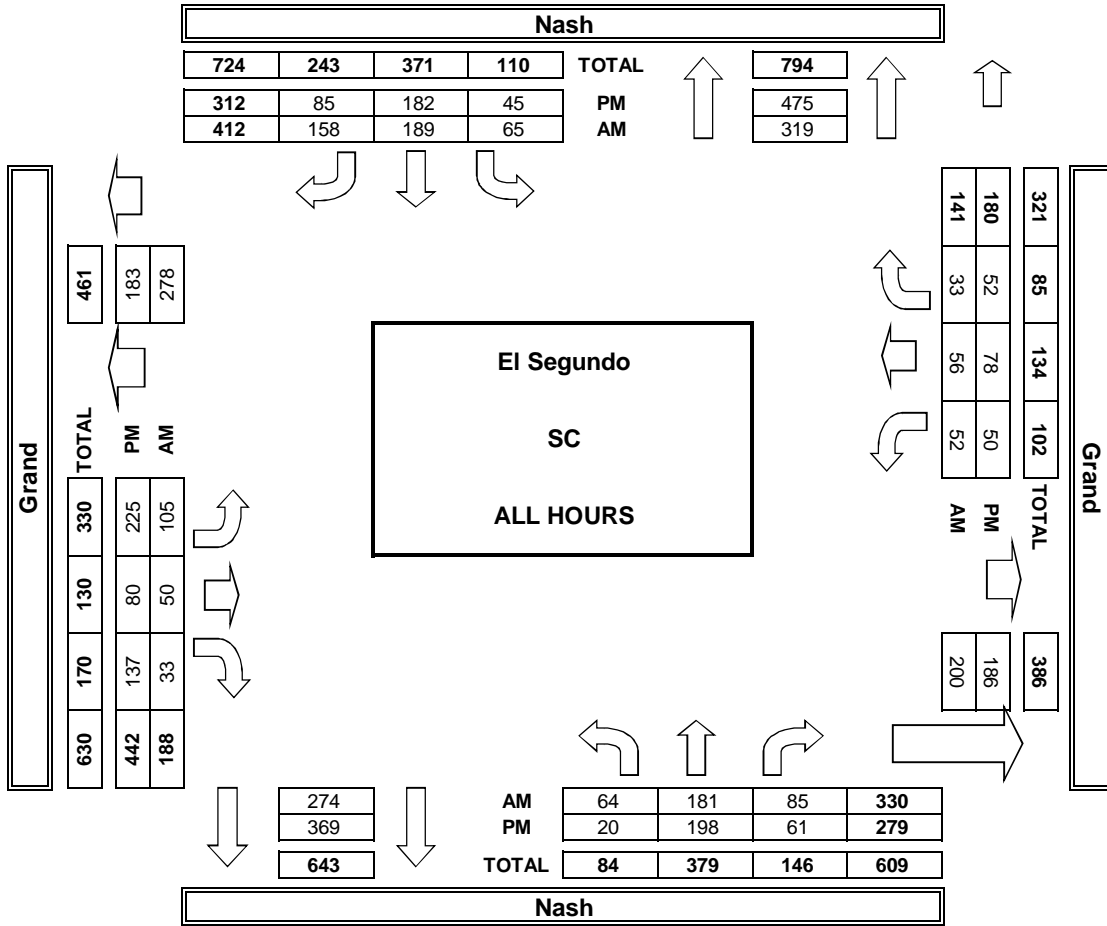


**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



APPENDIX C

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX C-1

INTERSECTION ANALYSIS WORKSHEETS –  
EXISTING CONDITIONS

HCM 6th TWSC  
 4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	2	21	3	2565	2307	29
Future Vol, veh/h	2	21	3	2565	2307	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	23	3	2091	1881	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2739	957	1913	0	-	0
Stage 1	1897	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*330	*379	*477	-	-	-
Stage 1	*389	-	-	-	-	-
Stage 2	*329	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*328	*379	*477	-	-	-
Mov Cap-2 Maneuver	*328	-	-	-	-	-
Stage 1	*387	-	-	-	-	-
Stage 2	*329	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 477	-	374	-	-
HCM Lane V/C Ratio	0.007	-	0.067	-	-
HCM Control Delay (s)	12.6	-	15.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	19	2567	50	0	2338
Future Vol, veh/h	0	19	2567	50	0	2338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	2093	54	0	1906

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1074	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*320	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*320	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	320
HCM Lane V/C Ratio	-	-	0.065
HCM Control Delay (s)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑ ↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	8	2568	118	0	2328
Future Vol, veh/h	0	8	2568	118	0	2328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	2093	128	0	1898

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1111	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*320	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*320	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	320
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	16.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH AM.vistro

Scenario 1 EX AM

Report File: K:\...\1 EX AM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	NB Right	0.872	-	D
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	NB Thru	0.800	-	C
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	NB Thru	0.731	-	C
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	NB Right	0.662	-	B
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	SB Right	0.616	-	B
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	NB Thru	0.977	-	E
8	Nash Street at Imperial Highway	Signalized	ICU 1	SB Thru	0.644	-	B
9	Nash Street at Atwood Way	Signalized	ICU 1	SB Thru	0.353	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	SB Thru	0.731	-	C
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	SB Thru	0.467	-	A
12	Nash Street at Grand Avenue	Signalized	ICU 1	SB Right	0.534	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	WB Thru	0.559	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	430	2533	372	235	1128	102	92	338	281	175	357	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	430	2533	372	235	1128	102	92	338	281	175	357	185
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	633	93	59	282	26	23	85	70	44	89	46
Total Analysis Volume [veh/h]	430	2533	372	235	1128	102	92	338	281	175	357	185
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.45	0.45	0.08	0.18	0.06	0.06	0.11	0.18	0.06	0.11	0.12
Intersection LOS	D											
Intersection V/C	0.872											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵ ↵			↵ ↵ ↵			↵ ↵			↵ ↵ ↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	137	2168	435	399	1292	178	122	166	76	33	53	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	2168	435	399	1292	178	122	166	76	33	53	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	542	109	100	323	45	31	42	19	8	13	14
Total Analysis Volume [veh/h]	137	2168	435	399	1292	178	122	166	76	33	53	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.34	0.27	0.25	0.23	0.23	0.04	0.08	0.08	0.01	0.02	0.04
Intersection LOS	C											
Intersection V/C	0.800											

**Intersection Level Of Service Report**  
**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵ ↵			↵ ↵ ↵ ↵				↵ ↵			↵ ↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	78	2330	105	0	235	2007	72	94	188	55	54	101	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	2330	105	0	235	2007	72	94	188	55	54	101	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	583	26	0	59	502	18	24	47	14	14	25	23
Total Analysis Volume [veh/h]	78	2330	105	0	235	2007	72	94	188	55	54	101	90
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.36	0.07	0.00	0.08	0.32	0.32	0.06	0.15	0.15	0.03	0.06	0.06
Intersection LOS	C												
Intersection V/C	0.731												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵   ↵				↵   ↵			↵↵			↵↵		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	71	2228	170	114	2256	57	87	103	44	38	52	43
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	71	2228	170	114	2256	57	87	103	44	38	52	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	557	43	29	564	14	22	26	11	10	13	11
Total Analysis Volume [veh/h]	0	71	2228	170	114	2256	57	87	103	44	38	52	43
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.04	0.37	0.37	0.07	0.36	0.36	0.05	0.09	0.09	0.02	0.03	0.03
Intersection LOS	B												
Intersection V/C	0.662												

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	74	2219	71	64	2395	211	68	30	24	13	12	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	2219	71	64	2395	211	68	30	24	13	12	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	555	18	16	599	53	17	8	6	3	3	5
Total Analysis Volume [veh/h]	74	2219	71	64	2395	211	68	30	24	13	12	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.36	0.36	0.04	0.41	0.41	0.04	0.03	0.03	0.01	0.02	0.02
Intersection LOS	B											
Intersection V/C	0.616											

**Intersection Level Of Service Report**  
**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.977

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	90	1781	452	426	2318	10	203	283	150	219	331	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	1781	452	426	2318	10	203	283	150	219	331	460
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	445	113	107	580	3	51	71	38	55	83	115
Total Analysis Volume [veh/h]	90	1781	452	426	2318	10	203	283	150	219	331	460
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.37	0.28	0.15	0.36	0.36	0.07	0.06	0.09	0.08	0.07	0.29
Intersection LOS	E											
Intersection V/C	0.977											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	41	0	73	378	794	418	0	633	115	318	871	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	73	378	794	418	0	633	115	318	871	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	18	95	199	105	0	158	29	80	218	0
Total Analysis Volume [veh/h]	41	0	73	378	794	418	0	633	115	318	871	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Overla	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.24	0.25	0.25	0.00	0.16	0.16	0.11	0.18	0.00
Intersection LOS	B											
Intersection V/C	0.644											

**Intersection Level Of Service Report**  
**Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	21	2	197	1	0	0	0	2	0	2
Total Analysis Volume [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.05	0.05	0.01	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.353											

**Intersection Level Of Service Report**  
**Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	45	302	43	83	843	183	68	118	38	40	169	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	302	43	83	843	183	68	118	38	40	169	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	76	11	21	211	46	17	30	10	10	42	6
Total Analysis Volume [veh/h]	45	302	43	83	843	183	68	118	38	40	169	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.12	0.12	0.05	0.35	0.35	0.04	0.07	0.02	0.03	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.731											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	29	300	61	68	496	198	87	227	43	35	222	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	300	61	68	496	198	87	227	43	35	222	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	75	15	17	124	50	22	57	11	9	56	7
Total Analysis Volume [veh/h]	29	300	61	68	496	198	87	227	43	35	222	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.04	0.22	0.22	0.05	0.07	0.03	0.02	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.467											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	156	145	35	44	194	372	108	38	58	22	25	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	145	35	44	194	372	108	38	58	22	25	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	36	9	11	49	93	27	10	15	6	6	9
Total Analysis Volume [veh/h]	156	145	35	44	194	372	108	38	58	22	25	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.06	0.06	0.03	0.18	0.18	0.07	0.01	0.04	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.534											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	3	16	11	131	75	33	73	565	28	332	1462	347
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	16	11	131	75	33	73	565	28	332	1462	347
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	3	33	19	8	18	141	7	83	366	87
Total Analysis Volume [veh/h]	3	16	11	131	75	33	73	565	28	332	1462	347
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.05	0.02	0.03	0.12	0.02	0.12	0.38	0.38
Intersection LOS	A											
Intersection V/C	0.559											

HCM 6th TWSC  
 4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	
Traffic Vol, veh/h	8	11	2	2359	2744	31
Future Vol, veh/h	8	11	2	2359	2744	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	12	2	1923	2237	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3027	1136	2271	0	-	0
Stage 1	2254	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*209	*261	*329	-	-	-
Stage 1	*268	-	-	-	-	-
Stage 2	*359	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*208	*261	*329	-	-	-
Mov Cap-2 Maneuver	*208	-	-	-	-	-
Stage 1	*267	-	-	-	-	-
Stage 2	*359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 329	-	236	-	-
HCM Lane V/C Ratio	0.007	-	0.088	-	-
HCM Control Delay (s)	16	-	21.7	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↑↑↑
Traffic Vol, veh/h	0	114	2455	9	0	2790
Future Vol, veh/h	0	114	2455	9	0	2790
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	124	2001	10	0	2274

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1006	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.92	-
Pot Cap-1 Maneuver	0	*350	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	1	-
Mov Cap-1 Maneuver	-	*350	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	350
HCM Lane V/C Ratio	-	-	0.354
HCM Control Delay (s)	-	-	20.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.6

Notes

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↑↑↑
Traffic Vol, veh/h	0	49	2361	22	0	2755
Future Vol, veh/h	0	49	2361	22	0	2755
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1925	24	0	2246

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	975	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*350	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*350	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	350
HCM Lane V/C Ratio	-	-	0.152
HCM Control Delay (s)	-	-	17.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.5

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH PM.vistro

Scenario 1 EX PM

Report File: K:\...\1 EX PM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	SB Thru	1.099	-	F
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	SB Thru	0.876	-	D
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	SB Thru	0.823	-	D
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	SB Thru	0.729	-	C
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	SB Right	0.690	-	B
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	NB Right	1.183	-	F
8	Nash Street at Imperial Highway	Signalized	ICU 1	EB Thru	0.484	-	A
9	Nash Street at Atwood Way	Signalized	ICU 1	NB Thru	0.338	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	NB Thru	0.675	-	B
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	NB Thru	0.600	-	A
12	Nash Street at Grand Avenue	Signalized	ICU 1	EB Left	0.582	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	EB Thru	0.597	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.099

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	323	1417	264	215	2539	88	110	521	530	458	365	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	323	1417	264	215	2539	88	110	521	530	458	365	287
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	354	66	54	635	22	28	130	133	115	91	72
Total Analysis Volume [veh/h]	323	1417	264	215	2539	88	110	521	530	458	365	287
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.26	0.26	0.07	0.40	0.06	0.07	0.16	0.33	0.16	0.11	0.18
Intersection LOS	F											
Intersection V/C	1.099											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵↵↵			↵↵↵↵↵			↵↵↵			↵↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	150	1653	126	106	2282	132	237	143	159	339	167	308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	1653	126	106	2282	132	237	143	159	339	167	308
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	413	32	27	571	33	59	36	40	85	42	77
Total Analysis Volume [veh/h]	150	1653	126	106	2282	132	237	143	159	339	167	308
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.26	0.08	0.07	0.38	0.38	0.07	0.11	0.11	0.12	0.05	0.19
Intersection LOS	D											
Intersection V/C	0.876											

**Intersection Level Of Service Report**  
**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.823

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵			↵ ↵ ↵ ↵				↵ ↵			↵ ↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	139	2003	147	0	225	2419	78	109	227	43	124	238	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	2003	147	0	225	2419	78	109	227	43	124	238	234
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	501	37	0	56	605	20	27	57	11	31	60	59
Total Analysis Volume [veh/h]	139	2003	147	0	225	2419	78	109	227	43	124	238	234
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.31	0.09	0.00	0.08	0.39	0.39	0.07	0.17	0.17	0.08	0.15	0.15
Intersection LOS	D												
Intersection V/C	0.823												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵   ↵				↵   ↵			↵↵			↵↵		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	117	2283	55	90	2623	38	73	57	42	125	95	141
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	117	2283	55	90	2623	38	73	57	42	125	95	141
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	29	571	14	23	656	10	18	14	11	31	24	35
Total Analysis Volume [veh/h]	0	117	2283	55	90	2623	38	73	57	42	125	95	141
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.07	0.37	0.37	0.06	0.42	0.42	0.05	0.06	0.06	0.08	0.06	0.09
Intersection LOS	C												
Intersection V/C	0.729												

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑↑↑ ↵			↵ ↑↑↑ ↵			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	50	2410	26	37	2631	80	150	38	85	52	12	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	2410	26	37	2631	80	150	38	85	52	12	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	603	7	9	658	20	38	10	21	13	3	14
Total Analysis Volume [veh/h]	50	2410	26	37	2631	80	150	38	85	52	12	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.38	0.38	0.02	0.42	0.42	0.09	0.08	0.08	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.690											

**Intersection Level Of Service Report**  
**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.183

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	173	1591	866	636	2354	16	154	396	211	144	283	428
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	1591	866	636	2354	16	154	396	211	144	283	428
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	398	217	159	589	4	39	99	53	36	71	107
Total Analysis Volume [veh/h]	173	1591	866	636	2354	16	154	396	211	144	283	428
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.33	0.54	0.22	0.37	0.37	0.05	0.08	0.13	0.05	0.06	0.27
Intersection LOS	F											
Intersection V/C	1.183											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	94	0	234	91	216	201	0	1021	74	29	616	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	0	234	91	216	201	0	1021	74	29	616	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	59	23	54	50	0	255	19	7	154	0
Total Analysis Volume [veh/h]	94	0	234	91	216	201	0	1021	74	29	616	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Overla	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.06	0.09	0.09	0.00	0.23	0.23	0.01	0.13	0.00
Intersection LOS	A											
Intersection V/C	0.484											

**Intersection Level Of Service Report  
Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	32	132	12	70	0	0	0	0	2	0	1
Total Analysis Volume [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.20	0.20	0.03	0.09	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.338											

**Intersection Level Of Service Report**  
**Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	29	677	103	68	334	48	113	262	43	28	79	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	677	103	68	334	48	113	262	43	28	79	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	169	26	17	84	12	28	66	11	7	20	4
Total Analysis Volume [veh/h]	29	677	103	68	334	48	113	262	43	28	79	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.25	0.25	0.04	0.14	0.14	0.07	0.16	0.03	0.02	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.675											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	38	552	152	71	246	90	223	544	54	36	271	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	552	152	71	246	90	223	544	54	36	271	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	138	38	18	62	23	56	136	14	9	68	9
Total Analysis Volume [veh/h]	38	552	152	71	246	90	223	544	54	36	271	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.22	0.22	0.04	0.11	0.11	0.14	0.17	0.03	0.02	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.600											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	24	176	30	51	205	153	495	110	340	41	35	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	176	30	51	205	153	495	110	340	41	35	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	44	8	13	51	38	124	28	85	10	9	10
Total Analysis Volume [veh/h]	24	176	30	51	205	153	495	110	340	41	35	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.06	0.06	0.03	0.11	0.11	0.31	0.03	0.21	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.582											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	17	59	152	372	13	65	56	1460	6	31	803	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	59	152	372	13	65	56	1460	6	31	803	151
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	15	38	93	3	16	14	365	2	8	201	38
Total Analysis Volume [veh/h]	17	59	152	372	13	65	56	1460	6	31	803	151
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.12	0.01	0.04	0.02	0.30	0.00	0.01	0.20	0.20
Intersection LOS	A											
Intersection V/C	0.597											

APPENDIX C-2

INTERSECTION ANALYSIS WORKSHEETS –  
EXISTING PLUS PROJECT

HCM 6th TWSC  
 4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	
Traffic Vol, veh/h	2	21	3	2635	2371	29
Future Vol, veh/h	2	21	3	2635	2371	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	23	3	2148	1933	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2814	983	1965	0	-	0
Stage 1	1949	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*300	*350	*440	-	-	-
Stage 1	*359	-	-	-	-	-
Stage 2	*298	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*298	*350	*440	-	-	-
Mov Cap-2 Maneuver	*298	-	-	-	-	-
Stage 1	*356	-	-	-	-	-
Stage 2	*298	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 440	-	345	-	-
HCM Lane V/C Ratio	0.007	-	0.072	-	-
HCM Control Delay (s)	13.2	-	16.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	50	2577	237	0	2402
Future Vol, veh/h	0	50	2577	237	0	2402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	54	2101	258	0	1958

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1180	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*320	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*320	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	320
HCM Lane V/C Ratio	-	-	0.17
HCM Control Delay (s)	-	-	18.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑ ↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	39	2628	306	0	2392
Future Vol, veh/h	0	39	2628	306	0	2392
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	2142	333	0	1950

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1238	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.92	-
Pot Cap-1 Maneuver	0	*291	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	1	-
Mov Cap-1 Maneuver	-	*291	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	291
HCM Lane V/C Ratio	-	-	0.146
HCM Control Delay (s)	-	-	19.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.5

Notes

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH AM.vistro

Scenario 2 EX WP AM

Report File: K:\...\2 EX WP AM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	NB Thru	0.874	-	D
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	NB Thru	0.807	-	D
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	NB Thru	0.739	-	C
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	NB Thru	0.664	-	B
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	SB Right	0.625	-	B
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	NB Thru	0.977	-	E
8	Nash Street at Imperial Highway	Signalized	ICU 1	SB Thru	0.646	-	B
9	Nash Street at Atwood Way	Signalized	ICU 1	SB Thru	0.353	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	SB Thru	0.731	-	C
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	SB Thru	0.472	-	A
12	Nash Street at Grand Avenue	Signalized	ICU 1	SB Thru	0.480	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	WB Thru	0.564	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.874

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	430	2533	372	235	1128	102	92	338	281	175	357	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	0	2	1	6	0	0	0	0	24
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	430	2545	372	235	1130	103	98	338	281	175	357	209
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	636	93	59	283	26	25	85	70	44	89	52
Total Analysis Volume [veh/h]	430	2545	372	235	1130	103	98	338	281	175	357	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.46	0.46	0.08	0.18	0.06	0.06	0.11	0.18	0.06	0.11	0.13
Intersection LOS	D											
Intersection V/C	0.874											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵ ↵			↵ ↵ ↵			↵ ↵			↵ ↵ ↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	137	2168	435	399	1292	178	122	166	76	33	53	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	42	0	0	3	1	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	2210	435	399	1295	179	128	166	76	33	53	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	553	109	100	324	45	32	42	19	8	13	14
Total Analysis Volume [veh/h]	137	2210	435	399	1295	179	128	166	76	33	53	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.35	0.27	0.25	0.23	0.23	0.04	0.08	0.08	0.01	0.02	0.04
Intersection LOS	D											
Intersection V/C	0.807											

**Intersection Level Of Service Report**

**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵↵			↵↵ ↵ ↵				↵↵			↵↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	78	2330	105	0	235	2007	72	94	188	55	54	101	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	60	0	4	0	0	0	0	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	2378	105	60	235	2011	72	94	188	55	54	101	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	595	26	15	59	503	18	24	47	14	14	25	26
Total Analysis Volume [veh/h]	78	2378	105	60	235	2011	72	94	188	55	54	101	102
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.37	0.07	0.04	0.08	0.33	0.33	0.06	0.15	0.15	0.03	0.06	0.06
Intersection LOS	C												
Intersection V/C	0.739												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑				↵ ↑ ↑			↵↑			↵↑		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	71	2228	170	114	2256	57	87	103	44	38	52	43
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	10	6	0	60	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	71	2238	176	114	2316	57	87	103	44	38	52	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	18	560	44	29	579	14	22	26	11	10	13	11
Total Analysis Volume [veh/h]	4	71	2238	176	114	2316	57	87	103	44	38	52	43
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0	
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.04	0.38	0.38	0.07	0.37	0.37	0.05	0.09	0.09	0.02	0.03	0.03	
Intersection LOS	B													
Intersection V/C	0.664													

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	74	2219	71	64	2395	211	68	30	24	13	12	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	0	0	60	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	2229	71	64	2455	211	68	30	24	13	12	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	557	18	16	614	53	17	8	6	3	3	5
Total Analysis Volume [veh/h]	74	2229	71	64	2455	211	68	30	24	13	12	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.36	0.36	0.04	0.42	0.42	0.04	0.03	0.03	0.01	0.02	0.02
Intersection LOS	B											
Intersection V/C	0.625											

**Intersection Level Of Service Report**  
**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.977

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	90	1781	452	426	2318	10	203	283	150	219	331	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	2	7	0	12	0	0	0	6	42	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	1783	459	426	2330	10	203	283	156	261	331	460
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	446	115	107	583	3	51	71	39	65	83	115
Total Analysis Volume [veh/h]	91	1783	459	426	2330	10	203	283	156	261	331	460
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.37	0.29	0.15	0.37	0.37	0.07	0.06	0.10	0.09	0.07	0.29
Intersection LOS	E											
Intersection V/C	0.977											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌⇌			⇌⇌⇌						⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	41	0	73	378	794	418	0	633	115	318	871	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	42	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	73	378	794	418	0	640	115	318	913	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	18	95	199	105	0	160	29	80	228	0
Total Analysis Volume [veh/h]	41	0	73	378	794	418	0	640	115	318	913	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Split	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.02	0.24	0.25	0.25	0.00	0.16	0.16	0.11	0.19	0.00
Intersection LOS	B											
Intersection V/C	0.646											

**Intersection Level Of Service Report  
Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	21	2	197	1	0	0	0	2	0	2
Total Analysis Volume [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.05	0.05	0.01	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.353											

**Intersection Level Of Service Report**  
**Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	45	302	43	83	843	183	68	118	38	40	169	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	1	5	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	302	43	83	843	183	68	119	43	46	169	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	76	11	21	211	46	17	30	11	12	42	6
Total Analysis Volume [veh/h]	45	302	43	83	843	183	68	119	43	46	169	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.12	0.12	0.05	0.35	0.35	0.04	0.07	0.03	0.03	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.731											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	29	300	61	68	496	198	87	227	43	35	222	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	4	6	0	0	0	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	300	61	69	500	204	87	227	43	35	228	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	75	15	17	125	51	22	57	11	9	57	7
Total Analysis Volume [veh/h]	29	300	61	69	500	204	87	227	43	35	228	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.04	0.22	0.22	0.05	0.07	0.03	0.02	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.472											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	156	145	35	44	194	372	108	38	58	22	25	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	4	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	145	35	44	198	372	108	38	58	22	25	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	36	9	11	50	93	27	10	15	6	6	9
Total Analysis Volume [veh/h]	156	145	35	44	198	372	108	38	58	22	25	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.06	0.06	0.03	0.18	0.18	0.07	0.01	0.04	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.480											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	3	16	11	131	75	33	73	565	28	332	1462	347
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	0	0	0	0	0	0	24	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	16	11	135	75	33	73	565	28	332	1486	347
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	3	34	19	8	18	141	7	83	372	87
Total Analysis Volume [veh/h]	3	16	11	135	75	33	73	565	28	332	1486	347
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.05	0.02	0.03	0.12	0.02	0.12	0.38	0.38
Intersection LOS	A											
Intersection V/C	0.564											

HCM 6th TWSC  
 4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	
Traffic Vol, veh/h	8	11	2	2428	2778	31
Future Vol, veh/h	8	11	2	2428	2778	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	12	2	1979	2265	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3078	1150	2299	0	-	0
Stage 1	2282	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*209	*261	*329	-	-	-
Stage 1	*268	-	-	-	-	-
Stage 2	*359	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*208	*261	*329	-	-	-
Mov Cap-2 Maneuver	*208	-	-	-	-	-
Stage 1	*267	-	-	-	-	-
Stage 2	*359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 329	-	236	-	-
HCM Lane V/C Ratio	0.007	-	0.088	-	-
HCM Control Delay (s)	16	-	21.7	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↗ ↑↑↑
Traffic Vol, veh/h	0	298	2513	44	0	2824
Future Vol, veh/h	0	298	2513	44	0	2824
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	324	2049	48	0	2302

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1049	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0 *~	320	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	- *~	320	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	90.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	320
HCM Lane V/C Ratio	-	-	1.012
HCM Control Delay (s)	-	-	90.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	11.3

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑ ↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	235	2372	55	0	2789
Future Vol, veh/h	0	235	2372	55	0	2789
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	255	1934	60	0	2274

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	997	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*350	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*350	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	350
HCM Lane V/C Ratio	-	-	0.73
HCM Control Delay (s)	-	-	38.6
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	5.5

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH PM.vistro

Scenario 2 EX WP PM

Report File: K:\...\2 EX WP PM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	SB Thru	1.101	-	F
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	SB Thru	0.880	-	D
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	SB Thru	0.827	-	D
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	SB Right	0.731	-	C
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	SB Thru	0.692	-	B
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	NB Right	1.207	-	F
8	Nash Street at Imperial Highway	Signalized	ICU 1	EB Thru	0.506	-	A
9	Nash Street at Atwood Way	Signalized	ICU 1	NB Thru	0.338	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	NB Thru	0.679	-	B
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	NB Thru	0.604	-	B
12	Nash Street at Grand Avenue	Signalized	ICU 1	EB Left	0.589	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	EB Thru	0.604	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.101

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	323	1417	264	215	2539	88	110	521	530	458	365	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	11	6	1	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	323	1419	264	215	2550	94	111	521	530	458	365	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	355	66	54	638	24	28	130	133	115	91	73
Total Analysis Volume [veh/h]	323	1419	264	215	2550	94	111	521	530	458	365	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.26	0.26	0.07	0.40	0.06	0.07	0.16	0.33	0.16	0.11	0.18
Intersection LOS	F											
Intersection V/C	1.101											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵ ↵			↵ ↵ ↵ ↵			↵ ↵ ↵			↵ ↵ ↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	150	1653	126	106	2282	132	237	143	159	339	167	308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	17	6	1	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	1660	126	106	2299	138	238	143	159	339	167	308
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	415	32	27	575	35	60	36	40	85	42	77
Total Analysis Volume [veh/h]	150	1660	126	106	2299	138	238	143	159	339	167	308
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.26	0.08	0.07	0.38	0.38	0.07	0.11	0.11	0.12	0.05	0.19
Intersection LOS	D											
Intersection V/C	0.880											

**Intersection Level Of Service Report**  
**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.827

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵			↵ ↵ ↵ ↵				↵ ↵			↵ ↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	139	2003	147	0	225	2419	78	109	227	43	124	238	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	11	0	23	0	0	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	2011	147	11	225	2442	78	109	227	43	124	238	236
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	503	37	3	56	611	20	27	57	11	31	60	59
Total Analysis Volume [veh/h]	139	2011	147	11	225	2442	78	109	227	43	124	238	236
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.31	0.09	0.01	0.08	0.39	0.39	0.07	0.17	0.17	0.08	0.15	0.15
Intersection LOS	D												
Intersection V/C	0.827												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵   ↵				↵   ↵			↵↵			↵↵		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	117	2283	55	90	2623	38	73	57	42	125	95	141
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	0	56	35	0	11	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	117	2339	90	90	2634	38	73	57	42	125	95	141
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	29	585	23	23	659	10	18	14	11	31	24	35
Total Analysis Volume [veh/h]	23	117	2339	90	90	2634	38	73	57	42	125	95	141
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.07	0.38	0.38	0.06	0.42	0.42	0.05	0.06	0.06	0.08	0.06	0.09
Intersection LOS	C												
Intersection V/C	0.731												

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	50	2410	26	37	2631	80	150	38	85	52	12	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	11	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	2466	26	37	2642	80	150	38	85	52	12	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	617	7	9	661	20	38	10	21	13	3	14
Total Analysis Volume [veh/h]	50	2466	26	37	2642	80	150	38	85	52	12	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.39	0.39	0.02	0.43	0.43	0.09	0.08	0.08	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.692											

**Intersection Level Of Service Report**  
**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.207

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	173	1591	866	636	2354	16	154	396	211	144	283	428
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	11	39	0	2	0	0	0	1	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	1602	905	636	2356	16	154	396	212	152	283	428
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	401	226	159	589	4	39	99	53	38	71	107
Total Analysis Volume [veh/h]	179	1602	905	636	2356	16	154	396	212	152	283	428
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.33	0.57	0.22	0.37	0.37	0.05	0.08	0.13	0.05	0.06	0.27
Intersection LOS	F											
Intersection V/C	1.207											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	94	0	234	91	216	201	0	1021	74	29	616	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	39	0	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	0	234	91	216	201	0	1060	74	29	624	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	59	23	54	50	0	265	19	7	156	0
Total Analysis Volume [veh/h]	94	0	234	91	216	201	0	1060	74	29	624	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Split	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.07	0.06	0.09	0.09	0.00	0.24	0.24	0.01	0.13	0.00
Intersection LOS	A											
Intersection V/C	0.506											

**Intersection Level Of Service Report**  
**Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	32	132	12	70	0	0	0	0	2	0	1
Total Analysis Volume [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.20	0.20	0.03	0.09	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.338											

**Intersection Level Of Service Report**  
**Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	29	677	103	68	334	48	113	262	43	28	79	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	6	29	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	677	103	68	334	48	113	268	72	29	79	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	169	26	17	84	12	28	67	18	7	20	4
Total Analysis Volume [veh/h]	29	677	103	68	334	48	113	268	72	29	79	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.25	0.25	0.04	0.14	0.14	0.07	0.17	0.05	0.02	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.679											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	38	552	152	71	246	90	223	544	54	36	271	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	23	1	0	0	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	552	152	77	269	91	223	544	54	36	272	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	138	38	19	67	23	56	136	14	9	68	9
Total Analysis Volume [veh/h]	38	552	152	77	269	91	223	544	54	36	272	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.22	0.22	0.05	0.11	0.11	0.14	0.17	0.03	0.02	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.604											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	24	176	30	51	205	153	495	110	340	41	35	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	23	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	176	30	51	228	153	495	110	340	41	35	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	44	8	13	57	38	124	28	85	10	9	10
Total Analysis Volume [veh/h]	24	176	30	51	228	153	495	110	340	41	35	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.06	0.06	0.03	0.12	0.12	0.31	0.03	0.21	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.589											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	17	59	152	372	13	65	56	1460	6	31	803	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	23	0	0	0	0	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	59	152	395	13	65	56	1460	6	31	807	151
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	15	38	99	3	16	14	365	2	8	202	38
Total Analysis Volume [veh/h]	17	59	152	395	13	65	56	1460	6	31	807	151
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.12	0.01	0.04	0.02	0.30	0.00	0.01	0.20	0.20
Intersection LOS	B											
Intersection V/C	0.604											

APPENDIX C-3

INTERSECTION ANALYSIS WORKSHEETS –  
OPENING YEAR 2023 CUMULATIVE BASE

HCM 6th TWSC  
4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	
Traffic Vol, veh/h	2	30	16	2767	3100	29
Future Vol, veh/h	2	30	16	2767	3100	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	33	17	2256	2527	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3479	1280	2559	0	-	0
Stage 1	2543	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*119	*173	*218	-	-	-
Stage 1	*178	-	-	-	-	-
Stage 2	*268	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*110	*173	*218	-	-	-
Mov Cap-2 Maneuver	*110	-	-	-	-	-
Stage 1	*164	-	-	-	-	-
Stage 2	*268	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 218	-	167	-	-
HCM Lane V/C Ratio	0.08	-	0.208	-	-
HCM Control Delay (s)	22.9	-	32.1	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↑↑↑
Traffic Vol, veh/h	0	19	2769	50	0	3131
Future Vol, veh/h	0	19	2769	50	0	3131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	2257	54	0	2552

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1156	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*261	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*261	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	261
HCM Lane V/C Ratio	-	-	0.079
HCM Control Delay (s)	-	-	20
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.3

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑ ↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	8	2770	119	0	3121
Future Vol, veh/h	0	8	2770	119	0	3121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	2258	129	0	2544

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1194	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*261	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*261	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	261
HCM Lane V/C Ratio	-	-	0.033
HCM Control Delay (s)	-	-	19.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH AM.vistro

Scenario 3 OY AM

Report File: K:\...\3 OY AM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	NB Thru	0.984	-	E
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	NB Thru	0.908	-	E
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	SB Thru	0.768	-	C
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	SB Thru	0.739	-	C
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	SB Thru	0.735	-	C
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	SB Right	1.014	-	F
8	Nash Street at Imperial Highway	Signalized	ICU 1	SB Thru	0.652	-	B
9	Nash Street at Atwood Way	Signalized	ICU 1	SB Thru	0.355	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	SB Thru	0.737	-	C
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	SB Right	0.470	-	A
12	Nash Street at Grand Avenue	Signalized	ICU 1	SB Right	0.538	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	WB Thru	0.587	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.984

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	430	2533	372	235	1128	102	92	338	281	175	357	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	21	253	14	167	340	13	11	28	3	8	25	96
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	455	2809	389	404	1478	116	104	369	287	185	385	283
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	702	97	101	370	29	26	92	72	46	96	71
Total Analysis Volume [veh/h]	455	2809	389	404	1478	116	104	369	287	185	385	283
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.50	0.50	0.14	0.23	0.07	0.07	0.12	0.18	0.06	0.12	0.18
Intersection LOS	E											
Intersection V/C	0.984											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵ ↵			↵ ↵ ↵			↵ ↵			↵ ↵ ↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	137	2168	435	399	1292	178	122	166	76	33	53	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	188	60	90	577	21	3	0	0	16	0	25
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	2376	499	493	1881	201	126	167	77	49	53	83
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	594	125	123	470	50	32	42	19	12	13	21
Total Analysis Volume [veh/h]	138	2376	499	493	1881	201	126	167	77	49	53	83
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.37	0.31	0.31	0.33	0.33	0.04	0.08	0.08	0.02	0.02	0.05
Intersection LOS	E											
Intersection V/C	0.908											

**Intersection Level Of Service Report**

**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵			↵ ↵ ↵ ↵				↵ ↵			↵ ↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	78	2330	105	0	235	2007	72	94	188	55	54	101	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	180	0	0	0	668	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	2531	106	0	237	2693	73	95	190	55	54	102	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	633	27	0	59	673	18	24	48	14	14	26	23
Total Analysis Volume [veh/h]	79	2531	106	0	237	2693	73	95	190	55	54	102	91
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.40	0.07	0.00	0.08	0.43	0.43	0.06	0.15	0.15	0.03	0.06	0.06
Intersection LOS	C												
Intersection V/C	0.768												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑				↵ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	71	2228	170	114	2256	57	87	103	44	38	52	43
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	181	0	0	721	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	72	2429	172	115	2997	58	88	104	44	38	52	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	607	43	29	749	15	22	26	11	10	13	11
Total Analysis Volume [veh/h]	0	72	2429	172	115	2997	58	88	104	44	38	52	43
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.05	0.41	0.41	0.07	0.48	0.48	0.06	0.09	0.09	0.02	0.03	0.03
Intersection LOS	C												
Intersection V/C	0.739												

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	74	2219	71	64	2395	211	68	30	24	13	12	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	178	0	0	727	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	2417	72	65	3144	213	69	30	24	13	12	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	604	18	16	786	53	17	8	6	3	3	5
Total Analysis Volume [veh/h]	75	2417	72	65	3144	213	69	30	24	13	12	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.39	0.39	0.04	0.52	0.52	0.04	0.03	0.03	0.01	0.02	0.02
Intersection LOS	C											
Intersection V/C	0.735											

**Intersection Level Of Service Report**

**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.014

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	90	1781	452	426	2318	10	203	283	150	219	331	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	26	138	16	0	715	0	0	1	51	18	1	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	1935	472	430	3054	10	205	287	202	239	335	464
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	484	118	108	764	3	51	72	51	60	84	116
Total Analysis Volume [veh/h]	117	1935	472	430	3054	10	205	287	202	239	335	464
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.40	0.30	0.15	0.48	0.48	0.07	0.06	0.13	0.08	0.07	0.29
Intersection LOS	F											
Intersection V/C	1.014											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌⇌			⇌⇌⇌						⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	41	0	73	378	794	418	0	633	115	318	871	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000
In-Process Volume [veh/h]	0	0	0	1	0	0	0	15	0	0	20	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	74	382	801	422	0	654	116	321	899	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	19	96	200	106	0	164	29	80	225	0
Total Analysis Volume [veh/h]	41	0	74	382	801	422	0	654	116	321	899	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Split	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.02	0.24	0.25	0.25	0.00	0.16	0.16	0.11	0.19	0.00
Intersection LOS	B											
Intersection V/C	0.652											

**Intersection Level Of Service Report**  
**Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	85	84	8	795	2	0	0	0	6	0	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	21	2	199	1	0	0	0	2	0	2
Total Analysis Volume [veh/h]	0	85	84	8	795	2	0	0	0	6	0	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.05	0.05	0.01	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.355											

**Intersection Level Of Service Report**  
**Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	45	302	43	83	843	183	68	118	38	40	169	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	305	43	84	851	185	69	119	38	40	171	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	76	11	21	213	46	17	30	10	10	43	6
Total Analysis Volume [veh/h]	45	305	43	84	851	185	69	119	38	40	171	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.12	0.12	0.05	0.35	0.35	0.04	0.07	0.02	0.03	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.737											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	29	300	61	68	496	198	87	227	43	35	222	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	303	62	69	500	200	88	229	43	35	224	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	76	16	17	125	50	22	57	11	9	56	7
Total Analysis Volume [veh/h]	29	303	62	69	500	200	88	229	43	35	224	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.04	0.22	0.22	0.06	0.07	0.03	0.02	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.470											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	156	145	35	44	194	372	108	38	58	22	25	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	146	35	44	196	375	109	38	59	22	25	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	37	9	11	49	94	27	10	15	6	6	9
Total Analysis Volume [veh/h]	157	146	35	44	196	375	109	38	59	22	25	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.06	0.06	0.03	0.18	0.18	0.07	0.01	0.04	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.538											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	3	16	11	131	75	33	73	565	28	332	1462	347
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	14	0	43	0	0	0	0	60	26	77	57	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	16	54	132	76	33	74	630	54	412	1532	350
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	14	33	19	8	19	158	14	103	383	88
Total Analysis Volume [veh/h]	17	16	54	132	76	33	74	630	54	412	1532	350
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.04	0.05	0.02	0.03	0.13	0.03	0.14	0.39	0.39
Intersection LOS	A											
Intersection V/C	0.587											

HCM 6th TWSC  
 4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑↑	↑↑↑	
Traffic Vol, veh/h	8	25	16	3035	3070	31
Future Vol, veh/h	8	25	16	3035	3070	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	27	17	2474	2503	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3544	1269	2537	0	-	0
Stage 1	2520	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*119	*173	*218	-	-	-
Stage 1	*178	-	-	-	-	-
Stage 2	*208	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*110	*173	*218	-	-	-
Mov Cap-2 Maneuver	*110	-	-	-	-	-
Stage 1	*164	-	-	-	-	-
Stage 2	*208	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.9	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 218	-	152	-	-
HCM Lane V/C Ratio	0.08	-	0.236	-	-
HCM Control Delay (s)	22.9	-	35.9	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↑↑↑
Traffic Vol, veh/h	0	115	3132	9	0	3116
Future Vol, veh/h	0	115	3132	9	0	3116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	125	2553	10	0	2540

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1282	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*173	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*173	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	66.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	173
HCM Lane V/C Ratio	-	-	0.723
HCM Control Delay (s)	-	-	66.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	4.5

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑ ↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	49	3037	22	0	3081
Future Vol, veh/h	0	49	3037	22	0	3081
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	2476	24	0	2512

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1250	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.92	-
Pot Cap-1 Maneuver	0	*203	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	1	-
Mov Cap-1 Maneuver	-	*203	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	203
HCM Lane V/C Ratio	-	-	0.262
HCM Control Delay (s)	-	-	28.9
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1

Notes

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH PM.vistro

Scenario 3 OY PM

Report File: K:\...\3 OY PM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	SB Thru	1.200	-	F
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	SB Right	1.002	-	F
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	SB Thru	0.879	-	D
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	NB Thru	0.780	-	C
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	NB Thru	0.746	-	C
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	NB Right	1.204	-	F
8	Nash Street at Imperial Highway	Signalized	ICU 1	EB Thru	0.505	-	A
9	Nash Street at Atwood Way	Signalized	ICU 1	NB Thru	0.340	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	NB Thru	0.679	-	B
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	NB Thru	0.604	-	B
12	Nash Street at Grand Avenue	Signalized	ICU 1	EB Left	0.585	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	EB Thru	0.668	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.200

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	323	1417	264	215	2539	88	110	521	530	458	365	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	27	340	35	151	240	12	17	33	48	43	30	186
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	353	1770	301	368	2802	101	128	559	583	505	398	476
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	443	75	92	701	25	32	140	146	126	100	119
Total Analysis Volume [veh/h]	353	1770	301	368	2802	101	128	559	583	505	398	476
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.32	0.32	0.13	0.44	0.06	0.08	0.17	0.36	0.18	0.12	0.30
Intersection LOS	F											
Intersection V/C	1.200											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵↵↵			↵↵↵↵↵			↵↵↵			↵↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	150	1653	126	106	2282	132	237	143	159	339	167	308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	569	13	19	305	4	20	0	0	71	0	107
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	2237	140	126	2608	137	259	144	160	413	169	418
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	559	35	32	652	34	65	36	40	103	42	105
Total Analysis Volume [veh/h]	151	2237	140	126	2608	137	259	144	160	413	169	418
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.35	0.09	0.08	0.43	0.43	0.08	0.12	0.12	0.14	0.05	0.26
Intersection LOS	F											
Intersection V/C	1.002											

**Intersection Level Of Service Report**  
**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵ ↵ ↵ ↵			↵ ↵ ↵ ↵				↵ ↵			↵ ↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	139	2003	147	0	225	2419	78	109	227	43	124	238	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	601	0	0	0	315	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	2622	148	0	227	2756	79	110	229	43	125	240	236
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	656	37	0	57	689	20	28	57	11	31	60	59
Total Analysis Volume [veh/h]	140	2622	148	0	227	2756	79	110	229	43	125	240	236
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.41	0.09	0.00	0.08	0.44	0.44	0.07	0.17	0.17	0.08	0.15	0.15
Intersection LOS	D												
Intersection V/C	0.879												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑				↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	117	2283	55	90	2623	38	73	57	42	125	95	141
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	654	0	0	294	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	2958	55	91	2941	38	74	58	42	126	96	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	740	14	23	735	10	19	15	11	32	24	36
Total Analysis Volume [veh/h]	0	118	2958	55	91	2941	38	74	58	42	126	96	142
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.07	0.47	0.47	0.06	0.47	0.47	0.05	0.06	0.06	0.08	0.06	0.09
Intersection LOS	C												
Intersection V/C	0.780												

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	50	2410	26	37	2631	80	150	38	85	52	12	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	659	0	0	319	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	3091	26	37	2974	81	151	38	86	52	12	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	773	7	9	744	20	38	10	22	13	3	14
Total Analysis Volume [veh/h]	50	3091	26	37	2974	81	151	38	86	52	12	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0	
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.49	0.49	0.02	0.48	0.48	0.09	0.08	0.08	0.03	0.04	0.04	
Intersection LOS	C												
Intersection V/C	0.746												

**Intersection Level Of Service Report**  
**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.204

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	173	1591	866	636	2354	16	154	396	211	144	283	428
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	58	646	18	0	266	0	0	0	31	22	1	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	2251	892	642	2641	16	155	400	244	167	287	432
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	563	223	161	660	4	39	100	61	42	72	108
Total Analysis Volume [veh/h]	233	2251	892	642	2641	16	155	400	244	167	287	432
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.47	0.56	0.22	0.42	0.42	0.05	0.08	0.15	0.06	0.06	0.27
Intersection LOS	F											
Intersection V/C	1.204											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	94	0	234	91	216	201	0	1021	74	29	616	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	15	0	0	24	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	0	236	92	218	203	0	1045	75	29	646	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	59	23	55	51	0	261	19	7	162	0
Total Analysis Volume [veh/h]	95	0	236	92	218	203	0	1045	75	29	646	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Split	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.07	0.06	0.09	0.09	0.00	0.23	0.23	0.01	0.13	0.00
Intersection LOS	A											
Intersection V/C	0.505											

**Intersection Level Of Service Report  
Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	127	531	47	282	0	0	0	0	8	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	32	133	12	71	0	0	0	0	2	0	1
Total Analysis Volume [veh/h]	0	127	531	47	282	0	0	0	0	8	0	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.03	0.09	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.340											

**Intersection Level Of Service Report**  
**Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	29	677	103	68	334	48	113	262	43	28	79	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	683	104	69	337	48	114	264	43	28	80	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	171	26	17	84	12	29	66	11	7	20	4
Total Analysis Volume [veh/h]	29	683	104	69	337	48	114	264	43	28	80	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.26	0.26	0.04	0.14	0.14	0.07	0.17	0.03	0.02	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.679											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	38	552	152	71	246	90	223	544	54	36	271	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	557	153	72	248	91	225	549	54	36	273	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	139	38	18	62	23	56	137	14	9	68	9
Total Analysis Volume [veh/h]	38	557	153	72	248	91	225	549	54	36	273	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.22	0.22	0.05	0.11	0.11	0.14	0.17	0.03	0.02	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.604											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	24	176	30	51	205	153	495	110	340	41	35	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	178	30	51	207	154	499	111	343	41	35	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	45	8	13	52	39	125	28	86	10	9	10
Total Analysis Volume [veh/h]	24	178	30	51	207	154	499	111	343	41	35	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.07	0.07	0.03	0.11	0.11	0.31	0.03	0.21	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.585											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	17	59	152	372	13	65	56	1460	6	31	803	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	28	0	84	0	0	0	0	79	23	70	107	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	60	237	375	13	66	57	1552	29	101	917	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	15	59	94	3	17	14	388	7	25	229	38
Total Analysis Volume [veh/h]	45	60	237	375	13	66	57	1552	29	101	917	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.09	0.09	0.12	0.01	0.04	0.02	0.32	0.02	0.04	0.22	0.22
Intersection LOS	B											
Intersection V/C	0.668											

APPENDIX C-4

INTERSECTION ANALYSIS WORKSHEETS –  
OPENING YEAR 2023 CUMULATIVE PLUS  
PROJECT

HCM 6th TWSC  
 4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	
Traffic Vol, veh/h	2	30	16	2837	3164	29
Future Vol, veh/h	2	30	16	2837	3164	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	33	17	2313	2579	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3554	1306	2611	0	-	0
Stage 1	2595	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*119	*173	*218	-	-	-
Stage 1	*178	-	-	-	-	-
Stage 2	*238	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*110	*173	*218	-	-	-
Mov Cap-2 Maneuver	*110	-	-	-	-	-
Stage 1	*164	-	-	-	-	-
Stage 2	*238	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 218	-	167	-	-
HCM Lane V/C Ratio	0.08	-	0.208	-	-
HCM Control Delay (s)	22.9	-	32.1	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↗ ↑↑↑
Traffic Vol, veh/h	0	50	2779	237	0	3195
Future Vol, veh/h	0	50	2779	237	0	3195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	54	2265	258	0	2605

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1262	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*261	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*261	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	261
HCM Lane V/C Ratio	-	-	0.208
HCM Control Delay (s)	-	-	22.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	39	2830	307	0	3185
Future Vol, veh/h	0	39	2830	307	0	3185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	2307	334	0	2596

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1321	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*232	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	-	*232	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	232
HCM Lane V/C Ratio	-	-	0.183
HCM Control Delay (s)	-	-	24
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH AM.vistro

Scenario 4 OY WP AM

Report File: K:\...4 OY WP AM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	NB Thru	1.002	-	F
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	NB Thru	0.916	-	E
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	SB Thru	0.772	-	C
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	SB Right	0.748	-	C
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	SB Thru	0.744	-	C
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	SB Thru	1.016	-	F
8	Nash Street at Imperial Highway	Signalized	ICU 1	SB Thru	0.654	-	B
9	Nash Street at Atwood Way	Signalized	ICU 1	SB Thru	0.355	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	SB Thru	0.737	-	C
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	SB Right	0.475	-	A
12	Nash Street at Grand Avenue	Signalized	ICU 1	SB Thru	0.483	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	WB Thru	0.592	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	430	2533	372	235	1128	102	92	338	281	175	357	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	21	253	14	167	340	13	11	28	3	8	25	96
Site-Generated Trips [veh/h]	0	12	0	0	2	1	6	0	0	0	0	24
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	455	2821	389	404	1480	117	110	369	287	185	385	307
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	705	97	101	370	29	28	92	72	46	96	77
Total Analysis Volume [veh/h]	455	2821	389	404	1480	117	110	369	287	185	385	307
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.50	0.50	0.14	0.23	0.07	0.07	0.12	0.18	0.06	0.12	0.19
Intersection LOS	F											
Intersection V/C	1.002											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵↵↵			↵↵↵↵↵			↵↵↵			↵↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	137	2168	435	399	1292	178	122	166	76	33	53	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	188	60	90	577	21	3	0	0	16	0	25
Site-Generated Trips [veh/h]	0	42	0	0	3	1	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	2418	499	493	1884	202	132	167	77	49	53	83
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	605	125	123	471	51	33	42	19	12	13	21
Total Analysis Volume [veh/h]	138	2418	499	493	1884	202	132	167	77	49	53	83
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.38	0.31	0.31	0.33	0.33	0.04	0.08	0.08	0.02	0.02	0.05
Intersection LOS	E											
Intersection V/C	0.916											

**Intersection Level Of Service Report**  
**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵↵↵↵↵			↵↵↵↵↵				↵↵			↵↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	78	2330	105	0	235	2007	72	94	188	55	54	101	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	180	0	0	0	668	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	60	0	4	0	0	0	0	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	2579	106	60	237	2697	73	95	190	55	54	102	103
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	645	27	15	59	674	18	24	48	14	14	26	26
Total Analysis Volume [veh/h]	79	2579	106	60	237	2697	73	95	190	55	54	102	103
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.40	0.07	0.04	0.08	0.43	0.43	0.06	0.15	0.15	0.03	0.06	0.06
Intersection LOS	C												
Intersection V/C	0.772												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑				↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	71	2228	170	114	2256	57	87	103	44	38	52	43
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	181	0	0	721	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	10	6	0	60	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	72	2439	178	115	3057	58	88	104	44	38	52	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	18	610	45	29	764	15	22	26	11	10	13	11
Total Analysis Volume [veh/h]	4	72	2439	178	115	3057	58	88	104	44	38	52	43
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.05	0.41	0.41	0.07	0.49	0.49	0.06	0.09	0.09	0.02	0.03	0.03
Intersection LOS	C												
Intersection V/C	0.748												

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	74	2219	71	64	2395	211	68	30	24	13	12	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	178	0	0	727	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	0	0	60	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	2427	72	65	3204	213	69	30	24	13	12	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	607	18	16	801	53	17	8	6	3	3	5
Total Analysis Volume [veh/h]	75	2427	72	65	3204	213	69	30	24	13	12	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.39	0.39	0.04	0.53	0.53	0.04	0.03	0.03	0.01	0.02	0.02
Intersection LOS	C											
Intersection V/C	0.744											

**Intersection Level Of Service Report**  
**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.016

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	90	1781	452	426	2318	10	203	283	150	219	331	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	26	138	16	0	715	0	0	1	51	18	1	0
Site-Generated Trips [veh/h]	1	2	7	0	12	0	0	0	6	42	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	1937	479	430	3066	10	205	287	208	281	335	464
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	484	120	108	767	3	51	72	52	70	84	116
Total Analysis Volume [veh/h]	118	1937	479	430	3066	10	205	287	208	281	335	464
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.40	0.30	0.15	0.48	0.48	0.07	0.06	0.13	0.10	0.07	0.29
Intersection LOS	F											
Intersection V/C	1.016											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	41	0	73	378	794	418	0	633	115	318	871	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000
In-Process Volume [veh/h]	0	0	0	1	0	0	0	15	0	0	20	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	42	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	74	382	801	422	0	661	116	321	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	19	96	200	106	0	165	29	80	235	0
Total Analysis Volume [veh/h]	41	0	74	382	801	422	0	661	116	321	941	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Split	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.02	0.24	0.25	0.25	0.00	0.16	0.16	0.11	0.20	0.00
Intersection LOS	B											
Intersection V/C	0.654											

**Intersection Level Of Service Report**  
**Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	84	83	8	788	2	0	0	0	6	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	85	84	8	795	2	0	0	0	6	0	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	21	2	199	1	0	0	0	2	0	2
Total Analysis Volume [veh/h]	0	85	84	8	795	2	0	0	0	6	0	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.05	0.05	0.01	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.355											

**Intersection Level Of Service Report  
Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	45	302	43	83	843	183	68	118	38	40	169	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	1	5	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	305	43	84	851	185	69	120	43	46	171	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	76	11	21	213	46	17	30	11	12	43	6
Total Analysis Volume [veh/h]	45	305	43	84	851	185	69	120	43	46	171	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.12	0.12	0.05	0.35	0.35	0.04	0.08	0.03	0.03	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.737											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	29	300	61	68	496	198	87	227	43	35	222	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	4	6	0	0	0	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	303	62	70	504	206	88	229	43	35	230	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	76	16	18	126	52	22	57	11	9	58	7
Total Analysis Volume [veh/h]	29	303	62	70	504	206	88	229	43	35	230	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.04	0.22	0.22	0.06	0.07	0.03	0.02	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.475											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	156	145	35	44	194	372	108	38	58	22	25	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	4	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	146	35	44	200	375	109	38	59	22	25	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	37	9	11	50	94	27	10	15	6	6	9
Total Analysis Volume [veh/h]	157	146	35	44	200	375	109	38	59	22	25	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.06	0.06	0.03	0.18	0.18	0.07	0.01	0.04	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.483											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	3	16	11	131	75	33	73	565	28	332	1462	347
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	14	0	43	0	0	0	0	60	26	77	57	0
Site-Generated Trips [veh/h]	0	0	0	4	0	0	0	0	0	0	24	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	16	54	136	76	33	74	630	54	412	1556	350
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	14	34	19	8	19	158	14	103	389	88
Total Analysis Volume [veh/h]	17	16	54	136	76	33	74	630	54	412	1556	350
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.04	0.05	0.02	0.03	0.13	0.03	0.14	0.40	0.40
Intersection LOS	A											
Intersection V/C	0.592											

HCM 6th TWSC  
 4: Pacific Coast Highway & Palm Avenue

12/21/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑↑	↑↑↑	
Traffic Vol, veh/h	8	25	16	3104	3104	31
Future Vol, veh/h	8	25	16	3104	3104	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	27	17	2530	2530	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3593	1282	2564	0	-	0
Stage 1	2547	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*119	*173	*218	-	-	-
Stage 1	*178	-	-	-	-	-
Stage 2	*178	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*110	*173	*218	-	-	-
Mov Cap-2 Maneuver	*110	-	-	-	-	-
Stage 1	*164	-	-	-	-	-
Stage 2	*178	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.9	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 218	-	152	-	-
HCM Lane V/C Ratio	0.08	-	0.236	-	-
HCM Control Delay (s)	22.9	-	35.9	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

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

HCM 6th TWSC  
 14: Pacific Coast Highway & Northern Driveway

12/21/2020

Intersection						
Int Delay, s/veh	37.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↑↑↑
Traffic Vol, veh/h	0	299	3190	44	0	3150
Future Vol, veh/h	0	299	3190	44	0	3150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	325	2601	48	0	2568

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1325	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0 *~	144	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		1	-	-	-
Mov Cap-1 Maneuver	- *~	144	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, \$	637.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	144
HCM Lane V/C Ratio	-	-	2.257
HCM Control Delay (s)	-	-	\$ 637.4
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	27.1

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

HCM 6th TWSC  
 15: Pacific Coast Highway & Southern Driveway

12/21/2020

Intersection

Int Delay, s/veh 9.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑ ↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	235	3048	55	0	3115
Future Vol, veh/h	0	235	3048	55	0	3115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	255	2485	60	0	2539

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1273	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.92	-
Pot Cap-1 Maneuver	0 *~ 203	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		1	-
Mov Cap-1 Maneuver	- *~ 203	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	196.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 203	-
HCM Lane V/C Ratio	-	- 1.258	-
HCM Control Delay (s)	-	- 196.7	-
HCM Lane LOS	-	- F	-
HCM 95th %tile Q(veh)	-	- 13.6	-

Notes

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

## 650 Pacific Coast Highway

Vistro File: K:\...\\_650 PCH PM.vistro

Scenario 4 OY WP PM

Report File: K:\...\4 OY WP PM.pdf

1/7/2021

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	N Pacific Coast Highway at El Segundo Boulevard	Signalized	ICU 1	SB Thru	1.202	-	F
2	N Pacific Coast Highway at Grand Avenue	Signalized	ICU 1	SB Thru	1.006	-	F
3	N Pacific Coast Highway at Mariposa Avenue	Signalized	ICU 1	SB Right	0.882	-	D
5	N Pacific Coast Highway at Maple Avenue	Signalized	ICU 1	NB Right	0.782	-	C
6	N Pacific Coast Highway at Walnut Avenue	Signalized	ICU 1	NB Right	0.755	-	C
7	N Pacific Coast Highway at Imperial Highway	Signalized	ICU 1	NB Right	1.229	-	F
8	Nash Street at Imperial Highway	Signalized	ICU 1	EB Right	0.513	-	A
9	Nash Street at Atwood Way	Signalized	ICU 1	NB Thru	0.340	-	A
10	Nash Street at Maple Avenue	Signalized	ICU 1	NB Thru	0.684	-	B
11	Nash Street at Mariposa Avenue	Signalized	ICU 1	NB Thru	0.608	-	B
12	Nash Street at Grand Avenue	Signalized	ICU 1	EB Left	0.593	-	A
13	Nash Street at El Segundo Boulevard	Signalized	ICU 1	EB Thru	0.676	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**

**Intersection 1: N Pacific Coast Highway at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.202

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	323	1417	264	215	2539	88	110	521	530	458	365	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	27	340	35	151	240	12	17	33	48	43	30	186
Site-Generated Trips [veh/h]	0	2	0	0	11	6	1	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	353	1772	301	368	2813	107	129	559	583	505	398	480
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	443	75	92	703	27	32	140	146	126	100	120
Total Analysis Volume [veh/h]	353	1772	301	368	2813	107	129	559	583	505	398	480
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.32	0.32	0.13	0.44	0.07	0.08	0.17	0.36	0.18	0.12	0.30
Intersection LOS	F											
Intersection V/C	1.202											

**Intersection Level Of Service Report**  
**Intersection 2: N Pacific Coast Highway at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.006

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵↵↵			↵↵↵↵↵			↵↵↵			↵↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	150	1653	126	106	2282	132	237	143	159	339	167	308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	569	13	19	305	4	20	0	0	71	0	107
Site-Generated Trips [veh/h]	0	7	0	0	17	6	1	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	2244	140	126	2625	143	260	144	160	413	169	418
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	561	35	32	656	36	65	36	40	103	42	105
Total Analysis Volume [veh/h]	151	2244	140	126	2625	143	260	144	160	413	169	418
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups			6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.35	0.09	0.08	0.43	0.43	0.08	0.12	0.12	0.14	0.05	0.26
Intersection LOS	F											
Intersection V/C	1.006											

**Intersection Level Of Service Report**  
**Intersection 3: N Pacific Coast Highway at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.882

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration	↵↵↵↵↵			↵↵↵↵↵				↵↵			↵↵		
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00				30.00			30.00		
Grade [%]	0.00			0.00				0.00			0.00		
Crosswalk	Yes			Yes				Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway				Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	139	2003	147	0	225	2419	78	109	227	43	124	238	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	601	0	0	0	315	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	11	0	23	0	0	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	2630	148	11	227	2779	79	110	229	43	125	240	238
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	658	37	3	57	695	20	28	57	11	31	60	60
Total Analysis Volume [veh/h]	140	2630	148	11	227	2779	79	110	229	43	125	240	238
Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.41	0.09	0.01	0.08	0.45	0.45	0.07	0.17	0.17	0.08	0.15	0.15
Intersection LOS	D												
Intersection V/C	0.882												

**Intersection Level Of Service Report**  
**Intersection 5: N Pacific Coast Highway at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

**Intersection Setup**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑				↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway				Pacific Coast Highway			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	0	117	2283	55	90	2623	38	73	57	42	125	95	141
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	654	0	0	294	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	0	56	35	0	11	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	118	3014	90	91	2952	38	74	58	42	126	96	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	30	754	23	23	738	10	19	15	11	32	24	36
Total Analysis Volume [veh/h]	23	118	3014	90	91	2952	38	74	58	42	126	96	142
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Perm	Prote	Perm	Perm	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.07	0.49	0.49	0.06	0.47	0.47	0.05	0.06	0.06	0.08	0.06	0.09
Intersection LOS	C												
Intersection V/C	0.782												

**Intersection Level Of Service Report**  
**Intersection 6: N Pacific Coast Highway at Walnut Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↑ ↑			↵ ↑ ↑ ↑			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Walnut Avenue			Walnut Avenue		
Base Volume Input [veh/h]	50	2410	26	37	2631	80	150	38	85	52	12	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	659	0	0	319	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	11	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	3147	26	37	2985	81	151	38	86	52	12	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	787	7	9	746	20	38	10	22	13	3	14
Total Analysis Volume [veh/h]	50	3147	26	37	2985	81	151	38	86	52	12	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0	
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.50	0.50	0.02	0.48	0.48	0.09	0.08	0.08	0.03	0.04	0.04	
Intersection LOS	C												
Intersection V/C	0.755												

**Intersection Level Of Service Report**  
**Intersection 7: N Pacific Coast Highway at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.229

**Intersection Setup**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	173	1591	866	636	2354	16	154	396	211	144	283	428
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	58	646	18	0	266	0	0	0	31	22	1	0
Site-Generated Trips [veh/h]	6	11	39	0	2	0	0	0	1	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	2262	931	642	2643	16	155	400	245	175	287	432
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	566	233	161	661	4	39	100	61	44	72	108
Total Analysis Volume [veh/h]	239	2262	931	642	2643	16	155	400	245	175	287	432
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.47	0.58	0.22	0.42	0.42	0.05	0.08	0.15	0.06	0.06	0.27
Intersection LOS	F											
Intersection V/C	1.229											

**Intersection Level Of Service Report**  
**Intersection 8: Nash Street at Imperial Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

**Intersection Setup**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌⇌			⇌⇌⇌						⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	94	0	234	91	216	201	0	1021	74	29	616	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000	1.0090	1.0090	1.0090	1.0090	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	15	0	0	24	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	39	0	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	0	236	92	218	203	0	1084	75	29	654	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	59	23	55	51	0	271	19	7	164	0
Total Analysis Volume [veh/h]	95	0	236	92	218	203	0	1084	75	29	654	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Permis	Split	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	1	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.07	0.06	0.09	0.09	0.00	0.24	0.24	0.01	0.14	0.00
Intersection LOS	A											
Intersection V/C	0.513											

**Intersection Level Of Service Report  
Intersection 9: Nash Street at Atwood Way**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

**Intersection Setup**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Atwood Way			Atwood Way		
Base Volume Input [veh/h]	0	126	526	47	279	0	0	0	0	8	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	127	531	47	282	0	0	0	0	8	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	32	133	12	71	0	0	0	0	2	0	1
Total Analysis Volume [veh/h]	0	127	531	47	282	0	0	0	0	8	0	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.03	0.09	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.340											

**Intersection Level Of Service Report**  
**Intersection 10: Nash Street at Maple Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

**Intersection Setup**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌⇌			⇌⇌			⇌⇌			⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Maple Avenue			Maple Avenue		
Base Volume Input [veh/h]	29	677	103	68	334	48	113	262	43	28	79	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	6	29	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	683	104	69	337	48	114	270	72	29	80	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	171	26	17	84	12	29	68	18	7	20	4
Total Analysis Volume [veh/h]	29	683	104	69	337	48	114	270	72	29	80	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.26	0.26	0.04	0.14	0.14	0.07	0.17	0.05	0.02	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.684											

**Intersection Level Of Service Report**  
**Intersection 11: Nash Street at Mariposa Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

**Intersection Setup**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Mariposa Avenue			Mariposa Avenue		
Base Volume Input [veh/h]	38	552	152	71	246	90	223	544	54	36	271	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	23	1	0	0	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	557	153	78	271	92	225	549	54	36	274	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	139	38	20	68	23	56	137	14	9	69	9
Total Analysis Volume [veh/h]	38	557	153	78	271	92	225	549	54	36	274	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.22	0.22	0.05	0.11	0.11	0.14	0.17	0.03	0.02	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.608											

**Intersection Level Of Service Report**  
**Intersection 12: Nash Street at Grand Avenue**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

**Intersection Setup**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌⇌⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	24	176	30	51	205	153	495	110	340	41	35	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	23	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	178	30	51	230	154	499	111	343	41	35	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	45	8	13	58	39	125	28	86	10	9	10
Total Analysis Volume [veh/h]	24	178	30	51	230	154	499	111	343	41	35	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.07	0.07	0.03	0.12	0.12	0.31	0.03	0.21	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.593											

**Intersection Level Of Service Report**  
**Intersection 13: Nash Street at El Segundo Boulevard**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

**Intersection Setup**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T T			T T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Nash Street			Nash Street			El Segundo Boulevard			El Segundo Boulevard		
Base Volume Input [veh/h]	17	59	152	372	13	65	56	1460	6	31	803	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090	1.0090
In-Process Volume [veh/h]	28	0	84	0	0	0	0	79	23	70	107	0
Site-Generated Trips [veh/h]	0	0	0	23	0	0	0	0	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	60	237	398	13	66	57	1552	29	101	921	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	15	59	100	3	17	14	388	7	25	230	38
Total Analysis Volume [veh/h]	45	60	237	398	13	66	57	1552	29	101	921	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	10.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.09	0.09	0.12	0.01	0.04	0.02	0.32	0.02	0.04	0.22	0.22
Intersection LOS	B											
Intersection V/C	0.676											

APPENDIX D

INTERSECTION ANALYSIS WORKSHEETS –  
WITH IMPROVEMENTS

Option 1: NBR Overlap

Number	7											
Intersection	N Pacific Coast Highway at Imperial Highway											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Pacific Coast Highway			Pacific Coast Highway			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	173	1591	866	636	2354	16	154	396	211	144	283	428
Total Analysis Volume [veh/h]	239	2262	931	642	2643	16	155	400	245	175	287	432

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Protect
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600		1600		1600		1600		1600	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.47	0.00	0.22	0.42	0.42	0.05	0.08	0.15	0.06	0.06	0.27
Critical Movement	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
Intersection LOS	F											
Intersection V/C	1.118											