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CHAMINADE COLLEGE PREPATORY HIGH SCHOOL TRANSPORTATION ASSESSMENT REPORT MAY 4, 2023

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INTRODUCTION

This transportation assessment study is consistent with the City of Los Angeles (City) Department of Transportation (LADOT), Transportation Assessment Guidelines (TAG), dated August 2022. This study evaluates the potential project-specific transportation effects of the proposed project. The analysis focuses on traditional mobility considerations as well as safety, sustainability, smart growth, and the reduction of greenhouse gas emissions.

The TAG conforms to the requirements of Senate Bill 743 (SB 743) and is consistent with the California Environmental Quality Act (CEQA), requiring the use of Vehicle Miles Traveled (VMT) as the primary metric for evaluating a project's transportation impacts. The TAG also requires the traffic analysis to examine whether the proposed project conflicts with the City's plans, programs, ordinances, and policies. In addition, Non-CEQA transportation analysis is also required to assess the project's potential transportation effects on pedestrian, bicycle and transit facilities, project access, safety and circulation, project construction, and the potential for residential street intrusion.

PROJECT DESCRIPTION

Project Characteristics

The Owner and Applicant, Chaminade College Preparatory (the "Applicant" or "Chaminade"), proposes to update and expand the existing Chaminade College Preparatory, High School campus (the "High School"), approved and currently operating under a Conditional Use Permit ("CUP"), under City Planning Case No. CPC-2009-1477-CU-ZV-ZAA-SPR, with a revised campus plan located at 7500 Chaminade Avenue, 23241 Cohasset Street, 23260 Saticoy Street, 23217-23255 Saticoy Street and 7619-7629 Woodlake Avenue in West Hills (the "Subject Property"). The revised campus plan (the "Project") will include a total lot area of approximately 25.86 acres, inclusive of: 1) a new three-story school building ("Multistory Building"), updated parking areas, remodeled athletic fields, new student quads, and renovated classrooms, student service centers and offices on the existing campus located on approximately 21.03 acres in the A1-1 and RS-1 Zones, at 7500 Chaminade Avenue, 23241 Cohasset Street and 23260 Saticoy Street ("Main Campus"), as noted in Figure 1 as "Existing School Site", 2) an expanded school campus area of approximately 4.83 acres located across Saticoy Street, at 23217-23255 Saticoy Street and 7619-7629 Woodlake Avenue, proposed for new athletic fields, an aquatic center/outdoor swimming pool, and accessory facilities/structures and associated surface parking facilities, in the proposed C2-1 Zone (the new "North Campus"), as noted in Figure 1 "Proposed Expansion", and 3) a new pedestrian bridge across Saticoy Street ("pedestrian bridge"). No increase in the maximum permitted student enrollment (1,360 students) is proposed. Upon Project completion, the revised campus plan for the High School will include a total of approximately 193,818 square feet of Floor Area and approximately 501 on-site surface parking spaces.

Project Area Map and Location

As illustrated in the project area map in Figure 1, the proposed North Campus is located across the main campus on Saticoy Street on the Northwest corner of Woodlake Avenue and Saticoy Street.

Figure 1 – Project Area Map

Project Site Plan

Figure 2 illustrates the project site plan showing driveway locations, distance of the project driveways from the adjacent intersection, and the on-street and off-street loading/unloading areas.

Project Site Vehicle Access

Currently, the existing shopping center on the northwest corner of Saticoy Street and Woodlake Avenue has four existing two-way driveways on Saticoy Street and two existing two-way driveways off Woodlake Avenue. The project proposes to reduce the number of driveways. As shown in Figure 2, there will be three proposed two-way driveways. Two driveways are proposed on Saticoy Street and one driveway is proposed on Woodlake Avenue.

Figure 2 – Project Site Plan - On-Site and Off-Site Passenger Loading/Unloading Areas

Project Passenger Loading/Unloading

The driveway on Chaminade Avenue, as shown in Figure 2, provides parent access to the on-site loading and unloading area for student drop off and pick up. The approximate length is about 400 feet from the driveway to the drop off and pick up point which provides queueing capacity for approximately 20 to 22 vehicles. Based on observations, during the drop off period, the queue length is minimal since the vehicles arrive at different times between 7:00 AM and 8:40 AM, with the peak being between 8:00 AM to 8:30 AM.

During the morning drop off time the maximum anticipated number of vehicles arriving at the school is approximately 6 vehicles per minute between 8:00 AM to 8:30 AM for a total of approximately 194 vehicles.

During the afternoon pick up period between 2:50 PM to 3:40 PM the majority of the pick-ups will occur on-site with vehicles entering the Chaminade Avenue gate to pick up students in the designated student loading (pick-up) area and exiting the campus through the Keswick Street exit driveway. In the afternoons queuing of vehicles has been observed on Chaminade Avenue north of Cohasset Street as the cars line up to enter the campus for student pick-up. The Cohasset Street and Saticoy Street gates will primarily serve as egress points for the students, faculty and

staff that were parked on campus for most of the day. It is estimated that about 10% of juniors and seniors are dropped off and picked up at the on-site student loading area. The maximum anticipated number of vehicles arriving at the school is approximately 194 vehicles.

PROJECT CONTEXT

A comprehensive analysis and an inventory of the existing transportation infrastructure and conditions within a ¼ mile radius of the project, as shown in the aerial map in Figure 3, was collected. The collected data was analyzed to determine the street designations, classifications, and modal priorities as identified in the City's Mobility Plan 2035.

Figure 3 – ¼ Mile Radius Area Map

The following describes the details of the transportation infrastructure in the vicinity of the project:

Non-Vehicular Transportation System

The following sections describe the non-vehicular transportation system for Pedestrian Facilities, Bicycle Facilities, and Transit Services:

Pedestrian Facilities

A review of the project area was conducted to evaluate the effects of the project on pedestrian activity within a ¼-mile radius of the project. As part of this review, we developed a map of the study area indicating potential pedestrian destinations within 1,320 feet of the edge of the project

site, as shown in Figure 3. According to the City of Los Angeles' Mobility Plan 2035, the project site is not adjacent to the Pedestrian Enhanced District network. However, Woodlake Avenue south of Saticoy Street is shown as a Pedestrian Segment on the map. Therefore, the project will comply with City's requirements for Pedestrian Enhanced Districts, if any. The Pedestrian Enhanced Districts map is included in Appendix 1.

Additionally, the school is proposing to construct a pedestrian bridge over Saticoy Street to connect the Main Campus to the North Campus. The bridge is intended to eliminate students crossing Saticoy Street thereby enhancing the student pedestrian activity. The following pedestrian facilities are provided:

Sidewalks

A sidewalk inventory within the ¼ mile vicinity of the project was taken. The collected data for existing pedestrian sidewalks is listed in Table 1 below:

Table 1 – Sidewalk Inventory

Street Name	From	To	Street Side	Sidewalk Width	Condition
Saticoy Street	Ingomar Street	Woodlake Avenue	NS /SS	~10 Feet	Good
Saticoy Street*	Woodlake Avenue	e/o Woodlake Avenue	SS	No Sidewalk	N/A
Saticoy Street*	Woodlake Avenue	e/o Woodlake Avenue	NS	~10 Feet	Good
Woodlake Avenue*	Ingomar Street	s/o Cohasset Street	WS/ES	~10 Feet	Good
Cohasset Street	e/o Woodlake Avenue	w/o Platt Avenue	NS/SS	~5 to 10 Feet	Good
Keswick Street	e/o Saticoy Street	w/o Platt Avenue	NS/SS	~ 5 Feet	Good

*Southeast corner of Woodlake Avenue and Saticoy Street is not developed

Crosswalks, Curb Ramps & Pedestrian Push Buttons

Within ¼ mile vicinity of the project site, pedestrian crosswalks, curb ramps and pedestrian push buttons are available at the following locations, shown in Table 2:

Table 2 – Crosswalk, Curb Ramp & Pedestrian Push Button Inventory

Intersection Name		Signal Phasing	Ped Push Button	Crosswalk Type	Curb Ramp	Cond.
Cohasset Street	Woodlake Avenue	2	Yes	North Leg Continental	Yes	Good
				South Leg Continental	Yes	Good
				East Leg Continental	Yes	Good

				West Leg Continental	Yes	Good
Saticoy Street	Woodlake Avenue	Stop Control	N/A	North Leg No Crosswalk	Northeast Yes	N/A
				South Leg No Crosswalk	Southwest Yes	N/A
				East Leg No Crosswalk	N/A	N/A
				West Leg No Crosswalk	Southwest Yes	N/A
Keswick Street	Saticoy Street	Stop Control	N/A	North Leg No Crosswalk	Northeast Yes	N/A
				South Leg No Crosswalk	Southeast Yes	N/A
				East Leg No Crosswalk	N/A	N/A
				West Leg No Crosswalk	N/A	N/A
Cohasset Street	Platt Avenue	Stop Control	N/A	North Leg Continental	N/A	Good
				South Leg Continental	Yes	Good
				East Leg Continental	Southeast Yes	Good
				West Leg Continental	Southwest Yes	Good
Keswick Street/Pomelo Drive	Platt Avenue	Stop Control	N/A	North Leg No Crosswalk	Northeast Yes	N/A
				South Leg No Crosswalk	Southeast Yes	N/A
				East Leg No Crosswalk	Yes	N/A
				West Leg No Crosswalk	N/A	N/A

Bicycle Facilities

According to the City of Los Angeles' Mobility Plan 2035, the project site and its vicinity is not a part of the Bicycle Enhanced Network. The City's Bicycle Enhanced Network and Bicycle Lane Network maps are shown in Appendix 2. Within a ¼-mile radius of the project site bicycle facilities are installed at the following locations, as shown in Table 3:

Table 3 – Bicycle Facilities Inventory

Street Name	Bicycle Facility	Condition
Platt Avenue	Tier 2	Good

Transit Services

According to the City of Los Angeles' Mobility Plan 2035, the project site and its vicinity is not a part of the Transit Enhance Network. Within ¼ mile radius of the project site transit services in

the project area are provided by Los Angeles County Metropolitan Transportation Authority (Metro). As shown on the Bus Service Area Map in Figure 4, Metro operates local bus routes 152, 162, 165, and 169 in the vicinity of the project site. Bus schedules including location of bus stops and frequency of service are provided in Appendix 3.

Figure 4 – Bus Service Area Map

Vehicular Transportation System

An assessment of the roadway system within a ¼ -mile radius of the project site was conducted. The assessment included the number of traffic lanes, direction of flow, and the presence of peak period tow-away lanes affecting roadway travel capacity, the presence of bicycle lanes, and any other significant street information.

Regional Freeway System

The project area is served by Ventura Freeway, US 101 and Ronald Reagan Freeway, State Route (SR) 118. The project site is more than ¼ mile from either freeway. The nearest intersection freeways are the I-5 to the north and the SR-134 to the south. The segment of the SR-118 freeway and the US 101 freeway near the project site generally consists of four mixed-flow travel lanes in each direction. SR-118 also provides one High Occupancy Vehicle (HOV) lane in each direction.

Area Roadway System

The project area is served by the following surrounding major roadways:

- Saticoy Street in the vicinity of the project site is an east-west roadway designated as "Avenue II" by City of Los Angeles General Plan. It has two travel lanes in each direction separated by a continuous two-way left-turn lane. Parking is allowed on both sides of the street.
- Woodlake Avenue in the vicinity of the project site is a north-south roadway designated as "Avenue II" by City of Los Angeles General Plan. It has two travel lanes in each direction separated by a continuous double-double-yellow and two-way left-turn lane. Parking is allowed on both sides of the street.
- Platt Avenue in the vicinity of the project site is a north-south roadway designated as "Avenue II" by City of Los Angeles General Plan. It has two travel lanes and a Tier 2 bicycle lane in each direction separated by a continuous two-way left-turn lane. Parking is restricted on both sides of the street.
- Cohasset Street in the vicinity of the project site is an east-west roadway functioning as "Collector" street. It has one travel lane in each direction. Parking is allowed on both sides of the street.

Please refer to Appendix 4 for City of Los Angeles Street Designation map.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

In compliance with CEQA and/or in accordance with City regulations, LADOT may require applicants to analyze and assess project-specific transportation impacts based on the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- A transportation assessment is required by City ordinance or regulation.

According to the TAG, the preparation of a transportation impact assessment requires analysis and prediction of impacts or deficiencies to the circulation system generated by Development or Transportation Projects as well as the identification of feasible measures or corrective conditions to offset any impacts or deficiencies identified through a transportation assessment.

Project Daily Vehicle Trip Generation

LADOT's VMT calculator, Version 1.3, was used to determine if the project would exceed any of the Transportation Impact Assessment criteria which would require further transportation impact analysis. Based on the land use and size of the existing and proposed project the VMT calculator determined that the project would decrease Net Daily Vehicle Trips (NDVT) by -1,179. The reduction in the NDVT is the result of eliminating the shopping plaza which is a high trip generator use and replacing it with an athletic facility for the school use such as competitions and practices. As community service, the school will provide limited access to other schools and the local community to benefit from the use of the athletic facilities.

Refer to Appendix 5 for VMT Calculator sheets. Since the project's NDVT does not exceed the 250 NDVT threshold, as shown in the Table 4 below, further transportation impact assessment would not be required.

Table 4 – VMT Calculator Results

	Existing Land Use	Proposed Project	Net Decrease
Daily Vehicle Trips	3,981	2,803	-1,179
Daily VMT	33,085	22,681	-10,404

However, due to the nature of the project as a "school" and proximity to the adjacent residential area, LADOT determined that while CEQA analysis will not be required, the project would be required to conduct non-CEQA transportation analysis for access, safety, and circulation evaluation.

NON-CEQA TRANSPORTATION ANALYSIS

The City of Los Angeles' police powers provides the authority to regulate the use of land. In certain applications, the City is required to make specific findings to exercise its discretionary authority to approve a land use development project. The City's Site Plan Review approval process establishes discretionary authority in Section 16.05 of the Los Angeles Municipal Code (LAMC) to review and correct for transportation deficiencies that may result from a development project. Therefore, the City is requiring non-CEQA transportation analysis and potentially requiring improvements to address identified transportation related deficiencies.

Pedestrian, Bicycle, and Transit Access Assessment

The pedestrian, bicycle, and transit facilities in the vicinity of the project were assessed to determine the potential effects of the project on these facilities. According to the TAG, the deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Screening Criteria

The TAG establishes three main screening criteria to determine whether further non-CEQA transportation analysis would be required to assess any potential project related effects and determine any possible adverse effect on existing pedestrian, bicycle, or transit facilities. The screening criteria is listed in Table 5 below:

Table 5 – Screening Criteria for Pedestrian, Bicycle and Transit Access

	Screening Criteria Questions	Answer	Action
1	Does the project require discretionary action?	Yes	If answer is yes to 1, 2 & 3 further analysis is required
2	Does the land use project include the construction, or addition of:	No	
	▪ 50 (or more) dwelling units or guest rooms or combination thereof, or		

	▪ 50,000 square feet (or more) of non-residential space?		
3	Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue, Boulevard, or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?	Yes	

The project does not exceed the screening criteria. Therefore, further analysis of pedestrian, bicycle and transit access is not required.

Project Access, Safety, and Circulation Evaluation

The TAG requires an evaluation of the project's access and circulation constraints. The evaluation may include operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. A detailed review of the project access, safety and circulation was conducted to determine any project related adverse effects. The review analyzed the operation of vehicular traffic volumes as well as pedestrian and bicycle traffic.

Screening Criteria

The TAG establishes two main screening criteria to determine whether further non-CEQA transportation analysis would be required to assess any potential project related effects and determine any possible adverse effect on access, safety, and circulation. The screening criteria is listed in Table 6 below:

Table 6 – Screening Criteria for Access, Safety, and Circulation

	Screening Criteria Questions	Answer	Action
1	Does the project require discretionary action?	Yes	If answer is yes to 1 & 2 further analysis is required
2	Would the land use project generate a net increase of 500 or more daily vehicle trips?	No	

The project does not exceed the screening criteria. However, due to the nature of the project as a "school" and proximity to the adjacent residential area the project would be required to conduct access, safety, and circulation evaluation.

Evaluation Criteria

The TAG requires operational, safety and passenger loading evaluations of the project's effects on access, safety, and circulation. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as; spill over

from turn pockets into through lanes, block cross streets, or alleys, and contribute to “gridlock” congestion.

Operational Evaluation

An operational evaluation of the project area was conducted to determine any project impact on access, safety, and circulation on the roadway network in the vicinity of the project.

Study Intersections

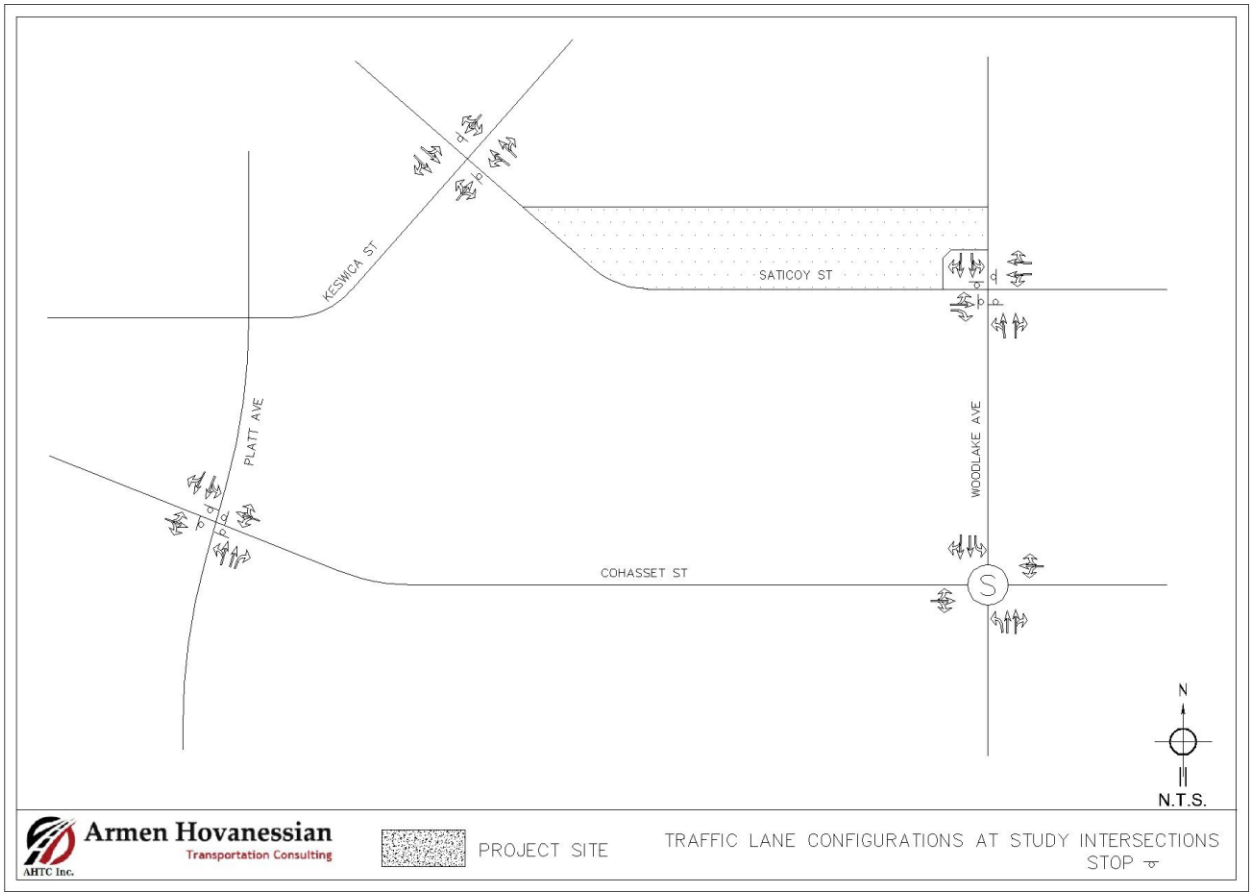
After a consultation with LADOT, it was determined that the following intersections would be analyzed and evaluated for operational assessment, as shown in Table 7 below:

Table 7 – Study Intersections

Intersection(s)	Configuration	Control
Keswick Street & Saticoy Street	4-legged	Stop Sign Control
Cohasset Street & Platt Avenue	4-legged	Stop Sign Control
Cohasset Street & Woodlake Avenue	4-legged	Traffic Signal
Saticoy Street & Woodlake Avenue	4-legged	Stop Sign Control

Refer to Figure 5 below for a depiction of the configurations of traffic lanes at the approaches to the study intersections.

Figure 5 – Study Intersections Lane Configurations



Traffic Volume Counts

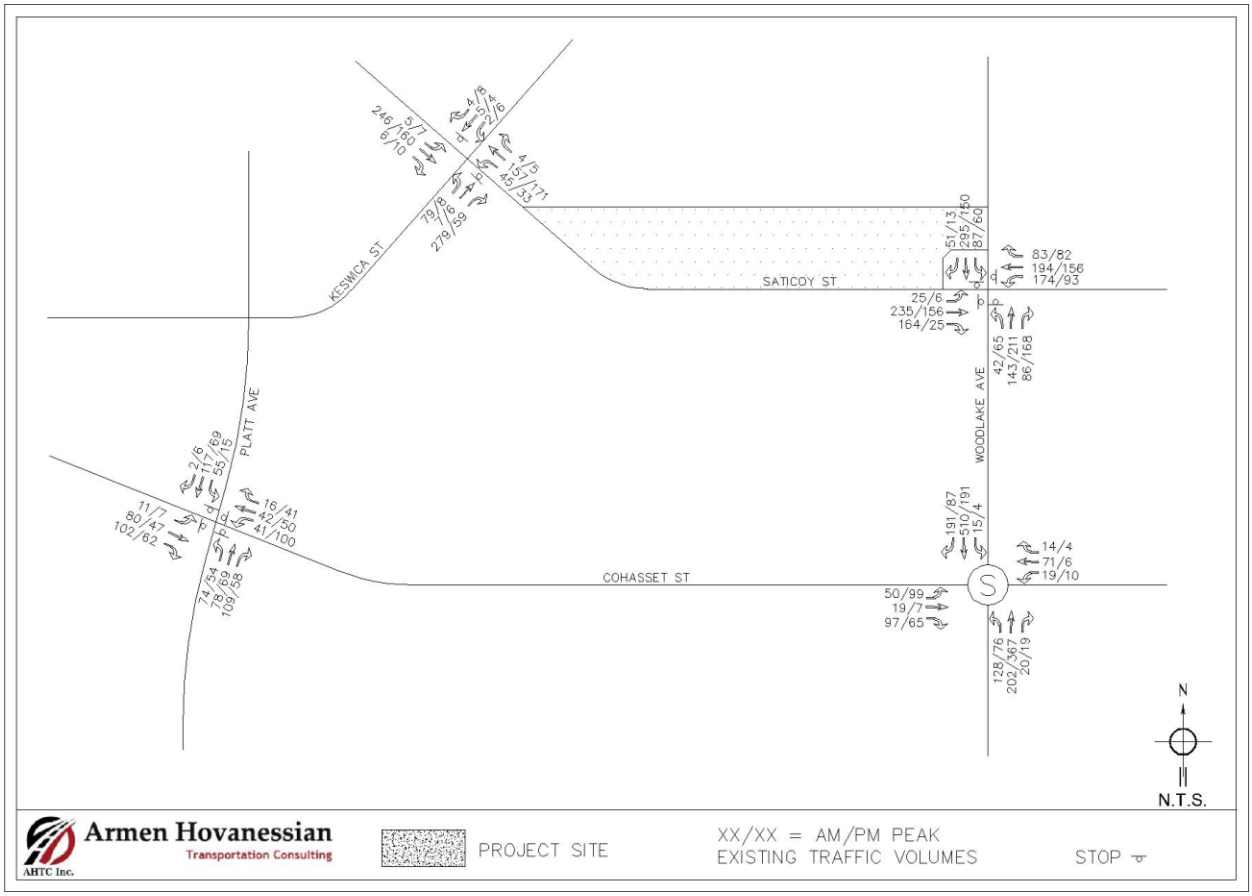
Traffic volume counts were obtained for vehicular turning movements at the following four (4) study intersections:

- Keswick Street and Saticoy Street
- Cohasset Street and Platt Avenue
- Cohasset Street and Woodlake Avenue
- Saticoy Street and Woodlake Avenue

Vehicular turning movement counts were conducted on Wednesday, January 18, 2023, during the typical commuter hours of 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM, to obtain existing traffic volumes for the AM and PM peak hours.

Please refer to Appendix 6 for the manual traffic counts, and Figure 6 below for Existing (AM/PM Peak) Traffic Volumes for an illustration of the AM and PM peak-hour turning movement counts used for the study intersections.

Figure 6 – Existing Traffic Volumes at Study Intersections



Project Trip Generation

Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* were used to determine the school traffic trip generation. The number of activities and

the attendees were used to estimate the number of trips generated by the athletic center. Please refer to Appendix 6 for the trip generation tables for the athletic center.

While ITE provides trip generation for the shopping centers with supermarket (40K-150K SF) (Code 821), for the purpose of this analysis traffic count surveys were conducted at the shopping center driveways to determine the trip generation by the shopping center. The reason for conducting the surveys at the shopping center driveways instead of using the ITE trip rates was due to the shopping center not being fully occupied. Please refer to Appendix 6 for the related surveys sheets. The survey results were compared to the ITE trip generation. The comparison indicated that the trip generation from the survey was below the ITE trip generation. Therefore, the analysis took a more conservative approach and used the lower trip generation from the survey to take existing use trip credit for the analysis. The trip generation calculations are consistent with the TAG and have been approved by the City staff.

The project does not propose to add any new students to their existing student capacity. As shown in the project trip generation Table 8 below, the project is forecast to result in 0 net new AM peak trips and 292 net new PM peak hour trips. The total daily net new trips will be reduced by -1,355. The net new PM peak hour trips will be generated by six proposed activities such as:

1- 10 high school swim competitions per year
2- 10 middle school swim competitions per year
3- Other schools swim practice (limited to February through April)
4- Swim lessons and water exercise classes daily
5- Local community swimming (if there are no other activities at the athletic center)
6- Local non-school athletic groups (limited to May through December)

Table 8 – Project Trip Generation

	Land Use (ITE Code)	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
Proposed	Private High School (534)	1,360	Students	0.66	*Split*	*62%*	*38%*	0.4	*Split*	*39%*	*61%*	2.17	2951
					898	557	341		544	212	332		
	Athletic Center*				*Split*	*50%*	*50%*		*Split*	*50%*	*50%*		952
					134	67	67		532	266	266		
					Split	*50%*	*50%*		*Split*	*50%*	*50%*		0
					0	0	0		0	0	0		
					Split				*Split*				0
					0	0	0		0	0	0		
	Total New Trips				1032	624	408		1076	478	598		3903
Existing	Shopping Plaza with Supermarket**	53.93	SF		*Split*				*Split*				2307
					134	65	69		240	112	128		
	Private High School (534)	1,360	Students	0.66	*Split*	*62%*	*38%*	0.4	*Split*	*39%*	*61%*	2.17	2951
					898	557	341		544	212	332		
					Split				*Split*				0
					0	0	0		0	0	0		
					Split				*Split*				0
					0	0	0		0	0	0		
					Split				*Split*				0
					0	0	0		0	0	0		
	Total Existing Trips				1032	622	410		784	324	460		5258
NET INCREASE/DECREASE TRIPS					0	2	-2		292	154	138		-1355

Source: ITE Trip Generation Manual, 11th Edition
*Trip generation rates were produced based on the number of projected participants and activities
** Peak hour trip generation was produced using actual traffic count survey at the site & daily trips were generated using the 6-hour traffic volume counts

Project Trip Distribution and Assignment

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the Project. The geographic distribution of project trips is based on the functional classification of streets in the vicinity, the magnitude of traffic volumes, as well as local knowledge of the roadway network. Based on the project trip generation, shown in Table 8, and the regional trip distribution assumptions, a proposed study area for the traffic analysis was derived. The location and the number of the intersections to be analyzed was reviewed and approved by the City staff.

Refer to Figures 7 and 8 below for illustrations showing the Project's Trip Distributions and Assignments at the study intersections.

Figure 7 – Project Trip Distribution

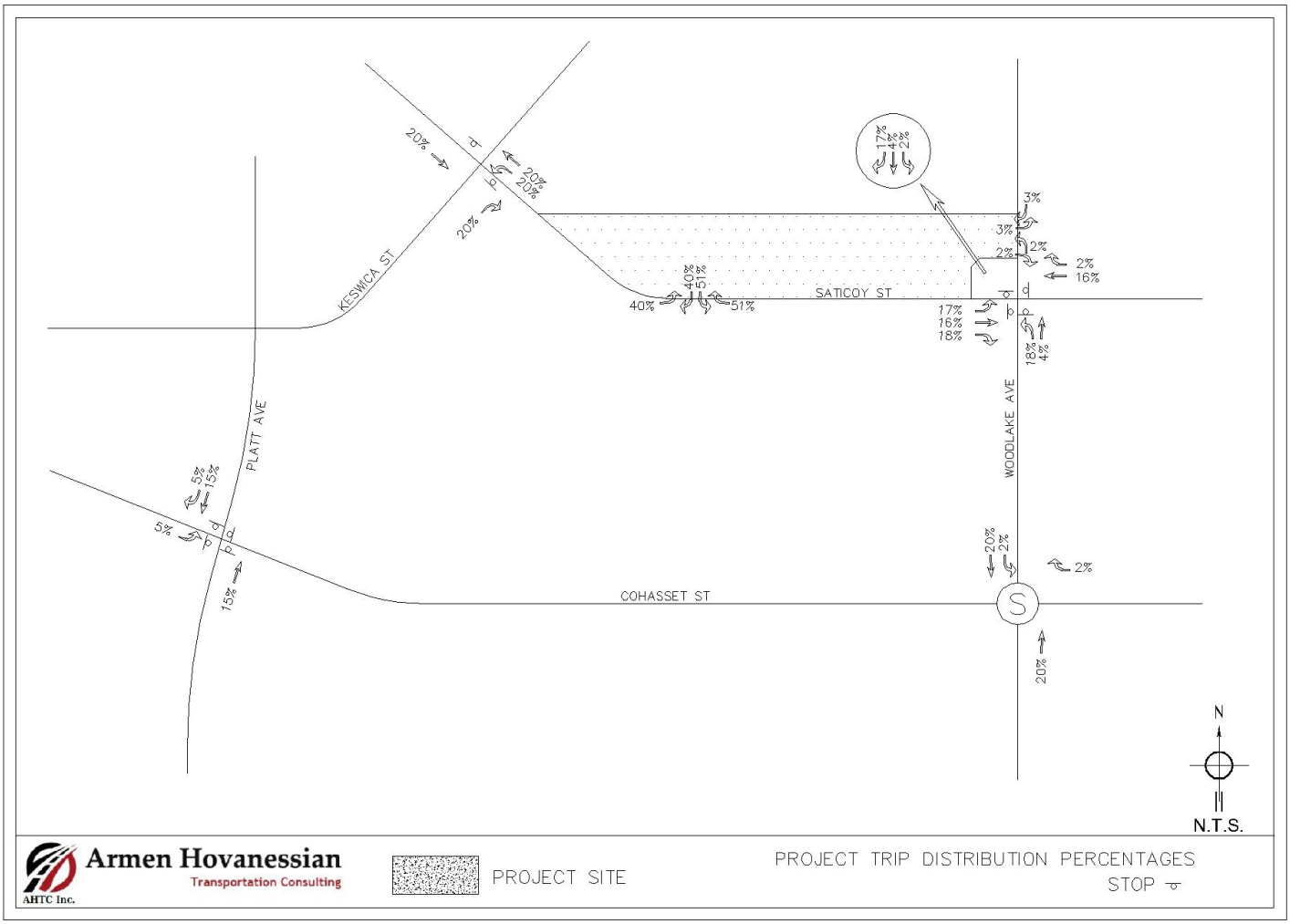


Figure 8 – Project Trip Assignments

Traffic Forecasts

In general, future peak hour traffic projections for the study intersections are estimated to include future growth due to (1) related projects within ½ mile of the project site and (2) ambient traffic growth.

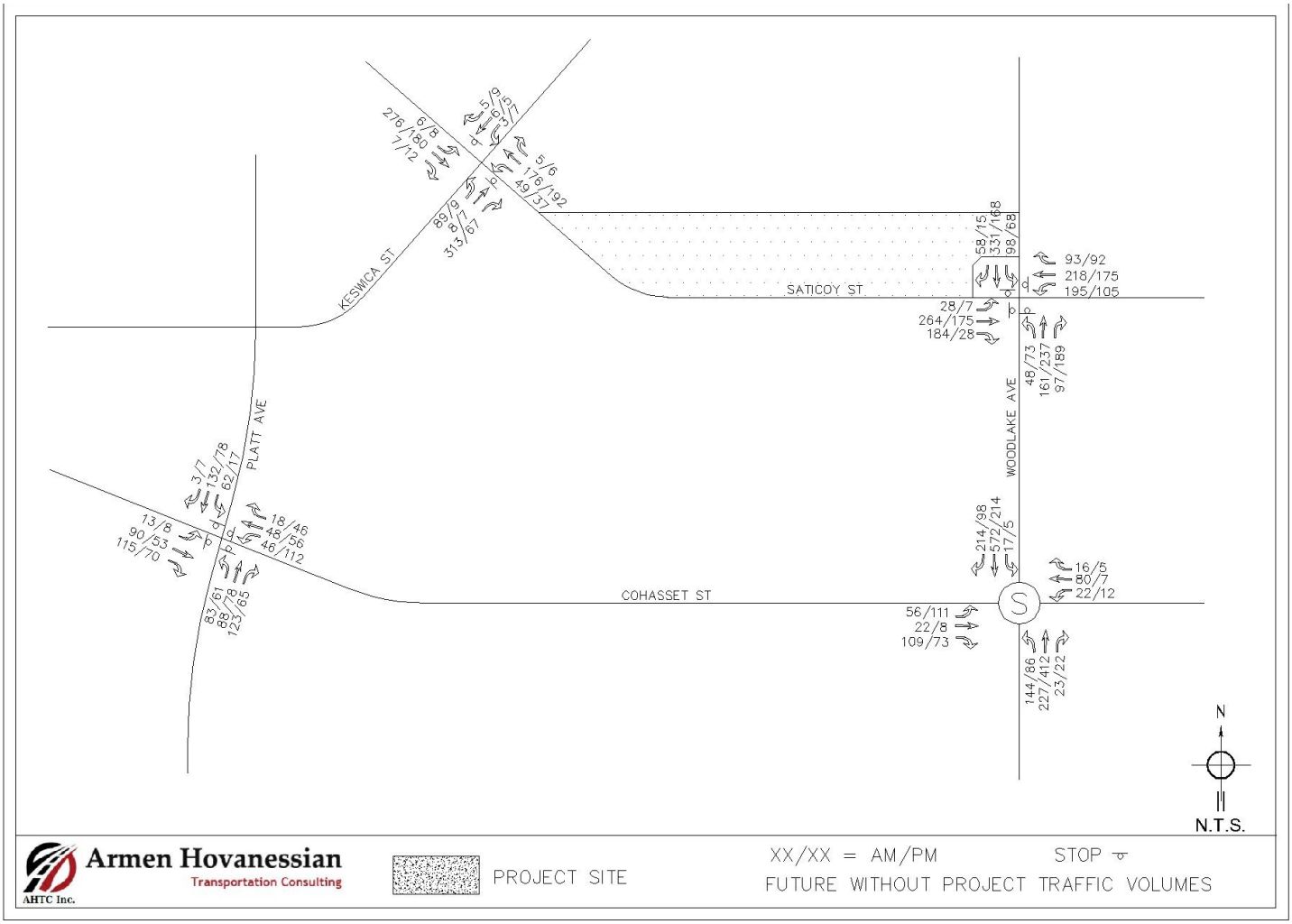
Related Projects

There were no related projects identified within the ½ mile vicinity of the project site.

Ambient Traffic Growth

To account for the future ambient traffic growth from intensification of existing developments, and other projects that are located further than a half mile from the project site, the existing traffic volumes were increased by an ambient growth rate of 1% per year to the anticipated year of completion 2035. These values were used to forecast the future traffic volumes without project traffic volumes as shown in Figure 9.

Figure 9 – Future without Project Traffic Volumes



Operational Evaluation

Operational analyses of vehicle average control delays, levels of service, and queueing were conducted at the study intersections for the following conditions and their traffic volumes.

1) Existing Traffic Conditions (See Figure 6)
2) Existing Plus Project Traffic Conditions (See Figure 10)
3) Future (2035) Without Project Traffic Conditions (See Figure 9)
4) Future (2035) Plus Project Traffic Conditions (See Figure 11)

Figure 10 – Existing Plus Project Traffic Volumes

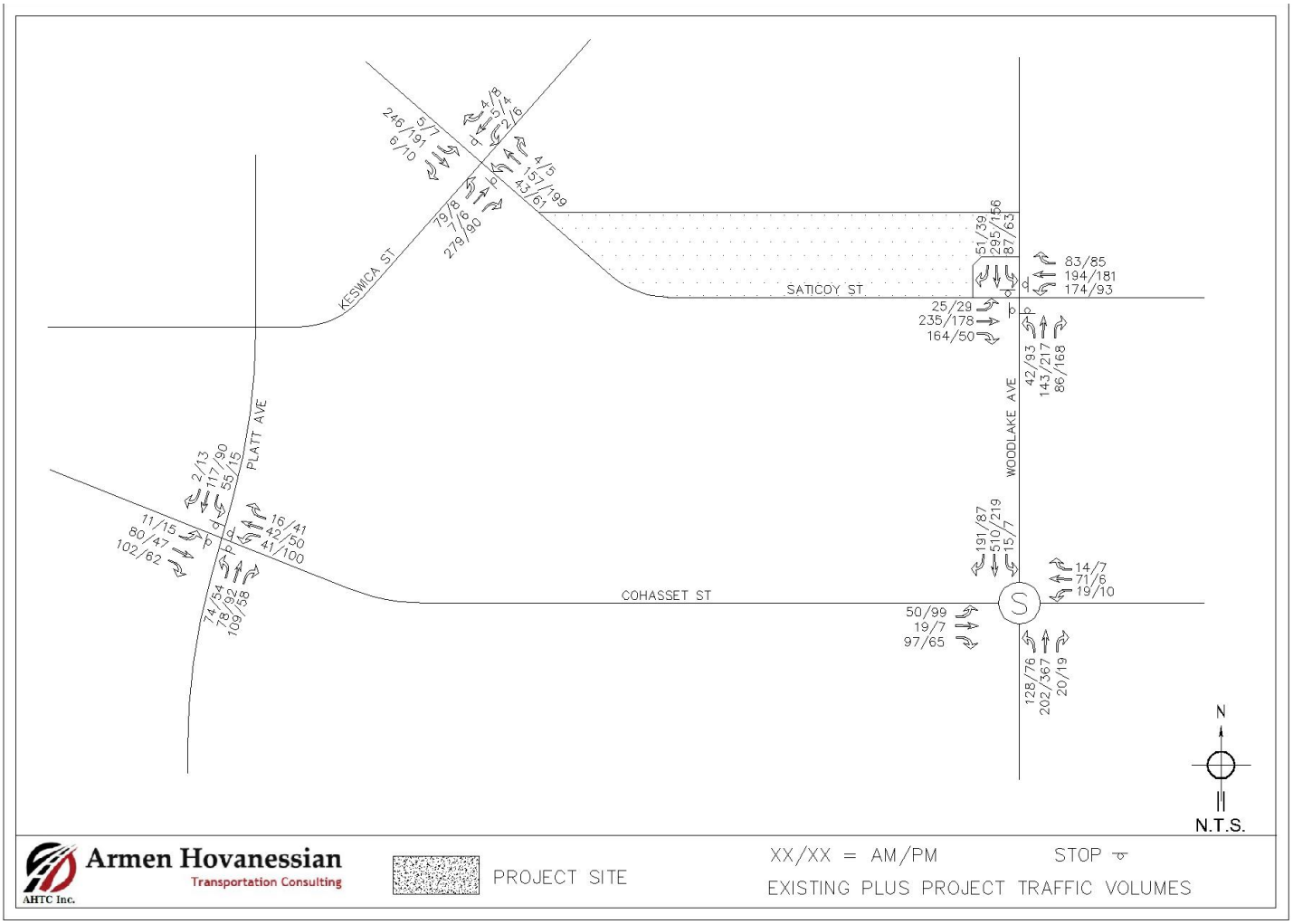
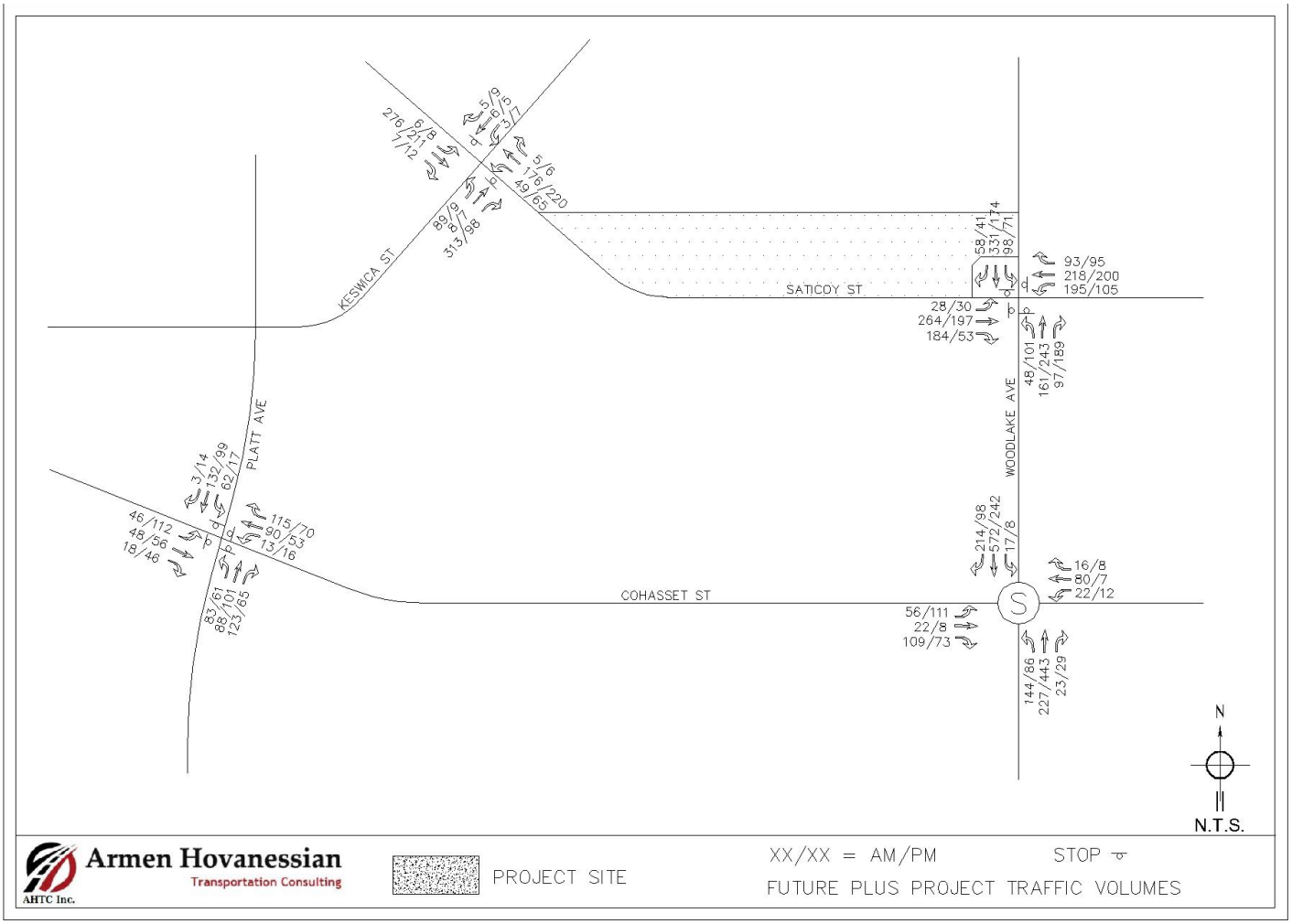


Figure 11 – Future Plus Project Traffic Volumes



Delay and Queueing Methodology

Signalized Intersections

For signalized intersections, the City utilizes the Highway Capacity Manual (HCM) operations methodology for performing signalized intersection capacity analysis. This method relies on the determination of a delay or Level of Service (LOS) at each of the study intersection by first determining their corresponding average control delay per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. It is a measure of driver discomfort, frustration, fuel consumption and lost travel time.

Level of Service (LOS) varies from at best LOS A (free flow/excellent) to at worst LOS of F (stop-and-go/failure). Shown below, in Table 9, are the LOS categories and their corresponding HCM average control delay ranges for signalized intersections.

Table 9 – LOS at Signalized Intersection

Level of Service	Average Control Delay per Vehicle (Sec/Veh)
A	0 to 10.00
B	10.01 to 20.00
C	20.01 to 35.00
D	35.01 to 55.00
E	55.01 to 80.00
F	Over 80.00

Unsignalized Intersections

For unsignalized intersections, the City utilizes the Highway Capacity Manual (HCM) methodologies for performing two-way stop-controlled (TWSC) and all-way Stop-controlled (AWTC) intersection capacity analyses. For TWSC intersection analysis, LOS is calculated for each movement of the intersection and the most critical LOS is the one that represents the effectiveness of that intersection. For AWSC intersection analysis, LOS is defined by the control delay of the entire intersection. The LOS thresholds, as shown in Table 10, for TWSC and AWSC intersections differ from those for signalized intersections to reflect different driver expectations. Shown below are the LOS categories and their corresponding HCM average control delay ranges for TWSC and AWSC intersections.

Table 10 – LOS at Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Sec/Veh)
A	0 to 10.00
B	Over 10 to 15
C	Over 15 to 25
D	Over 25 to 35
E	Over 35 to 50
F	Over 50

Level of Service and Queueing Analysis

The results of the operational analyses are summarized in the following tables:

- Table 11: Levels of Service, Delays and Queue Lengths for existing conditions.
- Table 12: Levels of Service, Delays and Queue Lengths for existing plus project conditions.

- Table 13: Levels of Service, Delays and Queue Lengths for future without project conditions.
- Table 14: Levels of Service, Delays and Queue Lengths for future with project conditions.

Table 11 – LOS Existing Conditions

Study Intersection	Int. Control	Approach	Movement	Existing					
				AM			PM		
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	10.6	B	53	6.9	A	30
			through	5.3	A	26	6.3	A	50
			right	5.3	A		6.3	A	
		SB	left	6.8	A	51	6.6	A	4
			through	7	A	75	6	A	30
			right	7.1	A		6	A	
		WB	left		A			A	
			through	10.6	B	48	7.8	A	13
			right		A			A	
		EB	left		A			A	
			through	11.4	B	51	9	A	56
			right		A			A	
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.3	B	0.7	9.6	A	0.5
			through	9.1	A	0.3	8.8	A	0.2
			right	8.8	A	0.6	8.1	A	0.3
		SB	left	11.10	B	0.8	9.5	A	0.3
			through	9.8	A	0.4	9.1	A	0.2
			right		A			A	
		WB	left		A			A	
			through	10.4	B	0.7	10.9	B	1.4
			right		A			A	
		EB	left		A			A	
			through	11.1	B	1.4	9.1	A	0.7
			right		A			A	
Saticoy Street & Woodlake Avenue	All Way Stop Control	NB	left	16.1	C	1.3	13.9	B	1.7
			through	17.1	C	1.9	16.5	C	3.1
			right		A			A	
		SB	left	24.7	C	4	13.6	B	1.3
			through	19.3	C	2.7	11.7	B	0.7
			right		A			A	
		WB	left	31	D	5.5	14.9	B	1.8
			through	17.1	C	2.2	12.9	B	1.4
			right		A			A	
		EB	left		A			A	
			through	27.4	D	4.8	14.6	B	1.7

			right	15.4	C	1.8	9.9	A	0.2
Keswick Street & Saticoy Street	All Way Stop Control	NB	left	10.8	B	0.9	8.9	A	0.7
			through	9.8	A	0.5	8.4	A	0.5
			right		A			A	
		SB	left	10.5	B	0.9	8.5	A	0.4
			through	10.4	B	0.9	8.4	A	0.5
			right		A			A	
		WB	left		A			A	
			through	8.9	A	0.1	8	A	0.1
			right		A			A	
		EB	left		A			A	
			through	13.5	B	3.3	8	A	0.3
			right		A			A	

Table 12 – LOS Existing + Project Conditions

Study Intersection	Int. Control	Approach	Movement	Existing + Project					
				AM			PM		
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	10.6	B	53	7.1	A	30
			through	5.3	A	26	6.4	A	54
			right	5.3	A		6.4	A	
		SB	left	6.8	A	51	6.8	A	6
			through	7	A	75	6.1	A	33
			right	7.1	A		6.1	A	
		WB	left		A			A	
			through	10.6	B	48	7.9	A	15
			right		A			A	
		EB	left		A			A	
			through	11.4	B	51	9.1	A	59
			right		A			A	
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.3	B	0.7	9.9	A	0.5
			through	9.1	A	0.3	9.1	A	0.4
			right	8.8	A	0.6	8.2	A	0.3
		SB	left	11.10	B	0.8	9.8	A	0.4
			through	9.8	A	0.4	9.5	A	0.4
			right		A			A	
		WB	left		A			A	
			through	10.4	B	0.7	11.4	B	1.5
			right		A			A	
		EB	left		A			A	
			through	11.1	B	1.4	9.6	A	0.8
			right		A			A	
Saticoy Street & Woodlake Avenue	All Way Stop Control	NB	left	16.1	C	1.3	17.2	C	2.5
			through	17.1	C	1.9	19.5	C	3.8

			right		A			A	
		SB	left	24.7	C	4	15.2	C	1.5
			through	19.3	C	2.7	13.3	B	1.1
			right		A			A	
		WB	left	31	D	5.5	17.1	C	2.2
			through	17.1	C	2.2	14.9	B	1.8
			right		A			A	
		EB	left		A			A	
			through	27.4	D	4.8	18.6	C	2.7
			right	15.4	C	1.8	10.9	B	0.4
Keswick Street & Saticoy Street	All Way Stop Control	NB	left	10.8	B	0.9	9.8	A	1
			through	9.8	A	0.5	8.7	A	0.6
			right		A			A	
		SB	left	10.5	B	0.9	8.9	A	0.6
			through	10.4	B	0.9	8.8	A	0.6
			right		A			A	
		WB	left		A			A	
			through	8.9	A	0.1	8.3	A	0.1
			right		A			A	
		EB	left		A			A	
			through	13.5	B	3.3	8.5	A	0.5
			right		A			A	

Table 13 – LOS Future without Project Conditions

Study Intersection	Int. Control	Approach	Movement	Future w/o Project					
				AM			PM		
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	11.6	B	92	7.3	A	35
			through	5	A	30	6.5	A	60
			right	5	A		6.5	A	
		SB	left	5.4	A	9	6.9	A	5
			through	6.9	A	93	6.1	A	34
			right	6.9	A		6.2	A	
		WB	left		A			A	
			through	12	B	53	8.1	A	15
			right		A			A	
		EB	left		A			A	
			through	13.1	B	57	9.5	A	68
			right		A			A	
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.9	B	0.8	10.1	B	0.6
			through	9.5	A	0.4	9.1	A	0.3
			right	9.4	A	0.7	8.4	A	0.3

		SB	left	11.9	B	1	10	A	0.4
			through	10.3	B	0.5	9.5	A	0.3
			right		A			A	
		WB	left		A			A	
			through	11.1	B	0.8	11.9	B	1.7
			right		A			A	
		EB	left		A			A	
			through	12.3	B	1.8	9.7	A	0.8
			right		A			A	
Saticoy Street & Woodlake Avenue	All Way Stop Control	NB	left	18.7	C	1.8	16	C	2.2
			through	20.9	C	2.7	21.2	C	4.5
			right		A			A	
		SB	left	35.2	E	5.9	15.5	C	1.7
			through	24.8	C	3.9	12.8	B	0.9
			right		A			A	
		WB	left	49.7	E	8.3	17.3	C	2.4
			through	21.2	C	3	14.7	B	1.9
			right		A			A	
		EB	left		A			A	
			through	42	E	7.3	17	C	2.2
			right	18.5	C	2.4	10.5	B	0.2
Keswick Street & Saticoy Street	All Way Stop Control	NB	left	11.6	B	1.1	9.2	A	0.8
			through	10.3	B	0.6	8.6	A	0.5
			right		A			A	
		SB	left	11.3	B	1.1	8.7	A	0.5
			through	11.2	B	1.1	8.6	A	0.5
			right		A			A	
		WB	left		A			A	
			through	9.3	A	0.1	8.1	A	0.1
			right		A			A	
		EB	left		A			A	
			through	16.2	C	4.4	8.2	A	0.4
			right		A			A	

Table 14 – LOS Future + Project Conditions

Study Intersection	Int. Control	Approach	Movement	Future + Project					
				AM			PM		
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	11.6	B	92	7.3	A	35
			through	5	A	30	6.5	A	63
			right	5	A		6.5	A	
		SB	left	5.4	A	9	7	A	7
			through	6.9	A	93	6.1	A	37
			right	6.9	A		6.2	A	

		WB	left		A			A	
			through	12	B	53	8.3	A	17
			right		A			A	
		EB	left		A			A	
			through	13.1	B	57	9.8	A	71
			right		A			A	
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.9	B	0.8	10.3	B	0.6
			through	9.5	A	0.4	9.5	A	0.4
			right	9.4	A	0.7	8.5	A	0.3
		SB	left	11.90	B	1	10.3	B	0.4
			through	10.3	B	0.5	9.9	A	0.4
			right		A			A	
		WB	left		A			A	
			through	11.1	B	0.8	12.3	B	1.8
			right		A			A	
		EB	left		A			A	
			through	12.3	B	1.8	10.2	B	0.9
			right		A			A	
Saticoy Street & Woodlake Avenue	All Way Stop Control	NB	left	18.7	C	1.8	20.5	C	3.2
			through	20.9	C	2.7	26.2	D	5.4
			right		A			A	
		SB	left	35.2	E	5.9	17.5	C	2
			through	24.8	C	3.9	14.8	B	1.3
			right		A			A	
		WB	left	49.7	E	8.3	20.3	C	3
			through	21.2	C	3	17.3	C	2.4
			right		A			A	
		EB	left		A			A	
			through	42	E	7.3	22.7	C	3.6
			right	18.5	C	2.4	11.6	B	0.4
Keswick Street & Saticoy Street	All Way Stop Control	NB	left	11.6	B	1.1	10.1	B	1.2
			through	10.3	B	0.6	8.9	A	0.6
			right		A			A	
		SB	left	11.3	B	1.1	9.1	A	0.6
			through	11.2	B	1.1	9	A	0.7
			right		A			A	
		WB	left		A			A	
			through	9.3	A	0.1	8.5	A	0.1
			right		A			A	
		EB	left		A			A	
			through	16.2	C	4.4	8.7	A	0.6
			right		A			A	

Please refer to Appendix 7 for the (HCM) analysis worksheets for the analyzed intersections.

As shown in the Level of Service comparison Table 15, with the addition of the project traffic to the future traffic, the level of services for all traffic movements at the study intersections will remain the substantially the same except for four traffic movement. However, the queueing length will for all four traffic movements will at all four only increase by less than one car length with negligible delay. Therefore, the project does not add any substantial amount of traffic to the study intersections.

Table 15 – Comparison of LOS- Future to Future + Project Conditions

Study Intersection	Int. Control	Approach	Movement	Comparison of Future To Future + Project									
				AM					PM				
				Diff. in Delay (sec)	LOS Future	LOS Future + Project	Diff. in 95% Queue (ft)	Number of Cars	Diff. in Delay (sec)	LOS Future	LOS Future + Project	Diff. in 95% Queue (ft)	Number of Cars
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	0	B	B	0	0	0	A	A	0	0
			through	0	A	A	0	0	0	A	A	3	0.15
			right	0	A	A	0	0	0	A	A	0	0
		SB	left	0	A	A	0	0	0.1	A	A	2	0.1
			through	0	A	A	0	0	0	A	A	3	0.15
			right	0	A	A	0	0	0	A	A	0	0
		WB	left	0	A	A	0	0	0	A	A	0	0
			through	0	B	B	0	0	0.2	A	A	2	0.1
			right	0	A	A	0	0	0	A	A	0	0
		EB	left	0	A	A	0	0	0	A	A	0	0
			through	0	B	B	0	0	0.3	A	A	3	0.15
			right	0	A	A	0	0	0	A	A	0	0
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	0	B	B	0	0	0.2	B	B	0	0
			through	0	A	A	0	0	0.4	A	A	0.1	0.005
			right	0	A	A	0	0	0.1	A	A	0	0
		SB	left	0	B	B	0	0	0.3	A	B	0	0
			through	0	B	B	0	0	0.4	A	A	0.1	0.005
			right	0	A	A	0	0	0	A	A	0	0
		WB	left	0	A	A	0	0	0	A	A	0	0
			through	0	B	B	0	0	0.4	B	B	0.1	0.005
			right	0	A	A	0	0	0	A	A	0	0
		EB	left	0	A	A	0	0	0	A	A	0	0
			through	0	B	B	0	0	0.5	A	B	0.1	0.005
			right	0	A	A	0	0	0	A	A	0	0
Saticoy Street & Woodlake Avenue	All Way Stop Control	NB	left	0	C	C	0	0	4.5	C	C	1	0.05
			through	0	C	C	0	0	5	C	D	0.9	0.045
			right	0	A	A	0	0	0	A	A	0	0
		SB	left	0	E	E	0	0	2	C	C	0.3	0.015
			through	0	C	C	0	0	2	B	B	0.4	0.02
			right	0	A	A	0	0	0	A	A	0	0
		WB	left	0	E	E	0	0	3	C	C	0.6	0.03
			through	0	C	C	0	0	2.6	B	C	0.5	0.025
			right	0	A	A	0	0	0	A	A	0	0
		EB	left	0	A	A	0	0	0	A	A	0	0
			through	0	E	E	0	0	5.7	C	C	1.4	0.07
			right	0	C	C	0	0	1.1	B	B	0.2	0.01
Keswick Street & Saticoy Street	All Way Stop Control	NB	left	0	B	B	0	0	0.9	A	B	0.4	0.02
			through	0	B	B	0	0	0.3	A	A	0.1	0.005
			right	0	A	A	0	0	0	A	A	0	0
		SB	left	0	B	B	0	0	0.4	A	A	0.1	0.005
			through	0	B	B	0	0	0.4	A	A	0.2	0.01
			right	0	A	A	0	0	0	A	A	0	0
		WB	left	0	A	A	0	0	0	A	A	0	0
			through	0	A	A	0	0	0.4	A	A	0	0
			right	0	A	A	0	0	0	A	A	0	0
		EB	left	0	A	A	0	0	0	A	A	0	0
			through	0	C	C	0	0	0.5	A	A	0.2	0.01
			right	0	A	A	0	0	0	A	A	0	0

Recommended Actions

The project does not have major adverse effects on access, safety, and circulation in the roadway system within the study area or at the analyzed intersections. Therefore, no additional actions would be needed.

Project Construction

This section evaluates the project construction transportation effects. The evaluation is related to the temporary construction related effects that may result from the construction activities of the project, which may include safety, operational, or delay impacts.

Screening Criteria

The TAG establishes seven screening criteria to determine whether further non-CEQA transportation analysis is required to address any potential project construction transportation effects and determine any possible adverse effect on existing pedestrian, bicycle, or transit facilities. The screening criteria is listed below:

Table 16 – Screening Criteria for Temporary Project Construction Effects

	Screening Criteria Questions	Answer	Action
1	Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?	Yes	If answer is yes to any of these questions further analysis is required
2	Would the project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?	Yes	
3	Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?	Yes	

4	Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?	No	
5	Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?	No	
6	Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?	No	
7	Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?	No	

Evaluation Criteria

The TAG establishes assessment factors to be considered in evaluating temporary construction related effects that may result from the construction activities of the project. These factors are listed below:

Table 17 – Evaluation Criteria for Temporary Project Construction Effects

Assessment Factors	Answers
Temporary Transportation Constraints:	
The length of time of temporary street closures or closures of two or more travel lanes	Unknown
The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected	Avenue II
The existing congestion levels on the affected street segments and intersections	Minor
The operational constraints of substandard hillside streets needing to access construction sites	N/A
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway	No
Potential safety issues involved with street or lane closures	None

The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street	Yes
Temporary loss of access:	
The length of time of any loss of pedestrian or bicycle circulation past a construction area	Unknown
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area	Unknown
The length of time of any loss or impedance of access by emergency vehicles or area residents to hillside properties	None
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility	Unknown
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access	N/A
The type of land uses affected, and related safety, convenience, and/or economic issues	None
Temporary Loss of Bus Stops or Rerouting of Bus Lines:	
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted	None
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated	Yes
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes	N/A
Whether the interruption would occur on a weekday, weekend, or holiday, and whether the existing bus route typically provides service that/those day(s).	Unknown

A comprehensive analysis and inventory of the existing transportation infrastructure and conditions within a ¼ -mile radius of the project was conducted and is included in the Project Context section of this report. Additionally, a review of the proposed construction procedures/plans was conducted to determine whether construction activity within the street right-of-way would cause/require any of the following:

Table 18 -Construction Activity Effect

During Construction	
Street, sidewalk, or lane closures	Yes
Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street	Yes

Modification of access to transit stations, stops, or facilities during revenue hours	No
Closure or movement of an existing bus stop or rerouting of an existing bus line	Yes
Creation of transportation hazards	No

Corrective Measures

The project construction activities may result in temporary adverse effects on certain transportation facilities. To minimize and address these adverse effects, the following corrective measures were analyzed and recommended:

Table 19 – Project Construction Corrective Measures

Corrective Measures	Recommended
Traffic Management Plan	Yes
Detour Plan	Yes
Modification of construction procedures	N/A
Limit major road obstructions to off-peak hours	Yes
Coordinate with emergency service and public transit providers	Yes
Provide alternative vehicular, bicycle, and/or pedestrian access to affected parcels	N/A
Consult LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces, if applicable	N/A
Coordinate access with adjacent property owners and tenants	Yes
Coordinate with Metro regarding maintenance of ADA access to Metro stations, stops, and transit facilities (e.g., layover zones) during revenue hours	N/A
Coordinate with transit providers regarding the need to temporarily close or relocate bus stops or reroute service	N/A

Residential Street Cut-Through Analysis

The objective of this analysis is to determine potential increases in average daily traffic (ADT) volumes on designated Local Streets near a project that can be classified as cut-through trips generated by the project, and that can adversely affect the character and function of those streets.

Cut-through trips are defined as those which feature travel along a street classified as a Local Street in the City's General Plan, with residential land-use frontage, as an alternative to a higher classification street segment (e.g., Collector, Avenue, or Boulevard as designated in the City's General Plan) to access a destination that is not within the neighborhood within which the Local Street is located.

SCREENING CRITERA

The TAG establishes the criteria to determine whether further analysis would be required to determine potential cut-through traffic increase because of the project. In addition to these two criteria,

- A net increase of 250 or more daily vehicle trips, and
- Project subject to a discretionary action that would be under review by the Department, the project would be subject to the following criteria:

Table 20 – Screening Criteria for Residential Street Cut-Through Traffic

Screening Criteria	Answer	
The project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets. The congestion level of the Boulevard or Avenue can be determined based on the estimated peak hour LOS under project conditions of the study intersection(s) (as determined in Section 3.3). LOS E and F are considered to represent congested conditions	No	If answer is yes to 1, 2 & 3 further analysis is required
The project is projected to add a substantial amount of automobile traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s);	No	
Nearby local residential street(s) (defined as Local streets as designated in the City's General Plan passing through a residential neighborhood) provide motorists with a viable alternative route. A viable alternative route is defined as one which is parallel and reasonably adjacent to the primary route as to make it attractive as an alternative to the primary route. LADOT has discretion to define which routes are viable alternative routes, based on, but not limited to, features such as geography and presence of existing traffic control devices, etc.	Yes	

Evaluation Criteria

The TAG establishes the evaluation criteria based on an estimate of the amount of daily project traffic that may shift to local residential streets, considering that the street system is less congested during non-peak hours than during peak hours. Once the estimated traffic volumes are identified, then these numbers must exceed the traffic volumes thresholds as shown in the table below:

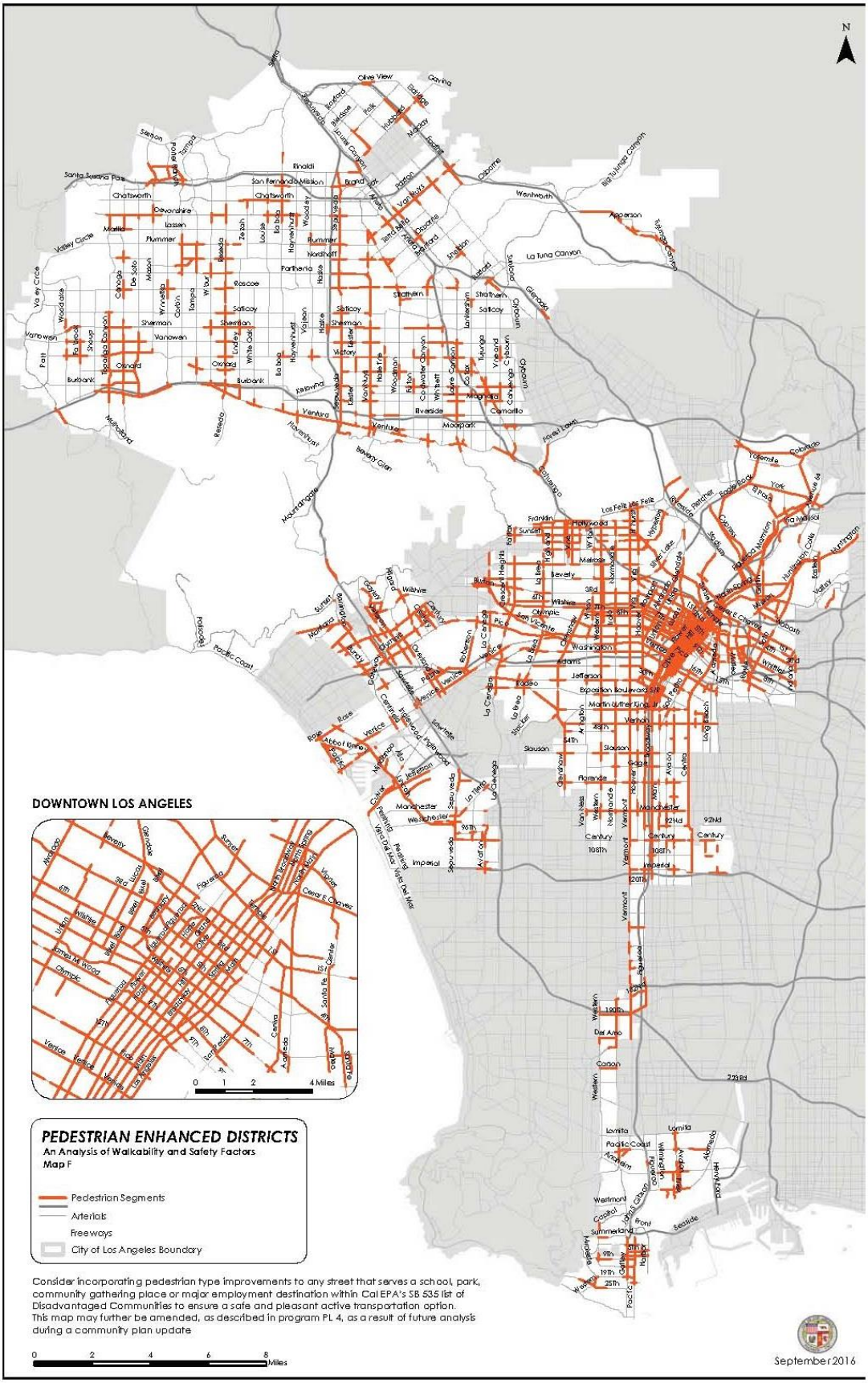
Table 21 – Residential/Local Street Diversion Criteria

Project ADT with Project (Final ADT)	Project Related Increase in ADT
1 to 999	120 or more
1,000 to 1,999	12 percent or more of final ADT
2,000 to 2,999	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

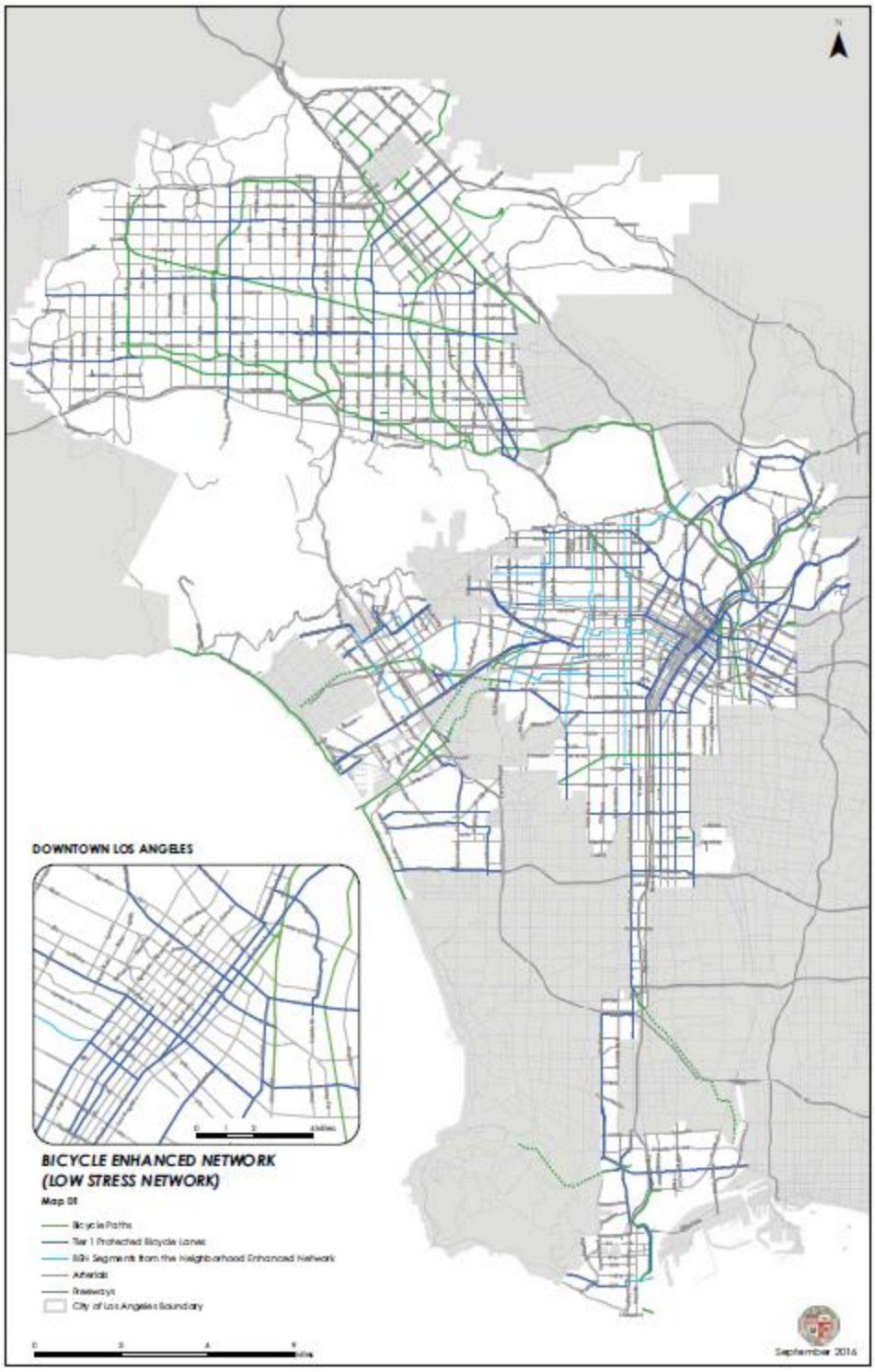
Recommended Actions

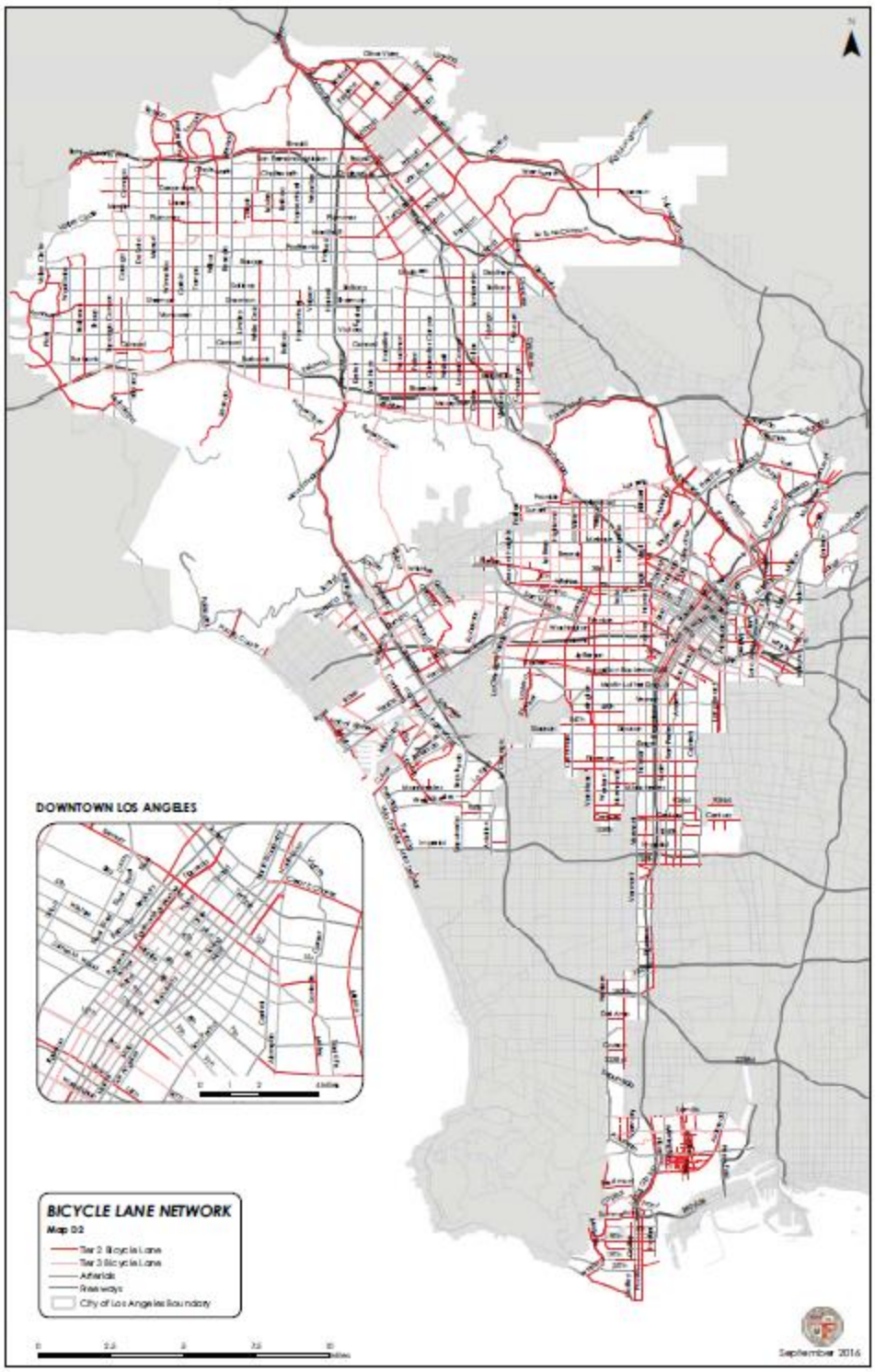
The project related traffic does not exceed the thresholds. Therefore, the project related traffic does not result in residential street diversion. The project is not subject to implementing corrective measures.

Appendix 1 – Pedestrian Districts Map


DOWNTOWN LOS ANGELES
0 1 2 4 Miles
PEDESTRIAN ENHANCED DISTRICTS
An Analysis of Walkability and Safety Factors
Map F
Pedestrian Segments
Arterials
Freeways
City of Los Angeles Boundary
Consider incorporating pedestrian type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option.
This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update
0 2 4 6 8 Miles
September 2016

Appendix 2 - Bicycle Lane Network Maps


DOWNTOWN LOS ANGELES
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map 08
Bicycle Paths
Tier 1 Protected Bicycle Lanes
Bike Segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
September 2016


DOWNTOWN LOS ANGELES
BICYCLE LANE NETWORK
Map D2
Tier 2 Bicycle Lane
Tier 3 Bicycle Lane
Arterials
Freeways
City of Los Angeles Boundary
September 2016

Appendix 3 - Bus Schedules

Monday through Friday

Effective Dec 11 2022

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

WEST HILLS		NORTHRIDGE		PANORAMA CITY	SUN VALLEY	NORTH HOLLYWOOD	
8	7	6	5	4	3	2	1
West Hills Medical Center	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Lankershim & Burbank	North Hollywood B Line (Red) Station
3:41A	3:48A	4:02A	4:07A	4:18A	4:26A	4:39A	4:43A
4:10	4:17	4:31	4:37	4:48	4:56	5:09	5:13
4:29	4:36	4:51	4:57	5:08	5:16	5:30	5:34
4:44	4:51	5:06	5:12	5:23	5:31	5:47	5:51
4:57	5:05	5:20	5:26	5:38	5:47	6:03	6:07
5:12	5:20	5:35	5:41	5:53	6:02	6:18	6:22
5:25	5:33	5:49	5:55	6:08	6:18	6:35	6:39
5:38	5:46	6:02	6:09	6:23	6:33	6:50	6:54
5:51	5:59	6:16	6:23	6:38	6:49	7:06	7:10
6:05	6:14	6:31	6:38	6:53	7:04	7:21	7:25
6:19	6:28	6:46	6:53	7:08	7:20	7:38	7:42
6:33	6:42	7:00	7:07	7:23	7:35	7:53	7:57
6:48	6:57	7:15	7:22	7:38	7:51	8:08	8:12
7:00	7:10	7:28	7:36	7:53	8:06	8:23	8:27
7:14	7:24	7:43	7:51	8:08	8:20	8:37	8:41
7:30	7:40	7:59	8:06	8:23	8:35	8:52	8:56
7:45	7:55	8:14	8:21	8:38	8:49	9:06	9:10
8:00	8:10	8:29	8:36	8:53	9:04	9:22	9:26
8:17	8:27	8:45	8:52	9:08	9:19	9:37	9:41
8:32	8:42	9:00	9:07	9:23	9:34	9:52	9:56
8:47	8:57	9:15	9:22	9:38	9:49	10:07	10:11
9:02	9:12	9:30	9:37	9:53	10:04	10:22	10:26
9:17	9:27	9:45	9:52	10:08	10:19	10:37	10:41
9:32	9:42	10:00	10:07	10:23	10:34	10:52	10:56
9:47	9:57	10:15	10:22	10:38	10:49	11:07	11:11
10:01	10:11	10:29	10:37	10:53	11:04	11:22	11:26
10:16	10:26	10:44	10:52	11:08	11:20	11:38	11:42
10:30	10:40	10:58	11:06	11:23	11:35	11:53	11:57
10:45	10:55	11:13	11:21	11:38	11:50	12:09P	12:13P
11:00	11:10	11:28	11:36	11:53	12:05P	12:24	12:28
11:15	11:25	11:43	11:51	12:08P	12:21	12:39	12:43
11:30	11:40	11:58	12:06P	12:23	12:36	12:54	12:58
11:45	11:55	12:13P	12:21	12:38	12:51	1:09	1:13
12:00P	12:10P	12:28	12:36	12:53	1:06	1:24	1:28
12:15	12:25	12:43	12:51	1:08	1:21	1:39	1:43
12:30	12:40	12:58	1:06	1:23	1:36	1:54	1:58
12:45	12:55	1:13	1:21	1:38	1:51	2:09	2:13
1:00	1:10	1:28	1:36	1:53	2:06	2:24	2:28
—	—	—	—	—	B 2:11	2:29	2:33
—	—	—	—	—	B 2:12	2:30	2:34
1:15	1:25	1:43	1:51	2:08	2:21	2:39	2:43
1:30	1:40	1:58	2:06	2:23	2:36	2:54	2:58
1:45	1:55	2:13	2:21	2:38	2:51	3:09	3:13
1:59	2:10	2:28	2:36	2:53	3:06	3:24	3:28
2:14	2:25	2:43	2:51	3:08	3:21	3:39	3:43
2:29	2:40	2:58	3:06	3:23	3:36	3:54	3:58
—	—	—	—	—	A 3:39	3:57	4:01
—	—	—	—	—	A 3:40	3:58	4:02
2:43	2:54	3:13	3:21	3:38	3:51	4:09	4:13
2:55	3:07	3:26	3:35	3:53	4:06	4:24	4:28
3:10	3:22	3:41	3:50	4:08	4:21	4:39	4:43
—	A 3:25	3:45	3:54	4:12	4:25	4:43	4:47
3:25	3:37	3:56	4:05	4:23	4:36	4:54	4:58
3:40	3:52	4:11	4:20	4:38	4:51	5:10	5:14
3:56	4:08	4:27	4:35	4:53	5:06	5:25	5:29
4:11	4:23	4:42	4:50	5:08	5:20	5:39	5:43
4:26	4:38	4:57	5:05	5:23	5:35	5:54	5:58
4:42	4:54	5:12	5:20	5:38	5:50	6:08	6:12
4:58	5:10	5:28	5:36	5:53	6:05	6:22	6:26
5:15	5:26	5:44	5:52	6:08	6:19	6:36	6:40
5:31	5:42	6:00	6:07	6:23	6:34	6:51	6:55
5:46	5:57	6:15	6:22	6:38	6:49	7:05	7:09
6:02	6:12	6:30	6:37	6:53	7:04	7:20	7:24
6:18	6:28	6:46	6:53	7:08	7:19	7:35	7:39
6:36	6:46	7:04	7:11	7:26	7:36	7:52	7:56
7:00	7:10	7:27	7:34	7:48	7:58	8:14	8:18
7:26	7:36	7:52	7:59	8:13	8:23	8:39	8:43
7:51	8:01	8:17	8:24	8:38	8:48	9:04	9:08
8:21	8:31	8:47	8:54	9:07	9:16	9:31	9:35
8:54	9:03	9:19	9:25	9:37	9:46	10:01	10:05
9:56	10:04	10:20	10:26	10:37	10:46	11:00	11:04
10:57	11:05	11:20	11:26	11:37	11:46	11:59	12:03A
12:00A	12:07A	12:21A	12:26A	12:37A	12:45A	12:58A	1:02

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

NORTH HOLLYWOOD		SUN VALLEY	PANORAMA CITY	NORTHRIDGE		WEST HILLS	
1	2	3	4	5	6	7	8
North Hollywood B Line (Red) Station	Lankershim & Burbank	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	West Hills Medical Center
4:25A	4:28A	4:41A	4:50A	5:00A	5:06A	5:20A	5:31A
4:50	4:53	5:07	5:17	5:28	5:34	5:48	5:59
5:10	5:13	5:27	5:37	5:49	5:55	6:11	6:23
5:28	5:31	5:47	5:57	6:11	6:18	6:34	6:46
5:42	5:45	6:01	6:12	6:26	6:33	6:50	7:02
5:57	6:00	6:16	6:27	6:42	6:50	7:07	7:20
6:10	6:14	6:30	6:42	6:57	7:06	7:24	7:37
6:23	6:27	6:45	6:57	7:13	7:22	7:40	7:53
6:38	6:42	7:00	7:12	7:28	7:37	7:56	8:09
6:53	6:57	7:15	7:27	7:43	7:52	8:10	8:23
7:08	7:12	7:30	7:42	7:58	8:07	8:24	8:37
7:21	7:25	7:44	7:57	8:12	8:21	8:38	8:51
7:36	7:40	7:59	8:12	8:27	8:35	8:52	9:05
7:51	7:55	8:14	8:27	8:40	8:48	9:05	9:18
8:07	8:11	8:30	8:42	8:55	9:03	9:20	9:33
8:22	8:26	8:45	8:57	9:10	9:18	9:35	9:48
8:37	8:41	9:00	9:12	9:25	9:33	9:50	10:03
8:52	8:56	9:15	9:27	9:40	9:48	10:05	10:18
9:07	9:11	9:30	9:42	9:55	10:03	10:20	10:33
9:22	9:26	9:45	9:57	10:10	10:18	10:35	10:48
9:36	9:40	9:59	10:12	10:25	10:33	10:50	11:03
9:51	9:55	10:14	10:27	10:40	10:48	11:05	11:19
10:06	10:10	10:29	10:42	10:55	11:03	11:20	11:34
10:21	10:25	10:44	10:57	11:10	11:18	11:35	11:49
10:36	10:40	10:59	11:12	11:25	11:33	11:50	12:04P
10:51	10:55	11:14	11:27	11:40	11:48	12:05P	12:19
11:06	11:10	11:29	11:42	11:55	12:03P	12:20	12:34
11:21	11:25	11:44	11:57	12:10P	12:18	12:35	12:49
11:36	11:40	11:59	12:12P	12:25	12:33	12:50	1:04
11:51	11:55	12:14P	12:27	12:40	12:48	1:05	1:19
12:06P	12:10P	12:29	12:42	12:55	1:03	1:20	1:34
12:21	12:25	12:44	12:57	1:11	1:19	1:36	1:50
12:36	12:40	12:59	1:12	1:26	1:34	1:51	2:05
12:50	12:54	1:13	1:27	1:41	1:49	2:06	2:20
1:05	1:09	1:28	1:42	1:56	2:04	2:21	2:35
1:20	1:24	1:43	1:57	2:11	2:19	2:36	2:50
1:35	1:39	1:58	2:12	2:26	2:34	2:51	3:05
—	—	—	C 2:24	2:38	2:46	3:03	—
1:50	1:54	2:13	2:27	2:41	2:49	3:06	3:20
2:05	2:09	2:28	2:42	2:56	3:04	3:21	3:35
2:20	2:24	2:43	2:57	3:11	3:19	3:36	3:50
2:35	2:39	2:58	3:12	3:26	3:34	3:52	4:06
—	—	—	—	—	—	E 4:03	4:17
2:50	2:54	3:13	3:27	3:41	3:49	4:07	4:21
3:04	3:08	3:28	3:42	3:56	4:04	4:22	4:36
—	—	—	D 3:52	4:06	4:14	4:32	—
3:19	3:23	3:43	3:57	4:12	4:20	4:38	4:52
3:33	3:37	3:57	4:12	4:27	4:35	4:53	5:07
3:47	3:51	4:12	4:27	4:42	4:50	5:08	5:22
4:01	4:06	4:27	4:42	4:57	5:05	5:23	5:37
4:16	4:21	4:42	4:57	5:12	5:20	5:38	5:52
4:31	4:36	4:57	5:12	5:27	5:35	5:53	6:07
4:47	4:52	5:12	5:27	5:42	5:50	6:08	6:22
5:02	5:07	5:27	5:42	5:57	6:05	6:22	6:36
5:17	5:22	5:42	5:57	6:11	6:19	6:36	6:50
5:34	5:39	5:59	6:12	6:26	6:34	6:51	7:05
5:49	6:54	6:14	6:27	6:41	6:49	7:06	7:19
6:05	6:09	6:29	6:42	6:56	7:04	7:20	7:33
6:20	6:24	6:44	6:57	7:10	7:18	7:34	7:47
6:37	6:41	7:00	7:13	7:26	7:34	7:50	8:03
6:53	6:57	7:16	7:29	7:42	7:49	8:05	8:17
7:09	7:13	7:32	7:45	7:58	8:05	8:21	8:33
7:25	7:29	7:48	8:01	8:14	8:21	8:37	8:49
7:45	7:49	8:06	8:17	8:30	8:36	8:52	9:04
8:02	8:06	8:23	8:34	8:46	8:52	9:07	9:18
8:27	8:31	8:47	8:57	9:08	9:14	9:28	9:39
8:56	9:00	9:16	9:26	9:37	9:43	9:57	10:08
9:26	9:30	9:45	9:55	10:05	10:11	10:24	10:35
9:56	10:00	10:15	10:24	10:34	10:40	10:53	11:04
10:43	10:47	11:02	11:11	11:21	11:26	11:39	11:50
11:44	11:48	12:02A	12:11A	12:21A	12:26A	12:38A	12:49A
12:45A	12:48A	1:01	1:10	1:20	1:25	1:37	1:48
1:46	1:49	2:01	2:10	2:20	2:25	2:37	2:48

Saturday

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

WEST HILLS		NORTHRIDGE		PANORAMA CITY	SUN VALLEY	NORTH HOLLYWOOD	
8	7	6	5	4	3	2	1
West Hills Medical Center	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Lankershim & Burbank	North Hollywood B Line (Red) Station
4:00A	4:07A	4:21A	4:26A	4:37A	4:45A	4:58A	5:02A
4:27	4:34	4:49	4:55	5:06	5:14	5:28	5:32
4:51	4:58	5:13	5:19	5:30	5:39	5:53	5:57
5:10	5:18	5:33	5:39	5:50	5:59	6:13	6:17
5:29	5:37	5:52	5:58	6:10	6:19	6:33	6:37
5:48	5:56	6:12	6:18	6:30	6:39	6:54	6:58
6:07	6:15	6:31	6:37	6:50	6:59	7:15	7:19
6:25	6:33	6:50	6:56	7:10	7:20	7:36	7:40
6:44	6:52	7:09	7:16	7:30	7:40	7:56	8:00
7:04	7:12	7:29	7:36	7:50	8:00	8:16	8:20
7:24	7:32	7:49	7:56	8:10	8:20	8:36	8:40
7:44	7:52	8:09	8:16	8:30	8:41	8:57	9:01
8:02	8:11	8:28	8:36	8:50	9:01	9:18	9:22
8:22	8:31	8:48	8:56	9:10	9:21	9:39	9:43
8:41	8:50	9:08	9:16	9:30	9:41	9:59	10:03
8:59	9:09	9:27	9:35	9:50	10:01	10:19	10:23
9:19	9:29	9:47	9:55	10:10	10:21	10:39	10:43
9:39	9:49	10:07	10:15	10:30	10:41	10:59	11:03
9:59	10:09	10:27	10:35	10:50	11:01	11:19	11:23
10:19	10:29	10:47	10:55	11:10	11:22	11:40	11:44
10:39	10:49	11:07	11:15	11:30	11:42	12:00P	12:04P
10:58	11:09	11:27	11:35	11:50	12:02P	12:20	12:24
11:18	11:29	11:47	11:55	12:10P	12:22	12:40	12:44
11:38	11:49	12:07P	12:15P	12:30	12:42	1:00	1:04
11:56	12:07P	12:26	12:34	12:50	1:02	1:20	1:24
12:16P	12:27	12:46	12:54	1:10	1:22	1:40	1:44
12:36	12:47	1:06	1:14	1:30	1:42	2:00	2:04
12:57	1:08	1:26	1:34	1:50	2:02	2:20	2:24
1:17	1:28	1:46	1:54	2:10	2:22	2:40	2:44
1:37	1:48	2:06	2:14	2:30	2:42	3:00	3:04
1:57	2:08	2:26	2:34	2:50	3:02	3:20	3:24
2:17	2:28	2:46	2:54	3:10	3:21	3:39	3:43
2:37	2:48	3:06	3:14	3:30	3:41	3:59	4:03
2:57	3:08	3:26	3:34	3:50	4:01	4:19	4:23
3:17	3:28	3:46	3:54	4:10	4:21	4:39	4:43
3:37	3:48	4:06	4:14	4:30	4:41	4:59	5:03
3:58	4:09	4:27	4:34	4:50	5:01	5:19	5:23
4:19	4:30	4:48	4:55	5:10	5:21	5:39	5:43
4:39	4:50	5:08	5:15	5:30	5:41	5:59	6:03
4:59	5:10	5:28	5:35	5:50	6:01	6:19	6:23
5:20	5:31	5:48	5:55	6:10	6:21	6:39	6:43
5:43	5:53	6:10	6:17	6:32	6:42	6:59	7:03
6:06	6:16	6:33	6:40	6:54	7:04	7:21	7:25
6:30	6:39	6:56	7:03	7:17	7:27	7:44	7:48
6:55	7:04	7:21	7:28	7:42	7:52	8:09	8:13
7:24	7:33	7:49	7:56	8:09	8:19	8:35	8:39
7:53	8:02	8:18	8:25	8:38	8:47	9:02	9:06
8:24	8:33	8:49	8:55	9:07	9:16	9:31	9:35
8:54	9:03	9:19	9:25	9:37	9:46	10:01	10:05
9:56	10:04	10:20	10:26	10:37	10:46	11:00	11:04
10:57	11:05	11:20	11:26	11:37	11:46	11:59	12:03A
12:00A	12:07A	12:21A	12:26A	12:37A	12:45A	12:58A	1:02

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

NORTH HOLLYWOOD		SUN VALLEY	PANORAMA CITY	NORTHRIDGE		WEST HILLS	
1	2	3	4	5	6	7	8
North Hollywood B Line (Red) Station	Lankershim & Burbank	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	West Hills Medical Center
4:25A	4:28A	4:41A	4:50A	5:00A	5:05A	5:17A	5:28A
4:52	4:55	5:08	5:17	5:27	5:32	5:44	5:55
5:12	5:15	5:28	5:37	5:48	5:53	6:05	6:16
5:32	5:35	5:48	5:57	6:09	6:15	6:28	6:39
5:51	5:54	6:08	6:17	6:29	6:35	6:49	7:00
6:10	6:13	6:27	6:37	6:50	6:56	7:10	7:21
6:28	6:32	6:47	6:57	7:10	7:16	7:30	7:42
6:48	6:52	7:07	7:17	7:30	7:36	7:51	8:03
7:07	7:11	7:26	7:37	7:50	7:56	8:11	8:23
7:26	7:30	7:46	7:57	8:09	8:15	8:30	8:42
7:46	7:50	8:06	8:17	8:29	8:35	8:50	9:02
8:05	8:09	8:25	8:37	8:49	8:55	9:11	9:23
8:25	8:29	8:45	8:57	9:09	9:16	9:32	9:44
8:44	8:48	9:05	9:17	9:29	9:36	9:53	10:05
9:04	9:08	9:25	9:37	9:49	9:56	10:13	10:25
9:23	9:27	9:45	9:57	10:09	10:16	10:33	10:45
9:43	9:47	10:05	10:17	10:29	10:36	10:53	11:05
10:03	10:07	10:25	10:37	10:49	10:56	11:14	11:26
10:23	10:27	10:45	10:57	11:09	11:16	11:34	11:47
10:42	10:46	11:04	11:17	11:29	11:36	11:54	12:07P
11:02	11:06	11:24	11:37	11:49	11:56	12:14P	12:27
11:22	11:26	11:44	11:57	12:10P	12:17P	12:35	12:48
11:42	11:46	12:04P	12:17P	12:30	12:37	12:55	1:08
12:02P	12:06P	12:24	12:37	12:50	12:57	1:15	1:28
12:22	12:26	12:44	12:57	1:10	1:17	1:35	1:48
12:42	12:46	1:04	1:17	1:30	1:37	1:55	2:08
1:02	1:06	1:24	1:37	1:50	1:57	2:15	2:28
1:21	1:25	1:43	1:56	2:10	2:17	2:35	2:48
1:41	1:45	2:03	2:16	2:30	2:37	2:55	3:08
2:01	2:05	2:23	2:36	2:50	2:57	3:15	3:28
2:21	2:25	2:43	2:56	3:10	3:17	3:35	3:48
2:42	2:46	3:04	3:17	3:31	3:38	3:56	4:08
3:02	3:06	3:24	3:37	3:51	3:58	4:16	4:28
3:22	3:26	3:44	3:57	4:11	4:18	4:36	4:48
3:42	3:46	4:04	4:17	4:31	4:38	4:56	5:08
4:02	4:06	4:24	4:37	4:51	4:58	5:16	5:28
4:22	4:26	4:44	4:57	5:10	5:17	5:35	5:47
4:43	4:47	5:05	5:17	5:30	5:37	5:55	6:07
5:03	5:07	5:25	5:37	5:50	5:57	6:14	6:26
5:24	5:28	5:45	5:57	6:10	6:17	6:34	6:46
5:44	5:48	6:05	6:17	6:30	6:37	6:54	7:06
6:04	6:08	6:25	6:37	6:50	6:57	7:13	7:25
6:24	6:28	6:45	6:57	7:09	7:16	7:32	7:44
6:44	6:48	7:05	7:17	7:29	7:36	7:52	8:04
7:05	7:09	7:26	7:37	7:49	7:56	8:11	8:23
7:25	7:29	7:46	7:57	8:09	8:15	8:30	8:41
7:45	7:49	8:06	8:17	8:29	8:35	8:50	9:01
8:06	8:10	8:27	8:37	8:48	8:54	9:08	9:19
8:28	8:32	8:48	8:58	9:09	9:15	9:29	9:40
8:56	9:00	9:16	9:26	9:37	9:43	9:57	10:08
9:26	9:30	9:45	9:55	10:05	10:11	10:24	10:35
9:56	10:00	10:15	10:24	10:34	10:40	10:53	11:04
10:43	10:47	11:02	11:11	11:21	11:26	11:39	11:50
11:44	11:48	12:02A	12:11A	12:21A	12:26A	12:38A	12:49A
12:45A	12:48A	1:01	1:10	1:20	1:25	1:37	1:48
1:46	1:49	2:01	2:10	2:20	2:25	2:37	2:48

Effective Dec 11 2022

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Metro Local

Westbound to West Hills
Eastbound to North Hollywood
via Roscoe Bl, Lankershim Bl

metro.net
323.GO.METRO

Wheelchair Hotline
800.621.7828

Travel Info
511

California Relay Service
711

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Sunday & Holidays

Effective Dec 11 2022

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

WEST HILLS		NORTHRIDGE		PANORAMA CITY	SUN VALLEY	NORTH HOLLYWOOD	
8	7	6	5	4	3	2	1
West Hills Medical Center	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Lankershim & Burbank	North Hollywood B Line (Red) Station
4:00A	4:07A	4:21A	4:26A	4:37A	4:45A	4:58A	5:02A
4:27	4:34	4:49	4:55	5:06	5:14	5:28	5:32
4:51	4:58	5:13	5:19	5:30	5:39	5:53	5:57
5:10	5:18	5:33	5:39	5:50	5:59	6:13	6:17
5:29	5:37	5:52	5:58	6:10	6:19	6:33	6:37
5:48	5:56	6:12	6:18	6:30	6:39	6:54	6:58
6:07	6:15	6:31	6:37	6:50	6:59	7:15	7:19
6:25	6:33	6:50	6:56	7:10	7:20	7:36	7:40
6:44	6:52	7:09	7:16	7:30	7:40	7:48	8:00
7:04	7:12	7:29	7:36	7:50	8:00	8:16	8:20
7:24	7:32	7:49	7:56	8:10	8:20	8:36	8:40
7:44	7:52	8:09	8:16	8:30	8:41	8:57	9:01
8:02	8:11	8:28	8:36	8:50	9:01	9:18	9:22
8:22	8:31	8:48	8:56	9:10	9:21	9:39	9:43
8:41	8:50	9:08	9:16	9:30	9:41	9:59	10:03
8:59	9:09	9:27	9:35	9:50	10:01	10:19	10:23
9:19	9:29	9:47	9:55	10:10	10:21	10:39	10:43
9:39	9:49	10:07	10:15	10:30	10:41	10:59	11:03
9:59	10:09	10:27	10:35	10:50	11:01	11:19	11:23
10:19	10:29	10:47	10:55	11:10	11:22	11:40	11:44
10:39	10:49	11:07	11:15	11:30	11:42	12:00P	12:04P
10:58	11:09	11:27	11:35	11:50	12:02P	12:20	12:24
11:18	11:29	11:47	11:55	12:10P	12:22	12:31	12:44
11:38	11:49	12:07P	12:15P	12:30	12:42	1:00	1:04
11:56	12:08P	12:27	12:35	12:51	1:03	1:21	1:25
12:16P	12:28	12:47	12:55	1:11	1:23	1:41	1:45
12:36	12:48	1:07	1:15	1:31	1:43	2:01	2:05
12:57	1:09	1:27	1:35	1:51	2:03	2:21	2:25
1:17	1:29	1:47	1:55	2:11	2:23	2:41	2:45
1:37	1:49	2:07	2:15	2:31	2:43	3:01	3:05
1:57	2:09	2:27	2:35	2:51	3:03	3:21	3:25
2:18	2:30	2:48	2:56	3:11	3:22	3:39	3:44
2:37	2:49	3:07	3:15	3:30	3:41	3:59	4:03
2:57	3:09	3:27	3:35	3:50	4:01	4:19	4:23
3:18	3:29	3:47	3:55	4:10	4:21	4:39	4:43
3:38	3:49	4:07	4:15	4:30	4:41	4:59	5:03
3:59	4:10	4:28	4:35	4:50	5:01	5:19	5:23
4:19	4:30	4:48	4:55	5:10	5:21	5:39	5:43
4:39	4:50	5:08	5:15	5:30	5:41	5:59	6:03
4:59	5:10	5:28	5:35	5:50	6:01	6:19	6:23
5:20	5:31	5:48	5:55	6:10	6:21	6:39	6:43
5:43	5:53	6:10	6:17	6:32	6:42	6:59	7:03
6:06	6:16	6:33	6:40	6:54	7:04	7:21	7:25
6:30	6:39	6:56	7:03	7:17	7:27	7:44	7:48
6:55	7:04	7:21	7:28	7:42	7:52	8:09	8:13
7:24	7:33	7:49	7:56	8:09	8:19	8:35	8:39
7:53	8:02	8:18	8:25	8:38	8:47	9:02	9:06
8:24	8:33	8:49	8:55	9:07	9:16	9:31	9:35
8:54	9:03	9:19	9:25	9:37	9:46	10:01	10:05
9:56	10:04	10:20	10:26	10:37	10:46	11:00	11:04
10:57	11:05	11:20	11:26	11:37	11:46	11:59	12:03A
12:00A	12:07A	12:21A	12:26A	12:37A	12:45A	12:58A	1:02

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

NORTH HOLLYWOOD		SUN VALLEY	PANORAMA CITY	NORTHRIDGE		WEST HILLS	
1	2	3	4	5	6	7	8
North Hollywood B Line (Red) Station	Lankershim & Burbank	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	West Hills Medical Center
4:25A	4:29A	4:41A	4:50A	5:00A	5:05A	5:17A	5:28A
4:52	5:55	5:08	5:17	5:27	5:32	5:44	5:55
5:12	5:15	5:28	5:37	5:47	5:52	6:04	6:15
5:32	5:35	5:48	5:57	6:08	6:14	6:27	6:38
5:51	6:54	6:08	6:17	6:28	6:34	6:48	6:59
6:10	6:13	6:27	6:37	6:49	6:55	7:09	7:20
6:29	6:32	6:47	6:57	7:10	7:16	7:30	7:42
6:49	6:52	7:07	7:17	7:30	7:36	7:50	8:02
7:07	7:11	7:26	7:37	7:50	7:56	8:11	8:23
7:25	7:29	7:45	7:57	8:09	8:15	8:30	8:42
7:45	7:49	8:05	8:17	8:29	8:35	8:50	9:02
8:05	8:09	8:25	8:37	8:49	8:55	9:11	9:23
8:25	8:29	8:45	8:57	9:09	9:16	9:32	9:44
8:44	8:48	9:05	9:17	9:29	9:36	9:53	10:05
9:04	9:08	9:25	9:37	9:49	9:56	10:13	10:25
9:23	9:27	9:45	9:57	10:09	10:16	10:33	10:45
9:43	9:47	10:05	10:17	10:29	10:36	10:53	11:05
10:03	10:07	10:25	10:37	10:49	10:56	11:14	11:26
10:23	10:27	10:45	10:57	11:09	11:16	11:34	11:47
10:42	10:46	11:04	11:17	11:29	11:36	11:54	12:07P
11:02	11:06	11:24	11:37	11:49	11:56	12:14P	12:27
11:22	11:26	11:44	11:57	12:10P	12:17P	12:35	12:48
11:42	11:46	12:04P	12:17P	12:30	12:37	12:55	1:08
12:02P	12:06P	12:24	12:37	12:50	12:57	1:15	1:28
12:21	12:25	12:43	12:57	1:10	1:17	1:35	1:48
12:41	12:46	1:03	1:17	1:30	1:37	1:55	2:08
1:02	1:06	1:24	1:37	1:50	1:57	2:14	2:27
1:22	1:26	1:44	1:57	2:10	2:17	2:34	2:47
1:42	1:46	2:04	2:17	2:30	2:37	2:54	3:07
2:02	2:06	2:24	2:37	2:50	2:57	3:14	3:27
2:22	2:26	2:44	2:57	3:10	3:17	3:34	3:47
2:43	2:47	3:05	3:17	3:30	3:37	3:54	4:06
3:03	3:07	3:25	3:37	3:50	3:57	4:14	4:26
3:23	3:27	3:45	3:57	4:10	4:17	4:34	4:46
3:43	3:47	4:05	4:17	4:30	4:37	4:54	5:06
4:03	4:07	4:25	4:37	4:50	4:57	5:14	5:26
4:23	4:27	4:45	4:57	5:10	5:17	5:34	5:46
4:43	4:47	5:05	5:17	5:30	5:37	5:54	6:06
5:03	5:07	5:25	5:37	5:50	5:57	6:14	6:26
5:24	5:28	5:45	5:57	6:09	6:16	6:33	6:45
5:44	5:48	6:05	6:17	6:29	6:36	6:53	7:05
6:04	6:08	6:25	6:37	6:49	6:56	7:12	7:24
6:24	6:28	6:45	6:57	7:09	7:16	7:32	7:44
6:44	6:48	7:05	7:17	7:29	7:36	7:52	8:04
7:04	7:08	7:25	7:37	7:49	7:56	8:11	8:23
7:24	7:28	7:45	7:57	8:09	8:15	8:30	8:41
7:45	7:49	8:06	8:17	8:29	8:35	8:50	9:01
8:05	8:09	8:26	8:37	8:48	8:54	9:08	9:19
8:27	8:31	8:47	8:58	9:09	9:15	9:29	9:40
8:56	9:00	9:16	9:26	9:37	9:43	9:57	10:08
9:26	9:30	9:45	9:55	10:05	10:11	10:24	10:35
9:56	10:00	10:15	10:24	10:34	10:40	10:53	11:04
10:43	10:47	11:02	11:11	11:21	11:26	11:39	11:50
11:44	11:48	12:02A	12:11A	12:21A	12:26A	12:38A	12:49A
12:45A	12:48A	1:01	1:10	1:20	1:25	1:37	1:48
1:46	1:49	2:01	2:10	2:20	2:25	2:37	2:48

Sunday and Holiday Schedules

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

Horarios de domingo y días feriados

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

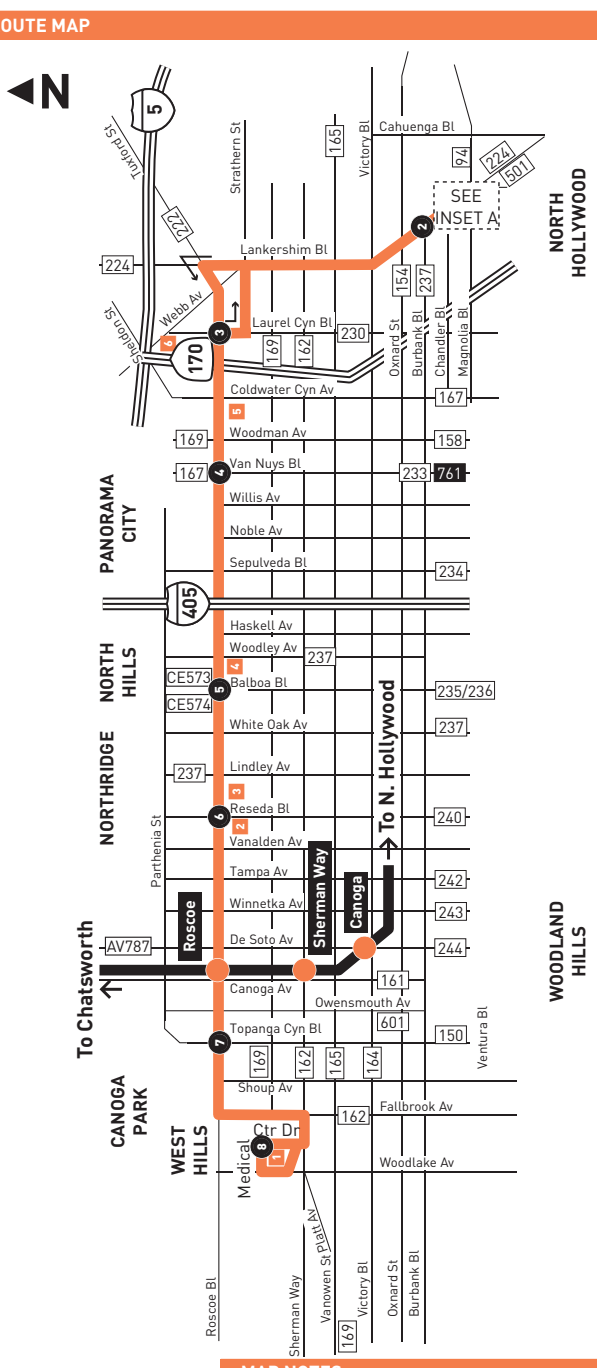
Special Notes

- **A** Operates on school days except early dismissal days, call Metro for more information.
- **B** Operates on early dismissal school days only, call Metro for more information.
- **C** Trip begins at Roscoe & Peoria 17 minutes before time shown and operates on early dismissal school days only. Call Metro for more information.
- **D** Trip begins at Roscoe & Peoria 17 minutes before time shown and operates on school days except early dismissal days. Call Metro for more information.
- **E** Trip begins at Roscoe & Vanalden 17 minutes before time shown and operates on school days except early dismissal days. Call Metro for more information.

Avisos especiales

- **A** *Opera en días escolares excepto los días de salida temprana, llame a Metro para obtener más información.*
- **B** *Opera en los días escolares de salida temprana solamente, llame a Metro para obtener más información.*
- **C** *El viaje comienza en Roscoe y Peoria 17 minutos antes de la hora que se muestra y opera en los días escolares de salida temprana solamente. Llame a Metro para obtener más información.*
- **D** *El viaje comienza en Roscoe y Peoria 17 minutos antes de la hora que se muestra y opera en días escolares excepto los días de salida temprana. Llame a Metro para obtener más información.*
- **E** *El viaje comienza en Roscoe y Vanalden 17 minutos antes de la hora que se muestra y opera en días escolares excepto los días de salida temprana. Llame a Metro para obtener más información.*

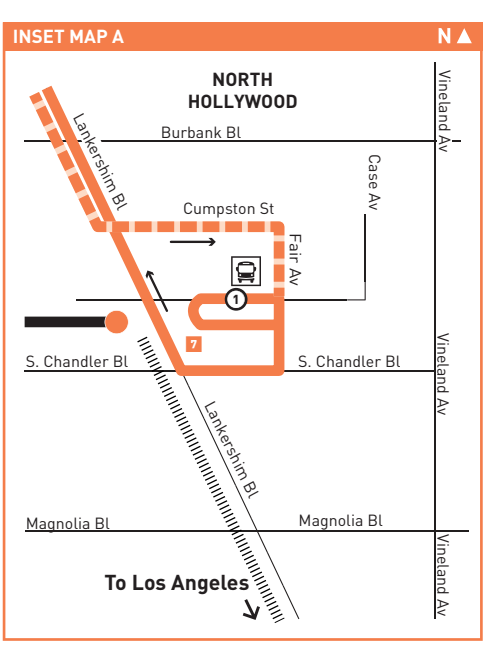
ROUTE MAP



MAP NOTES

1. **West Hills Medical Center**
2. **Cleveland High School**
3. **Northridge Hospital**
4. **Van Nuys Airport**
5. **Kaiser-Permanente Hospital**
6. **Polytechnic High School**
7. **North Hollywood B, G Lines (Red, Orange) Stations**
   Metro 90, 94, 152, 154, 155, 162, 224, 237, 501, Metro B Line (Red), Metro G Line (Orange); BB Media District, BB Noho/Airport; CE549; SC757

INSET MAP A



LEGEND

- Route of Line 152
- Metro B Line (Red)
- # Local Stop Timepoint
- Transit Center
- ML Metrolink Station
- AV Antelope Valley Transit Authority
- BB Burbank Bus
- CE LADOT Commuter Express
- SC Santa Clarita Transit

INSET MAP A

- North Hollywood Red Line Station
- Metro G Line (Orange)
- Route of Line 152 Eastbound Only
- Metro G Line (Orange) Station
- # Stop & Timepoint

Need information?

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

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

Lose something?

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

150967

Monday through Friday

Effective Dec 11 2022

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

WOODLAND HILLS	WEST HILLS	CANOGA PARK	RESEDA	VAN NUYS		NORTH HOLLYWOOD	
1	2	3	4	5	6	7	8
Fallbrook & Ventura	West Hills Medical Center	Sherman Way & Topanga Canyon	Sherman Way & Reseda	Sherman Way & Balboa	Sherman Way & Van Nuys	Sherman Way & Laurel Canyon	North Hollywood Station
—	4:06A	4:12A	4:26A	4:31A	4:41A	4:51A	5:06A
4:33A	—	4:44	4:58	5:03	5:13	5:23	5:38
—	4:58	5:04	5:18	5:23	5:33	5:44	5:59
5:10	—	5:21	5:36	5:42	5:53	6:04	6:19
—	5:28	5:34	5:50	5:56	6:08	6:20	6:36
5:37	—	5:48	6:04	6:11	6:23	6:35	6:52
—	5:56	6:02	6:18	6:25	6:38	6:51	7:08
6:06	—	6:17	6:33	6:40	6:53	7:06	7:23
—	6:22	6:28	6:47	6:54	7:08	7:22	7:40
6:30	—	6:42	7:01	7:09	7:23	7:37	7:55
—	6:49	6:56	7:16	7:24	7:38	7:52	8:10
6:58	—	7:11	7:31	7:39	7:53	8:08	8:26
—	7:19	7:26	7:46	7:54	8:08	8:23	8:41
7:28	—	7:41	8:01	8:09	8:23	8:38	8:56
—	7:49	7:56	8:16	8:24	8:38	8:53	9:11
7:58	—	8:11	8:31	8:39	8:53	9:08	9:25
—	8:17	8:25	8:45	8:53	9:08	9:23	9:41
8:28	—	8:41	9:00	9:08	9:23	9:38	9:56
—	8:49	8:57	9:15	9:23	9:38	9:53	10:11
8:59	—	9:11	9:29	9:38	9:53	10:08	10:26
—	9:19	9:27	9:45	9:54	10:08	10:23	10:41
9:30	—	9:42	10:00	10:09	10:23	10:38	10:56
—	9:49	9:57	10:15	10:24	10:38	10:53	11:11
9:59	—	10:11	10:30	10:39	10:53	11:08	11:26
—	10:18	10:26	10:45	10:54	11:08	11:23	11:41
10:29	—	10:41	11:00	11:09	11:23	11:38	11:56
—	10:48	10:56	11:15	11:24	11:38	11:53	12:11P
10:59	—	11:11	11:30	11:39	11:53	12:08P	12:26
—	11:18	11:26	11:45	11:54	12:08P	12:23	12:41
11:29	—	11:41	11:59	12:09P	12:23	12:38	12:56
—	11:48	11:56	12:15P	12:24	12:38	12:53	1:11
11:59	—	12:11P	12:30	12:39	12:53	1:08	1:26
—	12:18P	12:26	12:45	12:54	1:08	1:23	1:41
12:29P	—	12:41	1:00	1:09	1:23	1:38	1:57
—	12:47	12:55	1:14	1:23	1:38	1:53	2:13
12:58	—	1:10	1:29	1:38	1:53	2:08	2:28
—	1:17	1:25	1:44	1:53	2:08	2:23	2:43
1:26	—	1:39	1:59	2:08	2:23	2:38	2:58
—	1:45	1:53	2:14	2:23	2:38	2:53	3:13
1:55	—	2:08	2:29	2:38	2:53	3:09	3:29
—	2:15	2:23	2:44	2:53	3:08	3:24	3:44
2:24	—	2:37	2:58	3:07	3:23	3:39	3:59
—	2:43	2:51	3:13	3:22	3:38	3:54	4:14
2:53	—	3:06	3:28	3:37	3:53	4:09	4:30
—	3:13	3:21	3:43	3:52	4:08	4:24	4:45
3:23	—	3:36	3:58	4:07	4:23	4:39	5:00
—	3:43	3:51	4:13	4:22	4:38	4:54	5:15
3:52	—	4:06	4:28	4:37	4:53	5:09	5:30
—	4:13	4:21	4:43	4:52	5:08	5:24	5:45
4:22	—	4:36	4:58	5:07	5:23	5:39	6:00
—	4:43	4:51	5:13	5:22	5:38	5:54	6:14
4:52	—	5:06	5:28	5:37	5:53	6:08	6:27
—	5:14	5:22	5:44	5:53	6:08	6:23	6:42
5:23	—	5:37	5:59	6:08	6:23	6:37	6:56
—	5:46	5:54	6:15	6:24	6:38	6:52	7:11
5:56	—	6:09	6:30	6:39	6:53	7:07	7:26
—	6:16	6:24	6:45	6:54	7:08	7:22	7:41
6:29	—	6:42	7:03	7:12	7:26	7:40	7:59
—	6:56	7:04	7:25	7:34	7:48	8:02	8:21
7:18	—	7:31	7:49	7:58	8:11	8:24	8:43
—	7:53	8:01	8:19	8:28	8:41	8:54	9:12
8:19	—	8:32	8:50	8:59	9:11	9:23	9:40
—	8:57	9:04	9:22	9:30	9:41	9:53	10:09
9:24	—	9:36	9:53	10:01	10:11	10:23	10:39
—	10:01	10:08	10:23	10:31	10:41	10:51	11:06
10:29	—	10:40	10:55	11:02	11:11	11:20	11:35
—	11:05	11:11	11:26	11:33	11:42	11:51	12:06A
—	12:05A	12:11A	12:26A	12:33A	12:42A	12:51A	1:06
—	1:05	1:11	1:26	1:33	1:42	1:51	2:06
—	2:05	2:11	2:26	2:33	2:42	2:51	3:06
—	3:05	3:11	3:26	3:33	3:42	3:51	4:06

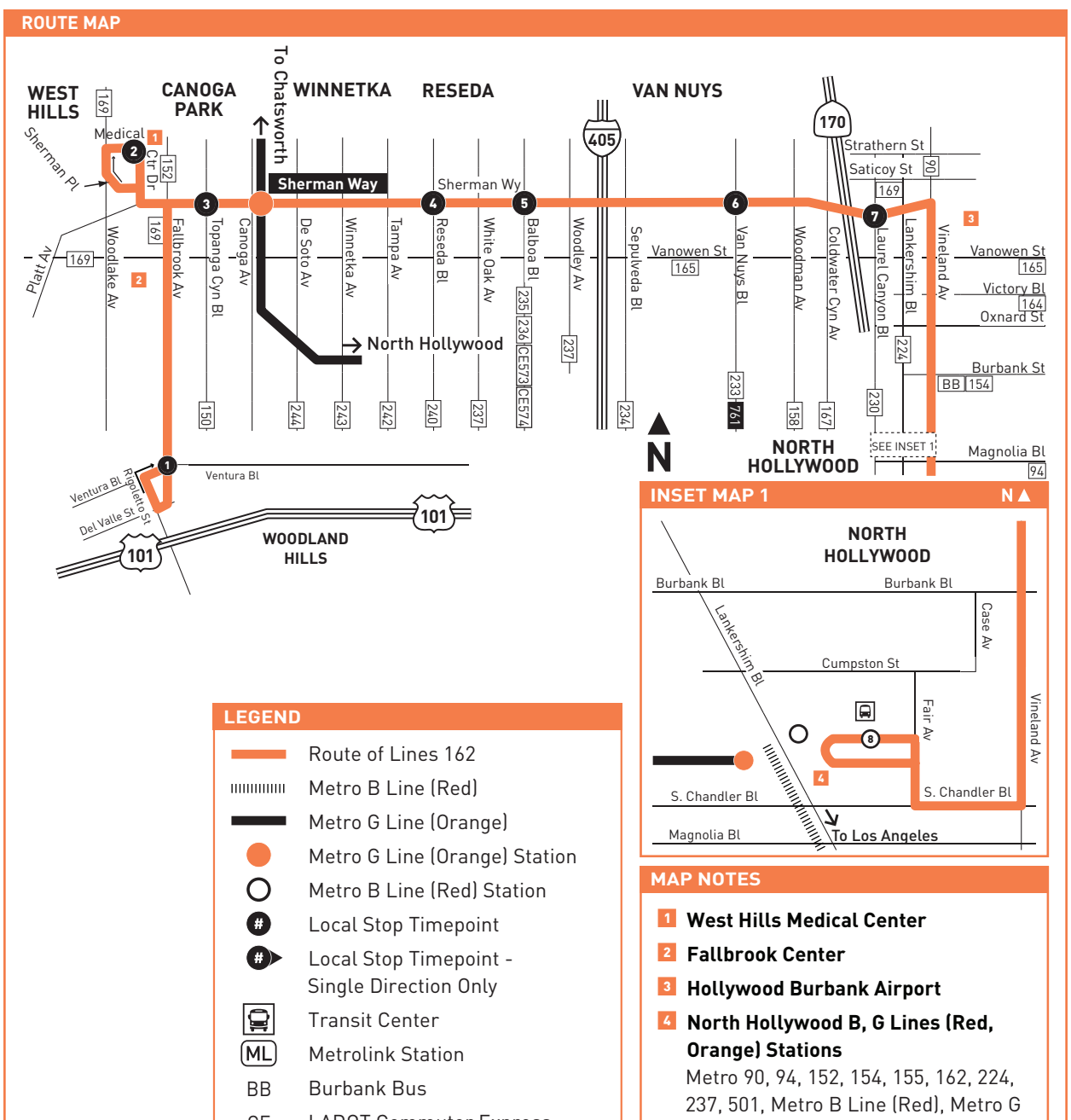
Monday through Friday

162

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

NORTH HOLLYWOOD		VAN NUYS		RESEDA	CANOGA PARK	WEST HILLS	WOODLAND HILLS
8	7	6	5	4	3	2	1
North Hollywood Station	Sherman Way & Laurel Canyon	Sherman Way & Van Nuys	Sherman Way & Balboa	Sherman Way & Reseda	Sherman Way & Topanga Canyon	West Hills Medical Center	Fallbrook & Ventura
5:02A	5:21A	5:31A	5:41A	5:48A	6:02A	6:09A	—
5:21	5:40	5:51	6:01	6:08	6:23	—	6:38A
5:36	5:55	6:06	6:18	6:25	6:42	6:49	—
5:49	6:09	6:21	6:33	6:40	6:57	—	7:13
6:04	6:24	6:36	6:49	6:56	7:15	7:23	—
6:18	6:38	6:51	7:04	7:12	7:31	—	7:47
6:32	6:52	7:06	7:20	7:28	7:47	7:55	—
6:45	7:06	7:21	7:35	7:43	8:02	—	8:18
6:59	7:21	7:36	7:50	7:58	8:17	8:26	—
7:14	7:36	7:51	8:05	8:13	8:32	—	8:48
7:30	7:52	8:07	8:21	8:29	8:48	8:57	—
7:45	8:07	8:22	8:36	8:44	9:03	—	9:18
7:59	8:22	8:37	8:51	8:59	9:18	9:27	—
8:14	8:37	8:52	9:06	9:14	9:33	—	9:48
8:29	8:52	9:07	9:20	9:28	9:47	9:56	—
8:45	9:07	9:22	9:35	9:44	10:03	—	10:18
9:00	9:22	9:37	9:50	9:59	10:18	10:27	—
9:15	9:37	9:52	10:05	10:14	10:33	—	10:48
9:29	9:52	10:07	10:21	10:30	10:49	10:58	—
9:44	10:07	10:22	10:36	10:45	11:04	—	11:19
9:59	10:22	10:37	10:51	11:00	11:19	11:28	—
10:14	10:37	10:52	11:06	11:15	11:34	—	11:49
10:29	10:52	11:07	11:21	11:30	11:49	11:58	—
10:43	11:06	11:22	11:36	11:45	12:04P	—	12:19P
10:57	11:21	11:37	11:51	11:59	12:19	12:28P	—
11:12	11:36	11:52	12:06P	12:15P	12:34	—	12:49
11:27	11:51	12:07P	12:21	12:30	12:49	12:58	—
11:41	12:05P	12:22	12:36	12:45	1:04	—	1:19
11:56	12:20	12:37	12:51	1:00	1:19	1:28	—
12:11P	12:35	12:52	1:06	1:15	1:34	—	1:49
12:26	12:50	1:07	1:21	1:30	1:49	1:58	—
12:41	1:05	1:22	1:36	1:45	2:04	—	2:19
12:56	1:20	1:37	1:51	2:00	2:19	2:28	—
1:11	1:35	1:52	2:06	2:15	2:34	—	2:49
1:26	1:50	2:07	2:21	2:30	2:49	2:58	—
1:41	2:05	2:22	2:36	2:45	3:05	—	3:21
1:56	2:20	2:37	2:51	3:00	3:21	3:30	—
2:11	2:35	2:52	3:06	3:16	3:37	—	3:54
2:26	2:50	3:07	3:22	3:32	3:53	4:02	—
2:40	3:04	3:22	3:37	3:47	4:08	—	4:25
2:55	3:20	3:38	3:53	4:03	4:24	4:33	—
3:10	3:35	3:53	4:08	4:18	4:39	—	4:56
3:25	3:51	4:09	4:24	4:34	4:55	5:04	—
3:40	4:06	4:24	4:39	4:49	5:10	—	5:27
3:55	4:21	4:39	4:54	5:04	5:25	5:34	—
4:10	4:36	4:54	5:09	5:19	5:39	—	5:56
4:25	4:51	5:09	5:24	5:34	5:54	6:03	—
4:41	5:07	5:25	5:40	5:49	6:09	—	6:26
4:56	5:22	5:40	5:55	6:04	6:23	6:32	—
5:11	5:37	5:55	6:10	6:18	6:37	—	6:54
5:27	5:53	6:10	6:25	6:33	6:52	7:01	—
5:42	6:07	6:24	6:38	6:46	7:05	—	7:21
5:57	6:22	6:39	6:53	7:01	7:19	7:28	—
6:12	6:37	6:54	7:07	7:15	7:33	—	7:49
6:26	6:51	7:07	7:20	7:28	7:45	7:54	—
6:43	7:07	7:22	7:35	7:43	8:00	—	8:15
7:06	7:29	7:42	7:55	8:03	8:19	8:28	—
7:26	7:49	8:02	8:14	8:22	8:38	—	8:53
7:47	8:09	8:22	8:34	8:42	8:58	9:05	—
8:08	8:29	8:42	8:54	9:02	9:18	—	9:32
8:34	8:55	9:07	9:19	9:27	9:43	—	9:57
9:00	9:20	9:32	9:44	9:52	10:07	10:14	—
9:41	10:01	10:12	10:23	10:30	10:44	10:51	—
10:25	10:44	10:55	11:05	11:12	11:25	11:32	—
11:25	11:44	11:54	12:04A	12:11A	12:24A	12:31A	—
12:25A	12:44A	12:54A	1:04	1:11	1:24	1:31	—
1:25	1:44	1:54	2:04	2:11	2:24	2:31	—
2:25	2:44	2:54	3:04	3:11	3:24	3:31	—
3:25	3:44	3:54	4:04	4:11	4:24	—	—
4:25	4:44	4:54	5:04	5:11	5:24	—	—

ROUTE MAP



INSET MAP 1

LEGEND

- Route of Lines 162
- Metro B Line (Red)
- Metro G Line (Orange)
- Metro G Line (Orange) Station
- Metro B Line (Red) Station
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Transit Center
- ML Metrolink Station
- BB Burbank Bus
- CE LADOT Commuter Express
- SC Santa Clarita Transit

MAP NOTES

1. **West Hills Medical Center**
2. **Fallbrook Center**
3. **Hollywood Burbank Airport**
4. **North Hollywood B, G Lines (Red, Orange) Stations**
   Metro 90, 94, 152, 154, 155, 162, 224, 237, 501, Metro B Line (Red), Metro G Line (Orange); BB Media District, BB Noho/Airport; CE549; SC757

Need to know on the go?

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transit

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

WOODLAND HILLS — FALLBROOK AV — WEST HILLS — CANOGA PARK — WINNETKA — RESEDA — VAN NUYS — VINELAND AV — NORTH HOLLYWOOD

SHERMAN WAY

North Hollywood Station
B, G Line (Red, Orange)

metro.net
323.GO.METRO

Wheelchair Hotline
800.621.7828

Travel Info
511

California Relay Service
711

Metro Local

162

Eastbound to North Hollywood
Westbound to Woodland Hills
via Fallbrook Av, Sherman Wy, Vineland Av

Effective Dec 11 2022

Saturday

Effective Dec 11 2022

162

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

WOODLAND HILLS	WEST HILLS	CANOGA PARK	RESEDA	VAN NUYS		NORTH HOLLYWOOD	
1	2	3	4	5	6	7	8
Fallbrook & Ventura	West Hills Medical Center	Sherman Way & Topanga Canyon	Sherman Way & Reseda	Sherman Way & Balboa	Sherman Way & Van Nuys	Sherman Way & Laurel Canyon	North Hollywood Station
—	4:02A	4:08A	4:23A	4:30A	4:41A	4:51A	5:03A
4:57A	—	5:07	5:23	5:30	5:41	5:51	6:03
—	5:52	5:58	6:14	6:21	6:34	6:46	7:00
6:14	—	6:25	6:44	6:52	7:06	7:18	7:32
—	6:50	6:57	7:16	7:24	7:38	7:50	8:05
7:16	—	7:27	7:46	7:54	8:08	8:21	8:36
—	7:50	7:57	8:16	8:24	8:38	8:51	9:06
8:14	—	8:26	8:45	8:53	9:07	9:20	9:35
—	8:38	8:46	9:05	9:13	9:27	9:41	9:56
8:55	—	9:07	9:27	9:35	9:49	10:03	10:18
—	9:17	9:25	9:46	9:55	10:09	10:23	10:38
9:33	—	9:45	10:06	10:15	10:29	10:44	11:00
—	9:54	10:02	10:24	10:34	10:49	11:04	11:21
10:10	—	10:22	10:44	10:54	11:09	11:24	11:41
—	10:34	10:42	11:04	11:14	11:29	11:44	12:01P
10:51	—	11:03	11:25	11:35	11:49	12:04P	12:21
—	11:15	11:23	11:45	11:55	12:09P	12:24	12:41
11:30	—	11:43	12:05P	12:15P	12:29	12:45	1:02
—	11:56	12:04P	12:26	12:35	12:49	1:05	1:22
12:10P	—	12:24	12:46	12:55	1:09	1:25	1:42
—	12:35P	12:43	1:06	1:15	1:29	1:45	2:02
12:49	—	1:03	1:26	1:35	1:49	2:05	2:22
—	1:15	1:23	1:46	1:55	2:09	2:25	2:42
1:29	—	1:43	2:06	2:15	2:29	2:44	3:01
—	1:55	2:03	2:26	2:35	2:49	3:03	3:19
2:10	—	2:24	2:47	2:55	3:09	3:23	3:38
—	2:37	2:45	3:07	3:15	3:29	3:43	3:58
2:51	—	3:05	3:27	3:35	3:49	4:03	4:18
—	3:17	3:25	3:47	3:55	4:09	4:23	4:38
3:31	—	3:45	4:07	4:15	4:29	4:42	4:57
—	3:57	4:05	4:26	4:35	4:49	5:02	5:17
4:09	—	4:23	4:44	4:53	5:07	5:20	5:35
—	4:34	4:42	5:03	5:12	5:26	5:39	5:54
4:51	—	5:05	5:26	5:35	5:49	6:02	6:17
—	5:17	5:25	5:46	5:55	6:09	6:22	6:37
5:31	—	5:45	6:06	6:15	6:29	6:42	6:57
—	5:58	6:06	6:26	6:35	6:49	7:02	7:17
6:12	—	6:26	6:46	6:55	7:09	7:22	7:37
—	6:48	6:56	7:16	7:25	7:39	7:52	8:10
7:16	—	7:28	7:48	7:57	8:10	8:23	8:42
—	7:53	8:01	8:19	8:28	8:41	8:54	9:12
8:22	—	8:35	8:53	9:02	9:14	9:26	9:43
—	8:57	9:04	9:22	9:30	9:41	9:53	10:09
9:24	—	9:36	9:53	10:01	10:11	10:23	10:39
—	10:01	10:08	10:23	10:31	10:41	10:51	11:06
10:29	—	10:40	10:55	11:02	11:11	11:20	11:35
—	11:05	11:11	11:26	11:33	11:42	11:51	12:06A
—	12:05A	12:11A	12:26A	12:33A	12:42A	12:51A	1:06
—	1:05	1:11	1:26	1:33	1:42	1:51	2:06
—	2:05	2:11	2:26	2:33	2:42	2:51	3:06
—	3:05	3:11	3:26	3:33	3:42	3:51	4:06

Saturday

162

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

NORTH HOLLYWOOD		VAN NUYS		RESEDA	CANOGA PARK	WEST HILLS	WOODLAND HILLS
8	7	6	5	4	3	2	1
North Hollywood Station	Sherman Way & Laurel Canyon	Sherman Way & Van Nuys	Sherman Way & Balboa	Sherman Way & Reseda	Sherman Way & Topanga Canyon	West Hills Medical Center	Fallbrook & Ventura
5:03A	5:20A	5:31A	5:41A	5:48A	6:02A	6:09A	—
5:33	5:50	6:01	6:11	6:18	6:32	—	6:44A
6:02	6:19	6:31	6:42	6:49	7:05	7:13	—
6:31	6:49	7:01	7:12	7:19	7:35	—	7:47
7:00	7:18	7:31	7:42	7:49	8:05	8:14	—
7:30	7:48	8:01	8:14	8:22	8:40	—	8:53
7:57	8:16	8:31	8:44	8:53	9:13	9:22	—
8:24	8:43	8:58	9:11	9:20	9:40	—	9:53
8:44	9:03	9:18	9:31	9:40	10:00	10:09	—
9:04	9:23	9:38	9:51	10:00	10:20	—	10:33
9:24	9:43	9:58	10:11	10:20	10:40	10:49	—
9:44	10:03	10:18	10:31	10:40	11:00	—	11:14
10:04	10:23	10:38	10:52	11:01	11:21	11:30	—
10:22	10:42	10:58	11:12	11:21	11:41	—	11:55
10:42	11:02	11:18	11:32	11:41	12:01P	12:10P	—
11:02	11:22	11:38	11:53	12:03P	12:24	—	12:39P
11:21	11:41	11:58	12:13P	12:23	12:44	12:53	—
11:41	12:01P	12:18P	12:33	12:43	1:04	—	1:19
11:59	12:21	12:38	12:53	1:03	1:24	1:33	—
12:20P	12:41	12:58	1:13	1:23	1:44	—	1:59
12:40	1:01	1:18	1:33	1:43	2:04	2:13	—
1:00	1:21	1:38	1:53	2:03	2:24	—	2:39
1:20	1:41	1:58	2:13	2:22	2:43	2:52	—
1:40	2:01	2:18	2:32	2:41	3:01	—	3:14
2:00	2:21	2:38	2:52	3:01	3:21	3:30	—
2:20	2:41	2:58	3:12	3:21	3:41	—	3:54
2:40	3:01	3:18	3:32	3:41	4:01	4:10	—
3:01	3:22	3:38	3:52	4:01	4:21	—	4:34
3:20	3:42	3:58	4:12	4:21	4:41	4:50	—
3:40	4:02	4:18	4:32	4:41	5:01	—	5:14
4:00	4:22	4:38	4:52	5:01	5:21	5:30	—
4:20	4:42	4:58	5:12	5:21	5:41	—	5:54
4:40	5:02	5:18	5:32	5:41	6:00	6:09	—
4:59	5:22	5:38	5:52	6:01	6:20	—	6:32
5:20	5:42	5:58	6:11	6:19	6:38	6:47	—
5:40	6:02	6:18	6:31	6:39	6:58	—	7:10
6:02	6:22	6:38	6:51	6:59	7:18	7:27	—
6:29	6:49	7:04	7:17	7:25	7:44	—	7:56
6:57	7:17	7:31	7:44	7:52	8:09	8:18	—
7:28	7:47	8:01	8:13	8:21	8:37	—	8:52
7:57	8:18	8:31	8:43	8:51	9:07	9:14	—
8:27	8:48	9:01	9:13	9:21	9:37	—	9:51
9:04	9:24	9:36	9:48	9:56	10:10	10:17	—
9:40	10:00	10:11	10:22	10:29	10:43	10:50	—
10:25	10:44	10:55	11:05	11:12	11:25	11:32	—
11:25	11:44	11:54	12:04A	12:11A	12:24A	12:31A	—
12:25A	12:44A	12:54A	1:04	1:11	1:24	1:31	—
1:25	1:44	1:54	2:04	2:11	2:24	2:31	—
2:25	2:44	2:54	3:04	3:11	3:24	3:31	—
3:25	3:44	3:54	4:04	4:11	4:24	—	—
4:25	4:44	4:54	5:04	5:11	5:24	—	—

Sunday and Holiday

162

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

WOODLAND HILLS	WEST HILLS	CANOGA PARK	RESEDA	VAN NUYS		NORTH HOLLYWOOD	
1	2	3	4	5	6	7	8
Fallbrook & Ventura	West Hills Medical Center	Sherman Way & Topanga Canyon	Sherman Way & Reseda	Sherman Way & Balboa	Sherman Way & Van Nuys	Sherman Way & Laurel Canyon	North Hollywood Station
—	4:06A	4:12A	4:26A	4:31A	4:41A	4:51A	5:06A
5:01A	—	5:12	5:26	5:31	5:41	5:51	6:06
—	5:52	5:58	6:15	6:22	6:34	6:45	7:00
6:19	—	6:30	6:48	6:56	7:09	7:20	7:36
—	6:53	7:00	7:18	7:26	7:39	7:50	8:06
7:17	—	7:28	7:48	7:56	8:09	8:21	8:37
—	7:50	7:57	8:18	8:26	8:39	8:51	9:07
8:15	—	8:27	8:48	8:56	9:09	9:21	9:37
—	8:49	8:57	9:18	9:26	9:39	9:51	10:08
9:13	—	9:25	9:46	9:55	10:09	10:21	10:38
—	9:47	9:55	10:16	10:25	10:39	10:51	11:08
10:12	—	10:25	10:46	10:55	11:09	11:21	11:38
—	10:47	10:55	11:16	11:25	11:39	11:51	12:08P
11:12	—	11:25	11:46	11:55	12:09P	12:21P	12:39
—	11:47	11:55	12:16P	12:25P	12:39	12:53	1:11
12:11P	—	12:24P	12:46	12:55	1:09	1:24	1:42
—	12:45P	12:53	1:16	1:25	1:39	1:54	2:12
1:10	—	1:23	1:46	1:55	2:09	2:24	2:42
—	1:45	1:53	2:16	2:25	2:39	2:51	3:09
2:14	—	2:27	2:47	2:55	3:09	3:21	3:39
—	2:49	2:57	3:17	3:25	3:39	3:51	4:09
3:15	—	3:28	3:47	3:55	4:09	4:22	4:40
—	3:50	3:58	4:17	4:25	4:39	4:52	5:10
4:15	—	4:28	4:47	4:55	5:09	5:21	5:39
—	4:50	4:58	5:17	5:25	5:39	5:51	6:09
5:18	—	5:30	5:49	5:57	6:09	6:21	6:39
—	5:52	6:00	6:19	6:27	6:39	6:51	7:09
6:18	—	6:30	6:49	6:57	7:09	7:21	7:39
—	6:51	6:59	7:18	7:26	7:39	7:53	8:12
7:18	—	7:30	7:48	7:57	8:10	8:23	8:42
—	7:53	8:01	8:19	8:28	8:41	8:54	9:12
8:19	—	8:32	8:50	8:59	9:11	9:23	9:40
—	8:57	9:04	9:22	9:30	9:41	9:53	10:09
9:24	—	9:36	9:53	10:01	10:11	10:23	10:39
—	10:01	10:08	10:23	10:31	10:41	10:51	11:06
10:29	—	10:40	10:55	11:02	11:11	11:20	11:35
—	11:05	11:11	11:26	11:33	11:42	11:51	12:06A
—	12:05A	12:11A	12:26A	12:33A	12:42A	12:51A	1:06
—	1:05	1:11	1:26	1:33	1:42	1:51	2:06
—	2:05	2:11	2:26	2:33	2:42	2:51	3:06
—	3:05	3:11	3:26	3:33	3:42	3:51	4:06

Sunday and Holiday

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

NORTH HOLLYWOOD		VAN NUYS		RESEDA	CANOGA PARK	WEST HILLS	WOODLAND HILLS
8	7	6	5	4	3	2	1
North Hollywood Station	Sherman Way & Laurel Canyon	Sherman Way & Van Nuys	Sherman Way & Balboa	Sherman Way & Reseda	Sherman Way & Topanga Canyon	West Hills Medical Center	Fallbrook & Ventura
5:02A	5:21A	5:31A	5:41A	5:48A	6:01A	6:08A	—
5:32	5:51	6:01	6:11	6:18	6:31	—	6:45A
6:01	6:20	6:31	6:41	6:48	7:01	7:09	—
6:30	6:49	7:01	7:11	7:18	7:34	—	7:49
7:00	7:19	7:31	7:42	7:49	8:05	8:14	—
7:30	7:49	8:01	8:13	8:21	8:38	—	8:54
7:58	8:18	8:31	8:43	8:52	9:09	9:18	—
8:28	8:48	9:01	9:14	9:23	9:41	—	9:57
8:56	9:17	9:31	9:44	9:53	10:11	10:20	—
9:26	9:47	10:01	10:14	10:23	10:42	—	10:58
9:56	10:17	10:31	10:45	10:54	11:13	11:22	—
10:25	10:47	11:01	11:15	11:24	11:43	—	11:59
10:55	11:17	11:31	11:45	11:54	12:13P	12:22P	—
11:25	11:47	12:01P	12:15P	12:25P	12:44	—	1:00P
11:53	12:15P	12:31	12:45	12:55	1:15	1:24	—
12:23P	12:45	1:01	1:15	1:25	1:45	—	2:02
12:53	1:15	1:31	1:45	1:55	2:15	2:24	—
1:23	1:45	2:01	2:13	2:21	2:41	—	2:58
1:53	2:15	2:31	2:43	2:51	3:09	3:18	—
2:23	2:45	3:01	3:13	3:21	3:39	—	3:56
2:54	3:16	3:31	3:43	3:51	4:09	4:18	—
3:24	3:46	4:01	4:13	4:21	4:39	—	4:56
3:54	4:16	4:31	4:43	4:51	5:09	5:18	—
4:24	4:46	5:01	5:13	5:21	5:39	—	5:56
4:54	5:16	5:31	5:43	5:51	6:08	6:17	—
5:24	5:46	6:01	6:13	6:21	6:38	—	6:54
5:56	6:17	6:31	6:43	6:51	7:08	7:17	—
6:26	6:47	7:01	7:13	7:21	7:38	—	7:54
6:57	7:18	7:31	7:43	7:51	8:08	8:17	—
7:27	7:48	8:01	8:13	8:21	8:37	—	8:52
7:57	8:18	8:31	8:43	8:51	9:07	9:14	—
8:27	8:48	9:01	9:13	9:21	9:37	—	9:51
9:04	9:24	9:36	9:48	9:56	10:10	10:17	—
9:40	10:00	10:11	10:22	10:29	10:43	10:50	—
10:25	10:44	10:55	11:05	11:12	11:25	11:32	—
11:25	11:44	11:54	12:04A	12:11A	12:24A	12:31A	—
12:25A	12:44A	12:54A	1:04	1:11	1:24	1:31	—
1:25	1:44	1:54	2:04	2:11	2:24	2:31	—
2:25	2:44	2:54	3:04	3:11	3:24	3:31	—
3:25	3:44	3:54	4:04	4:11	4:24	—	—
4:25	4:44	4:54	5:04	5:11	5:24	—	—

Sunday and Holiday Schedules

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

Horarios de domingo y días feriados

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

Lose something?

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

Need information?

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

150972

Monday through Friday

Effective Oct 23 2022

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

1 WEST HILLS	2 CANOGA PARK	3 RESEDA	4 LAKE BALBOA	5 VAN NUYS	6 NORTH HOLLYWOOD	7 BURBANK	8 BURBANK
Platt & Victory	Vanowen & Topanga Canyon	Vanowen & Reseda	Vanowen & Balboa	Vanowen & Van Nuys	Vanowen & Laurel Canyon	Hollywood Burbank Airport & Empire	Burbank Station
4:37A	4:44A	4:55A	5:01A	5:11A	5:21A	5:29A	5:43A
4:57	5:04	5:17	5:23	5:33	5:43	5:51	6:05
5:16	5:23	5:36	5:42	5:53	6:04	6:13	6:28
5:29	5:36	5:50	5:56	6:08	6:20	6:29	6:46
5:43	5:50	6:04	6:10	6:23	6:35	6:44	7:01
5:56	6:03	6:18	6:24	6:38	6:50	6:59	7:16
6:11	6:18	6:33	6:39	6:53	7:06	7:16	7:33
6:25	6:33	6:48	6:54	7:08	7:21	7:31	7:49
6:37	6:45	7:01	7:09	7:23	7:36	7:46	8:04
6:52	7:00	7:16	7:24	7:38	7:52	8:02	8:20
7:06	7:14	7:30	7:39	7:53	8:07	8:17	8:35
7:20	7:28	7:45	7:54	8:08	8:21	8:31	8:49
7:34	7:43	8:00	8:09	8:23	8:36	8:46	9:04
7:50	7:59	8:15	8:24	8:38	8:51	9:01	9:19
8:06	8:15	8:31	8:39	8:53	9:06	9:16	9:34
8:21	8:30	8:46	8:54	9:08	9:20	9:30	9:48
8:37	8:46	9:02	9:09	9:23	9:35	9:45	10:03
8:52	9:01	9:17	9:24	9:38	9:50	10:00	10:18
9:07	9:16	9:32	9:39	9:53	10:05	10:15	10:33
9:22	9:31	9:47	9:54	10:08	10:20	10:30	10:48
9:37	9:46	10:02	10:09	10:23	10:35	10:45	11:03
9:52	10:01	10:17	10:24	10:38	10:50	11:00	11:18
10:07	10:16	10:32	10:39	10:53	11:05	11:15	11:33
10:22	10:31	10:47	10:54	11:08	11:20	11:30	11:48
10:37	10:46	11:02	11:09	11:23	11:35	11:45	12:03P
10:52	11:01	11:17	11:24	11:38	11:50	12:00P	12:18
11:07	11:16	11:32	11:39	11:53	12:05P	12:15	12:33
11:22	11:31	11:47	11:54	12:08P	12:20	12:30	12:48
11:37	11:46	12:02P	12:09P	12:23	12:35	12:45	1:03
11:51	12:00P	12:16	12:23	12:38	12:50	1:00	1:18
12:06P	12:15	12:31	12:38	12:53	1:05	1:15	1:33
12:21	12:30	12:46	12:53	1:08	1:20	1:30	1:48
12:36	12:45	1:01	1:08	1:23	1:35	1:45	2:03
12:51	1:00	1:16	1:23	1:38	1:50	2:00	2:18
1:06	1:15	1:31	1:38	1:53	2:05	2:15	2:33
1:21	1:30	1:46	1:53	2:08	2:20	2:30	2:48
—	—	—	B1:53	2:08	2:20	—	—
—	—	—	B1:55	2:10	2:22	2:32	2:50
1:36	1:45	2:01	2:08	2:23	2:35	2:45	3:03
1:51	2:00	2:16	2:23	2:38	2:50	3:00	3:18
2:06	2:15	2:31	2:38	2:53	3:05	3:15	3:33
2:21	2:30	2:46	2:53	3:08	3:21	3:31	3:49
2:33	2:42	2:58	3:07	3:23	3:36	3:46	4:04
2:47	2:56	3:13	3:22	3:38	3:51	4:01	4:19
—	—	—	A3:22	3:38	3:51	—	—
—	—	—	A3:24	3:40	3:53	4:03	4:21
3:01	3:11	3:28	3:37	3:53	4:06	4:16	4:34
3:15	3:25	3:42	3:51	4:08	4:21	4:31	4:49
3:30	3:40	3:57	4:05	4:23	4:36	4:46	5:04
3:44	3:54	4:12	4:20	4:38	4:51	5:01	5:19
4:00	4:09	4:27	4:35	4:53	5:06	5:16	5:34
4:15	4:24	4:42	4:50	5:08	5:21	5:31	5:49
4:32	4:41	4:59	5:06	5:23	5:36	5:46	6:04
4:48	4:57	5:14	5:21	5:38	5:51	6:01	6:19
5:03	5:12	5:29	5:36	5:53	6:06	6:16	6:34
5:19	5:28	5:45	5:52	6:08	6:21	6:31	6:49
5:35	5:44	6:01	6:08	6:23	6:36	6:46	7:04
5:52	6:01	6:17	6:24	6:38	6:50	7:00	7:17
6:07	6:16	6:32	6:39	6:53	7:05	7:15	7:32
6:27	6:36	6:52	6:59	7:13	7:25	7:35	7:51
6:48	6:57	7:12	7:19	7:33	7:45	7:54	8:10
7:18	7:27	7:42	7:49	8:02	8:13	8:22	8:38
8:07	8:15	8:29	8:35	8:47	8:58	9:06	9:21
9:10	9:17	9:30	9:36	9:47	9:58	10:06	10:20
10:10	10:17	10:30	10:36	10:47	10:58	11:06	11:20
11:10	11:17	11:30	11:36	11:47	11:58	12:06A	12:20A

Monday through Friday

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

8 BURBANK	7 BURBANK	6 NORTH HOLLYWOOD	5 VAN NUYS	4 LAKE BALBOA	3 RESEDA	2 CANOGA PARK	1 WEST HILLS
Burbank Station	Hollywood Burbank Airport & Empire	Vanowen & Laurel Canyon	Vanowen & Van Nuys	Vanowen & Balboa	Vanowen & Reseda	Vanowen & Topanga Canyon	Platt & Victory
4:29A	4:43A	4:52A	5:03A	5:13A	5:20A	5:34A	5:46A
5:00	5:15	5:24	5:35	5:46	5:53	6:07	6:20
5:19	5:34	5:44	5:55	6:07	6:14	6:28	6:42
5:33	5:48	5:58	6:10	6:22	6:29	6:44	6:58
5:48	6:03	6:13	6:25	6:38	6:45	7:00	7:14
6:03	6:18	6:28	6:40	6:53	7:00	7:16	7:30
6:18	6:33	6:43	6:55	7:10	7:18	7:34	7:48
6:27	6:43	6:53	7:06	7:22	7:30	7:47	8:01
—	—	7:00	7:14	7:30	7:39	7:56	8:10
6:41	6:57	7:08	7:22	7:40	7:49	8:05	8:19
—	—	7:16	7:30	7:49	7:58	8:13	8:27
6:56	7:12	7:23	7:38	7:57	8:05	8:20	8:34
—	—	7:31	7:46	8:04	8:12	8:27	8:41
7:12	7:28	7:39	7:54	8:10	8:18	8:33	8:47
—	—	7:47	8:02	8:17	8:25	8:40	8:54
7:28	7:45	7:56	8:10	8:25	8:33	8:48	9:02
7:43	8:00	8:11	8:25	8:39	8:46	9:01	9:15
7:59	8:16	8:27	8:40	8:54	9:01	9:16	9:30
8:14	8:31	8:42	8:55	9:08	9:15	9:30	9:44
8:29	8:46	8:57	9:10	9:23	9:30	9:45	9:59
8:45	9:02	9:12	9:25	9:38	9:45	10:00	10:14
9:00	9:17	9:27	9:40	9:53	10:00	10:15	10:29
9:15	9:32	9:42	9:55	10:08	10:15	10:30	10:44
9:30	9:47	9:57	10:10	10:23	10:30	10:45	10:59
9:45	10:02	10:12	10:25	10:38	10:45	11:00	11:14
10:00	10:17	10:27	10:40	10:53	11:00	11:15	11:29
10:15	10:32	10:42	10:55	11:08	11:15	11:30	11:44
10:29	10:46	10:56	11:10	11:23	11:30	11:45	11:59
10:44	11:01	11:11	11:25	11:38	11:45	12:00P	12:14P
10:58	11:16	11:26	11:40	11:53	12:00P	12:15	12:29
11:13	11:31	11:41	11:55	12:08P	12:15	12:30	12:44
11:28	11:46	11:56	12:10P	12:23	12:30	12:45	12:59
11:43	12:01P	12:11P	12:25	12:38	12:45	1:00	1:14
11:58	12:16	12:26	12:40	12:53	1:00	1:15	1:29
12:13P	12:31	12:41	12:55	1:08	1:15	1:30	1:44
12:28	12:46	12:56	1:10	1:23	1:30	1:45	1:59
12:43	1:01	1:11	1:25	1:38	1:45	2:00	2:14
—	—	—	—	—	B1:57	2:12	2:26
12:57	1:16	1:26	1:40	1:53	2:00	2:15	2:29
1:11	1:30	1:41	1:55	2:08	2:15	2:30	2:45
1:26	1:45	1:56	2:10	2:23	2:30	2:45	3:00
1:41	2:00	2:11	2:25	2:39	2:46	3:01	3:16
1:56	2:15	2:26	2:40	2:54	3:01	3:16	3:31
2:11	2:30	2:41	2:55	3:10	3:18	3:33	3:48
—	—	—	—	—	A3:26	3:41	3:56
2:26	2:45	2:56	3:10	3:26	3:35	3:50	4:05
2:41	3:00	3:11	3:25	3:40	3:49	4:04	4:19
2:56	3:15	3:26	3:40	3:55	4:04	4:19	4:34
3:11	3:30	3:41	3:55	4:10	4:19	4:34	4:49
3:26	3:45	3:56	4:10	4:25	4:34	4:49	5:04
3:41	4:00	4:11	4:25	4:40	4:48	5:03	5:18
3:56	4:15	4:26	4:40	4:55	5:03	5:18	5:33
4:11	4:30	4:41	4:55	5:10	5:18	5:33	5:48
4:26	4:45	4:56	5:10	5:25	5:33	5:48	6:03
4:41	5:00	5:11	5:25	5:40	5:48	6:03	6:18
4:56	5:15	5:26	5:40	5:55	6:03	6:18	6:33
5:11	5:30	5:41	5:55	6:09	6:17	6:32	6:47
5:26	5:45	5:56	6:10	6:23	6:31	6:46	7:01
5:41	6:00	6:11	6:25	6:38	6:45	7:00	7:15
5:57	6:16	6:27	6:40	6:53	7:00	7:14	7:29
6:12	6:31	6:42	6:55	7:07	7:14	7:28	7:42
6:27	6:46	6:57	7:10	7:22	7:29	7:43	7:57
6:43	7:02	7:12	7:25	7:37	7:44	7:58	8:11
7:02	7:21	7:31	7:44	7:56	8:03	8:16	8:29
7:33	7:51	8:00	8:12	8:23	8:29	8:42	8:55
8:13	8:31	8:40	8:52	9:03	9:09	9:21	9:34
8:53	9:11	9:20	9:32	9:43	9:49	10:01	—
9:35	9:53	10:02	10:12	10:23	10:29	10:41	10:54
10:35	10:52	11:01	11:11	11:21	11:27	11:38	—
11:35	11:52	12:01A	12:11A	12:21A	12:27A	12:38A	—

Saturday, Sunday and Holiday Schedules

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

Horarios de sábado, domingo y días feriados

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

Special Notes

A Operates school days only, call Metro for more information.
B Operates school days, Tuesdays only, call Metro for more information.

Avisos especiales

A *Solo funciona durante los días escolares, llame a Metro para obtener más información.*
B *Opera los días escolares, solo los martes, llame a Metro para obtener más información.*

Lose something?

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

Connect to Metro Security 24/7.

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

Call 911 for emergencies.

Need information?

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

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

N

CANOGA PARK
WEST HILLS
RESEDA
VANOWEN ST
LAKE BALBOA
VAN NUYS
NORTH HOLLYWOOD
BURBANK

Hollywood-Burbank Airport Station
Amtrak, Metrolink

Burbank Station
Metrolink

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711

Effective Oct 23 2022

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Metro Local

Eastbound to Burbank
Westbound to West Hills
via Vanowen St

Saturday, Sunday and Holiday

Effective Oct 23 2022

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

WEST HILLS	CANOGA PARK	RESEDA	LAKE BALBOA	VAN NUYS	NORTH HOLLYWOOD	BURBANK	
1	2	3	4	5	6	7	8
Platt & Victory	Vanowen & Topanga Canyon	Vanowen & Reseda	Vanowen & Balboa	Vanowen & Van Nuys	Vanowen & Laurel Canyon	Hollywood Burbank Airport & Empire	Burbank Station
5:18A	5:25A	5:39A	5:45A	5:56A	6:06A	6:14A	6:28A
5:54	6:01	6:15	6:21	6:32	6:42	6:50	7:04
6:28	6:35	6:49	6:55	7:06	7:16	7:24	7:38
6:58	7:05	7:19	7:25	7:36	7:46	7:54	8:08
7:28	7:35	7:49	7:55	8:06	8:16	8:24	8:38
7:58	8:05	8:19	8:25	8:36	8:48	8:57	9:12
8:27	8:34	8:48	8:54	9:06	9:18	9:26	9:42
8:55	9:03	9:17	9:23	9:36	9:48	9:57	10:14
9:24	9:32	9:47	9:53	10:06	10:18	10:27	10:44
9:52	10:00	10:15	10:22	10:36	10:48	10:57	11:14
10:22	10:30	10:45	10:52	11:06	11:18	11:27	11:44
10:52	11:00	11:15	11:22	11:36	11:48	11:57	12:16P
11:21	11:30	11:45	11:52	12:06P	12:18P	12:27P	12:46
11:51	12:00P	12:15P	12:22P	12:36	12:48	12:57	1:16
12:21P	12:30	12:45	12:52	1:06	1:18	1:27	1:46
12:51	1:00	1:15	1:22	1:36	1:48	1:57	2:16
1:21	1:30	1:45	1:52	2:06	2:18	2:27	2:46
1:51	2:00	2:15	2:22	2:36	2:48	2:57	3:16
2:21	2:30	2:45	2:52	3:06	3:17	3:26	3:45
2:52	3:01	3:16	3:23	3:36	3:47	3:56	4:15
3:22	3:31	3:46	3:53	4:06	4:17	4:26	4:45
3:52	4:01	4:16	4:23	4:36	4:47	4:56	5:15
4:22	4:31	4:46	4:53	5:06	5:17	5:26	5:45
4:52	5:01	5:16	5:23	5:36	5:47	5:56	6:14
5:22	5:31	5:46	5:53	6:06	6:17	6:25	6:43
5:53	6:02	6:17	6:23	6:36	6:47	6:55	7:12
6:32	6:41	6:56	7:02	7:14	7:25	7:33	7:50
7:13	7:22	7:37	7:43	7:55	8:06	8:14	8:30
8:05	8:14	8:28	8:34	8:46	8:57	9:05	9:20
9:10	9:17	9:30	9:36	9:47	9:58	10:06	10:20
10:10	10:17	10:30	10:36	10:47	10:58	11:06	11:20
11:10	11:17	11:30	11:36	11:47	11:58	12:06A	12:20A

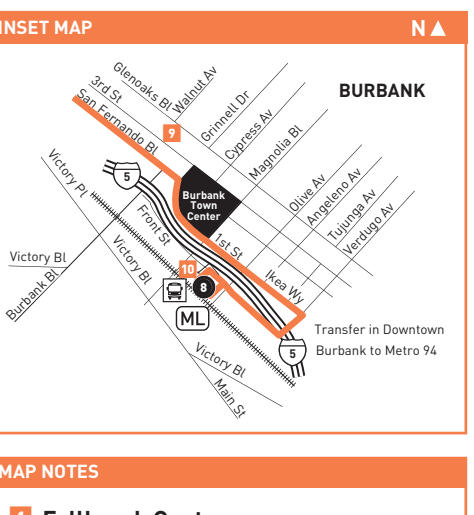
Saturday, Sunday and Holiday

165

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

BURBANK		NORTH HOLLYWOOD	VAN NUYS	LAKE BALBOA	RESEDA	CANOGA PARK	WEST HILLS
8	7	6	5	4	3	2	1
Burbank Station	Hollywood Burbank Airport & Empire	Vanowen & Laurel Canyon	Vanowen & Van Nuys	Vanowen & Balboa	Vanowen & Reseda	Vanowen & Topanga Canyon	Platt & Victory
4:45A	4:59A	5:08A	5:19A	5:29A	5:36A	5:50A	6:02A
5:25	5:40	5:49	6:00	6:11	6:18	6:32	6:44
6:05	6:20	6:29	6:40	6:51	6:58	7:12	7:24
6:35	6:50	6:59	7:10	7:21	7:28	7:42	7:55
7:05	7:20	7:29	7:40	7:51	7:58	8:12	8:25
7:34	7:49	7:59	8:10	8:21	8:28	8:42	8:55
8:04	8:19	8:29	8:40	8:51	8:58	9:12	9:25
8:34	8:49	8:59	9:10	9:21	9:28	9:43	9:56
9:03	9:18	9:28	9:40	9:51	9:58	10:13	10:26
9:31	9:47	9:57	10:10	10:22	10:29	10:44	10:57
10:01	10:17	10:27	10:40	10:54	11:01	11:16	11:29
10:30	10:47	10:57	11:10	11:24	11:31	11:46	11:59
11:00	11:17	11:27	11:40	11:54	12:01P	12:16P	12:29P
11:29	11:47	11:57	12:10P	12:24P	12:31	12:46	12:59
11:59	12:17P	12:27P	12:40	12:54	1:01	1:16	1:29
12:29P	12:47	12:57	1:10	1:24	1:31	1:46	1:59
12:59	1:17	1:27	1:40	1:54	2:01	2:16	2:29
1:29	1:47	1:57	2:10	2:23	2:30	2:45	2:58
1:56	2:16	2:26	2:39	2:52	2:59	3:14	3:27
2:25	2:45	2:55	3:08	3:21	3:28	3:43	3:56
2:54	3:14	3:24	3:37	3:50	3:57	4:12	4:25
3:24	3:44	3:54	4:07	4:19	4:26	4:41	4:54
3:54	4:14	4:24	4:37	4:49	4:56	5:10	5:23
4:24	4:44	4:54	5:07	5:19	5:25	5:39	5:52
4:54	5:14	5:24	5:37	5:49	5:55	6:09	6:22
5:30	5:50	6:00	6:12	6:24	6:30	6:44	6:57
6:11	6:30	6:40	6:52	7:04	7:10	7:24	7:37
6:51	7:10	7:20	7:32	7:44	7:51	8:05	8:19
7:33	7:51	8:00	8:12	8:24	8:30	8:43	8:56
8:13	8:31	8:40	8:52	9:03	9:09	9:21	9:34
8:53	9:11	9:20	9:32	9:43	9:49	10:01	—
9:35	9:53	10:02	10:12	10:23	10:29	10:41	10:54
10:35	10:52	11:01	11:11	11:21	11:27	11:38	—
11:35	11:52	12:01A	12:11A	12:21A	12:27A	12:38A	—

ROUTE MAP



MAP NOTES

1. **Fallbrook Center**
2. **Westfield Topanga**
3. **Westfield Promenade**
4. **Warner Center Transit Hub**
   Metro 601; CE422; LA County Beach Bus; VCTC Conejo Connection
5. **Van Nuys Airport**
6. **Van Nuys High School**
7. **Hollywood Burbank Airport**
8. **Burbank Regional Intermodal Transportation Center**
   Metro 169, 222; BB Noho / Airport
9. **Burbank High School**
10. **Burbank Downtown Station**
    Metro 92, 96, 154, 155, 164, 165, 294; SC794; BB Media District, Airport/Empire; Megabus; Amtrak; Metrolink Antelope Valley Line, Ventura County Lines

LEGEND

- Line 165
- G Line (Orange) Route
- Metrolink Rail
- # Local Stop Timepoint
- Metro G Line (Orange) Station
- Transit Center
- AM Amtrak Station
- ML Metrolink Station
- AV Antelope Valley Transit Authority
- BB Burbank Bus
- CE LADOT Commuter Express
- SC Santa Clarita Transit

Monday through Friday

Effective Oct 23 2022

169

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

CANOGA PARK	WOODLAND HILLS	WEST HILLS	CANOGA PARK	RESEDA	VAN NUYS	NORTH HOLLYWOOD	SUN VALLEY	BURBANK
1	2	3	4	5	6	7	8	9
Canoga Station	Valley Circle & Burbank	West Hills Medical Center	Saticoy & Topanga Canyon	Saticoy & Reseda	Van Nuys & Saticoy	Saticoy & Laurel Canyon	Vineland & Strathern	Hollywood Burbank Airport (RITC)
—	—	4:53A	4:59A	5:14A	5:33A	5:53A	6:00A	6:11A
—	—	5:42	5:49	6:05	6:27	6:48	6:56	7:07
6:10A	6:29A	6:42	6:50	7:08	7:32	7:57	8:05	8:17
7:02	7:26	7:40	7:49	8:08	8:33	8:57	9:05	9:17
8:03	8:30	8:43	8:51	9:08	9:31	9:56	10:04	10:16
9:10	9:32	9:44	9:51	10:07	10:30	10:55	11:03	11:15
10:10	10:31	10:44	10:51	11:07	11:30	11:56	12:04P	12:16P
11:08	11:30	11:43	11:51	12:07P	12:30P	12:56P	1:04	1:16
12:06P	12:29P	12:42P	12:50P	1:07	1:30	1:57	2:05	2:17
—	—	—	—	—	D2:03	—	—	—
1:04	1:28	1:42	1:49	2:06	2:31	2:59	3:07	3:19
—	—	—	—	—	C3:38	—	—	—
2:06	2:30	2:45	2:52	3:09	3:38	4:07	4:15	4:27
3:04	3:31	3:47	3:56	4:14	4:42	5:10	5:18	5:30
—	A3:56	4:12	—	—	—	—	—	—
3:38	4:05	4:21	4:30	4:48	5:14	5:41	5:49	6:01
4:13	4:39	4:55	5:03	5:21	5:47	6:13	6:21	6:32
5:15	5:42	5:56	6:04	6:21	6:44	7:09	7:16	7:27
6:15	6:38	6:51	6:58	7:13	7:34	7:56	8:03	8:14
7:11	7:33	7:46	7:53	8:08	8:27	8:48	8:55	9:06

Monday through Friday

169

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

BURBANK	SUN VALLEY	NORTH HOLLYWOOD	VAN NUYS	RESEDA	CANOGA PARK	WEST HILLS	WOODLAND HILLS	CANOGA PARK
9	8	7	6	5	4	3	2	1
Hollywood Burbank Airport (RITC)	Vineland & Strathern	Saticoy & Laurel Canyon	Van Nuys & Saticoy	Saticoy & Reseda	Saticoy & Topanga Canyon	West Hills Medical Center	Valley Circle & Burbank	Canoga Station
—	—	—	—	—	—	6:16A	6:30A	6:51A
5:38A	5:50A	5:57A	6:22A	6:46A	7:04A	7:11	7:26	7:49
—	—	—	—	—	7:37	7:44	7:59	8:22
6:36	6:48	6:55	7:23	7:48	8:06	8:13	8:27	8:50
7:32	7:45	7:53	8:23	8:46	9:02	9:09	9:23	9:45
8:32	8:44	8:52	9:21	9:42	9:58	10:05	10:19	10:41
9:33	9:45	9:53	10:22	10:43	10:59	11:06	11:20	11:42
10:33	10:45	10:53	11:22	11:42	11:58	12:05P	12:19P	12:42P
11:35	11:47	11:54	12:22P	12:42P	12:58P	1:05	1:19	1:43
12:36P	12:48P	12:55P	1:23	1:45	2:03	2:10	2:25	2:50
1:32	1:44	1:52	2:22	2:45	3:03	3:11	3:25	3:52
—	—	—	—	—	—	—	B3:58	4:25
2:38	2:51	2:59	3:29	3:53	4:12	4:20	4:33	4:59
3:38	3:51	3:58	4:28	4:51	5:09	5:16	5:29	5:54
4:43	4:55	5:02	5:31	5:53	6:10	6:17	6:30	6:54
5:47	5:59	6:06	6:33	6:54	7:10	7:16	7:30	7:52
6:47	6:58	7:05	7:30	7:50	8:05	8:11	—	—
7:46	7:57	8:04	8:29	8:49	9:04	9:10	—	—

Saturday

169

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

CANOGA PARK	RESEDA	VAN NUYS	NORTH HOLLYWOOD	SUN VALLEY	BURBANK
4	5	6	7	8	9
Saticoy & Topanga Canyon	Saticoy & Reseda	Van Nuys & Saticoy	Saticoy & Laurel Canyon	Vineland & Strathern	Hollywood Burbank Airport (RITC)
6:21A	6:38A	7:00A	7:22A	7:30A	7:43A
7:20	7:37	8:00	8:23	8:31	8:43
8:21	8:38	9:00	9:23	9:31	9:42
9:22	9:38	10:00	10:24	10:32	10:43
10:21	10:37	11:00	11:24	11:32	11:43
11:21	11:37	12:00P	12:24P	12:32P	12:43P
12:22P	12:37P	1:00	1:25	1:33	1:44
1:22	1:37	2:00	2:26	2:34	2:45
2:19	2:36	3:00	3:27	3:35	3:46
3:17	3:34	4:00	4:27	4:35	4:46
4:18	4:35	5:00	5:25	5:33	5:44
5:21	5:37	6:00	6:24	6:31	6:41
6:21	6:37	7:00	7:23	7:30	7:40
7:22	7:38	8:00	8:22	8:29	8:39

Saturday

169

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

BURBANK	SUN VALLEY	NORTH HOLLYWOOD	VAN NUYS	RESEDA	CANOGA PARK
9	8	7	6	5	4
Hollywood Burbank Airport (RITC)	Vineland & Strathern	Saticoy & Laurel Canyon	Van Nuys & Saticoy	Saticoy & Reseda	Saticoy & Topanga Canyon
6:16A	6:28A	6:35A	7:00A	7:23A	7:40A
7:12	7:24	7:32	8:00	8:23	8:40
8:11	8:23	8:31	9:00	9:21	9:37
9:11	9:23	9:31	10:00	10:21	10:37
10:11	10:23	10:31	11:00	11:20	11:36
11:11	11:23	11:31	12:00P	12:20P	12:36P
12:10P	12:22P	12:30P	1:00	1:21	1:38
1:10	1:22	1:30	2:00	2:23	2:41
2:11	2:23	2:31	3:00	3:23	3:40
3:10	3:22	3:30	4:00	4:22	4:39
4:11	4:23	4:31	5:00	5:22	5:39
5:13	5:25	5:32	6:00	6:22	6:39
6:16	6:27	6:34	7:00	7:20	7:36
7:18	7:29	7:36	8:00	8:19	8:33

Sunday & Holidays

169

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

CANOGA PARK	RESEDA	VAN NUYS	NORTH HOLLYWOOD	SUN VALLEY	BURBANK
4	5	6	7	8	9
Saticoy & Topanga Canyon	Saticoy & Reseda	Van Nuys & Saticoy	Saticoy & Laurel Canyon	Vineland & Strathern	Hollywood Burbank Airport (RITC)
7:19A	7:36A	8:00A	8:24A	8:32A	8:44A
8:20	8:36	9:00	9:25	9:33	9:45
9:21	9:37	10:00	10:25	10:33	10:45
10:22	10:37	11:00	11:25	11:33	11:45
11:21	11:37	12:00P	12:25P	12:33P	12:45P
12:21P	12:37P	1:00	1:26	1:34	1:46
1:22	1:37	2:00	2:25	2:33	2:45
2:21	2:36	3:00	3:25	3:33	3:45
3:19	3:35	4:00	4:27	4:35	4:47
4:18	4:34	5:00	5:26	5:34	5:46
5:22	5:38	6:00	6:23	6:31	6:42
6:23	6:38	7:00	7:23	7:30	7:41
7:25	7:40	8:00	8:21	8:28	8:39

Sunday & Holidays

169

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

BURBANK	SUN VALLEY	NORTH HOLLYWOOD	VAN NUYS	RESEDA	CANOGA PARK
9	8	7	6	5	4
Hollywood Burbank Airport (RITC)	Vineland & Strathern	Saticoy & Laurel Canyon	Van Nuys & Saticoy	Saticoy & Reseda	Saticoy & Topanga Canyon
7:13A	7:25A	7:32A	8:00A	8:23A	8:40A
8:11	8:23	8:32	9:00	9:23	9:40
9:13	9:24	9:32	10:00	10:22	10:39
10:14	10:25	10:33	11:00	11:22	11:39
11:13	11:24	11:32	12:00P	12:22P	12:39P
12:13P	12:24P	12:32P	1:00	1:22	1:40
1:11	1:23	1:31	2:00	2:22	2:40
2:11	2:23	2:30	3:00	3:23	3:41
3:12	3:24	3:31	4:00	4:22	4:39
4:12	4:24	4:31	5:00	5:23	5:40
5:14	5:25	5:32	6:00	6:22	6:39
6:16	6:27	6:34	7:00	7:21	7:36
7:20	7:30	7:37	8:00	8:19	8:34

Special Notes

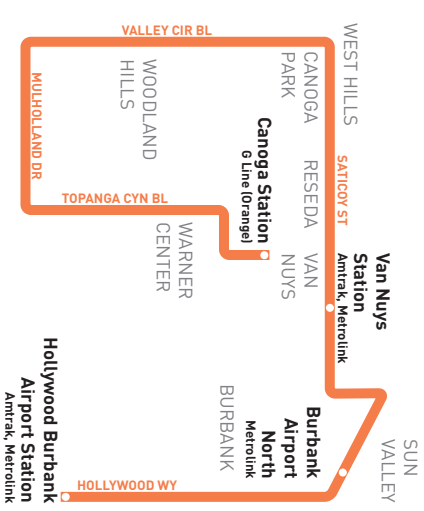
- **A** Operates school days only, call Metro for more information.
- **B** Operates school days only departing from Mariano at this time, call Metro for more information.
- **C** Operates School days only except Tuesday, call Metro for more information.
- **D** Operates school days Tuesday only, call Metro for more information.

Avisos especiales

- **A** *Solo funciona durante los días escolares, llame a Metro para obtener más información.*
- **B** *Opera los días escolares solo saliendo de Mariano en este momento, llame a Metro para obtener más información.*
- **C** *Opera solo los días escolares excepto los martes, llame a Metro para obtener más información.*
- **D** *Opera los días escolares los martes solamente, llame a Metro para más información.*

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso



metro.net
323.GO.METRO

Wheelchair Hotline
800.621.7828

Travel Info
511

California Relay Service
711

Effective Oct 23 2022

Metro Local

Eastbound to Burbank
Westbound to Canoga Station
via Saticoy St and Valley Cir Bl

169

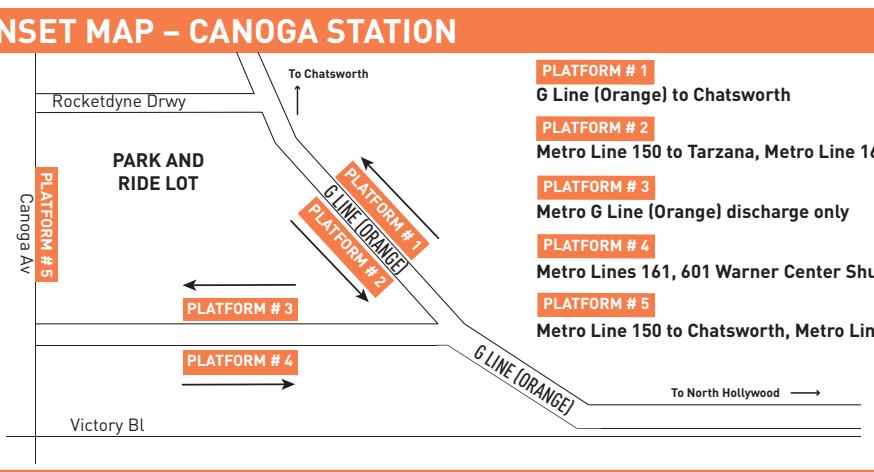
Sunday and Holiday Schedules

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

Horarios de domingo y días feriados

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

INSET MAP – CANOGA STATION



PLATFORM # 1
G Line (Orange) to Chatsworth

PLATFORM # 2
Metro Line 150 to Tarzana, Metro Line 169, G Line (Orange) to North Hollywood.

PLATFORM # 3
Metro G Line (Orange) discharge only

PLATFORM # 4
Metro Lines 161, 601 Warner Center Shuttle

PLATFORM # 5
Metro Line 150 to Chatsworth, Metro Line 169

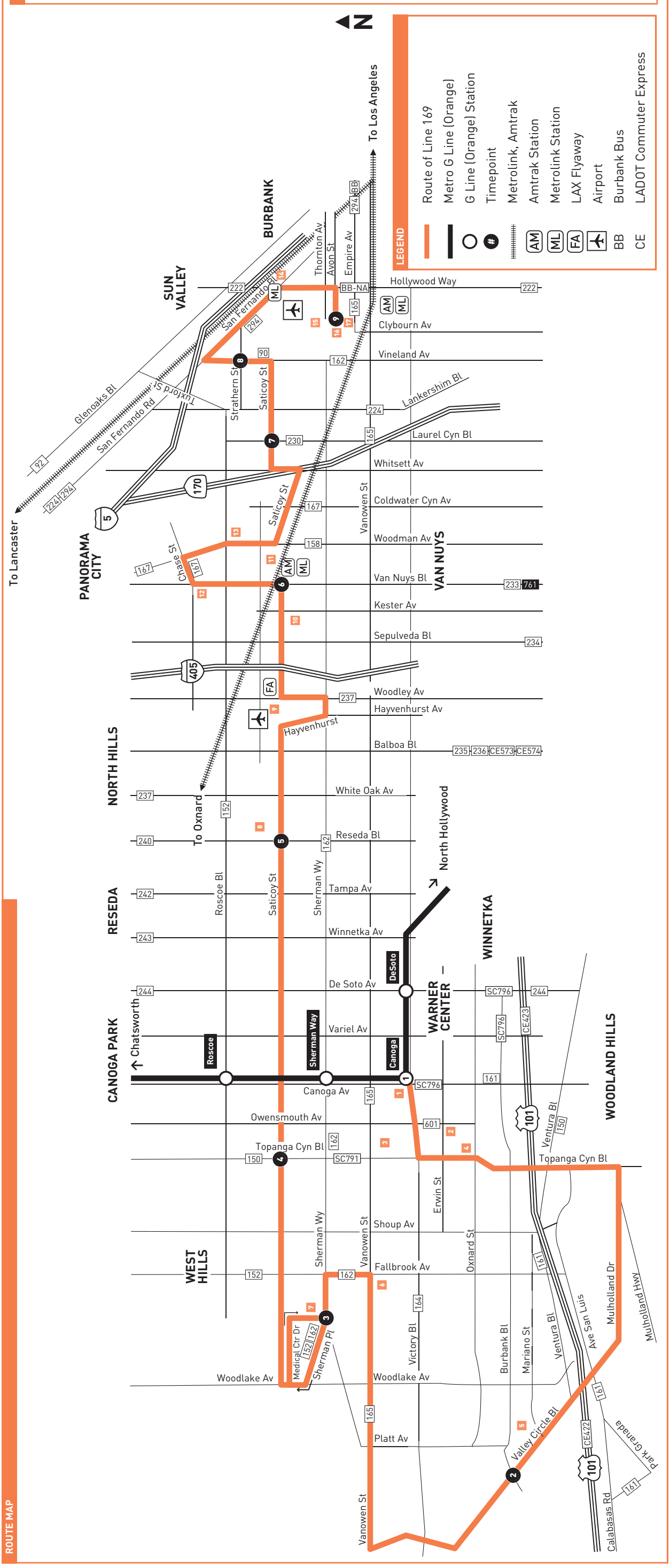
N

MAP NOTES

1. **Canoga G Line (Orange) Station** Metro 150, 161, 169, 601, G Line (Orange); Nearby transfers to Metro 164, 165; AVTA 787; VCTC Conejo Connections; SC796
2. **Warner Center Transit Hub** Metro 601, VCTC Conejo Connection; Nearby transfers to CE422; LA County Beach Bus
3. **Westfield Topanga**
4. **Westfield Promenade**
5. **El Camino Real H.S.**
6. **Fallbrook Shopping Center**
7. **West Hills Medical Center** Transfer to Metro 152, 162, 169
8. **Northridge Hospital**
9. **Van Nuys Airport**
10. **Fulton College Preparatory School**
11. **Van Nuys Metrolink Station** Metro 169, 233, 761; Metrolink Ventura County Line; Amtrak
12. **Panorama Mall**
13. **Kaiser Foundation Hospital**
14. **Burbank Airport - North Station**
15. **Hollywood Burbank Airport**
16. **Regional Intermodal Transportation Center** Metro 169, 222; BB NoHo/Airport Transfers to Metrolink, Amtrak
17. **Burbank Airport - South Station** Metro 165; Metrolink Ventura County Line; Amtrak

LEGEND

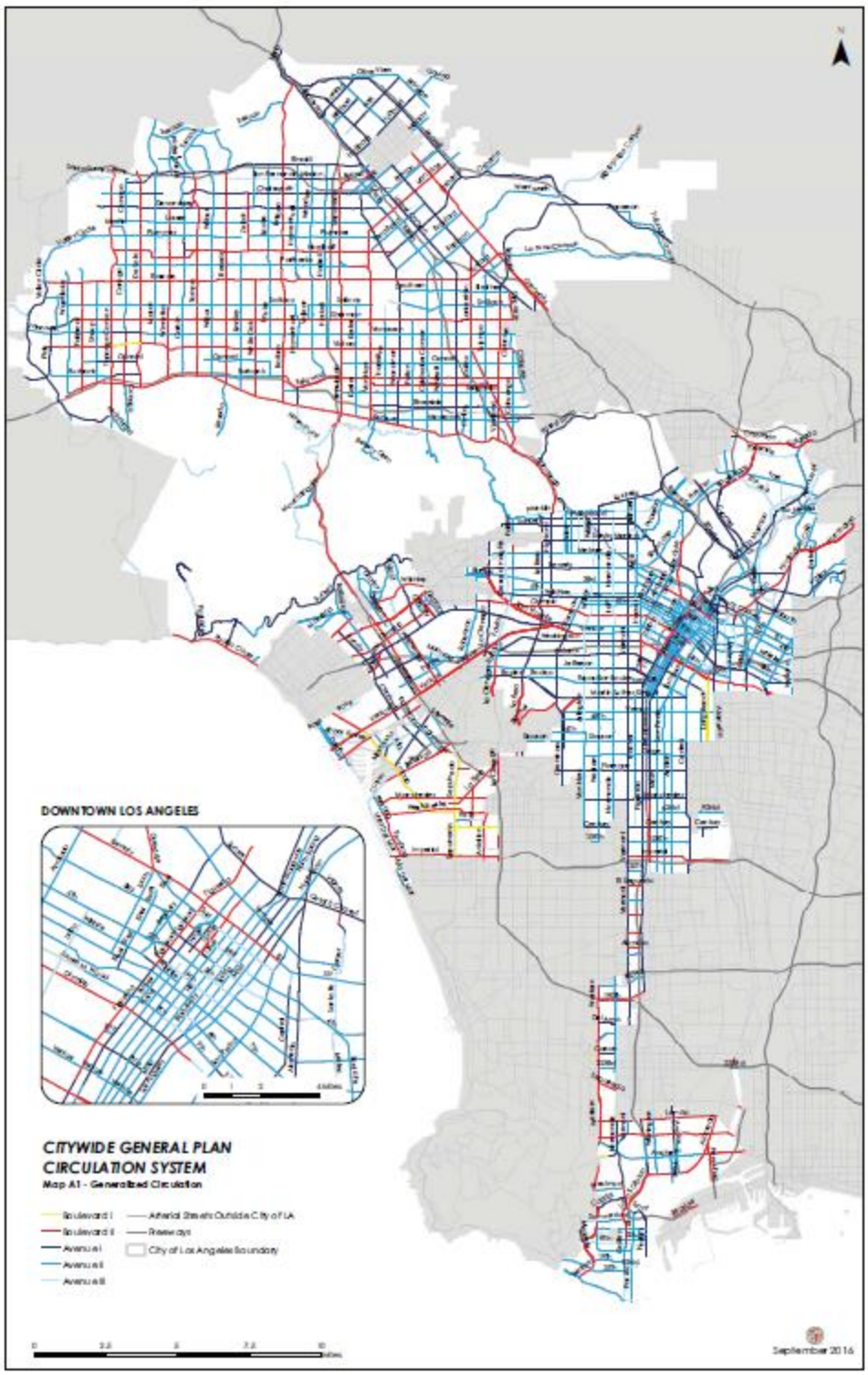
- Route of Line 169
- Metro G Line (Orange)
- G Line (Orange) Station
- Timepoint
- Metrolink, Amtrak
- Amtrak Station
- Metrolink Station
- LAX Flyaway
- Airport
- BB Burbank Bus
- CE LADOT Commuter Express



ROUTE MAP

150977

Appendix 4 - Street Designation Map


DOWNTOWN LOS ANGELES
CITYWIDE GENERAL PLAN
CIRCULATION SYSTEM
Map A1 - Generalized Circulation
Boulevard I
Boulevard II
Avenue I
Avenue II
Avenue III
Arterial Streets Outside City of LA
Freeways
City of Los Angeles Boundary
September 2016

Appendix 5 - LADOT's VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

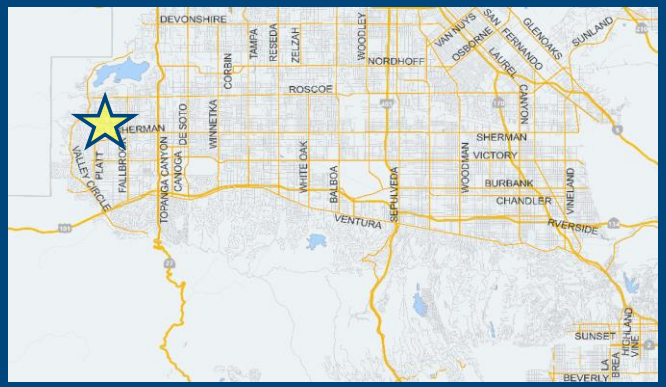
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Chaminade College Prepatory

Scenario:

Address: 7500 N CHAMINADE AVE, 91304



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

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
Retail | General Retail	53.5	ksf
School | High School	1360	Students

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

Proposed Project Land Use

Land Use Type	Value	Unit
School | High School		Students
School | High School	1360	Students
(custom) Athletic Center | Retail/Non-Retail	Non-Retai	LU type
(custom) Athletic Center | Residents	0	Person
(custom) Athletic Center | Employees	4	Person
(custom) Athletic Center | Daily	952	Trips
(custom) Athletic Center | HBW-Attraction Split	4	Percent
(custom) Athletic Center | HBO-Attraction Split	51	Percent
(custom) Athletic Center | NHB-Attraction Split	23	Percent
(custom) Athletic Center | HBW-Production Spl	0	Percent
(custom) Athletic Center | HBO-Production Spl	0	Percent
(custom) Athletic Center | NHB-Production Spli	22	Percent

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

Project Screening Summary

Existing Land Use	Proposed
3,981 Daily Vehicle Trips	2,803 Daily Vehicle Trips
33,085 Daily VMT	22,681 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-1,178 Net Daily Trips
The net increase in daily VMT ≤ 0	-10,404 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

12/15/2022

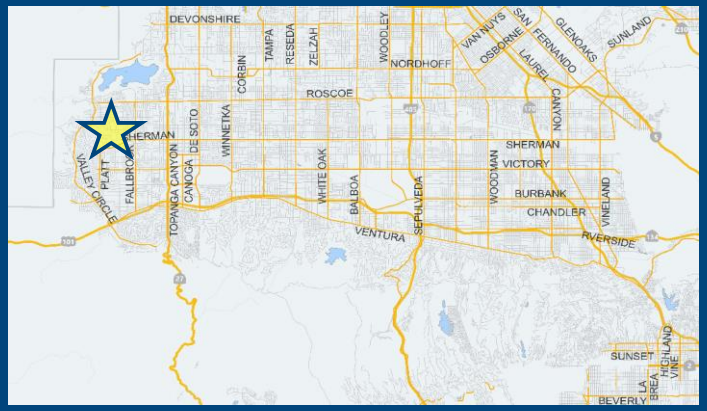
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Chaminade College Prepatory

Scenario:

Address: 7500 N CHAMINADE AVE, 91304



Proposed Project Land Use Type	Value	Unit
School | Hig		
(custom) At		
(custom) At		
(custom) At		

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

Analysis Results

Proposed Project	With Mitigation
2,803 Daily Vehicle Trips	**2,803** Daily Vehicle Trips
22,681 Daily VMT	**22,681** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 9.4 15% Below APC	**Household: N/A** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

12/15/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 18, 2023
Project Name: Chaminade College Prepatory
Project Scenario:
Project Address: 7500 N CHAMINADE AVE, 91304

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	1,360	Students
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Athletic Center	952	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 18, 2023
Project Name: Chaminade College Prepatory
Project Scenario:
Project Address: 7500 N CHAMINADE AVE, 91304

Version 1.3

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 18, 2023
Project Name: Chaminade College Prepatory
Project Scenario:
Project Address: 7500 N CHAMINADE AVE, 91304

Version 1.3

Analysis Results			
Total Employees: 140 Total Population: 0			
Proposed Project		***With Mitigation***	
2,803	**Daily Vehicle Trips**	**2,803**	**Daily Vehicle Trips**
22,681	**Daily VMT**	**22,681**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	N/A N/A	Household > 9.4 Work > 11.6	N/A N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 18, 2023
Project Name: Chaminade College Prepatory
Project Scenario:
Project Address: 7500 N CHAMINADE AVE, 91304

Version 1.3

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 18, 2023
Project Name: Chaminade College Prepatory
Project Scenario:
Project Address: 7500 N CHAMINADE AVE, 91304

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 18, 2023
Project Name: Chaminade College Prepatory
Project Scenario:
Project Address: 7500 N CHAMINADE AVE, 91304

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 18, 2023
Project Name: Chaminade College Prepatory
Project Scenario:
Project Address: 7500 N CHAMINADE AVE, 91304

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	13.6	0	0
Home Based Other Production	0	0.0%	0	7.4	0	0
Non-Home Based Other Production	389	-1.5%	383	11.1	4,318	4,251
Home-Based Work Attraction	235	-4.7%	224	10.7	2,515	2,397
Home-Based Other Attraction	2,255	-20.0%	1,803	6.8	15,334	12,260
Non-Home Based Other Attraction	399	-1.5%	393	9.6	3,830	3,773

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	383	4,251	0.0%	383	4,251
Home-Based Work Attraction	0.0%	224	2,397	0.0%	224	2,397
Home-Based Other Attraction	0.0%	1,803	12,260	0.0%	1,803	12,260
Non-Home Based Other Attraction	0.0%	393	3,773	0.0%	393	3,773

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 140
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**2,397**	**2,397**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix 6 - Traffic Volume Counts

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PlattAve_CohassetSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 1

Groups Printed- Vehicles

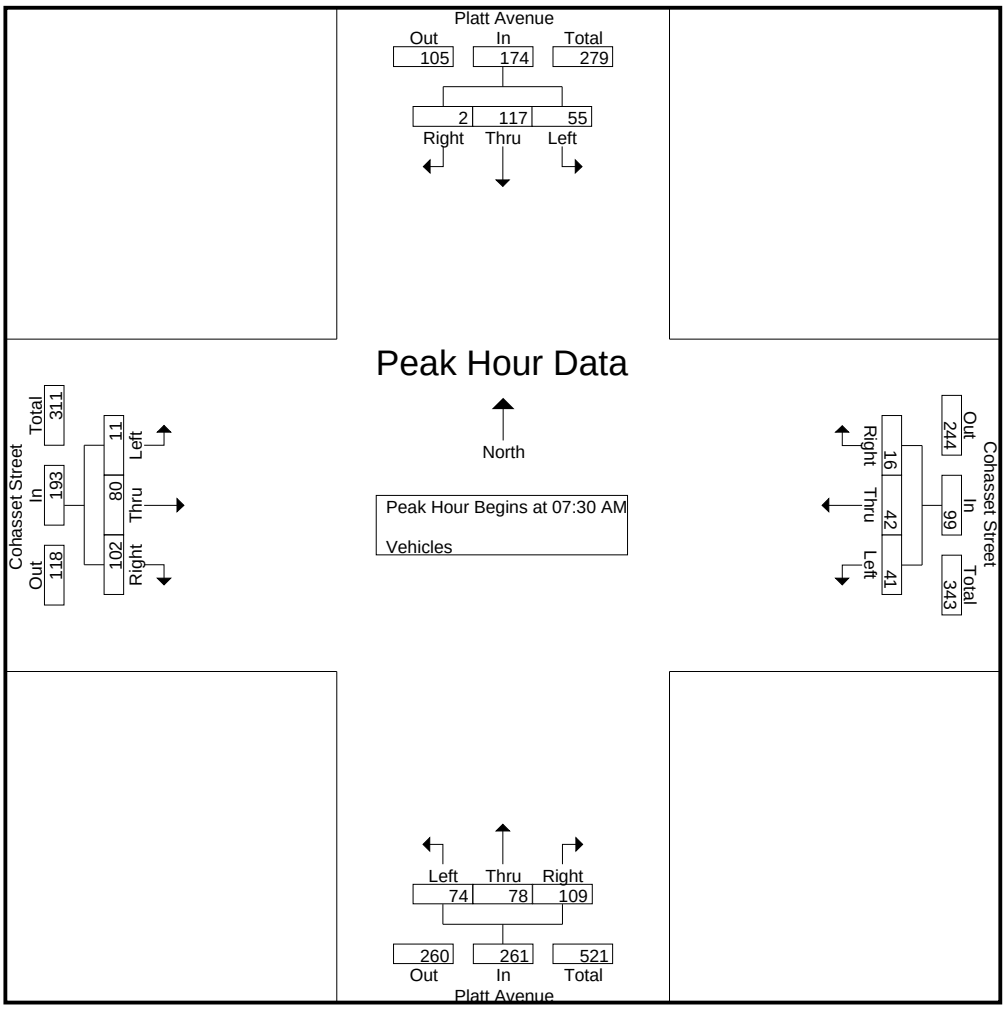
	Platt Avenue Southbound			Cohasset Street Westbound			Platt Avenue Northbound			Cohasset Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
06:00 AM	1	5	0	3	0	0	0	1	2	0	0	4	16
06:15 AM	4	6	0	6	1	1	0	0	6	0	4	3	31
06:30 AM	0	2	0	6	1	1	2	2	3	0	0	3	20
06:45 AM	0	10	0	2	0	0	2	8	4	0	3	3	32
Total	5	23	0	17	2	2	4	11	15	0	7	13	99
07:00 AM	0	9	0	6	1	0	8	8	7	0	0	8	47
07:15 AM	3	9	0	6	1	2	7	7	8	0	4	13	60
07:30 AM	2	33	0	9	7	2	16	9	11	1	4	18	112
07:45 AM	8	19	0	6	13	1	17	20	18	3	23	27	155
Total	13	70	0	27	22	5	48	44	44	4	31	66	374
08:00 AM	21	26	1	12	19	8	32	27	35	6	31	33	251
08:15 AM	24	39	1	14	3	5	9	22	45	1	22	24	209
08:30 AM	5	11	0	4	2	1	4	15	6	0	10	12	70
08:45 AM	0	9	0	5	3	2	7	9	4	0	5	10	54
Total	50	85	2	35	27	16	52	73	90	7	68	79	584
03:00 PM	7	21	5	47	16	20	10	17	24	4	17	13	201
03:15 PM	5	12	1	24	17	13	14	25	17	1	13	10	152
03:30 PM	3	15	0	17	8	4	16	19	10	2	11	22	127
03:45 PM	0	21	0	12	9	4	14	8	7	0	6	17	98
Total	15	69	6	100	50	41	54	69	58	7	47	62	578
04:00 PM	2	5	1	12	7	4	12	28	11	1	8	15	106
04:15 PM	2	9	1	10	11	5	22	24	16	1	8	9	118
04:30 PM	1	10	0	16	9	2	15	18	12	1	5	16	105
04:45 PM	1	10	1	12	6	5	9	15	9	1	5	8	82
Total	6	34	3	50	33	16	58	85	48	4	26	48	411
05:00 PM	0	12	2	9	8	0	14	23	9	1	3	9	90
05:15 PM	2	5	1	14	10	3	14	14	4	0	3	8	78
05:30 PM	1	9	1	8	8	1	6	18	6	0	6	9	73
05:45 PM	1	5	0	6	8	2	6	13	16	0	4	8	69
Total	4	31	4	37	34	6	40	68	35	1	16	34	310
Grand Total	93	312	15	266	168	86	256	350	290	23	195	302	2356
Apprch %	22.1	74.3	3.6	51.2	32.3	16.5	28.6	39.1	32.4	4.4	37.5	58.1	
Total %	3.9	13.2	0.6	11.3	7.1	3.7	10.9	14.9	12.3	1	8.3	12.8	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PlattAve_CohassetSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 2

	Platt Avenue Southbound				Cohasset Street Westbound				Platt Avenue Northbound				Cohasset Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	33	0	35	9	7	2	18	16	9	11	36	1	4	18	23	112
07:45 AM	8	19	0	27	6	13	1	20	17	20	18	55	3	23	27	53	155
08:00 AM	21	26	**1**	48	12	**19**	**8**	**39**	**32**	**27**	35	**94**	**6**	**31**	**33**	**70**	**251**
08:15 AM	**24**	**39**	1	**64**	**14**	3	5	22	9	22	**45**	76	1	22	24	47	209
Total Volume	55	117	2	174	41	42	16	99	74	78	109	261	11	80	102	193	727
% App. Total	31.6	67.2	1.1		41.4	42.4	16.2		28.4	29.9	41.8		5.7	41.5	52.8		
PHF	.573	.750	.500	.680	.732	.553	.500	.635	.578	.722	.606	.694	.458	.645	.773	.689	.724

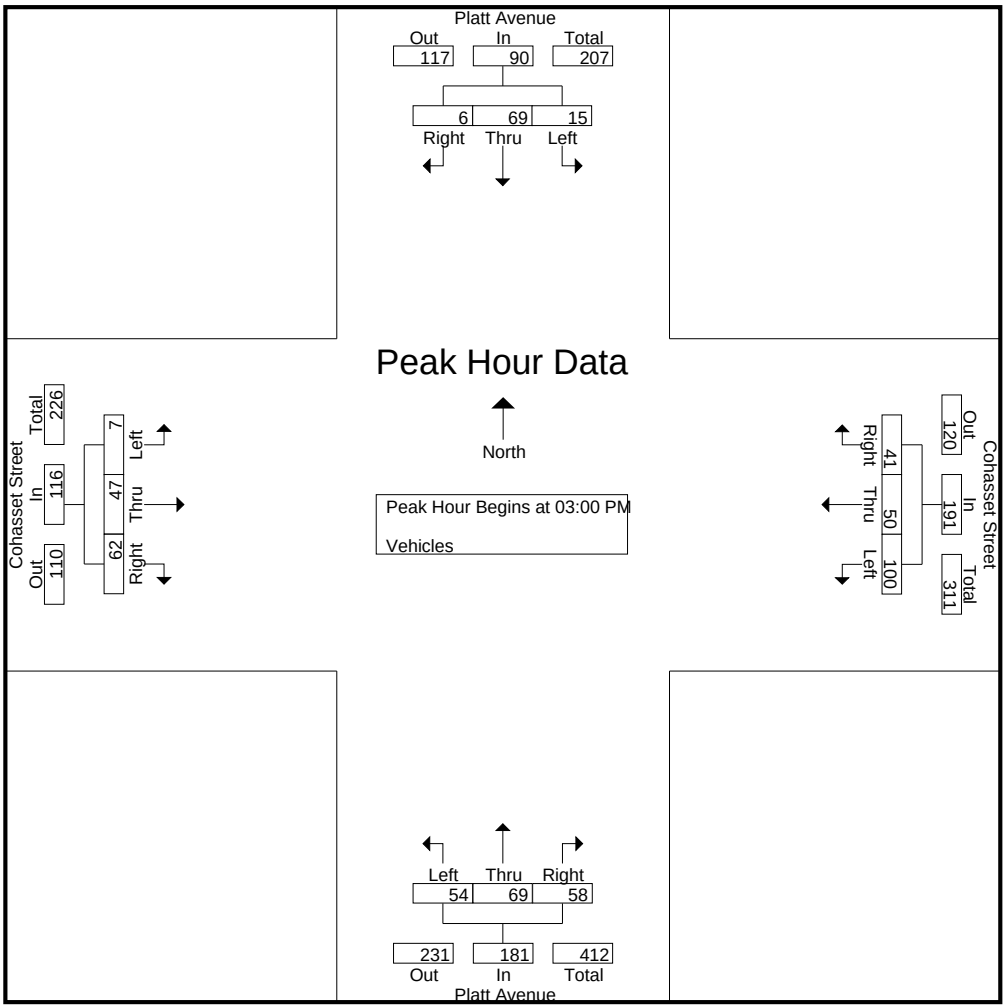


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PlattAve_CohassetSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 3

	Platt Avenue Southbound				Cohasset Street Westbound				Platt Avenue Northbound				Cohasset Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**7**	**21**	**5**	**33**	**47**	16	**20**	**83**	10	17	**24**	51	**4**	**17**	13	34	**201**
03:15 PM	5	12	1	18	24	**17**	13	54	14	**25**	17	**56**	1	13	10	24	152
03:30 PM	3	15	0	18	17	8	4	29	**16**	19	10	45	2	11	**22**	**35**	127
03:45 PM	0	21	0	21	12	9	4	25	14	8	7	29	0	6	17	23	98
Total Volume	15	69	6	90	100	50	41	191	54	69	58	181	7	47	62	116	578
% App. Total	16.7	76.7	6.7		52.4	26.2	21.5		29.8	38.1	32		6	40.5	53.4		
PHF	.536	.821	.300	.682	.532	.735	.513	.575	.844	.690	.604	.808	.438	.691	.705	.829	.719



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : SaticoySt_KeswickSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 1

Groups Printed- Vehicles

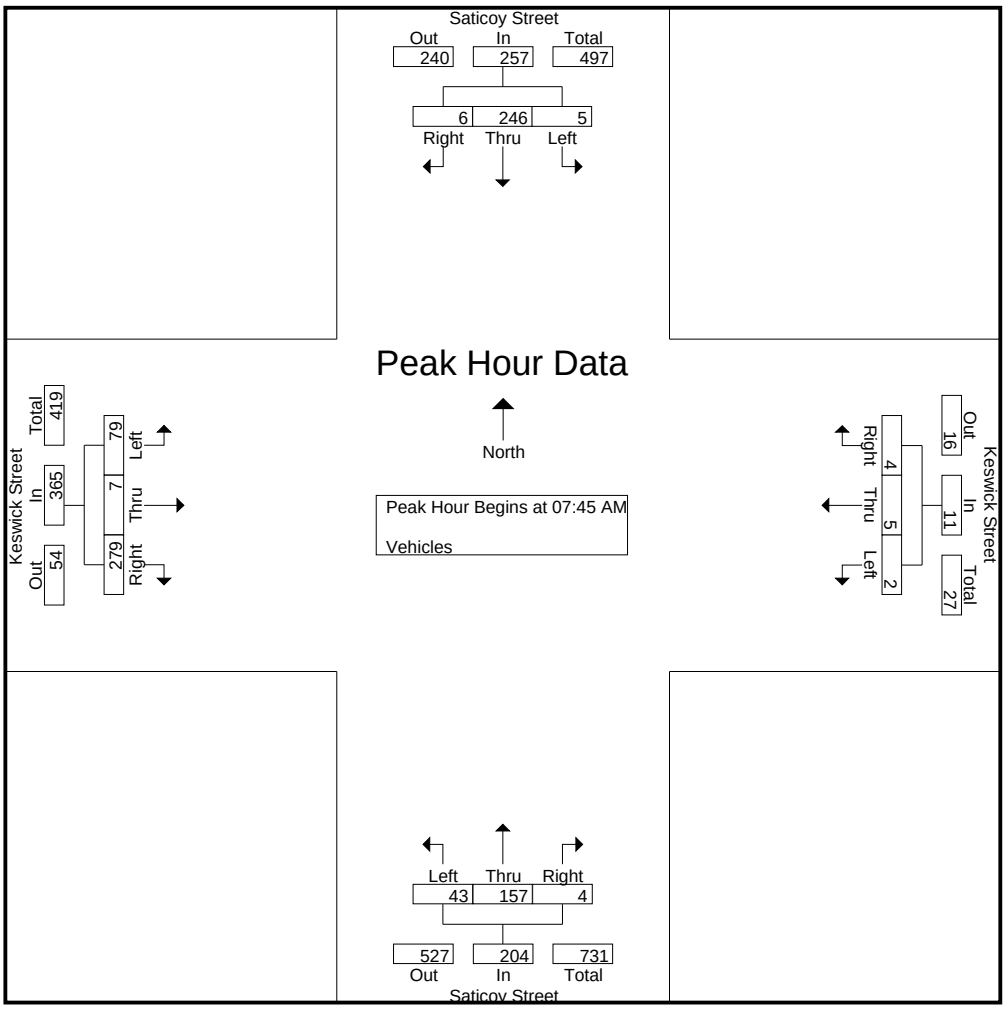
	Saticoy Street Southbound			Keswick Street Westbound			Saticoy Street Northbound			Keswick Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
06:00 AM	0	5	0	0	1	0	0	1	0	0	0	2	9
06:15 AM	0	3	0	0	0	0	0	4	0	0	0	4	11
06:30 AM	0	6	0	0	0	0	2	1	0	0	0	1	10
06:45 AM	0	5	0	1	1	0	3	10	0	0	0	3	23
Total	0	19	0	1	2	0	5	16	0	0	0	10	53
07:00 AM	0	6	0	0	1	0	3	9	0	0	0	7	26
07:15 AM	0	27	1	1	1	0	5	17	0	5	0	13	70
07:30 AM	1	38	0	3	2	2	8	34	1	1	0	24	114
07:45 AM	1	64	0	1	2	1	11	41	0	7	0	35	163
Total	2	135	1	5	6	3	27	101	1	13	0	79	373
08:00 AM	1	77	3	1	1	1	13	45	3	24	5	77	251
08:15 AM	1	67	1	0	1	2	13	42	1	37	2	136	303
08:30 AM	2	38	2	0	1	0	6	29	0	11	0	31	120
08:45 AM	2	37	0	0	0	0	5	36	2	0	1	14	97
Total	6	219	6	1	3	3	37	152	6	72	8	258	771
03:00 PM	0	39	0	1	1	1	11	24	2	2	1	19	101
03:15 PM	2	43	0	0	1	0	5	44	1	3	3	17	119
03:30 PM	0	42	2	0	1	2	7	47	2	2	2	17	124
03:45 PM	3	33	2	3	2	2	11	44	2	2	1	15	120
Total	5	157	4	4	5	5	34	159	7	9	7	68	464
04:00 PM	2	42	6	3	0	4	10	36	0	1	0	10	114
04:15 PM	2	31	0	3	1	2	8	43	1	0	1	6	98
04:30 PM	0	36	1	1	1	4	7	34	1	1	4	15	105
04:45 PM	0	30	2	2	2	2	12	36	2	0	1	14	103
Total	4	139	9	9	4	12	37	149	4	2	6	45	420
05:00 PM	0	45	1	1	2	6	7	40	1	1	3	7	114
05:15 PM	0	28	1	2	1	1	9	33	1	2	1	5	84
05:30 PM	1	47	0	1	0	5	10	38	0	1	0	12	115
05:45 PM	0	31	1	4	0	0	6	27	0	1	1	7	78
Total	1	151	3	8	3	12	32	138	2	5	5	31	391
Grand Total	18	820	23	28	23	35	172	715	20	101	26	491	2472
Apprch %	2.1	95.2	2.7	32.6	26.7	40.7	19	78.8	2.2	16.3	4.2	79.4	
Total %	0.7	33.2	0.9	1.1	0.9	1.4	7	28.9	0.8	4.1	1.1	19.9	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : SaticoySt_KeswickSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 2

	Saticoy Street Southbound				Keswick Street Westbound				Saticoy Street Northbound				Keswick Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	64	0	65	**1**	**2**	1	**4**	11	41	0	52	7	0	35	42	163
08:00 AM	1	**77**	**3**	**81**	1	1	1	3	**13**	**45**	**3**	**61**	24	**5**	77	106	251
08:15 AM	1	67	1	69	0	1	**2**	3	13	42	1	56	**37**	2	**136**	**175**	**303**
08:30 AM	**2**	38	2	42	0	1	0	1	6	29	0	35	11	0	31	42	120
Total Volume	5	246	6	257	2	5	4	11	43	157	4	204	79	7	279	365	837
% App. Total	1.9	95.7	2.3		18.2	45.5	36.4		21.1	77	2		21.6	1.9	76.4		
PHF	.625	.799	.500	.793	.500	.625	.500	.688	.827	.872	.333	.836	.534	.350	.513	.521	.691

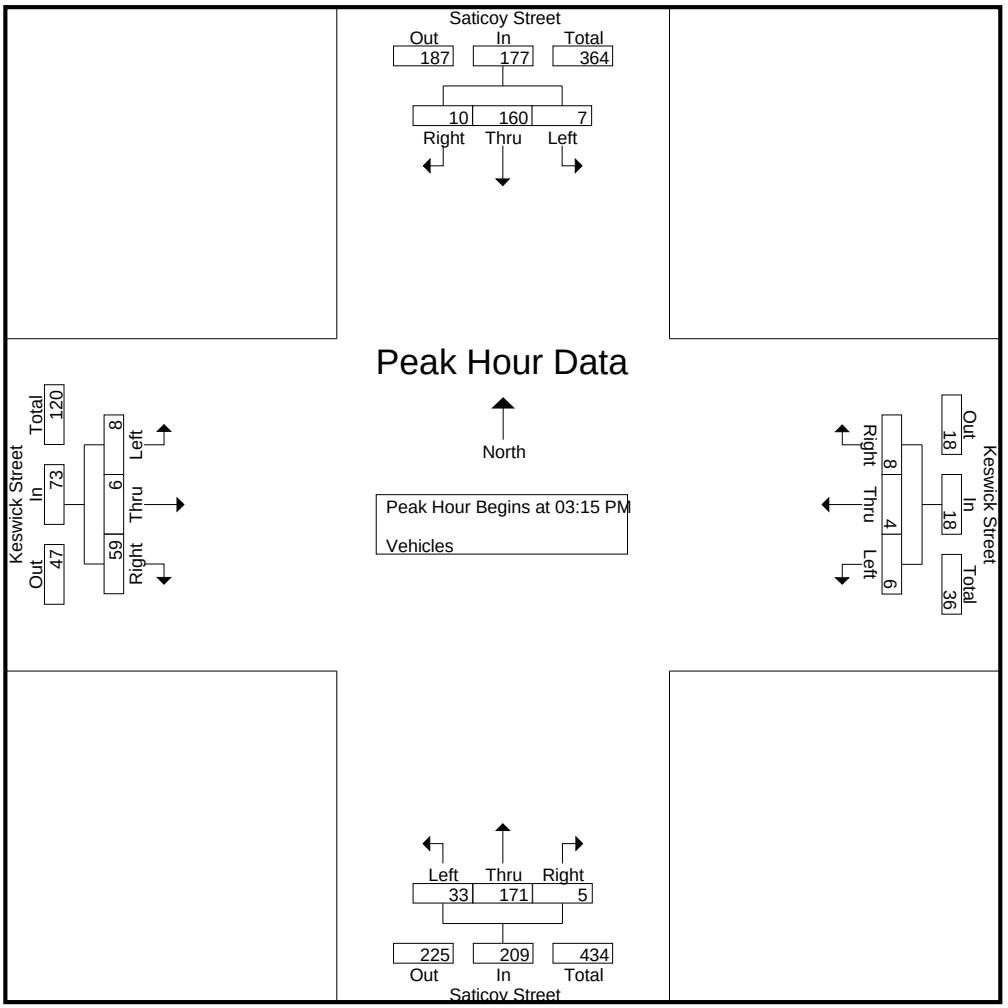


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : SaticoySt_KeswickSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 3

	Saticoy Street Southbound				Keswick Street Westbound				Saticoy Street Northbound				Keswick Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	2	**43**	0	45	0	1	0	1	5	44	1	50	**3**	**3**	**17**	**23**	119
03:30 PM	0	42	2	44	0	1	2	3	7	**47**	**2**	56	2	2	17	21	**124**
03:45 PM	**3**	33	2	38	**3**	**2**	2	**7**	**11**	44	2	**57**	2	1	15	18	120
04:00 PM	2	42	**6**	**50**	3	0	**4**	7	10	36	0	46	1	0	10	11	114
Total Volume	7	160	10	177	6	4	8	18	33	171	5	209	8	6	59	73	477
% App. Total	4	90.4	5.6		33.3	22.2	44.4		15.8	81.8	2.4		11	8.2	80.8		
PHF	.583	.930	.417	.885	.500	.500	.500	.643	.750	.910	.625	.917	.667	.500	.868	.793	.962



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WoodlakeAve_CohassetSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 1

Groups Printed- Vehicles

	Woodlake Avenue Southbound			Cohasset Street Westbound			Woodlake Avenue Northbound			Cohasset Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
06:00 AM	0	13	4	0	0	0	3	6	0	1	0	4	31
06:15 AM	0	19	4	1	0	0	1	3	0	3	0	4	35
06:30 AM	1	18	2	0	7	2	3	7	2	1	5	6	54
06:45 AM	0	38	4	2	0	1	3	13	0	2	0	7	70
Total	1	88	14	3	7	3	10	29	2	7	5	21	190
07:00 AM	1	42	6	2	0	0	4	24	2	8	0	4	93
07:15 AM	0	84	16	4	1	3	5	31	3	3	0	6	156
07:30 AM	1	123	25	8	3	3	7	56	2	6	0	15	249
07:45 AM	2	91	29	5	13	4	22	52	4	11	4	26	263
Total	4	340	76	19	17	10	38	163	11	28	4	51	761
08:00 AM	1	123	62	2	18	3	48	51	2	15	10	25	360
08:15 AM	11	173	75	4	37	4	51	43	12	18	5	31	464
08:30 AM	1	125	14	7	0	0	13	38	1	15	1	16	231
08:45 AM	1	88	11	4	0	2	5	32	0	2	0	11	156
Total	14	509	162	17	55	9	117	164	15	50	16	83	1211
03:00 PM	2	82	16	5	2	1	11	80	3	12	0	15	229
03:15 PM	3	73	22	3	4	1	23	85	8	12	2	16	252
03:30 PM	0	71	21	2	1	0	10	83	1	11	2	17	219
03:45 PM	1	65	13	6	0	1	20	68	5	9	1	16	205
Total	6	291	72	16	7	3	64	316	17	44	5	64	905
04:00 PM	1	69	16	3	2	0	23	84	8	15	0	15	236
04:15 PM	2	50	15	4	3	1	21	88	4	27	4	21	240
04:30 PM	1	38	28	2	2	0	19	78	5	23	3	11	210
04:45 PM	0	51	21	4	0	2	16	79	3	14	0	17	207
Total	4	208	80	13	7	3	79	329	20	79	7	64	893
05:00 PM	1	52	23	0	1	1	20	122	7	35	0	16	278
05:15 PM	2	60	19	2	0	1	18	81	4	11	0	13	211
05:30 PM	2	42	14	2	1	0	17	74	11	13	0	17	193
05:45 PM	2	44	10	0	1	2	13	62	4	11	0	8	157
Total	7	198	66	4	3	4	68	339	26	70	0	54	839
Grand Total	36	1634	470	72	96	32	376	1340	91	278	37	337	4799
Apprch %	1.7	76.4	22	36	48	16	20.8	74.2	5	42.6	5.7	51.7	
Total %	0.8	34	9.8	1.5	2	0.7	7.8	27.9	1.9	5.8	0.8	7	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WoodlakeAve_CohassetSt
Site Code : 00000000
Start Date : 1/18/2023
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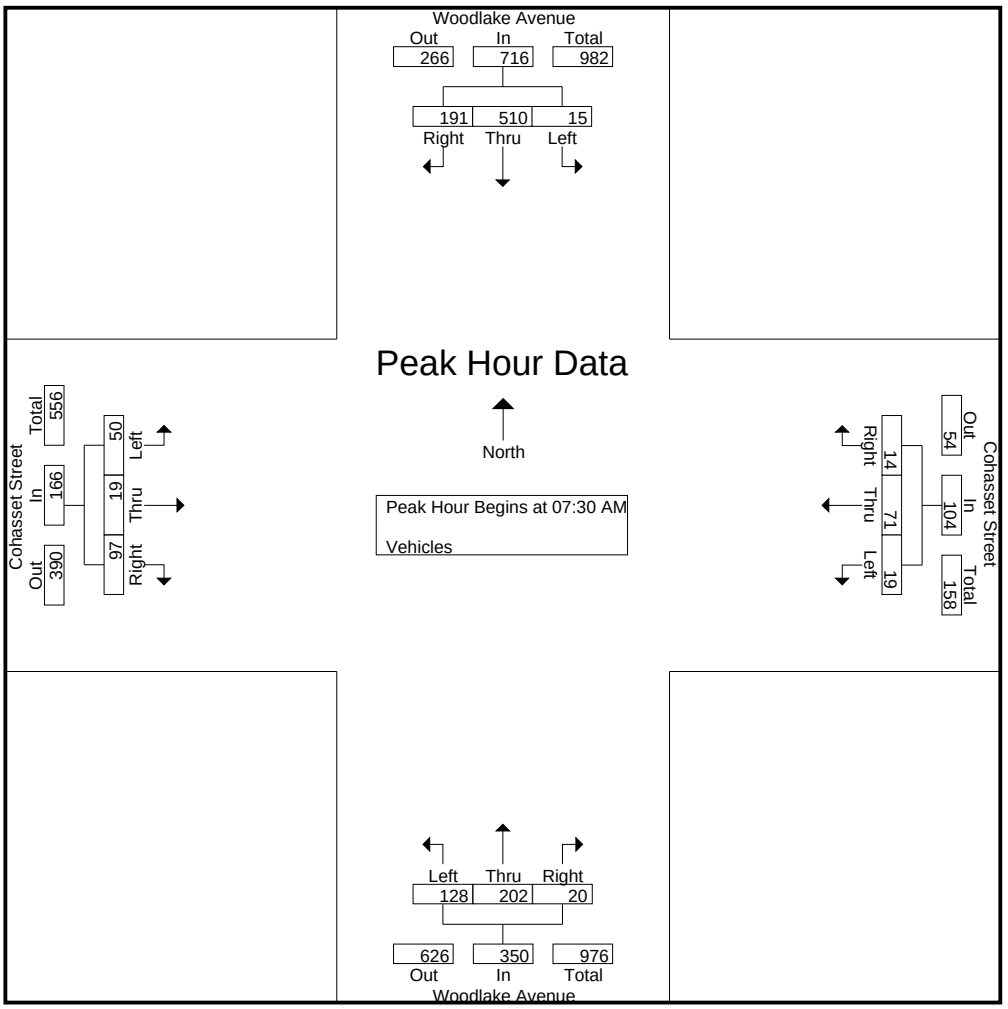
	Woodlake Avenue Southbound				Cohasset Street Westbound				Woodlake Avenue Northbound				Cohasset Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	123	25	149	**8**	3	3	14	7	**56**	2	65	6	0	15	21	249
07:45 AM	2	91	29	122	5	13	**4**	22	22	52	4	78	11	4	26	41	263
08:00 AM	1	123	62	186	2	18	3	23	48	51	2	101	15	**10**	25	50	360
08:15 AM	**11**	**173**	**75**	**259**	4	**37**	4	**45**	**51**	43	**12**	**106**	**18**	5	**31**	**54**	**464**
Total Volume	15	510	191	716	19	71	14	104	128	202	20	350	50	19	97	166	1336
% App. Total	2.1	71.2	26.7		18.3	68.3	13.5		36.6	57.7	5.7		30.1	11.4	58.4		
PHF	.341	.737	.637	.691	.594	.480	.875	.578	.627	.902	.417	.825	.694	.475	.782	.769	.720

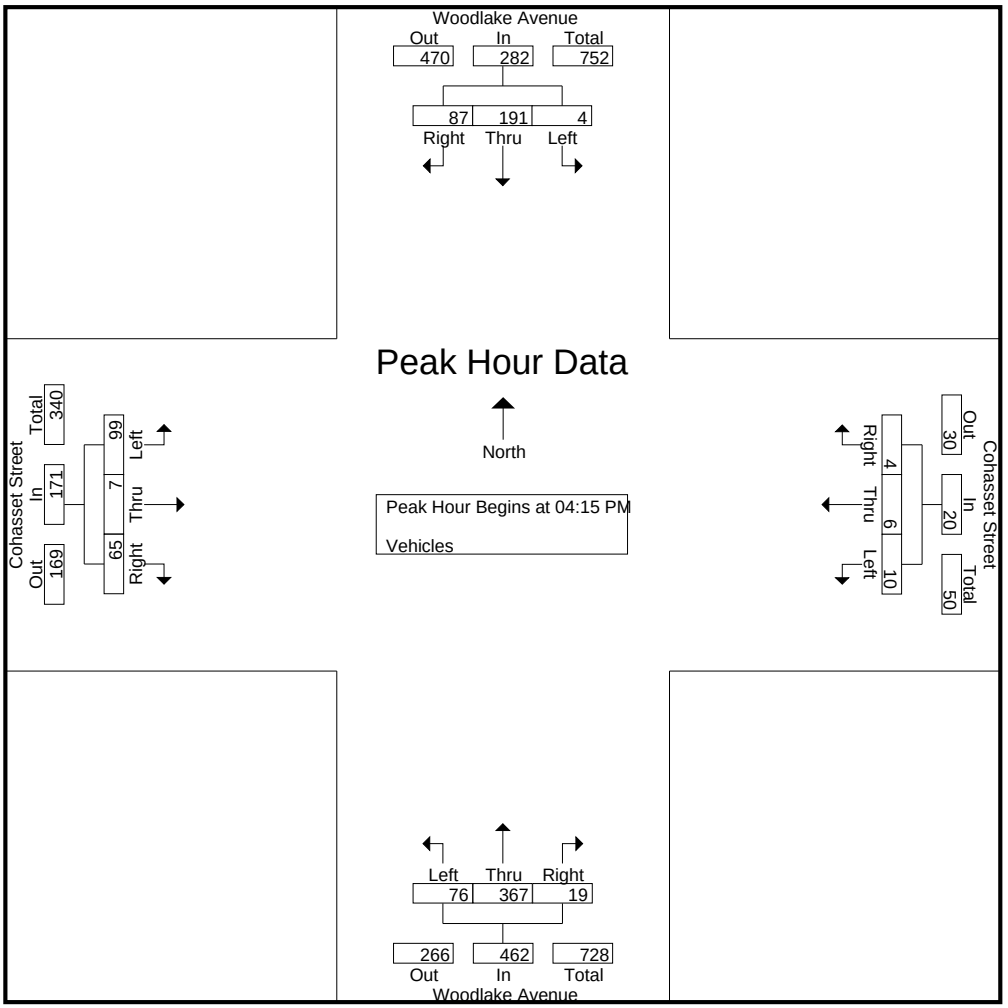


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WoodlakeAve_CohassetSt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 3

	Woodlake Avenue Southbound				Cohasset Street Westbound				Woodlake Avenue Northbound				Cohasset Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	50	15	67	**4**	**3**	1	**8**	**21**	88	4	113	27	**4**	**21**	**52**	240
04:30 PM	1	38	**28**	67	2	2	0	4	19	78	5	102	23	3	11	37	210
04:45 PM	0	51	21	72	4	0	**2**	6	16	79	3	98	14	0	17	31	207
05:00 PM	1	**52**	23	**76**	0	1	1	2	20	**122**	**7**	**149**	**35**	0	16	51	**278**
Total Volume	4	191	87	282	10	6	4	20	76	367	19	462	99	7	65	171	935
% App. Total	1.4	67.7	30.9		50	30	20		16.5	79.4	4.1		57.9	4.1	38		
PHF	.500	.918	.777	.928	.625	.500	.500	.625	.905	.752	.679	.775	.707	.438	.774	.822	.841



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WoodlakeAve_SaticoySt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 1

Groups Printed- Vehicles

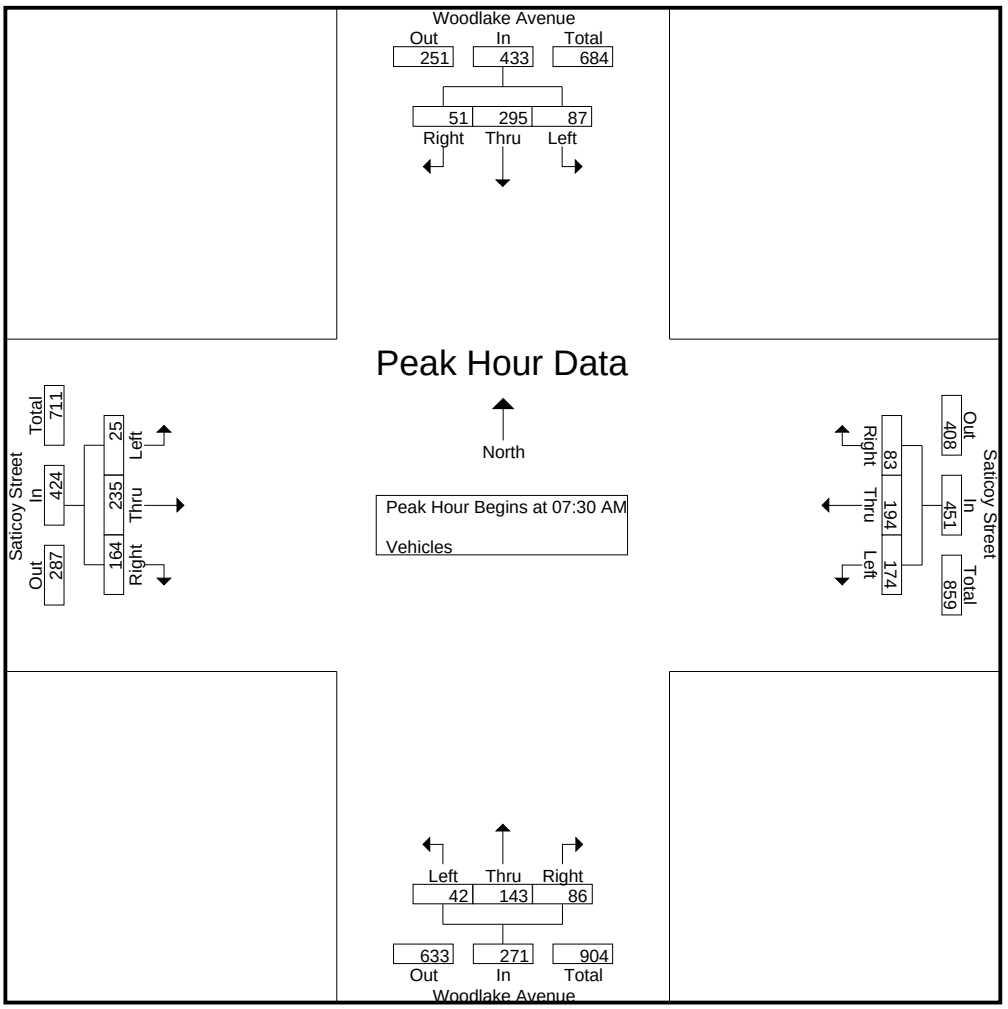
	Woodlake Avenue Southbound			Saticoy Street Westbound			Woodlake Avenue Northbound			Saticoy Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
06:00 AM	10	7	0	6	3	2	0	6	1	0	8	3	46
06:15 AM	10	16	2	8	7	4	1	1	4	2	11	1	67
06:30 AM	11	20	0	12	5	3	1	5	6	1	13	0	77
06:45 AM	15	23	1	16	24	3	0	11	4	0	16	2	115
Total	46	66	3	42	39	12	2	23	15	3	48	6	305
07:00 AM	12	23	2	24	14	5	2	19	8	1	15	3	128
07:15 AM	14	52	6	41	20	14	3	19	12	4	29	7	221
07:30 AM	22	86	6	35	38	6	15	39	18	2	39	18	324
07:45 AM	13	53	3	39	52	25	10	33	17	4	71	21	341
Total	61	214	17	139	124	50	30	110	55	11	154	49	1014
08:00 AM	27	74	21	52	44	32	5	32	31	6	72	45	441
08:15 AM	25	82	21	48	60	20	12	39	20	13	53	80	473
08:30 AM	16	60	10	32	35	7	8	23	19	6	52	39	307
08:45 AM	13	47	3	26	33	13	5	14	11	0	51	14	230
Total	81	263	55	158	172	72	30	108	81	25	228	178	1451
03:00 PM	18	53	3	24	29	16	15	45	22	5	38	13	281
03:15 PM	16	39	4	28	32	14	16	48	37	10	48	15	307
03:30 PM	10	51	8	29	28	11	24	40	29	3	40	7	280
03:45 PM	14	38	4	18	41	16	13	43	21	5	42	15	270
Total	58	181	19	99	130	57	68	176	109	23	168	50	1138
04:00 PM	14	32	2	19	34	23	11	47	35	0	37	15	269
04:15 PM	15	36	4	19	44	16	11	68	26	1	28	3	271
04:30 PM	9	32	2	24	39	21	17	39	32	3	47	3	268
04:45 PM	19	34	2	18	50	12	13	59	33	1	34	5	280
Total	57	134	10	80	167	72	52	213	126	5	146	26	1088
05:00 PM	17	42	2	21	26	21	23	71	59	1	35	11	329
05:15 PM	15	42	7	30	41	28	12	42	44	1	40	6	308
05:30 PM	16	25	5	17	29	17	18	42	26	4	40	6	245
05:45 PM	12	23	2	20	36	22	7	36	25	3	29	4	219
Total	60	132	16	88	132	88	60	191	154	9	144	27	1101
Grand Total	363	990	120	606	764	351	242	821	540	76	888	336	6097
Apprch %	24.6	67.2	8.1	35.2	44.4	20.4	15.1	51.2	33.7	5.8	68.3	25.8	
Total %	6	16.2	2	9.9	12.5	5.8	4	13.5	8.9	1.2	14.6	5.5	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WoodlakeAve_SaticoySt
Site Code : 00000000
Start Date : 1/18/2023
Page No : 2

	Woodlake Avenue Southbound				Saticoy Street Westbound				Woodlake Avenue Northbound				Saticoy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	22	**86**	6	114	35	38	6	79	**15**	**39**	18	**72**	2	39	18	59	324
07:45 AM	13	53	3	69	39	52	25	116	10	33	17	60	4	71	21	96	341
08:00 AM	**27**	74	**21**	122	**52**	44	**32**	**128**	5	32	**31**	68	6	**72**	45	123	441
08:15 AM	25	82	21	**128**	48	**60**	20	128	12	39	20	71	**13**	53	**80**	**146**	**473**
Total Volume	87	295	51	433	174	194	83	451	42	143	86	271	25	235	164	424	1579
% App. Total	20.1	68.1	11.8		38.6	43	18.4		15.5	52.8	31.7		5.9	55.4	38.7		
PHF	.806	.858	.607	.846	.837	.808	.648	.881	.700	.917	.694	.941	.481	.816	.513	.726	.835



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WoodlakeAve_SaticoySt
Site Code : 00000000
Start Date : 1/18/2023
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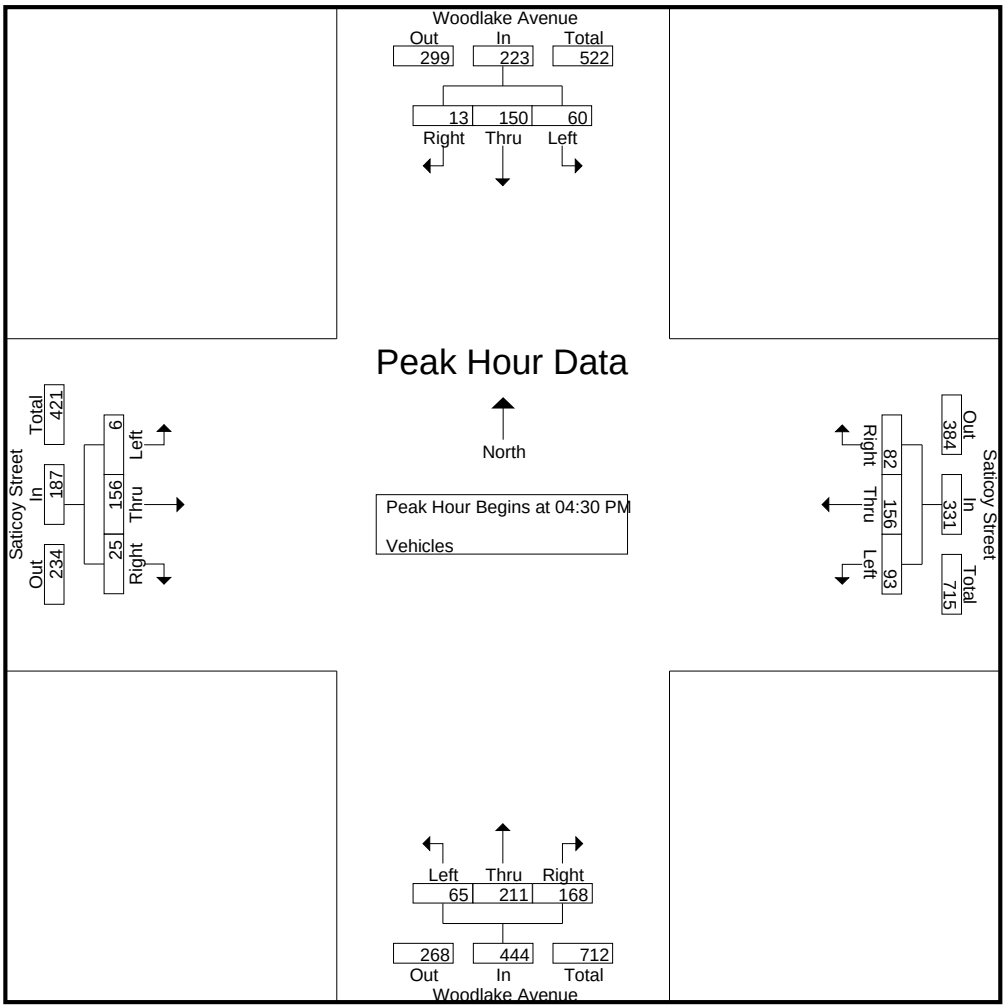
	Woodlake Avenue Southbound				Saticoy Street Westbound				Woodlake Avenue Northbound				Saticoy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	32	2	43	24	39	21	84	17	39	32	88	**3**	**47**	3	**53**	268
04:45 PM	**19**	34	2	55	18	**50**	12	80	13	59	33	105	1	34	5	40	280
05:00 PM	17	**42**	2	61	21	26	21	68	**23**	**71**	**59**	**153**	1	35	**11**	47	**329**
05:15 PM	15	42	**7**	**64**	**30**	41	**28**	**99**	12	42	44	98	1	40	6	47	308
Total Volume	60	150	13	223	93	156	82	331	65	211	168	444	6	156	25	187	1185
% App. Total	26.9	67.3	5.8		28.1	47.1	24.8		14.6	47.5	37.8		3.2	83.4	13.4		
PHF	.789	.893	.464	.871	.775	.780	.732	.836	.707	.743	.712	.725	.500	.830	.568	.882	.900



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

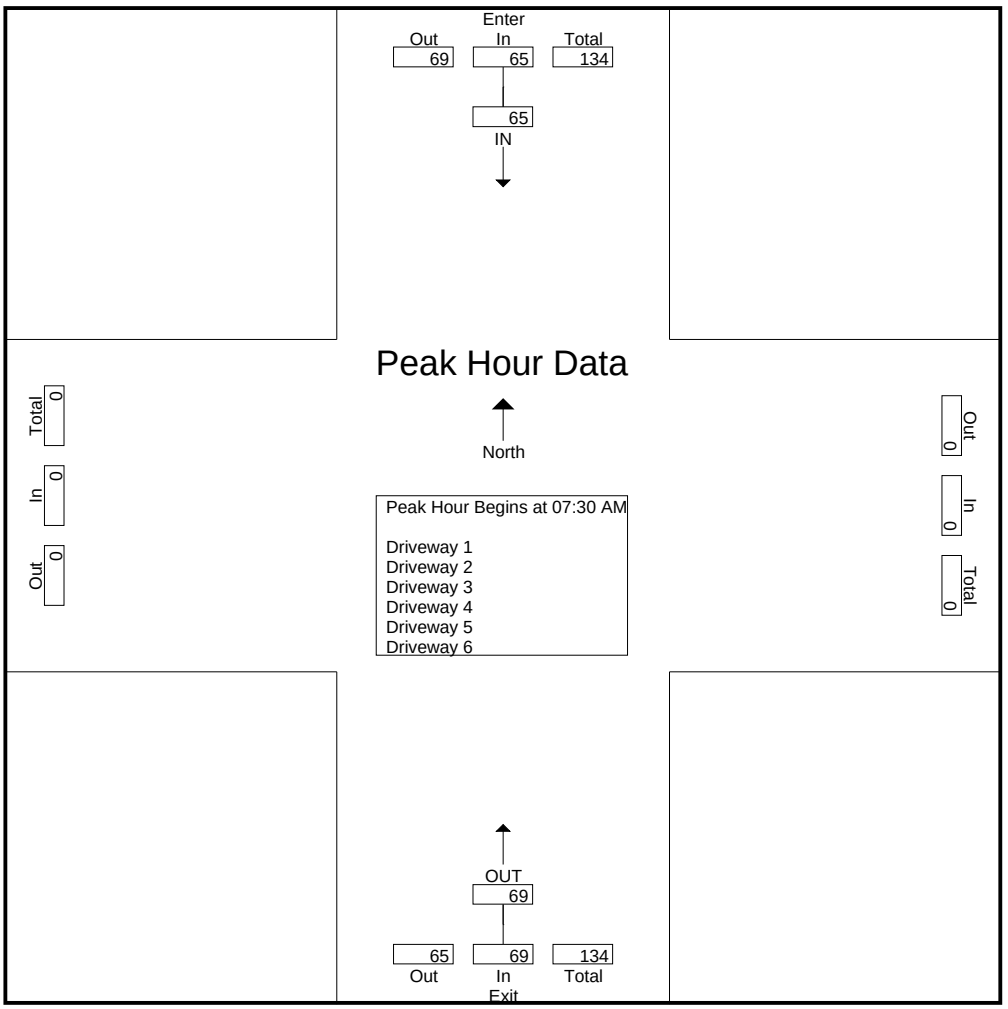
File Name : WestHillsShoppingCenterDriveways
Site Code : 00000000
Start Date : 1/18/2023
Page No : 1

Groups Printed- Driveway 1 - Driveway 2 - Driveway 3 - Driveway 4 - Driveway 5 - Driveway 6

	Enter	Exit	
Start Time	IN	OUT	Int. Total
06:15 AM	4	5	9
06:30 AM	2	0	2
06:45 AM	7	1	8
Total	13	6	19
07:00 AM	4	4	8
07:15 AM	10	1	11
07:30 AM	16	28	44
07:45 AM	8	6	14
Total	38	39	77
08:00 AM	18	14	32
08:15 AM	23	21	44
08:30 AM	20	12	32
08:45 AM	8	7	15
Total	69	54	123
			219 AM Total
03:00 PM	27	30	57
03:15 PM	19	20	39
03:30 PM	25	20	45
03:45 PM	35	37	72
Total	106	107	213
04:00 PM	23	32	55
04:15 PM	19	15	34
04:30 PM	24	16	40
04:45 PM	29	27	56
Total	95	90	185
05:00 PM	32	39	71
05:15 PM	23	25	48
05:30 PM	28	37	65
05:45 PM	23	18	41
Total	106	119	225
			623 PM Total
Grand Total	427	415	842
Apprch %	100	100	
Total %	50.7	49.3	
Driveway 1	69	81	150
% Driveway 1	16.2	19.5	17.8
Driveway 2	56	68	124
% Driveway 2	13.1	16.4	14.7
Driveway 3	46	61	107
% Driveway 3	10.8	14.7	12.7
Driveway 4	142	58	200
% Driveway 4	33.3	14	23.8
Driveway 5	78	107	185
% Driveway 5	18.3	25.8	22
Driveway 6	36	40	76
% Driveway 6	8.4	9.6	9

File Name : WestHillsShoppingCenterDriveways
Site Code : 00000000
Start Date : 1/18/2023
Page No : 2

	Enter			Exit			
Start Time	IN	App. Total	App. Total	OUT	App. Total	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 07:30 AM							
07:30 AM	16	16	0	**28**	**28**	0	**44**
07:45 AM	8	8	0	6	6	0	14
08:00 AM	18	18	0	14	14	0	32
08:15 AM	**23**	**23**	0	21	21	0	44
Total Volume	65	65	0	69	69	0	134
% App. Total	100			100			
PHF	.707	.707	.000	.616	.616	.000	.761

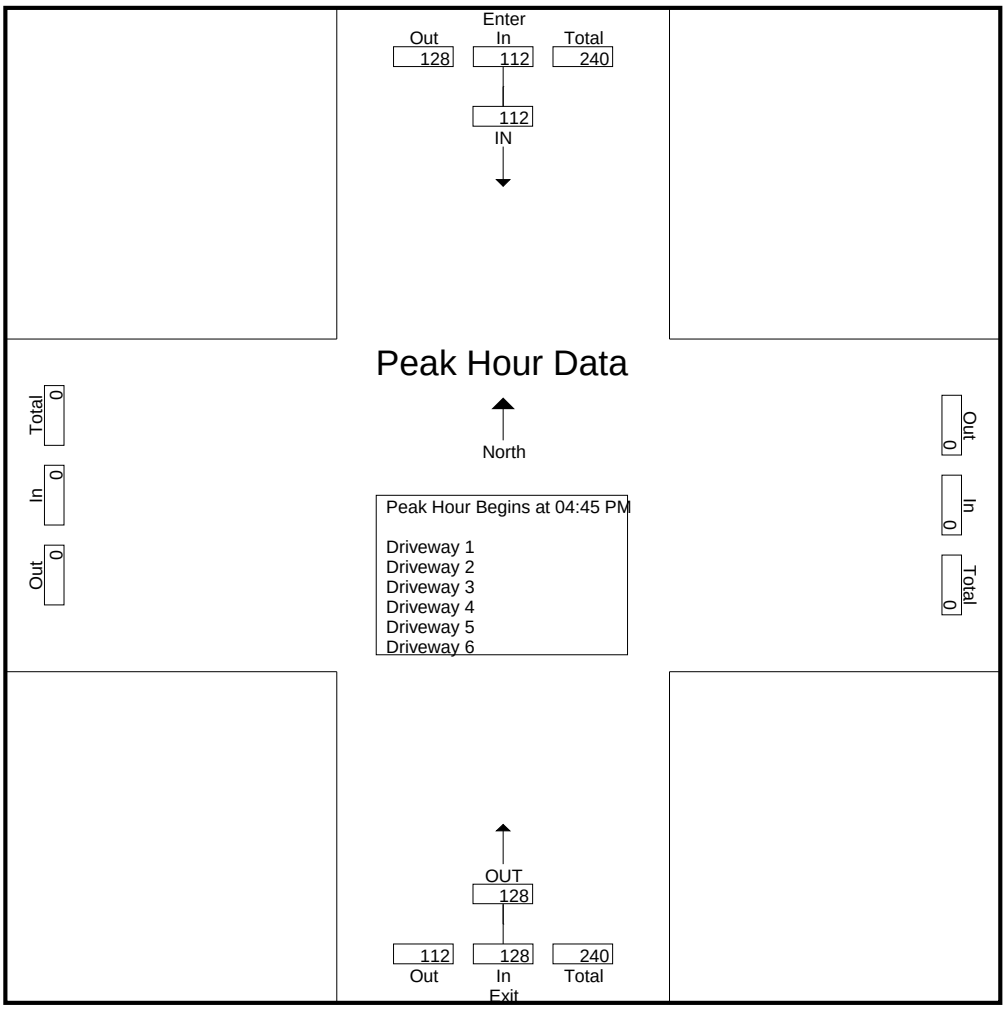


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : WestHillsShoppingCenterDriveways
Site Code : 00000000
Start Date : 1/18/2023
Page No : 3

	Enter			Exit			
Start Time	IN	App. Total	App. Total	OUT	App. Total	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 04:45 PM							
04:45 PM	29	29	0	27	27	0	56
05:00 PM	**32**	**32**	0	**39**	**39**	0	**71**
05:15 PM	23	23	0	25	25	0	48
05:30 PM	28	28	0	37	37	0	65
Total Volume	112	112	0	128	128	0	240
% App. Total	100			100			
PHF	.875	.875	.000	.821	.821	.000	.845



ATHLETIC CENTER ATTENDEES

	Activity	Attendees	January			February			March			April			May			June			July			August			September*			October			November			December		
			AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY
1	High School Swim Competitions	40 Parents + Official 10 per Year				0	90	90	0	90	90	0	90	90																								
2	Middle School Swim Competitions	40 Parents + Official 10 per Year																																				
3	Other Schools Swim Practice	0				0	8	8	0	8	8	0	8	8													0	8	8	0	8	8	0	8	8			
4	Swim Lessons / Water Exercise Classes	32 Participants - 6 sessions per day 3 AM 3 PM	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384	192	192	384
5	Local Community Swim	32 Participants 4 sessions per day no other activity at the center																																				
6	Local Non-School Athletic Groups - Games & Practices	60 Players w/Parents + 10 Coaches & Officials 4 sessions per day in the PM													0	560	560	0	560	560	0	560	560	0	560	560	0	560	560	0	560	560	0	560	560	0	560	560
Total Attendees			192	192	384	192	290	482	192	290	482	192	290	482	192	752	944	192	752	944	192	752	944	192	752	944	192	760	952	192	760	952	192	760	952	192	752	944

	Highest Peak Hour		
* Maxumum number of trips in yellow highlight			
	AM	PM	Daily
Total trip generation rate per attendee is 2 for peak and non-peak hours			
Assuming 70% of the trips arrive and leave during the peak hours in the AM & PM	134	532	952

Appendix 7 - HCM Analysis Worksheets

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	80	102	41	42	16	74	78	109	55	117	2
Future Vol, veh/h	11	80	102	41	42	16	74	78	109	55	117	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	87	111	45	46	17	80	85	118	60	127	2
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	11.1	10.4	9.4	10.6
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	74%	0%	0%	6%	41%	48%	0%
Vol Thru, %	26%	100%	0%	41%	42%	52%	97%
Vol Right, %	0%	0%	100%	53%	16%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	52	109	193	99	114	61
LT Vol	74	0	0	11	41	55	0
Through Vol	26	52	0	80	42	59	59
RT Vol	0	0	109	102	16	0	2
Lane Flow Rate	109	57	118	210	108	123	66
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.186	0.091	0.167	0.328	0.186	0.223	0.114
Departure Headway (Hd)	6.163	5.788	5.078	5.635	6.222	6.493	6.223
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	619	706	638	577	553	576
Service Time	3.893	3.518	2.809	3.369	3.96	4.23	3.96
HCM Lane V/C Ratio	0.187	0.092	0.167	0.329	0.187	0.222	0.115
HCM Control Delay	10.3	9.1	8.8	11.1	10.4	11.1	9.8
HCM Lane LOS	B	A	A	B	B	B	A
HCM 95th-tile Q	0.7	0.3	0.6	1.4	0.7	0.8	0.4

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	235	164	174	194	83	42	143	86	87	295	51
Future Vol, veh/h	25	235	164	174	194	83	42	143	86	87	295	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	255	178	189	211	90	46	155	93	95	321	55
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	22.8	25.5	16.7	22.2
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	37%	0%	10%	0%	64%	0%	37%	0%
Vol Thru, %	63%	45%	90%	0%	36%	54%	63%	74%
Vol Right, %	0%	55%	0%	100%	0%	46%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	158	260	164	271	180	235	199
LT Vol	42	0	25	0	174	0	87	0
Through Vol	72	72	235	0	97	97	148	148
RT Vol	0	86	0	164	0	83	0	51
Lane Flow Rate	123	171	283	178	295	196	255	216
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.314	0.408	0.674	0.387	0.718	0.441	0.619	0.502
Departure Headway (Hd)	9.172	8.581	8.587	7.811	8.781	8.113	8.748	8.369
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	392	419	421	462	412	444	413	432
Service Time	6.92	6.328	6.317	5.541	6.511	5.844	6.48	6.1
HCM Lane V/C Ratio	0.314	0.408	0.672	0.385	0.716	0.441	0.617	0.5
HCM Control Delay	16.1	17.1	27.4	15.4	31	17.1	24.7	19.3
HCM Lane LOS	C	C	D	C	D	C	C	C
HCM 95th-tile Q	1.3	1.9	4.8	1.8	5.5	2.2	4	2.7

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

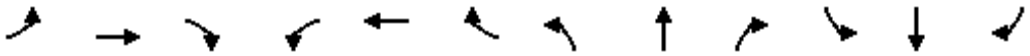
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	7	279	2	5	4	43	157	4	5	246	6
Future Vol, veh/h	79	7	279	2	5	4	43	157	4	5	246	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	8	303	2	5	4	47	171	4	5	267	7
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.5	8.9	10.4	10.4
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	35%	0%	22%	18%	4%	0%
Vol Thru, %	65%	95%	2%	45%	96%	95%
Vol Right, %	0%	5%	76%	36%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	83	365	11	128	129
LT Vol	43	0	79	2	5	0
Through Vol	79	79	7	5	123	123
RT Vol	0	4	279	4	0	6
Lane Flow Rate	132	90	397	12	139	140
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.227	0.149	0.539	0.019	0.231	0.23
Departure Headway (Hd)	6.2	5.986	4.888	5.756	5.967	5.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	599	742	620	602	607
Service Time	3.936	3.722	2.888	3.806	3.702	3.649
HCM Lane V/C Ratio	0.228	0.15	0.535	0.019	0.231	0.231
HCM Control Delay	10.8	9.8	13.5	8.9	10.5	10.4
HCM Lane LOS	B	A	B	A	B	B
HCM 95th-tile Q	0.9	0.5	3.3	0.1	0.9	0.9

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/14/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	19	97	19	71	14	128	202	20	158	510	191
Future Volume (veh/h)	50	19	97	19	71	14	128	202	20	158	510	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	21	105	21	77	15	139	220	22	172	554	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	77	208	168	307	53	438	1505	149	700	1166	436
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	314	340	915	166	1351	232	704	3266	323	1138	2530	947
Grp Volume(v), veh/h	180	0	0	113	0	0	139	119	123	172	389	373
Grp Sat Flow(s),veh/h/ln	1569	0	0	1749	0	0	704	1777	1812	1138	1777	1700
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	5.6	1.3	1.3	3.4	4.9	5.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	1.7	0.0	0.0	10.5	1.3	1.3	4.7	4.9	5.0
Prop In Lane	0.30		0.58	0.19		0.13	1.00		0.18	1.00		0.56
Lane Grp Cap(c), veh/h	500	0	0	528	0	0	438	819	835	700	819	783
V/C Ratio(X)	0.36	0.00	0.00	0.21	0.00	0.00	0.32	0.15	0.15	0.25	0.47	0.48
Avail Cap(c_a), veh/h	1451	0	0	1584	0	0	582	1184	1207	933	1184	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	10.4	0.0	0.0	9.7	5.1	5.1	6.5	6.1	6.1
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.8	0.2	0.2	0.4	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.5	0.0	0.0	0.7	0.3	0.3	0.5	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	10.6	0.0	0.0	10.6	5.3	5.3	6.8	7.0	7.1
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		180			113			381			934	
Approach Delay, s/veh		11.4			10.6			7.2			7.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.9		12.8		19.9		12.8				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		7.0		3.7		12.5		5.1				
Green Ext Time (p_c), s		8.0		0.6		2.6		1.0				

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

Notes

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

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	180	113	139	242	172	762
v/c Ratio	0.44	0.29	0.34	0.11	0.25	0.36
Control Delay	10.4	13.8	9.3	4.7	6.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	13.8	9.3	4.7	6.9	5.3
Queue Length 50th (ft)	14	19	15	10	17	36
Queue Length 95th (ft)	51	48	53	26	51	75
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1092	1222	429	2242	717	2210
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.09	0.32	0.11	0.24	0.34

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	47	62	100	50	41	54	69	58	15	69	6
Future Vol, veh/h	7	47	62	100	50	41	54	69	58	15	69	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	51	67	109	54	45	59	75	63	16	75	7
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	9.1	10.9	8.9	9.3
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	70%	0%	0%	6%	52%	30%	0%
Vol Thru, %	30%	100%	0%	41%	26%	70%	85%
Vol Right, %	0%	0%	100%	53%	21%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	46	58	116	191	50	41
LT Vol	54	0	0	7	100	15	0
Through Vol	23	46	0	47	50	35	35
RT Vol	0	0	58	62	41	0	6
Lane Flow Rate	84	50	63	126	208	54	44
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.137	0.077	0.085	0.181	0.319	0.091	0.072
Departure Headway (Hd)	5.912	5.558	4.85	5.181	5.528	6.11	5.851
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	603	640	732	686	646	581	606
Service Time	3.689	3.334	2.626	2.96	3.297	3.908	3.649
HCM Lane V/C Ratio	0.139	0.078	0.086	0.184	0.322	0.093	0.073
HCM Control Delay	9.6	8.8	8.1	9.1	10.9	9.5	9.1
HCM Lane LOS	A	A	A	A	B	A	A
HCM 95th-tile Q	0.5	0.2	0.3	0.7	1.4	0.3	0.2

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	156	25	93	156	82	65	211	168	60	150	13
Future Vol, veh/h	6	156	25	93	156	82	65	211	168	60	150	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	170	27	101	170	89	71	229	183	65	163	14
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	14	13.9	15.5	12.9
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	38%	0%	4%	0%	54%	0%	44%	0%
Vol Thru, %	62%	39%	96%	0%	46%	49%	56%	85%
Vol Right, %	0%	61%	0%	100%	0%	51%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	274	162	25	171	160	135	88
LT Vol	65	0	6	0	93	0	60	0
Through Vol	106	106	156	0	78	78	75	75
RT Vol	0	168	0	25	0	82	0	13
Lane Flow Rate	185	297	176	27	186	174	147	96
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.366	0.535	0.367	0.051	0.386	0.33	0.307	0.191
Departure Headway (Hd)	7.11	6.476	7.51	6.772	7.468	6.823	7.539	7.206
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	556	479	529	481	527	477	497
Service Time	4.849	4.216	5.255	4.517	5.208	4.562	5.286	4.952
HCM Lane V/C Ratio	0.366	0.534	0.367	0.051	0.387	0.33	0.308	0.193
HCM Control Delay	13.9	16.5	14.6	9.9	14.9	12.9	13.6	11.7
HCM Lane LOS	B	C	B	A	B	B	B	B
HCM 95th-tile Q	1.7	3.1	1.7	0.2	1.8	1.4	1.3	0.7

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

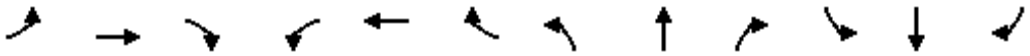
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	6	59	6	4	8	33	171	5	7	160	10
Future Vol, veh/h	8	6	59	6	4	8	33	171	5	7	160	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	7	64	7	4	9	36	186	5	8	174	11
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8	8	8.7	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	28%	0%	11%	33%	8%	0%
Vol Thru, %	72%	94%	8%	22%	92%	89%
Vol Right, %	0%	6%	81%	44%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	91	73	18	87	90
LT Vol	33	0	8	6	7	0
Through Vol	86	86	6	4	80	80
RT Vol	0	5	59	8	0	10
Lane Flow Rate	129	98	79	20	95	98
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.181	0.134	0.098	0.026	0.131	0.133
Departure Headway (Hd)	5.065	4.887	4.456	4.797	5	4.881
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	710	735	805	746	718	736
Service Time	2.789	2.611	2.481	2.828	2.724	2.606
HCM Lane V/C Ratio	0.182	0.133	0.098	0.027	0.132	0.133
HCM Control Delay	8.9	8.4	8	8	8.5	8.4
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.7	0.5	0.3	0.1	0.4	0.5

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/14/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	7	65	10	6	4	76	367	19	4	191	87
Future Volume (veh/h)	99	7	65	10	6	4	76	367	19	4	191	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	8	71	11	7	4	83	399	21	4	208	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	53	137	338	185	71	612	1295	68	557	905	399
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	723	224	579	564	778	298	1076	3435	180	967	2400	1057
Grp Volume(v), veh/h	187	0	0	22	0	0	83	206	214	4	152	151
Grp Sat Flow(s),veh/h/ln	1526	0	0	1640	0	0	1076	1777	1838	967	1777	1680
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	1.5	2.2	2.2	0.1	1.5	1.6
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.2	0.0	0.0	3.1	2.2	2.2	2.3	1.5	1.6
Prop In Lane	0.58		0.38	0.50		0.18	1.00		0.10	1.00		0.63
Lane Grp Cap(c), veh/h	577	0	0	593	0	0	612	670	693	557	670	634
V/C Ratio(X)	0.32	0.00	0.00	0.04	0.00	0.00	0.14	0.31	0.31	0.01	0.23	0.24
Avail Cap(c_a), veh/h	1795	0	0	1831	0	0	1093	1464	1515	990	1464	1385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	7.8	0.0	0.0	6.7	5.8	5.8	6.6	5.6	5.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.5	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.1	0.0	0.0	0.2	0.4	0.4	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	0.0	7.8	0.0	0.0	6.9	6.3	6.3	6.6	6.0	6.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			22			503			307	
Approach Delay, s/veh		9.0			7.8			6.4			6.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.8		11.7		14.8		11.7				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		4.3		2.2		5.1		4.7				
Green Ext Time (p_c), s		2.9		0.1		4.4		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

Notes

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

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	187	22	83	420	4	303
v/c Ratio	0.46	0.06	0.14	0.21	0.01	0.15
Control Delay	11.6	9.6	7.1	6.1	6.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	9.6	7.1	6.1	6.2	4.5
Queue Length 50th (ft)	18	3	8	21	1	10
Queue Length 95th (ft)	56	13	30	50	4	30
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1100	1122	705	2349	630	2285
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.02	0.12	0.18	0.01	0.13

Intersection Summary

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	80	102	41	42	16	74	78	109	55	117	2
Future Vol, veh/h	11	80	102	41	42	16	74	78	109	55	117	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	87	111	45	46	17	80	85	118	60	127	2
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	11.1	10.4	9.4	10.6
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	74%	0%	0%	6%	41%	48%	0%
Vol Thru, %	26%	100%	0%	41%	42%	52%	97%
Vol Right, %	0%	0%	100%	53%	16%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	52	109	193	99	114	61
LT Vol	74	0	0	11	41	55	0
Through Vol	26	52	0	80	42	59	59
RT Vol	0	0	109	102	16	0	2
Lane Flow Rate	109	57	118	210	108	123	66
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.186	0.091	0.167	0.328	0.186	0.223	0.114
Departure Headway (Hd)	6.163	5.788	5.078	5.635	6.222	6.493	6.223
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	619	706	638	577	553	576
Service Time	3.893	3.518	2.809	3.369	3.96	4.23	3.96
HCM Lane V/C Ratio	0.187	0.092	0.167	0.329	0.187	0.222	0.115
HCM Control Delay	10.3	9.1	8.8	11.1	10.4	11.1	9.8
HCM Lane LOS	B	A	A	B	B	B	A
HCM 95th-tile Q	0.7	0.3	0.6	1.4	0.7	0.8	0.4

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	235	164	174	194	83	42	143	86	87	295	51
Future Vol, veh/h	25	235	164	174	194	83	42	143	86	87	295	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	255	178	189	211	90	46	155	93	95	321	55
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	22.8	25.5	16.7	22.2
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	37%	0%	10%	0%	64%	0%	37%	0%
Vol Thru, %	63%	45%	90%	0%	36%	54%	63%	74%
Vol Right, %	0%	55%	0%	100%	0%	46%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	158	260	164	271	180	235	199
LT Vol	42	0	25	0	174	0	87	0
Through Vol	72	72	235	0	97	97	148	148
RT Vol	0	86	0	164	0	83	0	51
Lane Flow Rate	123	171	283	178	295	196	255	216
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.314	0.408	0.674	0.387	0.718	0.441	0.619	0.502
Departure Headway (Hd)	9.172	8.581	8.587	7.811	8.781	8.113	8.748	8.369
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	392	419	421	462	412	444	413	432
Service Time	6.92	6.328	6.317	5.541	6.511	5.844	6.48	6.1
HCM Lane V/C Ratio	0.314	0.408	0.672	0.385	0.716	0.441	0.617	0.5
HCM Control Delay	16.1	17.1	27.4	15.4	31	17.1	24.7	19.3
HCM Lane LOS	C	C	D	C	D	C	C	C
HCM 95th-tile Q	1.3	1.9	4.8	1.8	5.5	2.2	4	2.7

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

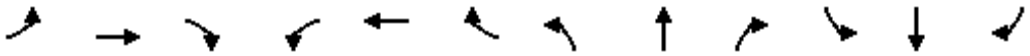
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	7	279	2	5	4	43	157	4	5	246	6
Future Vol, veh/h	79	7	279	2	5	4	43	157	4	5	246	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	8	303	2	5	4	47	171	4	5	267	7
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.5	8.9	10.4	10.4
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	35%	0%	22%	18%	4%	0%
Vol Thru, %	65%	95%	2%	45%	96%	95%
Vol Right, %	0%	5%	76%	36%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	83	365	11	128	129
LT Vol	43	0	79	2	5	0
Through Vol	79	79	7	5	123	123
RT Vol	0	4	279	4	0	6
Lane Flow Rate	132	90	397	12	139	140
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.227	0.149	0.539	0.019	0.231	0.23
Departure Headway (Hd)	6.2	5.986	4.888	5.756	5.967	5.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	599	742	620	602	607
Service Time	3.936	3.722	2.888	3.806	3.702	3.649
HCM Lane V/C Ratio	0.228	0.15	0.535	0.019	0.231	0.231
HCM Control Delay	10.8	9.8	13.5	8.9	10.5	10.4
HCM Lane LOS	B	A	B	A	B	B
HCM 95th-tile Q	0.9	0.5	3.3	0.1	0.9	0.9

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/14/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	19	97	19	71	14	128	202	20	158	510	191
Future Volume (veh/h)	50	19	97	19	71	14	128	202	20	158	510	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	21	105	21	77	15	139	220	22	172	554	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	77	208	168	307	53	438	1505	149	700	1166	436
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	314	340	915	166	1351	232	704	3266	323	1138	2530	947
Grp Volume(v), veh/h	180	0	0	113	0	0	139	119	123	172	389	373
Grp Sat Flow(s),veh/h/ln	1569	0	0	1749	0	0	704	1777	1812	1138	1777	1700
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	5.6	1.3	1.3	3.4	4.9	5.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	1.7	0.0	0.0	10.5	1.3	1.3	4.7	4.9	5.0
Prop In Lane	0.30		0.58	0.19		0.13	1.00		0.18	1.00		0.56
Lane Grp Cap(c), veh/h	500	0	0	528	0	0	438	819	835	700	819	783
V/C Ratio(X)	0.36	0.00	0.00	0.21	0.00	0.00	0.32	0.15	0.15	0.25	0.47	0.48
Avail Cap(c_a), veh/h	1451	0	0	1584	0	0	582	1184	1207	933	1184	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	10.4	0.0	0.0	9.7	5.1	5.1	6.5	6.1	6.1
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.8	0.2	0.2	0.4	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.5	0.0	0.0	0.7	0.3	0.3	0.5	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	10.6	0.0	0.0	10.6	5.3	5.3	6.8	7.0	7.1
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		180			113			381			934	
Approach Delay, s/veh		11.4			10.6			7.2			7.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.9		12.8		19.9		12.8				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		7.0		3.7		12.5		5.1				
Green Ext Time (p_c), s		8.0		0.6		2.6		1.0				

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

Notes

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

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	180	113	139	242	172	762
v/c Ratio	0.44	0.29	0.34	0.11	0.25	0.36
Control Delay	10.4	13.8	9.3	4.7	6.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	13.8	9.3	4.7	6.9	5.3
Queue Length 50th (ft)	14	19	15	10	17	36
Queue Length 95th (ft)	51	48	53	26	51	75
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1092	1222	429	2242	717	2210
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.09	0.32	0.11	0.24	0.34

Intersection Summary

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	47	62	100	50	41	54	92	58	15	90	13
Future Vol, veh/h	15	47	62	100	50	41	54	92	58	15	90	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	51	67	109	54	45	59	100	63	16	98	14
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	9.6	11.4	9.2	9.7
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	64%	0%	0%	12%	52%	25%	0%
Vol Thru, %	36%	100%	0%	38%	26%	75%	78%
Vol Right, %	0%	0%	100%	50%	21%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	61	58	124	191	60	58
LT Vol	54	0	0	15	100	15	0
Through Vol	31	61	0	47	50	45	45
RT Vol	0	0	58	62	41	0	13
Lane Flow Rate	92	67	63	135	208	65	63
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.155	0.106	0.088	0.206	0.334	0.114	0.105
Departure Headway (Hd)	6.073	5.75	5.041	5.491	5.788	6.305	6.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	626	714	655	625	569	596
Service Time	3.785	3.462	2.753	3.216	3.499	4.036	3.75
HCM Lane V/C Ratio	0.155	0.107	0.088	0.206	0.333	0.114	0.106
HCM Control Delay	9.9	9.1	8.2	9.6	11.4	9.8	9.5
HCM Lane LOS	A	A	A	A	B	A	A
HCM 95th-tile Q	0.5	0.4	0.3	0.8	1.5	0.4	0.4

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	178	50	93	181	85	93	217	168	63	156	39
Future Vol, veh/h	29	178	50	93	181	85	93	217	168	63	156	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	193	54	101	197	92	101	236	183	68	170	42
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	17.1	16	18.5	14.3
HCM LOS	C	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	46%	0%	14%	0%	51%	0%	45%	0%
Vol Thru, %	54%	39%	86%	0%	49%	52%	55%	67%
Vol Right, %	0%	61%	0%	100%	0%	48%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	277	207	50	184	176	141	117
LT Vol	93	0	29	0	93	0	63	0
Through Vol	109	109	178	0	91	91	78	78
RT Vol	0	168	0	50	0	85	0	39
Lane Flow Rate	219	301	225	54	199	191	153	127
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.47	0.589	0.501	0.109	0.444	0.392	0.347	0.271
Departure Headway (Hd)	7.725	7.051	8.024	7.23	8.007	7.398	8.155	7.684
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	511	448	494	449	485	440	467
Service Time	5.487	4.813	5.792	4.998	5.772	5.162	5.927	5.455
HCM Lane V/C Ratio	0.469	0.589	0.502	0.109	0.443	0.394	0.348	0.272
HCM Control Delay	17.2	19.5	18.6	10.9	17.1	14.9	15.2	13.3
HCM Lane LOS	C	C	C	B	C	B	C	B
HCM 95th-tile Q	2.5	3.8	2.7	0.4	2.2	1.8	1.5	1.1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

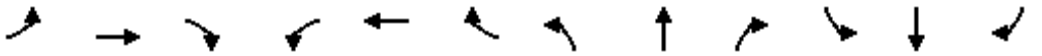
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	6	90	6	4	8	61	199	5	7	191	10
Future Vol, veh/h	8	6	90	6	4	8	61	199	5	7	191	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	7	98	7	4	9	66	216	5	8	208	11
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.5	8.3	9.4	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	38%	0%	8%	33%	7%	0%
Vol Thru, %	62%	95%	6%	22%	93%	91%
Vol Right, %	0%	5%	87%	44%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	105	104	18	103	106
LT Vol	61	0	8	6	7	0
Through Vol	100	100	6	4	96	96
RT Vol	0	5	90	8	0	10
Lane Flow Rate	174	114	113	20	111	115
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.254	0.158	0.145	0.028	0.159	0.161
Departure Headway (Hd)	5.245	5.02	4.63	5.069	5.151	5.05
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	684	713	773	704	695	709
Service Time	2.985	2.76	2.668	3.119	2.894	2.793
HCM Lane V/C Ratio	0.254	0.16	0.146	0.028	0.16	0.162
HCM Control Delay	9.8	8.7	8.5	8.3	8.9	8.8
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1	0.6	0.5	0.1	0.6	0.6

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/14/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	7	65	10	6	7	76	398	19	7	219	87
Future Volume (veh/h)	99	7	65	10	6	7	76	398	19	7	219	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	8	71	11	7	8	83	433	21	8	238	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	54	138	293	168	120	597	1310	63	542	950	368
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	720	225	578	425	705	502	1047	3450	167	937	2502	970
Grp Volume(v), veh/h	187	0	0	26	0	0	83	222	232	8	167	166
Grp Sat Flow(s),veh/h/ln	1523	0	0	1632	0	0	1047	1777	1840	937	1777	1696
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	1.6	2.4	2.4	0.2	1.7	1.8
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.3	0.0	0.0	3.4	2.4	2.4	2.5	1.7	1.8
Prop In Lane	0.58		0.38	0.42		0.31	1.00		0.09	1.00		0.57
Lane Grp Cap(c), veh/h	576	0	0	580	0	0	597	674	699	542	674	644
V/C Ratio(X)	0.32	0.00	0.00	0.04	0.00	0.00	0.14	0.33	0.33	0.01	0.25	0.26
Avail Cap(c_a), veh/h	1777	0	0	1813	0	0	1055	1452	1504	952	1452	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	7.9	0.0	0.0	6.9	5.9	5.9	6.8	5.7	5.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.6	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.1	0.0	0.0	0.2	0.5	0.5	0.0	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	0.0	7.9	0.0	0.0	7.1	6.4	6.4	6.8	6.1	6.1
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			26			537			341	
Approach Delay, s/veh		9.1			7.9			6.5			6.1	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.9		11.7		14.9		11.7				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		4.5		2.3		5.4		4.7				
Green Ext Time (p_c), s		3.2		0.1		4.8		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		6.9
HCM 6th LOS		A

Notes

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

Queues
9: Cohasset St & Woodlake Ave

04/14/2023

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	187	26	83	454	8	333
v/c Ratio	0.46	0.07	0.14	0.22	0.02	0.17
Control Delay	11.7	9.1	7.1	6.1	6.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	9.1	7.1	6.1	6.3	4.6
Queue Length 50th (ft)	18	3	8	22	1	11
Queue Length 95th (ft)	59	15	30	54	6	33
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1094	1128	683	2343	608	2287
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.02	0.12	0.19	0.01	0.15

Intersection Summary

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	90	115	46	48	18	83	88	123	62	132	3
Future Vol, veh/h	13	90	115	46	48	18	83	88	123	62	132	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	98	125	50	52	20	90	96	134	67	143	3
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	12.3	11.1	10	11.3
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	74%	0%	0%	6%	41%	48%	0%
Vol Thru, %	26%	100%	0%	41%	43%	52%	96%
Vol Right, %	0%	0%	100%	53%	16%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	59	123	218	112	128	69
LT Vol	83	0	0	13	46	62	0
Through Vol	29	59	0	90	48	66	66
RT Vol	0	0	123	115	18	0	3
Lane Flow Rate	122	64	134	237	122	139	75
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.217	0.107	0.197	0.386	0.219	0.262	0.135
Departure Headway (Hd)	6.391	6.016	5.305	5.867	6.489	6.775	6.497
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	595	675	611	551	529	551
Service Time	4.135	3.76	3.048	3.614	4.243	4.529	4.251
HCM Lane V/C Ratio	0.217	0.108	0.199	0.388	0.221	0.263	0.136
HCM Control Delay	10.9	9.5	9.4	12.3	11.1	11.9	10.3
HCM Lane LOS	B	A	A	B	B	B	B
HCM 95th-tile Q	0.8	0.4	0.7	1.8	0.8	1	0.5

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	264	184	195	218	93	48	161	97	98	331	58
Future Vol, veh/h	28	264	184	195	218	93	48	161	97	98	331	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	287	200	212	237	101	52	175	105	107	360	63
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	32.9	38.3	20	30.4
HCM LOS	D	E	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	37%	0%	10%	0%	64%	0%	37%	0%
Vol Thru, %	63%	45%	90%	0%	36%	54%	63%	74%
Vol Right, %	0%	55%	0%	100%	0%	46%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	178	292	184	304	202	264	224
LT Vol	48	0	28	0	195	0	98	0
Through Vol	81	81	264	0	109	109	166	166
RT Vol	0	97	0	184	0	93	0	58
Lane Flow Rate	140	193	317	200	330	220	286	243
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.383	0.497	0.815	0.47	0.865	0.534	0.746	0.607
Departure Headway (Hd)	9.879	9.282	9.239	8.458	9.428	8.757	9.382	8.998
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	365	388	394	426	383	413	387	401
Service Time	7.633	7.035	6.987	6.206	7.177	6.506	7.131	6.747
HCM Lane V/C Ratio	0.384	0.497	0.805	0.469	0.862	0.533	0.739	0.606
HCM Control Delay	18.7	20.9	42	18.5	49.7	21.2	35.2	24.8
HCM Lane LOS	C	C	E	C	E	C	E	C
HCM 95th-tile Q	1.8	2.7	7.3	2.4	8.3	3	5.9	3.9

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

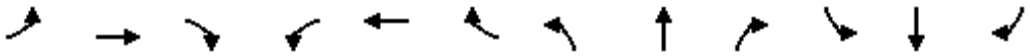
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	8	313	3	6	5	49	176	5	6	276	7
Future Vol, veh/h	89	8	313	3	6	5	49	176	5	6	276	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	9	340	3	7	5	53	191	5	7	300	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	16.2	9.3	11.1	11.2
HCM LOS	C	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	36%	0%	22%	21%	4%	0%
Vol Thru, %	64%	95%	2%	43%	96%	95%
Vol Right, %	0%	5%	76%	36%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	93	410	14	144	145
LT Vol	49	0	89	3	6	0
Through Vol	88	88	8	6	138	138
RT Vol	0	5	313	5	0	7
Lane Flow Rate	149	101	446	15	157	158
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.268	0.175	0.625	0.026	0.271	0.27
Departure Headway (Hd)	6.47	6.249	5.049	6.108	6.224	6.168
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	555	573	713	583	578	582
Service Time	4.216	3.996	3.09	4.178	3.967	3.912
HCM Lane V/C Ratio	0.268	0.176	0.626	0.026	0.272	0.271
HCM Control Delay	11.6	10.3	16.2	9.3	11.3	11.2
HCM Lane LOS	B	B	C	A	B	B
HCM 95th-tile Q	1.1	0.6	4.4	0.1	1.1	1.1

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/15/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	22	109	22	80	16	144	227	23	17	572	214
Future Volume (veh/h)	56	22	109	22	80	16	144	227	23	17	572	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	24	118	24	87	17	157	247	25	18	622	233
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	70	196	158	291	50	417	1622	163	707	1258	471
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	329	324	906	176	1346	233	646	3261	327	1107	2530	947
Grp Volume(v), veh/h	203	0	0	128	0	0	157	134	138	18	437	418
Grp Sat Flow(s),veh/h/ln	1559	0	0	1756	0	0	646	1777	1811	1107	1777	1700
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	7.6	1.5	1.5	0.3	5.8	5.8
Cycle Q Clear(g_c), s	4.0	0.0	0.0	2.1	0.0	0.0	13.5	1.5	1.5	1.8	5.8	5.8
Prop In Lane	0.30		0.58	0.19		0.13	1.00		0.18	1.00		0.56
Lane Grp Cap(c), veh/h	469	0	0	500	0	0	417	884	901	707	884	845
V/C Ratio(X)	0.43	0.00	0.00	0.26	0.00	0.00	0.38	0.15	0.15	0.03	0.49	0.49
Avail Cap(c_a), veh/h	1329	0	0	1454	0	0	492	1088	1109	834	1088	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	11.8	0.0	0.0	10.5	4.9	4.9	5.4	6.0	6.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	1.1	0.2	0.2	0.0	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.7	0.0	0.0	0.9	0.3	0.3	0.0	1.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	12.0	0.0	0.0	11.6	5.0	5.0	5.4	6.9	6.9
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		203			128			429			873	
Approach Delay, s/veh		13.1			12.0			7.4			6.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.1		22.5		13.1				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		7.8		4.1		15.5		6.0				
Green Ext Time (p_c), s		7.6		0.7		2.2		1.2				

Intersection Summary		
HCM 6th Ctrl Delay	8.2	
HCM 6th LOS	A	

Notes

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

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	203	128	157	272	18	855
v/c Ratio	0.49	0.34	0.43	0.12	0.03	0.40
Control Delay	11.4	14.6	12.5	4.9	5.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	14.6	12.5	4.9	5.5	5.8
Queue Length 50th (ft)	17	22	18	12	2	43
Queue Length 95th (ft)	57	53	#92	30	9	93
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1035	1132	366	2177	676	2148
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.11	0.43	0.12	0.03	0.40

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	53	70	112	56	46	61	78	65	17	78	7
Future Vol, veh/h	8	53	70	112	56	46	61	78	65	17	78	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	58	76	122	61	50	66	85	71	18	85	8
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	9.7	11.9	9.3	9.8
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	70%	0%	0%	6%	52%	30%	0%
Vol Thru, %	30%	100%	0%	40%	26%	70%	85%
Vol Right, %	0%	0%	100%	53%	21%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	52	65	131	214	56	46
LT Vol	61	0	0	8	112	17	0
Through Vol	26	52	0	53	56	39	39
RT Vol	0	0	65	70	46	0	7
Lane Flow Rate	95	57	71	142	233	61	50
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.162	0.091	0.1	0.215	0.373	0.109	0.086
Departure Headway (Hd)	6.164	5.809	5.1	5.437	5.773	6.44	6.177
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	618	704	661	628	557	581
Service Time	3.89	3.534	2.825	3.161	3.473	4.172	3.909
HCM Lane V/C Ratio	0.163	0.092	0.101	0.215	0.371	0.11	0.086
HCM Control Delay	10.1	9.1	8.4	9.7	11.9	10	9.5
HCM Lane LOS	B	A	A	A	B	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.8	1.7	0.4	0.3

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	175	28	105	175	92	73	237	189	68	168	15
Future Vol, veh/h	7	175	28	105	175	92	73	237	189	68	168	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	190	30	114	190	100	79	258	205	74	183	16
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	16.1	16	19.2	14.4
HCM LOS	C	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	38%	0%	4%	0%	55%	0%	45%	0%
Vol Thru, %	62%	39%	96%	0%	45%	49%	55%	85%
Vol Right, %	0%	61%	0%	100%	0%	51%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	308	182	28	193	180	152	99
LT Vol	73	0	7	0	105	0	68	0
Through Vol	119	119	175	0	88	88	84	84
RT Vol	0	189	0	28	0	92	0	15
Lane Flow Rate	208	334	198	30	209	195	165	108
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.436	0.64	0.44	0.061	0.46	0.394	0.369	0.23
Departure Headway (Hd)	7.534	6.898	8.003	7.261	7.911	7.263	8.035	7.696
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	521	449	492	454	496	446	466
Service Time	5.291	4.655	5.768	5.025	5.671	5.021	5.801	5.461
HCM Lane V/C Ratio	0.436	0.641	0.441	0.061	0.46	0.393	0.37	0.232
HCM Control Delay	16	21.2	17	10.5	17.3	14.7	15.5	12.8
HCM Lane LOS	C	C	C	B	C	B	C	B
HCM 95th-tile Q	2.2	4.5	2.2	0.2	2.4	1.9	1.7	0.9

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

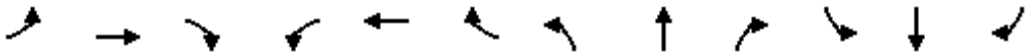
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	7	67	7	5	9	37	192	6	8	180	12
Future Vol, veh/h	9	7	67	7	5	9	37	192	6	8	180	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	8	73	8	5	10	40	209	7	9	196	13
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.2	8.1	8.9	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	28%	0%	11%	33%	8%	0%
Vol Thru, %	72%	94%	8%	24%	92%	88%
Vol Right, %	0%	6%	81%	43%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	102	83	21	98	102
LT Vol	37	0	9	7	8	0
Through Vol	96	96	7	5	90	90
RT Vol	0	6	67	9	0	12
Lane Flow Rate	145	111	90	23	107	111
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.206	0.152	0.115	0.031	0.15	0.152
Departure Headway (Hd)	5.132	4.951	4.577	4.943	5.072	4.948
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	700	724	782	723	707	725
Service Time	2.862	2.681	2.608	2.982	2.803	2.679
HCM Lane V/C Ratio	0.207	0.153	0.115	0.032	0.151	0.153
HCM Control Delay	9.2	8.6	8.2	8.1	8.7	8.6
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.4	0.1	0.5	0.5

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/15/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	8	73	12	7	5	86	412	22	5	214	98
Future Volume (veh/h)	111	8	73	12	7	5	86	412	22	5	214	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	9	79	13	8	5	93	448	24	5	233	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	50	139	337	182	77	593	1330	71	534	928	412
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	737	208	575	582	752	318	1040	3431	183	922	2392	1063
Grp Volume(v), veh/h	209	0	0	26	0	0	93	231	241	5	171	169
Grp Sat Flow(s),veh/h/ln	1520	0	0	1651	0	0	1040	1777	1837	922	1777	1679
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	1.8	2.5	2.5	0.1	1.8	1.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.3	0.0	0.0	3.7	2.5	2.5	2.6	1.8	1.9
Prop In Lane	0.58		0.38	0.50		0.19	1.00		0.10	1.00		0.63
Lane Grp Cap(c), veh/h	574	0	0	596	0	0	593	689	712	534	689	651
V/C Ratio(X)	0.36	0.00	0.00	0.04	0.00	0.00	0.16	0.34	0.34	0.01	0.25	0.26
Avail Cap(c_a), veh/h	1721	0	0	1754	0	0	1013	1405	1453	905	1405	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	8.0	0.0	0.0	7.0	5.9	5.9	6.9	5.7	5.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.6	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.1	0.0	0.0	0.3	0.5	0.5	0.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	0.0	0.0	8.1	0.0	0.0	7.3	6.5	6.5	6.9	6.1	6.2
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		209			26			565			345	
Approach Delay, s/veh		9.5			8.1			6.6			6.2	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		12.1		15.5		12.1				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		4.6		2.3		5.7		5.2				
Green Ext Time (p_c), s		3.2		0.1		5.0		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A

Notes

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

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	209	26	93	472	5	340
v/c Ratio	0.49	0.07	0.16	0.24	0.01	0.17
Control Delay	12.4	9.6	7.7	6.5	6.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	9.6	7.7	6.5	6.6	4.7
Queue Length 50th (ft)	22	3	9	25	1	11
Queue Length 95th (ft)	68	15	35	60	5	34
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1089	1125	676	2333	595	2274
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.02	0.14	0.20	0.01	0.15

Intersection Summary

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	90	115	46	48	18	83	88	123	62	132	3
Future Vol, veh/h	13	90	115	46	48	18	83	88	123	62	132	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	98	125	50	52	20	90	96	134	67	143	3
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	12.3	11.1	10	11.3
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	74%	0%	0%	6%	41%	48%	0%
Vol Thru, %	26%	100%	0%	41%	43%	52%	96%
Vol Right, %	0%	0%	100%	53%	16%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	59	123	218	112	128	69
LT Vol	83	0	0	13	46	62	0
Through Vol	29	59	0	90	48	66	66
RT Vol	0	0	123	115	18	0	3
Lane Flow Rate	122	64	134	237	122	139	75
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.217	0.107	0.197	0.386	0.219	0.262	0.135
Departure Headway (Hd)	6.391	6.016	5.305	5.867	6.489	6.775	6.497
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	595	675	611	551	529	551
Service Time	4.135	3.76	3.048	3.614	4.243	4.529	4.251
HCM Lane V/C Ratio	0.217	0.108	0.199	0.388	0.221	0.263	0.136
HCM Control Delay	10.9	9.5	9.4	12.3	11.1	11.9	10.3
HCM Lane LOS	B	A	A	B	B	B	B
HCM 95th-tile Q	0.8	0.4	0.7	1.8	0.8	1	0.5

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	264	184	195	218	93	48	161	97	98	331	58
Future Vol, veh/h	28	264	184	195	218	93	48	161	97	98	331	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	287	200	212	237	101	52	175	105	107	360	63
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	32.9	38.3	20	30.4
HCM LOS	D	E	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	37%	0%	10%	0%	64%	0%	37%	0%
Vol Thru, %	63%	45%	90%	0%	36%	54%	63%	74%
Vol Right, %	0%	55%	0%	100%	0%	46%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	178	292	184	304	202	264	224
LT Vol	48	0	28	0	195	0	98	0
Through Vol	81	81	264	0	109	109	166	166
RT Vol	0	97	0	184	0	93	0	58
Lane Flow Rate	140	193	317	200	330	220	286	243
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.383	0.497	0.815	0.47	0.865	0.534	0.746	0.607
Departure Headway (Hd)	9.879	9.282	9.239	8.458	9.428	8.757	9.382	8.998
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	365	388	394	426	383	413	387	401
Service Time	7.633	7.035	6.987	6.206	7.177	6.506	7.131	6.747
HCM Lane V/C Ratio	0.384	0.497	0.805	0.469	0.862	0.533	0.739	0.606
HCM Control Delay	18.7	20.9	42	18.5	49.7	21.2	35.2	24.8
HCM Lane LOS	C	C	E	C	E	C	E	C
HCM 95th-tile Q	1.8	2.7	7.3	2.4	8.3	3	5.9	3.9

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

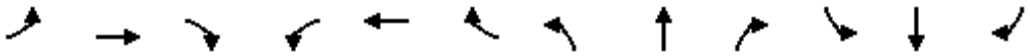
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	8	313	3	6	5	49	176	5	6	276	7
Future Vol, veh/h	89	8	313	3	6	5	49	176	5	6	276	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	9	340	3	7	5	53	191	5	7	300	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	16.2	9.3	11.1	11.2
HCM LOS	C	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	36%	0%	22%	21%	4%	0%
Vol Thru, %	64%	95%	2%	43%	96%	95%
Vol Right, %	0%	5%	76%	36%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	93	410	14	144	145
LT Vol	49	0	89	3	6	0
Through Vol	88	88	8	6	138	138
RT Vol	0	5	313	5	0	7
Lane Flow Rate	149	101	446	15	157	158
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.268	0.175	0.625	0.026	0.271	0.27
Departure Headway (Hd)	6.47	6.249	5.049	6.108	6.224	6.168
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	555	573	713	583	578	582
Service Time	4.216	3.996	3.09	4.178	3.967	3.912
HCM Lane V/C Ratio	0.268	0.176	0.626	0.026	0.272	0.271
HCM Control Delay	11.6	10.3	16.2	9.3	11.3	11.2
HCM Lane LOS	B	B	C	A	B	B
HCM 95th-tile Q	1.1	0.6	4.4	0.1	1.1	1.1

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/15/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	22	109	22	80	16	144	227	23	17	572	214
Future Volume (veh/h)	56	22	109	22	80	16	144	227	23	17	572	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	24	118	24	87	17	157	247	25	18	622	233
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	70	196	158	291	50	417	1622	163	707	1258	471
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	329	324	906	176	1346	233	646	3261	327	1107	2530	947
Grp Volume(v), veh/h	203	0	0	128	0	0	157	134	138	18	437	418
Grp Sat Flow(s),veh/h/ln	1559	0	0	1756	0	0	646	1777	1811	1107	1777	1700
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	7.6	1.5	1.5	0.3	5.8	5.8
Cycle Q Clear(g_c), s	4.0	0.0	0.0	2.1	0.0	0.0	13.5	1.5	1.5	1.8	5.8	5.8
Prop In Lane	0.30		0.58	0.19		0.13	1.00		0.18	1.00		0.56
Lane Grp Cap(c), veh/h	469	0	0	500	0	0	417	884	901	707	884	845
V/C Ratio(X)	0.43	0.00	0.00	0.26	0.00	0.00	0.38	0.15	0.15	0.03	0.49	0.49
Avail Cap(c_a), veh/h	1329	0	0	1454	0	0	492	1088	1109	834	1088	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	11.8	0.0	0.0	10.5	4.9	4.9	5.4	6.0	6.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	1.1	0.2	0.2	0.0	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.7	0.0	0.0	0.9	0.3	0.3	0.0	1.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	12.0	0.0	0.0	11.6	5.0	5.0	5.4	6.9	6.9
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		203			128			429			873	
Approach Delay, s/veh		13.1			12.0			7.4			6.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.1		22.5		13.1				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		7.8		4.1		15.5		6.0				
Green Ext Time (p_c), s		7.6		0.7		2.2		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

Notes

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

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	203	128	157	272	18	855
v/c Ratio	0.49	0.34	0.43	0.12	0.03	0.40
Control Delay	11.4	14.6	12.5	4.9	5.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	14.6	12.5	4.9	5.5	5.8
Queue Length 50th (ft)	17	22	18	12	2	43
Queue Length 95th (ft)	57	53	#92	30	9	93
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1035	1132	366	2177	676	2148
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.11	0.43	0.12	0.03	0.40

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	53	70	112	56	46	61	101	65	17	99	14
Future Vol, veh/h	16	53	70	112	56	46	61	101	65	17	99	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	58	76	122	61	50	66	110	71	18	108	15
Number of Lanes	0	1	0	0	1	0	0	2	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	1	1
HCM Control Delay	10.2	12.3	9.5	10.1
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	64%	0%	0%	12%	52%	26%	0%
Vol Thru, %	36%	100%	0%	38%	26%	74%	78%
Vol Right, %	0%	0%	100%	50%	21%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	67	65	139	214	67	64
LT Vol	61	0	0	16	112	17	0
Through Vol	34	67	0	53	56	50	50
RT Vol	0	0	65	70	46	0	14
Lane Flow Rate	103	73	71	151	233	72	69
Geometry Grp	7	7	7	7	7	8	8
Degree of Util (X)	0.179	0.12	0.102	0.238	0.384	0.131	0.12
Departure Headway (Hd)	6.247	5.92	5.21	5.671	5.939	6.545	6.257
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	606	687	633	607	548	573
Service Time	3.98	3.653	2.943	3.403	3.668	4.285	3.998
HCM Lane V/C Ratio	0.179	0.12	0.103	0.239	0.384	0.131	0.12
HCM Control Delay	10.3	9.5	8.5	10.2	12.3	10.3	9.9
HCM Lane LOS	B	A	A	B	B	B	A
HCM 95th-tile Q	0.6	0.4	0.3	0.9	1.8	0.4	0.4

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	197	53	105	200	95	101	243	189	71	174	41
Future Vol, veh/h	30	197	53	105	200	95	101	243	189	71	174	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	214	58	114	217	103	110	264	205	77	189	45
Number of Lanes	0	1	1	0	2	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	20.6	18.8	23.8	16.3
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	45%	0%	13%	0%	51%	0%	45%	0%
Vol Thru, %	55%	39%	87%	0%	49%	51%	55%	68%
Vol Right, %	0%	61%	0%	100%	0%	49%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	311	227	53	205	195	158	128
LT Vol	101	0	30	0	105	0	71	0
Through Vol	122	122	197	0	100	100	87	87
RT Vol	0	189	0	53	0	95	0	41
Lane Flow Rate	242	338	247	58	223	212	172	139
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.549	0.702	0.584	0.124	0.524	0.462	0.413	0.317
Departure Headway (Hd)	8.166	7.493	8.519	7.725	8.471	7.854	8.664	8.199
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	479	422	462	423	456	414	437
Service Time	5.949	5.275	6.306	5.511	6.257	5.639	6.457	5.991
HCM Lane V/C Ratio	0.55	0.706	0.585	0.126	0.527	0.465	0.415	0.318
HCM Control Delay	20.5	26.2	22.7	11.6	20.3	17.3	17.5	14.8
HCM Lane LOS	C	D	C	B	C	C	C	B
HCM 95th-tile Q	3.2	5.4	3.6	0.4	3	2.4	2	1.3

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

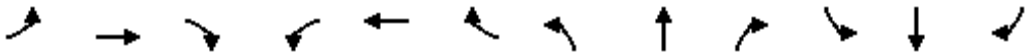
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	7	98	7	5	9	65	220	6	8	211	12
Future Vol, veh/h	9	7	98	7	5	9	65	220	6	8	211	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	8	107	8	5	10	71	239	7	9	229	13
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.7	8.5	9.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	37%	0%	8%	33%	7%	0%
Vol Thru, %	63%	95%	6%	24%	93%	90%
Vol Right, %	0%	5%	86%	43%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	116	114	21	114	118
LT Vol	65	0	9	7	8	0
Through Vol	110	110	7	5	106	106
RT Vol	0	6	98	9	0	12
Lane Flow Rate	190	126	124	23	123	128
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.281	0.178	0.164	0.033	0.179	0.182
Departure Headway (Hd)	5.312	5.089	4.753	5.218	5.231	5.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	673	702	752	682	683	697
Service Time	3.062	2.839	2.8	3.282	2.983	2.875
HCM Lane V/C Ratio	0.282	0.179	0.165	0.034	0.18	0.184
HCM Control Delay	10.1	8.9	8.7	8.5	9.1	9
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.2	0.6	0.6	0.1	0.6	0.7

HCM 6th Signalized Intersection Summary
9: Cohasset St & Woodlake Ave

04/15/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	8	73	12	7	8	86	443	22	8	242	98
Future Volume (veh/h)	111	8	73	12	7	8	86	443	22	8	242	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	9	79	13	8	9	93	482	24	9	263	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	50	138	293	166	119	585	1374	68	524	991	393
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	736	207	573	461	693	495	1012	3445	171	893	2485	985
Grp Volume(v), veh/h	209	0	0	30	0	0	93	248	258	9	186	184
Grp Sat Flow(s),veh/h/ln	1517	0	0	1648	0	0	1012	1777	1840	893	1777	1693
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	1.9	2.8	2.8	0.2	2.0	2.1
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.4	0.0	0.0	4.0	2.8	2.8	3.0	2.0	2.1
Prop In Lane	0.58		0.38	0.43		0.30	1.00		0.09	1.00		0.58
Lane Grp Cap(c), veh/h	565	0	0	578	0	0	585	709	734	524	709	675
V/C Ratio(X)	0.37	0.00	0.00	0.05	0.00	0.00	0.16	0.35	0.35	0.02	0.26	0.27
Avail Cap(c_a), veh/h	1677	0	0	1713	0	0	963	1372	1421	857	1372	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	8.3	0.0	0.0	7.1	5.9	5.9	7.0	5.7	5.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.6	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.1	0.0	0.0	0.3	0.6	0.6	0.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	8.3	0.0	0.0	7.3	6.5	6.5	7.0	6.1	6.2
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		209			30			599			379	
Approach Delay, s/veh		9.8			8.3			6.7			6.2	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		12.2		16.1		12.2				
Change Period (Y+Rc), s		* 4.8		5.4		* 4.8		5.4				
Max Green Setting (Gmax), s		* 22		28.0		* 22		28.0				
Max Q Clear Time (g_c+I1), s		5.0		2.4		6.0		5.3				
Green Ext Time (p_c), s		3.5		0.1		5.3		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Notes

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

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	209	30	93	506	9	370
v/c Ratio	0.50	0.08	0.17	0.25	0.02	0.19
Control Delay	12.8	9.3	7.7	6.6	6.5	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	9.3	7.7	6.6	6.5	4.8
Queue Length 50th (ft)	22	3	9	27	1	13
Queue Length 95th (ft)	71	17	35	63	7	37
Internal Link Dist (ft)	1351	277		694		755
Turn Bay Length (ft)						
Base Capacity (vph)	1079	1124	654	2322	573	2272
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.03	0.14	0.22	0.02	0.16

Intersection Summary