

X. Traffic Impact Mitigation

Results of the traffic analysis found that the Project would result in a potential project-related effect during the Opening Year (2030) with Project conditions. The Project traffic causes the following movements at the following study intersections to operate at an unacceptable LOS E/F.

- N Central Avenue and W 131st Street
 - Westbound left/right (LOS F – AM and PM Peaks)
- N Central Avenue and W El Segundo Blvd
 - Northbound left (Deficient queue)
- W El Segundo Boulevard and N Parmelee Avenue
 - Northbound Right (LOS E/F – PM Peak)
 - Westbound Left (LOS E – PM Peak)

It is recommended that the following adjustments be made for the following study intersections.

- N Central Avenue and W El Segundo Blvd
 - Signal Timing Adjustments
 - Split optimization
 - Cycle Length Increase
- W El Segundo Boulevard and N Parmelee Avenue
 - Signal Timing Adjustments
 - Protected-permissive westbound left turn phasing
 - Split optimization

For the intersection of N Central Avenue and W 131st Street It should be noted that higher levels of minor movement delay are common during the peak hour at unsignalized intersections because there is a smaller number of suitable gaps due to high volumes of vehicles on the major road (Central Avenue). However, the proposed Project is not anticipated to result in any significant impacts under Opening year with Project conditions since the peak delay occurs over a short duration. The recommended improvements would result in the intersection movements operating at LOS D or better and improved queue lengths.

XI. Vehicle Miles Traveled (VMT) Analysis

VMT SCREENING

With the passage of Senate Bill (SB) 743, Vehicle Miles Travelled (VMT) has become an important indicator for determining if a development will result in a “significant transportation impact” under the California Environmental Quality Act (CEQA). The Governor’s Office of Planning and Research’s (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018) provides screening criteria to identify when a project should be expected to cause a less-than significant impact without conducting a VMT analysis. A school primarily used to serve the immediate community can be considered local serving and therefore can be screened out from further VMT analysis.

XII. Summary and Conclusions

This report documents the results of a Traffic Impact Analysis completed for the Project. The following summarizes the results of the assessment:

Project Description

- The Project proposes the expansion and modernization of the existing Centennial High School campus, located at the southeast corner of the intersection of W El Segundo Boulevard and N Central Avenue.
- The Project is anticipated to generate 0 net daily and peak hour trips because the Project is not anticipated to increase or reduce enrollment numbers and will remain consistent with previous years. Project scenarios evaluate the redistribution of existing vehicle trips to the proposed Project driveway locations/configurations.

Traffic Impact Analysis

The following intersections were identified for analysis:

- N Central Avenue and W El Segundo Boulevard – Signalized
- N Central Avenue and W 131st Street – Two-Way Stop Control (TWSC)
- W El Segundo Boulevard and N Parmelee Avenue – Signalized
- N Parmelee Avenue and 131st Street - TWSC

The traffic impact analysis evaluates four (4) scenarios:

- Existing Year (2026) without Project Conditions
- Existing Year (2026) with Project Conditions
- Opening Year (2030) without Project Conditions
- Opening Year (2030) with Project Conditions

Under **Opening Year 2030 without Project** conditions, all study intersection movements operate at LOS D or better, except for the following movements within the study intersections:

- N Central Avenue and W El Segundo Boulevard
 - Northbound through (LOS E – PM Peak)
 - Eastbound left (LOS E – PM Peak)
 - Westbound left (LOS E – PM Peak)
- N Central Avenue and W 131st Street
 - Westbound left/right (LOS F – PM Peak)
- W El Segundo Boulevard and N Parmelee Avenue
 - Northbound right (LOS E – AM and PM Peaks)

Queuing analysis found the following queues exceed their queue storage:

- N Central Avenue and W El Segundo Boulevard

- Northbound left (AM and PM Peaks)
- Southbound left (PM Peak)
- Eastbound left (AM and PM Peaks)
- Westbound left (AM and PM Peaks)
- W El Segundo Boulevard and N Parmelee Avenue
 - Westbound left (AM and PM Peak)

In the **Opening Year 2030 with Project**, all study intersection movements operate at LOS D or better, except for the following movements within the study intersections:

- N Central Avenue and W El Segundo Boulevard
 - Northbound through (LOS E – PM Peak)
 - Eastbound left (LOS E – PM Peak)
 - Westbound left (LOS E – PM Peak)
- N Central Avenue and W 131st Street
 - Westbound left/right (LOS F – AM and PM Peaks)
- W El Segundo Boulevard and N Parmelee Avenue
 - Northbound Right (LOS E/F – AM and PM Peaks)
 - Westbound Left (LOS E – PM Peak)

Only movements at the intersections of N Central Avenue and W 131st Street and W El Segundo Boulevard and N Parmelee Avenue during the PM peak would be considered a potential project-related effect as the Project traffic degrades the movements.

Queuing analysis found the following queues exceed their queue storage due to Project Traffic:

- N Central Avenue and W El Segundo Boulevard
 - Northbound Left (AM Peak)
- W El Segundo Boulevard and N Parmelee Avenue
 - Westbound left (AM and PM Peaks)

Site Access and Circulation

- There is a total of 43 collisions across the study intersections and study area roadway segments. Of the 43 collisions, only fifteen (15) occurred during school hours (7A-4P).
- During the AM arrival period, pedestrians (students) walking to school travel mostly along the east side of N Central Avenue (heading south) and south side of W El Segundo Boulevard (heading west. During the PM dismissal period, students travel mostly along the south side of W El Segundo Boulevard (heading east) and along the east side of N Central Avenue (heading north and south).
- **Figure 20** provides a summary of potential offsite improvements within the study intersections, including improvements such as ladder crosswalk restriping, traffic signalization, advance stop bars, leading pedestrian intervals, and APS push buttons.

Parking Occupancy

- There are 200 available parking spaces in the existing condition and 306 parking spaces as part of the Project. Based on the parking occupancy data collected, the Project is expected to accommodate the demand from existing on-street parking areas and displaced off-street parking lots.

Sight Distance Analysis

To provide a clear line of sight for vehicles exiting the driveways the following are recommended:

- N Central Avenue
 - 125 feet of red curb south of the driveway is recommended.
- W El Segundo Boulevard
 - 155 feet of red curb west of the driveway and 65 feet of red curb east of the driveway is recommended.
- W 131st Street
 - Existing red curb along the north side of W 131st Street. The intersection of N Central Avenue and W 131st Street is in close proximity to the driveway; however, there is sufficient stopping sight distance (greater than 80 feet) between the intersection and the driveway.

Traffic Signal Warrant Analysis

- Based on the warrant analysis the Peak Hour Volume Warrant (Warrant 3) is met during the opening year with Project condition. However, the peak hour volume warrant is also met in the existing condition without Project scenario; therefore, additional traffic to the intersection due to the proposed Project does not justify the installation of a signal and it is not recommended.

Traffic Impact Mitigation

- It is recommended that the following adjustments be made for the following study intersections to mitigate the movements to LOS D or better
 - N Central Avenue and W El Segundo Boulevard
 - Signal Timing Adjustments
 - Split optimization
 - Cycle Length Increase
 - W El Segundo Boulevard and N Parmelee Avenue
 - Signal Timing Adjustments
 - Protected-permissive westbound left turn phasing
 - Split optimization

Vehicle Miles Traveled Screening

- A school primarily used to serve the immediate community can be considered local serving and therefore can be screened out from further VMT analysis.

Appendix A - Project Scoping Memorandum

TECHNICAL MEMORANDUM

To: John Strickland, Project Manager
City of Compton, Public Works

From: Angelo Pastelin, P.E.
Kimley-Horn

CC: Bobby Walker, Ed.D., Principal
Centennial High School
Beryl Mensonides
Alenoush Aghajanians
DLR Group

Date: February 18, 2026

Subject: Centennial High School Modernization Project - Traffic Study Scoping and Vehicle Miles Traveled Screening Memorandum

INTRODUCTION

The purpose of this technical memorandum is to establish the scope of the traffic study for the Centennial High School Modernization Project (the “Project”) located at 2606 N Central Avenue in the City of Compton (“City”). This traffic study scoping memorandum will describe the requirements of the traffic study for the proposed Project. The City of Compton does not have its own traffic study guidelines; therefore, the County of Los Angeles’ *Transportation Impact Analysis Guidelines* (July 2020) will be used as the guidelines for the traffic study for this Project.

PROJECT DESCRIPTION

The Project proposes the expansion and modernization of the existing Centennial High School campus. The plan includes demolishing the current facilities and reconstructing the new high school to enhance campus functionality, improve on-site circulation, and provide safer, more efficient access points for student drop-off and pick-up. The Project proposes three parking lots with one-way loops located along the site perimeter: a north parking lot along W El Segundo Boulevard designated for staff parking, a west parking lot along N Central Avenue intended for visitor parking and school bus drop-off, and a south parking lot along Parmelee Avenue designated for student parking and student drop-off. The Project site plan is shown on **Figure 1**.

The Project site is located at the southeast corner of the intersection of W El Segundo Boulevard and N Central Avenue. The Project site is bound by W El Segundo Boulevard to the north, N Central Avenue to the west, 131st Street to the south, and Parmelee Avenue to the east. LA Metro has two stops traveling near the project site (Route 5 and route 53). Route 5 travels in the east/west direction along W El Segundo Boulevard and route 53 travels in the north/south direction along N Central Avenue. The

Architect: DSA 7/15/25 15:40 Compton USD Centennial HS Modernization 7/15/25 15:40 Compton USD Centennial HS
Mod Site AR 2024 10/13/2025 10:26:13 AM

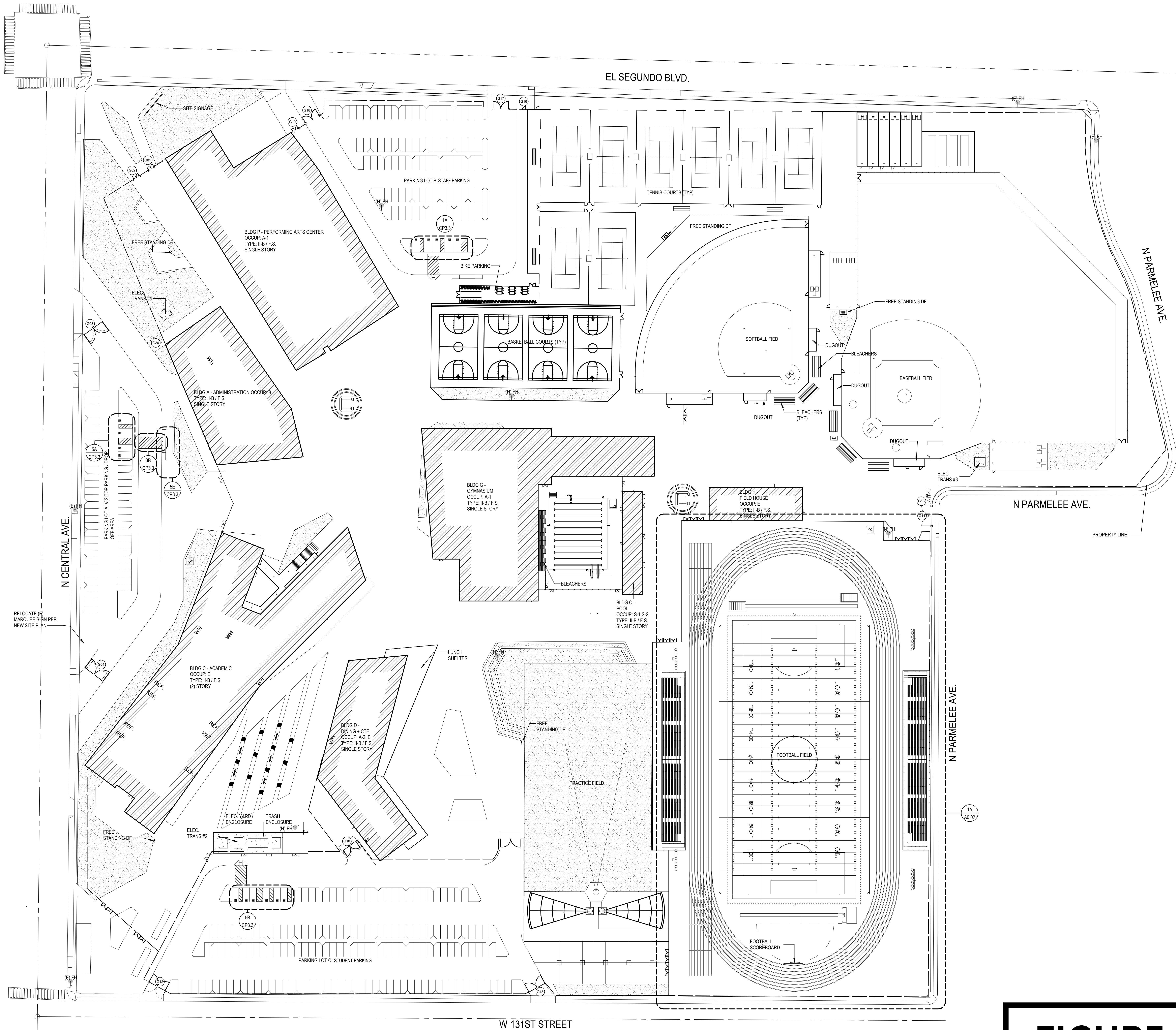


FIGURE 1

REFERENCE KEYNOTES

GENERAL ARCHITECTURAL NOTES

1. ALL INTERIOR CMU WALLS SHALL BE 8 INCHES NOMINAL THICKNESS, UNLESS NOTED OTHERWISE.
2. PARTITION TYPES SHALL BE DESIGNATED ON FLOOR PLANS (XXX.XX) THUS: SEE SHEET XXX.XX FOR TYPES. ALL INTERIOR PARTITIONS ARE TYPE XXX.XX UNLESS NOTED OTHERWISE.
3. ALL MASONRY WALLS AND INTERIOR STUD WALLS SHALL EXTEND TO UNDERSIDE OF FLOOR OR ROOF DECK ABOVE UNLESS NOTED OTHERWISE, PER PARTITION TYPE.
4. PROVISIONS SHALL BE MADE AT ALL FULL HEIGHT NON-BEARING WALLS FOR 1-INCH VERTICAL MOVEMENT OF THE BUILDING STRUCTURE WITHOUT TRANSFER OF COMPRESSIVE LOADS TO WALL. FILL IRREGULARITIES BETWEEN TOP OF WALL AND DECK ABOVE WITH MINERAL WOOL INSULATION OR FIRE STOPPING MATERIALS AS REQUIRED TO MEET FIRE RATING OF RESPECTIVE WALLS. SEE DETAILS ON SHEET XX.X.
5. SEE STRUCTURAL DRAWINGS FOR BRACING OF NON-LOAD BEARING MASONRY WALLS.
6. FURNISH AND INSTALL FIRE-TREATED WOOD BLOCKING, METAL BACKING PLATE IN METAL STUD PARTITIONS, I.E. TOILET ACCESSORIES, CASEWORK, MOUNTED WALL-MOUNTED FIXTURES, MARKER BOARDS, TACK BOARDS, DOOR STOPS, AUDIO VISUAL BRACKETS, AND OTHER WALL ATTACHED ITEMS.
7. GYPSUM BOARD SURFACES SHALL BE ISOLATED WITH CONTROL JOINTS WHERE SHOWN ON DRAWINGS AND AS DESCRIBED IN THE SPECIFICATIONS.
8. MASONRY CONTROL JOINTS (CJ) AND CONTROL JOINTS ABOVE (CJA) SHALL BE LOCATED AS SHOWN ON THE FLOOR PLAN AND BUILDING ELEVATIONS, AND WHERE LARGE PLUMBING VENTS OR RESEALERS ARE IN SINGLE WYTHE MASONRY WALLS, AND WHERE MASONRY WALLS BEARING ON THE CONCRETE FLOOR SLAB SHALL BE LOCATED ON DRAWINGS.
9. "MB" AND "TBD" INDICATE MARKER BOARDS AND TACK BOARDS ON PLANS. THE LENGTH PRECEDES THE DESIGNATION (EXAMPLE: 16 MB). ALL BOARDS ARE 4'-0" TALL. SEE WALL ELEVATIONS OR SPECIFICATIONS FOR MOUNTING HEIGHT.
10. EXTEND FURRING CHANNELS AND GYPSUM BOARD UP 4 INCHES ABOVE FINISHED CEILING ON CMU WALLS.
11. SCRIBE GYPSUM WALL BOARD OF WALLS AND PARTITIONS TO IRREGULARITIES OF DECK ABOVE. SEAL TIGHTLY AROUND ALL PENETRATIONS.
12. PROVIDE SEISMIC BRACING FOR SUSPENDED CEILINGS OR AS SHOWN ON THE DRAWINGS.

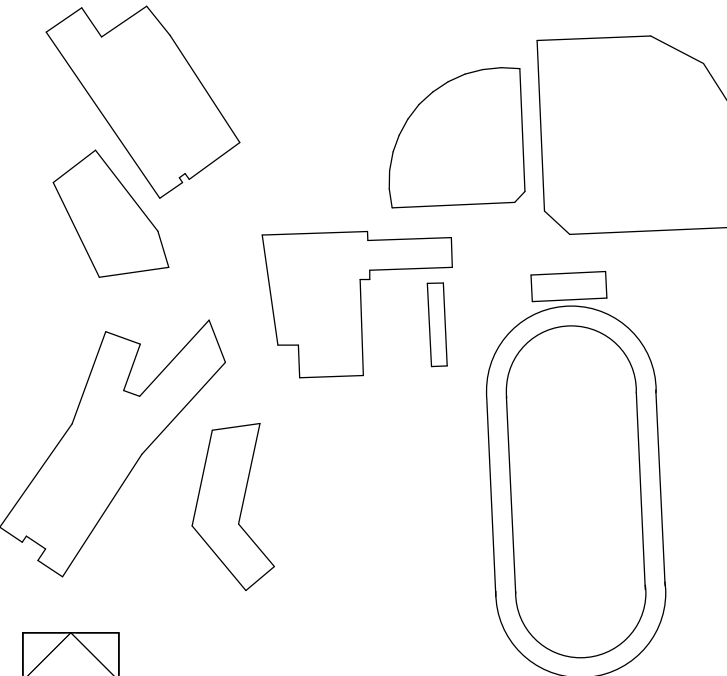
SITE GENERAL NOTES

1. FOR FIRE LANE ACCESS REFER TO FIRE LANE SITE PLAN SHEET CP1.01

SITE LEGEND

	PROPERTY LINE
	SCOPE OF NEW BUILDINGS AND NEW ROOF COVERED AREAS
	LANDSCAPE AREAS SEE SHEET LP0.2
	GATE PER GATE SCHEDULE SEE SHEET XXXX
	PATH OF TRAVEL (POT)
	STREET CENTERLINE
	(E) OR (N) FIRE HYDRANT, W.O.
	FENCE, CHAIN LINK
	FENCE, METAL FRAME

KEY PLAN



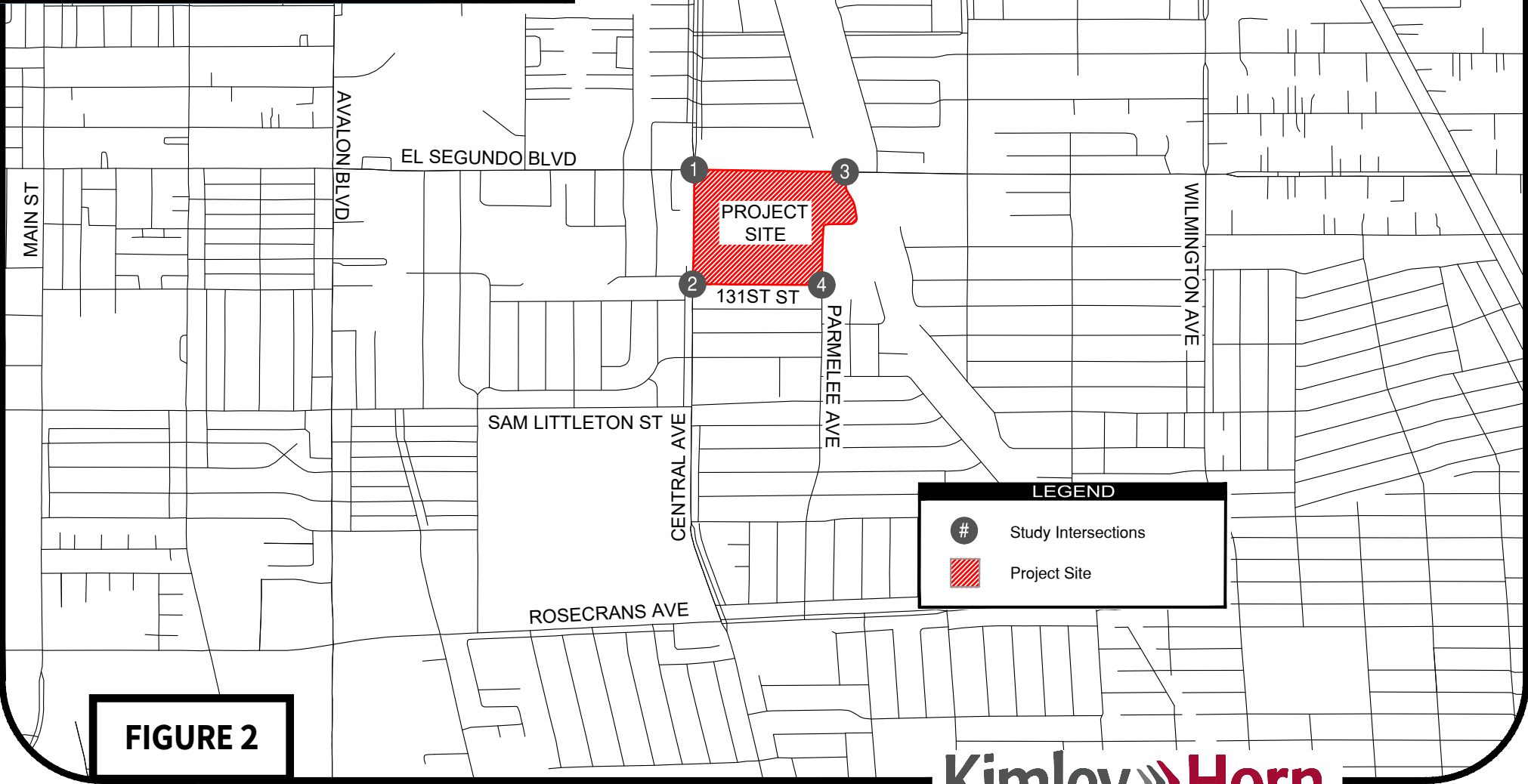
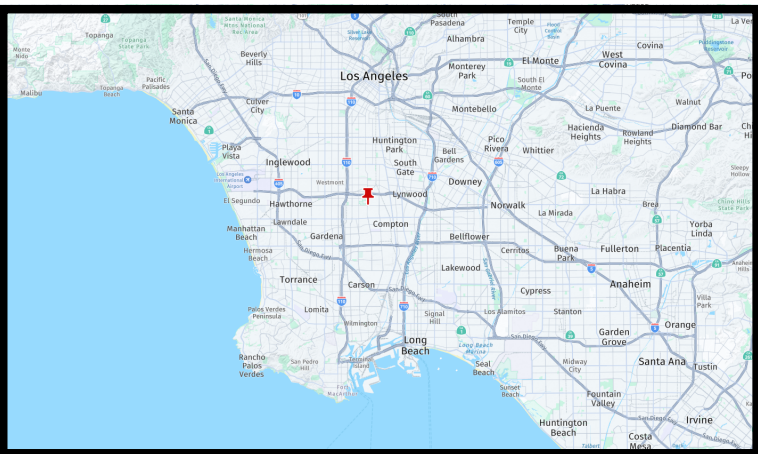


FIGURE 2

LEGEND

- # Study Intersections
- Project Site

Project is shown in its regional vicinity in **Figure 2**. **Table 1** summarizes the Project changes, including school area, and faculty personnel. Future student enrollment will remain consistent with previous years. For the purposes of this TIA, student enrollment is assumed to remain the same in existing and future scenarios since the Project expansion is not expected to increase enrollment numbers. The Project opening year is 2029.

Table 1: Existing and Proposed Student and Faculty Enrollment

Scenario	School Square Footage	Student Enrollment	No. of Faculty and Staff
Existing	130,488	977	48
Future	244,352	977	60

PROJECT TRIP GENERATION

Trip generation estimates for the existing and proposed Project uses were developed using rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual*, 12th Edition. ITE Land Use Code 525 (High School) was used to estimate the daily, morning (AM) peak hour, and evening (PM) peak hour trips, as summarized in **Table 2**.

Table 2: Project Trip Generation

Trip Rates									
Land Use	ITE Code	ADT*	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
High School	525	1.94	0.35	0.17	0.52	0.07	0.08	0.15	
Project Trip Generation									
Land Use	Size	Unit	ADT*	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Condition									
525: High School	977	Students	-1,895	-345	-163	-508	-71	-76	-147
Proposed Project									
525: High School	977	Students	1895	345	163	508	71	76	147
Net Project Trips			0	0	0	0	0	0	0

*ADT=Average Daily Traffic, the daily trips generated by a site, in vehicles per unit.

As shown in **Table 2**, after applying existing use trip credits for the displaced land use (Existing High School), the Project is anticipated to generate zero (0) net daily trips, 0 trips during the weekday AM peak hour, and 0 trips during the weekday PM peak hour. The with Project scenarios will evaluate the redistribution of existing vehicle trips due to the new driveway configurations.

LEVEL OF SERVICE (LOS) ANALYSIS

Senate Bill 743 (SB 743) requires project reviews under the California Environmental Quality Act (CEQA) to evaluate the transportation impacts of new developments in terms of greenhouse gas emissions using a new performance metrics, Vehicle Miles Traveled (VMT), rather than automobile delay, which is evaluated using metrics such as Level of Service (LOS). Although SB 743 prohibits the use of LOS as a metric used to analyze transportation impacts in CEQA, and traffic delay is no longer considered a significant impact, cities can still use LOS to inform local analysis, such as traffic operations and traffic signal timing needs. Hence, the LOS analysis will be performed for the traffic operational assessment of the study intersections. A separate VMT screening analysis will also be included as part of this report.

Level of service (LOS) for the study intersections and Project driveways will be calculated using the latest version of Synchro software based on the latest Highway Capacity Manual (HCM) methodology. For signalized intersections, the minimum green time, cycle lengths, and phasing will be based on timing sheets provided by the City. Delay values will be assigned a corresponding LOS based on **Table 3**. The intersection LOS analysis will be completed for the AM and PM weekday peak periods for the following scenarios and sub-scenarios:

- Existing Year (2026) Without Project Conditions
- Existing Year (2026) With Project Conditions
- Project Opening Year Without Project Conditions
- Project Opening Year With Project Conditions

Study Area

The study area will evaluate the following intersections as shown on **Figure 2**:

- N Central Avenue and W El Segundo Boulevard
- N Central Avenue and W 131st Street
- W El Segundo Boulevard and N Parmelee Avenue
- N Parmelee Avenue and 131st Street

Data Collection

Kimley-Horn will coordinate with a traffic data collection firm to gather morning (AM) and evening (PM) weekday peak hour traffic counts (vehicle, pedestrian, and bicycle) for the four (4) study intersections. 24-hour Average Daily Traffic (ADT) counts along N Central Avenue and W El Segundo Boulevard will also be collected.

Table 3: Intersection Level of Service Definitions

LOS	Intersection	Signalized Intersection Control Delay (s/veh)	Unsignalized Intersection Control Delay (s/veh)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easy and nearly all drivers find freedom of operation.	≤10	≤10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤20	>10 and ≤15
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤35	>15 and ≤25
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	>35 and ≤55	>25 and ≤35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	>55 and ≤80	>35 and ≤50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	>80	>50 or v/c >1

Source: Highway Capacity Manual, 7th Edition

Based on the County's guidelines, intersections with LOS D or better will be considered as acceptable. If Project traffic causes operations at an intersection to go from acceptable (LOS D or better) to unacceptable (LOS E or F), the Project would have a significant project-related impact at the intersection. If the intersection is currently operating at an unacceptable LOS (LOS E or F) without Project traffic, it is assumed that there would be no impact to the intersection.

Non-CEQA TRANSPORTATION ANALYSIS

Traffic Signal Warrant

A traffic signal warrant analysis for N Central Avenue and W 131st Street will be prepared based on the criteria established in the latest California Manual for Uniform Traffic Control Devices (CA MUTCD) to determine the potential need for a traffic signal. 24-hour Average Daily Traffic (ADT) counts, bicycle and pedestrian counts, and intersection delay study data will be collected along N Central Avenue and W 131st Street. Kimley-Horn will use the future year traffic volumes to prepare the traffic signal warrant. The warrant will be completed under existing with Project and future with Project scenarios. The completed CAMUTCD worksheets will be submitted in the traffic study report.

Parking Utilization Study

Kimley-Horn will conduct a parking utilization study to confirm that the proposed parking layout provides sufficient capacity to accommodate the future student and staff population with the proposed Project. Full capacity and occupancy of the campus will be the basis of study.

Kimley-Horn will review the existing parking inventory and conduct parking occupancy counts during a typical school day after the morning arrival period and midday for all on-campus parking lots and adjacent on-street parking areas (e.g., along N Central Avenue and W El Segundo Boulevard). The study will evaluate existing demand, current usage patterns, and how reconfigured parking lot designations (e.g., staff, student, and visitor) impact accessibility and operational efficiency. Recommendations will be provided, if necessary, to improve utilization or clarify restrictions. All findings will be summarized in the traffic study report.

Collision Analysis

Kimley-Horn will gather collision data for the roadway segments adjacent to the Project site over the most recent five-year period (2020–2025) using the Statewide Integrated Traffic Records System (SWITRS). In addition, Kimley-Horn will also request Property Damage Only (PDO) crash reports from the City's Police Department. Once the data is compiled and evaluated, Kimley-Horn will recommend safety and potential traffic calming improvements along the study area roadway segments, as appropriate and in coordination with the proposed site improvements. The collision data will be summarized in a collision diagram.

CEQA ANALYSIS – VMT SCREENING

With the passage of Senate Bill (SB) 743, Vehicle Miles Travelled (VMT) has become an important indicator for determining if a development will result in a “significant transportation impact” under the California Environmental Quality Act (CEQA). The Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018) provides screening criteria to identify when a project should be expected to cause a less-than significant impact without conducting a VMT analysis. A school primarily used to serve the immediate community can be considered local serving and therefore can be potentially screened out from further VMT analysis.

Appendix B – Existing Intersection and Roadway Counts

N/S Central Ave & W El Segundo Blvd/El Segundo Blvd

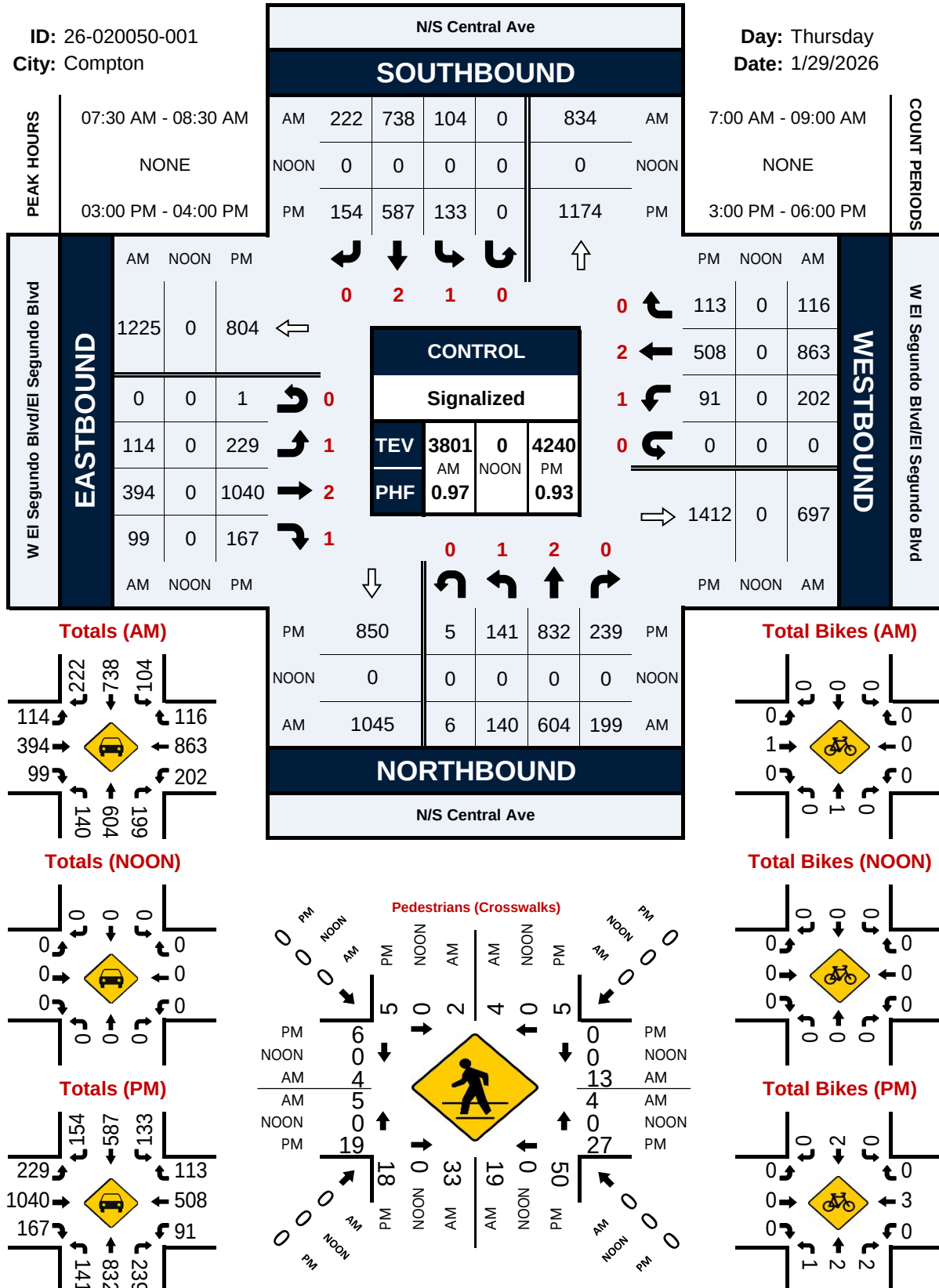
Peak Hour Turning Movement Count

ID: 26-020050-001

City: Compton

Day: Thursday

Date: 1/29/2026



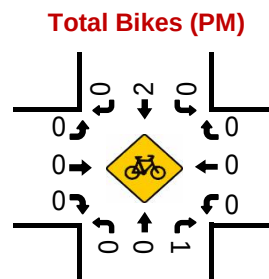
ID: 26-020050-002		City: Compton		N Central Ave		Day: Thursday		Date: 1/29/2026	
PEAK HOURS		07:30 AM - 08:30 AM		NONE		03:00 PM - 04:00 PM		COUNT PERIODS	
		7:00 AM - 09:00 AM		NONE		3:00 PM - 06:00 PM			

SOUTHBOUND									
AM	0	991	7	5	961	AM			
NOON	0	0	0	0	0	NOON			
PM	0	819	27	5	1213	PM			

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

CONTROL									
1-Way Stop(WB)									
TEV	1972	0	2106						
PHF	0.93	0	0.93						

WESTBOUND									
PM	54	0	83						
PM	0	0	0						
PM	6	0	4						
PM	1	0	0						
PM	67	0	16						



N Parmelee Ave & W El Segundo Blvd / El Segundo Blvd

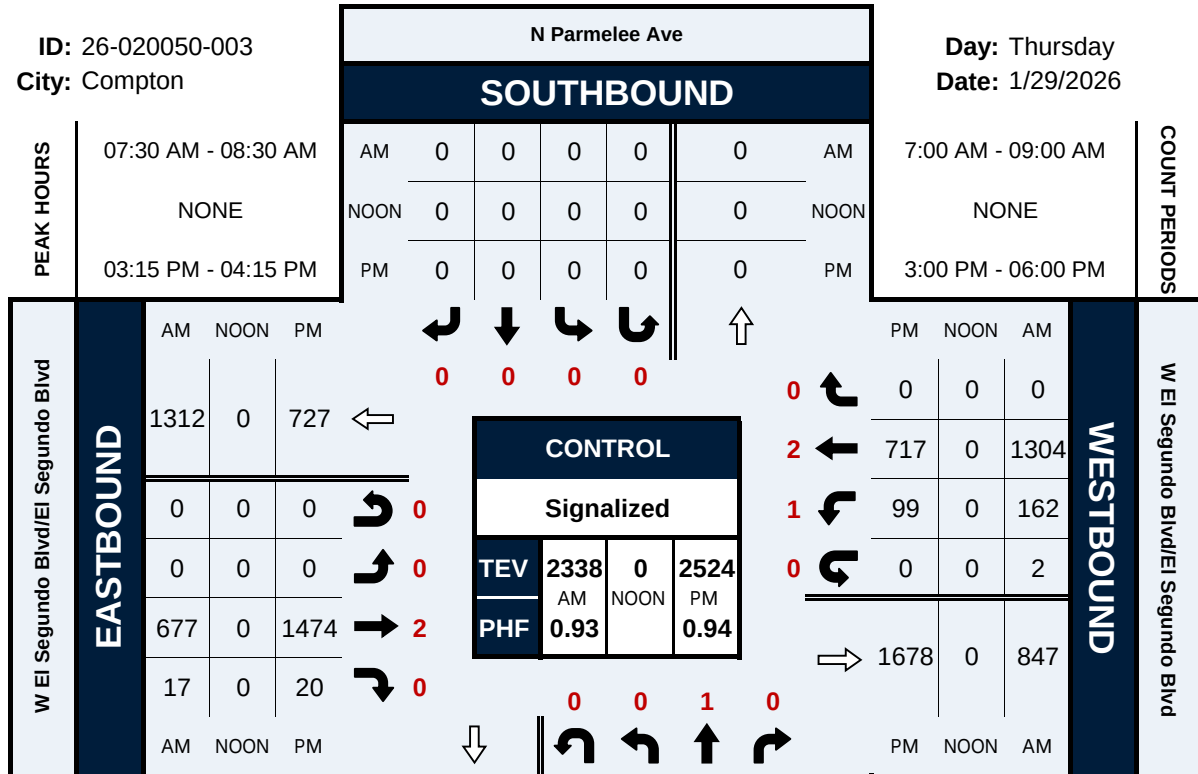
Peak Hour Turning Movement Count

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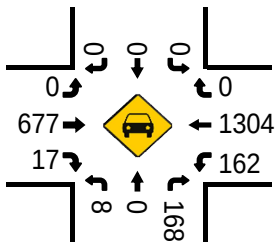
City: Compton

Day: Thursday

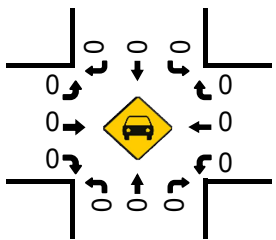
Date: 1/29/2026



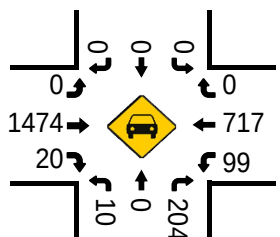
Totals (AM)



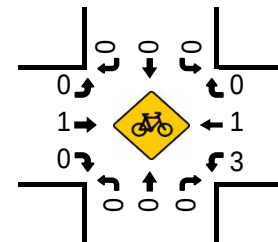
Totals (NOON)



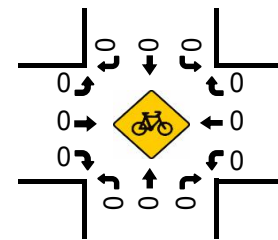
Totals (PM)



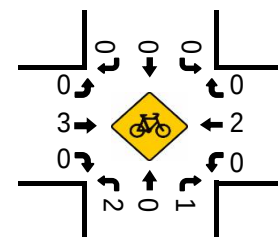
Total Bikes (AM)



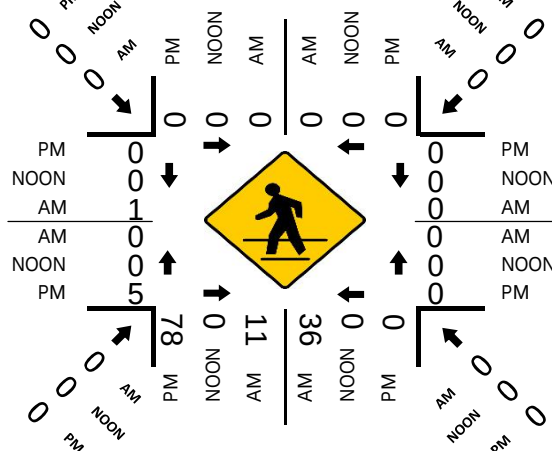
Total Bikes (NOON)



Total Bikes (PM)



Pedestrians (Crosswalks)

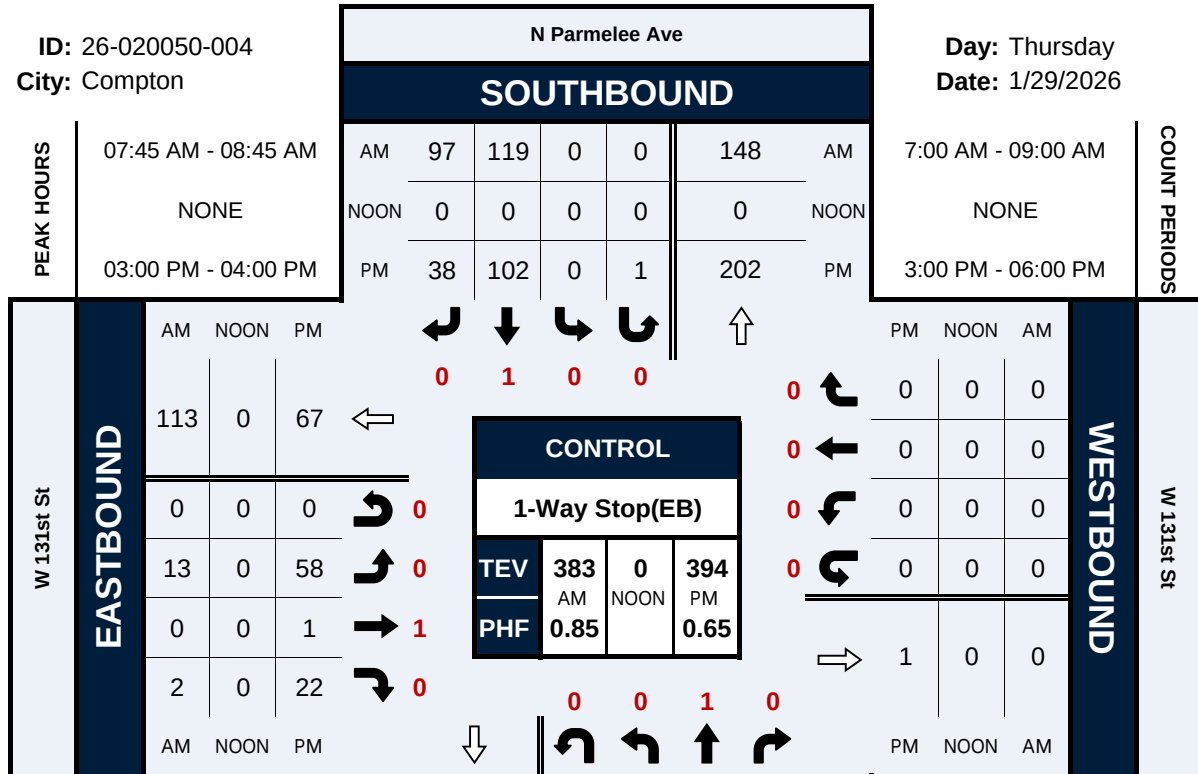


N Parmelee Ave & W 131st St

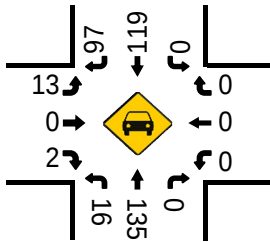
Peak Hour Turning Movement Count

ID: 26-020050-004
City: Compton

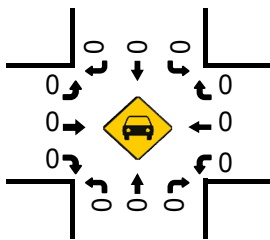
Day: Thursday
Date: 1/29/2026



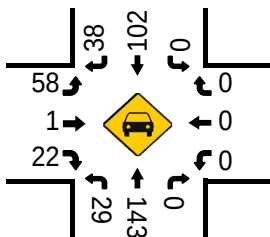
Totals (AM)



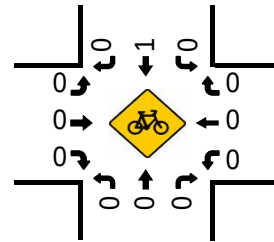
Totals (NOON)



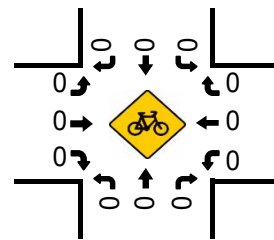
Totals (PM)



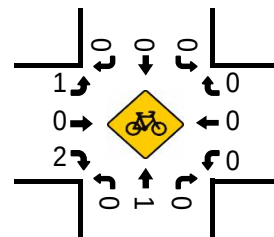
Total Bikes (AM)



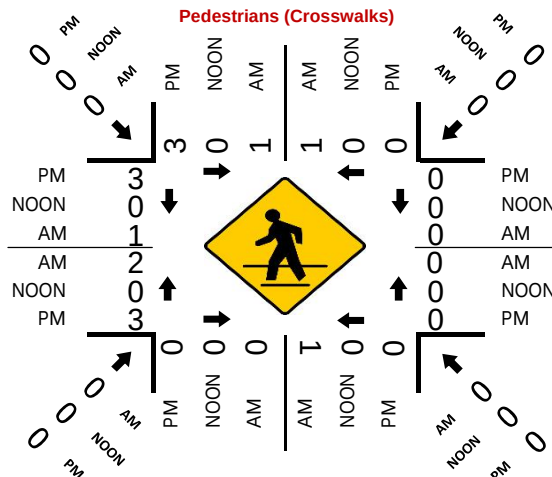
Total Bikes (NOON)



Total Bikes (PM)



Pedestrians (Crosswalks)

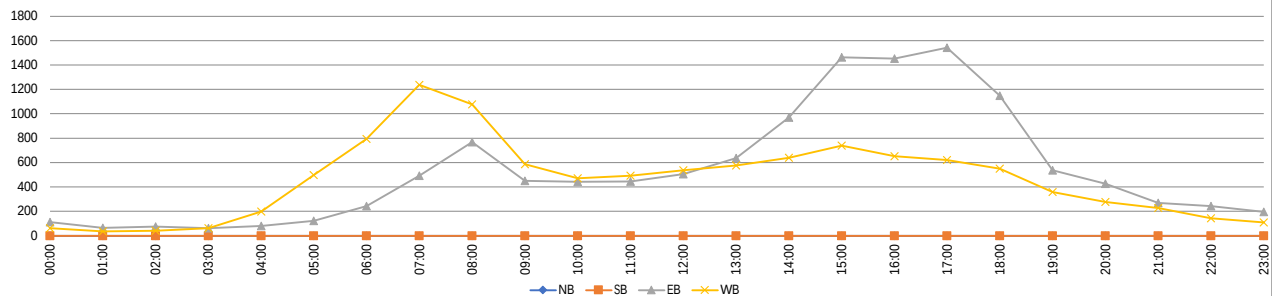


VOLUME

W El Segundo Blvd Bet N Parmelee Ave & N Central Ave

Day: Thursday
Date: 1/29/2026City: Compton
Project #: CA26_020051_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	12,738	10,987	23,725							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			36	26	62	12:00			126	130	256	00:00 01:00			111	61	172
0:15			27	13	40	12:15			108	113	221	01:00 02:00			65	36	101
0:30			15	12	27	12:30			126	131	257	02:00 03:00			74	40	114
0:45			33	10	43	12:45			145	164	309	03:00 04:00			63	63	126
1:00			13	9	22	13:00			140	138	278	04:00 05:00			81	198	279
1:15			16	8	24	13:15			147	134	281	05:00 06:00			121	497	618
1:30			17	7	24	13:30			173	146	319	06:00 07:00			244	794	1038
1:45			19	12	31	13:45			176	157	333	07:00 08:00			492	1238	1730
2:00			17	10	27	14:00			204	135	339	08:00 09:00			767	1076	1843
2:15			26	6	32	14:15			224	166	390	09:00 10:00			451	587	1038
2:30			21	10	31	14:30			266	186	452	10:00 11:00			442	472	914
2:45			10	14	24	14:45			275	153	428	11:00 12:00			445	493	938
3:00			15	9	24	15:00			334	175	509	12:00 13:00			505	538	1043
3:15			12	18	30	15:15			341	169	510	13:00 14:00			636	575	1211
3:30			20	21	41	15:30			399	208	607	14:00 15:00			969	640	1609
3:45			16	15	31	15:45			388	188	576	15:00 16:00			1462	740	2202
4:00			14	29	43	16:00			374	163	537	16:00 17:00			1451	652	2103
4:15			15	40	55	16:15			348	159	507	17:00 18:00			1542	622	2164
4:30			26	57	83	16:30			357	179	536	18:00 19:00			1147	551	1698
4:45			26	72	98	16:45			372	151	523	19:00 20:00			537	358	895
5:00			14	68	82	17:00			375	148	523	20:00 21:00			427	276	703
5:15			18	120	138	17:15			399	167	566	21:00 22:00			269	228	497
5:30			38	146	184	17:30			377	141	518	22:00 23:00			242	144	386
5:45			51	163	214	17:45			391	166	557	23:00 00:00			195	108	303
6:00			50	124	174	18:00			339	155	494	STATISTICS					
6:15			58	183	241	18:15			310	156	466		NB	SB	EB	WB	TOTAL
6:30			67	227	294	18:30			260	125	385	Peak Period	00:00	to	12:00		
6:45			69	260	329	18:45			238	115	353	Volume			3356	5555	8911
7:00			92	282	374	19:00			157	87	244	Peak Hour			7:45	7:30	7:30
7:15			116	312	428	19:15			120	103	223	Peak Volume			779	1306	2017
7:30			125	316	441	19:30			147	94	241	Peak Hour Factor			0.825	0.952	0.909
7:45			159	328	487	19:45			113	74	187						
8:00			191	343	534	20:00			103	74	177	Peak Period	12:00	to	00:00		
8:15			236	319	555	20:15			124	73	197	Volume			9382	5432	14814
8:30			193	220	413	20:30			108	64	172	Peak Hour			17:00	15:00	15:15
8:45			147	194	341	20:45			92	65	157	Peak Volume			1542	740	2230
9:00			124	177	301	21:00			72	76	148	Peak Hour Factor			0.966	0.889	0.918
9:15			112	142	254	21:15			74	48	122						
9:30			102	131	233	21:30			62	59	121	Peak Period	07:00	to	09:00		
9:45			113	137	250	21:45			61	45	106	Volume			1259	2314	3573
10:00			120	122	242	22:00			57	37	94	Peak Hour			7:45	7:30	7:30
10:15			113	112	225	22:15			77	45	122	Peak Volume			779	1306	2017
10:30			108	124	232	22:30			58	36	94	Peak Hour Factor			0.825	0.952	0.909
10:45			101	114	215	22:45			50	26	76						
11:00			116	128	244	23:00			62	38	100	Peak Period	16:00	to	18:00		
11:15			112	115	227	23:15			41	31	72	Volume			2993	1274	4267
11:30			107	124	231	23:30			45	17	62	Peak Hour			17:00	16:00	17:00
11:45			110	126	236	23:45			47	22	69	Peak Volume			1542	652	2164
TOTALS	0	0	3356	5555	8911	TOTALS	0	0	9382	5432	14814	Peak Hour Factor			0.966	0.911	0.956
SPLIT %	0%	0%	38%	62%	38%	SPLIT %	0%	0%	63%	37%	62%						

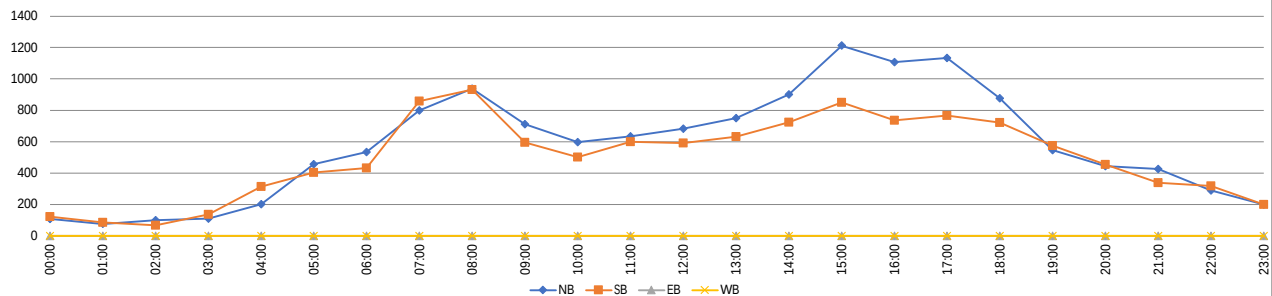


VOLUME

N Central Ave Bet El Segundo Blvd & 131st St

Day: Thursday
Date: 1/29/2026City: Compton
Project #: CA26_020051_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						13,826		11,947		0		0		25,773							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	32	27			59	12:00	193	133			326	00:00	01:00	108	121		229				
0:15	31	34			65	12:15	156	173			329	01:00	02:00	76	84		160				
0:30	31	25			56	12:30	167	143			310	02:00	03:00	99	67		166				
0:45	14	35			49	12:45	166	141			307	03:00	04:00	109	135		244				
1:00	20	25			45	13:00	190	168			358	04:00	05:00	202	314		516				
1:15	13	12			25	13:15	183	152			335	05:00	06:00	456	404		860				
1:30	20	22			42	13:30	188	159			347	06:00	07:00	534	432		966				
1:45	23	25			48	13:45	190	153			343	07:00	08:00	799	858		1657				
2:00	16	11			27	14:00	193	186			379	08:00	09:00	937	932		1869				
2:15	22	22			44	14:15	224	170			394	09:00	10:00	711	594		1305				
2:30	32	19			51	14:30	243	178			421	10:00	11:00	596	502		1098				
2:45	29	15			44	14:45	240	190			430	11:00	12:00	634	599		1233				
3:00	28	28			56	15:00	267	219			486	12:00	13:00	682	590		1272				
3:15	30	26			56	15:15	328	219			547	13:00	14:00	751	632		1383				
3:30	26	35			61	15:30	298	195			493	14:00	15:00	900	724		1624				
3:45	25	46			71	15:45	320	218			538	15:00	16:00	1213	851		2064				
4:00	39	49			88	16:00	274	171			445	16:00	17:00	1107	736		1843				
4:15	44	61			105	16:15	288	199			487	17:00	18:00	1133	767		1900				
4:30	64	94			158	16:30	282	181			463	18:00	19:00	876	721		1597				
4:45	55	110			165	16:45	263	185			448	19:00	20:00	546	575		1121				
5:00	89	106			195	17:00	281	189			470	20:00	21:00	443	455		898				
5:15	112	90			202	17:15	299	195			494	21:00	22:00	425	337		762				
5:30	137	89			226	17:30	282	190			472	22:00	23:00	289	318		607				
5:45	118	119			237	17:45	271	193			464	23:00	00:00	200	199		399				
6:00	137	92			229	18:00	244	189			433	STATISTICS									
6:15	109	89			198	18:15	242	170			412		NB	SB	EB	WB	TOTAL				
6:30	125	133			258	18:30	195	207			402	Peak Period	00:00	to	12:00						
6:45	163	118			281	18:45	195	155			350	Volume	5261	5042			10303				
7:00	155	149			304	19:00	148	154			302	Peak Hour	7:45	7:30			7:30				
7:15	202	193			395	19:15	117	137			254	Peak Volume	966	1003			1964				
7:30	219	239			458	19:30	141	127			268	Peak Hour Factor	0.929	0.905			0.933				
7:45	223	277			500	19:45	140	157			297	Peak Period	12:00	to	00:00						
8:00	259	267			526	20:00	129	117			246	Volume	8565	6905			15470				
8:15	260	220			480	20:15	113	118			231	Peak Hour	15:15	15:00			15:00				
8:30	224	231			455	20:30	103	124			227	Peak Volume	1220	851			2064				
8:45	194	214			408	20:45	98	96			194	Peak Hour Factor	0.930	0.971			0.943				
9:00	188	164			352	21:00	100	73			173	Peak Period	07:00	to	09:00						
9:15	171	141			312	21:15	127	76			203	Volume	1736	1790			3526				
9:30	186	137			323	21:30	115	91			206	Peak Hour	7:45	7:30			7:30				
9:45	166	152			318	21:45	83	97			180	Peak Volume	966	1003			1964				
10:00	178	151			329	22:00	92	88			180	Peak Hour Factor	0.929	0.905			0.933				
10:15	134	91			225	22:15	74	80			154	Peak Period	16:00	to	18:00						
10:30	156	138			294	22:30	61	80			141	Volume	2240	1503			3743				
10:45	128	122			250	22:45	62	70			132	Peak Hour	17:00	17:00			17:00				
11:00	160	158			318	23:00	51	58			109	Peak Volume	1133	767			1900				
11:15	158	151			309	23:15	42	40			82	Peak Hour Factor	0.947	0.983			0.962				
11:30	159	154			313	23:30	53	38			91										
11:45	157	136			293	23:45	54	63			117										
TOTALS	5261	5042	0	0	10303	TOTALS	8565	6905	0	0	15470										
SPLIT %	51%	49%	0%	0%	40%	SPLIT %	55%	45%	0%	0%	60%										

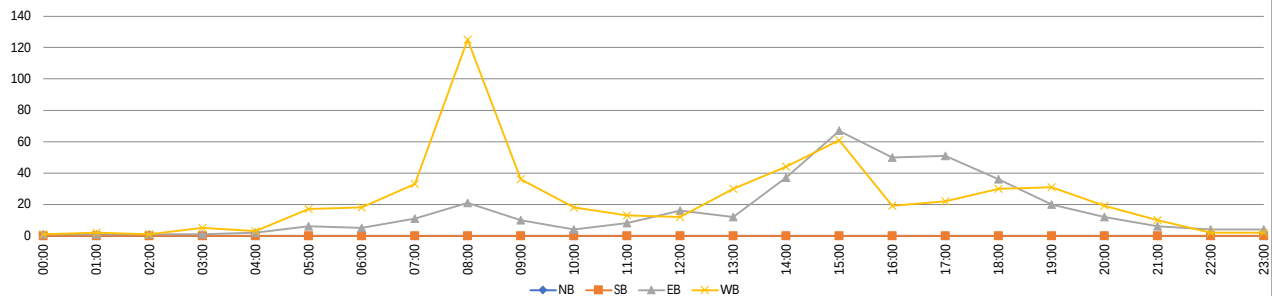


VOLUME

W 131st St Bet N Parmelee Ave & N Central Ave

Day: Thursday
Date: 1/29/2026City: Compton
Project #: CA26_020051_003

DAILY TOTALS						NB					SB					EB					WB					Total					DAILY TOTALS									
						0					0					386					554					940														
15-Minutes Interval																Hourly Intervals																								
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																							
0:00			1	0	1	12:00			5	3	8	00:00 01:00			1	1	2																							
0:15			0	0	0	12:15			2	5	7	01:00 02:00			1	2	3																							
0:30			0	0	0	12:30			2	3	5	02:00 03:00			1	1	2																							
0:45			0	1	1	12:45			7	1	8	03:00 04:00			1	5	6																							
1:00			0	1	1	13:00			3	8	11	04:00 05:00			2	3	5																							
1:15			0	1	1	13:15			2	4	6	05:00 06:00			6	17	23																							
1:30			0	0	0	13:30			2	10	12	06:00 07:00			5	18	23																							
1:45			1	0	1	13:45			5	8	13	07:00 08:00			11	33	44																							
2:00			0	0	0	14:00			8	10	18	08:00 09:00			21	125	146																							
2:15			0	0	0	14:15			7	14	21	09:00 10:00			10	36	46																							
2:30			1	0	1	14:30			7	12	19	10:00 11:00			4	18	22																							
2:45			0	1	1	14:45			15	8	23	11:00 12:00			8	13	21																							
3:00			0	2	2	15:00			9	17	26	12:00 13:00			16	12	28																							
3:15			1	1	2	15:15			24	29	53	13:00 14:00			12	30	42																							
3:30			0	0	0	15:30			15	7	22	14:00 15:00			37	44	81																							
3:45			0	2	2	15:45			19	8	27	15:00 16:00			67	61	128																							
4:00			0	1	1	16:00			12	4	16	16:00 17:00			50	19	69																							
4:15			0	1	1	16:15			13	7	20	17:00 18:00			51	22	73																							
4:30			0	1	1	16:30			16	3	19	18:00 19:00			36	30	66																							
4:45			2	0	2	16:45			9	5	14	19:00 20:00			20	31	51																							
5:00			2	4	6	17:00			13	0	13	20:00 21:00			12	19	31																							
5:15			1	5	6	17:15			7	9	16	21:00 22:00			6	10	16																							
5:30			1	5	6	17:30			11	8	19	22:00 23:00			4	2	6																							
5:45			2	3	5	17:45			20	5	25	23:00 00:00			4	2	6																							
6:00			0	3	3	18:00			12	9	21	STATISTICS																												
6:15			1	3	4	18:15			11	11	22		NB	SB	EB	WB	TOTAL																							
6:30			2	8	10	18:30			9	5	14	Peak Period	00:00	to	12:00																									
6:45			2	4	6	18:45			4	5	9	Volume			71	272	343																							
7:00			1	4	5	19:00			8	1	9	Peak Hour			8:00	8:00	8:00																							
7:15			5	5	10	19:15			3	2	5	Peak Volume			21	125	146																							
7:30			2	8	10	19:30			2	17	19	Peak Hour Factor			0.750	0.781	0.830																							
7:45			3	16	19	19:45			7	11	18	Peak Period	12:00	to	00:00																									
8:00			7	27	34	20:00			1	10	11	Volume			315	282	597																							
8:15			4	36	40	20:15			4	7	11	Peak Hour			15:15	14:30	15:00																							
8:30			4	40	44	20:30			3	0	3	Peak Volume			70	66	128																							
8:45			6	22	28	20:45			4	2	6	Peak Hour Factor			0.729	0.569	0.604																							
9:00			2	15	17	21:00			2	2	4	Peak Period	07:00	to	09:00																									
9:15			4	10	14	21:15			0	3	3	Volume			32	158	190																							
9:30			3	6	9	21:30			2	3	5	Peak Hour			8:00	8:00	8:00																							
9:45			1	5	6	21:45			2	2	4	Peak Volume			21	125	146																							
10:00			1	6	7	22:00			0	0	0	Peak Hour Factor			0.750	0.781	0.830																							
10:15			1	5	6	22:15			2	1	3	Peak Period	16:00	to	18:00																									
10:30			2	5	7	22:30			1	1	2	Volume			101	41	142																							
10:45			0	2	2	22:45			1	0	1	Peak Hour			16:15	16:45	17:00																							
11:00			3	6	9	23:00			3	1	4	Peak Volume			51	22	73																							
11:15			2	1	3	23:15			0	0	0	Peak Hour Factor			0.797	0.611	0.730																							
11:30			2	1	3	23:30			0	0	0																													
11:45			1	5	6	23:45			1	1	2																													
TOTALS	0	0	71	272	343	TOTALS	0	0	315	282	597																													
SPLIT %	0%	0%	21%	79%	36%	SPLIT %	0%	0%	53%	47%	64%																													



Appendix C – Intersection Analysis Worksheets

AM Existing (2026) Conditions

Queues

1: Central & El Segundo /El Segundo

04/03/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	448	113	215	918	123	157	649	214	111	785	236
v/c Ratio	0.60	0.25	0.13	0.49	0.51	0.15	0.64	0.62	0.42	0.40	0.79	0.48
Control Delay (s/veh)	37.9	18.2	3.6	25.8	22.0	8.4	35.7	39.5	25.7	25.3	46.5	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.9	18.2	3.6	25.8	22.0	8.4	35.7	39.5	25.7	25.3	46.5	28.9
Queue Length 50th (ft)	73	104	0	111	252	20	74	222	89	51	292	109
Queue Length 95th (ft)	154	137	29	190	314	55	131	288	163	88	358	184
Internal Link Dist (ft)		358			241			1187			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	218	1835	876	448	1835	856	253	1115	543	301	1090	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.24	0.13	0.48	0.50	0.14	0.62	0.58	0.39	0.37	0.72	0.44

Intersection Summary

HCM 7th Signalized Intersection Summary

1: Central & El Segundo /El Segundo

04/03/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	394	99	202	863	116	146	604	199	104	738	222
Future Volume (veh/h)	114	394	99	202	863	116	146	604	199	104	738	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	448	113	215	918	123	157	649	214	111	785	236
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	1943	866	468	1943	866	233	952	425	259	928	414
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.08	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	551	3610	1610	862	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	130	448	113	215	918	123	157	649	214	111	785	236
Grp Sat Flow(s),veh/h/ln	551	1805	1610	862	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	23.0	7.9	4.2	21.0	18.9	4.6	7.6	19.4	13.5	5.3	24.8	15.3
Cycle Q Clear(g_c), s	41.9	7.9	4.2	28.9	18.9	4.6	7.6	19.4	13.5	5.3	24.8	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	1943	866	468	1943	866	233	952	425	259	928	414
V/C Ratio(X)	0.48	0.23	0.13	0.46	0.47	0.14	0.67	0.68	0.50	0.43	0.85	0.57
Avail Cap(c_a), veh/h	270	1943	866	468	1943	866	262	1083	483	300	1083	483
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	14.6	13.8	22.2	17.2	13.9	32.3	39.7	37.5	30.4	42.3	38.8
Incr Delay (d2), s/veh	6.1	0.3	0.3	3.2	0.8	0.3	5.7	1.5	0.9	1.1	5.6	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.2	1.6	4.5	7.6	1.7	3.6	8.7	5.4	2.3	11.6	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	14.9	14.1	25.5	18.0	14.2	38.0	41.1	38.4	31.5	47.9	40.0
LnGrp LOS	D	B	B	C	B	B	D	D	D	C	D	D
Approach Vol, veh/h	691				1256				1020			
Approach Delay, s/veh	18.8				18.9				40.1			
Approach LOS	B				B				D			
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	70.1		13.3	36.6		70.1	14.1	35.8				
Change Period (Y+Rc), s	5.5		4.5	5.0		5.5	4.5	5.0				
Max Green Setting (Gmax), s	57.5		11.5	36.0		57.5	11.5	36.0				
Max Q Clear Time (g_c+I1), s	43.9		7.3	21.4		30.9	9.6	26.8				
Green Ext Time (p_c), s	3.8		0.1	4.4		8.9	0.1	4.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.3									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		W	↑↑
Traffic Vol, veh/h	4	83	873	9	12	991
Future Vol, veh/h	4	83	873	9	12	991
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	138	929	10	13	1089

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1504	469	0
Stage 1	934	-	-
Stage 2	571	-	-
Critical Hdwy	6.8	6.9	-
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	114	546	-
Stage 1	348	-	-
Stage 2	534	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	112	546	-
Mov Cap-2 Maneuver	112	-	-
Stage 1	348	-	-
Stage 2	525	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.26	0	0.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	464	739
HCM Lane V/C Ratio	-	-	0.313	0.018
HCM Ctrl Dly (s/v)	-	-	16.3	10
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	868	22	180	1433	13	271
v/c Ratio	0.30	0.02	0.37	0.50	0.06	0.72
Control Delay (s/veh)	3.3	2.3	6.4	4.5	31.6	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.3	2.3	6.4	4.5	31.6	21.3
Queue Length 50th (ft)	45	1	19	95	7	35
Queue Length 95th (ft)	96	7	82	236	14	31
Internal Link Dist (ft)	527			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2877	1289	483	2877	421	535
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	0.30	0.02	0.37	0.50	0.03	0.51
Intersection Summary						

HCM 7th Signalized Intersection Summary

3: Parmelee & El Segundo

04/03/2026

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	677	17	164	1304	8	168
Future Volume (veh/h)	677	17	164	1304	8	168
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	868	22	180	1433	13	271
Peak Hour Factor	0.78	0.78	0.91	0.91	0.62	0.62
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2622	1170	486	2622	344	306
Arrive On Green	0.73	0.73	0.73	0.73	0.19	0.19
Sat Flow, veh/h	3705	1610	635	3705	1810	1610
Grp Volume(v), veh/h	868	22	180	1433	13	271
Grp Sat Flow(s),veh/h/ln	1805	1610	635	1805	1810	1610
Q Serve(g_s), s	7.8	0.3	12.8	16.2	0.5	14.7
Cycle Q Clear(g_c), s	7.8	0.3	20.6	16.2	0.5	14.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2622	1170	486	2622	344	306
V/C Ratio(X)	0.33	0.02	0.37	0.55	0.04	0.88
Avail Cap(c_a), veh/h	2622	1170	486	2622	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.4	3.4	8.1	5.6	29.7	35.5
Incr Delay (d2), s/veh	0.3	0.0	2.2	0.8	0.0	18.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.1	1.7	4.5	0.2	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.8	3.4	10.3	6.4	29.8	54.2
LnGrp LOS	A	A	B	A	C	D
Approach Vol, veh/h	890			1613	284	
Approach Delay, s/veh	4.7			6.8	53.0	
Approach LOS	A			A	D	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		69.9		20.1		69.9
Change Period (Y+Rc), s		4.5		3.0		4.5
Max Green Setting (Gmax), s		61.5		21.0		61.5
Max Q Clear Time (g_c+I1), s		9.8		16.7		22.6
Green Ext Time (p_c), s		7.0		0.4		17.0
Intersection Summary						
HCM 7th Control Delay, s/veh			10.9			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	13	2	17	135	119	97
Future Vol, veh/h	13	2	17	135	119	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	59	59	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	3	29	229	128	104

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	467	180	232	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	558	868	1347	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	545	868	1347	-	-	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.51	0.86	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	201	-	573	-	-
HCM Lane V/C Ratio	0.021	-	0.035	-	-
HCM Ctrl Dly (s/v)	7.7	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

PM Existing (2026) Conditions

Queues

1: Central & El Segundo

04/03/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	1106	178	108	605	135	160	914	263	140	618	162
v/c Ratio	0.71	0.62	0.21	0.74	0.34	0.16	0.53	0.87	0.51	0.63	0.59	0.32
Control Delay (s/veh)	37.9	24.4	7.5	57.9	19.5	4.3	28.3	50.0	29.9	35.9	38.9	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.9	24.4	7.5	57.9	19.5	4.3	28.3	50.0	29.9	35.9	38.9	21.2
Queue Length 50th (ft)	148	329	27	67	150	5	75	347	125	65	212	57
Queue Length 95th (ft)	#289	402	67	#160	177	33	122	432	210	117	273	115
Internal Link Dist (ft)		358			241			1187			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	346	1784	855	146	1784	860	314	1085	530	237	1083	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.62	0.21	0.74	0.34	0.16	0.51	0.84	0.50	0.59	0.57	0.31

Intersection Summary

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

HCM 7th Signalized Intersection Summary

1: Central & El Segundo

04/03/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1040	167	91	508	113	146	832	239	133	587	154
Future Volume (veh/h)	230	1040	167	91	508	113	146	832	239	133	587	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	1106	178	108	605	135	160	914	263	140	618	162
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.84	0.91	0.91	0.91	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	1867	833	193	1867	833	294	1023	456	214	1006	449
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.08	0.28	0.28	0.07	0.28	0.28
Sat Flow, veh/h	730	3610	1610	437	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	245	1106	178	108	605	135	160	914	263	140	618	162
Grp Sat Flow(s),veh/h/ln	730	1805	1610	437	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	35.1	25.6	7.2	27.4	11.7	5.3	7.5	29.2	16.8	6.5	17.9	9.7
Cycle Q Clear(g_c), s	46.8	25.6	7.2	53.0	11.7	5.3	7.5	29.2	16.8	6.5	17.9	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	1867	833	193	1867	833	294	1023	456	214	1006	449
V/C Ratio(X)	0.67	0.59	0.21	0.56	0.32	0.16	0.54	0.89	0.58	0.65	0.61	0.36
Avail Cap(c_a), veh/h	367	1867	833	193	1867	833	325	1083	483	253	1083	483
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	20.2	15.7	38.6	16.8	15.3	28.9	41.2	36.8	31.5	37.7	34.7
Incr Delay (d2), s/veh	9.3	1.4	0.6	11.2	0.5	0.4	1.6	9.3	1.5	4.6	0.9	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	6.8	10.5	2.7	3.5	4.8	2.0	3.3	14.0	6.7	3.1	7.9	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	21.6	16.3	49.8	17.3	15.7	30.4	50.6	38.3	36.2	38.6	35.2
LnGrp LOS	D	C	B	D	B	B	C	D	D	D	D	D
Approach Vol, veh/h	1529			848			1337			920		
Approach Delay, s/veh	23.8			21.2			45.7			37.6		
Approach LOS	C			C			D			D		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		67.6	13.4	39.0		67.6	14.0	38.4				
Change Period (Y+Rc), s		5.5	4.5	5.0		5.5	4.5	5.0				
Max Green Setting (Gmax), s		57.5	11.5	36.0		57.5	11.5	36.0				
Max Q Clear Time (g_c+I1), s		48.8	8.5	31.2		55.0	9.5	19.9				
Green Ext Time (p_c), s		5.8	0.1	2.9		1.3	0.1	4.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.4									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	54	1154	39	32	819
Future Vol, veh/h	7	54	1154	39	32	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	92	92	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	102	1254	42	33	844
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1764	648	0	0	1297	0
Stage 1	1276	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	77	418	-	-	541	-
Stage 1	230	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	418	-	-	541	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	230	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	27.95	0		0.45		
HCM LOS	D					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	270	541	-
HCM Lane V/C Ratio		-	-	0.427	0.061	-
HCM Ctrl Dly (s/v)		-	-	27.9	12.1	-
HCM Lane LOS		-	-	D	B	-
HCM 95th %tile Q(veh)		-	-	2	0.2	-

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1585	22	113	815	16	319
v/c Ratio	0.62	0.02	0.74	0.32	0.04	0.85
Control Delay (s/veh)	8.6	3.7	42.5	5.7	27.3	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.6	3.7	42.5	5.7	27.3	50.2
Queue Length 50th (ft)	232	2	37	86	7	145
Queue Length 95th (ft)	295	9	#147	110	17	148
Internal Link Dist (ft)	527			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2553	1144	153	2553	421	413
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	0.62	0.02	0.74	0.32	0.04	0.77

Intersection Summary

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

HCM 7th Signalized Intersection Summary

3: Parmelee & El Segundo

04/03/2026

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	1474	20	99	717	10	204
Future Volume (veh/h)	1474	20	99	717	10	204
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1585	22	113	815	16	319
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2523	1125	229	2523	394	351
Arrive On Green	0.70	0.70	0.70	0.70	0.22	0.22
Sat Flow, veh/h	3705	1610	321	3705	1810	1610
Grp Volume(v), veh/h	1585	22	113	815	16	319
Grp Sat Flow(s),veh/h/ln	1805	1610	321	1805	1810	1610
Q Serve(g_s), s	21.2	0.4	26.3	7.9	0.6	17.4
Cycle Q Clear(g_c), s	21.2	0.4	47.5	7.9	0.6	17.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2523	1125	229	2523	394	351
V/C Ratio(X)	0.63	0.02	0.49	0.32	0.04	0.91
Avail Cap(c_a), veh/h	2523	1125	229	2523	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	4.1	20.0	5.3	27.8	34.3
Incr Delay (d2), s/veh	1.2	0.0	7.5	0.3	0.0	24.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.1	2.2	2.3	0.3	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	4.2	27.5	5.6	27.8	58.9
LnGrp LOS	A	A	C	A	C	E
Approach Vol, veh/h	1607			928	335	
Approach Delay, s/veh	8.4			8.3	57.4	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		67.4		22.6		67.4
Change Period (Y+Rc), s		4.5		3.0		4.5
Max Green Setting (Gmax), s		61.5		21.0		61.5
Max Q Clear Time (g_c+I1), s		23.2		19.4		49.5
Green Ext Time (p_c), s		16.5		0.2		5.8
Intersection Summary						
HCM 7th Control Delay, s/veh			14.1			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	58	22	29	143	102	38
Future Vol, veh/h	58	22	29	143	102	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	47	47	64	64	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	123	47	45	223	121	45
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	458	144	167	0	-	0
Stage 1	144	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	565	909	1424	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	544	909	1424	-	-	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.14	1.28		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	303	-	611	-	-	
HCM Lane V/C Ratio	0.032	-	0.278	-	-	
HCM Ctrl Dly (s/v)	7.6	0	13.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-	

AM Existing With Project Conditions

Queues

1: Central & El Segundo

04/03/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	445	115	211	913	119	172	665	214	107	788	236
v/c Ratio	0.61	0.25	0.13	0.48	0.51	0.14	0.68	0.63	0.41	0.38	0.80	0.48
Control Delay (s/veh)	38.6	18.5	3.6	25.8	22.3	8.5	38.2	39.3	25.3	24.9	46.8	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	18.5	3.6	25.8	22.3	8.5	38.2	39.3	25.3	24.9	46.8	29.0
Queue Length 50th (ft)	74	105	0	110	254	20	81	226	88	48	293	108
Queue Length 95th (ft)	154	136	30	186	313	53	#168	296	163	86	361	184
Internal Link Dist (ft)		358			192			299			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	216	1825	873	446	1825	851	259	1126	547	300	1087	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.24	0.13	0.47	0.50	0.14	0.66	0.59	0.39	0.36	0.72	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

1: Central & El Segundo

04/03/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	392	101	198	858	112	160	618	199	101	741	222
Future Volume (veh/h)	114	392	101	198	858	112	160	618	199	101	741	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	445	115	211	913	119	172	665	214	107	788	236
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	267	1919	856	462	1919	856	243	977	436	260	930	415
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.09	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	555	3610	1610	863	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	130	445	115	211	913	119	172	665	214	107	788	236
Grp Sat Flow(s),veh/h/ln	555	1805	1610	863	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	23.0	7.9	4.3	20.7	19.0	4.5	8.3	19.8	13.4	5.0	24.9	15.3
Cycle Q Clear(g_c), s	42.0	7.9	4.3	28.7	19.0	4.5	8.3	19.8	13.4	5.0	24.9	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	1919	856	462	1919	856	243	977	436	260	930	415
V/C Ratio(X)	0.49	0.23	0.13	0.46	0.48	0.14	0.71	0.68	0.49	0.41	0.85	0.57
Avail Cap(c_a), veh/h	267	1919	856	462	1919	856	262	1083	483	301	1083	483
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	15.0	14.2	22.7	17.6	14.2	32.1	39.1	36.8	30.2	42.3	38.7
Incr Delay (d2), s/veh	6.2	0.3	0.3	3.2	0.8	0.3	7.8	1.5	0.9	1.0	5.7	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.2	1.6	4.5	7.7	1.7	4.1	8.9	5.3	2.3	11.6	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	15.3	14.5	25.9	18.5	14.6	39.8	40.7	37.7	31.3	48.0	40.0
LnGrp LOS	D	B	B	C	B	B	D	D	D	C	D	D
Approach Vol, veh/h	690		1243			1051			1131			
Approach Delay, s/veh	19.3		19.4			39.9			44.7			
Approach LOS	B		B			D			D			
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	69.3		13.2	37.5		69.3	14.8	35.9				
Change Period (Y+Rc), s	5.5		4.5	5.0		5.5	4.5	5.0				
Max Green Setting (Gmax), s	57.5		11.5	36.0		57.5	11.5	36.0				
Max Q Clear Time (g_c+I1), s	44.0		7.0	21.8		30.7	10.3	26.9				
Green Ext Time (p_c), s	3.8		0.1	4.4		8.8	0.1	4.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.6									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	111	873	9	17	991
Future Vol, veh/h	22	111	873	9	17	991
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	37	185	929	10	19	1089
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1515	469	0	0	938	0
Stage 1	934	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	112	546	-	-	739	-
Stage 1	348	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	546	-	-	739	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	35.83		0		0.17	
HCM LOS	E					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	329	739	-
HCM Lane V/C Ratio		-	-	0.674	0.025	-
HCM Ctrl Dly (s/v)		-	-	35.8	10	-
HCM Lane LOS		-	-	E	B	-
HCM 95th %tile Q(veh)		-	-	4.6	0.1	-

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	787	22	262	1352	13	310
v/c Ratio	0.27	0.02	0.50	0.47	0.06	0.76
Control Delay (s/veh)	3.3	2.2	8.4	4.4	31.4	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.3	2.2	8.4	4.4	31.4	21.5
Queue Length 50th (ft)	41	1	34	88	7	36
Queue Length 95th (ft)	86	6	139	216	14	29
Internal Link Dist (ft)	607			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2870	1286	527	2870	421	563
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	0.27	0.02	0.50	0.47	0.03	0.55
Intersection Summary						

HCM 7th Signalized Intersection Summary

3: Parmelee & El Segundo

04/03/2026

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	614	17	238	1230	8	192
Future Volume (veh/h)	614	17	238	1230	8	192
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	787	22	262	1352	13	310
Peak Hour Factor	0.78	0.78	0.91	0.91	0.62	0.62
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2541	1133	505	2541	385	343
Arrive On Green	0.70	0.70	0.70	0.70	0.21	0.21
Sat Flow, veh/h	3705	1610	685	3705	1810	1610
Grp Volume(v), veh/h	787	22	262	1352	13	310
Grp Sat Flow(s),veh/h/ln	1805	1610	685	1805	1810	1610
Q Serve(g_s), s	7.4	0.4	21.1	16.0	0.5	16.9
Cycle Q Clear(g_c), s	7.4	0.4	28.5	16.0	0.5	16.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2541	1133	505	2541	385	343
V/C Ratio(X)	0.31	0.02	0.52	0.53	0.03	0.91
Avail Cap(c_a), veh/h	2541	1133	505	2541	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.0	4.0	10.4	6.3	28.1	34.5
Incr Delay (d2), s/veh	0.3	0.0	3.8	0.8	0.0	23.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.1	3.1	4.7	0.2	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.4	4.0	14.2	7.1	28.1	58.0
LnGrp LOS	A	A	B	A	C	E
Approach Vol, veh/h	809			1614	323	
Approach Delay, s/veh	5.3			8.3	56.8	
Approach LOS	A			A	E	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	67.9		22.1		67.9	
Change Period (Y+Rc), s	4.5		3.0		4.5	
Max Green Setting (Gmax), s	61.5		21.0		61.5	
Max Q Clear Time (g_c+I1), s	9.4		18.9		30.5	
Green Ext Time (p_c), s	6.1		0.3		15.2	
Intersection Summary						
HCM 7th Control Delay, s/veh			13.1			
HCM 7th LOS			B			
Notes						
User approved pedestrian interval to be less than phase max green.						

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	37	8	17	135	119	171
Future Vol, veh/h	37	8	17	135	119	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	59	59	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	11	29	229	128	184
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	506	220	312	0	-	0
Stage 1	220	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	529	825	1260	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	825	1260	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.31	0.89		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	201	-	552	-	-	
HCM Lane V/C Ratio	0.023	-	0.109	-	-	
HCM Ctrl Dly (s/v)	7.9	0	12.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

PM Existing With Project Conditions

Queues

1: Central & El Segundo

04/03/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	1103	181	108	604	133	168	923	263	138	620	162
v/c Ratio	0.71	0.62	0.21	0.74	0.34	0.16	0.55	0.87	0.51	0.62	0.59	0.31
Control Delay (s/veh)	37.9	24.4	7.5	58.1	19.5	4.3	29.0	50.2	29.8	35.4	38.9	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.9	24.4	7.5	58.1	19.5	4.3	29.0	50.2	29.8	35.4	38.9	21.2
Queue Length 50th (ft)	148	327	27	67	150	5	79	351	125	64	213	57
Queue Length 95th (ft)	#288	400	68	#160	177	33	128	437	210	116	274	115
Internal Link Dist (ft)		358			192			299			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	346	1781	855	145	1781	857	313	1087	530	237	1083	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.62	0.21	0.74	0.34	0.16	0.54	0.85	0.50	0.58	0.57	0.31

Intersection Summary

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

HCM 7th Signalized Intersection Summary

1: Central & El Segundo

04/03/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1037	170	91	507	112	153	840	239	131	589	154
Future Volume (veh/h)	230	1037	170	91	507	112	153	840	239	131	589	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	1103	181	108	604	133	168	923	263	138	620	162
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.84	0.91	0.91	0.91	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	1862	830	192	1862	830	298	1029	459	213	999	446
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.08	0.28	0.28	0.07	0.28	0.28
Sat Flow, veh/h	732	3610	1610	437	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	245	1103	181	108	604	133	168	923	263	138	620	162
Grp Sat Flow(s),veh/h/ln	732	1805	1610	437	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	35.1	25.6	7.4	27.5	11.7	5.2	7.9	29.5	16.8	6.4	18.0	9.7
Cycle Q Clear(g_c), s	46.8	25.6	7.4	53.0	11.7	5.2	7.9	29.5	16.8	6.4	18.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	1862	830	192	1862	830	298	1029	459	213	999	446
V/C Ratio(X)	0.67	0.59	0.22	0.56	0.32	0.16	0.56	0.90	0.57	0.65	0.62	0.36
Avail Cap(c_a), veh/h	366	1862	830	192	1862	830	322	1083	483	252	1083	483
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	20.3	15.9	38.7	16.9	15.3	28.9	41.2	36.7	31.6	37.9	34.9
Incr Delay (d2), s/veh	9.3	1.4	0.6	11.3	0.5	0.4	1.9	9.7	1.5	4.4	1.0	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	6.8	10.5	2.8	3.5	4.8	2.0	3.5	14.2	6.7	3.0	8.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.8	21.7	16.5	50.1	17.4	15.7	30.8	50.9	38.2	36.0	38.9	35.4
LnGrp LOS	D	C	B	D	B	B	C	D	D	D	D	D
Approach Vol, veh/h	1529			845			1354			920		
Approach Delay, s/veh	23.9			21.3			45.9			37.8		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	67.4		13.4	39.2		67.4	14.4	38.2				
Change Period (Y+Rc), s	5.5		4.5	5.0		5.5	4.5	5.0				
Max Green Setting (Gmax), s	57.5		11.5	36.0		57.5	11.5	36.0				
Max Q Clear Time (g_c+I1), s	48.8		8.4	31.5		55.0	9.9	20.0				
Green Ext Time (p_c), s	5.8		0.1	2.7		1.3	0.1	4.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	32.6											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↕		↕	↕↕
Traffic Vol, veh/h	17	69	1154	39	37	819
Future Vol, veh/h	17	69	1154	39	37	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	92	92	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	130	1254	42	38	844
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1774	648	0	0	1297	0
Stage 1	1276	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	76	418	-	-	541	-
Stage 1	230	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	70	418	-	-	541	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	230	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	62.6		0		0.53	
HCM LOS	F					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	211	541	-
HCM Lane V/C Ratio		-	-	0.768	0.07	-
HCM Ctrl Dly (s/v)		-	-	62.6	12.2	-
HCM Lane LOS		-	-	F	B	-
HCM 95th %tile Q(veh)		-	-	5.3	0.2	-

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1542	22	152	775	16	341
v/c Ratio	0.61	0.02	0.96	0.31	0.04	0.88
Control Delay (s/veh)	8.6	3.7	80.4	5.7	27.2	53.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.6	3.7	80.4	5.7	27.2	53.1
Queue Length 50th (ft)	221	2	72	81	7	157
Queue Length 95th (ft)	281	9	#112	104	17	157
Internal Link Dist (ft)	626			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2534	1135	159	2534	421	417
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	0.61	0.02	0.96	0.31	0.04	0.82

Intersection Summary

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

HCM 7th Signalized Intersection Summary

3: Parmelee & El Segundo

04/03/2026

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	1434	20	134	682	10	218
Future Volume (veh/h)	1434	20	134	682	10	218
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1542	22	152	775	16	341
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2480	1106	232	2480	416	370
Arrive On Green	0.69	0.69	0.69	0.69	0.23	0.23
Sat Flow, veh/h	3705	1610	334	3705	1810	1610
Grp Volume(v), veh/h	1542	22	152	775	16	341
Grp Sat Flow(s),veh/h/ln	1805	1610	334	1805	1810	1610
Q Serve(g_s), s	21.0	0.4	40.8	7.7	0.6	18.6
Cycle Q Clear(g_c), s	21.0	0.4	61.8	7.7	0.6	18.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2480	1106	232	2480	416	370
V/C Ratio(X)	0.62	0.02	0.66	0.31	0.04	0.92
Avail Cap(c_a), veh/h	2480	1106	232	2480	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	4.5	24.7	5.6	26.9	33.9
Incr Delay (d2), s/veh	1.2	0.0	13.7	0.3	0.0	27.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.1	3.8	2.3	0.3	10.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.9	4.5	38.3	5.9	27.0	61.4
LnGrp LOS	A	A	D	A	C	E
Approach Vol, veh/h	1564			927	357	
Approach Delay, s/veh	8.8			11.3	59.8	
Approach LOS	A			B	E	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		66.3		23.7		66.3
Change Period (Y+Rc), s		4.5		3.0		4.5
Max Green Setting (Gmax), s		61.5		21.0		61.5
Max Q Clear Time (g_c+I1), s		23.0		20.6		63.8
Green Ext Time (p_c), s		15.8		0.1		0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			16.0			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	72	25	29	143	102	73
Future Vol, veh/h	72	25	29	143	102	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	47	47	64	64	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	153	53	45	223	121	87
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	479	165	208	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	549	885	1375	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	528	885	1375	-	-	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	14.36	1.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	303	-	590	-	-	
HCM Lane V/C Ratio	0.033	-	0.35	-	-	
HCM Ctrl Dly (s/v)	7.7	0	14.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.6	-	-	

AM Opening Year (2030) Conditions

Queues

1: Central & El Segundo /El Segundo

04/03/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	141	488	124	233	996	135	171	705	232	121	852	256
v/c Ratio	0.77	0.27	0.14	0.56	0.55	0.16	0.73	0.67	0.45	0.46	0.83	0.51
Control Delay (s/veh)	55.1	18.5	3.4	28.6	22.9	8.8	44.3	40.8	27.4	27.0	48.2	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.1	18.5	3.4	28.6	22.9	8.8	44.3	40.8	27.4	27.0	48.2	30.0
Queue Length 50th (ft)	89	116	0	127	284	25	81	245	102	55	317	120
Queue Length 95th (ft)	#209	150	30	219	349	61	#172	316	180	95	396	203
Internal Link Dist (ft)		358			241			1187			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	184	1795	865	413	1795	840	239	1095	534	283	1083	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.27	0.14	0.56	0.55	0.16	0.72	0.64	0.43	0.43	0.79	0.48

Intersection Summary

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

HCM 7th Signalized Intersection Summary

1: Central & El Segundo /El Segundo

04/03/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	429	109	219	936	127	159	656	216	114	801	241
Future Volume (veh/h)	124	429	109	219	936	127	159	656	216	114	801	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	488	124	233	996	135	171	705	232	121	852	256
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	1874	836	425	1874	836	236	1019	455	259	981	438
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.08	0.28	0.28	0.07	0.27	0.27
Sat Flow, veh/h	506	3610	1610	823	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	141	488	124	233	996	135	171	705	232	121	852	256
Grp Sat Flow(s),veh/h/ln	506	1805	1610	823	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	30.8	9.0	4.8	26.4	22.0	5.3	8.1	20.9	14.5	5.6	27.0	16.5
Cycle Q Clear(g_c), s	52.8	9.0	4.8	35.4	22.0	5.3	8.1	20.9	14.5	5.6	27.0	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	1874	836	425	1874	836	236	1019	455	259	981	438
V/C Ratio(X)	0.61	0.26	0.15	0.55	0.53	0.16	0.72	0.69	0.51	0.47	0.87	0.58
Avail Cap(c_a), veh/h	230	1874	836	425	1874	836	258	1083	483	299	1083	483
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	16.0	15.0	25.9	19.2	15.1	31.5	38.4	36.1	29.6	41.6	37.8
Incr Delay (d2), s/veh	11.7	0.3	0.4	5.0	1.1	0.4	8.8	1.8	0.9	1.3	7.2	1.5
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	4.4	3.7	1.8	5.5	9.0	2.0	4.0	9.4	5.8	2.5	12.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.4	16.4	15.4	30.9	20.3	15.6	40.3	40.2	37.0	30.9	48.8	39.3
LnGrp LOS	D	B	B	C	C	B	D	D	D	C	D	D
Approach Vol, veh/h	753		1364				1108		1229			
Approach Delay, s/veh	22.2		21.6				39.5		45.1			
Approach LOS	C		C				D		D			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	67.8		13.3		38.9		67.8		14.6		37.6	
Change Period (Y+Rc), s	5.5		4.5		5.0		5.5		4.5		5.0	
Max Green Setting (Gmax), s	57.5		11.5		36.0		57.5		11.5		36.0	
Max Q Clear Time (g_c+I1), s	54.8		7.6		22.9		37.4		10.1		29.0	
Green Ext Time (p_c), s	1.3		0.1		4.5		8.9		0.1		3.6	
Intersection Summary												
HCM 7th Control Delay, s/veh			32.6									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	92	945	12	16	1073
Future Vol, veh/h	8	92	945	12	16	1073
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	153	1005	13	18	1179
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1636	509	0	0	1018	0
Stage 1	1012	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	93	515	-	-	689	-
Stage 1	317	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	515	-	-	689	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	22.06	0		0.15		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	375	689	-	
HCM Lane V/C Ratio	-	-	0.444	0.026	-	
HCM Ctrl Dly (s/v)	-	-	22.1	10.4	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-	

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	940	28	199	1552	19	298
v/c Ratio	0.34	0.02	0.47	0.56	0.07	0.77
Control Delay (s/veh)	4.1	2.6	9.5	5.8	30.3	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.1	2.6	9.5	5.8	30.3	28.0
Queue Length 50th (ft)	66	1	31	141	10	63
Queue Length 95th (ft)	111	8	112	285	18	55
Internal Link Dist (ft)	527			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2790	1251	425	2790	421	514
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	0.34	0.02	0.47	0.56	0.05	0.58
Intersection Summary						

HCM 7th Signalized Intersection Summary

3: Parmelee & El Segundo

04/03/2026

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	733	22	181	1412	12	185
Future Volume (veh/h)	733	22	181	1412	12	185
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	940	28	199	1552	19	298
Peak Hour Factor	0.78	0.78	0.91	0.91	0.62	0.62
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2566	1144	439	2566	373	332
Arrive On Green	0.71	0.71	0.71	0.71	0.21	0.21
Sat Flow, veh/h	3705	1610	590	3705	1810	1610
Grp Volume(v), veh/h	940	28	199	1552	19	298
Grp Sat Flow(s),veh/h/ln	1805	1610	590	1805	1810	1610
Q Serve(g_s), s	9.2	0.5	17.9	19.6	0.8	16.2
Cycle Q Clear(g_c), s	9.2	0.5	27.1	19.6	0.8	16.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2566	1144	439	2566	373	332
V/C Ratio(X)	0.37	0.02	0.45	0.60	0.05	0.90
Avail Cap(c_a), veh/h	2566	1144	439	2566	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.1	3.8	10.4	6.6	28.7	34.8
Incr Delay (d2), s/veh	0.4	0.0	3.4	1.1	0.1	21.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.1	2.3	5.7	0.3	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.5	3.9	13.7	7.7	28.7	56.7
LnGrp LOS	A	A	B	A	C	E
Approach Vol, veh/h	968			1751	317	
Approach Delay, s/veh	5.5			8.4	55.1	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		68.5		21.5		68.5
Change Period (Y+Rc), s		4.5		3.0		4.5
Max Green Setting (Gmax), s		61.5		21.0		61.5
Max Q Clear Time (g_c+I1), s		11.2		18.2		29.1
Green Ext Time (p_c), s		7.8		0.3		17.8
Intersection Summary						
HCM 7th Control Delay, s/veh			12.3			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	3	19	148	130	110
Future Vol, veh/h	19	3	19	148	130	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	59	59	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	4	32	251	140	118
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	514	199	258	0	-	0
Stage 1	199	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	524	847	1318	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	509	847	1318	-	-	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	12.07		0.89		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	205		-	538	-	-
HCM Lane V/C Ratio	0.024		-	0.054	-	-
HCM Ctrl Dly (s/v)	7.8		0	12.1	-	-
HCM Lane LOS	A		A	B	-	-
HCM 95th %tile Q(veh)	0.1		-	0.2	-	-

PM Opening Year (2030) Conditions