

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)	265	1203	197	118	662	149	176	996	285	156	675	176
v/c Ratio	0.86	0.69	0.23	1.05	0.38	0.18	0.60	0.92	0.54	0.69	0.63	0.33
Control Delay (s/veh)	54.9	26.5	8.4	132.9	20.4	5.1	30.8	55.0	31.2	40.2	39.3	22.4
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)	54.9	26.5	8.4	132.9	20.4	5.1	30.8	55.0	31.2	40.2	39.3	22.4
Queue Length 50th (ft)	178	373	34	~101	167	10	83	392	142	73	236	65
Queue Length 95th (ft)	#352	453	79	#202	196	40	133	#517	232	#145	302	128
Internal Link Dist (ft)		358			241			1187			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	309	1753	843	112	1753	847	300	1090	532	237	1086	530
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	0.86	0.69	0.23	1.05	0.38	0.18	0.59	0.91	0.54	0.66	0.62	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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)	249	1131	185	99	556	125	160	906	259	148	641	167
Future Volume (veh/h)	249	1131	185	99	556	125	160	906	259	148	641	167
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	265	1203	197	118	662	149	176	996	285	156	675	176
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	327	1814	809	159	1814	809	295	1067	476	211	1039	463
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.08	0.30	0.30	0.08	0.29	0.29
Sat Flow, veh/h	683	3610	1610	391	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	265	1203	197	118	662	149	176	996	285	156	675	176
Grp Sat Flow(s),veh/h/ln	683	1805	1610	391	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	46.3	29.8	8.3	30.5	13.4	6.1	8.1	32.2	18.2	7.2	19.7	10.5
Cycle Q Clear(g_c), s	59.7	29.8	8.3	60.3	13.4	6.1	8.1	32.2	18.2	7.2	19.7	10.5
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	327	1814	809	159	1814	809	295	1067	476	211	1039	463
V/C Ratio(X)	0.81	0.66	0.24	0.74	0.36	0.18	0.60	0.93	0.60	0.74	0.65	0.38
Avail Cap(c_a), veh/h	327	1814	809	159	1814	809	315	1083	483	245	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	36.4	22.3	16.9	47.2	18.2	16.4	28.4	41.1	36.2	31.3	37.4	34.2
Incr Delay (d2), s/veh	19.2	1.9	0.7	26.3	0.6	0.5	2.7	14.1	2.0	9.6	1.3	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	9.1	12.4	3.2	4.7	5.5	2.3	3.7	16.1	7.3	3.6	8.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	24.2	17.6	73.5	18.7	16.9	31.1	55.2	38.2	40.9	38.7	34.7
LnGrp LOS	E	C	B	E	B	B	C	E	D	D	D	C
Approach Vol, veh/h	1665			929			1457			1007		
Approach Delay, s/veh	28.4			25.4			49.0			38.4		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	65.8		13.7	40.5		65.8	14.6	39.5				
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	61.7		9.2	34.2		62.3	10.1	21.7				
Green Ext Time (p_c), s	0.0		0.1	1.3		0.0	0.1	4.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	35.8											
HCM 7th LOS	D											

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	64	1250	48	44	887
Future Vol, veh/h	17	64	1250	48	44	887
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	121	1359	52	45	914
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1933	705	0	0	1411	0
Stage 1	1385	-	-	-	-	-
Stage 2	548	-	-	-	-	-
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	59	383	-	-	490	-
Stage 1	201	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	383	-	-	490	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	201	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	102.57	0		0.62		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 168		490	-	
HCM Lane V/C Ratio	-	- 0.912		0.093	-	
HCM Ctrl Dly (s/v)	-	- 102.6		13.1	-	
HCM Lane LOS	-	- F		B	-	
HCM 95th %tile Q(veh)	-	- 6.7		0.3	-	

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1716	33	132	883	31	359
v/c Ratio	0.69	0.03	1.17	0.35	0.08	0.92
Control Delay (s/veh)	10.1	3.8	157.8	6.3	27.7	60.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.1	3.8	157.8	6.3	27.7	60.6
Queue Length 50th (ft)	269	4	~90	96	14	179
Queue Length 95th (ft)	342	12	#135	121	26	177
Internal Link Dist (ft)	527			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2497	1120	113	2497	421	405
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	0.69	0.03	1.17	0.35	0.07	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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)	1596	31	116	777	20	230
Future Volume (veh/h)	1596	31	116	777	20	230
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	1716	33	132	883	31	359
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	2467	1100	191	2467	422	376
Arrive On Green	0.68	0.68	0.68	0.68	0.23	0.23
Sat Flow, veh/h	3705	1610	279	3705	1810	1610
Grp Volume(v), veh/h	1716	33	132	883	31	359
Grp Sat Flow(s),veh/h/ln	1805	1610	279	1805	1810	1610
Q Serve(g_s), s	25.8	0.6	35.7	9.2	1.2	19.8
Cycle Q Clear(g_c), s	25.8	0.6	61.5	9.2	1.2	19.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2467	1100	191	2467	422	376
V/C Ratio(X)	0.70	0.03	0.69	0.36	0.07	0.96
Avail Cap(c_a), veh/h	2467	1100	191	2467	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	8.6	4.6	30.0	6.0	26.9	34.0
Incr Delay (d2), s/veh	1.6	0.1	18.7	0.4	0.1	34.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.2	3.8	2.8	0.5	11.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.2	4.7	48.7	6.4	27.0	68.9
LnGrp LOS	B	A	D	A	C	E
Approach Vol, veh/h	1749			1015	390	
Approach Delay, s/veh	10.1			11.9	65.6	
Approach LOS	B			B	E	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		66.0		24.0		66.0
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		27.8		21.8		63.5
Green Ext Time (p_c), s		17.6		0.0		0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			17.6			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	77	24	32	159	114	56
Future Vol, veh/h	77	24	32	159	114	56
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	164	51	50	248	136	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	517	169	202	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	348	-	-	-	-	-
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	522	880	1382	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	880	1382	-	-	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.47	1.29		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	302	-	557	-	-	
HCM Lane V/C Ratio	0.036	-	0.386	-	-	
HCM Ctrl Dly (s/v)	7.7	0	15.5	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-	

AM Opening Year 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)	141	485	126	229	990	131	186	720	232	118	855	256
v/c Ratio	0.77	0.27	0.15	0.56	0.56	0.16	0.78	0.67	0.44	0.45	0.83	0.51
Control Delay (s/veh)	55.4	18.7	3.4	28.4	23.1	8.8	48.7	40.7	27.1	26.7	48.3	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)	55.4	18.7	3.4	28.4	23.1	8.8	48.7	40.7	27.1	26.7	48.3	30.0
Queue Length 50th (ft)	89	115	0	124	282	24	89	252	101	54	319	120
Queue Length 95th (ft)	#208	148	30	214	346	60	#203	324	180	93	397	203
Internal Link Dist (ft)		358			192			299			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	183	1783	861	412	1783	834	242	1103	538	281	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	0.15	0.56	0.56	0.16	0.77	0.65	0.43	0.42	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

04/03/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	427	111	215	931	123	173	670	216	111	804	241
Future Volume (veh/h)	124	427	111	215	931	123	173	670	216	111	804	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	485	126	229	990	131	186	720	232	118	855	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	228	1851	826	420	1851	826	247	1042	465	260	983	439
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.09	0.29	0.29	0.07	0.27	0.27
Sat Flow, veh/h	510	3610	1610	823	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	141	485	126	229	990	131	186	720	232	118	855	256
Grp Sat Flow(s),veh/h/ln	510	1805	1610	823	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	30.8	9.1	5.0	26.0	22.1	5.2	8.8	21.3	14.4	5.5	27.1	16.5
Cycle Q Clear(g_c), s	52.8	9.1	5.0	35.1	22.1	5.2	8.8	21.3	14.4	5.5	27.1	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	228	1851	826	420	1851	826	247	1042	465	260	983	439
V/C Ratio(X)	0.62	0.26	0.15	0.55	0.53	0.16	0.75	0.69	0.50	0.45	0.87	0.58
Avail Cap(c_a), veh/h	228	1851	826	420	1851	826	257	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	37.4	16.5	15.5	26.3	19.6	15.5	31.3	37.9	35.5	29.4	41.6	37.8
Incr Delay (d2), s/veh	12.0	0.3	0.4	5.0	1.1	0.4	11.5	1.8	0.8	1.2	7.3	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	4.5	3.7	1.9	5.5	9.1	2.0	4.5	9.5	5.7	2.4	12.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	16.8	15.8	31.4	20.7	15.9	42.7	39.7	36.3	30.6	48.9	39.3
LnGrp LOS	D	B	B	C	C	B	D	D	D	C	D	D
Approach Vol, veh/h	752		1350			1138			1229			
Approach Delay, s/veh	22.8		22.1			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	67.0		13.3		39.7		67.0		15.3		37.7	
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		7.5		23.3		37.1		10.8		29.1	
Green Ext Time (p_c), s	1.3		0.1		4.6		8.8		0.0		3.6	
Intersection Summary												
HCM 7th Control Delay, s/veh			33.0									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	26	120	945	12	21	1073
Future Vol, veh/h	26	120	945	12	21	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	43	200	1005	13	23	1179
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1647	509	0	0	1018	0
Stage 1	1012	-	-	-	-	-
Stage 2	636	-	-	-	-	-
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	92	515	-	-	689	-
Stage 1	317	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	515	-	-	689	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	66.96	0		0.2		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	278	689	-	
HCM Lane V/C Ratio	-	-	0.877	0.033	-	
HCM Ctrl Dly (s/v)	-	-	67	10.4	-	
HCM Lane LOS	-	-	F	B	-	
HCM 95th %tile Q(veh)	-	-	7.7	0.1	-	

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	859	28	280	1470	19	337
v/c Ratio	0.31	0.02	0.60	0.53	0.07	0.81
Control Delay (s/veh)	4.1	2.5	13.3	5.7	30.0	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.1	2.5	13.3	5.7	30.0	28.6
Queue Length 50th (ft)	61	1	54	134	9	67
Queue Length 95th (ft)	100	8	198	260	18	55
Internal Link Dist (ft)	626			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2776	1245	464	2776	421	538
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	0.31	0.02	0.60	0.53	0.05	0.63
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)	670	22	255	1338	12	209
Future Volume (veh/h)	670	22	255	1338	12	209
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	859	28	280	1470	19	337
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	2487	1109	457	2487	412	367
Arrive On Green	0.69	0.69	0.69	0.69	0.23	0.23
Sat Flow, veh/h	3705	1610	636	3705	1810	1610
Grp Volume(v), veh/h	859	28	280	1470	19	337
Grp Sat Flow(s),veh/h/ln	1805	1610	636	1805	1810	1610
Q Serve(g_s), s	8.7	0.5	28.9	19.2	0.7	18.4
Cycle Q Clear(g_c), s	8.7	0.5	37.6	19.2	0.7	18.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2487	1109	457	2487	412	367
V/C Ratio(X)	0.35	0.03	0.61	0.59	0.05	0.92
Avail Cap(c_a), veh/h	2487	1109	457	2487	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	5.7	4.4	13.4	7.3	27.1	33.9
Incr Delay (d2), s/veh	0.4	0.0	6.0	1.0	0.0	26.9
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	4.2	5.8	0.3	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.1	4.5	19.4	8.4	27.2	60.9
LnGrp LOS	A	A	B	A	C	E
Approach Vol, veh/h	887			1750	356	
Approach Delay, s/veh	6.0			10.1	59.1	
Approach LOS	A			B	E	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		66.5		23.5		66.5
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		10.7		20.4		39.6
Green Ext Time (p_c), s		6.9		0.1		13.9
Intersection Summary						
HCM 7th Control Delay, s/veh			14.8			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	9	19	148	130	184
Future Vol, veh/h	43	9	19	148	130	184
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	57	12	32	251	140	198
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	554	239	338	0	-	0
Stage 1	239	-	-	-	-	-
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	497	805	1233	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	805	1233	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	13.02		0.91		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	205		-	518	-	-
HCM Lane V/C Ratio	0.026		-	0.134	-	-
HCM Ctrl Dly (s/v)	8		0	13	-	-
HCM Lane LOS	A		A	B	-	-
HCM 95th %tile Q(veh)	0.1		-	0.5	-	-

PM Opening Year 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)	265	1200	200	118	661	148	184	1004	285	154	677	176
v/c Ratio	0.86	0.69	0.24	1.05	0.38	0.17	0.63	0.93	0.54	0.68	0.63	0.33
Control Delay (s/veh)	55.1	26.5	8.4	132.9	20.4	5.1	32.0	55.6	31.1	39.5	39.4	22.4
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	26.5	8.4	132.9	20.4	5.1	32.0	55.6	31.1	39.5	39.4	22.4
Queue Length 50th (ft)	178	371	34	~101	167	10	87	396	142	72	237	65
Queue Length 95th (ft)	#352	451	79	#202	195	40	139	#524	232	#135	302	128
Internal Link Dist (ft)		358			192			299			382	
Turn Bay Length (ft)	135		135	165		100	130		25	120		25
Base Capacity (vph)	309	1751	843	112	1751	846	299	1091	532	237	1084	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	0.86	0.69	0.24	1.05	0.38	0.17	0.62	0.92	0.54	0.65	0.62	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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)	249	1128	188	99	555	124	167	914	259	146	643	167
Future Volume (veh/h)	249	1128	188	99	555	124	167	914	259	146	643	167
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	265	1200	200	118	661	148	184	1004	285	154	677	176
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	327	1813	809	160	1813	809	298	1070	477	209	1029	459
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.09	0.30	0.30	0.08	0.28	0.28
Sat Flow, veh/h	685	3610	1610	391	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	265	1200	200	118	661	148	184	1004	285	154	677	176
Grp Sat Flow(s),veh/h/ln	685	1805	1610	391	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	46.2	29.7	8.5	30.5	13.4	6.0	8.5	32.5	18.2	7.1	19.8	10.5
Cycle Q Clear(g_c), s	59.6	29.7	8.5	60.3	13.4	6.0	8.5	32.5	18.2	7.1	19.8	10.5
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	327	1813	809	160	1813	809	298	1070	477	209	1029	459
V/C Ratio(X)	0.81	0.66	0.25	0.74	0.36	0.18	0.62	0.94	0.60	0.74	0.66	0.38
Avail Cap(c_a), veh/h	327	1813	809	160	1813	809	312	1083	483	244	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	36.3	22.3	17.0	47.1	18.2	16.4	28.5	41.1	36.1	31.5	37.8	34.4
Incr Delay (d2), s/veh	19.1	1.9	0.7	26.2	0.6	0.5	3.4	14.8	2.0	9.3	1.4	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(95%),veh/ln	14.0	18.2	5.8	8.3	9.4	4.2	7.1	23.0	11.7	6.5	13.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	24.2	17.7	73.3	18.8	16.9	32.0	55.9	38.1	40.9	39.1	35.0
LnGrp LOS	E	C	B	E	B	B	C	E	D	D	D	C
Approach Vol, veh/h	1665			927			1473			1007		
Approach Delay, s/veh	28.4			25.4			49.5			38.7		
Approach LOS	C			C			D			D		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		65.8	13.7	40.6		65.8	15.0	39.2				
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		61.6	9.1	34.5		62.3	10.5	21.8				
Green Ext Time (p_c), s		0.0	0.1	1.0		0.0	0.0	4.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			36.0									
HCM 7th LOS			D									

Intersection						
Int Delay, s/veh	20.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		W	↑↑
Traffic Vol, veh/h	27	79	1250	48	49	887
Future Vol, veh/h	27	79	1250	48	49	887
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	51	149	1359	52	51	914
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1943	705	0	0	1411	0
Stage 1	1385	-	-	-	-	-
Stage 2	558	-	-	-	-	-
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	58	383	-	-	490	-
Stage 1	201	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	383	-	-	490	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	201	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	258.62	0		0.69		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	147		490	-	
HCM Lane V/C Ratio	-	1.363		0.103	-	
HCM Ctrl Dly (s/v)	-	258.6		13.2	-	
HCM Lane LOS	-	F		B	-	
HCM 95th %tile Q(veh)	-	12.6		0.3	-	

Queues

3: Parmelee & El Segundo

04/03/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1673	33	172	843	31	381
v/c Ratio	0.68	0.03	1.43	0.34	0.07	0.95
Control Delay (s/veh)	10.1	3.8	259.3	6.3	27.7	65.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.1	3.8	259.3	6.3	27.7	65.6
Queue Length 50th (ft)	256	4	~134	90	14	193
Queue Length 95th (ft)	326	12	#187	115	26	188
Internal Link Dist (ft)	626			539	1430	
Turn Bay Length (ft)		25	80		55	
Base Capacity (vph)	2476	1111	120	2476	421	407
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	0.68	0.03	1.43	0.34	0.07	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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)	1556	31	151	742	20	244
Future Volume (veh/h)	1556	31	151	742	20	244
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	1673	33	172	843	31	381
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	2467	1100	199	2467	422	376
Arrive On Green	0.68	0.68	0.68	0.68	0.23	0.23
Sat Flow, veh/h	3705	1610	291	3705	1810	1610
Grp Volume(v), veh/h	1673	33	172	843	31	381
Grp Sat Flow(s),veh/h/ln	1805	1610	291	1805	1810	1610
Q Serve(g_s), s	24.6	0.6	36.9	8.7	1.2	21.0
Cycle Q Clear(g_c), s	24.6	0.6	61.5	8.7	1.2	21.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2467	1100	199	2467	422	376
V/C Ratio(X)	0.68	0.03	0.86	0.34	0.07	1.01
Avail Cap(c_a), veh/h	2467	1100	199	2467	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	8.4	4.6	32.2	5.9	26.9	34.5
Incr Delay (d2), s/veh	1.5	0.1	35.9	0.4	0.1	50.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.3	9.6	4.7	1.0	19.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.9	4.7	68.1	6.3	27.0	84.5
LnGrp LOS	A	A	E	A	C	F
Approach Vol, veh/h	1706			1015	412	
Approach Delay, s/veh	9.8			16.7	80.2	
Approach LOS	A			B	F	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		66.0		24.0		66.0
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		26.6		23.0		63.5
Green Ext Time (p_c), s		17.2		0.0		0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			21.3			
HCM 7th LOS			C			

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	91	27	32	159	114	91
Future Vol, veh/h	91	27	32	159	114	91
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	194	57	50	248	136	108
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	538	190	244	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	348	-	-	-	-	-
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	507	857	1334	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	857	1334	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	17.38	1.31		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	302	-	539	-	-	
HCM Lane V/C Ratio	0.037	-	0.466	-	-	
HCM Ctrl Dly (s/v)	7.8	0	17.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.5	-	-	

Appendix D – Cumulative Project Information



Site Address: 2320 N. Parmelee Ave., Compton CA

Assessor Parcel No. :6145-004-060

Nearest Major Cross Streets: W. El Segundo Blvd. and N. Central Ave.

Output Summary

ITE LUC	Land Use	Size	Unit	Daily			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Proposed												
210	Single-Family Detached Housing	60	DU	273	272	545	11	31	42	35	21	56
Proposed Cumulative Trips				273	272	545	11	31	42	35	21	56

Appendix E – Collision History Information

ACCIDENT_YEAR	COLLISION_DATE	DAY_OF_WEEK	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	TOW_AWAY	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PEDESTRIAN_A CCIDENT	BICYCLE_A CCIDENT	MOTORCYCLE_A CCIDENT	TRUCK_A CCIDENT	LONGITUDE	COUNTY	CITY
2025	9/5/2025	5	283T2	CENTRAL AVE	EL SEGUNDO BLVD	27	S	-	A	Y	4	0	2	2					-118.2543335	LOS ANGELES	COMPTON
2025	9/12/2025	5	281T1	CENTRAL AV	EL SEGUNDO BLVD	0		-	A	N	4	0	1	2					-118.2544479	LOS ANGELES	COMPTON
2020	3/5/2020	4	283T1	EL SEGUNDO BL	PARMELEE AV	0		Y	A	N	4	0	1	2		Y				LOS ANGELES	COMPTON
2020	3/2/2020	1	283T3	CENTRAL AV	EL SEGUNDO BL	476	S	N	A	Y	4	0	3	3						LOS ANGELES	COMPTON
2020	12/26/2020	6	283T3	EL SEGUNDO BL	PARMELEE AV	149	W	N	A	N	1	1	0	2		Y			-118.2504578	LOS ANGELES	COMPTON
2021	6/4/2021	5	283T1	EL SEGUNDO BL	CENTRAL AV	1000	E	N	A	Y	4	0	2	2					-118.2535934	LOS ANGELES	COMPTON
2021	3/10/2021	3	282T1	EL SEGUNDO BL	CENTRAL AV	0		Y	A	N	4	0	1	2				Y	-118.2542267	LOS ANGELES	COMPTON
2021	8/20/2021	5	271T1	131ST ST	CENTRAL AV	20	E	N	A	Y	4	0	1	1						LOS ANGELES	COMPTON
2021	6/23/2021	3	282T1	CENTRAL AV	EL SEGUNDO BL	145	N	N	A	N	4	0	1	2					-118.254303	LOS ANGELES	COMPTON
2021	11/25/2021	4	281T1	EL SEGUNDO BL	CENTRAL AV	200	E	N	A	Y	3	0	1	1						LOS ANGELES	COMPTON
2022	2/5/2022	6	281T1	EL SEGUNDO BL	CENTRAL AV	126	E	N	A	Y	3	0	1	1						LOS ANGELES	COMPTON
2022	3/12/2022	6	281T1	EL SEGUNDO BL	CENTRAL AV	0		Y	A	N	4	0	1	2	Y				-118.2542725	LOS ANGELES	COMPTON
2022	2/20/2022	7	283T1	EL SEGUNDO BL	CENTRAL AV	0		Y	A	Y	3	0	5	2					-118.2541885	LOS ANGELES	COMPTON
2022	3/31/2022	4	282T1	EL SEGUNDO BL	PARMELEE AV	5	W	N	A	Y	4	0	2	3						LOS ANGELES	COMPTON
2022	5/15/2022	7	281D	PARMELEE AV	131ST ST	660	N	N	A	N	4	0	2	2						LOS ANGELES	COMPTON
2022	5/11/2022	3	282T1	CENTRAL AV	EL SEGUNDO BL	25	S	N	A	Y	4	0	1	4				Y	-118.2543793	LOS ANGELES	COMPTON
2022	6/15/2022	3	283T2	EL SEGUNDO BL	PARMALEE AV	243	W	N	A	N	4	0	1	2					-118.2507401	LOS ANGELES	COMPTON
2022	9/18/2022	7	24Q2	EL SEGUNDO BL	CENTRAL AV	520	E	N	A	N	4	0	1	2	Y					LOS ANGELES	COMPTON
2022	8/1/2022	1	2812	CENTRAL AV	EL SEGUNDO BL	80	S	N	A	N	4	0	1	3				Y	-118.2543488	LOS ANGELES	COMPTON
2022	12/2/2022	5	283T1	EL SEGUNDO BL	PARMELEE AV	45	W	N	C	N	4	0	1	2					-118.2500916	LOS ANGELES	COMPTON
2022	10/12/2022	3	283T2	EL SEGUNDO BL	PARMALEE AV	480	W	N	A	N	4	0	4	2					-118.2511597	LOS ANGELES	COMPTON
2023	4/3/2023	1	283T1	PARMALEE AV	131ST ST	119	N	N	A	N	3	0	1	2			Y		-118.2505112	LOS ANGELES	COMPTON
2023	5/5/2023	5	283T2	EL SEGUNDO BL	CENTRAL AV	52	E	N	A	N	4	0	1	2					-118.2538834	LOS ANGELES	COMPTON
2023	4/29/2023	6	281T1	CENTRAL AV	EL SEGUNDO BL	3	N	N	A	Y	4	0	1	1					-118.2542572	LOS ANGELES	COMPTON
2024	3/14/2024	4	283T1	PARMELEE AV	EL SEGUNDO BL	7	S	N	A	N	3	0	1	2	Y				-118.2498627	LOS ANGELES	COMPTON
2023	10/16/2023	1	285D	EL SEGUNDO	PARMALEE AV	0		Y	A	N	2	0	1	2					-118.2499237	LOS ANGELES	COMPTON
2024	7/20/2024	6	283T2	CENTRAL AV	EL SEGUNDO BL	450	S	N	A	Y	4	0	1	2						LOS ANGELES	COMPTON
2024	11/9/2024	6	283T2	CENTRAL AV	EL SEGUNDO BL	135	N	N	A	Y	3	0	1	2					-118.2543564	LOS ANGELES	COMPTON
2025	2/26/2025	3	283T1	EL SEGUNDO BL	PARMELEE AV	0		Y	A	N	3	0	2	2					-118.2511978	LOS ANGELES	COMPTON
2025	2/14/2025	5	282T1	EL SEGUNDO BL	CENTRAL AV	350	E	N	A	N	3	0	3	2					-118.2531586	LOS ANGELES	COMPTON

Los Angeles County Sheriff's Department Compton Station

From 1/1/2020 to 12/31/2025

Total Collisions: 13

Injury Collisions: 7 Total Injured: 11

Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

2/11/26

EL SEGUNDO BLVD & CENTRAL AV

Page 1 of 3

920-05408-2812-472	5/1/2020	11:01	Friday	EL SEGUNDO BLVD - CENTRAL AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault: 1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21801(a)	Hit & Run: No	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	East	Making Left Turn	Femal	Age: 24	1996 HONDA	ACCORD	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use	Cell Phone Not In Use	
Party	Driver	West	Proceeding Straight	Femal	Age: 43	2019 NISSAN	SENTRA	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use	Cell Phone Not In Use	
920-12939-2810-250	10/20/2020	13:40	Tuesday	EL SEGUNDO BLVD - CENTRAL AV	80'	Direction: East	Daylight	Clear	Pty at Fault: 1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: Misd	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	West	Proceeding Straight	Femal	Age:	2005 INFINITI	G35	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: Impairment Not K		Assoc Factor:				
Party	Driver	West	Proceeding Straight	Male	Age: 36	2012 FORD	F-350	Pickups & Panels	No Injury
	Veh Type: Pickup Truck		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use	Cell Phone Not In Use	
921-02138-2812-250	2/21/2021	15:00	Sunday	CENTRAL AV - EL SEGUNDO BLVD	10'	Direction: South	Daylight	Clear	Pty at Fault: 1
	Rear-End		Other Motor Vehicle	Following Too Closely	21703	Hit & Run: Misd	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	North	Proceeding Straight		Age:	2016 TOYOTA	CAMRY	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Violation			Cell Phone Not In Use	
Party	Driver	North	Slowing/Stopping	Male	Age: 46	2014 FORD	TAURUS	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use	Cell Phone Not In Use	
921-02845-2820-471	3/10/2021	12:39	Wednesda	EL SEGUNDO BLVD - CENTRAL AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Sideswipe		Other Motor Vehicle	Unknown		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	West	Making Right Turn	Male	Age: 36	2000 VOLVO		Truck Tractor	No Injury
	Veh Type: Truck		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use		
Party	Driver	West	Making Right Turn	Femal	Age: 18	2017 FORD	FIESTA	Passenger Car, Station Wagon, Jee	Complaint of Pain
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use		
921-04481-2812-472	4/19/2021	16:40	Monday	CENTRAL AV - EL SEGUNDO BLVD	10'	Direction: South	Daylight	Clear	Pty at Fault: 1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	North	Proceeding Straight	Male	Age: 66	1997 NISSAN		Pickups & Panels	No Injury
	Veh Type: Pickup Truck		Sobriety: HNBD		Assoc Factor: Defective Vehic	Lap/Shoulder Harness	Use	Cell Phone Not In Use	
Party	Driver	North	Stopped In Road	Femal	Age: 27	2017 MERCEDES-B	C-CLASS	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use	Cell Phone Not In Use	
Party	Driver	North	Stopped In Road	Male	Age: 19	2008 CHEVROLET	IMPALA	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness	Use	Cell Phone Not In Use	

EL SEGUNDO BLVD & CENTRAL AV

Page 2 of 3

921-05840-2812-250	5/26/2021	13:19	Wednesda	EL SEGUNDO BLVD - CENTRAL AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Improper Turning	22107	Hit & Run: Misd	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	East	Changing Lanes	Age:	2016 NISSAN	ALTIMA	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent					
Party	Driver	East	Proceeding Straight	Male	Age: 19	2004 NISSAN	FRONTIER	Pickups & Panels	No Injury
	Veh Type: Pickup Truck		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use			
922-01976-2812-471	2/20/2022	20:55	Sunday	EL SEGUNDO BLVD - CENTRAL AV	0'	Direction: Not State	Dark - Street Li	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Traffic Signals and Signs	21453(a)	Hit & Run: No	Other Visible Injury	# Inj: 5	# Killed: 0
Party	Driver	East	Proceeding Straight	Male	Age: 31	2005 HONDA	ACCORD	Passenger Car, Station Wagon, Jee	Other Visible Injury
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Unknown		Not Stated		
Party	Driver	West	Slowing/Stopping	Male	Age: 36	2007 CADILLAC	ESCALADE	Sport Utility Vehicle	Complaint of Pain
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Unknown		Not Stated		
922-02006-2812-250	2/21/2022	18:13	Monday	CENTRAL AV - EL SEGUNDO BLVD	0'	Direction: Not State	Dark - Street Li	Cloudy	Pty at Fault:1
	Broadside		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: Misd	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	North	Proceeding Straight	Age:			Sport Utility Vehicle	No Injury	
	Veh Type: Passenger Car		Sobriety: Impairment Not K	Assoc Factor: None Apparent			Not Stated		
Party	Driver	Sout	Making Left Turn	Femal	Age: 24	2014 TOYOTA	COROLLA	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Not Stated		
Party	Driver	North	Proceeding Straight	Male	Age: 46	2007 SATURN	OUTLOOK	Sport Utility Vehicle	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Not Stated		
922-02861-2812-251	3/12/2022	23:08	Saturday	EL SEGUNDO BLVD - CENTRAL AV	0'	Direction: Not State	Dark - Street Li	Clear	Pty at Fault:1
	Vehicle - Pedestria		Pedestrian	Improper Turning	22107	Hit & Run: Felon	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	East	Making Left Turn	Age:			Pickups & Panels	No Injury	
	Veh Type: Pickup Truck		Sobriety: Impairment Not K	Assoc Factor: None Apparent			Not Stated		
Party	Pedestrian	Sout		Male	Age: 54		Pedestrian	Complaint of Pain	
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: None Apparent			Not Stated		
922-05745-2812-471	5/11/2022	12:50	Wednesda	CENTRAL AV - EL SEGUNDO BLVD	25'	Direction: South	Daylight	Clear	Pty at Fault:2
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	North	Proceeding Straight	Male	Age: 47	2016 FORD	F-150	Police Car	No Injury
	Veh Type: Emergency Vehicl		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Cell Phone Not In Use		
Party	Driver	North	Proceeding Straight	Male	Age: 19	2004 VOLVO	S40	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Cell Phone Not In Use		
Party	Driver	North	Proceeding Straight	Male	Age: 40	2005 TOYOTA	PRIUS	Passenger Car, Station Wagon, Jee	Complaint of Pain
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Cell Phone Not In Use		
Party	Driver	North	Proceeding Straight	Male	Age: 50	2020 HINO		Public Transit Authority	No Injury
	Veh Type: Other Bus		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Cell Phone Not In Use		
922-10011-2812-251	8/1/2022	13:19	Monday	CENTRAL AV - EL SEGUNDO BLVD	80'	Direction: South	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Improper Turning	22107	Hit & Run: Felon	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	North	Changing Lanes	Age:	CHEVROLET	MALIBU	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: Impairment Not K	Assoc Factor: Violation			Not Stated		
Party	Driver	North	Proceeding Straight	Male	Age: 25	2020 PETERBILT	579	Truck Tractor	No Injury
	Veh Type: Truck		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Cell Phone Not In Use		

EL SEGUNDO BLVD & CENTRAL AV

Party	Driver	North	Stopped In Road	Male	Age: 47	2021 ELDORADO	Public Transit Authority	Complaint of Pain		
Veh Type: Other Bus		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Cell Phone Not In Use			
923-05767-	4/29/2023	23:30	Saturday	CENTRAL AV - EL SEGUNDO BLVD		3'	Direction: North	Dark - Street Li	Clear	Pty at Fault: 1
2812-471	Hit Object		Fixed Object	Improper Turning		22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	North	Proceeding Straight	Femal	Age: 74	2010 HONDA	CR-V	Sport Utility Vehicle	Complaint of Pain	
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Use	Cell Phone Not In Use			
924-08029-	7/7/2024	00:45	Sunday	EL SEGUNDO BLVD - CENTRAL AV		0'	Direction: Not State	Dark - Street Li	Clear	Pty at Fault:
2812-471	Hit Object		Fixed Object	Unknown			Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	West	Proceeding Straight	Male	Age: 60	2013	1500	Pickups & Panels	Complaint of Pain	
Veh Type: Pickup Truck		Sobriety: Impairment Not K		Assoc Factor: None Apparent		Unknown	Not Stated			

Settings for Query:**Street: EL SEGUNDO BLVD****Cross Street: CENTRAL AV****Intersection Related: True****Sorted By: Date and Time**

Los Angeles County Sheriff's Department
Compton Station

From 1/1/2020 to 12/31/2025

Total Collisions: 1
Injury Collisions: 1 Total Injured: 1
Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

2/11/26

CENTRAL AV & 131ST ST (N)

Page 1 of 1

921-09462-2812-471	8/20/2021	21:20	Friday	131ST ST - CENTRAL AV (N)	20'	Direction: East	Dark - Street Li	Clear	Pty at Fault: 1
	Hit Object		Fixed Object	Unsafe Speed	22350	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	Sout	Making Left Turn	Male	Age: 27	2007 NISSAN	ALTIMA	Passenger Car, Station Wagon, Jee	Complaint of Pain
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor:	Uninvolved Veh	Lap Belt Used	Cell Phone Not In Use		

Settings for Query:

Street: CENTRAL AV
Cross Street: 131ST ST (N)
Intersection Related: True
Sorted By: Date and Time

Los Angeles County Sheriff's Department Compton Station

From 1/1/2020 to 12/31/2025

Total Collisions: 6

Injury Collisions: 2 Total Injured: 2

Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

2/11/26

131ST ST & PARMELEE AV

Page 1 of 2

920-07892-2812-472	6/26/2020	16:54	Friday	131ST ST - PARMELEE AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Other		Fixed Object	Unknown		Hit & Run: No	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	Sout	Proceeding Straight	Femal	Age: 50	2007 CHEVROLET TAHOE	Sport Utility Vehicle	No Injury	
	Veh Type: Passenger Car		Sobriety: Impairment Not K	Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use			
920-15578-2812-250	11/16/2020	15:30	Monday	PARMELEE AV - 131ST ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault: 1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: Misd	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	Sout	Proceeding Straight	Age:		Unknown Hit and Run Vehicle Invol	No Injury		
	Veh Type: Other		Sobriety: Impairment Not K	Assoc Factor: None Apparent					
Party	Driver	Sout	Stopped In Road	Femal	Age: 51	2015 KIA SOUL	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Use				
921-01048-2812-471	1/27/2021	10:20	Wednesda	PARMELEE AV - 131ST ST	25'	Direction: South	Daylight	Clear	Pty at Fault: 1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21804(a)	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party	Driver	North	Entering Traffic	Femal	Age: 30	2007 TOYOTA CAMRY	Passenger Car, Station Wagon, Jee	Other Visible Injury	
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use			
Party	Driver	North	Proceeding Straight	Femal	Age: 24	2018 KIA SOUL	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use			
921-01721-2812-250	2/11/2021	14:10	Thursday	PARMELEE AV - 131ST ST	20'	Direction: North	Daylight	Clear	Pty at Fault: 1
	Hit Object		Fixed Object	Improper Turning	22107	Hit & Run: Misd	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	North	Proceeding Straight	Age:	2006 CHEVROLET EXPRESS	Mini Van	No Injury		
	Veh Type: Passenger Car		Sobriety: Impairment Not K	Assoc Factor: Violation					
921-12045-2824-471	10/22/2021	05:20	Friday	PARMELEE AV - 131ST ST	130'	Direction: South	Dark - Street Li	Clear	Pty at Fault: 1
	Rear-End		Parked Motor Vehicl	Unsafe Speed	22350	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party	Driver	North	Proceeding Straight	Femal	Age: 19	2005 INFINITI G35	Passenger Car, Station Wagon, Jee	Other Visible Injury	
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Use	School Bus Related			
Party	Parked Vehic	North	Parked	Age:	2008 CHEVROLET IMPALA	Passenger Car, Station Wagon, Jee	No Injury		
	Veh Type: Passenger Car		Sobriety: Not Applicable	Assoc Factor: None Apparent		Cell Phone Not In Use			
Party	Parked Vehic	North	Parked	Age:	2015 NISSAN SENTRA	Passenger Car, Station Wagon, Jee	No Injury		
	Veh Type: Passenger Car		Sobriety: Not Applicable	Assoc Factor: None Apparent		Cell Phone Not In Use			
Party	Parked Vehic	North	Parked	Age:	2001 BUICK LESABRE	Passenger Car, Station Wagon, Jee	No Injury		
	Veh Type: Passenger Car		Sobriety: Not Applicable	Assoc Factor: None Apparent		Not Stated			
924-05202-2812-472	5/3/2024	14:54	Friday	PARMELEE AV - 131ST ST	26'	Direction: North	Daylight	Clear	Pty at Fault: 1
	Head-On		Parked Motor Vehicl	Improper Turning	22107	Hit & Run: No	Property Damage Onl	# Inj: 0	# Killed: 0

131ST ST & PARMELEE AV

Party	Driver	North	Making Left Turn	Male	Age: 18	2006 CHEVROLET	TAHOE	Sport Utility Vehicle	No Injury
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Unknown		Not Stated	
Party	Parked Vehic	Sout	Parked		Age:	2008 FORD	CROWN VIC	Passenger Car, Station Wagon, Jee	No Injury
	Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: None Apparent			Not Stated	

Settings for Query:

Street: 131ST ST
Cross Street: PARMELEE AV
Intersection Related: True
Sorted By: Date and Time

Los Angeles County Sheriff's Department Compton Station

From 1/1/2020 to 12/31/2025

Total Collisions: 8

Injury Collisions: 7 Total Injured: 11

Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

2/11/26

PARMELEE AV & EL SEGUNDO BLVD

Page 1 of 2

920-03168-2812-471	3/5/2020	13:55	Thursday	EL SEGUNDO BLVD - PARMELEE AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Broadside	Bicycle	Unknown			Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	North	Proceeding Straight	Femal	Age: 21	2014 VOLKSWAGE PASSAT	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use		
Party	Bicyclist	West	Proceeding Straight	Male	Age: 48		Bicycle	Complaint of Pain	
	Veh Type: Bicycle		Sobriety: HNBD		Assoc Factor: Violation		Cell Phone Not In Use		
921-06747-2812-472	6/20/2021	00:31	Sunday	EL SEGUNDO BLVD - PARMELEE AV	0'	Direction: Not State	Dark - Street Li	Clear	Pty at Fault:1
	Head-On	Other Motor Vehicle	Improper Turning		22107	Hit & Run: No	Property Damage Onl	# Inj: 0	# Killed: 0
Party	Driver	Sout	Making Left Turn	Male	Age: 24	2003 LEXUS ES300	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use		
Party	Driver	East	Proceeding Straight	Male	Age: 33	2000 TOYOTA COROLLA	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use		
922-03691-2812-471	3/31/2022	05:45	Thursday	EL SEGUNDO BLVD - PARMELEE AV	5'	Direction: West	Dark - Street Li	Clear	Pty at Fault:1
	Rear-End	Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party	Driver	East	Proceeding Straight	Femal	Age: 41	2019 NISSAN SENTRA	Passenger Car, Station Wagon, Jee	Complaint of Pain	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use		
Party	Driver	East	Stopped In Road	Male	Age: 27	2013 HONDA CIVIC	Passenger Car, Station Wagon, Jee	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use		
Party	Driver	East	Stopped In Road	Femal	Age: 41	2005 LEXUS RX330	Passenger Car, Station Wagon, Jee	Complaint of Pain	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use		
922-15599-2812-471	12/2/2022	18:16	Friday	EL SEGUNDO BLVD - PARMELEE AV	45'	Direction: West	Dark - Street Li	Raining	Pty at Fault:2
	Rear-End	Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party	Driver	East	Proceeding Straight	Femal	Age: 29	2014 TOYOTA RAV4	Sport Utility Vehicle	Complaint of Pain	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Not Stated		
Party	Driver	East	Slowing/Stopping	Male	Age: 57	2009 FORD F-150	Pickups & Panels	No Injury	
	Veh Type: Pickup Truck		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Not Stated		
923-13675-2812-471	10/16/2023	13:13	Monday	EL SEGUNDO BLVD - PARMELEE AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle	Improper Passing		21755(a)	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party	Driver	East	Proceeding Straight	Male	Age: 17		Motor Driven Cycle/Scooter	Severe Injury	
	Veh Type: Motorcycle		Sobriety: Impairment Not K		Assoc Factor: None Apparent	M/C Helmet Driver - No	Not Stated		
Party	Driver	West	Making Left Turn	Femal	Age: 43	2006 FORD FREESTYLE	Sport Utility Vehicle	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Cell Phone Not In Use		

PARMELEE AV & EL SEGUNDO BLVD

Page 2 of 2

924-03150-2812-471	3/14/2024 16:17	Thursday	PARMELEE AV - EL SEGUNDO BLVD	7'	Direction: South	Daylight	Clear	Pty at Fault: 1
Vehicle - Pedestria	Pedestrian		Auto R/W Violation	21950(c)	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party Driver	North	Making Right Turn	Male	Age: 61	2019 CHEVROLET SILVERADO	Pickups & Panels	No Injury	
Veh Type: Pickup Truck		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Not Stated		
Party Pedestrian	West	Other	Femal	Age: 51		Pedestrian	Complaint of Pain	
Veh Type: Pedestrian		Sobriety: Not Applicable		Assoc Factor:		Not Stated		
925-02140-2812-251	2/20/2025 17:30	Thursday	EL SEGUNDO BLVD - PARMELEE AV	11'	Direction: East	Daylight	Clear	Pty at Fault: 1
Hit Object	Fixed Object		Auto R/W Violation	21801(a)	Hit & Run: Felon	Severe Injury	# Inj: 3	# Killed: 0
Party Driver	West		Age:			Unknown Hit and Run Vehicle Invol	No Injury	
Veh Type: Other		Sobriety:		Assoc Factor:				
Party Driver	East		Femal	Age: 37	2011 MERCEDES-B M-CLASS	Sport Utility Vehicle	Severe Injury	
Veh Type: Passenger Car		Sobriety:		Assoc Factor:	Lap/Shoulder Harness Use			
925-02379-2812-471	2/26/2025 16:17	Wednesda	EL SEGUNDO BLVD - PARMELEE AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
Head-On	Other Motor Vehicle	Unknown			Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party Parked Vehic	East	Proceeding Straight	Male	Age: 42	2025 TOYOTA COROLLA	Passenger Car, Station Wagon, Jee	Complaint of Pain	
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent		Not Stated		
Party Driver	West	Proceeding Straight	Male	Age: 33	2019 NISSAN ALTIMA	Passenger Car, Station Wagon, Jee	Complaint of Pain	
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Use	Not Stated		

Settings for Query:
Street: PARMELEE AV
Cross Street: EL SEGUNDO BLVD
Intersection Related: True
Sorted By: Date and Time

Appendix F – Parking Occupancy Count Data

Prepared by National Data & Surveying Services
On-Street Parking Study

Project ID: 26-020054
City: Compton, CA

Date: 1/29/2026
Day: Thursday

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

Segment	Street	From	To	Curb Type	Side of the Street	Marked/ Unmarked	Restriction	Measurement	Approximate Space	8:00 AM	9:00 AM	1:00 PM	2:00 PM
OSP-001	W 131st St	N Parmelee Ave	N Central Ave	Regular	N	Unmarked	No Parking Tue 6am-10am Street Sweeping	395'	20	2	3	2	2
	W 131st St	N Parmelee Ave	N Central Ave	Red	N	Unmarked	Illegal	-	-	1	0	0	0
OSP-002	N Central Ave	W 131st St	13053 N Central Ave	Regular	E	Unmarked	No Restriction	128'	6	2	5	3	3
OSP-003	N Central Ave	13053 N Central Ave	W El Segundo Blvd	Regular	E	Unmarked	No Restriction	649'	32	13	11	14	11
	N Central Ave	13053 N Central Ave	W El Segundo Blvd	Blue	E	Unmarked	Handicap	21'	1	1	1	1	1
	N Central Ave	13053 N Central Ave	W El Segundo Blvd	Red	E	Unmarked	Illegal	-	-	3	3	1	1
	N Central Ave	12801 S Central Ave	Alley	Regular	W	Unmarked	No Parking 11am-1pm Wed Street Sweeping	191'	10	8	8	8	8
OSP-005	N Central Ave	Alley	E 131st St	Regular	W	Unmarked	No Parking 8am-10am Mon Only Street Sweeping	578'	29	9	10	10	9
OSP-006	W El Segundo Blvd	N Central Ave	1927 W El Segundo Blvd	Regular	S	Unmarked	No Parking Entire Recreational Vehicles, Oversized Vehicles, & Trailers Exceed 22 feet in Length, 7 feet in Width & 7 feet in Height	-	-	0	0	0	0
OSP-007	W El Segundo Blvd	1927 W El Segundo Blvd	1919 El Segundo Blvd	Regular	S	Unmarked	No Restriction	38'	2	0	0	2	2
OSP-008	W El Segundo Blvd	1919 El Segundo Blvd	1836 El Segundo Blvd	Regular	S	Unmarked	No Restriction	61'	3	0	3	3	3
OSP-009	W El Segundo Blvd	1836 El Segundo Blvd	1821 El Segundo Blvd	Regular	S	Unmarked	No Restriction	275'	14	0	0	0	0
OSP-010	W El Segundo Blvd	1821 El Segundo Blvd	N Parmelee Ave	Regular	S	Unmarked	No Restriction	502'	25	0	0	0	0

Notes: OSP-001 (Illegal) – A vehicle was illegally parked on a red curb.

OSP-003 (Illegal) – Vehicles are observed illegally parked at a red curb. Vehicles are parking illegally to drop off passengers in front of the school.

Prepared by National Data & Surveying Services

Off-Street Parking Study

Project ID: 26-020054

City: Compton, CA

Date: 1/29/2026

Day: Thursday

Lot	Space Type	Space	8:00 AM	9:00 AM	1:00 PM	2:00 PM
LOT-011	Regular	117	49	86	94	93
	Handicap	6	1	1	1	0
LOT-012	Regular	105	4	2	2	2
	Handicap	6	1	1	0	0

Appendix G – Traffic Signal Warrant Worksheets

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Opening Year Plus Project (2030)	
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	No	
Warrant 2, Four-Hour Vehicular Volume	Yes	No	
Warrant 3, Peak Hour	Yes	Yes	Signals installed under Warrant 3 alone should be traffic actuated. Signals installed under Warrant 3 alone may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.Figure 4C-3 (100%).
Warrant 4, Pedestrian Volume	Yes	No	
Warrant 5, School Crossing	Yes	No	Warrant Not Applicable
Warrant 6, Coordinated Signal System	No		
Warrant 7, Crash Experience	Yes	N/A	Warrant Not Applicable
Warrant 8, Roadway Network	Yes	No	
Warrant 9, Intersection Near a Grade Crossing	No		

Enter Conclusion

[illegible]

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB) 2 or More Lanes

Minor Street 1 (WB) 1 Lane

Minor Street 2 (N/A) N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? **No**

Lanes		Adjusted Volumes			Condition A				Condition B				Combination A/B														
Major/Minor	Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	100%			70%			100%			70%			Cond. A 80%			Cond. B 80%			Cond. A 56%			Cond. B 56%		
				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2						
1 / 1				500	150	150				750	75	75				400	120	120	600	60	60						
2+ / 1	X	X		600	150	150				900	75	75				480	120	120	720	60	60						
2+ / 2+	X			600	200	200				900	100	100				480	160	160	720	80	80						
1 / 2+				500	200	200				750	100	100				400	160	160	600	80	80						
HOURS MET				18	0					16	3					19	1		17	4							
WARRANT SATISFIED (8+ Hours)?				NO						NO						NO											
12:00 AM	248	1	0																								
12:15 AM	173	2	0																								
12:30 AM	173	2	0																								
12:45 AM	173	2	0																								
1:00 AM	173	2	0																								
1:15 AM	180	1	0																								
1:30 AM	180	1	0																								
1:45 AM	180	1	0																								
2:00 AM	180	1	0																								
2:15 AM	264	5	0																								
2:30 AM	264	5	0																								
2:45 AM	264	5	0																								
3:00 AM	264	5	0																								
3:15 AM	559	3	0													X											
3:30 AM	559	3	0																								
3:45 AM	559	3	0																								
4:00 AM	559	3	0																								
4:15 AM	934	20	0	X						X						X			X								
4:30 AM	934	20	0																								
4:45 AM	934	20	0																								
5:00 AM	934	20	0																								
5:15 AM	1050	22	0	X						X						X			X								
5:30 AM	1050	22	0																								
5:45 AM	1050	22	0																								
6:00 AM	1050	22	0																								
6:15 AM	1806	87	0	X						X	X	X				X			X	X		X					
6:30 AM	1807	87	0																								
6:45 AM	1808	87	0																								
7:00 AM	1808	87	0																								
7:15 AM	2032	140	0	X						X	X	X				X	X		X	X	X		X				
7:30 AM	2031	140	0																								
7:45 AM	2030	140	0																								
8:00 AM	2030	140	0																								
8:15 AM	1418	43	0	X						X						X			X								
8:30 AM	1418	43	0																								
8:45 AM	1418	43	0																								
9:00 AM	1418	43	0																								
9:15 AM	1193	23	0	X						X						X			X								
9:30 AM	1193	23	0																								
9:45 AM	1193	23	0																								
10:00 AM	1193	23	0																								
10:15 AM	1339	18	0	X						X						X			X								
10:30 AM	1339	18	0																								
10:45 AM	1339	18	0																								
11:00 AM	1339	18	0																								
11:15 AM	1391	27	0	X						X						X			X								
11:30 AM	1391	27	0																								
11:45 AM	1391	27	0																								

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB) 2 or More Lanes

Minor Street 1 (WB) 1 Lane

Minor Street 2 (N/A) N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? **No**

Lanes		Adjusted Volumes			Condition A					Condition B					Combination A/B													
Major/Minor		Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	100%			70%			100%			70%			Cond. A 80%			Cond. B 80%			Cond. A 56%			Cond. B 56%		
					Maj.	Min. 1	Min. 2							Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2			
1 / 1					500	150	150				750	75	75				400	120	120	600	60	60						
2+ / 1		X	X		600	150	150				900	75	75				480	120	120	720	60	60						
2+ / 2+		X			600	200	200				900	100	100				480	160	160	720	80	80						
1 / 2+					500	200	200				750	100	100				400	160	160	600	80	80						
HOURS MET					18	0					16	3					19	1		17	4							
WARRANT SATISFIED (8+ Hours)?					NO						NO						NO											
12:00 PM	1391		27	0																								
12:15 PM	1511		46	0	X						X						X			X								
12:30 PM	1511		46	0																								
12:45 PM	1511		46	0																								
1:00 PM	1511		46	0																								
1:15 PM	1772		62	0	X						X						X			X	X		X					
1:30 PM	1772		62	0																								
1:45 PM	1772		62	0																								
2:00 PM	1772		62	0																								
2:15 PM	2259		106	0	X						X	X	X	X			X			X	X		X					
2:30 PM	2259		106	0																								
2:45 PM	2259		106	0																								
3:00 PM	2260		106	0																								
3:15 PM	2013		38	0	X						X						X			X								
3:30 PM	2013		38	0																								
3:45 PM	2014		38	0																								
4:00 PM	2013		38	0																								
4:15 PM	2076		38	0	X						X						X			X								
4:30 PM	2076		38	0																								
4:45 PM	2078		38	0																								
5:00 PM	2080		38	0																								
5:15 PM	1746		45	0	X						X						X			X								
5:30 PM	1746		45	0																								
5:45 PM	1743		45	0																								
6:00 PM	1741		45	0																								
6:15 PM	1213		34	0	X						X						X			X								
6:30 PM	1213		34	0																								
6:45 PM	1213		34	0																								
7:00 PM	1213		34	0																								
7:15 PM	973		21	0	X						X						X			X								
7:30 PM	973		21	0																								
7:45 PM	973		21	0																								
8:00 PM	973		21	0																								
8:15 PM	825		11	0	X												X			X								
8:30 PM	825		11	0																								
8:45 PM	825		11	0																								
9:00 PM	825		11	0																								
9:15 PM	657		2	0	X												X											
9:30 PM	657		2	0																								
9:45 PM	657		2	0																								
10:00 PM	657		2	0																								
10:15 PM	431		2	0																								
10:30 PM	431		2	0																								
10:45 PM	431		2	0																								
11:00 PM	431		2	0																								
11:15 PM	0		0	0																								
11:30 PM	0		0	0																								
11:45 PM	0		0	0																								

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

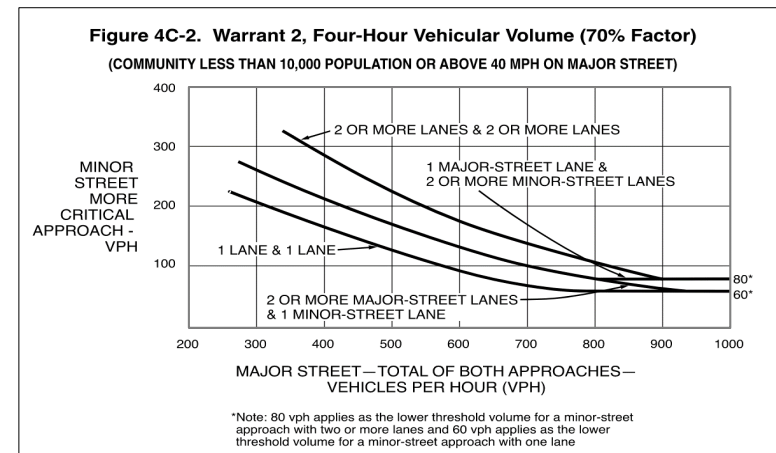
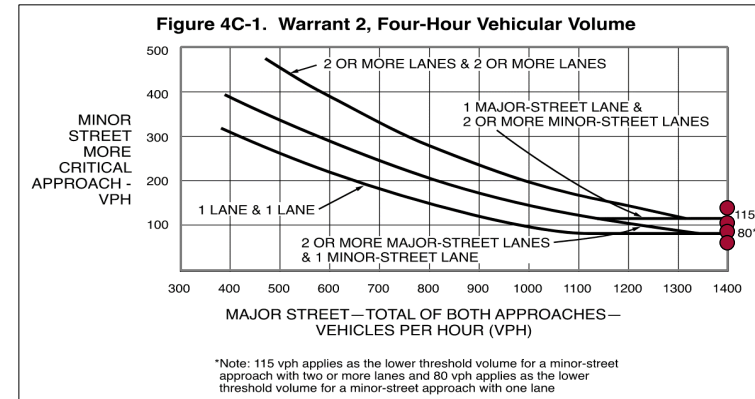
Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (NA)	N/A

Apply 70% Reduction to Warrant Thresholds? **No**

Total Number of Unique Hours Met on Figure 4C-1	3
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	N/A

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Northbound	Southbound	Westbound	N/A			
12:00 AM	117	131	1	0	248		
12:15 AM	82	91	2	0	173		
12:30 AM	82	91	2	0	173		
12:45 AM	82	91	2	0	173		
1:00 AM	82	91	2	0	173		
1:15 AM	107	73	1	0	180		
1:30 AM	107	73	1	0	180		
1:45 AM	107	73	1	0	180		
2:00 AM	107	73	1	0	180		
2:15 AM	118	146	5	0	264		
2:30 AM	118	146	5	0	264		
2:45 AM	118	146	5	0	264		
3:00 AM	118	146	5	0	264		
3:15 AM	219	340	3	0	559		
3:30 AM	219	340	3	0	559		
3:45 AM	219	340	3	0	559		
4:00 AM	219	340	3	0	559		
4:15 AM	495	439	20	0	934		
4:30 AM	495	439	20	0	934		
4:45 AM	495	439	20	0	934		
5:00 AM	495	439	20	0	934		
5:15 AM	580	470	22	0	1050		
5:30 AM	580	470	22	0	1050		
5:45 AM	580	470	22	0	1050		
6:00 AM	580	470	22	0	1050		
6:15 AM	868	938	87	0	1806	Min. 1 Met	
6:30 AM	868	939	87	0	1807		
6:45 AM	869	939	87	0	1808		
7:00 AM	869	939	87	0	1808		
7:15 AM	1019	1013	140	0	2032	Min. 1 Met	
7:30 AM	1019	1012	140	0	2031		
7:45 AM	1018	1012	140	0	2030		
8:00 AM	1018	1012	140	0	2030		
8:15 AM	772	646	43	0	1418		
8:30 AM	772	646	43	0	1418		
8:45 AM	772	646	43	0	1418		
9:00 AM	772	646	43	0	1418		
9:15 AM	647	546	23	0	1193		
9:30 AM	647	546	23	0	1193		
9:45 AM	647	546	23	0	1193		
10:00 AM	647	546	23	0	1193		
10:15 AM	688	651	18	0	1339		
10:30 AM	688	651	18	0	1339		
10:45 AM	688	651	18	0	1339		
11:00 AM	688	651	18	0	1339		
11:15 AM	743	648	27	0	1391		
11:30 AM	743	648	27	0	1391		
11:45 AM	743	648	27	0	1391		
12:00 PM	743	648	27	0	1391		
12:15 PM	818	693	46	0	1511		
12:30 PM	818	693	46	0	1511		
12:45 PM	818	693	46	0	1511		
1:00 PM	818	693	46	0	1511		
1:15 PM	979	793	62	0	1772		
1:30 PM	979	793	62	0	1772		
1:45 PM	979	793	62	0	1772		
2:00 PM	979	793	62	0	1772		
2:15 PM	1320	939	106	0	2259	Min. 1 Met	
2:30 PM	1320	939	106	0	2259		

Legend
 Minor Street 1 (WB)



WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No****Number of Lanes for Moving Traffic on Each Approach**Major Street (NB/SB) **2 or More Lanes**Minor Street 1 (WB) **1 Lane**Minor Street 2 (NA) **N/A**Apply 70% Reduction to Warrant Thresholds? **No**

Total Number of Unique Hours Met on Figure 4C-1	3
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	N/A

Legend

● Minor Street 1 (WB)

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Northbound	Southbound	Westbound	N/A			
2:45 PM	1320	939	106	0	2259		
3:00 PM	1320	940	106	0	2260		
3:15 PM	1204	809	38	0	2013		
3:30 PM	1204	809	38	0	2013		
3:45 PM	1204	810	38	0	2014		
4:00 PM	1204	809	38	0	2013		
4:15 PM	1235	841	38	0	2076		
4:30 PM	1235	841	38	0	2076		
4:45 PM	1237	841	38	0	2078		
5:00 PM	1239	841	38	0	2080		
5:15 PM	957	789	45	0	1746		
5:30 PM	957	789	45	0	1746		
5:45 PM	955	788	45	0	1743		
6:00 PM	953	788	45	0	1741		
6:15 PM	591	622	34	0	1213		
6:30 PM	591	622	34	0	1213		
6:45 PM	591	622	34	0	1213		
7:00 PM	591	622	34	0	1213		
7:15 PM	480	493	21	0	973		
7:30 PM	480	493	21	0	973		
7:45 PM	480	493	21	0	973		
8:00 PM	480	493	21	0	973		
8:15 PM	460	365	11	0	825		
8:30 PM	460	365	11	0	825		
8:45 PM	460	365	11	0	825		
9:00 PM	460	365	11	0	825		
9:15 PM	313	344	2	0	657		
9:30 PM	313	344	2	0	657		
9:45 PM	313	344	2	0	657		
10:00 PM	313	344	2	0	657		
10:15 PM	216	215	2	0	431		
10:30 PM	216	215	2	0	431		
10:45 PM	216	215	2	0	431		
11:00 PM	216	215	2	0	431		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Top Hours for Figure 4C-1 - Minor Street 1 (WB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	7:15 AM	8:15 AM	2032	140
2nd Highest Hour	2:15 PM	3:15 PM	2259	106
3rd Highest Hour	6:15 AM	7:15 AM	1806	87
4th Highest Hour	1:15 PM	2:15 PM	1772	62

Top Hours for Figure 4C-1 - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

WARRANT 3, PEAK HOUR

Intersection Name: Central & 131st
 Jurisdiction: LA County
 Scenario: Opening Year Plus Project (2030)

Warrant Met: **Yes**

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (N/A)	N/A

Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

YesApply 70% Reduction to Warrant Thresholds? **No**

Hour Interval Beginning At	Peak Hour	Conditions A2 and A3 meet			
	Major Street (NB/SB) Combined Vehicles Per Hour (VPH)	Minor Street 1 (WB) Vehicles Per Hour (VPH)	Minor Street 2 (N/A) Vehicles Per Hour (VPH)	A2	A3
12:00 AM	248	1	0		
12:15 AM	173	2	0		
12:30 AM	173	2	0		
12:45 AM	173	2	0		
1:00 AM	173	2	0		
1:15 AM	180	1	0		
1:30 AM	180	1	0		
1:45 AM	180	1	0		
2:00 AM	180	1	0		
2:15 AM	264	5	0		
2:30 AM	264	5	0		
2:45 AM	264	5	0		
3:00 AM	264	5	0		
3:15 AM	559	3	0		
3:30 AM	559	3	0		
3:45 AM	559	3	0		
4:00 AM	559	3	0		
4:15 AM	934	20	0		Y
4:30 AM	934	20	0		Y
4:45 AM	934	20	0		Y
5:00 AM	934	20	0		Y
5:15 AM	1050	22	0		Y
5:30 AM	1050	22	0		Y
5:45 AM	1050	22	0		Y
6:00 AM	1050	22	0		Y
6:15 AM	1806	87	0		Y
6:30 AM	1807	87	0		Y
6:45 AM	1808	87	0		Y
7:00 AM	1808	87	0		Y
7:15 AM	2032	140	0	Y	Y
7:30 AM	2031	140	0	Y	Y
7:45 AM	2030	140	0	Y	Y
8:00 AM	2030	140	0	Y	Y
8:15 AM	1418	43	0		Y
8:30 AM	1418	43	0		Y
8:45 AM	1418	43	0		Y
9:00 AM	1418	43	0		Y
9:15 AM	1193	23	0		Y
9:30 AM	1193	23	0		Y
9:45 AM	1193	23	0		Y
10:00 AM	1193	23	0		Y
10:15 AM	1339	18	0		Y
10:30 AM	1339	18	0		Y
10:45 AM	1339	18	0		Y
11:00 AM	1339	18	0		Y
11:15 AM	1391	27	0		Y
11:30 AM	1391	27	0		Y
11:45 AM	1391	27	0		Y

Category A: If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

A1: The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach

A2: The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes

A3: The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches

or

Category B: The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 or 4 for the existing combination of approach lanes.

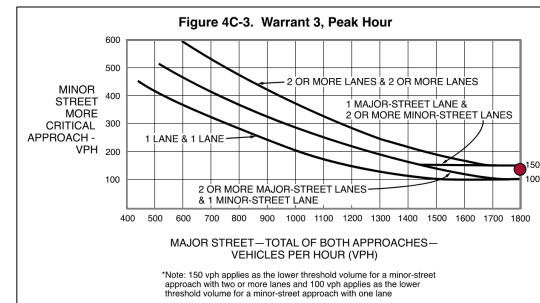
Category B:

Figure	Peak Hour Start Time	Peak Hour End Time	Major Traffic Volume	Minor Traffic Volume	Threshold Minor Traffic Volume	Met?
Minor Street 1 (WB)						
4C-3	7:15 AM	8:15 AM	2032	140	100	Met
Minor Street 2 (N/A)						
4C-3	N/A	N/A	N/A	N/A	N/A	Not Met

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Legend

● Minor Street 1 (WB)



WARRANT 3, PEAK HOUR

Intersection Name: Central & 131st
 Jurisdiction: LA County
 Scenario: Opening Year Plus Project (2030)

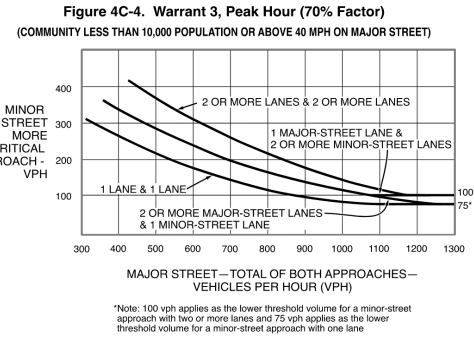
Warrant Met: **Yes**

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (N/A)	N/A

Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

YesApply 70% Reduction to Warrant Thresholds? **No**

Hour Interval Beginning At	Peak Hour	Conditions A2 and A3 meet			
	Major Street (NB/SB) Combined Vehicles Per Hour (VPH)	Minor Street 1 (WB) Vehicles Per Hour (VPH)	Minor Street 2 (N/A) Vehicles Per Hour (VPH)	A2	A3
12:00 PM	1391	27	0		Y
12:15 PM	1511	46	0		Y
12:30 PM	1511	46	0		Y
12:45 PM	1511	46	0		Y
1:00 PM	1511	46	0		Y
1:15 PM	1772	62	0		Y
1:30 PM	1772	62	0		Y
1:45 PM	1772	62	0		Y
2:00 PM	1772	62	0		Y
2:15 PM	2259	106	0	Y	Y
2:30 PM	2259	106	0	Y	Y
2:45 PM	2259	106	0	Y	Y
3:00 PM	2260	106	0	Y	Y
3:15 PM	2013	38	0		Y
3:30 PM	2013	38	0		Y
3:45 PM	2014	38	0		Y
4:00 PM	2013	38	0		Y
4:15 PM	2076	38	0		Y
4:30 PM	2076	38	0		Y
4:45 PM	2078	38	0		Y
5:00 PM	2080	38	0		Y
5:15 PM	1746	45	0		Y
5:30 PM	1746	45	0		Y
5:45 PM	1743	45	0		Y
6:00 PM	1741	45	0		Y
6:15 PM	1213	34	0		Y
6:30 PM	1213	34	0		Y
6:45 PM	1213	34	0		Y
7:00 PM	1213	34	0		Y
7:15 PM	973	21	0		Y
7:30 PM	973	21	0		Y
7:45 PM	973	21	0		Y
8:00 PM	973	21	0		Y
8:15 PM	825	11	0		Y
8:30 PM	825	11	0		Y
8:45 PM	825	11	0		Y
9:00 PM	825	11	0		Y
9:15 PM	657	2	0		Y
9:30 PM	657	2	0		Y
9:45 PM	657	2	0		Y
10:00 PM	657	2	0		Y
10:15 PM	431	2	0		
10:30 PM	431	2	0		
10:45 PM	431	2	0		
11:00 PM	431	2	0		
11:15 PM	0	0	0		
11:30 PM	0	0	0		
11:45 PM	0	0	0		



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	3:00 PM	4:00 PM	2260	16	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

:Peak Hour						
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
12:00 AM	248	0				
12:15 AM	173	0				
12:30 AM	173	0				
12:45 AM	173	0				
1:00 AM	173	0				
1:15 AM	180	0				
1:30 AM	180	0				
1:45 AM	180	0				
2:00 AM	180	0				
2:15 AM	264	0				
2:30 AM	264	0				
2:45 AM	264	0				
3:00 AM	264	0				
3:15 AM	559	0				
3:30 AM	559	0				
3:45 AM	559	0				
4:00 AM	559	0				
4:15 AM	934	0				
4:30 AM	934	0				
4:45 AM	934	0				
5:00 AM	934	0				
5:15 AM	1050	0				
5:30 AM	1050	0				
5:45 AM	1050	0				
6:00 AM	1050	0				
6:15 AM	1806	1				
6:30 AM	1807	1				
6:45 AM	1808	2				
7:00 AM	1808	2				
7:15 AM	2032	11				
7:30 AM	2031	14				
7:45 AM	2030	14				
8:00 AM	2030	14				
8:15 AM	1418	4				
8:30 AM	1418	1				
8:45 AM	1418	0				
9:00 AM	1418	0				
9:15 AM	1193	0				
9:30 AM	1193	0				
9:45 AM	1193	0				
10:00 AM	1193	0				
10:15 AM	1339	0				
10:30 AM	1339	0				
10:45 AM	1339	0				
11:00 AM	1339	0				
11:15 AM	1391	0				
11:30 AM	1391	0				
11:45 AM	1391	0				
12:00 PM	1391	0				
12:15 PM	1511	0				
12:30 PM	1511	0				
12:45 PM	1511	0				

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s?*

No

Is the major street divided with a median
wide enough for pedestrians to wait?

No

Is the distance to the nearest traffic control
signal or STOP sign controlling the major
street that pedestrians desire to cross less
than 300 feet?

No

Top Hours for Figure 4C-5				
	Start Time	End Time	Vehicles	Pedestrians
Top Hour	3:00 PM	4:00 PM	2260	16
2nd Highest Hour	7:30 AM	8:30 AM	2031	14
3rd Highest Hour	4:15 PM	5:15 PM	2076	6
4th Highest Hour	6:30 AM	7:30 AM	1807	1

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

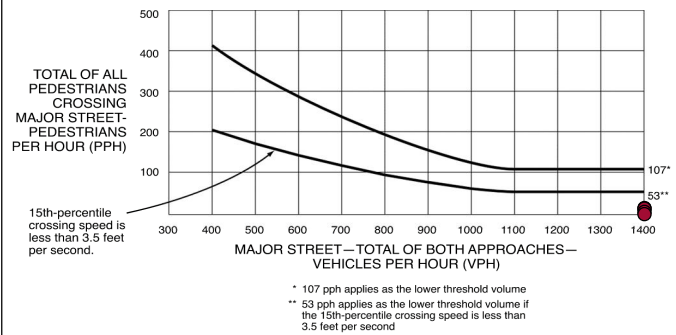
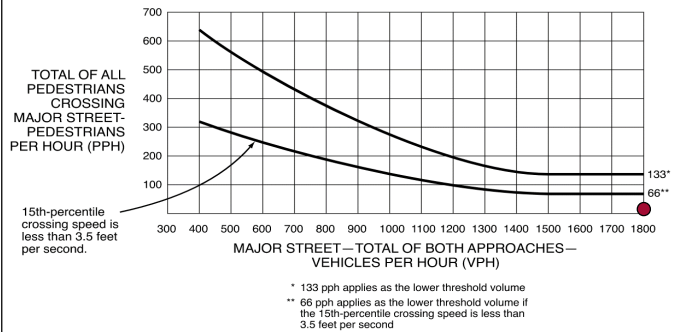


Figure 4C-6. Warrant 4, Pedestrian Peak Hour



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	3:00 PM	4:00 PM	2260	16	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

Peak Hour						
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
1:00 PM	1511	0				
1:15 PM	1772	0				
1:30 PM	1772	0				
1:45 PM	1772	0				
2:00 PM	1772	0				
2:15 PM	2259	8				
2:30 PM	2259	14				
2:45 PM	2259	14				
3:00 PM	2260	16				
3:15 PM	2013	11				
3:30 PM	2013	8				
3:45 PM	2014	8				
4:00 PM	2013	6				
4:15 PM	2076	6				
4:30 PM	2076	3				
4:45 PM	2078	4				
5:00 PM	2080	4				
5:15 PM	1746	1				
5:30 PM	1746	1				
5:45 PM	1743	0				
6:00 PM	1741	0				
6:15 PM	1213	0				
6:30 PM	1213	0				
6:45 PM	1213	0				
7:00 PM	1213	0				
7:15 PM	973	0				
7:30 PM	973	0				
7:45 PM	973	0				
8:00 PM	973	0				
8:15 PM	825	0				
8:30 PM	825	0				
8:45 PM	825	0				
9:00 PM	825	0				
9:15 PM	657	0				
9:30 PM	657	0				
9:45 PM	657	0				
10:00 PM	657	0				
10:15 PM	431	0				
10:30 PM	431	0				
10:45 PM	431	0				
11:00 PM	431	0				
11:15 PM	0	0				
11:30 PM	0	0				
11:45 PM	0	0				

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s?*

No

Is the major street divided with a median
wide enough for pedestrians to wait?

No

Is the distance to the nearest traffic control
signal or STOP sign controlling the major
street that pedestrians desire to cross less
than 300 feet?

No

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

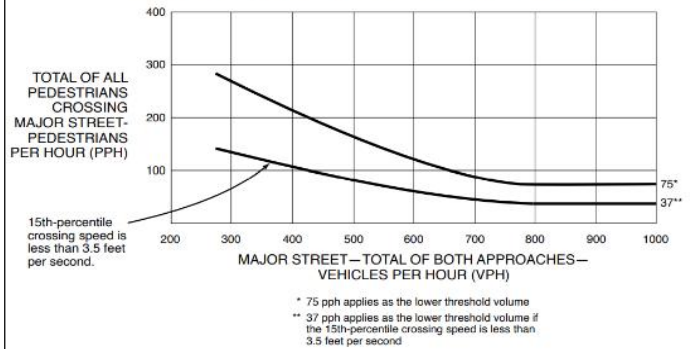
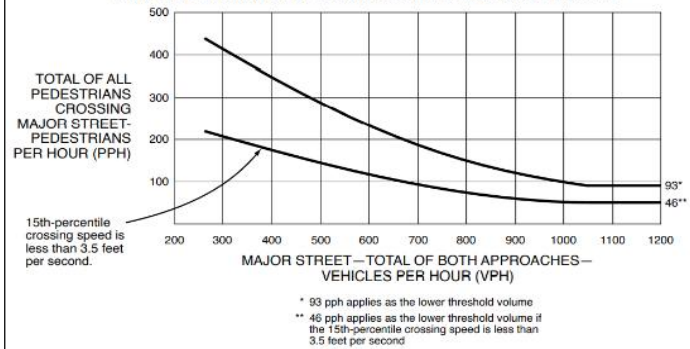


Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



WARRANT 5, SCHOOL CROSSING

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2

Warrant Met: **No**

Do school children (elementary through high school students) cross the major street? **Yes**

Has consideration been given to implement other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing? **Yes**

Has a traffic engineering study been conducted to determine the adequacy and frequency of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street? **No**

Estimation of Expected Gaps if No Study was Done

WARRANT 6, COORDINATED SIGNAL SYSTEM

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2

Warrant Met:

No

See Warrant Inputs tab

WARRANT 7, CRASH EXPERIENCE

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **N/A**

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (N/A)	N/A
Number of Legs	3

Has adequate trial of alternative with satisfactory observance and enforcement failed to reduce the crash frequency?

No*Warrant Not Applicable*

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach				Total of angle and pedestrian crashes (all severities)		Total of fatal-and-injury angle and pedestrian crashes	
Major/Minor	Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	Four Legs	Three Legs	Four Legs	Three Legs
1 / 1				5	4	3	3
2+ / 1	X	X		5	4	3	3
2+ / 2+	X			5	4	3	3
1 / 2+				5	4	3	3
Crash History				0		0	
Threshold Met?				No		No	

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach				Total of angle and pedestrian crashes (all severities)		Total of fatal-and-injury angle and pedestrian crashes	
Major/Minor	Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	Four Legs	Three Legs	Four Legs	Three Legs
1 / 1				6	5	4	4
2+ / 1	X	X		6	5	4	4
2+ / 2+	X			6	5	4	4
1 / 2+				6	5	4	4
Crash History				0		0	
Threshold Met?				No		No	

For each of any 8 hours of an average day, the vehicles per hour given in both the 80% columns of Condition A in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection. If in a built-up isolated community with less than 10,000 population or above 40 mph on major street, the 56% columns may be used.

No

For each of any 8 hours of an average day, the vehicles per hour given in both the 80% columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection. If in a built-up isolated community with less than 10,000 population or above 40 mph on major street, the 56% columns may be used.

No

The volume of pedestrian traffic is 80% or more of the requirements specified in Warrant 4, the Pedestrian Volume warrant.

No

WARRANT 8, ROADWAY NETWORK

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2)

Warrant Met: **No**

Does the intersection have a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3, during the average weekday?

Yes

Does the intersection have a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday)?

No

Is the major street part of the street or highway system that serves as the principal roadway network for through traffic flow?

No

Does the major street include rural or suburban highways outside, entering, or traversing a city?

No

Does the major street appear as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study?

No

Warrant Not A

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario: Existing Year (2026)

	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	No	
Warrant 2, Four-Hour Vehicular Volume	Yes	No	
Warrant 3, Peak Hour	Yes	Yes	Signals installed under Warrant 3 alone should be traffic actuated. Signals installed under Warrant 3 alone may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met. Figure 4C-3 (100%).
Warrant 4, Pedestrian Volume	Yes	No	
Warrant 5, School Crossing	Yes	No	Warrant Not Applicable
Warrant 6, Coordinated Signal System	No		
Warrant 7, Crash Experience	Yes	N/A	Warrant Not Applicable
Warrant 8, Roadway Network	Yes	No	
Warrant 9, Intersection Near a Grade Crossing	No		

Conclusion: Enter Conclusion

Notes:

[illegible]

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB) 2 or More Lanes

Minor Street 1 (WB) 1 Lane

Minor Street 2 (N/A) N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? **No**

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
				100%			70%			100%			70%			Cond. A 80%			Cond. B 80%			Cond. A 56%			Cond. B 56%		
	Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2						
1 / 1				500	150	150				750	75	75				400	120	120	600	60	60						
2+ / 1	X	X		600	150	150				900	75	75				480	120	120	720	60	60						
2+ / 2+	X			600	200	200				900	100	100				480	160	160	720	80	80						
1 / 2+				500	200	200				750	100	100				400	160	160	600	80	80						
HOURS MET				18	0					14	1					19	1		17	2							
WARRANT SATISFIED (8+ Hours)?				NO						NO						NO											
12:00 AM	229	1	0																								
12:15 AM	160	2	0																								
12:30 AM	160	2	0																								
12:45 AM	160	2	0																								
1:00 AM	160	2	0																								
1:15 AM	166	1	0																								
1:30 AM	166	1	0																								
1:45 AM	166	1	0																								
2:00 AM	166	1	0																								
2:15 AM	244	5	0																								
2:30 AM	244	5	0																								
2:45 AM	244	5	0																								
3:00 AM	244	5	0																								
3:15 AM	516	3	0													X											
3:30 AM	516	3	0																								
3:45 AM	516	3	0																								
4:00 AM	516	3	0																								
4:15 AM	860	17	0	X												X			X								
4:30 AM	860	17	0																								
4:45 AM	860	17	0																								
5:00 AM	860	17	0																								
5:15 AM	966	18	0	X						X						X			X								
5:30 AM	966	18	0																								
5:45 AM	966	18	0																								
6:00 AM	966	18	0																								
6:15 AM	1659	34	0	X						X						X			X								
6:30 AM	1660	34	0																								
6:45 AM	1661	34	0																								
7:00 AM	1661	34	0																								
7:15 AM	1873	126	0	X						X	X	X				X	X	X	X	X	X						
7:30 AM	1872	126	0																								
7:45 AM	1871	126	0																								
8:00 AM	1871	126	0																								
8:15 AM	1305	36	0	X						X						X			X								
8:30 AM	1305	36	0																								
8:45 AM	1305	36	0																								
9:00 AM	1305	36	0																								
9:15 AM	1098	18	0	X						X						X			X								
9:30 AM	1098	18	0																								
9:45 AM	1098	18	0																								
10:00 AM	1098	18	0																								
10:15 AM	1233	13	0	X						X						X			X								
10:30 AM	1233	13	0																								
10:45 AM	1233	13	0																								
11:00 AM	1233	13	0																								
11:15 AM	1272	12	0	X						X						X			X								
11:30 AM	1272	12	0																								
11:45 AM	1272	12	0																								

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB) 2 or More Lanes

Minor Street 1 (WB) 1 Lane

Minor Street 2 (N/A) N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? **No**

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
	Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	100%			70%			100%			70%			Cond. A 80%			Cond. B 80%			Cond. A 56%			Cond. B 56%		
				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2						
1 / 1				500	150	150				750	75	75				400	120	120	600	60	60						
2+ / 1	X	X		600	150	150				900	75	75				480	120	120	720	60	60						
2+ / 2+	X			600	200	200				900	100	100				480	160	160	720	80	80						
1 / 2+				500	200	200				750	100	100				400	160	160	600	80	80						
HOURS MET				18	0					14	1					19	1		17	2							
WARRANT SATISFIED (8+ Hours)?				NO						NO						NO			NO								
12:00 PM	1272	12	0																								
12:15 PM	1383	30	0	X						X						X			X								
12:30 PM	1383	30	0																								
12:45 PM	1383	30	0																								
1:00 PM	1383	30	0																								
1:15 PM	1624	44	0	X						X						X			X								
1:30 PM	1624	44	0																								
1:45 PM	1624	44	0																								
2:00 PM	1624	44	0																								
2:15 PM	2069	61	0	X						X						X			X	X		X					
2:30 PM	2069	61	0																								
2:45 PM	2069	61	0																								
3:00 PM	2070	61	0																								
3:15 PM	1845	20	0	X						X						X			X								
3:30 PM	1845	20	0																								
3:45 PM	1846	20	0																								
4:00 PM	1845	20	0																								
4:15 PM	1906	22	0	X						X						X			X								
4:30 PM	1906	22	0																								
4:45 PM	1908	22	0																								
5:00 PM	1910	22	0																								
5:15 PM	1602	30	0	X						X						X			X								
5:30 PM	1602	30	0																								
5:45 PM	1599	30	0																								
6:00 PM	1597	30	0																								
6:15 PM	1121	31	0	X						X						X			X								
6:30 PM	1121	31	0																								
6:45 PM	1121	31	0																								
7:00 PM	1121	31	0																								
7:15 PM	898	19	0	X												X			X								
7:30 PM	898	19	0																								
7:45 PM	898	19	0																								
8:00 PM	898	19	0																								
8:15 PM	762	10	0	X												X			X								
8:30 PM	762	10	0																								
8:45 PM	762	10	0																								
9:00 PM	762	10	0																								
9:15 PM	607	2	0	X												X											
9:30 PM	607	2	0																								
9:45 PM	607	2	0																								
10:00 PM	607	2	0																								
10:15 PM	399	2	0																								
10:30 PM	399	2	0																								
10:45 PM	399	2	0																								
11:00 PM	399	2	0																								
11:15 PM	0	0	0																								
11:30 PM	0	0	0																								
11:45 PM	0	0	0																								

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (NA)	N/A

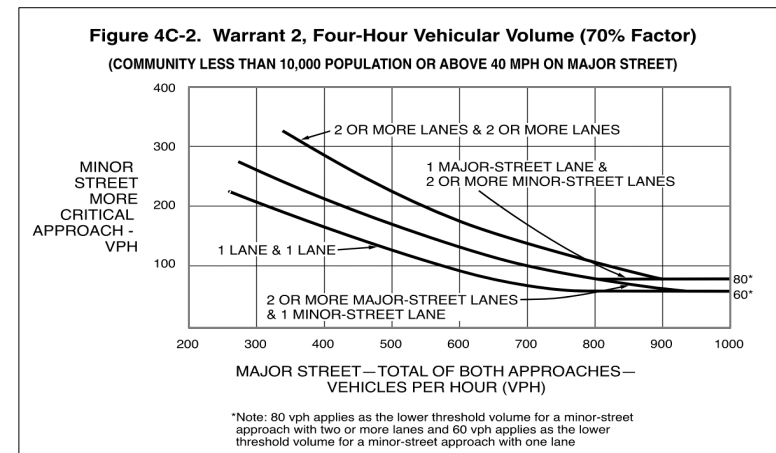
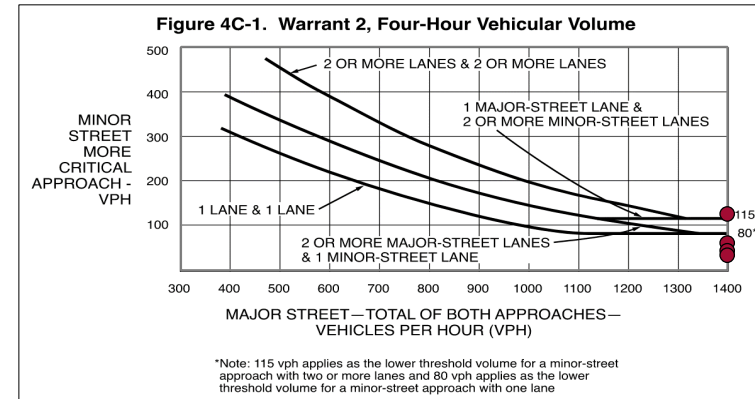
Apply 70% Reduction to Warrant Thresholds? **No**

Total Number of Unique Hours Met on Figure 4C-1	1
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	N/A

Legend

● Minor Street 1 (WB)

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Northbound	Southbound	Westbound	N/A			
12:00 AM	108	121	1	0	229		
12:15 AM	76	84	2	0	160		
12:30 AM	76	84	2	0	160		
12:45 AM	76	84	2	0	160		
1:00 AM	76	84	2	0	160		
1:15 AM	99	67	1	0	166		
1:30 AM	99	67	1	0	166		
1:45 AM	99	67	1	0	166		
2:00 AM	99	67	1	0	166		
2:15 AM	109	135	5	0	244		
2:30 AM	109	135	5	0	244		
2:45 AM	109	135	5	0	244		
3:00 AM	109	135	5	0	244		
3:15 AM	202	314	3	0	516		
3:30 AM	202	314	3	0	516		
3:45 AM	202	314	3	0	516		
4:00 AM	202	314	3	0	516		
4:15 AM	456	404	17	0	860		
4:30 AM	456	404	17	0	860		
4:45 AM	456	404	17	0	860		
5:00 AM	456	404	17	0	860		
5:15 AM	534	432	18	0	966		
5:30 AM	534	432	18	0	966		
5:45 AM	534	432	18	0	966		
6:00 AM	534	432	18	0	966		
6:15 AM	800	859	34	0	1659		
6:30 AM	800	860	34	0	1660		
6:45 AM	801	860	34	0	1661		
7:00 AM	801	860	34	0	1661		
7:15 AM	940	933	126	0	1873	Min. 1 Met	
7:30 AM	940	932	126	0	1872		
7:45 AM	939	932	126	0	1871		
8:00 AM	939	932	126	0	1871		
8:15 AM	711	594	36	0	1305		
8:30 AM	711	594	36	0	1305		
8:45 AM	711	594	36	0	1305		
9:00 AM	711	594	36	0	1305		
9:15 AM	596	502	18	0	1098		
9:30 AM	596	502	18	0	1098		
9:45 AM	596	502	18	0	1098		
10:00 AM	596	502	18	0	1098		
10:15 AM	634	599	13	0	1233		
10:30 AM	634	599	13	0	1233		
10:45 AM	634	599	13	0	1233		
11:00 AM	634	599	13	0	1233		
11:15 AM	682	590	12	0	1272		
11:30 AM	682	590	12	0	1272		
11:45 AM	682	590	12	0	1272		
12:00 PM	682	590	12	0	1272		
12:15 PM	751	632	30	0	1383		
12:30 PM	751	632	30	0	1383		
12:45 PM	751	632	30	0	1383		
1:00 PM	751	632	30	0	1383		
1:15 PM	900	724	44	0	1624		
1:30 PM	900	724	44	0	1624		
1:45 PM	900	724	44	0	1624		
2:00 PM	900	724	44	0	1624		
2:15 PM	1215	854	61	0	2069		
2:30 PM	1215	854	61	0	2069		



WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met:

No

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB) 2 or More Lanes

Minor Street 1 (WB) 1 Lane

Minor Street 2 (NA) N/A

Apply 70% Reduction to Warrant Thresholds? No

Total Number of Unique Hours Met on

Figure 4C-1

1

Total Number of Unique Hours Met on

Figure 4C-2 (70% Factor)

N/A

Legend

● Minor Street 1 (WB)

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Northbound	Southbound	Westbound	N/A			
2:45 PM	1215	854	61	0	2069		
3:00 PM	1215	855	61	0	2070		
3:15 PM	1107	738	20	0	1845		
3:30 PM	1107	738	20	0	1845		
3:45 PM	1107	739	20	0	1846		
4:00 PM	1107	738	20	0	1845		
4:15 PM	1137	769	22	0	1906		
4:30 PM	1137	769	22	0	1906		
4:45 PM	1139	769	22	0	1908		
5:00 PM	1141	769	22	0	1910		
5:15 PM	880	722	30	0	1602		
5:30 PM	880	722	30	0	1602		
5:45 PM	878	721	30	0	1599		
6:00 PM	876	721	30	0	1597		
6:15 PM	546	575	31	0	1121		
6:30 PM	546	575	31	0	1121		
6:45 PM	546	575	31	0	1121		
7:00 PM	546	575	31	0	1121		
7:15 PM	443	455	19	0	898		
7:30 PM	443	455	19	0	898		
7:45 PM	443	455	19	0	898		
8:00 PM	443	455	19	0	898		
8:15 PM	425	337	10	0	762		
8:30 PM	425	337	10	0	762		
8:45 PM	425	337	10	0	762		
9:00 PM	425	337	10	0	762		
9:15 PM	289	318	2	0	607		
9:30 PM	289	318	2	0	607		
9:45 PM	289	318	2	0	607		
10:00 PM	289	318	2	0	607		
10:15 PM	200	199	2	0	399		
10:30 PM	200	199	2	0	399		
10:45 PM	200	199	2	0	399		
11:00 PM	200	199	2	0	399		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Top Hours for Figure 4C-1 - Minor Street 1 (WB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	7:15 AM	8:15 AM	1873	126
2nd Highest Hour	3:00 PM	4:00 PM	2070	61
3rd Highest Hour	1:15 PM	2:15 PM	1624	44
4th Highest Hour	6:15 AM	7:15 AM	1659	34

Top Hours for Figure 4C-1 - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

WARRANT 3, PEAK HOUR

Intersection Name: Central & 131st
 Jurisdiction: LA County
 Scenario: Opening Year Plus Project (2030)

Warrant Met: **Yes**

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (N/A)	N/A

Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

YesApply 70% Reduction to Warrant Thresholds? **No**

Hour Interval Beginning At	Peak Hour	Conditions A2 and A3 meet			
	Major Street (NB/SB) Combined Vehicles Per Hour (VPH)	Minor Street 1 (WB) Vehicles Per Hour (VPH)	Minor Street 2 (N/A) Vehicles Per Hour (VPH)	A2	A3
12:00 AM	229	1	0		
12:15 AM	160	2	0		
12:30 AM	160	2	0		
12:45 AM	160	2	0		
1:00 AM	160	2	0		
1:15 AM	166	1	0		
1:30 AM	166	1	0		
1:45 AM	166	1	0		
2:00 AM	166	1	0		
2:15 AM	244	5	0		
2:30 AM	244	5	0		
2:45 AM	244	5	0		
3:00 AM	244	5	0		
3:15 AM	516	3	0		
3:30 AM	516	3	0		
3:45 AM	516	3	0		
4:00 AM	516	3	0		
4:15 AM	860	17	0		Y
4:30 AM	860	17	0		Y
4:45 AM	860	17	0		Y
5:00 AM	860	17	0		Y
5:15 AM	966	18	0		Y
5:30 AM	966	18	0		Y
5:45 AM	966	18	0		Y
6:00 AM	966	18	0		Y
6:15 AM	1659	34	0		Y
6:30 AM	1660	34	0		Y
6:45 AM	1661	34	0		Y
7:00 AM	1661	34	0		Y
7:15 AM	1873	126	0	Y	Y
7:30 AM	1872	126	0	Y	Y
7:45 AM	1871	126	0	Y	Y
8:00 AM	1871	126	0	Y	Y
8:15 AM	1305	36	0		Y
8:30 AM	1305	36	0		Y
8:45 AM	1305	36	0		Y
9:00 AM	1305	36	0		Y
9:15 AM	1098	18	0		Y
9:30 AM	1098	18	0		Y
9:45 AM	1098	18	0		Y
10:00 AM	1098	18	0		Y
10:15 AM	1233	13	0		Y
10:30 AM	1233	13	0		Y
10:45 AM	1233	13	0		Y
11:00 AM	1233	13	0		Y
11:15 AM	1272	12	0		Y
11:30 AM	1272	12	0		Y
11:45 AM	1272	12	0		Y

Category A: If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

A1: The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach

A2: The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes

A3: The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches

or

Category B: The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 or 4 for the existing combination of approach lanes.

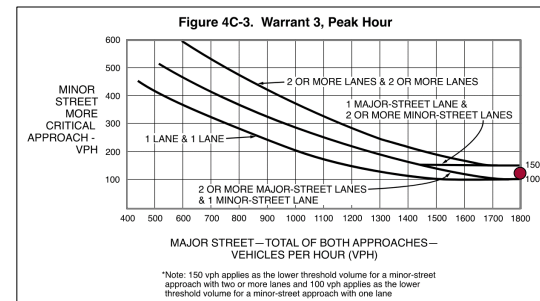
Category B:

Figure	Peak Hour Start Time	Peak Hour End Time	Major Traffic Volume	Minor Traffic Volume	Threshold Minor Traffic Volume	Met?
Minor Street 1 (WB)						
4C-3	7:15 AM	8:15 AM	1873	126	100	Met
Minor Street 2 (N/A)						
4C-3	N/A	N/A	N/A	N/A	N/A	Not Met

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Legend

● Minor Street 1 (WB)



WARRANT 3, PEAK HOUR

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met:

Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (N/A)	N/A

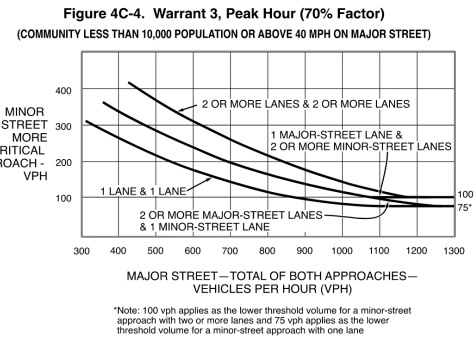
Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

Yes

Apply 70% Reduction to Warrant Thresholds?

No

Hour Interval Beginning At	Peak Hour	Conditions A2 and A3 meet			
	Major Street (NB/SB) Combined Vehicles Per Hour (VPH)	Minor Street 1 (WB) Vehicles Per Hour (VPH)	Minor Street 2 (N/A) Vehicles Per Hour (VPH)	A2	A3
12:00 PM	1272	12	0		Y
12:15 PM	1383	30	0		Y
12:30 PM	1383	30	0		Y
12:45 PM	1383	30	0		Y
1:00 PM	1383	30	0		Y
1:15 PM	1624	44	0		Y
1:30 PM	1624	44	0		Y
1:45 PM	1624	44	0		Y
2:00 PM	1624	44	0		Y
2:15 PM	2069	61	0		Y
2:30 PM	2069	61	0		Y
2:45 PM	2069	61	0		Y
3:00 PM	2070	61	0		Y
3:15 PM	1845	20	0		Y
3:30 PM	1845	20	0		Y
3:45 PM	1846	20	0		Y
4:00 PM	1845	20	0		Y
4:15 PM	1906	22	0		Y
4:30 PM	1906	22	0		Y
4:45 PM	1908	22	0		Y
5:00 PM	1910	22	0		Y
5:15 PM	1602	30	0		Y
5:30 PM	1602	30	0		Y
5:45 PM	1599	30	0		Y
6:00 PM	1597	30	0		Y
6:15 PM	1121	31	0		Y
6:30 PM	1121	31	0		Y
6:45 PM	1121	31	0		Y
7:00 PM	1121	31	0		Y
7:15 PM	898	19	0		Y
7:30 PM	898	19	0		Y
7:45 PM	898	19	0		Y
8:00 PM	898	19	0		Y
8:15 PM	762	10	0		Y
8:30 PM	762	10	0		Y
8:45 PM	762	10	0		Y
9:00 PM	762	10	0		Y
9:15 PM	607	2	0		
9:30 PM	607	2	0		
9:45 PM	607	2	0		
10:00 PM	607	2	0		
10:15 PM	399	2	0		
10:30 PM	399	2	0		
10:45 PM	399	2	0		
11:00 PM	399	2	0		
11:15 PM	0	0	0		
11:30 PM	0	0	0		
11:45 PM	0	0	0		



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	3:00 PM	4:00 PM	2070	16	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

:Peak Hour						
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
12:00 AM	229	0				
12:15 AM	160	0				
12:30 AM	160	0				
12:45 AM	160	0				
1:00 AM	160	0				
1:15 AM	166	0				
1:30 AM	166	0				
1:45 AM	166	0				
2:00 AM	166	0				
2:15 AM	244	0				
2:30 AM	244	0				
2:45 AM	244	0				
3:00 AM	244	0				
3:15 AM	516	0				
3:30 AM	516	0				
3:45 AM	516	0				
4:00 AM	516	0				
4:15 AM	860	0				
4:30 AM	860	0				
4:45 AM	860	0				
5:00 AM	860	0				
5:15 AM	966	0				
5:30 AM	966	0				
5:45 AM	966	0				
6:00 AM	966	0				
6:15 AM	1659	1				
6:30 AM	1660	1				
6:45 AM	1661	2				
7:00 AM	1661	2				
7:15 AM	1873	11				
7:30 AM	1872	14				
7:45 AM	1871	14				
8:00 AM	1871	14				
8:15 AM	1305	4				
8:30 AM	1305	1				
8:45 AM	1305	0				
9:00 AM	1305	0				
9:15 AM	1098	0				
9:30 AM	1098	0				
9:45 AM	1098	0				
10:00 AM	1098	0				
10:15 AM	1233	0				
10:30 AM	1233	0				
10:45 AM	1233	0				
11:00 AM	1233	0				
11:15 AM	1272	0				
11:30 AM	1272	0				
11:45 AM	1272	0				
12:00 PM	1272	0				
12:15 PM	1383	0				
12:30 PM	1383	0				
12:45 PM	1383	0				

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s?*

No

Is the major street divided with a median
wide enough for pedestrians to wait?

No

Is the distance to the nearest traffic control
signal or STOP sign controlling the major
street that pedestrians desire to cross less
than 300 feet?

No

Top Hours for Figure 4C-5				
	Start Time	End Time	Vehicles	Pedestrians
Top Hour	3:00 PM	4:00 PM	2070	16
2nd Highest Hour	7:30 AM	8:30 AM	1872	14
3rd Highest Hour	4:15 PM	5:15 PM	1906	6
4th Highest Hour	6:30 AM	7:30 AM	1660	1

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

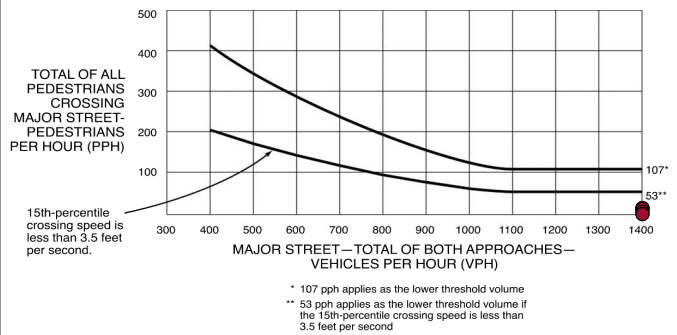
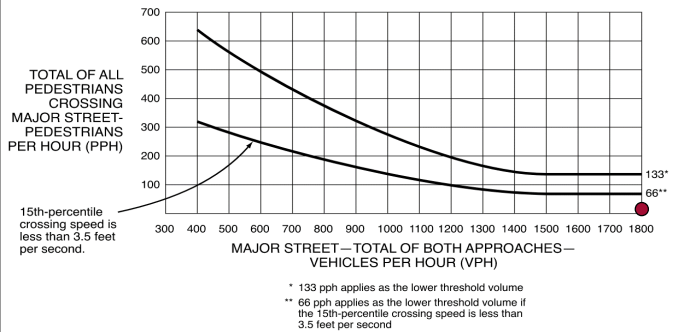


Figure 4C-6. Warrant 4, Pedestrian Peak Hour



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **No**

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	3:00 PM	4:00 PM	2070	16	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

Peak Hour						
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
1:00 PM	1383	0				
1:15 PM	1624	0				
1:30 PM	1624	0				
1:45 PM	1624	0				
2:00 PM	1624	0				
2:15 PM	2069	8				
2:30 PM	2069	14				
2:45 PM	2069	14				
3:00 PM	2070	16				
3:15 PM	1845	11				
3:30 PM	1845	8				
3:45 PM	1846	8				
4:00 PM	1845	6				
4:15 PM	1906	6				
4:30 PM	1906	3				
4:45 PM	1908	4				
5:00 PM	1910	4				
5:15 PM	1602	1				
5:30 PM	1602	1				
5:45 PM	1599	0				
6:00 PM	1597	0				
6:15 PM	1121	0				
6:30 PM	1121	0				
6:45 PM	1121	0				
7:00 PM	1121	0				
7:15 PM	898	0				
7:30 PM	898	0				
7:45 PM	898	0				
8:00 PM	898	0				
8:15 PM	762	0				
8:30 PM	762	0				
8:45 PM	762	0				
9:00 PM	762	0				
9:15 PM	607	0				
9:30 PM	607	0				
9:45 PM	607	0				
10:00 PM	607	0				
10:15 PM	399	0				
10:30 PM	399	0				
10:45 PM	399	0				
11:00 PM	399	0				
11:15 PM	0	0				
11:30 PM	0	0				
11:45 PM	0	0				

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s?*

No

Is the major street divided with a median
wide enough for pedestrians to wait?

No

Is the distance to the nearest traffic control
signal or STOP sign controlling the major
street that pedestrians desire to cross less
than 300 feet?

No

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

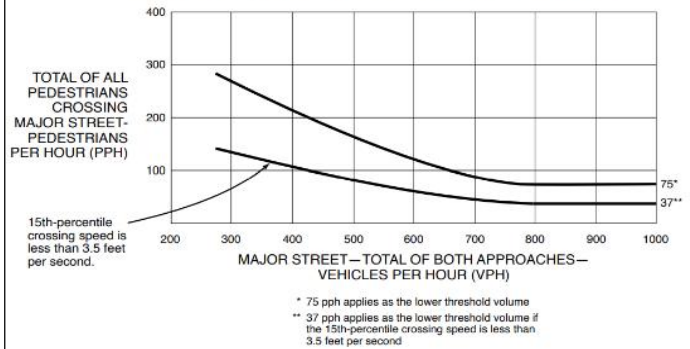
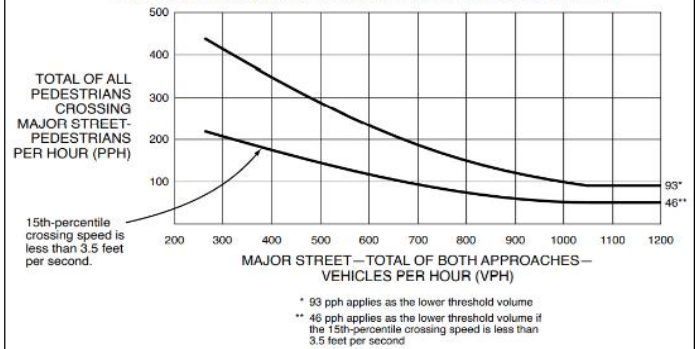


Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



WARRANT 5, SCHOOL CROSSING

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2

Warrant Met: **No**

Do school children (elementary through high school students) cross the major street? **Yes**

Has consideration been given to implement other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing? **Yes**

Has a traffic engineering study been conducted to determine the adequacy and frequency of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street? **No**

Estimation of Expected Gaps if No Study was Done

WARRANT 6, COORDINATED SIGNAL SYSTEM

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2

Warrant Met:

No

See Warrant Inputs tab

WARRANT 7, CRASH EXPERIENCE

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2030)

Warrant Met: **N/A**

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (WB)	1 Lane
Minor Street 2 (N/A)	N/A
Number of Legs	3

Has adequate trial of alternative with satisfactory observance and enforcement failed to reduce the crash frequency?

No*Warrant Not Applicable*

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach				Total of angle and pedestrian crashes (all severities)		Total of fatal-and-injury angle and pedestrian crashes	
Major/Minor	Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	Four Legs	Three Legs	Four Legs	Three Legs
1 / 1				5	4	3	3
2+ / 1	X	X		5	4	3	3
2+ / 2+	X			5	4	3	3
1 / 2+				5	4	3	3
Crash History				0		0	
Threshold Met?				No		No	

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach				Total of angle and pedestrian crashes (all severities)		Total of fatal-and-injury angle and pedestrian crashes	
Major/Minor	Major Street (NB/SB)	Minor Street 1 (WB)	Minor Street 2 (N/A)	Four Legs	Three Legs	Four Legs	Three Legs
1 / 1				6	5	4	4
2+ / 1	X	X		6	5	4	4
2+ / 2+	X			6	5	4	4
1 / 2+				6	5	4	4
Crash History				0		0	
Threshold Met?				No		No	

For each of any 8 hours of an average day, the vehicles per hour given in both the 80% columns of Condition A in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection. If in a built-up isolated community with less than 10,000 population or above 40 mph on major street, the 56% columns may be used.

No

For each of any 8 hours of an average day, the vehicles per hour given in both the 80% columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection. If in a built-up isolated community with less than 10,000 population or above 40 mph on major street, the 56% columns may be used.

No

The volume of pedestrian traffic is 80% or more of the requirements specified in Warrant 4, the Pedestrian Volume warrant.

No

WARRANT 8, ROADWAY NETWORK

Intersection: Central & 131st

Jurisdiction: LA County

Scenario: Opening Year Plus Project (2)

Warrant Met: **No**

Does the intersection have a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3, during the average weekday?

Yes

Does the intersection have a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday)?

No

Is the major street part of the street or highway system that serves as the principal roadway network for through traffic flow?

No

Does the major street include rural or suburban highways outside, entering, or traversing a city?

No

Does the major street appear as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study?

No

Warrant Not A

Appendix H – SimTraffic Analysis Worksheets

AM Existing (2026) Conditions

1: Central & El Segundo /El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	3.0	0.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.5	2.8
Total Delay (hr)	3.1	2.7	0.2	2.8	5.7	0.3	1.6	5.7	1.3	1.2	8.6	1.8
Total Del/Veh (s)	98.8	23.2	6.6	48.8	23.8	9.2	40.0	32.6	24.1	45.7	42.2	28.0
Vehicles Entered	110	415	97	208	863	115	135	619	193	96	716	227
Vehicles Exited	108	413	97	208	863	115	139	618	194	96	718	227
Hourly Exit Rate	108	413	97	208	863	115	139	618	194	96	718	227
Input Volume	114	394	99	202	863	116	146	616	199	104	738	222
% of Volume	95	105	98	103	100	99	95	100	97	92	97	102

1: Central & El Segundo /El Segundo Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.5
Total Delay (hr)	35.0
Total Del/Veh (s)	32.8
Vehicles Entered	3794
Vehicles Exited	3796
Hourly Exit Rate	3796
Input Volume	3813
% of Volume	100

2: Central & 131st Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1	0.5	0.0	0.0	0.8	1.5
Total Del/Veh (s)	23.0	0.4	6.9	2.0	2.2	8.2	3.0	2.8
Vehicles Entered	4	28	76	863	8	13	1010	2002
Vehicles Exited	4	28	76	865	8	13	1009	2003
Hourly Exit Rate	4	28	76	865	8	13	1009	2003
Input Volume	4	30	83	873	9	12	1026	2038
% of Volume	100	93	91	99	86	106	98	98

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.0	0.0	0.3
Denied Del/Veh (s)	0.0	0.1	2.4	0.5	0.6	0.1	0.4
Total Delay (hr)	0.7	0.0	0.6	2.2	0.0	1.8	5.4
Total Del/Veh (s)	3.8	3.0	14.9	6.0	32.8	36.7	8.3
Vehicles Entered	689	14	152	1311	5	173	2344
Vehicles Exited	689	14	153	1312	5	174	2347
Hourly Exit Rate	689	14	153	1312	5	174	2347
Input Volume	680	17	164	1304	8	168	2341
% of Volume	101	84	93	101	65	103	100

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	4.5	0.3	2.6	2.4	0.3	1.7	1.5	1.2
Vehicles Entered	13	7	1	16	137	108	88	370
Vehicles Exited	13	6	1	16	138	108	89	371
Hourly Exit Rate	13	6	1	16	138	108	89	371
Input Volume	13	6	2	17	135	119	97	390
% of Volume	98	100	44	94	102	91	92	95

5: Driveway 1 & El Segundo Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.1	0.0	1.9	0.0	0.1	2.1
Total Del/Veh (s)	0.3	5.3	5.3	28.7	5.8	3.8
Vehicles Entered	653	19	1297	6	48	2023
Vehicles Exited	653	19	1299	6	48	2025
Hourly Exit Rate	653	19	1299	6	48	2025
Input Volume	650	21	1290	6	46	2014
% of Volume	101	89	101	96	104	101