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A Tale of Two City Streets: Evaluating the Safety, Congestion, and Cut-Through Effects of Road Diets

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Lewis Center for Regional Policy Studies

# A Tale of Two City Streets:

Evaluating the Safety, Congestion, and Cut-Through Effects of Road Diets

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#### 16. Abstract

Every year, more than 200 people are killed in Los Angeles while walking, bicycling, or driving. In 2015, Mayor Eric Garcetti launched a citywide Vision Zero initiative, which set a goal to eliminate traffic fatalities by 2025. One key tool the city can use to improve traffic safety on dangerous roads is the road diet, a reconfiguration of lanes that removes vehicle travel lanes. Road diets often face opposition, though. This opposition typically stems from fear of increased traffic congestion and neighborhood cut-through traffic as well as doubt that road diets actually improve traffic safety. My project analyzes crash data, traffic count data, and bluetooth travel data on two similar streets in Northeast Los Angeles to gauge whether road diets have these effects. One of the streets underwent a road diet in 2016 while the other didn't, making them an effective test case. My analysis of shows no evidence that the road diet caused unacceptable traffic conditions or additional neighborhood cut-through traffic. I also find some evidence that the road diet improved traffic safety outcomes. My review of the literature bolsters my findings that road diets are an effective safety countermeasure and that in most scenarios they do not cause unacceptable increases in traffic congestion. The literature on neighborhood cut-through traffic is much less developed. Based on these findings, I recommend that Los Angeles identify additional opportunities to both research and implement road diets.

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# **DISCLAIMER**

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#### **EXECUTIVE SUMMARY**

The City of Los Angeles adopted a Vision Zero initiative in 2015, setting a goal to eliminate traffic fatalities citywide by 2025. Road diets, reconfigurations of roadway space that remove vehicle lanes and add space for multimodal infrastructure, are a key tool the Los Angeles Department of Transportation (LADOT) can use to progress toward this goal. However, the implementation of road diets often faces opposition. Some people fear increases in traffic congestion and in neighborhood cut-through traffic, while others doubt that road diets will improve traffic safety outcomes.

My research sets out to determine whether road diets really cause the traffic congestion and cut-through traffic that people fear and whether they do in fact improve traffic safety. To do so, I use two streets in Northeast Los Angeles as test cases. Fletcher Drive received a road diet in 2016, as LADOT converted it from a 4-lane road to a 3-lane road with bicycle lanes and a center left-turn lane. LADOT considered implementing a similar road diet on the nearby Verdugo Road, but ultimately decided not to.

Because the two streets have similar physical characteristics and are part of the same neighborhood, they make an effective test case. My research analyzes the changes in traffic safety, traffic congestion, and cut-through traffic on both roadways. To the extent that I find changes in outcomes on Fletcher Drive after the implementation of the road diet but no changes on Verdugo Road, I have reason to suspect that the road diet is the cause of the change.

My analysis shows no evidence that the Fletcher Drive road diet caused unacceptable traffic conditions or additional neighborhood cut-through traffic on the road. I find some evidence that the road diet improved traffic safety outcomes. Traffic safety outcomes improved on both Fletcher Drive and Verdugo Road in the study period, but the crash rate per million vehicle miles traveled improved more greatly on Fletcher Drive than on Verdugo Road.

I also review the existing literature on the effects of road diets. I find some evidence from previous studies that road diets are an effective safety countermeasure and that in most scenarios they do not cause unacceptable increases in traffic congestion. The existing body of literature on neighborhood cut-through traffic is much less developed.

Based on my findings, I recommend that LADOT identify additional opportunities to both research and implement road diets. My literature review found that road diets can improve traffic safety outcomes in a variety of contexts, and my analysis saw modest safety gains with no evidence that road diets cause traffic congestion or cut-through traffic issues.

To advance the understanding of road diets in Los Angeles, I recommend that LADOT target streets with excess capacity, streets with a high number of severe crashes due to speeding or aggressive driving, and streets with high volumes of multimodal traffic as priority streets for road diets. Such contexts are likely to offer clearer insights and more robust analysis opportunities.

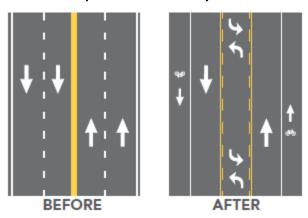
Given the limited findings of my research, LADOT may wish to consider road diet pilot projects that can be tested out, studied, and modified if they do not achieve their stated goals or have unintended consequences. I further recommend that future research examine additional features of road diets, such as their effects on multimodal traffic volumes, air and noise pollution, and vehicle speed.

# INTRODUCTION

Every year, more than 200 people are killed in Los Angeles while walking, bicycling, or driving. Children, older adults, and residents of underserved communities are disproportionately represented among these deaths. So, too, are people who walk and bicycle. In 2015, in response to this ongoing crisis, Mayor Eric Garcetti issued an executive directive stating that fatalities are not a tolerable byproduct of transportation. As part of this directive, the mayor launched the citywide Vision Zero initiative, which set a goal to eliminate traffic fatalities citywide by 2025.

The Los Angeles Department of Transportation (LADOT) oversees the planning, design, construction, and maintenance of the City's transportation system. As such, it plays a key role in identifying and improving the city's most dangerous roadways. One key tool in LADOT's toolkit to improve traffic safety on dangerous roads is the road diet. A road diet is a reconfiguration of lanes that typically removes vehicle travel lanes and adds a center left-turn lane as well as bicycle, transit, and/or pedestrian infrastructure (see Figure 1). Its goal is to improve traffic safety and promote multimodal travel (such as walking, bicycling, or transit). The USDOT (2017) calls road diets a "proven safety countermeasures" because they have demonstrated effectiveness at reducing collisions when studied over the past decades.

Figure 1. Two Vehicular lanes are replaced with two bicycle lanes and a center left-turn lane



Despite the ability of road diets to improve safety outcomes, their implementations often face opposition. This opposition comes from a variety of sources: car commuters using the road in question often fear that the decrease in vehicular travel lanes will cause congestion, slowing them down. Residents of adjacent streets often fear that drivers will cut through neighborhood streets to avoid the road diet. Skeptics often express doubt that road diets will improve safety outcomes, including in Los Angeles.

But do road diets really cause the traffic congestion and cut-through traffic that some fear? And do they in fact improve traffic safety? My research project sets out to answer these questions in the context of Los Angeles, a notoriously sprawling and automobile-centric cityscape. To do so, I use two roads in Northeast Los Angeles as test cases.

#### Fletcher Drive Overview

In 2016, LADOT implemented a road diet on the Fletcher Drive/Avenue 36 corridor between Eagle Rock Boulevard and San Fernando Road in the Glassell Park neighborhood (see Figure 2). Most of the corridor is denoted Fletcher Drive, but the easternmost two blocks are denoted Avenue 36. Throughout this report, I will refer to the entire roadway simply as Fletcher Drive.

Before the road diet, Fletcher Drive was a 56-foot-wide four-lane roadway with street parking and no bicycle facilities (see Figure 3 and Figure 4). It was (and still is) lined primarily by residential development, both single- and multi-family, with some low-intensity commercial uses as well. The segment is 0.66 miles in length.

I analyzed traffic congestion at the intersection of Fletcher Drive and Estara Avenue to estimate congestion levels along the corridor. This signalized intersection is at the approximate midpoint of the corridor and features permissive signals (that is, no left-turn arrows). Estara Avenue, which intersects with Fletcher Drive, features one lane in both directions and lower traffic volumes than Fletcher Drive.

Figure 2. Fletcher Drive Overview

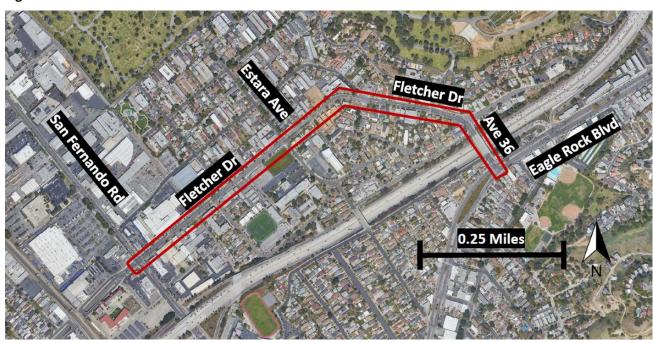
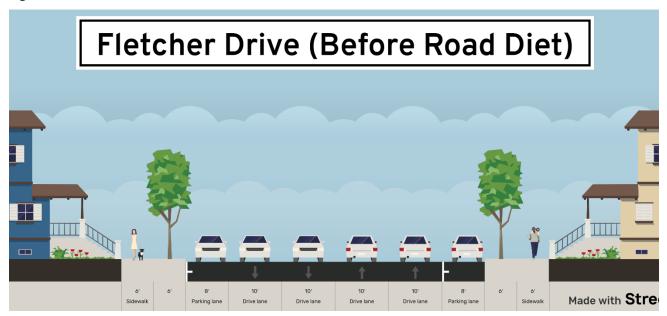


Figure 3. Fletcher Drive Street View Before Road Diet. Source: Google Streetview



Figure 4. Fletcher Drive Cross-Section Before Road Diet. Source: Streetmix



After the road diet, Fletcher Drive was a 56-foot-wide two-lane roadway with street parking, painted bicycle lanes, and a center left-turn lane (see Figure 5 and Figure 6).

Figure 5. Fletcher Drive Street View After Road Diet. Source: Google Streetview



Figure 6. Fletcher Drive Cross-Section After Road Diet. Source: Streetmix



#### Verdugo Road Overview

Verdugo Road between Filion Street and Palmer Drive is also a 56-foot-wide 4-lane roadway in the Glassell Park neighborhood with street parking and no bicycle facilities (see Figure 7, Figure 8, and Figure 9). It is also lined primarily with residential development, both single- and multi-family. The segment is 0.76 miles in length and approximately half a mile northeast of Fletcher Drive. The two roadways are not parallel to each other, so an increase in congestion in one roadway is unlikely to cause drivers to use the other. The city briefly considered implementing a road diet on both Fletcher Drive and Verdugo Road, but ultimately opted to only do so on Fletcher Drive.

I analyzed traffic congestion at the intersection of Verdugo Road and Wawona Street to estimate congestion levels along the corridor. This intersection shares many features in common with the intersection of Fletcher Drive and Estara Avenue. It is at the approximate midpoint of the corridor and features permissive signals (that is, no left-turn arrows). Wawona Street, which intersects with Verdugo Road, features one lane in both directions and lower traffic volumes than Verdugo Road.

Figure 7. Verdugo Road Overview

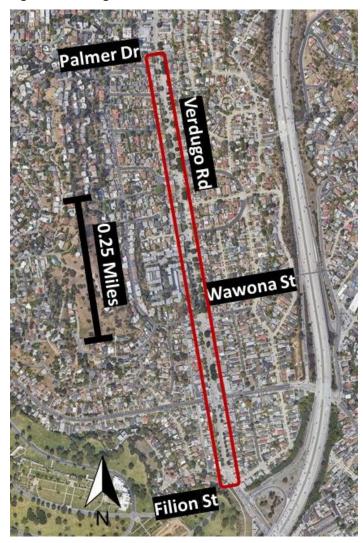


Figure 8. Verdugo Road Street View. Source: Google Streetview

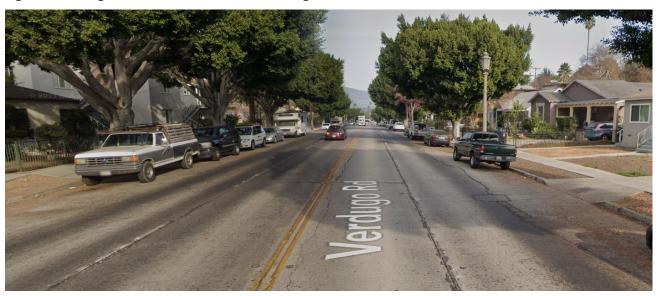
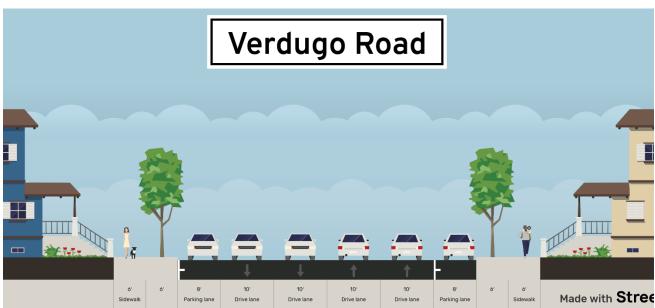


Figure 9. Verdugo Road Cross-Section. Source: Streetmix



Because Fletcher Drive and Verdugo Road have similar physical characteristics, similar surrounding development, and are in the same neighborhood, they make good comparison cases. My analysis examines the changes in traffic safety, traffic congestion, and cut-through traffic experienced on both streets after the implementation of a road diet on Fletcher Drive in 2016. If Fletcher Drive experienced changes in any of these categories that Verdugo Road did not experience, this could be because of the road diet that LADOT implemented on Fletcher Drive.

The rest of this report proceeds as follows. First, I ground this research in the current literature on road diets, especially with respect to their effects on traffic safety, traffic congestion, and cut-through traffic. Next, I describe my research methodology in further detail. After this, I describe my research findings and the upshot of these results. I close with recommendations to policymakers based on these findings.

# LITERATURE REVIEW

This section of the report presents the most relevant literature on the effects of road diets. It specifically presents research on the three key topics described in the introduction: traffic safety, vehicle congestion, and cut-through traffic.

As this review shows, multiple studies have researched the effects of road diets on traffic safety and on traffic congestion. The effect of road diets on cut-through traffic, however, has not been researched as deeply. My research replicates past research showing road diets' effects on safety and traffic congestion while addressing a gap in the current literature on road diets' effects on cut-through traffic.

This literature review finds the following:

- Several studies point to road diets as effective safety improvement. They suggest that road diets can reduce the rate of total crashes and of severe crashes.
- Most conventional (4-lane to 3-lane) road diets do not exacerbate traffic congestion, as the capacity of a corridor is controlled primarily by signalized intersections, not simply the number of lanes.
- Only a few studies have researched whether road diets cause drivers to cut through neighborhood streets in lieu of driving on the reconfigured route. These studies have not produced a consensus view on the subject.

#### TRAFFIC SAFETY

Numerous studies point to conventional road diets as effective traffic safety improvement measures. Based on traffic safety data from multiple states, including California, the USDOT (2017) lists road diets as a "proven safety countermeasure." A research synthesis (Thomas, 2013) identified six robust studies analyzing the traffic safety impacts of road diets. It found that conventional road diets can be expected to reduce total crashes by an average of 29 percent.

The first study on conventional road diets was conducted by the Iowa Department of Transportation (coincidentally located in my hometown of Ames, Iowa) in 1999. This study (Welch, 1999) analyzes safety data from road diets in Minnesota and Washington. Based on his analysis, he estimates that conventional road diets can be expected to result in a "20 to 30 percent decrease in crashes." While this study is noteworthy as the first to estimate the crash impacts of road diets, it does not analyze crash outcomes on nearby streets to control for exogenous impacts to traffic safety.

Huang et al. (2002) analyzed the crash histories of 35 streets in Northern California and greater Seattle, 11 of which had undergone road diets. Their analysis found no statistically significant difference between the road diet and comparison sites in total number of crashes or in severity of crashes. A few years later, Pawlovich et al. (2006) analyzed the crash histories of 30 sites in lowa, 15 of which had undergone road diets. Their results indicated a 25.2% reduction in crash frequency per mile, which the researchers note differs from Huang's finding of a statistically insignificant reduction.

In 2008, Harkey et al. used data from the studies conducted by Huang et al. and Pawlovich et al. They reanalyzed these data using an empirical Bayes approach (that is, a statistical estimation method that generates sample weights through prior data) and a larger group of reference sites as part of a large National Cooperative Highway Research Program (NCHRP) study. This analysis resulted in a 19 percent estimated reduction in crashes on streets that had undergone road diets. According to Thomas (2013), the Harkey et al. findings are considered a more reliable estimate than the earlier estimate by Huang et al. of a non-significant change in crashes because of their use of reference sites.

Two recent studies from the UCLA Institute of Transportation Studies examine the traffic safety impacts of road diets on streets in Los Angeles. Martinez (2016) analyzed the crash histories of five streets in Los Angeles that underwent road diets between 2006 and 2009. He found a statistically significant reduction in crash and injury rates, but no statistically significant reduction in fatal and severe injury crashes. Logg (2019) analyzed the crash histories of 62 nonconventional road diet projects in Los Angeles. She found non-statistically significant reductions in the per mile rate of total collisions and fatal collisions.

This body of literature suggests that road diets can effectively improve the traffic safety outcomes on a roadway. Additionally, two studies performed in Los Angeles add local evidence that road diets improve traffic safety. However, given the small sample sizes employed by some of these studies and the non-unanimous findings described above, there is more work to be done to discover if there is an ironclad relationship between the implementation of a road diet and traffic crash reduction. The need for additional research to show this relationship even more robustly motivates the following study.

#### TRAFFIC CONGESTION

Welch's 1999 study analyzes existing traffic congestion on two streets in Iowa as well as projected traffic operations after proposed road diets would be implemented. He states that while many stakeholders assume the 50% reduction in lane-miles will result in a 50% reduction in capacity, this isn't the case. He shows that while traffic delay increases slightly, the streets easily maintain acceptable operations. He explains that the capacity of a corridor

is controlled primarily by signalized intersections. Further, many drivers on a four-lane street drive in the right lane unless they are turning left. Thus, the center left-turn lane on a three-lane street functions similarly to the left lane of a four-lane street, causing minimal additional delay for drivers.

In another early study, Burden and Lagerwey (1999) compared volumes on 17 streets in various North American cities before and after they underwent road diets. They found that road diets most commonly take place on streets with ADT volumes of 25,000 vehicles or fewer.

In 2006, Gates et al. studied nine streets in Minnesota that had undergone road diets. They found a decrease in both average and 85th percentile travel speeds of less than two miles per hour. Because they sampled streets with volumes up to 17,400 vehicles per day, they proposed a guideline that road diets should be expected to have minimal congestion impacts for any street with an ADT volume of 17,500 vehicles per day or fewer.

In 2011, Stamatiadis et al. undertook a series of microsimulations to establish volume guidelines for road diet conversions. They found that contrary to the findings of Gates et al., conventional road diets can be applied to streets with up to 23,000 vehicles per day while maintaining acceptable traffic operations.

A recent study from the UCLA Institute of Transportation examines traffic volumes on streets in Los Angeles that underwent road diets. Jouliot (2018) analyzed ADT volumes and limited turning movement counts on four streets in Los Angeles that underwent road diets. He found that traffic volumes increased on the streets with road diets and did not increase on similar nearby streets. In agreement with Welch (1999), Jouliot suggests that road diets process vehicles more efficiently, given their left-turn lanes. A limitation of this study is that it did not collect full hour turning movement count data but instead relied on 15-minute turning movement count and 24-hour ADT data.

The literature strongly suggests that road diets need not cause excessive congestion. Studies find that four-lane roads with ADTs with volumes between 17,400 and 23,000 vehicles per day can maintain acceptable traffic operations after a conventional road diet. Of course, we should expect this volume to vary based on factors like the time profile of the traffic, the volume of side-street traffic, and the presence and design of traffic control (such as signalized intersections) along the corridor.

#### **CUT-THROUGH TRAFFIC**

The effect of road diets on cut-through traffic is an understudied topic in the literature. A variety of studies that examine safety and traffic congestion impacts of road diets point out that the potential of road diets to increase traffic on neighborhood streets is an important topic for future research. (Gudz et al., 2016 and Comeau et al., 2016). However, these studies do not research whether the concern of neighborhood cut-through traffic is substantiated in practice.

A limited selection of studies do broach this subject. Sallaberry (2000) analyzed ADT on a street that underwent a road diet in San Francisco as well as parallel arterial streets. The report found that the ADT on the street that underwent a road diet dropped by 10% while the ADTs on the surrounding arterials increased by 2% to 8%.

Ntonifor (2017) analyzed license plate data on neighborhood side streets before and after an arterial in Virginia underwent a road diet. She found that the percentage of traffic "cutting through" remained roughly consistent after the road diet's implementation, and thus concluded that it had no significant effect on cut-through traffic.

Nixon and Agrawal (2017) analyzed ADT data at 45 locations near a street that underwent a road diet in San Jose. They found that some neighborhood streets surrounding the street that underwent a road diet did see increased traffic volumes, especially in the AM peak hour. They also noted that some traffic diverted onto surrounding arterial streets. They conclude that road diets do have the potential to cause trip reroutes.

The literature in this area is not robust or conclusive. It appears that road diets may have the potential to cause drivers to reroute, but it isn't clear whether all or even most road diets will cause these reroutes or whether drivers are more likely to reroute to other arterials, nearby freeways, or neighborhood streets.

#### RESEARCH METHODOLOGY

In the following sections, I describe the data I used to perform this research and the methodology I used to collect, assemble, and analyze this data.

#### TRAFFIC SAFETY

I used crash data, downloaded from the City of Los Angeles' online database (RoadSafeGIS), to analyze traffic safety performance of the two roadways. See Appendix A for the downloaded crash data. For each of these roadways, I collected crash data from 2012 to 2020, using geocoded data with information about both crash type and crash severity.

My analysis determines the total number of crashes that occurred on each roadway from 2012 to 2015 as well as from 2017 to 2019, to compare safety performance before and after the road diet's implementation in 2016. In addition to analyzing the total number of crashes, my analysis determines the number of severe (fatal and serious injury) crashes in this same time frame and the types of crashes that occurred.

I excluded crash data from the year 2016 from the analysis because of ongoing construction and excluded crash data from 2020 because of the impacts of the COVID-19 pandemic to travel behavior. I included all crashes that occurred on the roadway segments but excluded crashes that occurred at intersections on the segment boundaries (such as San Fernando Road and Eagle Rock Boulevard). I did so because these intersections were not reconfigured by the road diet.

My analysis also determines the total number of crashes per million vehicle miles traveled on each roadway before and after the road diet's implementation. I use Bluetooth travel data, downloaded from Streetlight Data, Inc., to determine the total volume of traffic on each roadway. For further detail on Streetlight data, see the following two subsections.

#### TRAFFIC CONGESTION

I used traffic volume data, downloaded from the City of Los Angeles' online database (NavigateLA), to analyze traffic congestion performance at signalized intersections on each of the two roadways in question. See Appendix B for the downloaded traffic count data. For each of these roadways, I collected traffic congestion data from 2011 to 2020. I downloaded the data in PDF format and transcribed it into excel.

I analyzed traffic congestion at signalized intersections on these two roadways because signalized intersections are the primary cause of delay on arterial roadways. As opposed to

freeways, where delay is caused by vehicle ingress and egress at ramps, delay on arterials is primarily caused by stoppages in traffic flow due to red lights, stop signs, and pedestrian crossings.

One weakness of traffic count data is the inherent variability in traffic volumes on a day-to-day basis. While the city attempts to count traffic in a consistent manner, they cannot fully control for factors such as weather or special events that could influence traffic volumes. Because the City only collected traffic counts on one day before and after the implementation of the road diet, this source does not account for this variability. Thus, I searched for another source of traffic data.

To augment the traffic count data I collected, I also downloaded traffic data from Streetlight Data, Inc. See Appendix B for the downloaded traffic count data from Streetlight. This data uses Bluetooth travel data to approximate traffic volumes. This data source also comes with drawbacks; because Streetlight's analysis process is not public, I am unable to verify the accuracy of the data. As I will describe in the Findings and Analysis section, the Streetlight data I used showed different trends in traffic patterns than the City of Los Angeles traffic data.

Additionally, Streetlight does not measure vehicles; it measures Bluetooth devices. Because of this, it may count wealthy adult travelers (who may own, for example, a Bluetooth smart watch, an iPhone, and a Bluetooth-enabled vehicle) more than a low-income or youth traveler who does not own any of those devices.

Because the Streetlight data analysis process is not public and does not count cars directly and because the City traffic data comes from counts of physical cars passing through intersections, I believe the City's data to be more reliable.

I use capacity analysis, guided by the Highway Capacity Manual's 6<sup>th</sup> edition, to assess the change in congestion conditions after the implementation of the road diet on Fletcher Drive. See Appendix C for Synchro output sheets showing the capacity analysis results.

#### VEHICLE CUT-THROUGH

I use Bluetooth travel data, downloaded from Streetlight Data, Inc., to analyze traffic on parallel corridors to the roadways in question. See Table 8 and Table 9 in the Findings and Analysis section for the downloaded vehicle cut-through data from Streetlight. For each of these roadways, I collect Bluetooth travel data showing the portion of cars cutting through neighborhood routes.

Streetlight identifies every vehicle that travels from one end of Fletcher Drive or Verdugo Road to the other end. On Fletcher Drive, this means traveling from Eagle Rock Boulevard to San Fernando Road. On Verdugo Road, this means vehicles that travel from Filion Street to Palmer Drive. Streetlight then determines the total number of these vehicles that drive on each roadway segment in the corridor's vicinity on their trip. Based on these volumes, I determine the overall magnitude of cut-through traffic volume based on the volumes of traffic on side-streets compared to the volumes of traffic on the main roadway.

My analysis determines the magnitude of through traffic using neighborhood side streets as a cut-through route prior to and after the road diet on both roadways. The "before" time period is the first six months of 2016; this is before the road diet construction began. The "after" time period is the first six months of 2019. My approach allows me to analyze a large dataset that would be difficult to capture by manually counting vehicles. However, it comes with the same drawbacks about Streetlight data outlined above.

## FINDINGS AND ANALYSIS

In the following sections, I describe the results of my analysis and my interpretation of the findings on the topics of traffic safety, traffic congestion, and cut-through traffic. I find no evidence to support the claims that road diets cause burdensome congestion or that road diets push traffic onto neighborhood streets. I find some evidence that the road diet improved traffic safety outcomes.

#### TRAFFIC SAFETY

The following subsection describes the results of my traffic safety analysis and my interpretation of the findings. I find that while total and severe crashes decreased to varying degrees on Fletcher Drive, they also decreased on Verdugo Road. Because these improvements in traffic safety outcomes occurred on both roadways, it's not clear that the road diet on Fletcher Drive caused the traffic safety improvements.

I also compare the change in crash frequency on these two roadway segments to the changes in traffic volumes. Using traffic volume data from Streetlight, I find evidence that the number of crashes per million vehicle miles decreased more greatly on Fletcher Drive than on Verdugo Road. I used Streetlight data for this analysis because it was the only traffic volume data source available on both roadway segments.

Lastly, I find that the prevalence of sideswipe crashes (a crash type frequently associated with severe crashes) decreased on Fletcher Drive after the installation of the road diet but did not decrease on Verdugo Road. This may suggest a relationship between street configuration and traffic collisions.

#### Traffic Safety Findings

I analyze crash data on each segment in the four years before (2012 to 2015) and the three years (2017-2019) after the implementation of a road diet on Fletcher Drive in 2016. I exclude data from 2020 because of the impacts to travel behavior from the COVID-19 pandemic. Table 1 through Table 5 present the traffic safety findings, while Table 6 presents these same findings in a single table for ease of reference.

As shown in Table 1, I find decreases in both the total number of crashes and the number of severe crashes (crashes that resulted in a fatality or life-altering injury) on both roads between 2012-2015 and 2017-2019.

**Table 1. Crash Summary** 

	Fletch	er Drive	Verdugo Road		
	Total Crashes Severe Crashes Per Year Per Year		Total Crashes Per Year	Severe Crashes Per Year	
2012-2015	7.25	1.25	8.25	0.75	
2017-2019	7	0	7	0	
Percent Change	-3.5%	-100%	-15%	-100%	

Figure 10. Crash Summary

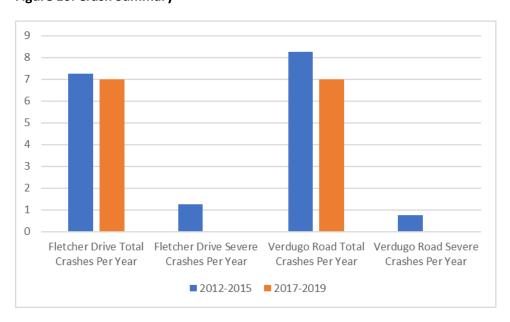


Table 2 and Table 3 below show crash data from Fletcher Drive and Verdugo Road controlling for vehicle miles traveled on each roadway. The crash rate per million vehicle miles traveled on Fletcher Drive decreases by 37% while the crash rate per million vehicle miles traveled on Verdugo Road decreases by 19%.

As shown, the Streetlight data shows a larger increase in travel on Fletcher Drive than on Verdugo Road. Based on this finding, the total crash rate per million vehicle miles traveled on Fletcher Drive decrease more greatly than the crash rate per million vehicle miles traveled on Verdugo Road. The severe crash rate per million vehicle miles traveled decreases to zero in both cases, but the absolute decrease is again greater on Fletcher Drive.

Throughout Los Angeles County, for reference, vehicle miles traveled increased by 4%. (County of Los Angeles Open Data, 2019). This figure aligns with the increase in volume shown on Verdugo Road and shows the increase in traffic on Fletcher Drive to be a potential outlier from the countywide trend.

Table 2. Fletcher Drive Crash Summary by Million Vehicle Miles Traveled

	Total Crashes Per Year	Severe Crashes Per Year	Average Daily Volume	Segment Distance	Total Crashes per Million Vehicle Miles Traveled	Severe Crashes per Million Vehicle Miles Traveled
2012-2015	7.25	1.25	8,520		3.53	0.61
2017-2019	7.00	0	12,940	0.66 miles	2.24	0.00
Percent Change	-3%	-100%	+52%	-	-37%	-100%

Table 3. Verdugo Road Crash Summary by Million Vehicle Miles Traveled

	Total Crashes Per Year	Severe Crashes Per Year	Average Daily Volume	Segment Distance	Total Crashes per Million Vehicle Miles Traveled	Severe Crashes per Million Vehicle Miles Traveled
2012-2015	8.25	0.75	11,700		2.54	0.23
2017-2019	7.00	0	12,180	0.76 miles	2.07	0.00
Percent Change	-15%	-100%	+4%	-	-19%	-100%

Figure 11. Crash Summary by Million Vehicle Miles Traveled

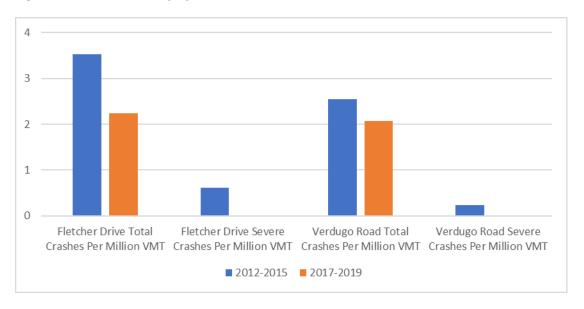


Table 4 and Table 5 below shows crash data on both roadway segments broken down by crash type. As shown, the number of sideswipe crashes decreased on Fletcher Drive but remained relatively consistent on Verdugo Road.

**Table 4. Fletcher Drive Crash Type Summary** 

Years	Sideswipe Crashes Per Year	All Other Crashes Per Year
2012-2015	2.25	5.0
2017-2019	0.67	6.33
Percent Change	-70%	+27%

Table 5. Verdugo Road Crash Type Summary

Years	Sideswipe Crashes Per Year	All Other Crashes Per Year
2012-2015	2.25	6
2017-2019	2.33	4.67
Percent Change	+4%	-22%

**Table 6. Traffic Safety Overview** 

		2012-2015	2017-2019	Percent Change
	Total Crashes Per Year	7.25	7	-3.5%
	Severe Crashes Per Year	1.25	0	-100%
	Average Daily Volume	8,520	12,940	+52%
Fletcher Drive	Segment Distance	0.66	miles	-
riettilei biive	Total Crashes per Million Vehicle Miles Traveled	3.53	2.24	-37%
	Severe Crashes per Million Vehicle Miles Traveled	0.61	0.00	-100%
	Sideswipe Crashes Per Year	2.25	0.67	-70%
	All Other Crashes Per Year	5.0	6.33	+27%
	Total Crashes Per Year	8.25	7	-15%
	Severe Crashes Per Year	0.75	0	-100%
	Average Daily Volume	11,700	12,180	+4%
Verdugo Road	Segment Distance	0.76 miles		-
verdugo koad	Total Crashes per Million Vehicle Miles Traveled	2.54	2.07	-19%
	Severe Crashes per Million Vehicle Miles Traveled	0.23	0.00	-100%
	Sideswipe Crashes Per Year	2.25	2.33	+4%
	All Other Crashes Per Year	6	4.67	-22%

#### **Traffic Safety Findings Interpretation**

Total traffic crashes decreased slightly on both Fletcher Drive and Verdugo Road while severe traffic crashes decreased greatly on both streets. Because these improvements in traffic safety outcomes occurred on both roadways, it's not clear that the road diet on Fletcher Drive caused the traffic safety improvements. However, the traffic safety findings for Fletcher Drive are consistent with the literature's prediction of a crash reduction due to the road diet. Additionally, the pronounced decrease in sideswipe crashes suggests that there may be a connection between the road diet and the traffic safety outcome improvement.

Total traffic crashes per million vehicle miles traveled decreased by 37% on Fletcher Drive and by 19% on Verdugo Road. This greater decrease in crash risk on Fletcher Drive may be the result of improved traffic safety through the implementation of a road diet.

Sideswipe crashes are frequently associated with severe crashes and conventional road diets are effective at decreasing their occurrence (USDOT, 2017). Conventional road diets decrease

sideswipe crashes because they reduce the number of lanes traveling in a given direction. Because the eliminate drivers' ability to change lanes on a roadway, they reduce the number of sideswipe crashes that occur due to unsafe lane changes. The rate of these crashes decreased by over 70% on Fletcher Drive after the installation of the road diet whereas they increased slightly on Verdugo Road.

#### TRAFFIC CONGESTION

The following subsection describes the results of my traffic congestion analysis and my interpretation of the findings. I find that traffic congestion levels on both Fletcher Drive and Verdugo Road remain within an acceptable range after the implementation of a road diet on Fletcher Drive. Depending on the data source used, I find either a slight improvement or slight worsening of congestion levels on Fletcher Drive. Based on these findings, I find no evidence that the implementation of a road diet on Fletcher Drive worsened traffic congestion to an unacceptable level.

#### **Traffic Congestion Findings**

I analyzed traffic congestion levels at a signalized intersection on each segment before and after the implementation of a road diet on Fletcher Drive in 2016. I used traffic data from Streetlight Data, Inc. and from City of Los Angeles traffic count database, as described in the Research Methods section.

Level of service (LOS) is a traffic engineering descriptor of roadway operations based on the amount of delay a typical driver experiences on a corridor. It ranges from LOS A (little to no delay) to LOS F (gridlock). As shown in Table 7, analysis using Streetlight data showed an overall increase in traffic congestion on Fletcher Drive after the implementation of the road diet while analysis using City traffic counts showed an overall decrease in traffic congestion on Fletcher Drive. Streetlight data showed that traffic congestion levels on Verdugo Road stayed broadly the same.

The increase in traffic congestion on Fletcher Drive using Streetlight data represents an estimated 31 additional seconds of delay for travelers on the corridor. The decrease in traffic congestion on Fletcher Drive using City traffic counts represents an estimated 23 fewer seconds of delay for travelers on the corridor. While the LOS results using the two methods are diametrically opposite (one shows an increase from LOS B to LOS D; the other shows a decrease from LOS D to LOS B) this symmetry is just a coincidence. The total number of seconds of delay are not diametrically opposite.

No City traffic counts were available on Verdugo Road.

**Table 7. Traffic Congestion Summary** 

	Fletcher Drive	Verdugo Road / Wawona Street	
	LOS (using Streetlight)	LOS (using traffic counts)	LOS (using Streetlight)
2012-2015	В	D	A
2017-2019	D	В	A

#### **Traffic Congestion Findings Interpretation**

The California Department of Transportation recently modernized its guidelines for analysis of street performance to no longer refer to LOS. Before this modernization, they generally considered urban intersections to operate acceptably if they operated at level of service D or better (Transportation for America, 2016). Based on this standard, I find that Fletcher Drive continued to operate acceptably after the road diet. Based upon the City's traffic counts, operations actually improved on this roadway. Operations on Verdugo Road, meanwhile, stayed at an acceptable LOS both before and after the Fletcher Drive road diet.

Analysis with City traffic counts show a decrease in traffic congestion on Fletcher Drive after the road diet. And as the following section will show, very little of this difference in traffic can be accounted for by searching for side-street cut-through drivers. So where did this traffic go? Likely, it diffused out by using other routes, such as the nearby State Route 2 (known locally as "the Glendale Freeway") or other regional routes. Other drivers may have chosen to travel at different times or by different modes, or even foregone trips altogether.

Based on these findings, I find no evidence that the Fletcher Drive road diet caused traffic congestion to worsen to an unacceptable level.

#### **CUT-THROUGH TRAFFIC**

The following subsection describes the results of my cut-through traffic analysis and my interpretation of the findings. I find that the overall magnitude of cut-through traffic activity increases by 2% on Fletcher Drive after the implementation of the road diet. Meanwhile, the rate of cut-through traffic on Verdugo Road decreased by 59%. I don't find a rationale for the large decrease in cut-through traffic on Verdugo Road. Given the massive reduction, this figure could be an anomaly, as my research finds no changes to the roadway or the immediately surrounding area.

Still, based on the 2% increase to cut-through traffic on Fletcher Drive, I find no evidence that the road diet caused a meaningful increase in cut-through traffic, especially as the "after"

period coincides with the prevalence of navigation applications that direct drivers onto residential streets to make trips shorter in distance and time.

#### **Cut-Through Traffic Findings**

As described in the Research Methods section, Streetlight reports the volume of traffic on each street in the corridor's vicinity that starts at one end of the corridor and ends at the other. Those values are shown for Fletcher Drive in Table 8 and for Verdugo Road in Table 9 and illustrated for Fletcher Drive in Figure 12 and Figure 13 and for Verdugo Road in Figure 14 and Figure 15. In these figures, brighter, thicker lines illustrate roads with larger volumes of traffic traveling between the beginning and end of the corridor, while narrower, darker lines illustrate roads with smaller volumes of traffic traveling between the beginning and end of the corridor.

The last rows of Table 8 and Table 9 show the sum of the traffic counts on each side street. Because vehicles that travel on multiple side streets are counted more than once, this is not a sum of the number of cut-through trips, but rather a description of the magnitude of cut-through traffic. While not a description of the total number of cut-through trips, it allows us to compare the magnitude of cut-through activity over time.

Table 8 shows that the magnitude of cut-through activity on Fletcher Drive increases from 42% to 43% after the road diet, a 2% increase. Table 9 shows that the magnitude of cut-through activity on Verdugo Road decreased from 22% to 9% after the road diet on Fletcher Drive, a 59% decrease.

**Table 8. Fletcher Drive Cut-Through Traffic** 

Segment	2016 Daily Volume	2016 Daily Volume Percentage	2019 Daily Volume	2019 Daily Volume Percentage
Fletcher Drive	3107	-	3962	-
Andrita Street	406	13%	610	15%
Avenue 32 (N)	212	7%	143	4%
Estara Avenue (N)	189	6%	340	9%
Avenue 35	18	1%	175	4%
Weldon Avenue	0	0%	70	2%
Delay Drive	122	4%	34	1%
Avenue 32 (S)	43	1%	41	1%
Estara Avenue (S)	129	4%	121	3%
Margurite Street	42	1%	35	1%
Portner Street	48	2%	65	2%
Bushwick Street	109	4%	87	2%
Sum	1318	Cut-Through Magnitude: 42%	1721	Cut-Through Magnitude: 43%

Figure 12. Fletcher 2016 Cut-Through Map: Minimal cut-through traffic observed avoiding the Fletcher Drive corridor before the road diet was implemented.

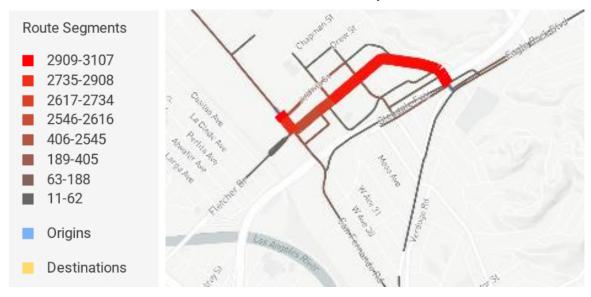
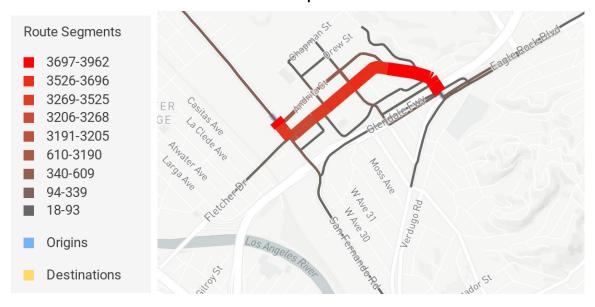


Figure 13. Fletcher 2019 Cut-Through Map: A small increase in cut-through traffic is observed on Fletcher Drive after the road diet implementation.



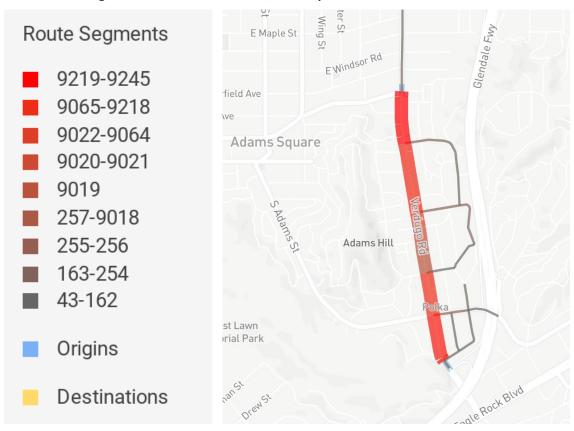
**Table 9. Verdugo Road Cut-Through Traffic** 

Segment	2016 Daily Volume	2016 Daily Volume Percentage	2019 Daily Volume	2019 Daily Volume Percentage
Verdugo Rd	10607	-	9245	-
Palmer Dr	426	4%	195	2%
Sagamore Way	621	6%	195	2%
Shasta Circle	58	1%	0	0%
Wawona Street	267	3%	72	1%
York Boulevard	560	5%	257	3%
Delevan Drive	361	3%	129	1%
Sum	2293	Cut-Through Magnitude: 22%	848	Cut-Through Magnitude: 9%

Figure 14. Verdugo Road 2016 Cut-Through Maps. Minimal cut-through traffic observed avoiding the Verdugo Road corridor in 2016.



Figure 15. Verdugo Road 2019 Cut-Through Maps. A decrease in cut-through traffic on Verdugo Road is observed in 2019, as compared to 2016.



#### **Cut-Through Findings Interpretation**

Because the cut-through traffic activity on Fletcher Drive increased by just 2% after the implementation of a road diet, I do not find evidence that the road diet resulted in an increase in cut-through traffic activity. I also do not find an explanation for the 59% decrease in cut-through activity on Verdugo Road after the implementation of the Fletcher Drive road diet, as my research finds no changes to Verdugo Road or surrounding areas that would cause this change.

## **POLICY RECOMMENDATIONS**

Based on the previous Findings and Analysis section, this research does not find evidence to support the claims that road diets cause burdensome congestion or that road diets push traffic onto neighborhood streets. This research does find some evidence that road diets improve traffic safety outcomes. Additionally, the previous Literature Review section describes findings that suggest that road diets can be an effective traffic safety countermeasure, including in Los Angeles-specific analyses.

Based on these findings, I recommend that LADOT identify additional opportunities to implement road diets. However, given limited findings, LADOT may wish to consider road diet pilot projects that can be tested, studied, and modified if needed to better achieve the City's policies and goals. Doing so can help LADOT make progress toward its Vision Zero goal without creating issues of additional traffic congestion or cut-through traffic. In the sections below, I describe potential streets LADOT should target for future road diets.

#### STREETS WITH EXCESS CAPACITY

As shown in Appendix C, the intersection of Fletcher Drive and Estara Avenue operated at a level of service B or D, depending on the data source, in the peak hour before the road diet. That is, even in the most highly trafficked hour of the day, this intersection operated with an acceptable (or better than acceptable) level of traffic congestion. Although the road diet reduced the intersection's theoretical capacity, this capacity was previously going unused. This made Fletcher Drive a good candidate for a road diet.

LADOT should identify other streets with excess capacity by determining the level of service at major signalized intersections. On streets with major signalized intersections with excess capacity, they should consider repurposing street space for more productive uses.

One example of such a street is Verdugo Road. As shown in Appendix C, Verdugo Road at the intersection of Wawana Street operated at a level of service A both before and after the Fletcher Drive road diet. That is, even in the most highly trafficked hour of the day, this intersection experienced little to no traffic congestion. This location, while not selected for a road diet, would have been an excellent candidate for one.

#### STREETS WITH SPEEDING AND CRASHES FROM AGGRESSIVE DRIVING

As shown in the Findings and Analysis section, the rate of severe crashes on Fletcher Drive decreased after the road diet. One likely reason for this decrease is slower speeds and less aggressive driving, given the new infrastructure that makes these behaviors more difficult.

With just one lane of traffic in both directions, motorists experience the street as more of a local road than a highway and drive more slowly and cautiously. Additionally, with only one lane of traffic, motorists cannot change lanes, reducing the occurrence of sideswipe crashes. Lastly, the addition of a center-left turn lane reduces the frequency of broadside crashes, further improving traffic safety outcomes after road diets.

LADOT should identify streets with a high number of severe crashes, and especially severe crashes caused by aggressive driving, sideswipe crashes from swerving, or speeding, as potential road diet candidates. These streets offer the greatest potential project benefit.

# STREETS WITH TRANSIT AND/OR BICYCLE TRAFFIC

Many transit routes throughout Los Angeles are greatly delayed by traffic. Because transit vehicles (typically buses) often share the right-of-way with personal vehicles, traffic caused by personal vehicles slow down transit service and make it less appealing, pushing more people to drive personal vehicles. One way to solve this vexing problem is to allot designated roadway space to transit vehicles so personal vehicle traffic does not slow down the more efficient, accessible, and sustainable mode of travel.

A similar narrative applies to bicyclists. Bicyclists riding in mixed traffic with vehicles are especially vulnerable to fatal and severe injury crashes. Dedicated bicycle facilities can improve traffic safety outcomes by reducing travel conflicts between drivers and bicyclists. Reallocating street space from drivers to bicyclists can thus improve traffic safety and make bicycling more convenient and accessible. It can also improve access to transit for people who live within bicycling distance of a frequent transit line.

With this in mind, I recommend that LADOT identify streets with documented multimodal user needs as candidates for road diets. The best transit corridor candidates will feature buses that are frequently slowed down by person vehicle congestion, while the best bicycle corridor candidates will feature high bicycle volumes mixed in traffic with personal vehicles.

#### AREAS FOR FURTHER STUDY

This research deals with the relationship between road diets and traffic safety, traffic congestion, and cut-through traffic. However, there are many other effects that road diets may have that are under-researched and could prove useful to transportation professionals.

First, further study could help determine the extent to which road diets encourage multimodal travel. This could help determine how road diets affect overall crash rate. How many more pedestrians and bicyclists use roads after a road diet? How does the rate of

pedestrian and bicycle crashes – per user – change based on the street reconfiguration? It's possible that the overall number of bicycle crashes could increase on a street after a road diet, but only because the number of bicyclists increases by an even greater amount. Additional study is needed to help unpack these trends.

Road diets may also affect the amount of air and noise pollution the vehicles on a road create. Before and after measurement of these pollution levels could help quantify these effects. In the most extreme cases, when several miles of streets have been closed to car access completely due to regular "CicLAvia" events, air quality has improved along the route and adjacent areas (Shu et. Al, 2016). Also, many road diets add greenery or other landscaping, improving the aesthetics of the road. While these effects are largely qualitative, surveys of residents and street users could help to quantify these effects and more detailed analysis could evaluate the impact on urban heat island effect or stormwater capture opportunities, as well.

Lastly, the relationship between road diets and the speed of roadway users is complex. Congestion, which I research, certainly plays a role. To the extent that congestion reduces speed, this reduction can be perceived as a negative effect. However, road diets may also reduce roadway user speed by slowing the design speed of the road (that is, the speed that roadway users feel comfortable traveling in free-flow conditions). This improves traffic safety, making it a positive effect. Similarly, a road diet may affect top speeds while having negligible impacts on average speeds. Simple speed studies fail to determine whether the speed reduction is due to congestion or a lower design speed, though, necessitating more careful study. Future research could analyze both congestion levels and vehicle speeds during free flow conditions to better understand these trends.

## **CONCLUSION**

Using two streets in Northeast Los Angeles as test cases, I examine whether road diets really cause the traffic congestion and cut-through traffic that some people fear and whether they do in fact improve traffic safety. I find no evidence that road diets cause unacceptable traffic conditions or additional neighborhood cut-through traffic on the road. I also find some evidence that road diets improve traffic safety outcomes. My review of the literature finds similar evidence that road diets can improve traffic safety.

Based on my findings, I recommend that LADOT identify additional opportunities to both research and implement road diets. Given the limited findings of my research, I suggest that LADOT consider road diet pilot projects to gather more information about their effects. Lastly, I suggest areas for future research, such as their effects on multimodal traffic volumes, air and noise pollution, and vehicle speeds.

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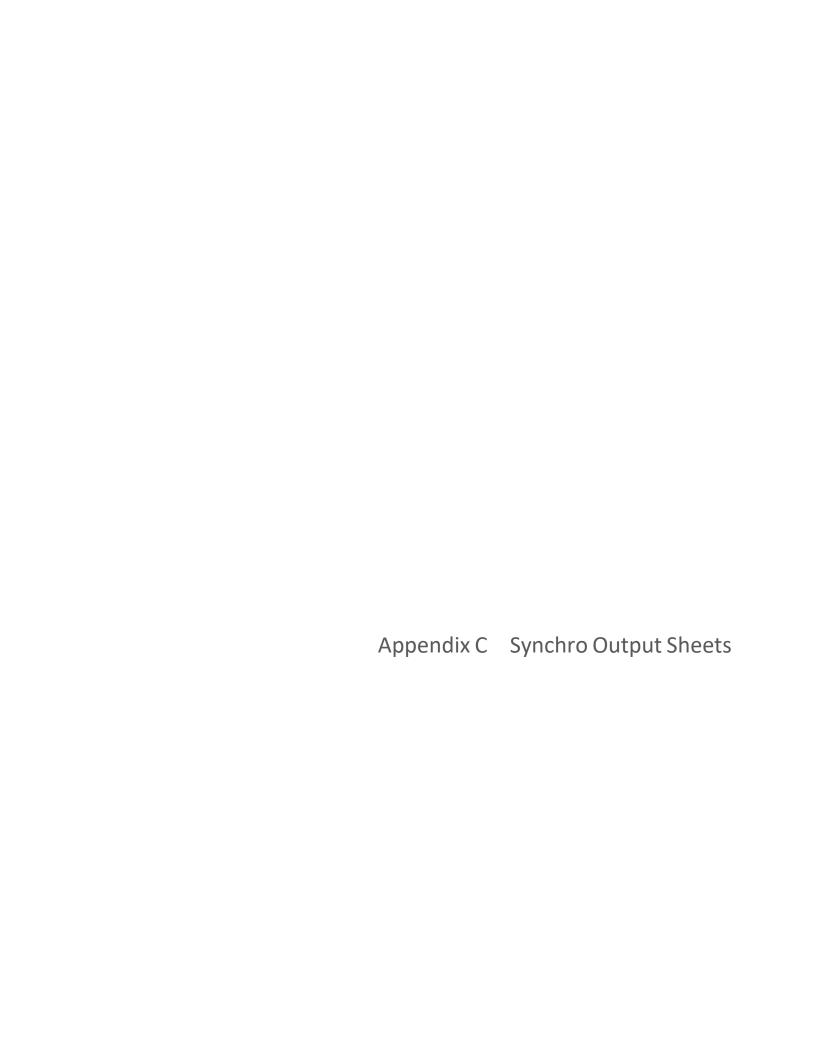
Appendix A Crash Data

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5955833 11/10/		y VERDUGO RD PALMER DR VERDUGO RD SHASTA CIR N	120 South -118.233 34.13357 Property D 2 South -118.233 34.13087 Property D	0 0	1 Unsafe SpeMisdemea Rear End Parked Mo No Pedestr 22350 Clear Not State		998 Not Stated North Proceeding Impairmen Not Stated Not Stated	0 - Not Stated Parked Veh	998 Not Stated North Parked Not Applic Not Applic Passenger	2002 TOYOTA Not Stated Parked Veh Not Stated Not Stated	998 Not Stated North Parked Not Applic Not Applic Passenger	2010 TOYOTA Not Stated Not Stated
5986529 2/22/: 6026911 3/21/:			2 South -118.233 34.13087 Property D 73 South -118.232 34.12691 Severe Inju	0 0	Unsafe SpeMisdemea Hit Object Fixed Objec No Pedestr 22350 Clear Not State     Unsafe SpeNo Rear End Other Mot No Pedestr 22350 Clear Not State		998 Not Stated South Ran Off Ro Impairmen Not Stated Passenger 998 Male North Propertine Had Not BeNot Stated Motorcycle	2008 INFINITI Not Stated Not Stated 2000 YAMAHA Driver, Mo Driver	Not Stated Pickup or P	Not Stated Not Stated 2003 CHEVROLE Air Bar Not Not Stated	Not Stated	Not Stated Not Stated
	1/2013 945 Inuniae 1/2013 2100 Sunday	VERDUGO RD SHASTA OR N	0 Not Stated -118.232 34.12091 Severe Inju	1 0	1 AutomobileNo Sideswipe Bicycle No Pedestr 22350 Clear Not State		998 Female North Making Lef Had Not BeNot Stated Motorcyce  988 Female North Making Lef Had Not BeNot Stated Passenger	1996 HONDA Air Bag Nor Bicyclist	998 Male South ProceedingHad Not By Not Stated Bicycle	0 - Not Stated Not Stated	Not Stated	Not Stated
	/2013 1900 Thursday		50 South -118.232 34.12697 Other Visib	3 0	1 Wrone SideNo Sideswipe Other MotsNo Pedestr 21650 Clear Not State		27 Male North Traveling VHad Not BeNot Stated Passenger	2010 FORD Air Bag Des Driver	40 Male North Stooped Had Not Br Not Stated Passenger	2002 TOYOTA Air Bag Not Driver	64 Male South ProceedingHad Not By Not Stated Passenger	
	1/2013 2015 Friday	VERDUGO RD DELEVAN DR	92 South -118.231 34.1226 Complaint	4 0	2 Unsafe SpeNo Rear End Other MotsNo Pedestr 22350 Clear Not State		38 Female South Stooped Had Not BeNot Stated Passeneer	2009 LEXUS Air Bag Not Driver	27 Male South Proceeding Had Not Br Not Stated Passenger	2012 VOLKSWACAir Bag Dec Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
6185109 8/17/.	/2013 1720 Saturday		0 Not Stated -118.233 34.13309 Complaint	2 0	1 Unsafe SpeNo Sideswipe Parked Mo No Pedestr 22350 Clear Not State		49 Male North ProceedingHad Not BeNot Stated Passenger	2012 HYUNDAI Air Bag Not Parked Veh	998 Not Stated North Parked Not Applic Not Applic Pickup or P	2006 TOYOTA Not Stated Parked Veh	998 Not Stated North Parked Not Applic Not Applic Pickup or P	
6197600 5/11/			0 Not Stated -118.232 34.12711 Property D	0 0	1 Following TMisdemea Rear End Other MotrNo Pedestr 21703 Clear Not State		998 Male North ProceedingHad Not BeNot Applic Passenger	2000 FORD Not Stated Driver	998 Female North Stopped Had Not Bi Not Applici Passenger	2004 CHEVROLE Other Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
6224220 9/15/	i/2013 400 Sunday i/2013 1500 Monday	VERDUGO RD WAWONA ST VERDUGO RD SHASTA CR N	0 Not Stated -118.232 34.12711 Property D 50 South -118.233 34.13074 Property D	0 0	Wrong SideMisdemea Sideswipe Other MottNo Pedestr 21460 Clear Not State Unknown Misdemea Bear Find Darked Mo No Pedestrian Involve Clear Not State		998 Not Stated South Crossed int Impairmen Not Applic Not Stated	0 - Not Stated Driver 0 - Not Stated Parked Val	998 Female North ProceedingHad Not Bi Not Applic Not Stated	1999 HONDA Not Stated Parked Veh 2011 RMW Not Stated Not Stated	998 Not Stated South Parked Not Applic Not Applic Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	2005 FORD Not Stated Not Stated
6319580 12/9/: 6505111 5/21/:			50 South -118.233 34.13074 Property D 0 Not Stated -118.232 34.125 Complaint	0 0	Unknown Misdemea Rear End Parked Mo No Pedestrian Involve Clear Not State  1 Traffic Sien No Broadside Other Moti No Pedestr 21453 Clear Not State		998 Not Stated South Proceeding Impairmen Not Applic Not Stated 23 Male North Proceeding Had Not BeNot Stated Not Stated	0 - Not Stated Parked Ver 2010 SUBARU Air Bas Des Driver	998 Not Stated South Parked Not Applic Not Applic Not Stated 48 Female West ProceedingHad Not B Not Stated Not Stated	2011 BMW Not Stated Not Stated 2005 HONDA Air Bas Not Not Stated	Not Stated	Not Stated Not Stated
6505111 5/21/ 6521566 5/12/			O Not Stated -118.232 34.125 Complaint O Not Stated -118.233 34.13087 Property D	1 0	1 Traffic Sign No Broadside Other Moti No Pedestr 21453 Clear Not State Other Than No Hit Object Other Obje No Pedestrian Involve Clear Not State		23 Male North Proceeding Had Not BeNot Stated Not Stated 998 Male North Stopped Had Not BeNot Applic Not Stated		48 Female West ProceedingHad Not Bi Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	2005 HONDA Air Bag Not Not Stated Not Stated Not Stated	Not Stated	Not Stated Not Stated
6552984 6/27/		VERDUGO RD DELEVAN DR	50 South -118.233 34.13087 Property D	1 0	1 Unsafe SpeNo Rear End Other Moti/No Pedestrian Involve Clear Not State		55 Male South ProceedingHad Not BeNot Stated Passenger	2013 NISSAN Air Bag Not Driver	42 Male South Slowing / Shad Not Stated Not Stated Passenger	2013 INFINITI Air Bag Nor Not Stated	Not Stated	Not Stated
	/2014 1140 Tuesday	VERDUGO RD YORK BLVD	18 South -118.232 34.12495 Complaint	1 0	1 Traffic Sign No Broadside Other Mot No Pedestr 21453 Clear Not State		23 Female North ProceedingHad Not BeNot Stated Passenger	2013 NISSAN Air Bag Des Driver	37 Male West Proceeding Had Not Br Not Stated Pickup or P	1997 NISSAN Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
6571008 7/12/		v VERDUGO RD WAWONA ST	0 Not Stated -118.232 34.12711 Complaint	1 0	1 Followine Tellony Rear End Other Mots No Pedestr 21703 Clear Not State		998 Not Stated Not Stated Proceeding Impairmen Not Stated Not Stated	0 - Not Stated Driver	58 Female West Slowing / S Not Applic Not Applic Passenger	2000 TOYOTA Not Stated Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
6584893 7/26/	i/2014 2200 Saturday	y VERDUGO RD MCCARTHY DR	5 North -118.233 34.13214 Complaint	1 0	1 Traffic SignFelony Sideswipe Other MotrNo Pedestr 22450 Clear Not State	Dry No Unusua Not Stated Dark - Stre None Driver	998 Not Stated South Making RigImpairmen Not Stated Not Stated	0 - Not Stated Driver	39 Female South ProceedingHad Not Br Not Stated Not Stated	2012 MERCEDES Other Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
	1/2014 1700 Friday	VERDUGO RD WAWONA ST	1000 South -118.232 34.1244 Other Visib	1 0	1 Improper TNo Broadside Other Mot/No Pedestr 22107 Clear Not State		53 Female East Making Lef Had Not BeNot Stated Passenger	2007 TOYOTA Air Bag Not Driver	50 Female South ProceedingHad Not Bi Not Stated Passenger	2011 JEEP Air Bag NorNot Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
6653704 9/10/			60 West -118.233 34.13104 Complaint	1 0	1 Unknown Felony Sideswipe Bicycle No Pedestrian Involve Clear Not State		998 Not Stated West Proceeding Impairmen Not Applic Not Stated	0 - Not Stated Bicyclist	998 Male West ProceedingHad Not Br Not Stated Bicycle	0 - Not Stated Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
6739397 11/24/			81 South -118 231 34.12262 Complaint	5 0	1 Unsafe SpeNo Rear End Other Moti No Pedestr 22350 Clear Not State		22 Female South Proceeding Had Not BeNot Stated Passenger	2008 TOYOTA Air Bag Nor Driver	61 Female South Stopped Had Not Bi Not Stated Passenger	1992 LEXUS Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
6795902 1/16/: 6934380 5/3/:		VERDUGO RD FILION ST VERDUGO RD SHASTA CR N	0 Not Stated -118.231 34.12278 Property D 0 Not Stated -118.233 34.13087 Other Visib	3 0	1 Driving or 8No Sideswipe Parked Mo No Pedestr 23152 Clear Not State 1 AutomobileNo Broadside Other Mots No Pedestr 21801 Clear Not State		23 Male North Proceeding Had Been CNot Stated Passenger 998 Male North Making Lef Had Not BeNot Stated Passenger	2006 TOYOTA Air Bag DepParked Veh 2015 DODGE Air Bag Not Driver	998 Not Stated South Parked Not Applic Not Applic Passenger 998 Male South Proceeding Had Not By Not Stated Passenger	1991 BMW Not Stated Parked Veh 2001 MERCEDES Air Bast Det Not Stated	998 Not Stated South Parked Not Applic Not Applic Passenger Not Stated Not Stated Not Stated Not Stated Not Stated	2013 FORD Not Stated Not Stated
6943996 5/30/			19 North -118.232 34.1505 Complaint	2 0	1 AutomobiliNo Broadside Other MotiNo Pedestr 21801 Clear Not State  1 AutomobiliNo Broadside Other MotiNo Pedestr 21804 Clear Not State		21 Female South Making Lef Had Not BeNot Stated Passenger	2013 MAZDA Air Bag Not Driver	23 Male West ProceedingHad Not Bi Not Stated Passenger	2014 TOYOTA Air Bag Dec Not Stated	Not Stated	Not Stated Not Stated
7125167 11/14/	/2015 445 Saturday	v VERDUGO RD MCCARTHY DR	40 South -118.233 34.13202 Other Visib	1 0	1 Other ImprNo Sideswipe Parked Mo No Pedestrian Involve Clear Not State		998 Male South Proceeding Had Not BeNot Stated Passenger	2015 AUDI Air Bag Not Parked Veh	998 Not Stated South Parked Not Applic Not Applic Passenger	2001 HONDA Not Stated Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
7125342 11/7/			0 Not Stated -118.232 34.125 Property D	0 0	1 Unsafe LanMisdemea Sideswipe Other MotrNo Pedestr 21658 Clear Not State		998 Not Stated North Changing L Impairmen Not Stated Not Stated	0 - Not Stated Driver	49 Female North Proceeding Had Not Br Not Stated Passenger	2009 FORD Air Bag Not Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8001307 3/19/			300 North -118.232 34.12792 Complaint	1 0		Not Stated No Unusua Not Stated Daylight None Driver	23 Female North Changing Limpairmen Not Stated Passenger	1991 CHEVROLE Not Requir Driver	37 Female North ProceedingHad Not Br Not Stated Passenger	2007 TOYOTA Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8001323 2/10/			10 North -118.234 34.13392 Complaint	1 0	1 Other ThanNo Rear End Other MotiNo Pedestrian Involve Clear Not State		59 Female South ProceedingHad Not BeNot Stated Pickup or P		55 Female South Stopped Had Not Bi Not Stated Passenger	2001 HONDA Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8007979 2/27/			25 West -118.233 34.13094 Property D	0 0	1 Driving or tNo Hit Object Fixed ObjetNo Pedestr 23152 Clear Not State		998 Male South Ran Off Ro Had Been ENot Stated Passenger	1999 BMW Air Bag Det Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8018978 4/10/: 8047914 4/18/:			0 Not Stated -118.233 34.13213 Property D 0 Not Stated -118.231 34.12278 Complaint	0 0	Automobili-Misdemeia Broadside Other Moti No Pedestr 21802 Clear Not State     Unknown No Rear End Other Moti No Pedestr 22350 Clear Not State		998 Not Stated East Making Rightmpairmen Not Stated Not Stated 998 Male South Proceeding Had Been CNot Stated Not Stated	0 - Not Stated Driver 2007 MERCEDES Air Bast Des Driver	64 Male South Proceeding Had Been I Not Stated Passenger 998 Female South Stopped Had Not Br Not Stated Not Stated	2012 TOYOTA Air Bag Nor Not Stated 2015 KIA Air Bag Des Not Stated	Not Stated	Not Stated Not Stated
8097919 4/18/			100 Fast .118 232 34 12473 Property D	3 0	1 Unsafe SpeMisdemea Sideswipe Parked Mo No Pedestr 22350 Clear Not State		998 Not Stated West Proceeding Had been Lindt scated Not Stated 998 Not Stated West Proceeding Impairmen Not Stated Not Stated	0 - Not Stated Parked Vet	998 Not Stated West Parked Not Stated Not Stated Passenger	1980 CHEVROLE Not Stated Not Stated	Not Stated	Not Stated
8056905 5/2/			80 South -118.232 34.12478 Complaint	1 0	Unknown Felony Sideswipe Other Mot/No Pedestrian Involve Clear Not State		998 Not Stated South Other Unsalmpairmen Not Stated Not Stated	0 HONDA Not Stated Driver	53 Male South ProceedingHad Not Br Not Stated Not Stated	2005 TOYOTA Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8069842 6/4/			70 South -118.233 34.13068 Complaint	2 0	1 Improper Tielony Rear End Parked Mo No Pedestr 22107 Clear Not State		998 Not Stated North Proceeding Impairmen Impairmen Passenger	1991 BMW Not Stated Driver	33 Male North Proceeding Had Not By Not Stated Passenger	2005 MERCEDES Air Bag Not Parked Web	998 Not Stated North Parked Not Applic Not Applic Passenger	
8114123 8/6/	/2016 2215 Saturday	y VERDUGO RD PALMER DR	70 South -118.233 34.13371 Property D	0 0	1 Driving or 8No Overturnet Fixed Objet No Pedestr 23152 Clear Not State	Dry No Unusua Not Stated Dark - Stre None Driver	27 Male South Other UnsaHad Been ENot Stated Passenger	2010 HONDA Air Bag De; Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8115867 7/12/2			0 Not Stated -118.232 34.125 Complaint	1 0	Traffic SignNo Broadside Other MotrNo Pedestr 21453 Clear Not State		69 Female East Proceeding Not Applics Not Applic Passenger	2015 TOYOTA Air Bag Not Driver	50 Male South Proceeding Not Applic Not Applic Passenger	2015 TOYOTA Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8121330 7/17/		YORK BLVD VERDUGO RD	0 Not Stated -118.232 34.125 Complaint	1 0	1 Traffic SignNo Broadside Other MotrNo Pedestr 21453 Clear Not State		52 Male North ProceedingHad Not BeNot Stated Not Stated	2015 TOYOTA Air Bag Not Driver	51 Female West ProceedingHad Not Bi Not Stated Not Stated	2004 ACURA Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8130102 6/28/			0 Not Stated -118.232 34.125 Other Visib	1 0	1 Pedestrian No Vehicle / P Pedestrian Crossing in 21950 Clear Not State		61 Male West Making Lef Had Not BeNot Stated Passenger	2007 LINCOLN Air Bag NorPedestrian	31 Male South Proceeding Had Not Br Not Stated Pedestrian	<ul> <li>Not Stated Not Stated</li> </ul>	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8130114 6/29/3 8138273 8/10/3			0 Not Stated -118.234 34.1339 Complaint 7 North -118.233 34.13089 Complaint	1 0	Traffic Sign No Vehicle / P Pedestrian Crossing in 22450 Clear Not State 1 Following Tho Rear End Other Mots No Pedestr 21703 Clear Not State		53 Male West Making Rig Had Not BeNot Stated Passenger 25 Male South Proceedina Had Not BeNot Stated Passenger	2008 VOLVO Unknown Pedestrian 2013 HONDA Air Bag Des Driver	48 Female Not Stated Proceeding Had Not Br Not Stated Pedestrian 51 Male South Stopped Had Not Br Not Stated Passenger	Not Stated Not Stated 2013 MITSUBISH Air Bas Not Driver	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated 28 Male South Stopped Had Not B Not Stated Passenger	Not Stated 2015 HONDA Air Bas Not Deployed
8161484 10/15/			130 North -118.231 34.13089 Compaint	1 0	I Poliowing INO Rear End Other MotiNo Pedestr 221/03 Clear Not State Improper TNo Sideswipe Other MotiNo Pedestr 22100 Clear Not State		63 Male South Making U-1Had Not BeNot Stated Not Stated	1997 TOYOTA Air Bag Dej Driver	26 Female South Proceeding Had Not By Not Stated Passenger	2014 FORD Air Bag Dec Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	2015 HUNDA AIr Bag Not Deployed Not Stated
8164643 10/17/			130 North -118.231 34.12309 Other Visio 125 North -118.232 34.12534 Complaint	1 0	1 Automobilifiatory - Broadside Other Moti No Barleste - 21804 Clear - Not State		938 Not Stated Fast Entering Trimnairmen Imnairmen Not Stated	Not Stated Driver	67 Female South Proceedinghad Not Bi Not Stated Not Stated	2014 FORD AIR Bag Deproce Stated 2004 HONDA Air Bag Not Not Stated	Not Stated	Not Stated Not Stated
8184510 10/28/		VERDUGO RD DELEVAN DR	0 Not Stated -118.231 34.12278 Complaint	1 0	1 Unsafe Sta No Broadside Motor Veh No Pedestr 22106 Raining Not State		65 Male North Entering Tr Had Not BeNot Stated Passenger	2009 TOYOTA Air Bag Not Driver	26 Male North Proceeding Had Not By Not Stated Passenger	2000 HONDA Air Bag Nor Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8196615 11/4/		VERDUGO RD SHASTA CIR N	0 Not Stated -118.233 34.13087 Property D	0 0	1 AutomobileNo Broadside Other MotrNo Pedestr 21801 Clear Not State		56 Male North Making Lef Had Not BeNot Stated Pickup or P		23 Male South Proceeding Had Not Br Not Stated Passenger	2016 TOYOTA Air Bag De; Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8284455 12/16/		VERDUGO RD YORK BLVD	30 South -118.232 34.12491 Complaint	1 0	1 Unsafe SpeFelony Broadside Other MotrNo Pedestr 22350 Cloudy Raining	Wet No Unusua Not Stated Daylight None Driver	998 Not Stated South Proceeding Impairmen Impairmen Not Stated	<ul> <li>Not Stated Driver</li> </ul>	39 Male South Making Rig Had Not Bi Not Stated Passenger	2002 FORD Air Bag Not Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8284607 11/20/		VERDUGO RD WAWONA ST	40 West -118.232 34.12721 Other Visib	1 0		Wet Not Stated Not Stated Dusk - Day Not Stated Driver	70 Male West Other Unsalled Not BeNot Stated Passenger	1999 HONDA Air Bag Not Driver				
8310664 12/31/. 8310799 1/12/					1 Unsafe Sta No Broadside Other MotrNo Pedestr 22106 Raining Not State				32 Male West ProceedingHad Not Bi Not Stated Passenger	2008 KIA Air Bag De; Not Stated	Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	Not Stated
8310799 1/12/: 8317294 1/7/:			38 North -118.232 34.12721 Complaint	1 0	1 Driving or 8No Rear End Parked Mo No Pedestr 23152 Cloudy Not State		22 Female North ProceedingHad Been ENot Stated Passenger	2005 DODGE Air Bag Des Parked Veh	998 Not Stated North Parked Not Applic Not Applic Passenger	2014 BUICK Not Stated Parked Veh	998 Not Stated North Parked Not Applic Not Applic Passenger	2009 NISSAN Not Stated
8325097 2/19/			150 North -118.232 34.12751 Complaint	1 0	1 Driving or 8No Rear End Parked Mo No Pedestr 23152 Cloudy Not State 1 Following TNo Rear End Other Mot/No Pedestr 21703 Raining Not State	Wet Not Stated Not Stated Dark - Stre None Driver	22 Female North Proceeding Had Been ENot Stated Passenger 24 Male North Proceeding Had Not BeNot Stated Passenger	2005 DODGE Air Bag Det Parked Velt 2012 TOYOTA Air Bag Det Driver	998 Not Stated North Parked Not Applic Not Applic Passenger 62 Male North Making Rig Had Not Bi Not Stated Passenger	2014 BUICK Not Stated Parked Veh 2015 HONDA Air Bag Not Not Stated	998 Not Stated North Parked Not Applic Not Applic Passenger Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	2009 NISSAN Not Stated Not Stated
8325249 2/15/			150 North -118.232 34.12751 Complaint 125 North -118.233 34.13121 Other Visib	1 0 1 0 2 0	1 Driving or INo Rear End Parked Mo No Pedestr 23152 Cloudy Not State 1 Following TNo Rear End Other Mot No Pedestr 22703 Raining Not State 1 Uniade SpeNo Head-On Parked No No Pedestr 22300 Clear Not State	Wet Not Stated Not Stated Dark - Stre None Driver Dry No Unusua Not Stated Daylight Functionin Driver	22 Female North Proceeding Had Been CNot Stated Passenger 24 Male North Proceeding Had Not BeNot Stated Passenger 46 Male North Proceeding Had Not BeNot Stated Passenger	2005 DODGE Air Bag Del Parked Velt 2012 TOYOTA Air Bag Del Driver 2000 HONDA Air Bag Del Driver	998 Not Stated North Parked Not Applic Not Applic Passenger 62 Male North Making Rig Had Not Br Not Stated Passenger 35 Male South Proceeding Had Not Br Not Stated Passenger	2014 BUICK Not Stated Parked Veh 2015 HONDA Air Bag Nor Not Stated 2001 HONDA Air Bag Des Parked Veh	998 Not Stated North Parked Not Applic Not Applic Passenger Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated 998 Not Stated South Parked Not Applic Not Applic Passenger	2009 NISSAN Not Stated Not Stated 1996 NISSAN Not Stated
	/2017 2050 Wednes	VERDUGO RD SHASTA OR S	150 North -118.232 34.12751 Complaint	1 0 1 0 2 0 0 0 4 0	1 Driving or 8No Rear End Parked Mo No Pedestr 23152 Cloudy Not State 1 Following TNo Rear End Other Mot/No Pedestr 21703 Raining Not State	Wet Not Stated Not Stated Dark - Stre None Driver Dry No Unusua Not Stated Daylight Functionin; Driver Wet No Unusua Not Stated Dark - Stre Functionin; Driver	22 Female North Proceeding Had Been CNot Stated Passenger 24 Male North Proceeding Had Not BeNot Stated Passenger	2005 DODGE Air Bag Det Parked Velt 2012 TOYOTA Air Bag Det Driver	998 Not Stated North Parked Not Applic Not Applic Passenger 62 Male North Making Rig Had Not Bi Not Stated Passenger	2014 BUICK Not Stated Parked Veh 2015 HONDA Air Bag Not Not Stated	998 Not Stated North Parked Not Applic Not Applic Passenger Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	2009 NISSAN Not Stated Not Stated
	/2017 1550 Thursda	VERDUGO RD SHASTA OR S  Iday YORK BLVD VERDUGO RD  IY VERDUGO RD YORK BLVD	150 North -118.232 34.12751 Complaint 125 North -118.233 34.13121 Other Visib 0 Not Stated -118.233 34.12936 Property D 0 Not Stated -118.232 34.125 Complaint 0 Not Stated -118.232 34.125 Other Visib	1 0 1 0 2 0 0 0 4 0 1 0	1. Driving or INO         Rear End         Parked No No Predest         23.22 Coudy         Not States         1.01 Covery         Not States         2.01 States         Not States         2.01 States         Not States         Not States         2.00 States         Not States         2.00 States         Not States         Not States         Not States         Not States         2.01 States         Not States         Not States         Not States         2.01 States         2.01 States         Not States         Not States         2.01 States         2.01 States         2.01 States         Not States         2.01 States         2.01 States         2.01 States         Not States         2.01 States         2.01 States         Not States         2.01 States         2.01 States         2.01 States         Not States         2.01 States         2.01 States         2.01 States         2.01 States         Not States         2.01 States         2.01 States         2.01 States         2.01 States         Not States         2.01 S	Wet Not Stated Not Stated Dark - Stre None Driver Dry No Linusian Not Stated Dark - Stre Functioning Driver Wet No Linusian Not Stated Dark - Stre Functioning Driver Dry No Linusian Not Stated Dark - Stre Functioning Driver Dry No Linusian Not Stated Dark - Stre Functioning Driver Dry No Linusian Not Stated Darkglight None Driver	22 Female North Proceeding Had Been ENot Stated Passenger 24 Male North Proceeding Had Not BeNot Stated Passenger 46 Male North Proceeding Had Not BeNot Stated Passenger 98 Not Stated North Making Rig Impairmen Impairmen Passenger	2005 DODGE Air Bag Dep Parked Veh 2012 TOYOTA Air Bag Dep Driver 2000 HONDA Air Bag Dep Driver 1995 CHRYSLER Not Stated Driver 2012 TOYOTA Air Bag Dep Driver Not Stated Driver	988 Not Stated North Asking Rightal Not B Not Spatia Nor Applic Nor Applic Passenger 35 Male North South Proceeding Had Not B Not Stated Passenger 35 Male North Proceeding Had Not B Not Stated Passenger 15 Male South Proceeding Had Not B Not Stated Passenger You Applic Not Stated Passenger 15 Male South Proceeding Had Not B Not Stated Passenger 17 Not Applic Not Stated Passenger	2014 BUICK Not Stated Parked Veh 2015 HONDA Air Bag Not Not Stated 2001 HONDA Air Bag Dep Parked Veh 2011 LEXUS Not Stated Not Stated 1998 TOYOTA Air Bag Dep Privor 1998 TOYOTA Air Bag Dep Not Stated	998 Not Stated North Parked Not Applic Not Applic Passenger Not Stated Not Stated Not Stated Not Stated Not Stated Soc Stated Not Stated 998 Not Stated South Parked Not Applic Not Applic Passenger Not Stated Not Stated Not Stated Not Stated Not Stated Not Stated	2009 NISSAN Not Stated Not Stated 1996 NISSAN Not Stated Not Stated 2001 HONDA Air Bag Not Deployed Not Stated
8493869 10/12/	/2017 1550 Thursda /2017 1445 Thursda	VERDUGO RD SHASTA OR S iday YORK BLVD VERDUGO RD ry VERDUGO RD YORK BLVD ry VERDUGO RD WAWONA ST	150 North -118.232 34.12751 Complaint 125 North -118.233 31.3121 Other Visib 0 Not Stated -118.233 34.12956 Property D 0 Not Stated -118.232 34.125 Complaint 0 Not Stated -118.232 34.125 Other Visib 0 Not Stated -118.232 34.1271 Other Visib	1 0 1 0 2 0 0 0 4 0 1 0 2 0	1 Divining or Non Rear End Furked Min No Perdest 2113.5 (Southy No. 515 State 1 Following Pin Rear End Furked Min No Perdest 2113.5 (Southy No. 515 State 1 Unusuk Spoth) and Hand On Parked Min No Perdest 2120 State No. 515 State 1 Unusuk Spoth Min Hand On Parked Min No Perdest 21250 Clara No. 515 State 1 Traffic Spin Mindelman Subdewing One Mindelman Subdewing Collection Mindelman Subdewing Collectio	Wet Not Stated Not Stated Dark - Stre None Driver Dry No Unusua Not Stated Daylight - Functioning Driver We No Unusua Not Stated Daylight - Functioning Driver Dry No Unusua Not Stated Dark - Stre Functioning Driver Dry No Unusua Not Stated Daylight None Driver Dry No Unusua Not Stated Daylight Functioning Driver	22 Fermale North Proceeding Had Seen Citor Stated Passinger 46 Male North Proceeding Had Seen Citor Stated Passinger 46 Male North Proceeding Had Note Beltor Stated Passinger 988 Not Stated North Making Right patients Installed Passinger 1988 Not Stated North West Making Right patients in Passinger 988 Not Stated Not	2005 DODGE Air Bag Del Parked Veh 2012 TOYOTA Air Bag Del Driver 2000 HONDA Air Bag Del Driver 1995 CHYSTLER Not Stated Driver 2012 TOYOTA Air Bag Del Driver - Not Stated Driver 2017 TOYOTA Air Bag Del Driver 2017 TOYOTA Air Bag Del Driver	988 Not Stated North Parked Not Applic Not Applic Passenger 62 Maile North Mailing Righted Not It Not Stated Passenger 33 Maile South Proceeding Feld Not It Not Stated Passenger 33 Maile North 35 Fermale South Proceeding Heal Not It Not Stated Passenger 51 Maile South Charles Feld Not Not Stated Passenger 52 Maile North Proceeding Heal Not It Not Stated Passenger 53 Maile North Proceeding Heal Not It Not Stated Passenger 54 Maile North Proceeding Heal Not It Not Stated Passenger 55 Maile North Proceeding Heal Not It Not Stated Passenger	2014 BUICK Not Stated Parked Veh 2015 HONDA Air Bag Nen Net Stated 2011 LEXUS Not Stated Not Stated 1988 TOYOTA Air Bag Dep Driver 1998 TOYOTA Air Bag Dep Not Stated 2012 TOYOTA Air Bag Dep Not Stated	998 Not Stated North Parked Nort Applic Not Applic Nessenger Not Stated Nort Stated Not Stated Not Stated Stated Stated South Parked Not Stated Stated Stated South Parked Not Stated Not S	2009 NISSAN Not Stated Not Stated 1986 NISSAN Not Stated Not Stated 2001 HONDA Air Big, Not Deployed Not Stated Not Stated
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G145757 7/22/2013 1740 Monday AVE 36 G299049 11/27/2013 2050 Wardwards EAGLE ROCK BLVD	BUSHWICK ST AVE 36	0 Not State - 118.235 34.1177 Property Damage Only 0 0 Not State - 118.235 34.1174 Severe Injury 1	2 A Almel Makes Sealed Orbit No. 1982 and 1982 a
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6942341 6/4/2015 1430 Thumday EAGLE ROCK BLVD 7049342 8/13/2015 1215 Thumday EAGLE ROCK BLVD 7051010 8/13/2015 1055 Exidus AME 36	AVE 36 AVE 36 BUSHANCK ST	u mot State -118.235 36.1174 Complaint of Pain 1 0 Not State -118.235 36.1174 Other Visible Injury 2 0 Not State -118.235 36.1174 Other Visible Injury 2	1 I come to a great contract of the contract o
7117228 10/25/2015 1455 Sunday EAGLE ROCK BLVD 7120774 11/23/2015 1855 Monday EAGLE ROCK BLVD	AVE 36 AVE 36	0 Not State -118.235 34.1174 Complaint of Pain 1 0 Not State -118.235 34.1174 Other Visible Injury 2	5 1 Administration less thank the limited of the limited of the less thank the less thank the limited of the less thank the le
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8470299 8/36/2017 2115 Saturday AVE 36 8603416 2/23/2018 2330 Riday EAGLE ROCK BLVD	EAGLE ROCK BLVD AVE 36	0 Not States -118.235 34.1174 Complaint of Pain 1 0 Not States -118.235 34.1174 Property Damage Only 0	6 Heatine Region Visible II Pleasance Control III SEC Class In Table 2015 Class In Tab
8616772 4/23/2018 630 Monday EAGLE ROCK ELVD 8618733 4/23/2018 1305 Saturday EAGLE ROCK ELVD	AVE 36 AVE 36	0 Not State: -118.235 34.1174 Complaint of Pain 1 0 Not State: -118.235 34.1174 Complaint of Pain 2	1 A langed for a langed of the
### ##################################	BUSHWICKST AVS 26	Not State - 118.235 - 36.1177 Other Visible Injury 1     Not State - 118.235 - 36.1177 Other Visible Injury 1     Not State - 118.235 - 36.1174 Commission of Dain	To the above the control of the cont
8918207 6/13/2019 50 Thumday AVE 36 8918265 6/4/2019 1710 Tuesday AVE 36	EAGLE ROCK BLVD BUSHWICK ST	50 West -118.235 34.1175 Property Damage Only 0 0 Not State: -118.235 34.1177 Other Visible Injury 1	1 I Ferriam No. 1000 Harden No
1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,00	RATIONAL DIO MANAGEMENT AND	6 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 22 March 123-26 2-1230 August Dange Group 6 1 23 March 123-26 2-1230 August Dange Group 6 1 24 March 123-26 2-1230 August Dange Group 6 1 25 March 123-26 2-1230 August Dange Group 6 1 26 March 123-26 2-1230 August Dange Group 6 1 27 March 123-26 2-1230 August Dange Group 6 1 28 March 123-26 2-1230 August Dange Group 6 1 28 March 123-26 2-1230 August Dange Group 6 1 29 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230 August Dange Group 6 1 22 March 123-26 2-1230 August Dange Group 6 1 23 March 123-26 2-1230 August Dange Group 6 1 24 March 123-26 2-1230 August Dange Group 6 1 25 March 123-26 2-1230 August Dange Group 6 1 26 March 123-26 2-1230 August Dange Group 6 1 27 March 123-26 2-1230 August Dange Group 6 1 28 March 123-26 2-1230 August Dange Group 6 1 29 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 20 March 123-26 2-1230 August Dange Group 6 1 21 March 123-26 2-1230	1 A learned in galage for make the billion of the like bloom of th
9077874 4/4/2020 1100 Saturday AVE 36	BUSHWICKST	0 Not State: -118.235 34.1177 Complaint of Pain 2	This could be the second of the could be the could b

Appendix B Traffic Counts

Intersection	Year	Method	Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	PHF Peak Ho	ur?
Fletcher / Estara	20	16 Streetlight	7:00am		131	15	29	46	39	90	15	252	73	127	530	17 n/a	
Fletcher / Estara	20	16 Streetlight	7:15am		150	16	19	37	28	92	12	217	81	143	635	16 n/a Yes	
Fletcher / Estara	20	16 Streetlight	7:30am		158	17	10	38	28	83	13	197	83	131	643	14 n/a	
Fletcher / Estara	20	14 TMC	7:00am		276	101	33	358	270	218	25	136	87	7	222	6 0.75	
Fletcher / Estara	20	14 TMC	7:15am		312	114	37	407	307	248	26	140	89	8	254	7 0.84	
Fletcher / Estara	20	14 TMC	7:30am		312	114	37	429	323	261	26	140	90	8	257	7 0.87 Yes	
Fletcher / Estara	20	19 Streetlight	7:00am		180	15	11	61	62	131	57	158	113	28	1052	34 n/a	
Fletcher / Estara	20	19 Streetlight	7:15am		202	22	12	67	67	116	57	186	124	35	1096	37 n/a	
Fletcher / Estara	20	19 Streetlight	7:30am		199	37	12	65	64	110	50	193	118	41	1101	37 n/a Yes	
Fletcher / Estara	20	18 TMC	7:00am		168	56	23	101	78	71	42	222	145	21	724	14 0.83	
Fletcher / Estara	20	18 TMC	7:15am		200	73	24	110	83	67	49	261	167	23	699	18 0.89 Yes	
Fletcher / Estara	20	18 TMC	7:30am		203	73	19	97	77	62	48	262	159	21	702	17 0.87	
Verdugo/Wawona	20	16 Streetlight	7:30am		2	492	13	18	678	7	9	4	0	11	0	5 0.94 Yes	
Verdugo/Wawona	20	19 Streetlight	7:15am		21	403	12	11	815	9	10	0	25	41	0	18 0.91 Yes	



	٨	<b>→</b>	7	1		1	1	Ť	7	1	W.	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		476			44			4			4	
Traffic Volume (veh/h)	26	140	90	8	257	7	312	114	37	429	323	261
Future Volume (veh/h)	26	140	90	8	257	7	312	114	37	429	323	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1964	1964	1964	1885	1885	1885	1909	1909	1909
Adj Flow Rate, veh/h	30	161	103	9	295	8	359	131	43	493	371	300
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	1	1	1	1	1	1	2	2	2
Cap, veh/h	40	155	118	27	359	11	578	196	64	561	397	321
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow veh/h	93	1294	984	16	2988	88	656	239	79	643	484	391
Grp Volume(v) veh/h	137	0	157	151	0	161	533	n	n	1164	C	0
Grp Sat Flow(s), veh/h/iri	813		1495	1321	Û	1771	974	i	Ü	1010	Ü	Ü
Q Serve(g_s), s	4.8	0.0	15.4	1.9	0.0	13.2	0.0	0.0	0.0	54.4	0.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	15.4	17.4	0.0	13.2	31.9	0.0	0.0	86.3	0.0	0.0
Prop In Lane	0.22		0.66	0.06		0.05	0.67		0.08	0.42		0.26
Lane Grp Cap(c), veh/h	134	0	180	184	0	213	838	0	0	1279	0	0
V/C Ratio(X)	1.02	0.00	0.87	0.82	0.00	0.76	0.64	0.00	0.00	0.91	0.00	0.00
Avail Cap(c_a), veh/h	134	0	180	184	0	213	838	0	0	1279	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	67.7	0.0	64.9	63.7	0.0	63.9	5.3	0.0	0.0	9.8	0.0	0.0
incr Delay (d2), s/veh	84.3	0.0	34.2	24.8	0.0	14.4	3.7	0.0	0.0	11.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	7.6	7.1	0.0	6.8	6.5	0.0	0.0	26.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	152.0	0.0	99.1	88.6	0.0	78.3	9.0	0.0	0.0	20.9	0.0	0.0
LnGrp LOS	F	Α	F	F	Α	Е	Α	Α	Α	С	Α	Α
Approach Vol, veh/h		294			312			533		Ť-	1164	
Approach Delay, s/veh		123.8			83.3			9.0			20.9	
Approach LOS		F			F			Α			С	
Timer - Assigned Phs	1.4.1	2		4		6	-	8				
Phs Duration (G+Y+Rc), s		127.5	-	22.5	_	127.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		123.0		18.0		123.0		18.0				
Max Q Clear Time (g_c+l1), s		33.9		20.0		88.3		19.4				
Green Ext Time (p_c), s		7.7		0.0		16.6		0.0				
Intersection Summary							-				201	
	198	-	39.7									
HCM 6th Ctrl Delay HCM 6th LOS			39.7 D									
TIGIVI OUI LOS			U									

		<b>-</b>	7	1		1	3	1	7	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		47>			413			4			4	
Traffic Volume (veh/h)	12	217	81	143	635	16	150	16	19	37	28	92
Future Volume (veh/h)	12	217	81	143	635	16	150	16	19	37	28	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1964	1964	1964	1885	1885	1885	1909	1909	1909
Adj Flow Rate, veh/h	14	249	93	164	730	18	172	18	22	43	32	106
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	1	1	1	1	1	1	2	2	2
Cap, veh/h	97	975	347	291	1098	28	587	63	60	200	169	390
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	41	2402	854	462	2704	68	1109	156	146	264	415	960
Grp Volume(v) veh/h	190	0	166	440	Ω	472	212	0	n	191	0	U
Grp Sat Flow(s), veh/h/h	7.75	U	1521	1459	0	1775	1411	U	Ų	1639	U	0
Q Serve(g_s), s	0.0	0.0	3.5	9.2	0.0	10.3	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	3.5	12.7	0.0	10.3	3.9	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.07		0.56	0.37		0.04	0.81		0.10	0.24		0.59
Lane Grp Cap(c), veh/h	801	0	618	695	0	720	709	0	0	759	0	0
V/C Ratio(X)	0.24	0.00	0.27	0.63	0.00	0.65	0.30	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1042	0	840	917	0	980	709	0	0	759	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	9.5	12.3	0.0	11.5	9.6	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	1.0	0.0	1.0	1.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	3.4	0.0	3.4	1.5	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.0	9.7	13.3	0.0	12.5	10.6	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	Α	A	Α	В	А	В	В	A	A	В	Α	A
Approach Vol, veh/h		356			912			212			181	
Approach Delay, s/veh		9.7			12.9			10.6			10.2	
Approach LOS		Α			В			В			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		24.0		24.0		24.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		26.5		19.5		26.5				
Max Q Clear Time (g_c+l1), s		5.9		5.5		5.3		14.7				
Green Ext Time (p_c), s		1.1		2.1		0.9		4.8				
Intersection Summary			ALITY'		E II						45.	
HCM 6th Ctrl Delay			11.6			JI T						
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			475			414	
Traffic Volume (veh/h)	9	4	0	11	0	5	2	492	13	18	678	7
Future Volume (veh/h)	9	4	0	11	0	5	2	492	13	18	678	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2263	2263	2263	1870	1870	1870	1864	1864	1864	1909	1909	1909
Adj Flow Rate, veh/h	10	4	0	12	0	5	2	523	14	19	721	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	21	0	260	0	17	130	2210	59	152	2275	22
Arrive On Green	0.04	0.04	0.00	0.04	0.00	0.04	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1376	550	0	1070	0	446	2	3447	92	27	3547	34
Grp Volume(v) veh/h	14	0	n	47	$\cap$	0	583	∩	256	390	C	357
Grp Sat Flow(s), veh/h/ln	1926	ĺ	0	1516	0	U	1861	(i	1680	1678	Ü	1751
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.8	0.0	0.0	2.6
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.3	0.0	0.0	1.8	0.0	1.8	2.6	0.0	2.6
Prop In Lane	0.71		0.00	0.71		0.29	0.01		0.05	0.05		0.02
Lane Grp Cap(c), veh/h	293	0	0	277	0	0	1323	0	1077	1338	0	1110
V/C Ratio(X)	0.05	0.00	0.00	0.06	0.00	0.00	0.21	0.00	0.24	0.29	0.00	0.32
Avail Cap(c_a), veh/h	1401	0	0	1156	0	0	1323	0	1077	1338	0	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	0.0	0.0	13.1	0.0	0.0	2.1	0.0	2.1	2.3	0.0	2.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.5	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	13.2	0.0	0.0	2.5	0.0	2.7	2.8	0.0	3.0
LnGrp LOS	В	Α	Α	В	Α	Α	Α	A	Α	A	A	A
Approach Vol, veh/h		14			17			539			747	
Approach Delay, s/veh		13.1			13.2			2.6			2.9	
Approach LOS		В			В			Α			Α	
Timer - Assigned Phs		2	1	4		6		8				
Phs Duration (G+Y+Rc), s		22.5		5.6		22.5		5.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+11), s		3.8		2.2		4.6		2.3				
Green Ext Time (p_c), s		2.7		0.0		3.8		0.0				
Intersection Summary					To B		4-1-			F 1/-		-11/4
HCM 6th Ctrl Delay			3.0		THE CO							
HCM 6th LOS			Α									
HOW OUT LOS			^									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>	7	7	1	7		4			4	
Traffic Volume (veh/h)	49	261	167	23	699	18	200	73	24	110	83	67
Future Volume (veh/h)	49	261	167	23	699	18	200	73	24	110	83	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1885	1844	1964	1889	1885	1885	1885	1909	1909	1909
Adj Flow Rate, veh/h	55	293	188	26	785	20	225	82	27	124	93	75
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	4	1	9	1	6	1	1	1	2	2	2
Cap, veh/h	210	873	758	462	932	759	434	149	42	307	227	154
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	687	1841	1598	901	1964	1601	891	402	114	590	613	415
Grp Volume(v), veh/b	55	293	188	26	785	50	334	n	0	292	0	0
Grp Sat Flow(s) veh/h/lii	687	1841	1598	901	1964	1601	1406	0	Ú	1618	i i	U
Q Serve(g_s), s	4.4	5.8	4.1	1.1	20.3	0.4	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.7	5.8	4.1	6.9	20.3	0.4	11.0	0.0	0.0	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.67		0.08	0.42		0.26
Lane Grp Cap(c), veh/h	210	873	758	462	932	759	625	0	0	688	0	0
V/C Ratio(X)	0.26	0.34	0.25	0.06	0.84	0.03	0.53	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	233	936	812	492	998	814	625	0	0	688	0	0
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	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.2	9.5	9.1	11.7	13.4	8.1	14.8	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.2	0.2	0.1	6.3	0.0	3.3	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	1.2	0.2	8.9	0.1	3.8	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	9.8	9.3	11.7	19.7	8.1	18.1	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	С	A	A	В	В	A	В	ΑΑ	A	В	Α	A
Approach Vol, veh/h		536			831			334			292	
Approach Delay, s/veh		11.1			19.1			18.1			15.7	
Approach LOS		В			В	100		В			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		32.0		26.0		32.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.5		29.5		21.5		29.5				
Max Q Clear Time (g_c+l1), s		13.0		26.7		9.5		22.3				
Green Ext Time (p_c), s		1.4		0.8		1.4		3.3				
Intersection Summary				الماقيا	7 500				والخيار			
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>	7	7	<b>^</b>	7		4			4	
Traffic Volume (veh/h)	50	193	118	41	1101	37	199	37	12	65	64	110
Future Volume (veh/h)	50	193	118	41	1101	37	199	37	12	65	64	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1885	1844	1964	1889	1885	1885	1885	1909	1909	1909
Adj Flow Rate, veh/h	56	217	133	46	1237	42	224	42	13	73	72	124
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	4	1_	9	1	6	1	1	1	2	2	2
Cap, veh/h	60	1158	1005	649	1235	1007	310	48	15	158	161	240
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	439	1841	1598	1016	1964	1601	864	162	50	406	544	812
Gro Volume(v) veh/h	56	217	133	48	1237	42	279	0	0	269	0	0
Grp Sat Flow(s), ven/h/ln	439	1841	1598	1016	1964	1601	1076	U	0	1762	0	0
Q Serve(g_s), s	0.0	5.9	4.0	2.4	75.5	1.2	15.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	75.5	5.9	4.0	8.3	75.5	1.2	30.8	0.0	0.0	15.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.80		0.05	0.27		0.46
Lane Grp Cap(c), veh/h	60	1158	1005	649	1235	1007	372	0	0	559	0	0
V/C Ratio(X)	0.93	0.19	0.13	0.07	1.00	0.04	0.75	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	60	1158	1005	649	1235	1007	372	0	0	559	0	0
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	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.0	9.4	9.0	11.1	22.2	8.5	42.3	0.0	0.0	35.1	0.0	0.0
Incr Delay (d2), s/veh	92.3	0.1	0.1	0.0	25.9	0.0	12.9	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.4	1.4	0.5	40.4	0.4	9.3	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	152.3	9.4	9.1	11.2	48.2	8.5	55.3	0.0	0.0	38.0	0.0	0.0
LnGrp LOS	F	Α	Α	В	F	Α	E	Α	Α	D	<u>A</u>	A
Approach Vol, veh/h		406			1325			279			269	
Approach Delay, s/veh		29.0			45.6			55.3			38.0	
Approach LOS		C	J - '  11		D			Е			D	
Timer - Assigned Phs	No.	2		4	3	6		8	W.	100		
Phs Duration (G+Y+Rc), s		40.0		80.0		40.0		80.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		75.5		35.5		75.5				
Max Q Clear Time (g_c+l1), s		32.8		77.5		17.0		77.5				
Green Ext Time (p_c), s		0.5		0.0		1.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			42.9									
HCM 6th LOS			D									

	۶	<b>→</b>	1	1				4	7		1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			क्			र्वी के			क्षी	
Traffic Volume (veh/h)	10	0	25	41	0	18	21	403	12	11	815	9
Future Volume (veh/h)	10	0	25	41	0	18	21	403	12	11	815	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2263	2263	2263	1870	1870	1870	1864	1864	1864	1909	1909	1909
Adj Flow Rate, veh/h	11	0	27	45	0	20	23	443	13	12	896	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	7	135	304	0	45	164	1981	57	131	2154	24
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	494	76	1399	1042	0	463	53	3288	94	12	3575	40
Grp Volume(v), veh/h	38	0	0	65	0	C	248	Π	231	481	O.	437
Grp Sat Flow(s), veh/h/ln	1969	Ú	U	1505	0	0	1756	C	1680	1697	U	1730
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	1.9	0.0	0.0	4.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.1	0.0	0.0	1.8	0.0	1.9	4.0	0.0	4.0
Prop In Lane	0.29		0.71	0.69		0.31	0.09		0.06	0.02		0.02
Lane Grp Cap(c), veh/h	345	0	0	349	0	0	1190	0	1012	1267	0	1043
V/C Ratio(X)	0.11	0.00	0.00	0.19	0.00	0.00	0.21	0.00	0.23	0.38	0.00	0.42
Avail Cap(c_a), veh/h	1279	0	0	1078	0	0	1190	0	1012	1267	0	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	12.7	0.0	0.0	2.7	0.0	2.7	3.2	0.0	3.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.5	0.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.2	0.4	0.0	0.5
Unsig. Movement Delay, s/veh	1											
LnGrp Delay(d),s/veh	12.6	0.0	0.0	12.9	0.0	0.0	3.1	0.0	3.3	4.0	0.0	4.4
LnGrp LOS	В	Α	Α	В	Α	A	A	A	Α	Α	A	P
Approach Vol, veh/h		38			65			479			918	
Approach Delay, s/veh		12.6			12.9			3.2			4.2	
Approach LOS		В			В			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		7.4		22.5		7.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+l1), s		3.9		2.5		6.0		3.1				
Green Ext Time (p_c), s		2.4		0.1		4.5		0.2				
Intersection Summary			464									
HCM 6th Ctrl Delay			4.5				143					
HCM 6th LOS			Α									