Appendix G

Traffic Report

Traffic Study for the
Mangrove Estates
Mixed Use, Transit Oriented Development Project
in
Los Angeles, California

January 5, 2010

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1. Introduction

This study identifies the potential traffic impacts associated with the proposed Mangrove Estate mixed use, transit oriented development (TOD) project. The proposed Project is located on the northeast corner of Alameda Street and 1st Street within the City of Los Angeles adjacent to the Little Tokyo Metro Gold Line station. Figure 1 shows the location of the proposed Project.

Although no specific site occupants for the office and retail uses have been identified at this time, it is anticipated that the Project site could accommodate a maximum of 1.2 million square feet of floor space. The estimated amount of each use that may be constructed includes 445 residential units, 83 live/work units, 500,000 square feet of office, 25,000 square feet of community space, and 200,000 square feet of retail. The Project is anticipated to take approximately 18 to 24 months to construct and would be occupied by the Year 2015. The existing site consists of a public parking lot and an approximately 19,500 square foot office building.

The study area includes analysis of 22 (21 existing study intersections and 1 future study intersection) key study intersections. Traffic impacts were analyzed based on weekday AM and PM peak hour traffic conditions at the 22 study intersections. The traffic analysis includes the following traffic scenarios:

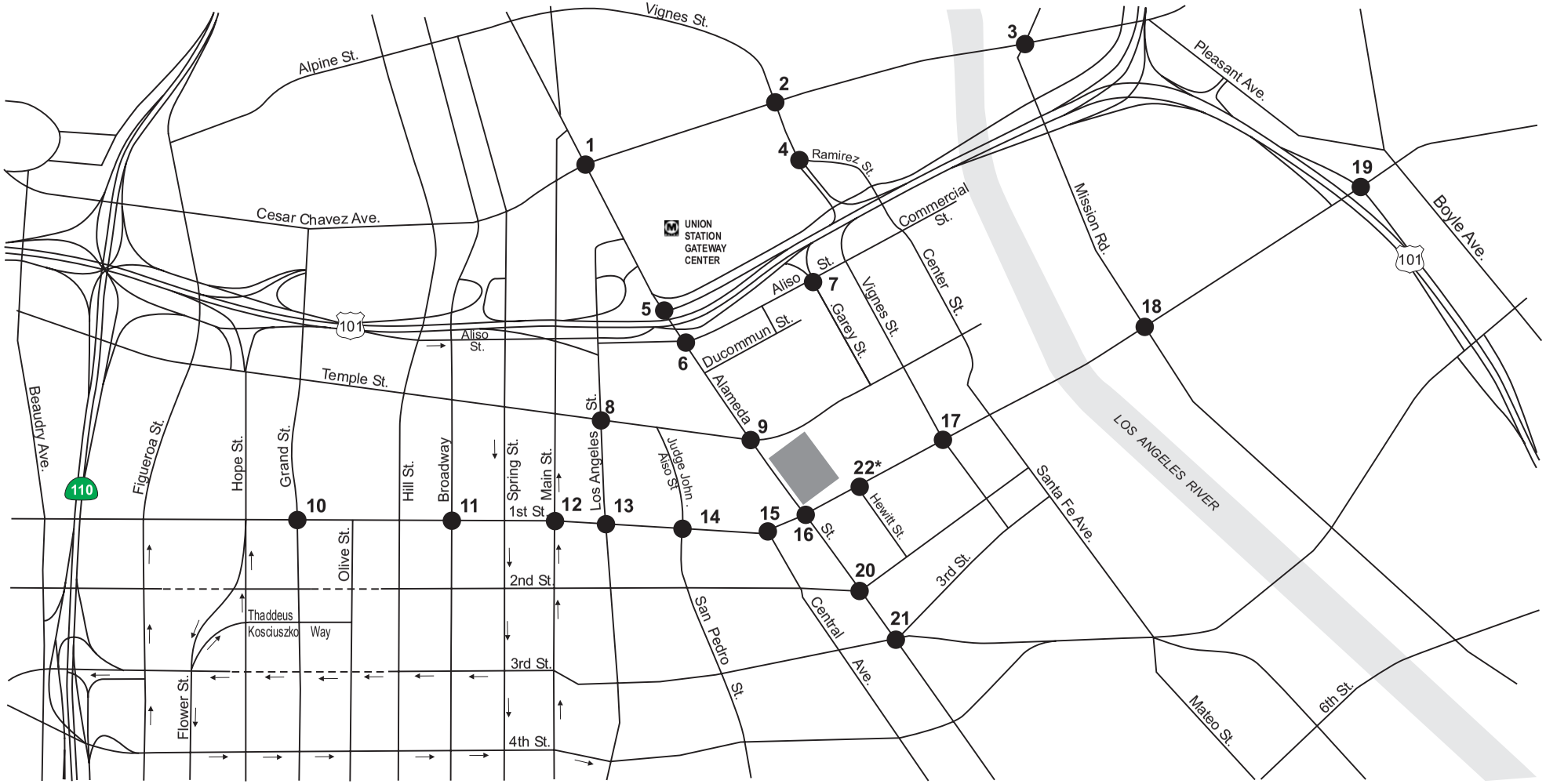
- Existing Year 2009 Conditions
- Future Year 2015 Without Project Conditions
- Future Year 2015 With Project Conditions

The traffic analysis conducted is based on methodology and criteria set forth by the City of Los Angeles Department of Transportation (LADOT). Prior to the start of the study, KOA coordinated with staff from the LADOT to obtain consensus on the traffic scope, methodology and assumptions. A Memorandum of Understanding (MOU) was prepared and submitted to LADOT for review and approval. A copy of the signed MOU is provided in Appendix A.

1.1 Project Study Area

The Project study area is defined by the following 22 key signalized study intersections:

1. Alameda Street and Cesar E. Chavez Avenue
2. Vignes Street and Cesar E. Chavez Avenue
3. Mission Road and Cesar E. Chavez Avenue
4. Vignes Street and Ramirez Street
5. Alameda Street/US-101 off-ramp and Arcadia Street
6. Alameda Street and Aliso Street/Commercial Street
7. Garey Street/US-101 on and off-ramps and Commercial Street
8. Los Angeles Street and Temple Street
9. Alameda Street and Temple Street
10. Grand Avenue and 1st Street
11. Broadway and 1st Street
12. Main Street and 1st Street
13. Los Angeles Street and 1st Street
14. Judge John Aiso Street/San Pedro Street and 1st Street
15. Central Avenue and 1st Street
16. Alameda Street and 1st Street
17. Vignes Street and 1st Street
18. Mission Road and 1st Street
19. US-101 on and off-ramps and 1st Street
20. Alameda Street and 2nd Street
21. Alameda Street and 3rd Street/4th Place
22. Hewitt Street and 1st Street (Analyzed as a Future Intersection)



Legend

- Project Site
- Study Intersection

Note

* Intersection 22 - Hewitt Street and 1st Street are only analyzed for future scenarios.

N

Not to Scale

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Mangrove Estates EIR

Figure 1

Study Area

The intersection of Hewitt Street and 1st Street is analyzed as a future intersection as this serves as a direct access to the proposed Project in the future.

Figure 1 also shows the location of the 21 existing study intersections.

1.2 Project Access

Access to the Project site will be via 1st Street and Temple Street. The Project would construct the extension of Hewitt Street that would connect 1st Street and Temple Street. The driveways along Hewitt Street and Temple Street would provide full access to the vehicles entering and leaving the site. Figure 2 shows the Project site location.

1.3 Analysis Methodology

The proposed Project site is located within the City of Los Angeles. Guidelines defined by LADOT's "Guidelines for Traffic Impact Analysis Reports - 2009" were utilized to develop this traffic study.

Project Traffic Volumes

Existing (Year 2009) traffic volumes along 1st Street are not representative of normal conditions since Metro Gold Line construction, along with the current economic downturn, are currently altering normal traffic patterns in the construction area. Therefore, the basis for existing and future analysis would inaccurately reflect daily traffic conditions along intersections on 1st Street at:

- Grand Avenue and 1st Street
- Broadway and 1st Street
- Main Street and 1st Street
- Los Angeles Street and 1st Street
- Judge John Aliso Street/San Pedro Street and 1st Street
- Central Avenue and 1st Street
- Alameda Street and 1st Street
- Vignes Street and 1st Street
- Mission Road and 1st Street
- US-101 on/off ramps and 1st Street

Aerial source: Google Earth Pro, 2009.

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Not to Scale

KOA CORPORATION PLANNING & ENGINEERING	Mangrove Estates EIR	Figure 2
		Site Location

Discussions with the City provided the following recommendations, which were utilized in the preparation of this traffic study:

- Existing (Year 2009) Conditions – traffic volumes from previous traffic studies in 2004 (*Proposition Q and F Civic Center Public Safety Facilities Traffic and Parking Study*; *East Los Angeles Area New High School No.1*) and 2005 (*Grand Avenue Project EIR Traffic Study*) would be used as the adjusted Year 2009 base with the inclusion of 0.5% adjustment every year between 2004/2005 to 2009.
- Future (Year 2015) Without Project Conditions – the adjusted Year 2009 traffic volumes and then an annual growth rate of 1.0% in addition to related projects would be applied to forecast Year 2015 conditions.
- Future (Year 2015) with Project Conditions – would include the Future (Year 2015) Without Project conditions plus the Project.

Future Year 2015 without Project Conditions

In order to acknowledge regional traffic growth that would affect operations at the study intersections during the Project opening year of 2015, an ambient/background traffic growth rate was applied. Per LADOT guidelines, an annual rate of 1.0% was utilized to estimate Year 2015 traffic conditions.

In addition to future ambient growth, traffic from area-related projects (approved and pending developments) was also included as part of the Year 2015 analysis. KOA researched information from LADOT pertaining to area projects that would add measurable volumes to the study area intersections.

Project Trip Generation and Distribution

Forecast Project trip generation was based on the Institute of Transportation Engineers (ITE) publication *Trip Generation, 7th Edition*. The assumptions utilized for Project trip distribution are discussed in the "Future with Project" section of this report.

Level-of-Service Methodology

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (V/C of 1.00 or greater) whereby extreme congestion occurs. This volume/capacity ratio value is a function of hourly volumes signal phasing, and approach lane configuration on each leg of the intersection.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway.

Table 1 defines the level-of-service criteria.

Table 1: Level-of-Service Definitions

LOS	Interpretation	Signalized Intersection Volume to Capacity Ratio (CMA)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000
Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982		

1.4 Automated Traffic Surveillance and Control (ATSAC) Project and Adaptive Traffic Control System (ATCS)

ATSAC is a computer-based traffic signal control system whereby engineers monitor traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. Sensors in the street detect the passage of vehicles, vehicle speed, and the level of congestion. This information is received on a second-by-second (real-time) basis and is analyzed on a minute-by-minute basis at the ATSAC Operations Center to determine if better traffic flow can be achieved by changing the signal timing. If required, the signal timing is either automatically changed by the ATSAC computers or manually changed by the operator using communication lines that connect the ATSAC Center with each traffic signal.

To supplement the information from electronic detectors, closed-circuit television (CCTV) surveillance equipment has been and continues to be installed at critical locations throughout the City.

ATCS is the latest enhancement to ATSAC and uses a personal computer-based traffic signal control software program which provides fully traffic adaptive signal control based on real-time traffic conditions. The ATCS will automatically adjust traffic signal timing in response to current traffic demands by allowing ATCS to simultaneously control all three critical components of traffic signal timing, namely cycle length, phase split and offset.

For capacity analysis, LADOT guidelines suggest a 0.07 reduction in volume-to-capacity ratio with the implementation of ATSAC and a 0.03 reduction in volume-to-capacity ratio with the implementation of ATCS. This reduction represents field measured benefits in flow and capacity increase by operation of this program.

Based on information provided to KOA by LADOT, the following three intersections are currently equipped with ATSAC and ATCS:

- Mission Road and Cesar E. Chavez Avenue
- Mission Road and 1st Street
- US-101 on- and off-ramps and 1st Street

The remaining 19 intersections are equipped with ATSAC only. For the purpose of future impact analysis, ATCS is assumed to be implemented by Year 2012. The subsequent future analysis includes the implementation of ATCS at all signalized locations.

Significant Traffic Impacts

As defined by LADOT traffic study guidelines, significant impacts of a proposed project at an intersection must be mitigated to a level of insignificance. In cases where capacity increases are possible, KOA analyzed mitigation measures that would restore operations commensurate with the future pre-Project period or better.

2. Existing Year 2009 Conditions

This section describes the existing conditions within the Project study area.

2.1 Existing Roadway System

The existing roadway system within the Project study area includes an extensive freeway and roadway network.

Freeways

Freeways provide major regional access to and from the Project site and the surrounding areas. The freeways that serve the downtown Los Angeles region include the Santa Ana/Hollywood Freeway (US-101), the Pasadena/Harbor Freeway (I-110/SR-110), the Santa Monica//San Bernardino Freeway (I-10).

Santa Ana/Hollywood Freeway (US-101) – is a heavily traveled freeway which is orientated in a north/south direction. It extends from downtown Los Angeles north to the San Fernando Valley and Ventura County and terminates to the east at the East Los Angeles interchange. Within the downtown area, the US-101 consists of four lanes and additional auxiliary lanes in each direction and carries approximately 213,000 in annual average daily traffic (AADT). It is located north of the Project site and provides access via Broadway, Spring Street, Los Angeles Street, Alameda Street, Garey Street, Vignes Street, Mission Road, 1st Street.

Pasadena/Harbor Freeway (I-110/SR-110) – is orientated in a north/south direction and provides access for downtown Los Angeles to Pasadena to the north and the Los Angeles Harbor area to the south. Within the downtown area, the I-110/SR-110 consists of four through lanes and additional auxiliary lanes in each direction which carries approximately 288,000 AADT. It is located west of the Project site and provides access to the area via 3rd Street, 4th Street, and Figueroa Street.

Santa Monica/San Bernardino Freeway (I-10) – is a major east/west freeway which provides access between Santa Monica to the west and the San Gabriel Valley and San Bernardino County to the east. Within the downtown area, the I-10 consists of five through lanes and additional auxiliary lanes in each direction which carries approximately 283,000 AADT. It is located south of the Project site and provides access to the area via Los Angeles Street, Maple Avenue, San Pedro Street, Central Avenue, and Alameda Street.

Arterial and Local Streets

Fieldwork within the Project study area was undertaken to identify traffic control and approach lane configuration at each study intersection, and to identify on-street parking and transit stops. Key roadways within the study area are described in Table 2. The discussion presented here is limited to specific roadways that traverse the study intersections and serve the Project site. Figure 3 shows the existing intersection geometry.

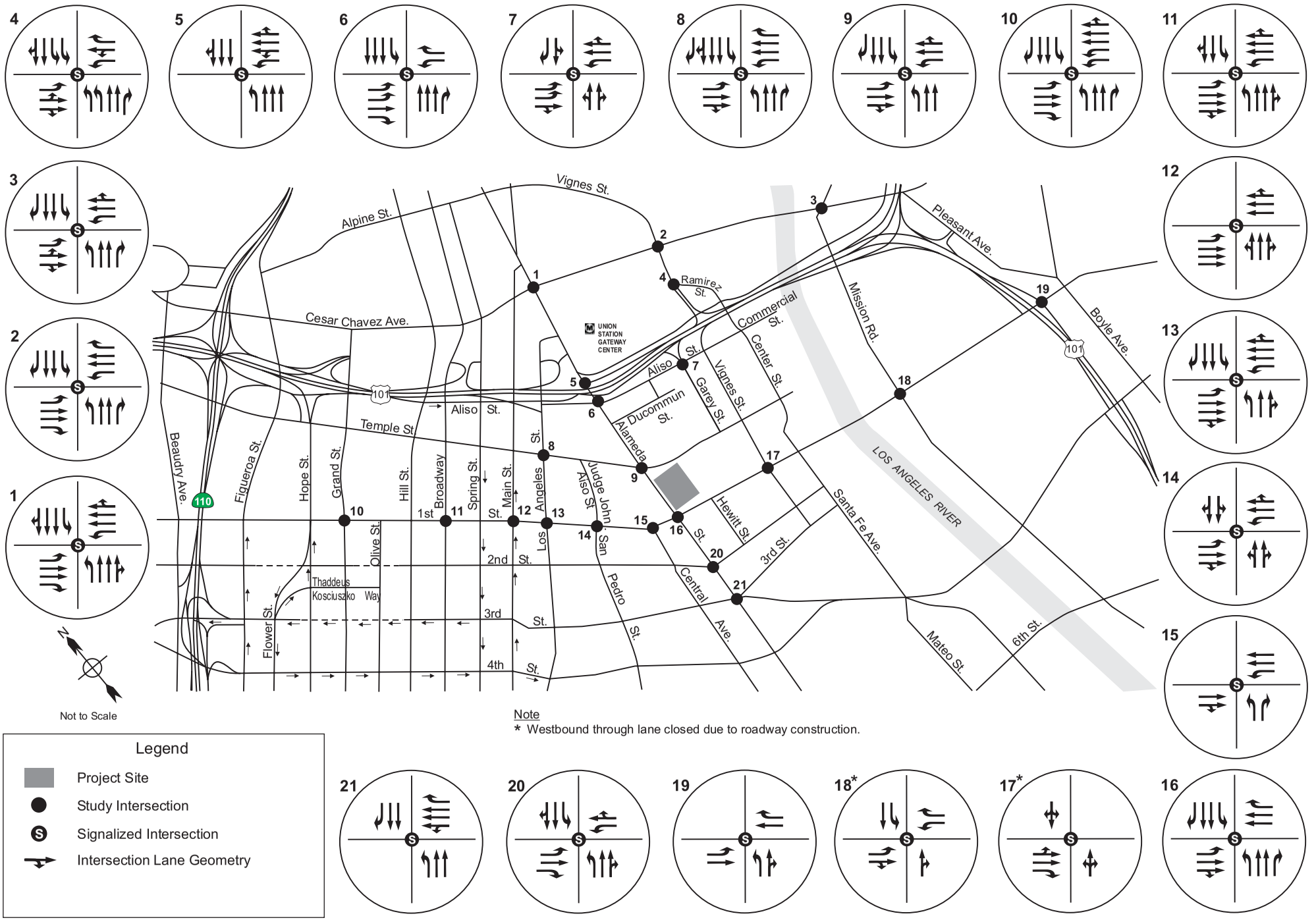
Table 2: Roadway Description

Segment	# Lanes		Median Type	Parking Restrictions		General Land Use	Posted Speed Limit (mph)
	NB/EB	SB/WB		North Side / East Side	South Side / West Side		
CESAR CHAVEZ AVENUE (Major Highway Class II)							
West of Alameda St	2	2/3	Striped	NSAT	NSAT	Commercial	35
Between Alameda St & Vignes St	2	2/3	Striped	NSAT	NSAT	Residential/Commercial	35
Between Vignes St & Misson Rd	2	2	Striped	NSAT	2Hr Parking 8AM-12AM	Commercial	35
East of Mission Rd	2	2	Striped	NSAT	NSAT	Commercial	35
ALISO STREET (Local)/COMMERCIAL STREET (Collector)							
West of Alameda St	3/2	0	Striped	NSAT	NSAT	Office/Freeway	35
Between Alameda St & Garey St	2	2	Striped	NSAT	NSAT	Industrial	35
East of Garey St	1	1/2	Striped	NSAT	NSAT	Industrial	35
TEMPLE STREET (Major Highway Class II & Secondary)							
West of Los Angeles St	2	2	Striped	1 Hr Parking 9AM-4PM; NS 7-9AM, 4-6PM	NSAT	Office	35
Between Los Angeles St & Judge John Aiso St	2	2	Striped	NP	NSAT	Office	35
Judge John Aiso St & Alameda St	2	2	Striped	NSAT	NSAT	Office/Parking	35
East of Alameda St	1	1	Striped	NSAT	NSAT	Metro/Industrial	35
1ST STREET (Major Highway Class II)							
West of Grand St	3	2	Striped	1 Hr Parking 9AM-4PM; NS 7-9AM, 4-6PM	1 Hr Parking 9AM-4PM; NS 7-9AM, 4-6PM	Commercial	35
Between Grand St & Olive St	3	3	Striped	NSAT	1 Hr Parking 9AM-4PM; NS 7-9AM, 4-6PM	Commercial/Office	35
Olive St & Broadway	3	3	Striped	NSAT	NSAT	Commercial/Office	35
Between Broadway & Main St	3	3	Striped	NSAT	1 Hr Parking 9AM-4PM; NS 7-9AM, 4-6PM	Office	35
Between Main St & Los Angeles St	3	3	Striped	NSAT	NSAT	Office	35
Between Los Angeles St & San Pedro St/Judge John Aliso St	2	3	Striped	NSAT	1 Hr 8AM-4PM; NS 4-6PM	Commercial	35
Between San Pedro St/Judge John Aliso St & Central Ave	2	2	Striped	1 Hr Parking 9AM-6PM; NS 7-9AM	1 Hr 8AM-4PM; NS 4-6PM	Commercial	35
Between Central Ave & Alameda St	2	2	Striped	NSAT	NSAT	Commercial	25
Between Alameda St & Vignes St	2	2	Raised	NSAT	NSAT	Metro/Commercial	30
Between Vignes St & Misson Rd	2	2	Raised	NSAT	NSAT	Industrial/Office	30
East of Mission Rd	1	1	Raised	NP	NP	Industrial/Commercial	30
2ND STREET (Collector)							
West of Alameda St	2	1	Striped	1 Hr Parking 9AM-6PM; NS 7-9AM	1 Hr Parking 8AM-4PM; NS 4-6PM	Commercial	35
East of Alameda St	1	1	Striped	2 Hr Parking 8AM-6PM	10 Hr Parking 6AM-4PM	Residential/Parking	35
3RD STREET/4TH PLACE (Secondary)							
West of Alameda St	0	4	Striped	NP	2 Hr Parking 8AM-6PM	Commercial/Residential	35
East of Alameda St	0	4	Striped	10 Hr Parking 6AM-4PM	10 Hr Parking 6AM-4PM	Industrial	35
GRAND AVENUE (Major Highway Class II)							
North of 1st St	2	2	Striped	NSAT	NP	Conmmercial	35
South of 1st St	2	2	Striped	NSAT	NP	Concert Hall/Parking	35

Table 2: Roadway Description (Continued)

Segment	# Lanes		Median Type	Parking Restrictions		General Land Use	Posted Speed Limit (mph)
	NB/EB	SB/WB		North Side / East Side	South Side / West Side		
BROADWAY (Secondary)							
North of 1st St	3	2	Striped	NSAT	NSAT	Commercial/Office	35
South of 1st St	3	2	Striped	NP 9AM-3PM; NS 7-9AM, 3-6PM	NS	Commercial/Office	35
MAIN STREET (Secondary)							
North of 1st St	4	0	Striped	NSAT	NSAT	City Hall	35
South of 1st St	3	0	Striped	NS 7-9AM, 4-6PM	NSAT	Caltrans	35
LOS ANGELES STREET (Secondary)							
North of Temple St	3	3	Striped/Raised	NSAT	NP	Commercial	35
Between Temple St & 1st St	2	3	Striped/Raised	NSAT	NSAT	Commercial/LAPD	35
South of 1st St	2	2	Striped	NSAT	NSAT	Commercial/Office	35
SAN PEDRO STREET/JUDGE JOHN ALISO STREET (Major Highway Class II)							
North of 1st St	2	2	Striped	2 Hr Parking 8AM-6PM	NSAT	Commercial	35
South of 1st St	2	2	Striped	1 Hr Parking 8AM-4PM; NS 4-6PM	15 Min Parking 8AM-6PM	Office	35
CENTRAL AVENUE (Major Highway Class II & Secondary Highway)							
South of 1st St	2	1	Striped	NSAT	1 Hr Parking 8AM-6PM	Commercial/Residential	35
ALAMEDA STREET (Major Highway Class II)							
North of Cesar Chavez Ave	3	3	Striped	NSAT	NSAT	Commercial	35
Between Cesar Chavez Ave & Aliso St/Commercial St	3	3	Striped	NSAT	NSAT	Commercial	35
Between Aliso St/Commercial St & Temple St	2	2	Striped	NSAT	NSAT	Commercial	35
Between Temple St & 1st St	2	2	Striped	NSAT	NSAT	Commercial	35
Between 1st St & 2nd St	2	2	Striped	2 Hr Parking 8AM-6PM	NSAT	Residential/Parking	35
Between 2nd St & 3rd St	2	2	Striped	NSAT	NSAT	Residential	35
South of 3rd St	2	2	Striped	NSAT	2 Hr Parking 8AM-6PM	Commercial/Industrial	35
GAREY STREET (Collector)							
South of Aliso St/Commercial St	1	1	Striped	NSAT	NSAT	Industrial	25
VIGNES STREET (Major Highway Class II & Collector)							
North of Cesar Chavez Ave	2	2	Striped	NSAT	NSAT	Commercial	35
Between Cesar Chavez Ave & Ramirez St	2	2	Striped	NSAT	NSAT	Metro/LAPD	35
North of 1st St	1	1	Striped	2 Hr Parking 8AM-6PM	2 Hr Parking 8AM-6PM	Commerical/Temple	25
South of 1st St	1	1	Striped	No Restriction	No Restriction	Office/Residential	25
MISSION ROAD (Major Highway Class II & Secondary)							
North of Cesar Chavez Ave	2	3	Striped	1 Hr Parking 8AM-6PM	NSAT	Commercial/Industrial	35
Between Cesar Chavez Ave & 1st St	2	2	Striped	NS 4PM-6PM	No Restriction	Industrial	35
North of 1st St	2	1	Striped	15 Min Parking 7AM-5PM	No Restriction	School	25
South of 1st St	1	1	Striped	No Restriction	No Restriction	Industrial	25
RAMIREZ STREET (Major Highway Class II)							
Between Vignes St & Commercial St	2	2	Striped	NSAT	NSAT	Commerical/Jail/Freeway	35

Notes:
NS - No Stopping
NP - No Parking
NSAT - No Stopping Any Time
NPAT - No Parking Any Time



Note
* Westbound through lane closed due to roadway construction.

Legend
- Project Site
- Study Intersection
- Signalized Intersection
- Intersection Lane Geometry

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Figure 3
Existing Intersection Geometrics

2.2 Existing Transit Service

The Project site is situated in a highly intense transit corridor. There is direct access to buses, LRT, and nearby other train services and systems. Table 3 provides descriptions of the transit lines that traverse major roadway corridors in the immediate vicinity of the Project site. The Project would be well-served by multiple transit lines that lie within walking distance of the Project site. Figure 4 illustrates the existing transit lines within the study area.

In addition to the bus and LRT transit service, Union Station provides access to the Metro subway system, Amtrak and Metrolink train services. Amtrak operates as intercity rail service to the Central Coast and Central Valley and long distance service to the Pacific Northwest, Midwest, and Eastern United States. Metrolink operates as a commuter rail which links Los Angeles with other parts of Los Angeles County, Orange County, Riverside County, and San Bernardino County.

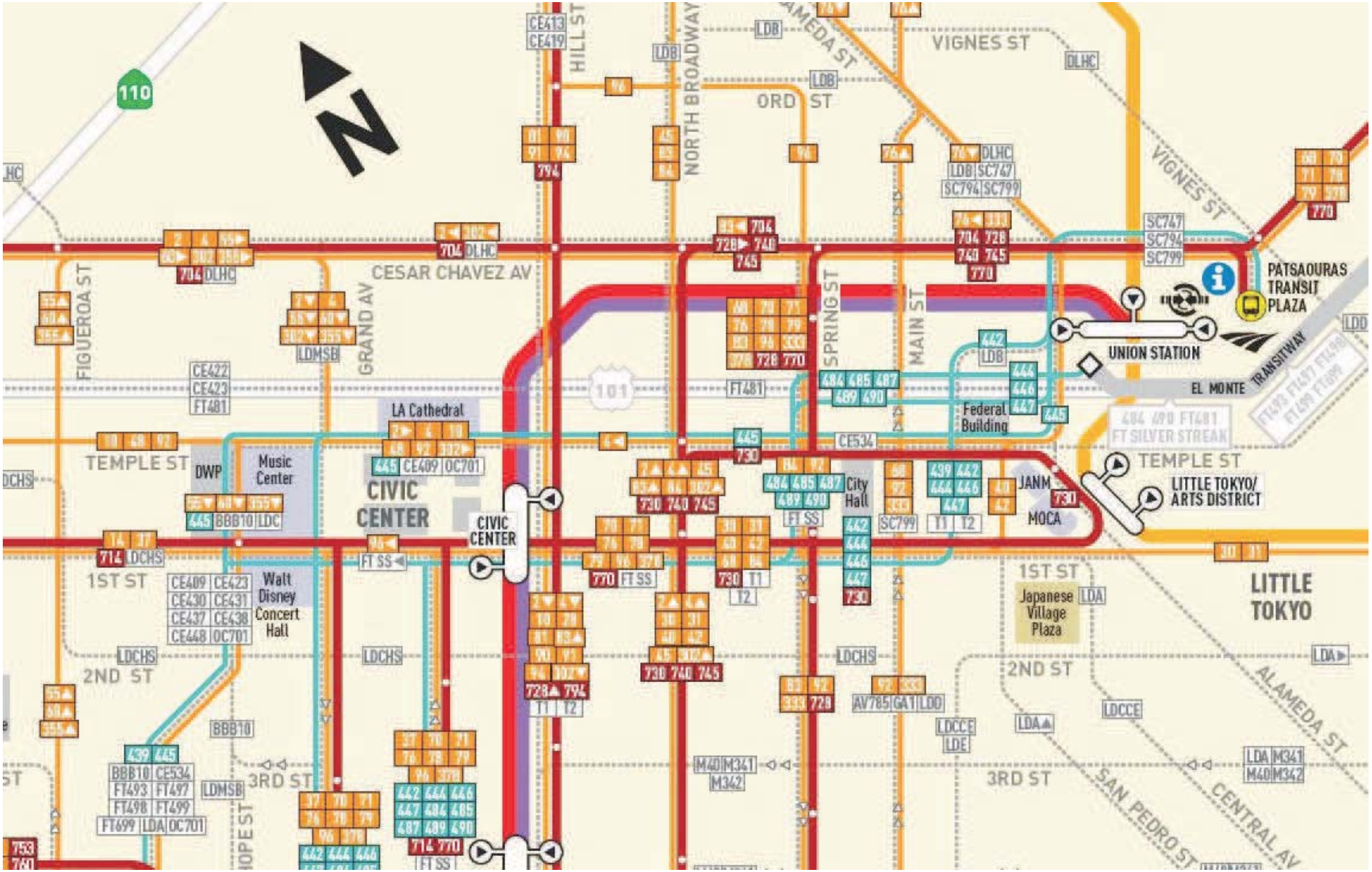
Table 3: Transit Service Summary

Transit Line	Operating Route			Weekday Headway	
	From:	To:	Via:	AM	PM
Metro Local Service Lines					
2/302	Pacific Palisades	Downtown LA	Cesar Chavez Ave	7-12 Mins	1-12 Mins
4	Santa Monica	Downtown LA	Temple St	7-15 Mins	7-13 Mins
10	West Hollywood	Downtown LA	Temple St	5-10 Mins	7-10 Mins
14	Beverly Hills	Downtown LA	1st St	9-11 Mins	8-15 Mins
30/31	Mid-city Transit Center	Monterey Park	1st St	6-10 Mins	7-10 Mins
37	Fairfax/Washington	Downtown LA	1st St	5-10 Mins	6-7 Mins
40	South Bay Galleria	Union Station	1st St	15-30 Mins	10-20 Mins
42	LAX	Downtown LA	1st St	12-20 Mins	15 Mins
45	Lincoln Heights	Rosewood	Broadway	4-8 Mins	7-9 Mins
48	Avalon Station	Downtown LA	Temple St	5-10 Mins	8-20 Mins
68/84	Eagle Rock	Monterey Park	1st St	10 Mins	10-12 Mins
70	El Monte	Downtown LA	Cesar Chavez Ave	15 Mins	12 Mins
71	El Monte	Downtown LA	Cesar Chavez Ave	15-18 Mins	30-35 Mins
76	El Monte	Downtown LA	1st St	12-15 Mins	10 Mins
78/79/378	Arcadia	Downtown LA	1st St	1-8 Mins	10 Mins
81	Eagle Rock	Exposition Park	Hill St	5-10 Mins	6-9 Mins
83	Eagle Rock	Downtown LA	1st St	10-12 Mins	10 Mins
90/91	Sunland	Downtown LA	Hill St	15-30 Mins	10-20 Mins
92	Burbank Station	Downtown LA	Temple St	15-25 Mins	10-12 Mins
94	Sun Valley	Downtown LA	Hill St	30 Mins	25-30 Mins
96	Sherman Oaks	Downtown LA	1st St	25 Mins	25-30 Mins
Metro Limited Stop Service					
333	Santa Monica	Downtown LA	Cesar Chavez Ave	10-15 Mins	6-8 Mins
Metro Express Bus Lines					
439	LAX	Downtown LA	1st St	40-50 Mins	25-50 Mins
442	Hawthorne	Union Station	1st St	25-30 Mins	30-35 Mins
444	Rancho Palos Verdes	Union Station	1st St	20-40 Mins	15-30 Mins
445	San Pedro	Union Station	Temple St	25-35 Mins	30-50 Mins
446/447	San Pedro	Union Station	1st St	17-32 Mins	15-30 Mins
484	Pomona	Downtown LA	Aliso St	15-20 Mins	5-13 Mins
485	Altadena	Downtown LA	Aliso St	30-31 Mins	20-30 Mins
487/489	El Monte	Downtown LA	Aliso St	28-35 Mins	6-10 Mins
490	Pomona	Downtown LA	Aliso St	28-30 Mins	5-22 Mins
Metro Rapid Bus Lines					
704	Santa Monica	Downtown LA	Cesar Chavez Ave	8-10 Mins	8-10 Mins
714	Beverly Hills	Downtown LA	1st St	9-15 Mins	12-15 Mins
728	Century City	Downtown LA	Cesar Chavez Ave	8-10 Mins	8-10 Mins
730	Pico Rimpau	Downtown LA	Temple St	10-11 Mins	10-11 Mins
740	South Bay Galleria	Downtown LA	Cesar Chavez Ave	8-10 Mins	8-13 Mins
745	Harbor Freeway Station	Downtown LA	Cesar Chavez Ave	4-5 Mins	9-13 Mins
770	El Monte	Downtown LA	Cesar Chavez Ave	10-13 Mins	10-12 Mins
794	Sylmar Station	Downtown LA	Hill St	12-20 Mins	14-16 Mins
Metro Rail					
Red & Purple	7th Metro Center	Union Station	-	5-6 Mins	5-6 Mins
Gold	East LA	Sierra Madre Villa	-	7-12 Mins	7-12 Mins

Table 3: Transit Service Summary (Continued)

Transit Line	Operating Route			Weekday Headway	
	From:	To:	Via:	AM	PM
Antelope Valley Transit Authority Lines					
785	Lancaster/Palmdale	Los Angeles	Main St	25-30 Mins	20-30 Mins
Foothill Transit Lines					
481	El Monte	Downtown LA	Union Station	10-20 Mins	10-20 Mins
493	Phillips Ranch	Downtown LA	Aliso St	9-15 Mins	10-20 Mins
497	Chino Transit Center	Downtown LA	1st St	14-23 Mins	12-30 Mins
498	Citrus College	Downtown LA	Aliso St	4-10 Mins	5-15 Mins
499	San Dimas	Downtown LA	Aliso St	12-15 Mins	12-30 Mins
Silver Streak	Montclair Transit Plaza	Downtown LA	Union Station	15-17 Mins	10-11 Mins
Gardena Bus Line					
1	Gardena	Downtown LA	1st St	15-30 Mins	15-30 Mins
LADOT Commuter Express Lines					
409	Sylmar	Downtown LA	Temple St	15-20 Mins	15-20 Mins
413	Van Nuys	Downtown LA	Hill St	25-30 Mins	25-30 Mins
419	Chatsworth	Downtown LA	Hill St	13-35 Mins	15-30 Mins
422	Thousand Oaks	Downtown LA	Temple St	15-30 Mins	20 Mins
423	Thousand Oaks	Downtown LA	Temple St	15-20 Mins	5-25 Mins
430	Pacific Palisades	Downtown LA	Temple St	30 Mins	50 Mins
431	Westwood	Downtown LA	Temple St	25-30 Mins	25-35 Mins
437	Marina Del Rey	Downtown LA	Temple St	17-30 Mins	15-55 Mins
438	Redondo Beach	Downtown LA	Temple St	13-33 Mins	7-15 Mins
448	Rancho Palos Verdes	Downtown LA	Temple St	15-29 Mins	15-30 Mins
534	Westwood	Downtown LA	1st St	25-30 Mins	20-40 Mins
LADOT DASH Lines					
A	Little Tokyo	City West	1st St	7 Mins	7 Mins
B	Chinatown	Financial District	Temple St	8 Mins	8 Mins
D	Union Station	South Park	Main St/Spring St	5 Mins	5 Mins
Central City East	Little Tokyo	Flower District	2nd St	20 Mins	20 Mins
Lincoln Heights/Chinatown	Chinatown	Lincoln Heights	Cesar Chavez Ave	20 Mins	20 Mins
Montebello Bus Lines					
341/342	Montebello	Downtown LA	1st St	20-25 Mins	20-56 Mins
Orange County Transportation Authority Lines					
701	Huntington Beach	Downtown LA	Temple St	18-30 Mins	20-30 Mins
Santa Monica Big Blue Bus Lines					
10	Santa Monica	Downtown LA	Alameda St	15-25 Mins	15-25 Mins
Santa Clarita Transit Lines					
794	Santa Clarita	Downtown LA	Alameda St	25-60 Mins	40-50 Mins
799	Santa Clarita	Downtown LA	Alameda St	10-20 Mins	15-45 Mins
Torrance Transit Lines					
1	Del Amo Center	Union Station	1st St	30 Mins	30 Mins
2	Del Amo Center	Union Station	1st St	60 Mins	60 Mins

Source:
1. Metro
2. LADOT Transit Services
3. Antelope Valley Transit Authority
4. Foothill Transit
5. Gardena Bus
6. Orange County Transportation Authority
7. City of Santa Monica Big Blue Bus
8. Santa Clarita
9. Torrance Transit
10. Montebello



Source: Metropolitan Transportation Authority

2.3 Existing Traffic Volumes

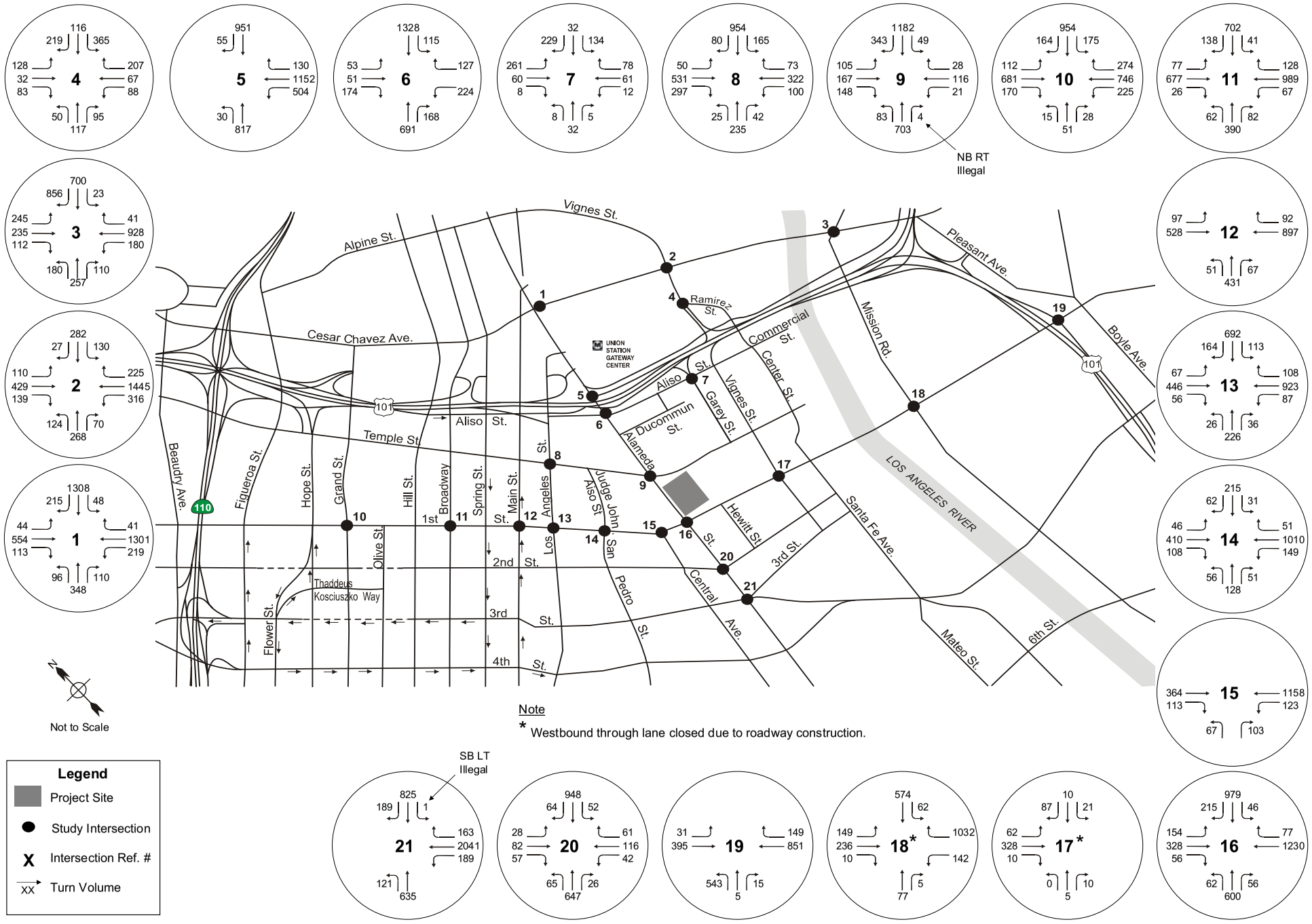
KOA compiled new manual intersection turn movement counts that were conducted at the study intersections on October 7th (Wednesday) and October 8th (Thursday) of 2009. Peak period turning movement counts were collected between the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. As previously mentioned, an adjustment of volumes from past 2004/2005 traffic counts along 1st Street was incorporated as the base for existing conditions. For the US-101 on and off-ramps and 1st Street, adjusted Year 2009 based PM counts were not available; therefore, the intersection could not be analyzed during the PM peak period.

The results of counts were utilized to determine existing weekday AM and PM peak-hour conditions. Traffic count summaries are provided in Appendix B of this report.

Figures 5 and 6 shows the existing AM and PM peak-hour intersection volumes, respectively. Intersections 17 and 18 westbound through lanes were closed due to roadway construction. For intersections 9 and 21, illegal movements were accounted for within the existing traffic volume figures. However, for intersection 21, the illegal movements were not analyzed for future Project scenarios since they conflict with the one-way configuration of the intersection.

2.4 Existing Intersection Levels of Service

Based on the AM and PM peak period traffic counts at the study area intersections, a volume-to-capacity ratio and corresponding level of service were determined for all of the study area intersections. Table 4 provides the level of service results at each study intersection under existing Year 2009 conditions.



Note

* Westbound through lane closed due to roadway construction.

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Figure 5

Existing (2009) AM Peak Hour Traffic Volumes

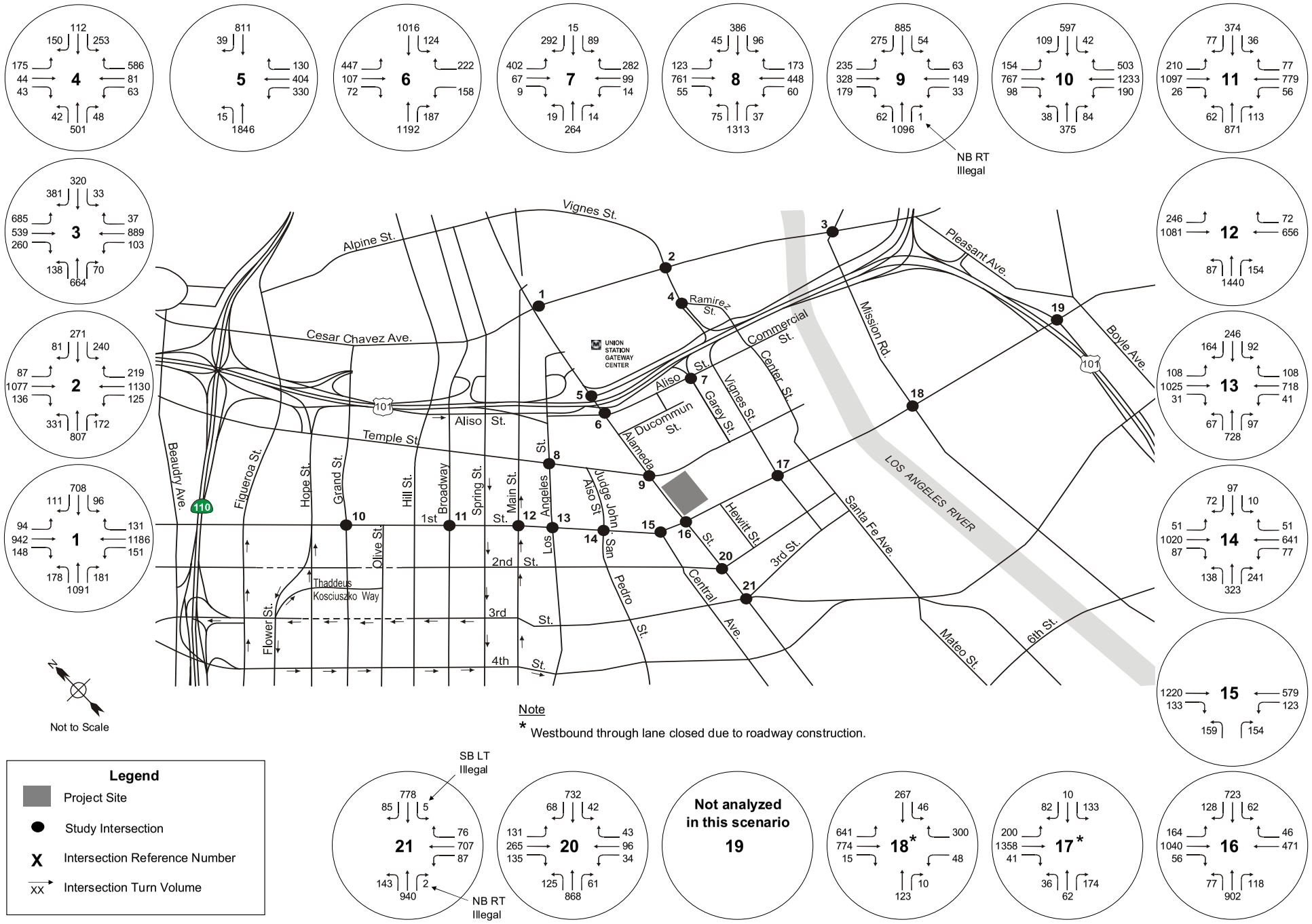

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Figure 6

Existing (2009) PM Peak Hour Traffic Volumes

2.5 Peak Hour Intersection Level of Service

LOS D is considered the lowest acceptable level of service by LADOT. As shown in Table 4, all the study intersections are currently operating at acceptable levels of service with the exception of two intersections which are operating at LOS F during the AM peak hour:

- Mission Road/Cesar E. Chavez Avenue
- Mission Road/1st Street

Table 4: Existing 2009 Level-of-Service Summary

	Study Intersections	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Alameda Street/Cesar E. Chavez Avenue [a]	0.730	C	0.761	C
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.728	C	0.881	D
3	Mission Road/Cesar E. Chavez Avenue [b]	1.006	F	0.862	D
4	Vignes Street/Ramirez Street [a]	0.279	A	0.526	A
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.590	A	0.534	A
6	Alameda Street/Aliso Street [a]	0.520	A	0.624	B
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.275	A	0.623	B
8	Los Angeles Street/Temple Street [a]	0.501	A	0.744	C
9	Alameda Street/Temple Street [a]	0.550	A	0.617	B
10	Grand Avenue/1st Street [a] *	0.601	B	0.680	B
11	Broadway/1st Street [a] *	0.584	A	0.533	A
12	Main Street/1st Street [a] *	0.358	A	0.666	B
13	Los Angeles Street/1st Street [a] *	0.452	A	0.528	A
14	Judge John Aiso Street/San Pedro Street/1st Street [a] *	0.454	A	0.591	A
15	Central Avenue/1st Street [a] *	0.385	A	0.569	A
16	Alameda Street/1st Street [a] *	0.857	D	0.675	B
17	Vignes Street/1st Street [a] *	0.138	A	0.719	C
18	Mission Road/1st Street [b] *	1.200	F	0.852	D
19	US-101 on and off-ramps/1st Street [b] *	0.850	D	N/A	N/A
20	Alameda Street/2nd Street [a]	0.475	A	0.508	A
21	Alameda Street/3rd Street/4th Place [a]	0.684	B	0.430	A

Notes:

[a] - Decrease in 0.07 taken for ATSAC only.

[b] - Decrease in 0.1 taken for existing ATSAC and ATCS.

* - Due to roadway construction along 1st Street, past traffic counts from 2004/2005 were utilized and adjusted 0.5% every year until 2009.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

Existing conditions level-of-service worksheets in addition to the adjusted Year 2009 base volumes are provided in Appendix C of this report.

3. Future Year 2015 without Project Conditions

This section provides an analysis of future traffic conditions in the study area with the inclusion of traffic from ambient growth and related projects but without traffic from the proposed Project. The Year 2015 was selected for analysis. It is anticipated to be completed and occupied by the date of the Project.

3.1 Ambient Growth

The forecast includes an ambient growth increase to account for increases in traffic from both regional population and employment growth outside of the study area. Per LADOT, an annual growth rate of 1.0% was utilized specifically for this study.

3.2 Related Projects

An area of influence, defined by an approximate 1.5 to 2.0 mile radius from the Project site, was utilized in order to capture specific locations of other approved and pending projects. Based on area projects data provided by LADOT, a list of 68 area projects was included in the traffic analysis. Appendix D summarizes the trip generation of the 68 area projects. This traffic was added to the surrounding street system. Figure 7 shows the locations of the related projects.

3.3 Planned Future Improvements

The planned future improvements include both roadway and transit infrastructure that which will impact the Project site.

Roadway Improvements

The future traffic analysis takes into account planned roadway improvement anticipated to be completed within the timeframe of the proposed Project. KOA Corporation conducted research in the City of Los Angeles. Significant planned roadway capacity enhancements in the immediate study area include roadway improvements that will be implemented as part of the Metro's Eastside Gold Line Extension.

Based on our consultation with City staff the following summarizes the planned roadway improvements within the study area:

- Hewitt Boulevard and 1st Street: On the northbound approach, the intersection would have a separate left turn lane and a shared through-right turn lane; on the southbound approach, the intersection would have a left turn lane, a through lane and an exclusive right turn lane. There would not be any changes in the eastbound and westbound approaches.
- Vignes Street and 1st Street: On the westbound approach, the intersection would have a shared through-left turn lane and a shared through-right turn lane. There would not be any changes in the northbound, southbound, eastbound approaches.
- Mission Road and 1st Street: On the northbound approach, the intersection would have a separate left turn lane and a shared through-right turn lane; on the southbound approach, the intersection would have a left turn lane, a through lane and an exclusive right turn lane; on the eastbound and westbound approaches, the intersection would have a left turn lane and a shared through-right turn lane.

Figure 8 summarizes the improvements graphically.

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Figure 7

Location of Related Projects

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Figure 8

Future Planned Roadway Improvements Intersection Geometrics

Transit Infrastructure Improvements

Two large infrastructure projects in the vicinity of the Project site that will provide the public with greater mobility in the region include the California High Speed Rail Project and the Metro Regional Connector Transit Corridor Project.

California High Speed Rail Project

The California High Speed Rail Project would bring high-speed train service to California with service from Sacramento to San Diego. Los Angeles would be linked via existing rail corridors into Los Angeles Union Station. The project includes a potential parking facility south of the US-101 Freeway near Hewitt Street and Garey Street just north of the Project site. The earliest operation date for the project is estimated at the Year 2020. Therefore, the project was not analyzed within this study since the impacts of the project will occur after the Project 2015 build-out year.

Metro Regional Connector Transit Corridor Project

The Metro Regional Connector would directly connect the Metro Gold Line, Metro Expo Line, and Metro Blue Line. Metro has initiated a study to look at potential project alternatives. There is a possibility that a Regional Connector station may be incorporated into the Project site. However, Metro has not proposed a project which would provide viable alternatives to analyze, and it is highly unlikely the project would be operating by the Year 2015. As a result, the project was not included for analysis in this study.

3.4 Future without Project Traffic Volumes

Based on the forecast parameters discussed in this section in addition to the adjusted Year 2009 base volumes discussed in the analysis methodology in the introduction, future Year 2015 without Project traffic forecasts were conducted.

Figures 9 and 10 show the Year 2015 future without project AM and PM peak hour intersection traffic volumes, respectively.

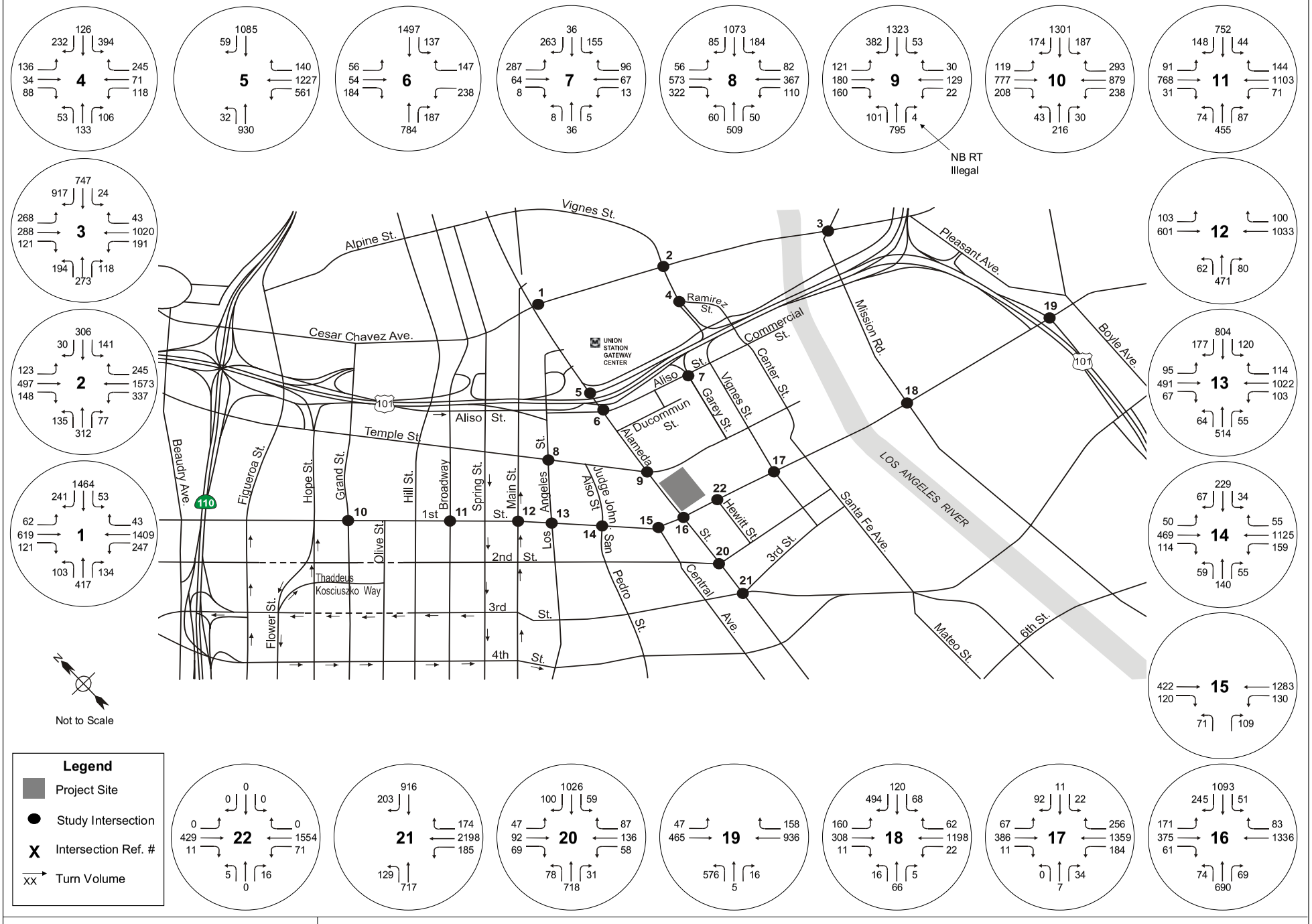

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Figure 9

Future 2015 Without Project - AM Peak Hour Traffic Volumes

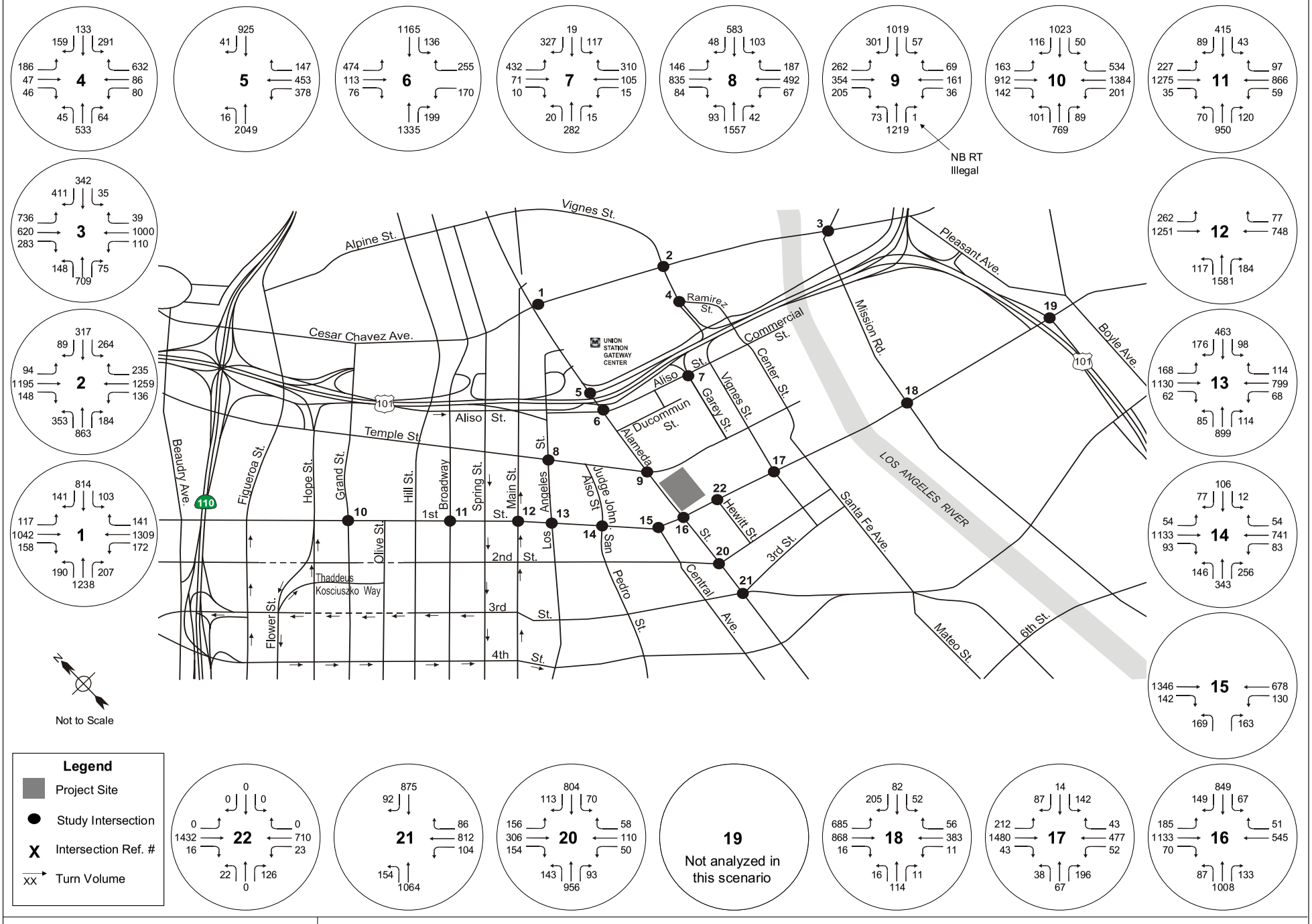

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Figure 10

Future 2015 Without Project - PM Peak Hour Traffic Volumes

3.5 Peak Hour Intersection Level of Service

Based on the traffic forecast parameters discussed, a future Year 2015 without Project peak hour level-of-service analysis was conducted at the 22 study intersections. Table 5 summarizes the results of the level-of-service analysis for this scenario.

Table 5: Future Year 2015 Without-Project Peak Hour Level-of-Service Summary

	Study Intersections	Existing 2009				Future 2015 No Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Alameda Street/Cesar E. Chavez Avenue [a]	0.730	C	0.761	C	0.793	C	0.829	D
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.728	C	0.881	D	0.777	C	0.939	**E**
3	Mission Road/Cesar E. Chavez Avenue [a]	1.006	**F**	0.862	D	1.095	**F**	0.959	**E**
4	Vignes Street/Ramirez Street [a]	0.279	A	0.526	A	0.285	A	0.546	A
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.590	A	0.534	A	0.621	B	0.574	A
6	Alameda Street/Aliso Street [a]	0.520	A	0.624	B	0.547	A	0.670	B
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.275	A	0.623	B	0.294	A	0.659	B
8	Los Angeles Street/Temple Street [a]	0.501	A	0.744	C	0.564	A	0.838	D
9	Alameda Street/Temple Street [a]	0.550	A	0.617	B	0.601	B	0.659	B
10	Grand Avenue/1st Street [a]	0.601	B	0.680	B	0.751	C	0.893	D
11	Broadway/1st Street [a]	0.584	A	0.533	A	0.623	B	0.565	A
12	Main Street/1st Street [a]	0.358	A	0.666	B	0.380	A	0.717	C
13	Los Angeles Street/1st Street [a]	0.452	A	0.528	A	0.526	A	0.618	B
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	0.454	A	0.591	A	0.476	A	0.620	B
15	Central Avenue/1st Street [a]	0.385	A	0.569	A	0.401	A	0.595	A
16	Alameda Street/1st Street [a]	0.857	D	0.675	B	0.924	**E**	0.723	C
17	Vignes Street/1st Street [a]	0.138	A	0.719	C	0.955	**E**	1.171	**F**
18	Mission Road/1st Street [a]	1.200	**F**	0.852	D	1.142	**F**	0.813	D
19	US-101 on and off-ramps/1st Street [a]	0.850	D	N/A	N/A	0.939	**E**	N/A	N/A
20	Alameda Street/2nd Street [a]	0.475	A	0.508	A	0.539	A	0.572	A
21	Alameda Street/3rd Street/4th Place [a]	0.684	B	0.430	A	0.718	C	0.461	A
22	Hewitt Street/1st Street [a]	-	-	-	-	0.661	B	0.794	C

Notes:

[a] - Decrease in 0.1 taken for existing ATSAC and ATCS.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

As shown in Table 5, 16 of the 22 study intersections are expected to LOS D or better during both the AM and PM peak hours. The remaining six study intersections are expected to operate at LOS E or F during one or both AM and PM peak periods:

- Vignes Street and Cesar E. Chavez Avenue – LOS E during the PM peak period
- Mission Road and Cesar E. Chavez Avenue – LOS F during the AM peak period and LOS E during the PM peak period
- Alameda Street and 1st Street – LOS E during the AM peak period
- Vignes Street and 1st Street – LOS E during the AM peak period and LOS F during the PM peak period
- Mission Road and 1st Street – LOS F during the AM peak period
- US-101 on/off-ramps and 1st Street – LOS E during the AM peak period

Future Year 2015 without-Project level of service worksheets are provided in Appendix E.

4. Project Traffic

This section summarizes the proposed Project's uses and the potential traffic generated by those uses. The technical assumptions including trip distribution pattern and traffic assignment are also discussed.

As a mixed-use, TOD Project, it is expected that there will be higher levels of transit usage and walking and lower levels of vehicle trips due to the Project's location within downtown Los Angeles, and more importantly being adjacent to the Little Tokyo Gold Line Station and in the immediate vicinity of several bus lines. In the future, the Metro Regional Connector would provide a major transit hub with connections to the Gold Line, Expo Line, Blue Line, and Metro subway providing more mobility for the site's employees, residents and visitors.

4.1 Project Trip Generation

As described previously, the proposed Project would result in the construction of 445 residential units, 83 live/work units, 500,000 square feet of office, 25,000 square feet of community space and 200,000 square feet of retail. Based on ITE Trip Generation rates, the Project's trip generation was estimated. The Project is estimated to generate 19,314 weekday daily trips, 1,223 weekday AM peak hour trips and 1,990 weekday PM peak hour trips. Table 6 summarizes the project's trip generation estimates after accounting for trip adjustments, which account for the following:

- *Transit Reduction* takes into account the mode shift that is expected to occur as a result of the operation of the Metro Gold Line rail system and bus transit. A 25% transit reduction was applied. This reduction factor is consistent with the planning guidelines of both the Metro and LADOT and are documented in the Metro 2004 "Congestion Management Program for Los Angeles County - Appendix B" and LADOT 2009 "Traffic Study Policies and Procedures."

- *Walk Adjustment* takes into account walking trips associated with pedestrian activity to and from the Project site and neighboring land uses. The Project is located in a area with a variety of uses which include retail, restaurants, offices, government facilities, and residential. A walk adjustment of 5% was applied for all uses (office, residential, live/work, community space, and retail) within the Project.

- *Internal Capture* takes into account internal trip making between residential, commercial and office uses. A common example of this internal trip-making occurs at a multi-use development containing offices and shopping/service area. Some of the trips made by office workers to shops, to restaurants, or to banks may occur on site. These type of trips are defined as internal (i.e., "captured" within) the multi-use site. An internal trip capture of 5% for residential and 50% for live/work units and community space were applied as credit.

- *CBD Adjustment* takes into account pass-by trips and capture from adjacent developments. These trips are existing trips passing by the site and would not be adding trips to the area. They would only be affecting Project driveways. An adjustment of 30% was applied to retail.

The project, with the internal trip reduction and transit credit reduction, is estimated to generate 10,806 net weekday daily trips, 771 net weekday AM peak hour trips and 1,146 net weekday PM peak hour trips.

Table 6: Project Trip Generation Estimate

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates										
Apartment	220	1	d.u.	6.72	20%	80%	**0.51**	65%	35%	**0.62**
General Office Building	710	1.000	k.s.f.	4,607	88%	12%	**680**	17%	83%	**639**
Recreational Community Center	495	1.000	k.s.f.	22.88	61%	39%	**1.62**	29%	71%	**1.64**
Residential Condominium/Townhouse	230	1	d.u.	5.86	17%	83%	**0.44**	67%	33%	**0.52**
Shopping Center	820	1.000	k.s.f.	10,657	61%	39%	**238**	48%	52%	**990**
Proposed Project - Gross Trips										
Residential	220	445	d.u.	2,991	46	181	**227**	180	96	**276**
Office	710	500.000	k.s.f.	4,607	599	81	**680**	109	530	**639**
Live/Work Units	230	83	d.u.	487	7	30	**37**	30	14	**44**
Community Space	495	25.000	k.s.f.	572	26	15	**41**	12	29	**41**
Retail	820	200.000	k.s.f.	10,657	146	92	**238**	476	514	**990**
Proposed Project Subtotal				19,314	824	399	**1,223**	807	1,183	**1,990**
Project Credits										
Transit Credit (25%) [a]										
Residential	220	445	d.u.	(748)	(12)	(45)	**(57)**	(45)	(24)	**(69)**
Office	710	500.000	k.s.f.	(1,152)	(150)	(20)	**(170)**	(27)	(133)	**(160)**
Live/Work Units	230	83	d.u.	(122)	(2)	(8)	**(9)**	(8)	(4)	**(11)**
Community Space	495	25.000	k.s.f.	(143)	(7)	(4)	**(10)**	(3)	(7)	**(10)**
Retail	820	200.000	k.s.f.	(2,664)	(37)	(23)	**(60)**	(119)	(129)	**(248)**
Transit Credit Subtotal				(4,829)	(206)	(100)	**(306)**	(202)	(296)	**(498)**
Walk Credit 5% [b]										
Residential	220	445	d.u.	(150)	(2)	(9)	**(11)**	(9)	(5)	**(14)**
Office	710	500.000	k.s.f.	(230)	(30)	(4)	**(34)**	(5)	(27)	**(32)**
Live/Work Units	230	83	d.u.	(24)	(0)	(2)	**(2)**	(2)	(1)	**(2)**
Community Space	495	25.000	k.s.f.	(29)	(1)	(1)	**(2)**	(1)	(1)	**(2)**
Retail	820	200.000	k.s.f.	(533)	(7)	(5)	**(12)**	(24)	(26)	**(50)**
Walk Credit Subtotal				(966)	(41)	(20)	**(61)**	(40)	(59)	**(100)**
Internal Capture [c]										
Residential (5%)	220	445	d.u.	(105)	(2)	(6)	**(8)**	(6)	(3)	**(10)**
Office	710	500.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units (50%)	230	83	d.u.	(170)	(2)	(11)	**(13)**	(11)	(5)	**(15)**
Community Space (50%)	495	25.000	k.s.f.	(200)	(9)	(5)	**(14)**	(4)	(10)	**(14)**
Retail	820	200.000	k.s.f.	0	0	0	**0**	0	0	**0**
Internal Capture Subtotal				(475)	(13)	(22)	**(35)**	(21)	(18)	**(39)**
CBD Adjustment [d]										
Residential	220	445	d.u.	0	0	0	**0**	0	0	**0**
Office	710	500.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units	230	83	d.u.	0	0	0	**0**	0	0	**0**
Community Space	495	25.000	k.s.f.	0	0	0	**0**	0	0	**0**
Retail (30%)	820	200.000	k.s.f.	(2,238)	(31)	(19)	**(50)**	(100)	(108)	**(208)**
CBD Adjustment Subtotal				(2,238)	(31)	(19)	**(50)**	(100)	(108)	**(208)**
Net Project Trips										
Residential	220	445	d.u.	1,989	31	120	**151**	120	64	**184**
Office	710	500.000	k.s.f.	3,225	419	57	**476**	76	371	**447**
Live/Work Units	230	83	d.u.	170	2	11	**13**	11	5	**15**
Community Space	495	25.000	k.s.f.	200	9	5	**14**	4	10	**14**
Retail	820	200.000	k.s.f.	5,222	72	45	**117**	233	252	**485**
GRAND TOTAL				10,806	533	238	**771**	444	702	**1,146**

Source: ITE, 7th Edition

Notes:

[a] 25% credit based on project proximity to commuter rail and transit transit per LADOT standards.

[b] Walk credit determined by LADOT.

[c] Internal capture determined by LADOT.

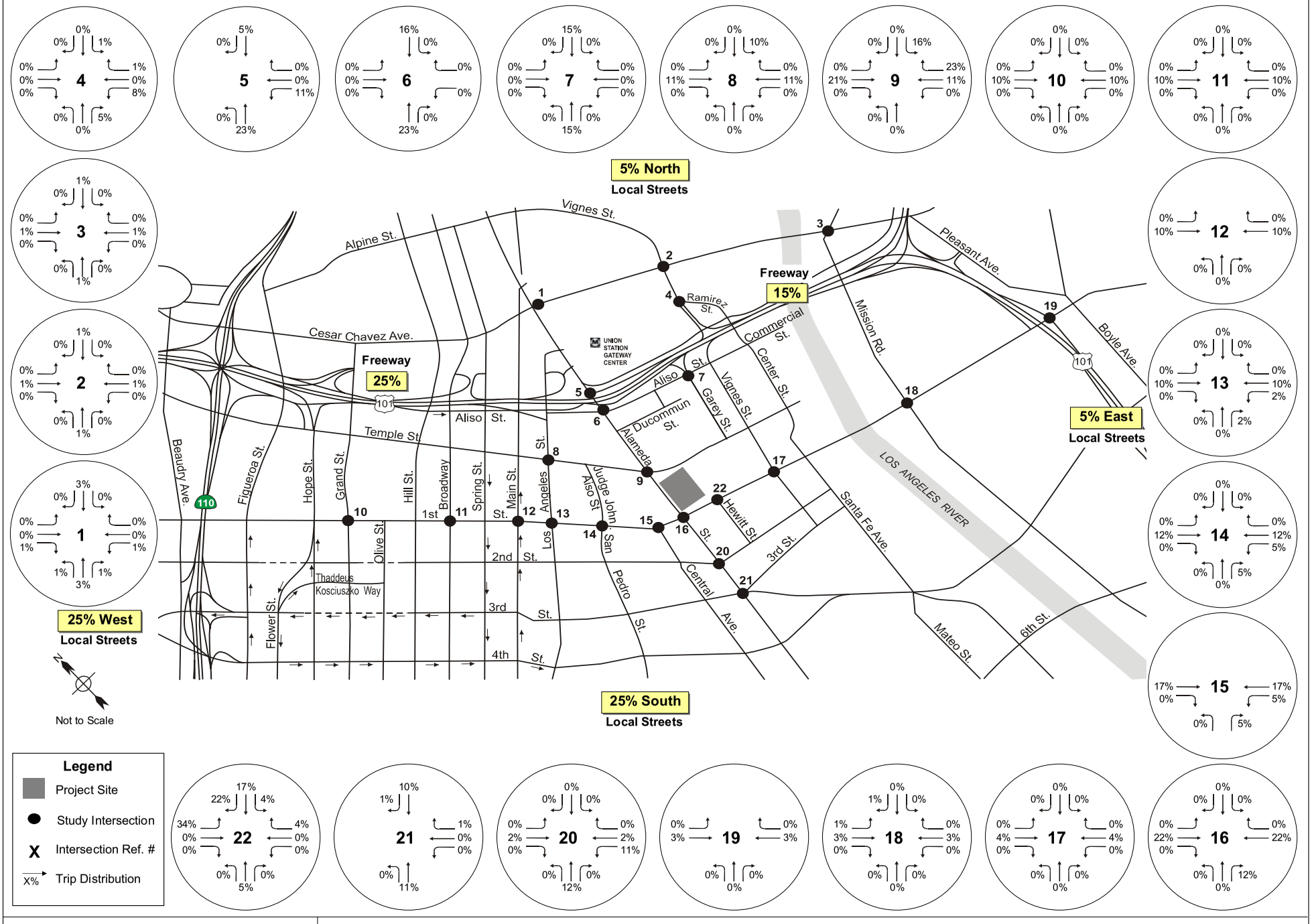
[d] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. Credit determined by LADOT.

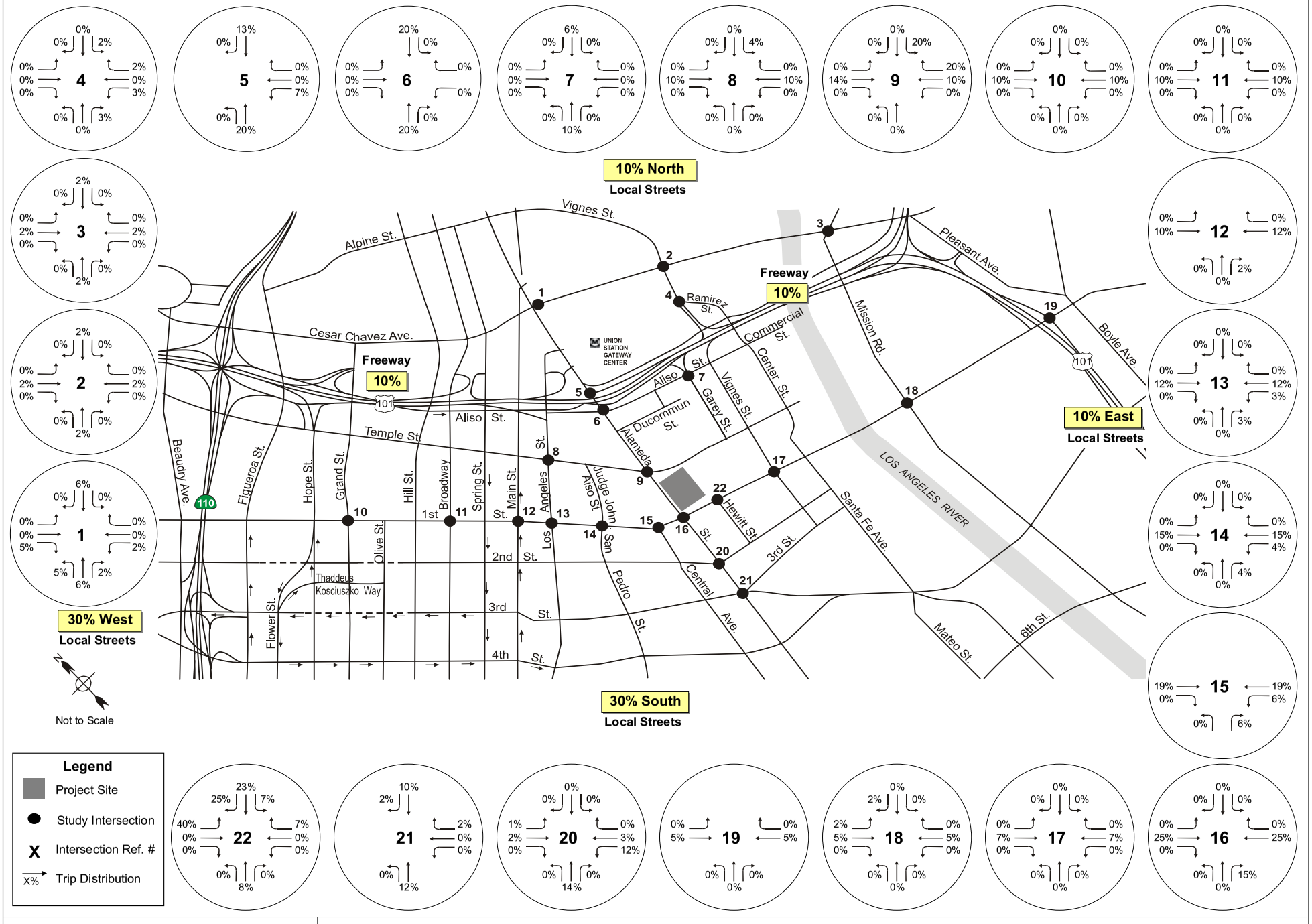
4.2 Project Trip Distribution

Trip Distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of other land uses to which project trips would originate or terminate. Figures 11, 12 and 13 illustrate the intersection trip distribution percentages that were utilized for Project traffic for residential, retail and office uses, respectively.

4.3 Project Trip Assignment

Based on the trip generation and distribution assumptions described above, Project traffic was assigned onto the roadway system based on driveway locations and the availability of local roadways to access the regional highway system. The Project-only AM and PM peak hour trip assignments are illustrated in Figures 14 and 15, respectively.


5% North
Local Streets
25% West
Local Streets
5% East
Local Streets
25% South
Local Streets
Freeway
25%
Freeway
15%
Vignes St.
Alpine St.
Cesar Chavez Ave.
Temple St
Aliso St.
1st St.
2nd St.
3rd St.
4th St.
Ramirez St.
Commercial St.
Alameda St.
Ducommun St.
Garey St.
Center St.
Mission Rd.
Pleasant Ave.
Boyle Ave.
Beaudry Ave.
Figueroa St.
Hope St.
Grand St.
Hill St.
Broadway
Spring St.
Main St.
Los Angeles St.
Judge John Aiso St.
San Pedro St.
Hewitt St.
Santa Fe Ave.
Central Ave.
Mateo St.
6th St.
Olive St.
Thaddeus Kosciuszko Way
Flower St.
LOS ANGELES RIVER
UNION STATION GATEWAY CENTER
101
110
Not to Scale
Legend
Project Site
Study Intersection
Intersection Ref. #
Trip Distribution


10% North
Local Streets
10% East
Local Streets
30% West
Local Streets
30% South
Local Streets
Freeway
10%
Freeway
10%
Not to Scale
Legend
Project Site
Study Intersection
Intersection Ref. #
Trip Distribution
Vignes St.
Alpine St.
Cesar Chavez Ave.
Temple St
Aliso St.
1st St.
2nd St.
3rd St.
4th St.
6th St.
Ramirez St.
Commercial St.
Alameda St.
Ducommun St.
Garey St.
Center St.
Mission Rd.
Pleasant Ave.
Boyle Ave.
Hewitt St.
Central Ave.
Santa Fe Ave.
Mateo St.
Beaudry Ave.
Figueroa St.
Hope St.
Grand St.
Hill St.
Broadway
Spring St.
Main St.
Los Angeles St.
San Pedro St.
Judge John Aiso St.
Olive St.
Flower St.
Thaddeus Kosciuszko Way
LOS ANGELES RIVER
UNION STATION GATEWAY CENTER
110
101

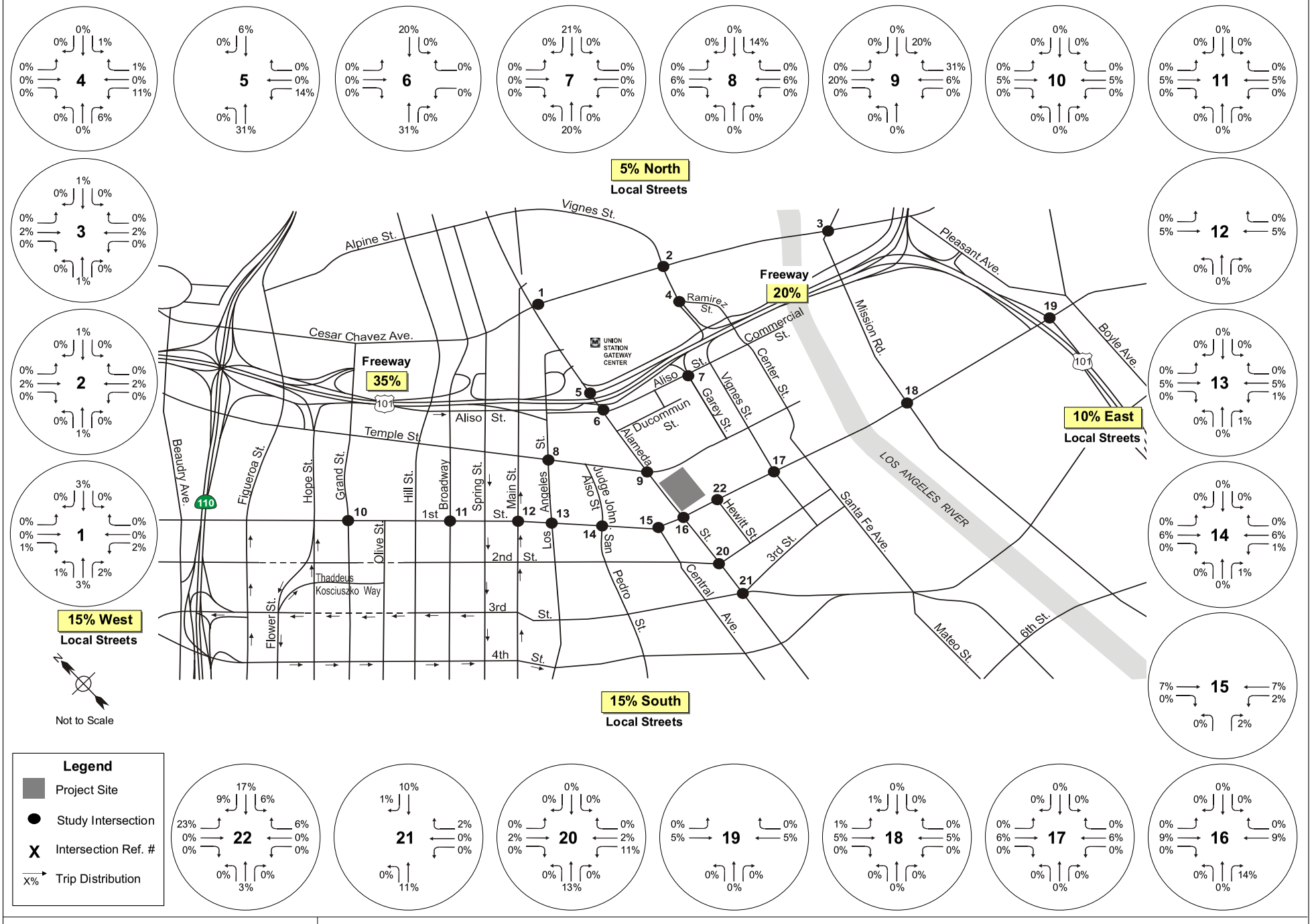


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Figure 13

Project Trip Distribution - Office

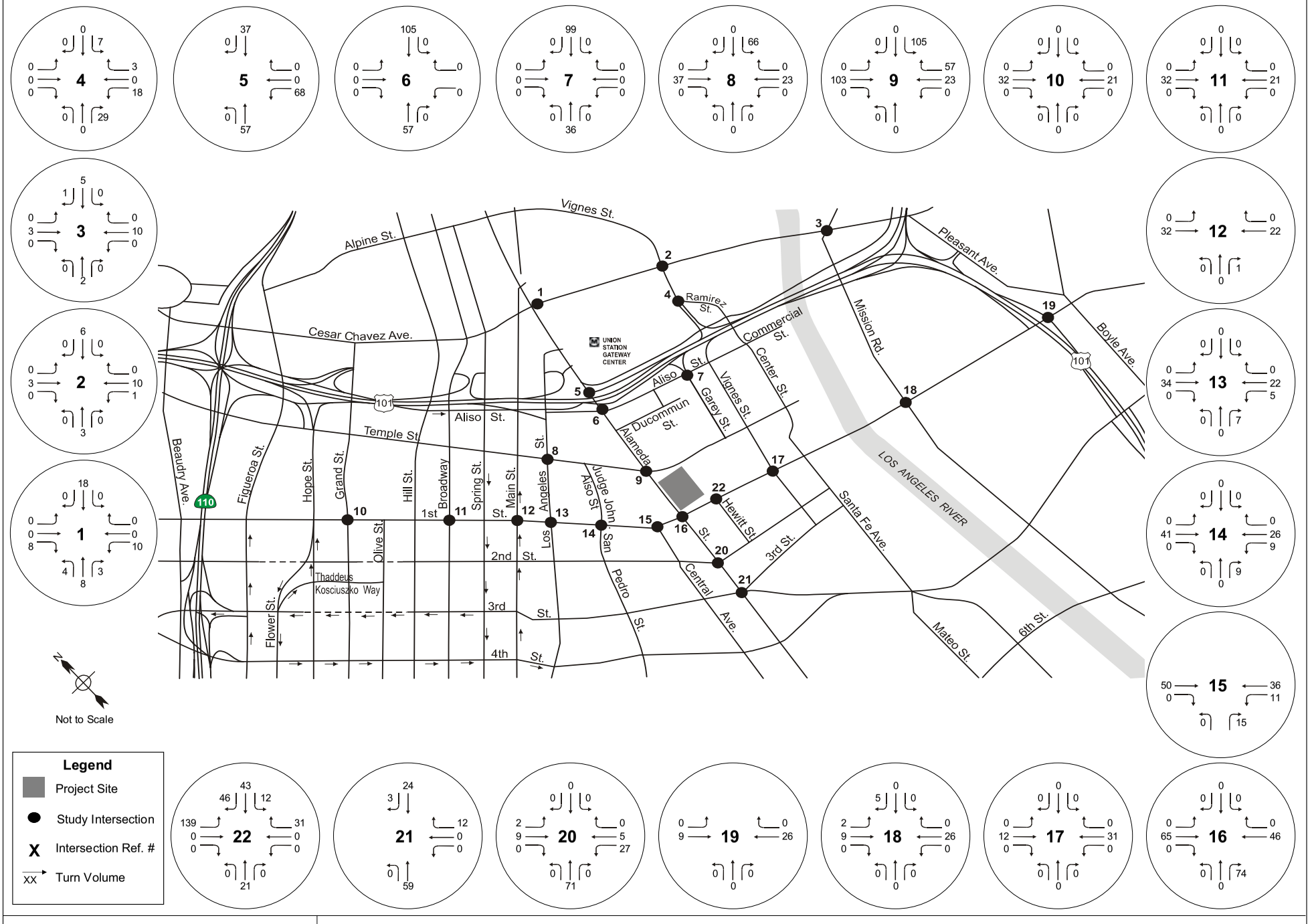

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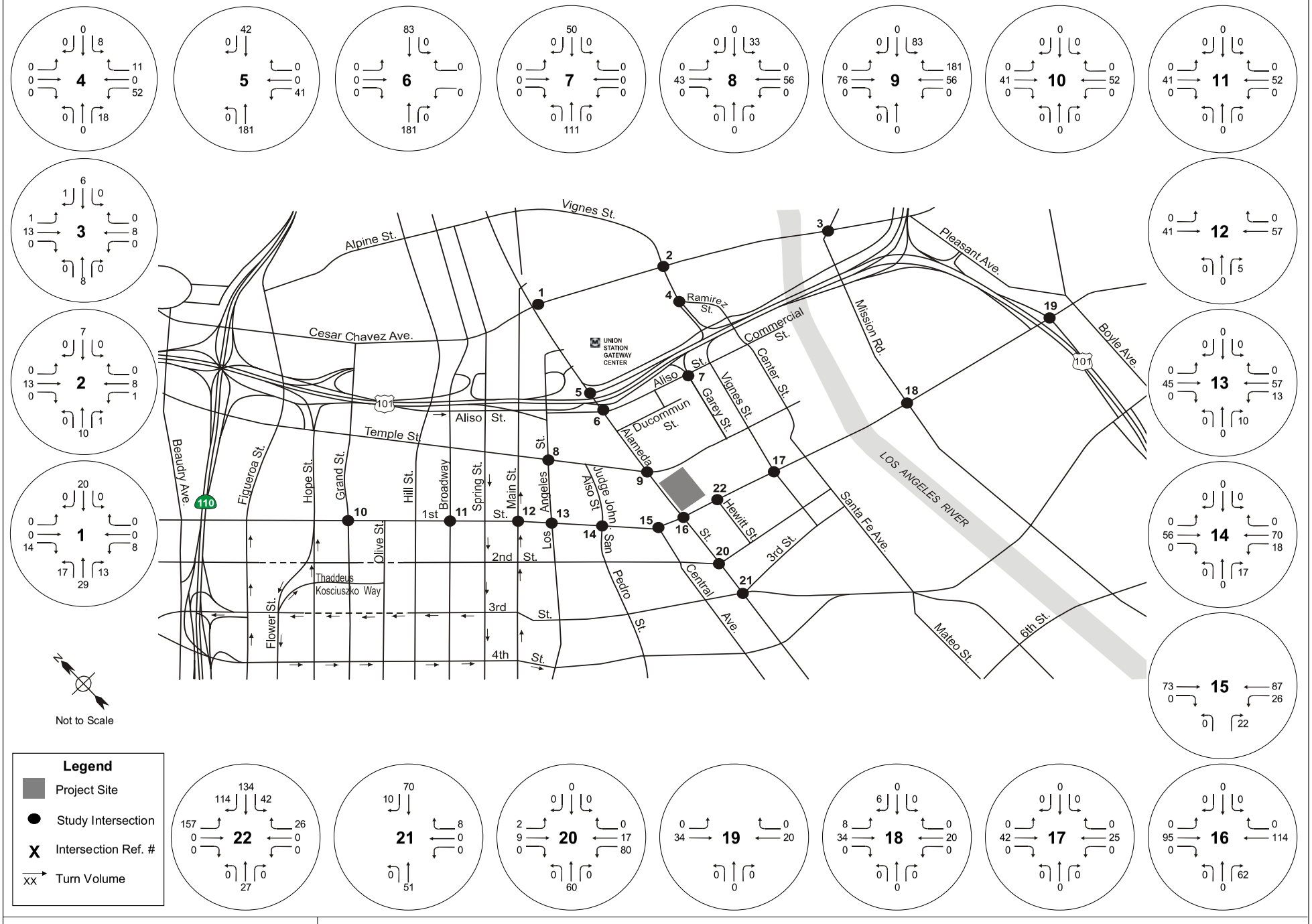
Figure 14

Project Only - AM Peak Hour Traffic Volumes


Vignes St.
Alpine St.
Cesar Chavez Ave.
Temple St
Aliso St.
1st St.
2nd St.
3rd St.
4th St.
Ramirez St.
Commercial St.
Center St.
Vignes St.
Garey St.
Alameda
Ducommun St.
Aliso St.
Judge John Aiso St.
San Pedro St.
Los Angeles St.
Main St.
Spring St.
Broadway
Hill St.
Hope St.
Grand St.
Figueroa St.
Beaudry Ave.
Olive St.
Flower St.
Thaddeus Kosciuszko Way
Hewitt St.
Central Ave.
Santa Fe Ave.
LOS ANGELES RIVER
Mateo St.
6th St.
Mission Rd.
Pleasant Ave.
Boyle Ave.
UNION STATION GATEWAY CENTER
101
110
Not to Scale
Legend
Project Site
Study Intersection
Intersection Ref. #
Turn Volume

5. Future Year 2015 with Project Conditions

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these scenarios were derived by superimposing the Project-only trips onto the future without Project forecasts.

Based on the traffic forecast parameters discussed, a future Year 2015 with Project peak hour level-of-service analysis was conducted at the 22 study intersections. Table 7 summarizes the results of the level-of-service analysis for this scenario.

Table 7: Future 2015 with Project Peak Hour Level-of-Service Summary

	Study Intersections	Future 2015 No Project				Future 2015 With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Alameda Street/Cesar E. Chavez Avenue [a]	0.793	C	0.829	D	0.808	D	0.845	D
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.777	C	0.939	**E**	0.782	C	0.948	**E**
3	Mission Road/Cesar E. Chavez Avenue [a]	1.095	**F**	0.959	**E**	1.099	**F**	0.968	**E**
4	Vignes Street/Ramirez Street [a]	0.285	A	0.546	A	0.290	A	0.553	A
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	B	0.574	A	0.673	B	0.626	B
6	Alameda Street/Aliso Street [a]	0.547	A	0.670	B	0.571	A	0.713	C
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.294	A	0.659	B	0.330	A	0.700	B
8	Los Angeles Street/Temple Street [a]	0.564	A	0.838	D	0.620	B	0.875	D
9	Alameda Street/Temple Street [a]	0.601	B	0.659	B	0.632	B	0.818	D
10	Grand Avenue/1st Street [a]	0.751	C	0.893	D	0.763	C	0.905	**E**
11	Broadway/1st Street [a]	0.623	B	0.565	A	0.628	B	0.577	A
12	Main Street/1st Street [a]	0.380	A	0.717	C	0.386	A	0.732	C
13	Los Angeles Street/1st Street [a]	0.526	A	0.618	B	0.531	A	0.634	B
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	0.476	A	0.620	B	0.484	A	0.657	B
15	Central Avenue/1st Street [a]	0.401	A	0.595	A	0.423	A	0.649	B
16	Alameda Street/1st Street [a]	0.924	**E**	0.723	C	0.940	**E**	0.756	C
17	Vignes Street/1st Street [a]	0.955	**E**	1.171	**F**	0.973	**E**	1.195	**F**
18	Mission Road/1st Street [a]	1.142	**F**	0.813	D	1.163	**F**	0.833	D
19	US-101 on and off-ramps/1st Street [a]	0.939	**E**	N/A	N/A	0.957	**E**	N/A	N/A
20	Alameda Street/2nd Street [a]	0.539	A	0.572	A	0.545	A	0.649	B
21	Alameda Street/3rd Street/4th Place [a]	0.718	C	0.461	A	0.728	C	0.486	A
22	Hewitt Street/1st Street [a]	0.661	B	0.794	C	0.851	D	1.072	**F**

Notes:

[a] - Decrease in 0.1 taken for existing ATSAC and ATCS.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

As shown in Table 7, 14 of the 22 study intersections are expected to operate at LOS D or better during both the AM and PM peak hours. Of the remaining eight intersections that are forecasted to operate at LOS E or F, six of the intersections are the same intersections forecasted under the "without-project" scenario. The eight intersections that are expected to operated at a LOS E or F during one or both AM and PM peak periods are:

- Vignes Street and Cesar E. Chavez Avenue – LOS E during the PM peak period
- Mission Road and Cesar E. Chavez Avenue – LOS F during the AM peak period and LOS E during the PM peak period
- Grand Avenue and 1st Street – LOS E during the PM peak period
- Alameda Street and 1st Street – LOS E during the AM peak period
- Vignes Street and 1st Street – LOS E during the AM peak period and F during the PM peak period
- Mission Road and 1st Street – LOS F during both AM peak period

- US-101 on/off-ramps and 1st Street – LOS E during the AM peak period
- Hewitt Street and 1st Street – LOS F during the PM peak period

Figures 16 and 17 illustrate the resultant traffic forecasts for the AM and PM peak hours, respectively. Future Year 2015 with Project level-of-service worksheets are provided in Appendix F.

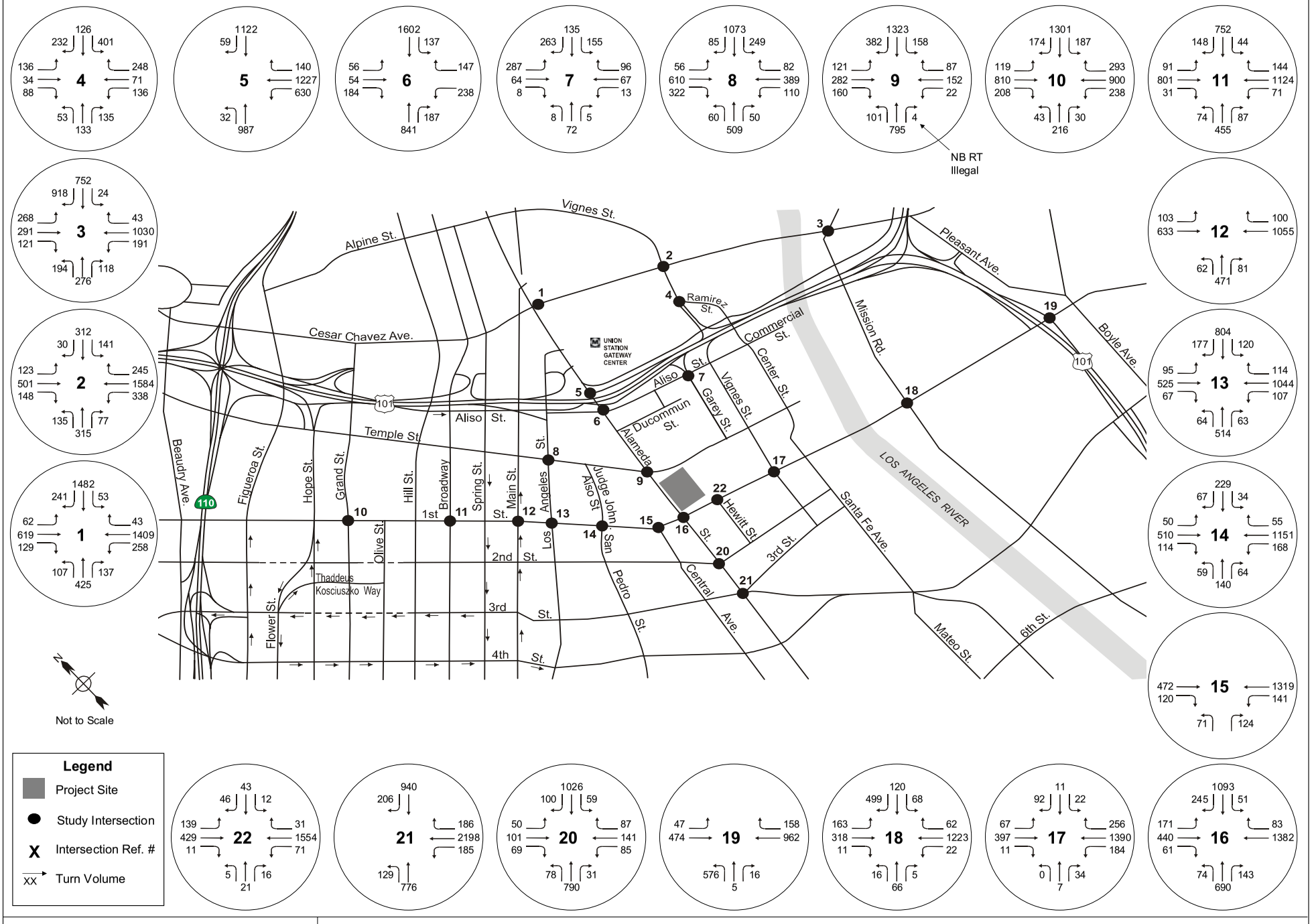


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Figure 16

Future 2015 With Project - AM Peak Hour Traffic Volumes

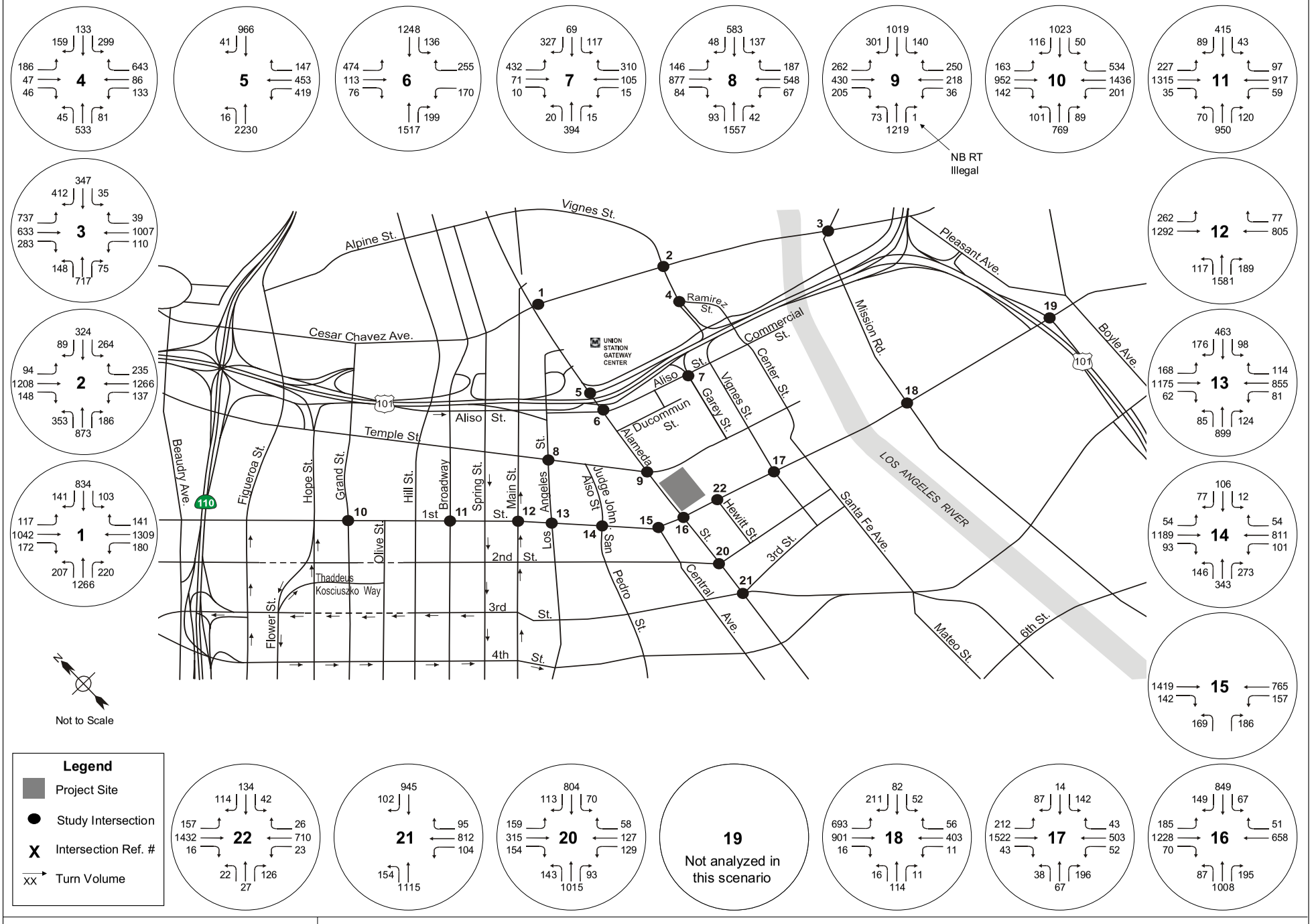

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Figure 17

Future 2015 With Project - PM Peak Hour Traffic Volumes

6. Project Traffic Impacts

6.1 Determination of Traffic Impacts

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if Project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below acceptable level of service and Project traffic will cause a further decline below a certain threshold.

The City of Los Angeles Department of Transportation has established specific thresholds for Project related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak-hour V/C ratios are considered "significant" impacts:

Level of Service	Final V/C*	Project Related v/c increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Table 8 displays a comparison of all future study scenarios. Traffic impacts created by the Project were calculated by subtracting the V/C values in the "Future With-Project" column from the value in the "Future Without-Project" column.

Table 8: Project Impact Summary

	Study Intersections	Future 2015 No Project				Future 2015 With Project				Change in V/C		Change in V/C	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	Sig	PM	Sig
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Peak	Impact?	Peak	Impact?
1	Alameda Street/Cesar E. Chavez Avenue [a]	0.793	C	0.829	D	0.808	D	0.845	D	0.015	NO	0.016	NO
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.777	C	0.939	**E**	0.782	C	0.948	**E**	0.005	NO	0.009	NO
3	Mission Road/Cesar E. Chavez Avenue [a]	1.095	**F**	0.959	**E**	1.099	**F**	0.968	**E**	0.004	NO	0.009	NO
4	Vignes Street/Ramirez Street [a]	0.285	A	0.546	A	0.290	A	0.553	A	0.005	NO	0.007	NO
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	B	0.574	A	0.673	B	0.626	B	0.052	NO	0.052	NO
6	Alameda Street/Aliso Street [a]	0.547	A	0.670	B	0.571	A	0.713	C	0.024	NO	0.043	**YES**
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.294	A	0.659	B	0.330	A	0.700	B	0.036	NO	0.041	NO
8	Los Angeles Street/Temple Street [a]	0.564	A	0.838	D	0.620	B	0.875	D	0.056	NO	0.037	**YES**
9	Alameda Street/Temple Street [a]	0.601	B	0.659	B	0.632	B	0.818	D	0.031	NO	0.159	**YES**
10	Grand Avenue/1st Street [a]	0.751	C	0.893	D	0.763	C	0.905	**E**	0.012	NO	0.012	**YES**
11	Broadway/1st Street [a]	0.623	B	0.565	A	0.628	B	0.577	A	0.005	NO	0.012	NO
12	Main Street/1st Street [a]	0.380	A	0.717	C	0.386	A	0.732	C	0.006	NO	0.015	NO
13	Los Angeles Street/1st Street [a]	0.526	A	0.618	B	0.531	A	0.634	B	0.005	NO	0.016	NO
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	0.476	A	0.620	B	0.484	A	0.657	B	0.008	NO	0.037	NO
15	Central Avenue/1st Street [a]	0.401	A	0.595	A	0.423	A	0.649	B	0.022	NO	0.054	NO
16	Alameda Street/1st Street [a]	0.924	**E**	0.723	C	0.940	**E**	0.756	C	0.016	**YES**	0.033	NO
17	Vignes Street/1st Street [a]	0.955	**E**	1.171	**F**	0.973	**E**	1.195	**F**	0.018	**YES**	0.024	**YES**
18	Mission Road/1st Street [a]	1.142	**F**	0.813	D	1.163	**F**	0.833	D	0.021	**YES**	0.020	**YES**
19	US-101 on and off-ramps/1st Street [a]	0.939	**E**	N/A	N/A	0.957	**E**	N/A	N/A	0.018	**YES**	N/A	N/A
20	Alameda Street/2nd Street [a]	0.539	A	0.572	A	0.545	A	0.649	B	0.006	NO	0.077	NO
21	Alameda Street/3rd Street/4th Place [a]	0.718	C	0.461	A	0.728	C	0.486	A	0.010	NO	0.025	NO
22	Hewitt Street/1st Street [a]	0.661	B	0.794	C	0.851	D	1.072	**F**	0.190	**YES**	0.278	**YES**

Notes:

[a] - Decrease in 0.1 taken for existing ATSAC and ATCS.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

The future 2015 with-Project level-of-service worksheets for this scenario are included in Appendix F of this report.

Based on LADOT's criteria for significant impacts, the proposed Project will create significant traffic impacts at the following nine study intersections:

- Alameda Street and Aliso Street
- Los Angeles Street and Temple Street
- Alameda Street and Temple Street
- Grand Avenue and 1st Street
- Alameda Street and 1st Street
- Vignes Street and 1st Street
- Mission Road and 1st Street
- US-101 on and off-ramps and 1st Street
- Hewitt Street and 1st Street

6.2 Proposed Mitigation Measures

The mitigation measures that have been identified for the Project include transit, Transportation Demand Management (TDM) measures and a variety of aggressive, non-traditional measures to maximize mobility. These measures will include strategies that will increase the attractiveness of transit and non-motorized modes by offering services and strategies that offer flexible, cost effective options to driving or owning a car or at the least not needing a second one. As a last resort there may be some improvements available to implement traffic signal system upgrades to adjacent traffic signals.

Transportation Demand Management and Transit Connectivity Measures

The Project is proposing potential Transportation Demand Management (TDM) and transit connectivity strategies that can be applied as mitigation measures to the traffic related impacts of the Mangrove project. Currently, LADOT is in the process of updating the City's polices and procedures on the preparation of traffic impact studies. These new policies will promote the goals of State Assembly Bill 32 which support improvements that reduce greenhouse gas emissions. The TDM plan will promote the new policy goals through strategies that reduce vehicular use by Project employees and other users of the site (residents and visitors) during peak periods to include transit and pedestrian-friendly amenities such as safe and walkable sidewalks.

The goal of a TDM program is to help mitigate the traffic impacts of a project. The purpose of these programs is to identify effective measures that will reduce the number of automobile trips to/from the site. Typical measures include, but are not limited to, carpools, vanpools, public transit, walking and bicycles. There is no single, definitive recipe for success. The same strategies do not always work at different sites. The location of the site and the characteristics of the area can strongly influence the effectiveness and ultimate success of a TDM program. Similarly, the effort or vigor with which the program is operated can also affect its success or lack thereof. Studies have shown the most successful TDM programs are those that are tied to specific incentives and program elements, as opposed to the provision of general information on commuting alternatives. In addition, for these programs to succeed, they need to be "funded" for their duration. In addition to funding, successful programs are linked with aesthetically pleasing features such as "safe" pedestrian walkways, bike racks that are not located in faraway dark corners and information kiosks that are easily accessible and up to date. In sum, the most successful and effective programs appear to be those whereby financial incentives are offered with

aesthetic amenities. It is generally accepted and understood that TDM programs are hard to attach to mixed-use commercial centers and residential developments because of the nature of their operations. It is difficult to attach trip reduction measures to customers and residents and difficult to establish annual reporting measures.

The following sections summarize the toolbox of TDM and transit connectivity strategies that may effectively be applied to help mitigate the traffic impacts of the Project. It should be noted that a preliminary TDM and transit connectivity plan would need to be submitted to LADOT for approval prior to the issuance of the Project's first building permit, and a final TDM plan must be prepared and approved by LADOT prior to the issuance of the Project's first certificate of occupancy. The goals of these plans (including any trip cap or reduction goals) would need to be identified in the final TDM plan or site design.

Finally, it should be noted that many of these services and tools are critical to first-mile/last-mile mobility strategies. These strategies allow individuals to easily use or connect to bus and rail services via the implementation of policies or the provision of services and opportunities by a variety of service providers.

Mandatory TDM and Transit Connectivity Strategies

Site Improvements - The design and operation of the site to the extent feasible should be designed into the Project to emphasize:

- Integrated Mobility Hub – the Project shall provide a financial contribution and rent-free space needed to implement a new integrated mobility hub kiosk that is open and clearly visible to the public. The purpose of the kiosk is to attract new transit users and provide current transit users with more connectivity options for the first/last segment of a trip with bike parking, bike and car sharing, etc. A bike renting kiosk near the Little Tokyo station as well as within the heart of the Project site should be part of the Project's design.
- Preferential loading and unloading for taxis, HOV and carpools makes it more convenient and attractive to passengers.
- Wayfinding signage guides and directs people to and from loading and unloading zones and different elements of a site.
- Car pool parking should be closest to the entrance of a building or on the first floor of a garage or structure to reward participants.
- Bicycle parking should be convenient, plentiful, well lit and secure.
- Shower and locker facilities are an important part of the decision for an employee to bike to work.
- Enhanced pedestrian and bicycle pathways for convenient, direct and secure connections.

It must be emphasized that integrating non-auto oriented improvements into the heart of the site rather than off to the side or in a remote corner are paramount to their success. Parking for bicycles should be at the center of activities or near the front door to facilities and be plentiful and well lit. Taxi stands and passenger drop off areas should be convenient. There should be more than one and they should provide lighting, shelter and benches.

Car-Sharing and Short Term Car Rental – provide on demand access to a fleet of cars for short duration or unexpected trips. These programs reduce the need for individual to own a car or perhaps a second one. They would enhance the transit oriented nature of the Project because it would allow individuals living, working and shopping at the site to rely on transit with the knowledge that an automobile is available with relative ease for those trips where transit or other modes are impractical.

These programs save costs to individuals and businesses and could reduce the parking requirements of the Project.

Bike Sharing- Bike sharing is new to the United States. Locally, it has been implemented in the City of Long Beach and is under consideration in the City of Santa Monica. With bike sharing, individuals have access to a shared fleet of bicycles on an as-needed basis. It provides a good alternative to autos and because the regional bus fleet and rail systems are bike accessible, it provides a link to transit on both ends of a trip. An added benefit is reduced emissions due to fewer vehicle trips.

Transportation Coordinator (TC) - A transportation coordinator (TC) is a permanent on-site staff position assigned to administer the requirements of a TDM program. Under this strategy a transportation management association (TMA) would be formed on-site or the Project could become a part of an existing TMA in the area that would help in promoting awareness of the available TDM strategies and creating Transportation Management Plans (TMP) for the employees and patrons of the site.

Transportation Information Center (TIC) - A TIC is a centrally-located commuter information center where both the employees and visitors can obtain information regarding commute programs, and individuals could obtain real-time information for planning travel without using an automobile. Strategically placed kiosks can provide trip planning and real time bus and train arrival information for users. Providing real-time transit information allows users to know exactly when the next bus or train will arrive and is an important tool in enhancing transit system connectivity.

Trip Monitoring and Reporting Program – Under this strategy, a periodic trip monitoring and reporting program would be developed that set trip-reduction milestones and a monitoring program to ensure effective participation and compliance with the TMD goals. Non-compliance with the trip-reduction goals would lead to financial penalties or may require the implementation of physical transportation improvements.

Other Potential TDM and Transit Connectivity Strategies

Transit, Bike and Walk Promotions and Information Materials - This would include a commuter information packet (CIP), a commuter benefits brochure that contains complete information about various transportation benefits available to individuals, transportation/transit options, HOV programs and discounts, bicycling amenities, transportation subsidies, and other elements that may be available. The CIP should be written in multiple languages including English, Japanese and Spanish. The CIP would be distributed to tenants, employees, and, other building workers and occupants and at promotional events.

Tenant Participation - Under this strategy the transportation coordinator would facilitate tenant and employee awareness and participation in the TMP by distributing the information to tenants at least once each year.

Casual Carpooling and Rideshare Matching Opportunities - This strategy would coordinate ridesharing programs among various building tenants and their employees, provide ride-match services within the building or engage other ride-match facilitators (such as its tenants) to provide this service. It could be applied two different ways. One method is to make available "on the spot" ridesharing. This strategy maximizes trip flexibility for the individual because they do not need to make long term plans

and commitments. There are a number of internet based programs that could be used to match the mobility needs of travelers with drivers. The more traditional method would be to have the TMA provide an online daily and/or long-term commute ridematching service to match interested patrons with carpools and vanpools. The rideshare matching services could also be extended to other employers in close proximity to the Project site.

Guaranteed Ride Home Program - This strategy provides a guaranteed ride home program for (occupants/employees) who use a commute mode other than driving. Employers may establish their own program or contract this service with a public agency or private contractor.

Transit Pass Sales - Under this strategy employers or a central management operator can contract with the Metro to become authorized to directly sell transit passes to their on-site employees. In addition they could provide transportation subsidies to building occupants, residents, tenants and employees who commute via non-motorized or non-single occupancy vehicle (SOV) modes.

Commuter Benefits – This strategy pursuant to Internal Revenue Code Section 132 (f), states that employers should arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees.

Flexible/Alternative Work Schedules and Telecommuting Programs – With this strategy, employers would allow employees to work flexible and alternative work schedules so that their arrival and departure to the site varies to reduce trips during peak periods. Telecommuting would eliminate any trips to the site since the employee would be working off site.

Expanded DASH Service – would provide additional service and/or capacity to the DASH downtown system via new routes to the Mangrove Estates site. Contributions could be in the form of the purchase of new DASH vehicles or subsidy of service for a fixed period of time.

Taxi Services – Taxis provide on-demand mobility for short and medium length trips. Expanding the City's "hail-a-taxi" demonstration program to the Project site and surrounding area would provide convenient mobility alternatives for unscheduled or quick trips. In addition taxis could and should be equipped to accept regional transit fare cards such as Metro TAP smart card technology. A single method of fare payment would greatly enhance non-auto oriented trip choices. Taxi services can also complement the guaranteed ride home program.

TDM Mitigation Impacts

Based on discussions with LADOT, a trip reduction of 20% can be utilized as a result of the TDM measures. This would result in a reduction of 154 AM peak period trips and 229 PM peak period trips. Table 9 displays the TDM strategy related trip reduction and the respective impacts for the eight intersections.

Table 9: TDM Strategy Mitigation Impact Summary

	Study Intersections	Peak Period	Future No Project		Future With Project		Change in V/C	Sig Impact ?	With Mitigation		Change in V/C	Residual Impact?	Mitigation Measure
			V/C or Delay [a]	LOS	V/C or Delay [a]	LOS			V/C or Delay [a]	LOS			
6	Alameda Street/Aliso Street [a]	AM Peak	0.547	A	0.571	A	0.024	No	0.567	A	0.020	No	TDM measures
		PM Peak	0.670	B	0.713	C	0.043	**YES**	0.704	C	0.034		
8	Los Angeles Street/Temple Street [a]	AM Peak	0.564	A	0.620	B	0.056	No	0.609	B	0.045	**YES**	TDM measures
		PM Peak	0.838	D	0.875	D	0.037	**YES**	0.867	D	0.029		
9	Alameda Street/Temple Street [a]	AM Peak	0.601	B	0.632	B	0.031	No	0.624	B	0.023	**YES**	TDM measures
		PM Peak	0.659	B	0.818	D	0.159	**YES**	0.780	C	0.121		
10	Grand Avenue/1st Street [a]	AM Peak	0.751	C	0.763	C	0.012	No	0.760	C	0.009	**YES**	TDM measures
		PM Peak	0.893	D	0.905	E	0.012	**YES**	0.903	E	0.010		
16	Alameda Street/1st Street [a]	AM Peak	0.924	E	0.940	E	0.016	**YES**	0.937	E	0.013	**YES**	TDM measures
		PM Peak	0.723	C	0.756	C	0.033	No	0.750	C	0.027		
17	Vignes Street/1st Street [a]	AM Peak	0.955	E	0.973	E	0.018	**YES**	0.969	E	0.014	**YES**	TDM measures
		PM Peak	1.171	F	1.195	F	0.024	**YES**	1.191	F	0.020		
18	Mission Road/1st Street [a]	AM Peak	1.142	F	1.163	F	0.021	**YES**	1.159	F	0.017	**YES**	TDM measures
		PM Peak	0.813	D	0.833	D	0.020	**YES**	0.829	D	0.016		
19	US-101 on and off-ramps/1st Street [a]	AM Peak	0.939	E	0.957	E	0.018	**YES**	0.953	E	0.014	**YES**	TDM measures
		PM Peak	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
22	Hewitt Street/1st Street [a]	AM Peak	0.661	B	0.851	D	0.190	**YES**	0.842	D	0.181	**YES**	TDM measures
		PM Peak	0.794	C	1.072	F	0.278	**YES**	1.015	F	0.221		

Notes:

[a] - Decrease in 0.1 taken for existing ATSAC and ATCS.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

The TDM strategies would mitigate one of the nine significantly impacted study intersections, Alameda Street and Aliso Street. The remaining eight would continue to be impacted. With the TDM strategy, during the PM peak period, the Alameda Street/Aliso Street intersection V/C would improve to 0.704 from 0.713. The proposed mitigation measure would fully mitigate Project related traffic impacts at this study intersection.

Potential Traffic Signal Upgrades

Additional mitigation efforts include potential traffic signal upgrades. Per LADOT:

> The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controller. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow DOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. The upgrade of the controllers, when supplemented by the installation of strategically placed closed-circuit television (CCTV) cameras and additional vehicle detector loops, is expected to reduce the volume-to-capacity (V/C) ratio of an intersection by a minimum of **0.01**. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow DOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords DOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. If any of these traffic signal upgrades are proposed as a mitigation to offset the significant traffic impacts of a development project, DOT may require that not only the impacted intersections, but also any intersections in the immediate vicinity as determined by DOT, be upgraded by the developer to qualify for the intersection V/C reduction of 0.01.

To potentially mitigate impacted study intersections, traffic signal upgrades are recommended at locations adjacent to significantly impacted intersection. Based on the location of the recommended upgrades, it was determined that four study intersections could apply the 0.01 reduction due to their proximity to the upgrade location. Although the intersection may not be directly mitigated, the overall enhancement of the system allows for the reduction. The four intersections include:

- Los Angeles Street and Temple Street
- Alameda Street and Temple Street
- Grand Avenue and 1st Street
- Alameda Street and 1st Street

The following signal locations are mentioned as potential sites for upgrades and are adjacent to the four study intersections list above:

Study intersections

1. 3rd St. and Alameda St. (2070 controller upgrade only)
2. 2nd St. and Alameda St. (2070 controller upgrade and installation of system loops on all approaches)
3. 1st St. and Central Ave. (2070 controller upgrade and installation of system loops on all approaches)
4. 1st St. and San Pedro St. (2070 controller upgrade and installation of system loops on all approaches)

Non study intersections

1. 1st St. between San Pedro St. and Central Ave. (2070 controller upgrade only)
2. 1st St. and Hill St. (2070 controller upgrade only)
3. Judge John Aiso St. and Temple Ave. (2070 controller upgrade and installation of system loops on all approaches)
4. 2nd St. and San Pedro St. (2070 controller upgrade and installation of system loops on all approaches)
5. 2nd St. and Central Ave. (2070 controller upgrade and installation of system loops on all approaches)
6. 3rd St. and Los Angeles St. (2070 controller upgrade only

Additional improvements, although voluntary, include the following traffic flow and safety improvements:

1. Cesar E. Chavez Ave. and Mission Rd. - left-turn phasing for north-south directions.
2. Alameda St. and Cesar E. Chavez Ave. - left-turn phasing for eastbound and southbound directions.

TDM Strategy and Traffic Signal Upgrade Mitigation Impacts

Table 10 presents the TDM measures and intersection signal upgrade reduction as potential mitigations and their respective impacts:

Table 10: TDM and Signal Upgrade Mitigation Impact Summary

	Study Intersections	Peak Period	Future No Project		Future With Project		Change in V/C	Sig Impact ?	With Mitigation		Change in V/C	Residual Impact?	Mitigation Measure
			V/C or Delay [a]	LOS	V/C or Delay [a]	LOS			V/C or Delay [a]	LOS			
6	Alameda Street/Aliso Street [a]	AM Peak	0.547	A	0.571	A	0.024	No	0.567	A	0.020	No	TDM measures
		PM Peak	0.670	B	0.713	C	0.043	**YES**	0.704	C	0.034		
8	Los Angeles Street/Temple Street [a] [b]	AM Peak	0.564	A	0.620	B	0.056	No	0.599	A	0.035	No	TDM measures and Signal Upgrade (signal controller upgrades, new system loops, and CCTV cameras within a mini-system)
		PM Peak	0.838	D	0.875	D	0.037	**YES**	0.857	D	0.019		
9	Alameda Street/Temple Street [a] [b]	AM Peak	0.601	B	0.632	B	0.031	No	0.614	B	0.013	**YES**	TDM measures and Signal Upgrade (signal controller upgrades, new system loops, and CCTV cameras within a mini-system)
		PM Peak	0.659	B	0.818	D	0.159	**YES**	0.770	C	0.111		
10	Grand Avenue/1st Street [a] [b]	AM Peak	0.751	C	0.763	C	0.012	No	0.750	C	-0.001	No	TDM measures and Signal Upgrade (signal controller upgrades, new system loops, and CCTV cameras within a mini-system)
		PM Peak	0.893	D	0.905	E	0.012	**YES**	0.893	D	0.000		
16	Alameda Street/1st Street [a] [b]	AM Peak	0.924	E	0.940	E	0.016	**YES**	0.927	E	0.003	No	TDM measures and Signal Upgrade (signal controller upgrades, new system loops, and CCTV cameras within a mini-system)
		PM Peak	0.723	C	0.756	C	0.033	No	0.740	C	0.017		
17	Vignes Street/1st Street [a]	AM Peak	0.955	E	0.973	E	0.018	**YES**	0.969	E	0.014	**YES**	TDM measures
		PM Peak	1.171	F	1.195	F	0.024	**YES**	1.191	F	0.020		
18	Mission Road/1st Street [a]	AM Peak	1.142	F	1.163	F	0.021	**YES**	1.159	F	0.017	**YES**	TDM measures
		PM Peak	0.813	D	0.833	D	0.020	**YES**	0.829	D	0.016		
19	US-101 on and off-ramps/1st Street [a]	AM Peak	0.939	E	0.957	E	0.018	**YES**	0.953	E	0.014	**YES**	TDM measures
		PM Peak	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
22	Hewitt Street/1st Street [a]	AM Peak	0.661	B	0.851	D	0.190	**YES**	0.842	D	0.181	**YES**	TDM measures
		PM Peak	0.794	C	1.072	F	0.278	**YES**	1.015	F	0.221		

Notes:

[a] - Decrease in 0.1 taken for existing ATSAC and ATCS.

[b] - Decrease of 0.01 for signal upgrades at adjacent intersections as a potential mitigation measure.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

With the addition of the traffic signal upgrades as recommended by LADOT, three additional intersections would be mitigated. Overall, four of the nine impacted intersections could be mitigated by the proposed measures. The three intersections would operate at:

- Los Angeles Street and Temple Street: during PM peak period, the V/C would improve to 0.865 from 0.875. The proposed mitigation measures would fully mitigate Project related traffic impacts at the study intersection.

- Grand Avenue and 1st Street: during PM peak period, the V/C would improve to 0.895 from 0.905. The proposed mitigation measures would fully mitigate Project related traffic impacts at the study intersection.

- Alameda Street and 1st Street: during AM peak period, the V/C would improve to 0.930 from 0.940. The proposed mitigation measures would fully mitigate Project related traffic impacts at the study intersection.

6.3 Unavoidable Significant Traffic Impacts

Of the nine Project study intersections that were impacted, four intersections could be mitigated via a combination of TDM measure and traffic upgrade signals. The remaining five study intersections would have unavoidable significant traffic impacts due to the proposed Project-related trips and from impacts associated with the Metro Gold Line along specific intersections on 1st Street and Temple Street. The unavoidable significant traffic impacted intersections are:

- Alameda Street and Temple Street: No feasible mitigation measures are available at this location. The intersection is built-out and has additional restrictions due to the Metro Gold Line. Therefore, physical improvements such as roadway widening and restriping are not available. The Project is expected to create significant and unavoidable traffic impacts at this intersection.

- Vignes Street and 1st Street: No feasible mitigation measures are available at this location. The intersection is built-out and has additional restrictions due to the Metro Gold Line. Therefore, physical improvements such as roadway widening and restriping are not available. The Project is expected to create significant and unavoidable traffic impacts at this intersection.

- Mission Road and 1st Street: No feasible mitigation measures are available at this location. The intersection is built-out and has additional restrictions due to the Metro Gold Line. Therefore, physical improvements such as roadway widening and restriping are not available. The Project is expected to create significant and unavoidable traffic impacts at this intersection.

- US-101 on/off-ramps and 1st Street: No feasible mitigation measures are available at this location. The intersection is built-out. Therefore, physical improvements such as roadway widening and restriping are not available. The Project is expected to create significant and unavoidable traffic impacts at this intersection.

- Hewitt Street and 1st Street: No feasible mitigation measures are available at this location. The intersection is built-out and has additional restrictions due to the Metro Gold Line. Therefore, physical improvements such as roadway widening and restriping are not available. The Project is expected to create significant and unavoidable traffic impacts at this intersection.

7. Project Alternatives Analysis

Since the Project has unavoidable impacts at five study intersections, an alternatives analysis was performed to determine if project impacts could be reduced if the proposed Project was downsized or not constructed at all. This section provides a summary of the trip generation and potential traffic impacts associated with the four Project alternatives.

7.1 Project Alternative Descriptions

The project alternatives are described below and summarized in Table 11.

Alternative 1 – No Project assumes that the Project will not be constructed. Therefore, the existing land uses on the site will remain the same – parking lot and a 19,500 square foot office building.

Alternative 2 – 650 KSF Maximum Build-out consists of 650,000 square feet of mixed-use with 140,000 square feet of retail, 180,000 square feet of office, 12,500 square feet of community space, 75 live/work units, and 278 residential units.

Alternative 3 – 800 KSF Maximum Build- out - consists of 800,000 square feet of mixed-use with 132,000 square feet of retail, 330,000 square feet of office, 16,500 square feet of community space, 55 live/work units, and 293 residential units.

Alternative 4 – Regional Connector Corridor - the Regional Connector Corridor alternative, would comprise of the same characteristics of the proposed Project. The Project would consist of 1,200,000 square feet of mixed-use with 200,000 square feet of retail, 500,000 square feet of office, 25,000 square feet of community space, 83 live/work units, and 445 residential units. The trip generation and resulting significant impacts would be exactly the same as the proposed Project.

Based on the trip distribution and assignment methodologies that were utilized for the proposed Project, the traffic forecasts were developed for the 22 study intersections for three less intense development scenarios. These forecast intersection volumes were superimposed onto future no-project conditions to estimate the potential increase in traffic impacts due to the vehicular trips generated by that particular scenario.

Table 11: Summary of Project Alternatives

Characteristic	Onsite Development Analyzed in EIR	Alternatives			
		Alternative 1 No Project	**Alternative 2 650 ksf Maximum Buildout**	**Alternative 3 800 ksf Maximum Buildout**	**Alternative 4 Regional Connector Corridor**
Retail	200,000 sf	0	140,000 sf	132,000 sf	200,000 sf
Office	500,000 sf	0	180,000 sf	330,000 sf	500,000 sf
Community Space	25,000 sf	0	12,500 sf	16,500	25,000 sf
Creative Live/Work	75,000 sf (83 residential units plus 18,750 sf of commercial space)	0	67,500 sf (75 residential units plus 16,875 sf of commercial space)	49,500 sf (55 residential units plus 12,375 sf of commercial space)	75,000 sf (83 residential units plus 18,750 sf of commercial space)
Multiple Family Residential	400,000 sf (445 units)	0	250,000 sf	264,000 sf (293 units)	400,000 sf (445 units)
Total Square Footage	**1,200,000 sf**	**19,500**	**650,000 sf**	**800,000 sf**	**1,200,000 sf**
Maximum Building Height	16 stories	2 stories	6 stories	11 stories	16 stories
Alteration of Onsite Structure	Demolition	No change	Demolition	Demolition	Demolition

sf: square feet

7.2 Project Alternative Trip Generation Forecasts

Alternative 1 Trip Generation

The Alternative 1 is a No Project alternative. Based on this alternative, there would be no increase in trip generation so conditions would remain as they currently exist.

Alternative 2 Trip Generation

The Alternative 2 trip generation estimates are lower than the proposed Project scenario. This alternative would reduce the Project by approximately 550,000 square feet. The number of trips generated by this alternative would be a reduction of 353 trips in the AM peak period and 430 trips PM peak period as compared to the proposed Project.

Table 12 summarizes the Alternative 2 trip generation estimates.

Table 12: Alternative 2 Project Trip Generation Estimate

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates										
Apartment	220	1	d.u.	6.72	20%	80%	**0.51**	65%	35%	**0.62**
General Office Building	710	1.000	k.s.f.	2,098	88%	12%	**301**	17%	83%	**281**
Recreational Community Center	495	1.000	k.s.f.	22.88	61%	39%	**1.62**	29%	71%	**1.64**
Residential Condominium/Townhouse	230	1	d.u.	5.86	17%	83%	**0.44**	67%	33%	**0.52**
Shopping Center	820	1.000	k.s.f.	8,452	61%	39%	**192**	48%	52%	**782**
Proposed Project - Gross Trips										
Residential	220	278	d.u.	1,869	29	113	**142**	113	60	**173**
Office	710	180.000	k.s.f.	2,098	265	36	**301**	48	233	**281**
Live/Work Units	230	75	d.u.	440	6	27	**33**	27	12	**39**
Community Space	495	12.500	k.s.f.	286	13	8	**21**	7	14	**21**
Retail	820	140.000	k.s.f.	8,452	118	74	**192**	376	406	**782**
Proposed Project Subtotal				13,145	431	258	**689**	571	725	**1,296**
Project Credits										
Transit Credit (25%) [a]										
Residential	220	278	d.u.	(467)	(7)	(28)	**(36)**	(28)	(15)	**(43)**
Office	710	180.000	k.s.f.	(525)	(66)	(9)	**(75)**	(12)	(58)	**(70)**
Live/Work Units	230	75	d.u.	(110)	(2)	(7)	**(8)**	(7)	(3)	**(10)**
Community Space	495	12.500	k.s.f.	(72)	(3)	(2)	**(5)**	(2)	(4)	**(5)**
Retail	820	140.000	k.s.f.	(2,113)	(30)	(19)	**(48)**	(94)	(102)	**(196)**
Transit Credit Subtotal				(3,286)	(108)	(65)	**(172)**	(143)	(181)	**(324)**
Walk Credit 5% [b]										
Residential	220	278	d.u.	(93)	(1)	(6)	**(7)**	(6)	(3)	**(9)**
Office	710	180.000	k.s.f.	(105)	(13)	(2)	**(15)**	(2)	(12)	**(14)**
Live/Work Units	230	75	d.u.	(22)	(0)	(1)	**(2)**	(1)	(1)	**(2)**
Community Space	495	12.500	k.s.f.	(14)	(1)	(0)	**(1)**	(0)	(1)	**(1)**
Retail	820	140.000	k.s.f.	(423)	(6)	(4)	**(10)**	(19)	(20)	**(39)**
Walk Credit Subtotal				(657)	(22)	(13)	**(34)**	(29)	(36)	**(65)**
Internal Capture [c]										
Residential (5%)	220	278	d.u.	(65)	(1)	(4)	**(5)**	(4)	(2)	**(6)**
Office	710	180.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units (50%)	230	75	d.u.	(154)	(2)	(9)	**(12)**	(9)	(4)	**(14)**
Community Space (50%)	495	12.500	k.s.f.	(100)	(5)	(3)	**(7)**	(2)	(5)	**(7)**
Retail	820	140.000	k.s.f.	0	0	0	**0**	0	0	**0**
Internal Capture Subtotal				(320)	(8)	(16)	**(24)**	(16)	(11)	**(27)**
CBD Adjustment [d]										
Residential	220	278	d.u.	0	0	0	**0**	0	0	**0**
Office	710	180.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units	230	75	d.u.	0	0	0	**0**	0	0	**0**
Community Space	495	12.500	k.s.f.	0	0	0	**0**	0	0	**0**
Retail (30%)	820	140.000	k.s.f.	(1,775)	(25)	(16)	**(40)**	(79)	(85)	**(164)**
CBD Adjustment Subtotal				(1,775)	(25)	(16)	**(40)**	(79)	(85)	**(164)**
Net Project Trips										
Residential	220	445	d.u.	1,243	19	75	**94**	75	40	**115**
Office	710	500.000	k.s.f.	1,469	186	25	**211**	34	163	**197**
Live/Work Units	230	83	d.u.	154	2	9	**12**	9	4	**14**
Community Space	495	25.000	k.s.f.	100	5	3	**7**	2	5	**7**
Retail	820	200.000	k.s.f.	4,141	58	36	**94**	184	199	**383**
GRAND TOTAL				7,107	269	149	**418**	305	411	**716**

Source: ITE, 7th Edition

Notes:

[a] 25% credit based on project proximity to commuter rail and transit transit per LADOT standards.

[b] Walk credit determined by LADOT.

[c] Internal capture determined by LADOT.

[d] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. Credit determined by LADOT.

Alternative 3 Trip Generation

The Alternative 3 trip generation estimates are lower than the proposed Project scenario but higher than Alternative 2. This alternative would reduce the Project by approximately 400,000 square feet. The number of trips generated by this alternative would be reduced by 221 trips in the AM peak period and 322 trips PM peak period as compared to the proposed Project.

Table 13 summarizes the Alternative 3 trip generation estimates.

Table 13: Alternative 3 Project Trip Generation Estimate

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates										
Apartment	220	1	d.u.	6.72	20%	80%	**0.51**	65%	35%	**0.62**
General Office Building	710	1.000	k.s.f.	3,346	88%	12%	**488**	17%	83%	**449**
Recreational Community Center	495	1.000	k.s.f.	22.88	61%	39%	**1.62**	29%	71%	**1.64**
Residential Condominium/Townhouse	230	1	d.u.	5.86	17%	83%	**0.44**	67%	33%	**0.52**
Shopping Center	820	1.000	k.s.f.	8,135	61%	39%	**185**	48%	52%	**752**
Proposed Project - Gross Trips										
Residential	220	293	d.u.	1,969	30	120	**150**	119	63	**182**
Office	710	330.000	k.s.f.	3,346	430	58	**488**	77	372	**449**
Live/Work Units	230	55	d.u.	323	5	20	**25**	20	9	**29**
Community Space	495	16.500	k.s.f.	378	17	10	**27**	9	19	**28**
Retail	820	132.000	k.s.f.	8,135	113	72	**185**	361	391	**752**
Proposed Project Subtotal				14,151	595	280	**875**	586	854	**1,440**
Project Credits										
Transit Credit (25%) [a]										
Residential	220	293	d.u.	(492)	(8)	(30)	**(38)**	(30)	(16)	**(46)**
Office	710	330.000	k.s.f.	(837)	(108)	(15)	**(122)**	(19)	(93)	**(112)**
Live/Work Units	230	55	d.u.	(81)	(1)	(5)	**(6)**	(5)	(2)	**(7)**
Community Space	495	16.500	k.s.f.	(95)	(4)	(3)	**(7)**	(2)	(5)	**(7)**
Retail	820	132.000	k.s.f.	(2,034)	(28)	(18)	**(46)**	(90)	(98)	**(188)**
Transit Credit Subtotal				(3,538)	(149)	(70)	**(219)**	(147)	(214)	**(360)**
Walk Credit 5% [b]										
Residential	220	293	d.u.	(98)	(2)	(6)	**(8)**	(6)	(3)	**(9)**
Office	710	330.000	k.s.f.	(167)	(22)	(3)	**(24)**	(4)	(19)	**(22)**
Live/Work Units	230	55	d.u.	(16)	(0)	(1)	**(1)**	(1)	(0)	**(1)**
Community Space	495	16.500	k.s.f.	(19)	(1)	(1)	**(1)**	(0)	(1)	**(1)**
Retail	820	132.000	k.s.f.	(407)	(6)	(4)	**(9)**	(18)	(20)	**(38)**
Walk Credit Subtotal				(708)	(30)	(14)	**(44)**	(29)	(43)	**(72)**
Internal Capture [c]										
Residential (5%)	220	293	d.u.	(69)	(1)	(4)	**(5)**	(4)	(2)	**(6)**
Office	710	330.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units (50%)	230	55	d.u.	(113)	(2)	(7)	**(9)**	(7)	(3)	**(10)**
Community Space (50%)	495	16.500	k.s.f.	(132)	(6)	(4)	**(9)**	(3)	(7)	**(10)**
Retail	820	132.000	k.s.f.	0	0	0	**0**	0	0	**0**
Internal Capture Subtotal				(314)	(9)	(15)	**(23)**	(14)	(12)	**(26)**
CBD Adjustment [d]										
Residential	220	293	d.u.	0	0	0	**0**	0	0	**0**
Office	710	330.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units	230	55	d.u.	0	0	0	**0**	0	0	**0**
Community Space	495	16.500	k.s.f.	0	0	0	**0**	0	0	**0**
Retail (30%)	820	132.000	k.s.f.	(1,708)	(24)	(15)	**(39)**	(76)	(82)	**(158)**
CBD Adjustment Subtotal				(1,708)	(24)	(15)	**(39)**	(76)	(82)	**(158)**
Net Project Trips										
Residential	220	293	d.u.	1,309	20	80	**100**	79	42	**121**
Office	710	330.000	k.s.f.	2,342	301	41	**342**	54	260	**314**
Live/Work Units	230	55	d.u.	113	2	7	**9**	7	3	**10**
Community Space	495	16.500	k.s.f.	132	6	4	**9**	3	7	**10**
Retail	820	132.000	k.s.f.	3,986	55	35	**91**	177	192	**368**
GRAND TOTAL				7,883	384	166	**550**	320	504	**824**

Source: ITE, 7th Edition

Notes:

[a] 25% credit based on project proximity to commuter rail and transit transit per LADOT standards.

[b] Walk credit determined by LADOT.

[c] Internal capture determined by LADOT.

[d] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. Credit determined by LADOT.

Alternative 4 Trip Generation

The trip generation forecast for this alternative is the same as the trip generation forecast made for the "proposed Project" analyzed in the earlier sections of this report. With the Regional Connector alternative, it is conceivable that trips will be reduced to the Project site. However, the trip generation will remain the same as the Project has already incorporated the maximum allowable transit credit of 25% per LADOT guidelines.

7.3 Project Alternative Traffic Impacts

Alternative 1

Alternative 1 is defined as the No-Project alternative. Under this scenario, the 2015 baseline traffic volumes and levels of service at the study intersections and on the surrounding roadways would not change.

Alternative 2

Based on the traffic forecasts for the Alternative 2, the level of service analysis was conducted for the 22 study intersections. Table 14 summarizes the V/C and level of service of future 2015 No-Project conditions versus the future with Alternative 2 conditions and whether or not there are any significant impacts at the study intersections.

Table 14: Alternative 2 – Level-of-Service Summary

	Study Intersections	Future 2015 No Project				Future 2015 With Project				Change in V/C		Change in V/C	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	Sig	PM	Sig
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Peak	Impact?	Peak	Impact?
1	Alameda Street/Cesar E. Chavez Avenue [a]	0.793	C	0.829	D	0.802	D	0.839	D	0.009	NO	0.010	NO
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.777	C	0.939	E	0.779	C	0.945	E	0.002	NO	0.006	NO
3	Mission Road/Cesar E. Chavez Avenue [a]	1.095	F	0.959	E	1.097	F	0.964	E	0.002	NO	0.005	NO
4	Vignes Street/Ramirez Street [a]	0.285	A	0.546	A	0.288	A	0.551	A	0.003	NO	0.005	NO
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	B	0.574	A	0.626	B	0.603	B	0.005	NO	0.029	NO
6	Alameda Street/Aliso Street [a]	0.547	A	0.670	B	0.559	A	0.694	B	0.012	NO	0.024	NO
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.294	A	0.659	B	0.305	A	0.681	B	0.011	NO	0.022	NO
8	Los Angeles Street/Temple Street [a]	0.564	A	0.838	D	0.591	A	0.862	D	0.027	NO	0.024	YES
9	Alameda Street/Temple Street [a]	0.601	B	0.659	B	0.619	B	0.751	C	0.018	NO	0.092	YES
10	Grand Avenue/1st Street [a]	0.751	C	0.893	D	0.758	C	0.901	E	0.007	NO	0.008	NO
11	Broadway/1st Street [a]	0.623	B	0.565	A	0.626	B	0.572	A	0.003	NO	0.007	NO
12	Main Street/1st Street [a]	0.380	A	0.717	C	0.384	A	0.727	C	0.004	NO	0.010	NO
13	Los Angeles Street/1st Street [a]	0.526	A	0.618	B	0.529	A	0.628	B	0.003	NO	0.010	NO
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	0.476	A	0.620	B	0.481	A	0.646	B	0.005	NO	0.026	NO
15	Central Avenue/1st Street [a]	0.401	A	0.595	A	0.414	A	0.632	B	0.013	NO	0.037	NO
16	Alameda Street/1st Street [a]	0.924	E	0.723	C	0.935	E	0.747	C	0.011	YES	0.024	NO
17	Vignes Street/1st Street [a]	0.955	E	1.171	F	0.965	E	1.186	F	0.010	YES	0.015	YES
18	Mission Road/1st Street [a]	1.142	F	0.813	D	1.153	F	0.826	D	0.011	YES	0.013	NO
19	US-101 on and off-ramps/1st Street [a]	0.939	E	N/A	N/A	0.948	E	N/A	N/A	0.009	NO	N/A	N/A
20	Alameda Street/2nd Street [a]	0.539	A	0.572	A	0.544	A	0.618	B	0.005	NO	0.046	NO
21	Alameda Street/3rd Street/4th Place [a]	0.718	C	0.461	A	0.724	C	0.476	A	0.006	NO	0.015	NO
22	Hewitt Street/1st Street [a]	0.661	B	0.794	C	0.834	D	0.988	E	0.173	YES	0.194	YES

Notes:

[a] - Decrease in 0.1 taken for existing ATSAC and ATCS.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

Based on LADOT's criteria for significant impacts, the Alternative 2 is expected to create significant traffic impacts at the following six study intersections:

- Los Angeles Street and Temple Street
- Alameda Street and Temple Street
- Alameda Street and 1st Street
- Vignes Street and 1st Street
- Mission Road and 1st Street
- Hewitt Street and 1st Street

The number of significant impacts is reduced by three intersections as compared to the proposed Project. Mitigation measures, which include TDM strategies and traffic signal upgrades, would be applied to the significantly impacted intersections potentially reducing the number of impacted locations even further as compared to the proposed Project.

Alternative 3

Based on the traffic forecasts for the Alternative 3, the level of service analysis was conducted for the 22 study intersections. Table 15 summarizes the V/C and level of service of future 2015 No-Project conditions versus the future with Alternative 3 conditions and whether or not there are any significant impacts at the study intersections.

Table 15: Alternative 3 – Level-of-Service Summary

	Study Intersections	Future 2015 No Project				Future 2015 With Project				Change in V/C		Change in V/C	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	Sig	PM	Sig
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Peak	Impact?	Peak	Impact?
1	Alameda Street/Cesar E. Chavez Avenue [a]	0.793	C	0.829	D	0.805	D	0.840	D	0.012	NO	0.011	NO
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.777	C	0.939	**E**	0.781	C	0.946	**E**	0.004	NO	0.007	NO
3	Mission Road/Cesar E. Chavez Avenue [a]	1.095	**F**	0.959	**E**	1.098	**F**	0.965	**E**	0.003	NO	0.006	NO
4	Vignes Street/Ramirez Street [a]	0.285	A	0.546	A	0.288	A	0.551	A	0.003	NO	0.005	NO
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	B	0.574	A	0.627	B	0.611	B	0.006	NO	0.037	NO
6	Alameda Street/Aliso Street [a]	0.547	A	0.670	B	0.565	A	0.700	B	0.018	NO	0.030	NO
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.294	A	0.659	B	0.307	A	0.688	B	0.013	NO	0.029	NO
8	Los Angeles Street/Temple Street [a]	0.564	A	0.838	D	0.604	B	0.864	D	0.040	NO	0.026	**YES**
9	Alameda Street/Temple Street [a]	0.601	B	0.659	B	0.621	B	0.765	C	0.020	NO	0.106	**YES**
10	Grand Avenue/1st Street [a]	0.751	C	0.893	D	0.760	C	0.902	**E**	0.009	NO	0.009	NO
11	Broadway/1st Street [a]	0.623	B	0.565	A	0.626	B	0.573	A	0.003	NO	0.008	NO
12	Main Street/1st Street [a]	0.380	A	0.717	C	0.392	A	0.728	C	0.012	NO	0.011	NO
13	Los Angeles Street/1st Street [a]	0.526	A	0.618	B	0.530	A	0.629	B	0.004	NO	0.011	NO
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	0.476	A	0.620	B	0.482	A	0.647	B	0.006	NO	0.027	NO
15	Central Avenue/1st Street [a]	0.401	A	0.595	A	0.416	A	0.633	B	0.015	NO	0.038	NO
16	Alameda Street/1st Street [a]	0.924	**E**	0.723	C	0.935	**E**	0.747	C	0.011	**YES**	0.024	NO
17	Vignes Street/1st Street [a]	0.955	**E**	1.171	**F**	0.968	**E**	1.188	**F**	0.013	**YES**	0.017	**YES**
18	Mission Road/1st Street [a]	1.142	**F**	0.813	D	1.157	**F**	0.827	D	0.015	**YES**	0.014	NO
19	US-101 on and off-ramps/1st Street [a]	0.939	**E**	N/A	N/A	0.952	**E**	N/A	N/A	0.013	**YES**	N/A	N/A
20	Alameda Street/2nd Street [a]	0.539	A	0.572	A	0.544	A	0.627	B	0.005	NO	0.055	NO
21	Alameda Street/3rd Street/4th Place [a]	0.718	C	0.461	A	0.725	C	0.479	A	0.007	NO	0.018	NO
22	Hewitt Street/1st Street [a]	0.661	B	0.794	C	0.839	D	0.996	**E**	0.178	**YES**	0.202	**YES**

Notes:

[a] - Decrease in 0.1 taken for existing ATSAC and ATCS.

N/A - Adjusted PM counts were unavailable therefore the intersection was not analyzed during the PM peak.

Based on LADOT's criteria for significant impacts, the Alternative 3 is expected to create significant traffic impacts at the following seven study intersections:

- Los Angeles Street and Temple Street
- Alameda Street and 1st Street
- Alameda and 1st Street
- Vignes Street and 1st Street
- Mission Road and 1st Street
- US-101 on/off-ramps and 1st Street
- Hewitt Street and 1st Street

The number of significant impacts is reduced by two intersections as compared to the proposed Project. The application of mitigation measures, which include TDM strategies and traffic signal upgrades, would be utilized on significantly impacted intersections thereby potentially reducing the number of impacted locations even further as compared to the proposed Project.

Alternative 4

Alternative 4 has the same traffic impacts as the "proposed Project" analyzed in the previous sections of this report.

8. Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.

- At CMP mainline freeway monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersection to the Project site is:

- Alameda Street and Washington Boulevard.

Based on the Project trip generation/distribution and the distance of these CMP routes from the study intersections, it is not expected that 50 or more new trips per hour would be added to this location. Therefore, no further analysis of potential CMP impacts is required for arterial monitoring intersections.

The nearest CMP freeway monitoring locations to the Project site are:

- US-101 North of Vignes Street
- I-110 South of US-101
- SR-110 at Alpine Street

Based on the Project trip generation/distribution and the distance of these CMP monitoring locations from the study intersections, it is not expected that 150 or more new trips per hour would be added to these locations. Therefore, no further analysis of potential CMP impacts is required for freeway monitoring locations.

9. Project Parking Analysis

This section provides a discussion of site access and parking demand/supply for the proposed Project. Project parking demand was evaluated to determine the adequacy of the off-street parking supply within the proposed site.

Parking and Site Access

Parking would be provided on-site, primarily in subterranean levels. However, it is expected that some parking, including loading/unloading spaces, would be provided at-grade. It is anticipated that Project site access would be provided via a driveway on East Temple Street and a driveway on the proposed Hewitt Street extension.

Parking Demand Analysis

There are three parking scenarios that are being considered for the proposed Project. Table 16 summarizes the three parking scenarios – scenario one based per the City of Los Angeles Municipal Code, scenario two based on a modification to the Little Tokyo district recommendations made in the "Proposed Downtown Parking Management Ordinance Implementation Project" (also known as the Proposed Downtown Parking Overlay Ordinance), and scenario three based on a combination of the Central City residential parking reduction and a modified version of the Proposed Downtown Parking Overlay Ordinance.

Table 16: Project Parking Scenarios

		Scenario 1: Code Parking Requirements		Scenario 2: Proposed Downtown Parking Overlay Ordinance - Little Tokyo Recommendations		Scenario 3: Combined Proposed Downtown Parking Overlay Ordinance - Little Tokyo Recommendations and Central City Parking District Regulations	
Land Use	**Square feet/Number of Units**	**Rate**	**Parking Spaces**	**Rate**	**Parking Spaces**	**Rate**	**Parking Spaces**
Apartment							
1 bedroom	312	1 per unit [a]	312	1 per unit [d]	312	1 per unit [a/d]	312
2 bedroom	133	1.25 per unit [a]	166	1 per unit [d]	133	1.25 per unit [a]	166
Live/Work	83	1.25 per unit [a]	104	1 per unit [d]	83	1 per unit [d]	83
Office	500,000	2 per 1,000 [b]	1,000	.6 per 1,000 [d]	300	1 per 1,000 [e]	500
Community center	25,000	2 per 1,000 [c]	50	1 per 1,000 [d]	25	1 per 1,000 [d]	25
Retail/Restaurant	200,000	2 per 1,000 [b]	400	1 per 1,000 [d]	200	1 per 1,000 [d]	200
Total Parking Spaces			**2,032**		**1,053**		**1,286**
Shared Parking			**2,010**		**1,042**		**1,275**

Note:

[a] LAMC Section 12.21A4(p)(1)

[b] LAMC Section 12.21A4(x)(3)

[c] Used general institutional rate of 1 space per 500 sf. LAMC Section 12.21.A4(d)

[d] Downtown Parking Management Ordinance Implementation Project (2006), Wilbur Smith Associates

[e] The rate is based off the Little Tokyo parking study recommendations of a minimum of 0.6 spaces/1,000 sf. The rate has been adjusted from the minimum recommendation for this scenario.

Based on the City of Los Angeles Municipal Code, 2,032 parking spaces would be required for the proposed Project. If shared parking were included, the number of spaces would decrease by 22 spaces to 2,010 parking spaces.

The parking demand rate defined by Parking Generation (3rd edition), published by the Institute of Transportation Engineers (ITE) is as follows:

- Residential – The ITE rate corresponding to High-Rise Apartments (222) was applied for the residential uses. The parking demand rate is approximately 1.37 vehicles per dwelling unit. The range of rates is 1.15 to 1.52 vehicles per dwelling unit. The peak parking demand hours, based on the surveyed sites used to develop the ITE parking demand rate, were from 12:00 a.m. to 5:00 a.m. Application of this ratio results in a peak period parking demand number of 723 vehicles.

- Office – The ITE rate corresponding to Office Building (701) was applied for the office uses. The parking demand rate is approximately 2.40 vehicles per 1,000 square feet of gross floor area. The range of rates is 1.46 to 3.43 vehicles per 1,000 square feet. The peak parking demand hours, based on the surveyed sites used to develop the ITE parking demand rate, were from 9:00 a.m. to 4:00 p.m. Application of this ratio results in a peak period parking demand number of 1,200 vehicles.

- Community Center – The ITE rate corresponding to Recreational Community Center (495) was applied for the community center use. The parking demand rate is approximately 3.83 vehicles per 1,000 square feet of gross floor area. The range of rates is 1.46 to 7.38 vehicles per 1,000 square feet. The peak parking demand hours, based on the surveyed sites used to develop the ITE parking demand rate, were from 6:00 p.m. to 8:00 p.m. Application of this ratio results in a peak period parking demand number of 96 vehicles.

- Retail/Restaurant – The ITE rate corresponding to Shopping Center (820) was applied for the retail uses. The parking demand rate is approximately 4.74 vehicles (Saturday in December) per 1,000 square feet of gross floor area and 2.97 vehicles (Saturday in non-December) per 1,000 square feet of gross floor area. The range of rates is 2.01 to 7.50 (Saturday in December) vehicles per 1,000 square feet and 1.85 to 4.82 (Saturday in non-December) vehicles per 1,000 square feet. The peak parking demand hours, based on the surveyed sites used to develop the ITE parking demand rate, were from 11:00 a.m. to 6:00 p.m. (Saturday in December) and 1:00 p.m. to 2:00 p.m. (Saturday in non-December) Application of this ratio results in a peak period parking demand number of 948 vehicles (Saturday in December) and 594 vehicle (Saturday non-December.

The parking demand rate ranges from 2,967 (retail demand on a Saturday in December) to 2,613 (retail demand on a Saturday in non-December).

Parking Supply Analysis

Based on City policies to reduce parking in transit rich areas; the findings of various recent parking studies in the Downtown area; and the Central City Parking District regulations, parking ratios by use represented in Parking Scenario 3 represent a level of parking that is adequate for the site. A discretionary action allowing this reduced level of parking will be necessary; however, this reduced ratio is consistent with City policy. This scenario is based on the City parking codes in addition to a modified Proposed Downtown Parking Overlay Ordinance recommendation rate. Based on these rates, the parking supply would be 1,286 spaces. Under a shared parking scenario, it would be further reduced to 1,275 spaces. Since this is a deviation from the Municipal Code parking requirements, it would be up to the City to determine any parking policies that are necessary to accommodate Scenario 3 rates.

The highest expected parking demand, based on the application of ITE rates explained above, is 2,967 (retail demand on a Saturday in December) vehicles. Project spaces, based on Scenario 3 would be 1,681 below the parking demand per ITE parking demand rates for a worst-case retail scenario. It should also be noted that the ITE parking demand rates are higher than the Municipal Code rates by 935 spaces.

10. Project Summary

The following summarizes the traffic study results, findings and conclusions:

- The traffic analysis studied 21 key intersections under existing conditions and 22 key intersections under future conditions in the vicinity of the proposed Project.

- Under existing Year 2009 conditions, 20 study intersections are currently operating at LOS D or better with the exception of Mission Road and Cesar E. Chavez Avenue which is operating at LOS F during the AM peak hour.

- The existing counts were considered inaccurate to utilize as the 2009 base due to two factors - construction activities along 1st Street and the economic downturn. In order to account for these factors, an adjusted Year 2009 base volume based on past traffic studies was incorporated for future scenarios. The adjustment included a 0.5% adjustment from 2004/2005 to 2009.

- An ambient annual growth rate of 1.0% per year was utilized to estimate future traffic conditions

- The traffic analysis includes traffic from 68 related projects within the City of Los Angeles that are either approved or currently being considered approval.

- The buildout year of the Project is anticipated to be 2015.

- Under future Year 2015 without Project conditions, seven of the 22 study intersections are projected to operate at LOS E or F.

- The proposed Project would add a net 10,806 daily trips, 771 AM peak hour trips and 1,146 PM peak hour trips to the local roadway system.

- Based on the City of Los Angeles significant impact criteria, the proposed Project would create significant impacts at nine study intersections.

- Of the nine significantly impacted study intersections, four could be mitigated by potential measures which include TDM strategies and traffic signal upgrades.

- For the proposed Project, five study intersections would have unavoidable significant impacts.

- Under Alternative 2 and 3, there would be a reduction of significant impacts of by two and three, respectively, in comparison to the proposed Project.

- Alternative 2 and 3 would utilize the same proposed mitigation measures, which include TDM strategies and traffic signal upgrades, to reduce the significant impacts created by that particular alternative. These reduced scenarios with the inclusion of the mitigation measures have the potential to further decrease the number of unavoidable significant impact when compared to the proposed Project.

- The Project parking supply is recommending a parking scenario based on the Central City Residential parking reduction per Code and a modified Little Tokyo Parking Study recommendation of 1,286 spaces. With shared parking that would decrease to 1,275 spaces.

APPENDIX A
Memorandum of Understanding

APPENDIX B
Traffic Counts

APPENDIX C
Intersection Level of Service Worksheets
Existing Conditions (Year 2009)

APPENDIX D
List of Related Projects

APPENDIX E
Intersection Level of Service Worksheets
Future without-Project Conditions (Year 2015)

APPENDIX F
Intersection Level of Service Worksheets
Future with Project Conditions (Year 2015)

APPENDIX A
Memorandum of Understanding

SCOPING FOR TRAFFIC STUDY
Mangrove Estates EIR
November 23, 2009

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project:

DOT Case No. _____
Project Name: Mangrove Estates EIR
Project Address: The northeast corner of Alameda Street and 1st Street, Los Angeles, CA 90012
Project Description: The proposed Project is a mixed-use, transit-orientated development (TOD) providing 445 residential units, 83 live/work units, 500,000 square feet of office, 25,000 square foot community space, and 200,000 square feet of retail.

Trip Generation Rate(s): ITE Trip Generation Manual 7th Edition.

Geographic Distribution: The office, residential, and retail general distribution patterns were based on the Los Angeles County CMP-RSA Distribution with additional refinement for the project study area (see attached Figure 1A-1C).

Proposed Land Use: Residential, Live/Work Units, Office, Community Space, and Retail.

Net Project Trips: See attached Table 1.

- Residential – assumed Apartment (ITE – 220) rates for most conservative approach
- Live/work units – assumed Residential Condominium/Townhouse (ITE – 230) rates for the most conservative approach
- Office – assumed General Office Building (ITE – 710) rates for most conservative approach
- Retail – assumed Shopping Center (ITE – 820) rates for most conservative approach
- Community Space – assumed Recreational Community Center (ITE – 495) rates. The use is intended for the project's residents but is open to the public also.

Project Build-out Year(s): 2015 Ambient or CMP Growth Rate: 1%

Related Projects: Project list obtained from LADOT and the Los Angeles City Planning Department.

Study intersections: See attached Figure 2.
(Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

1. Alameda Street/Cesar E. Chavez Avenue
2. Vignes Street/Cesar E. Chavez Avenue
3. Mission Road/Cesar E. Chavez Avenue
4. Vignes Street/Ramirez Street
5. Alameda Street/US-101 off-ramp/Arcadia Street
6. Alameda Street/Aliso Street
7. Garey Street/US-101 on and off-ramps/Commercial Street
8. Los Angeles Street/Temple Street
9. Alameda Street/Temple Street
10. Grand Avenue/1st Street
11. Broadway/1st Street
12. Main Street/1st Street
13. Los Angeles Street/1st Street

14. Judge John Aiso Street/San Pedro Street/1st Street
15. Central Avenue/1st Street
16. Alameda Street/1st Street
17. Vignes Street/1st Street
18. Mission Road/1st Street
19. US-101 on and off-ramps/1st Street
20. Alameda Street/2nd Street
21. Alameda Street/3rd Street/4th Place

This analysis must follow LADOT's latest traffic study guidelines.

Trip Credits: (Exact amount of credit subject to approval by LADOT)

Transportation Demand Management (TDM)	**YES**	no
Existing Active Land Use	yes	**NO**
Previous Land Use	yes	**NO**
Internal Trip	**YES**	no – varies by use see Table 1
Pass-By Trip	**YES**	no – varies by use see Table 1
Walk Credit	**YES**	no – varies by use see Table 1
CBD Adjustment	**YES**	no – varies by use see Table 1
Transit Credit	**YES**	no - 25% for the future Metro Gold Line Little Tokyo/Arts District Station

	Consultant	Client
Name	KOA Corporation	Los Angeles Department of City Planning
Address	1055 Corporate Center Dr., Suite 300	200 N. Spring Street, Suite 667
	Monterey Park, CA 91754	Los Angeles, CA 90012
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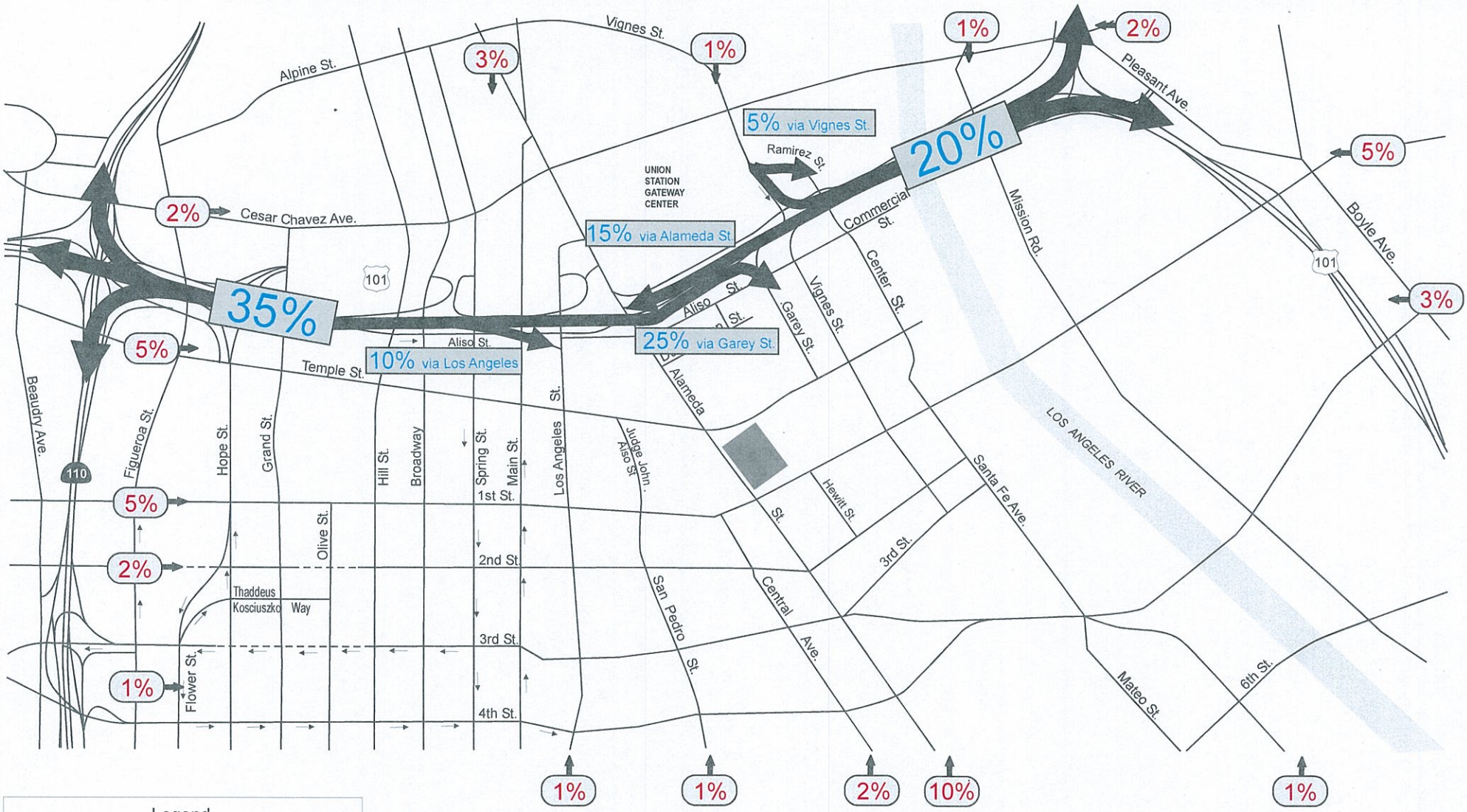
Approved by:

Joel Fulton — 11/23/09
Consultant's Representative — Date

Kenny — 11-23-09
LADOT's Representative — Date



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Mangrove Estates EIR

Figure 1-A

Office Trip Distribution

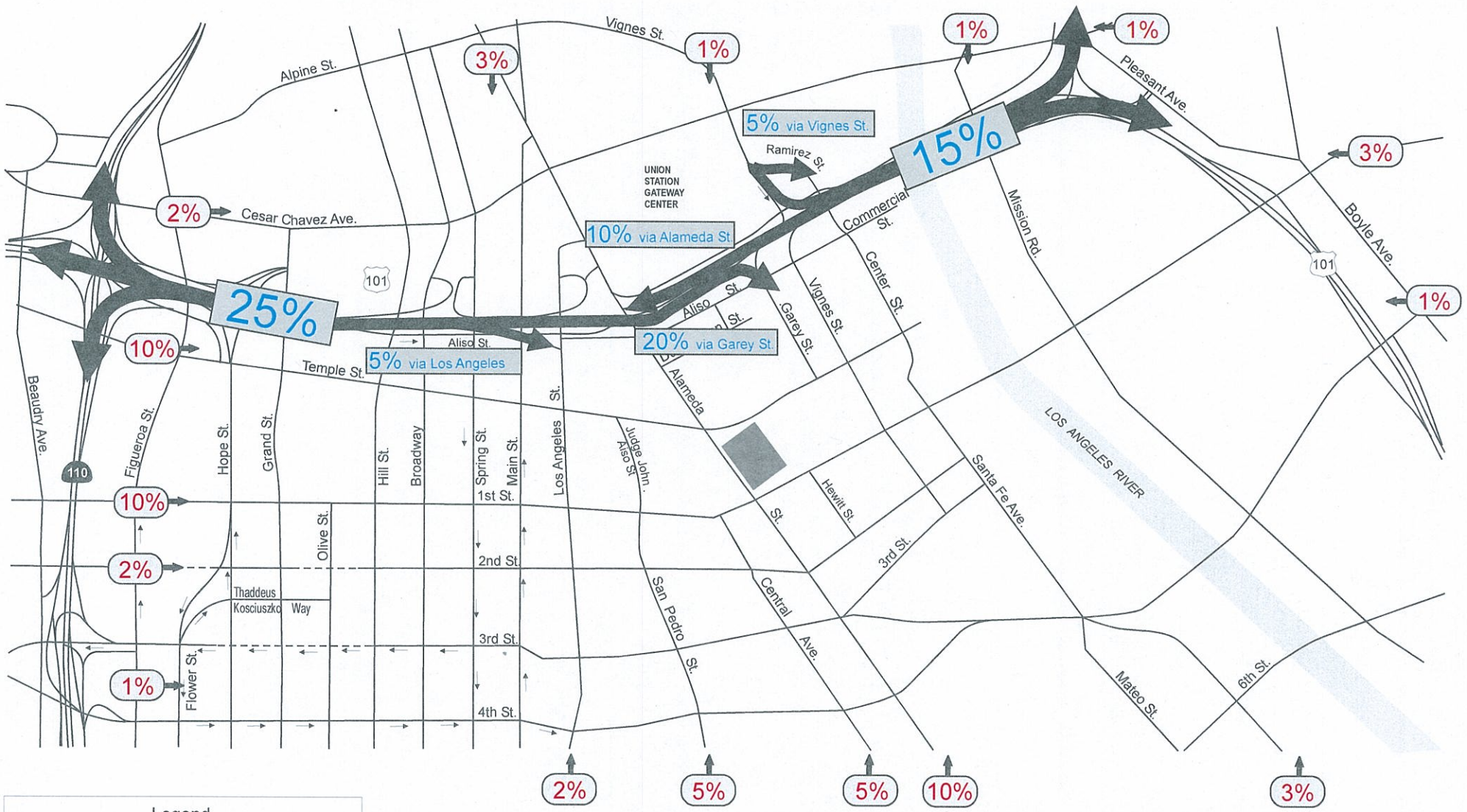

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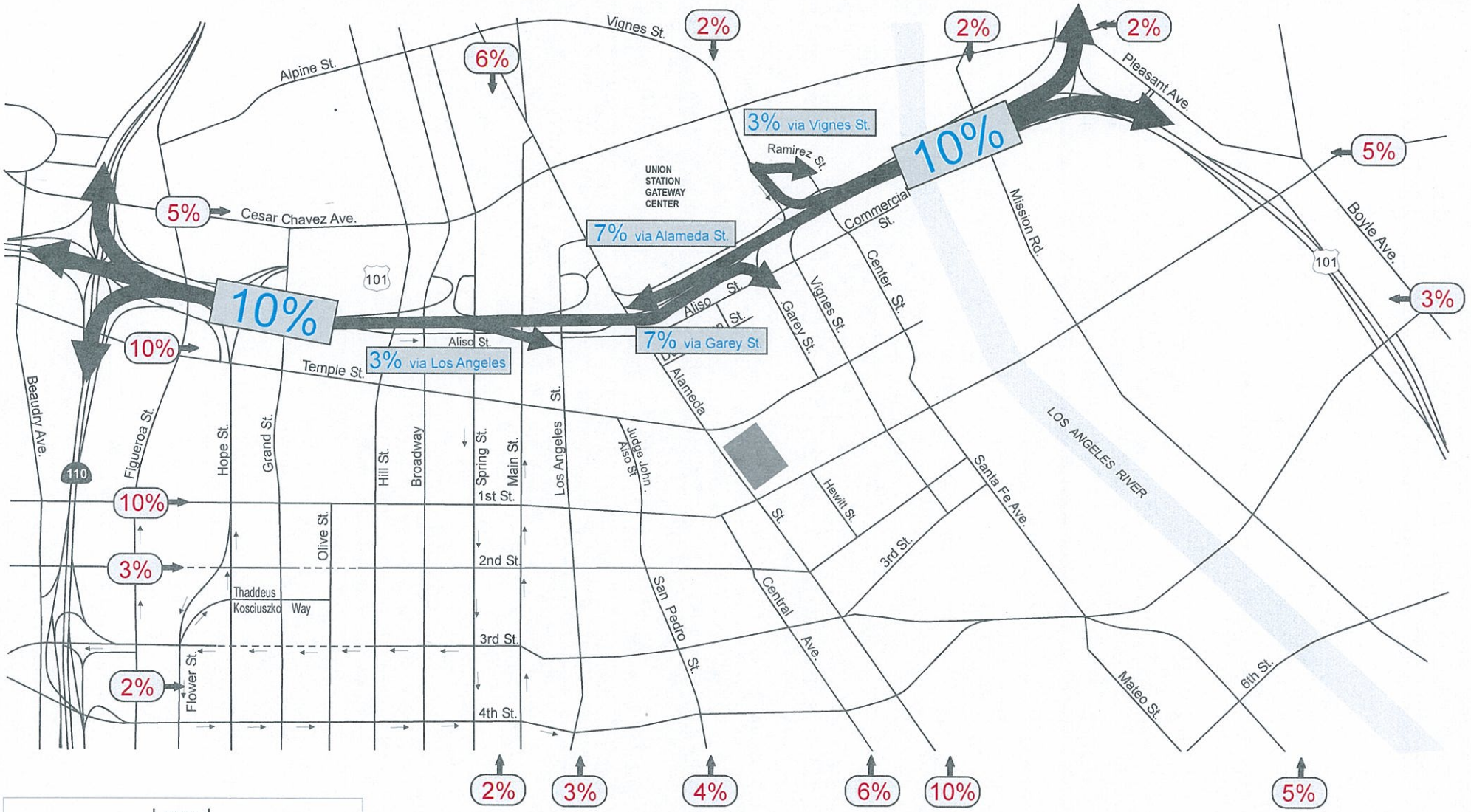
Figure 1-B

Residential Trip Distribution



Legend

- Project Site
- XX% — Regional Distribution
- XX% → Local Distribution

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Mangrove Estates EIR

Figure 1-C

Retail Trip Distribution

Table 1 - Project Trip Generation
Mangrove Estates EIR

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates										
Apartment	220	1	d.u.	6.72	20%	80%	**0.51**	65%	35%	**0.62**
General Office Building	710	1.000	k.s.f.	4,607	88%	12%	**680**	17%	83%	**639**
Recreational Community Center	495	1.000	k.s.f.	22.88	61%	39%	**1.62**	29%	71%	**1.64**
Residential Condominium/Townhouse	230	1	d.u.	5.86	17%	83%	**0.44**	67%	33%	**0.52**
Shopping Center	820	1.000	k.s.f.	10,657	61%	39%	**238**	48%	52%	**990**
Proposed Project - Gross Trips										
Residential	220	445	d.u.	2,991	46	181	**227**	180	96	**276**
Office	710	500.000	k.s.f.	4,607	599	81	**680**	109	530	**639**
Live/Work Units	230	83	d.u.	487	7	30	**37**	30	14	**44**
Community Space	495	25.000	k.s.f.	572	26	15	**41**	12	29	**41**
Retail	820	200.000	k.s.f.	10,657	146	92	**238**	476	514	**990**
Proposed Project Subtotal				19,314	824	399	**1,223**	807	1,183	**1,990**
Project Credits										
Transit Credit (25%) [a]										
Residential	220	445	d.u.	(748)	(12)	(45)	**(57)**	(45)	(24)	**(69)**
Office	710	500.000	k.s.f.	(1,152)	(150)	(20)	**(170)**	(27)	(133)	**(160)**
Live/Work Units	230	83	d.u.	(122)	(2)	(8)	**(9)**	(8)	(4)	**(11)**
Community Space	495	25.000	k.s.f.	(143)	(7)	(4)	**(10)**	(3)	(7)	**(10)**
Retail	820	200.000	k.s.f.	(2,664)	(37)	(23)	**(60)**	(119)	(129)	**(248)**
Transit Credit Subtotal				(4,829)	(206)	(100)	**(306)**	(202)	(296)	**(498)**
Walk Credit 5% [b]										
Residential	220	445	d.u.	(150)	(2)	(9)	**(11)**	(9)	(5)	**(14)**
Office	710	500.000	k.s.f.	(230)	(30)	(4)	**(34)**	(5)	(27)	**(32)**
Live/Work Units	230	83	d.u.	(24)	(0)	(2)	**(2)**	(2)	(1)	**(2)**
Community Space	495	25.000	k.s.f.	(29)	(1)	(1)	**(2)**	(1)	(1)	**(2)**
Retail	820	200.000	k.s.f.	(533)	(7)	(5)	**(12)**	(24)	(26)	**(50)**
Walk Credit Subtotal				(966)	(41)	(20)	**(61)**	(40)	(59)	**(100)**
Internal Capture [c]										
Residential (5%)	220	445	d.u.	(105)	(2)	(6)	**(8)**	(6)	(3)	**(10)**
Office	710	500.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units (50%)	230	83	d.u.	(170)	(2)	(11)	**(13)**	(11)	(5)	**(15)**
Community Space (50%)	495	25.000	k.s.f.	(200)	(9)	(5)	**(14)**	(4)	(10)	**(14)**
Retail	820	200.000	k.s.f.	0	0	0	**0**	0	0	**0**
Internal Capture Subtotal				(475)	(13)	(22)	**(35)**	(21)	(18)	**(39)**
CBD Adjustment [d]										
Residential	220	445	d.u.	0	0	0	**0**	0	0	**0**
Office	710	500.000	k.s.f.	0	0	0	**0**	0	0	**0**
Live/Work Units	230	83	d.u.	0	0	0	**0**	0	0	**0**
Community Space	495	25.000	k.s.f.	0	0	0	**0**	0	0	**0**
Retail (30%)	820	200.000	k.s.f.	(2,238)	(31)	(19)	**(50)**	(100)	(108)	**(208)**
CBD Adjustment Subtotal				(2,238)	(31)	(19)	**(50)**	(100)	(108)	**(208)**
Net Project Trips										
Residential	220	445	d.u.	1,989	31	120	**151**	120	64	**184**
Office	710	500.000	k.s.f.	3,225	419	57	**476**	76	371	**447**
Live/Work Units	230	83	d.u.	170	2	11	**13**	11	5	**15**
Community Space	495	25.000	k.s.f.	200	9	5	**14**	4	10	**14**
Retail	820	200.000	k.s.f.	5,222	72	45	**117**	233	252	**485**
GRAND TOTAL				10,806	533	238	**771**	444	702	**1,146**

Source: ITE, 7th Edition

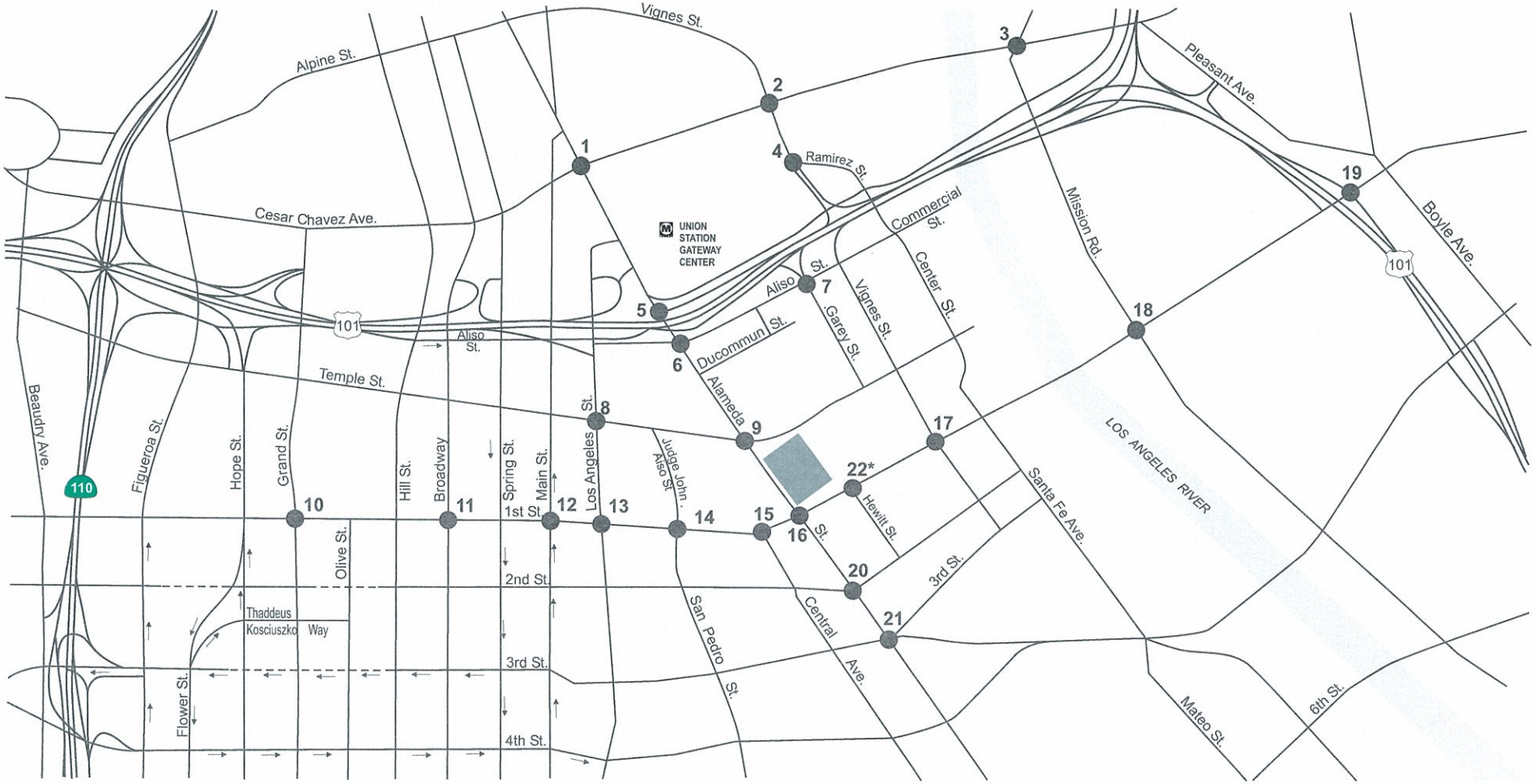
Notes:

[a] 25% credit based on project proximity to commuter rail and transit transit per LADOT standards.

[b] Walk credit determined by LADOT.

[c] Internal capture determined by LADOT.

[d] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. Credit determined by LADOT.



Legend

- Project Site
- Study Intersection

Note

* Intersection 22 - Hewitt Street and 1st Street are only analyzed for future scenarios.

N

Not to Scale

KOA CORPORATION
PLANNING & ENGINEERING

Mangrove Estates EIR

Figure 2

Study Intersections

APPENDIX B
Traffic Counts

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-001

STREET:
North/South: Alameda St
East/West: Cesar E Chavez Ave

Day: Wednesday Date: 10/7/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	166	915	415	830	199	745	404	830
PM PK 15 MIN	393	545	270	330	319	515	381	445
AM PK HOUR	627	900	1585	800	711	745	1561	745
PM PK HOUR	1499	500	1033	315	1184	445	1468	445

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	70	298	86		454
8-9	106	372	118		596
9-10	100	399	128		627
3-4	135	797	171		1103
4-5	188	965	198		1351
5-6	168	1141	190		1499
6-7	0	0	0		0
TOTAL	767	3972	891		5630

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	70	1129	203		1402
8-9	46	1312	227		1585
9-10	70	957	170		1197
3-4	82	812	132		1026
4-5	89	761	138		988
5-6	99	720	105		924
6-7	0	0	0		0
TOTAL	456	5691	975		7122

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
1856				
2181				
1824				
2129				
2339				
2423				
0				
12752				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	44	488	100		632
8-9	68	514	104		686
9-10	76	405	156		637
3-4	66	687	181		934
4-5	86	853	160		1099
5-6	96	896	142		1134
6-7	0	0	0		0
TOTAL	436	3843	843		5122

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	177	1174	40		1391
8-9	223	1255	50		1528
9-10	221	895	48		1164
3-4	161	703	80		944
4-5	165	1013	116		1294
5-6	153	1171	134		1458
6-7	0	0	0		0
TOTAL	1100	6211	468		7779

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
2023				
2214				
1801				
1878				
2393				
2592				
0				
12901				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-002

STREET:
North/South Vignes St
East/West Cesar E Chavez Ave

Day: Wednesday **Date:** 10/7/2009 **Weather:** CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ **District:** _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	141	845	143	900	182	800	540	730
PM PK 15 MIN	365	530	186	400	346	515	401	515
AM PK HOUR	488	800	503	830	697	830	1986	730
PM PK HOUR	1332	500	696	315	1300	445	1492	500

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	122	243	74		439
8-9	126	289	73		488
9-10	120	267	78		465
3-4	177	478	146		801
4-5	307	713	181		1201
5-6	337	809	186		1332
6-7	0	0	0		0
TOTAL	1189	2799	738		4726

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	132	267	28		427
8-9	128	282	39		449
9-10	154	244	55		453
3-4	252	351	68		671
4-5	263	298	64		625
5-6	226	238	79		543
6-7	0	0	0		0
TOTAL	1155	1680	333		3168

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
866				
937				
918				
1472				
1826				
1875				
0				
7894				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	87	366	141		594
8-9	122	443	128		693
9-10	128	381	143		652
3-4	84	760	125		969
4-5	94	938	154		1186
5-6	98	1055	141		1294
6-7	0	0	0		0
TOTAL	613	3943	832		5388

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	295	1319	249		1863
8-9	309	1397	194		1900
9-10	190	1010	176		1376
3-4	114	679	110		903
4-5	116	892	164		1172
5-6	120	1128	244		1492
6-7	0	0	0		0
TOTAL	1144	6425	1137		8706

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
2457				
2593				
2028				
1872				
2358				
2786				
0				
14094				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-003

STREET:
North/South: Mission Rd
East/West: Cesar E Chavez Ave

Day: Wednesday Date: 10/7/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	181	745	427	815	180	845	342	730
PM PK 15 MIN	254	545	225	330	388	0	281	530
AM PK HOUR	547	730	1579	730	614	800	1201	715
PM PK HOUR	872	500	839	300	1529	445	1029	500

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	151	260	87		498
8-9	156	256	48		460
9-10	172	249	59		480
3-4	66	389	81		536
4-5	118	511	61		690
5-6	138	664	70		872
6-7	0	0	0		0
TOTAL	801	2329	406		3536

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	17	629	733		1379
8-9	32	672	870		1574
9-10	35	482	584		1101
3-4	43	407	389		839
4-5	34	353	374		761
5-6	33	320	381		734
6-7	0	0	0		0
TOTAL	194	2863	3331		6388

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
1877				
2034				
1581				
1375				
1451				
1606				
0				
9924				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	227	205	132		564
8-9	267	243	104		614
9-10	207	191	141		539
3-4	393	470	309		1172
4-5	541	551	300		1392
5-6	685	539	260		1484
6-7	0	0	0		0
TOTAL	2320	2199	1246		5765

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	193	967	18		1178
8-9	162	861	52		1075
9-10	118	601	54		773
3-4	95	420	48		563
4-5	73	593	51		717
5-6	103	889	37		1029
6-7	0	0	0		0
TOTAL	744	4331	260		5335

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
1742				
1689				
1312				
1735				
2109				
2513				
0				
11100				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-004

STREET:
North/South: Vignes St
East/West: Ramirez St

Day: Wednesday Date: 10/7/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	85	845	185	730	67	0	105	800
PM PK 15 MIN	157	445	175	400	79	400	213	530
AM PK HOUR	300	815	700	715	253	700	374	730
PM PK HOUR	599	415	599	315	264	0	745	500

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	45	111	110	266
8-9	34	154	99	287
9-10	23	174	84	281
3-4	25	321	77	423
4-5	33	482	53	568
5-6	37	465	46	548
6-7	0	0	0	0
TOTAL	197	1707	469	2373

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	349	114	222	685
8-9	342	150	176	668
9-10	268	126	139	533
3-4	305	134	131	570
4-5	293	91	162	546
5-6	225	121	140	486
6-7	0	0	0	0
TOTAL	1782	736	970	3488

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
951				
955				
814				
993				
1114				
1034				
0				
5861				

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	140	33	80	253
8-9	124	32	77	233
9-10	86	20	36	142
3-4	119	37	44	200
4-5	175	32	57	264
5-6	174	43	47	264
6-7	0	0	0	0
TOTAL	818	197	341	1356

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	92	69	185	346
8-9	73	61	225	359
9-10	77	36	177	290
3-4	121	85	335	541
4-5	104	81	514	699
5-6	58	78	609	745
6-7	0	0	0	0
TOTAL	525	410	2045	2980

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
599				
592				
432				
741				
963				
1009				
0				
4336				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-005

STREET:
North/South Alameda St
East/West US-101 off-ramp/Arcadia St

Day: Wednesday **Date:** 10/7/2009 **Weather:** CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ **District:** _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	231	915	259	745	0	0	461	0
PM PK 15 MIN	494	330	234	400	0	0	298	300
AM PK HOUR	888	845	1019	745	0	0	1786	0
PM PK HOUR	1861	330	864	345	0	0	1040	300

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	21	713	0		734
8-9	31	813	0		844
9-10	40	837	0		877
3-4	15	1757	0		1772
4-5	22	1730	0		1752
5-6	14	1721	0		1735
6-7	0	0	0		0
TOTAL	143	7571	0		7714

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	0	832	28		860
8-9	0	946	66		1012
9-10	0	783	34		817
3-4	0	683	28		711
4-5	0	822	36		858
5-6	0	734	28		762
6-7	0	0	0		0
TOTAL	0	4800	220		5020

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
1594				
1856				
1694				
2483				
2610				
2497				
0				
12734				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	0	0	0		0
8-9	0	0	0		0
9-10	0	0	0		0
3-4	0	0	0		0
4-5	0	0	0		0
5-6	0	0	0		0
6-7	0	0	0		0
TOTAL	0	0	0		0

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	411	1144	105		1660
8-9	496	1175	110		1781
9-10	485	1019	131		1635
3-4	327	521	192		1040
4-5	342	422	114		878
5-6	276	401	150		827
6-7	0	0	0		0
TOTAL	2337	4682	802		7821

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
1660				
1781				
1635				
1040				
878				
827				
0				
7821				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-006

STREET:
North/South: Alameda St
East/West: Aliso St

Day: Wednesday Date: 10/7/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	239	915	381	845	84	845	101	930
PM PK 15 MIN	380	500	310	430	193	330	122	330
AM PK HOUR	887	845	1454	815	282	815	363	800
PM PK HOUR	1447	500	1172	345	626	330	406	300

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	0	530	125	655
8-9	0	636	152	788
9-10	0	705	174	879
3-4	0	1134	178	1312
4-5	0	1144	187	1331
5-6	0	1275	172	1447
6-7	0	0	0	0
TOTAL	0	5424	988	6412

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	122	1121	0	1243
8-9	108	1334	0	1442
9-10	112	1156	0	1268
3-4	129	881	0	1010
4-5	122	1041	0	1163
5-6	150	862	0	1012
6-7	0	0	0	0
TOTAL	743	6395	0	7138

Hours	TOTAL N-S	XING S/L Ped	XING S/L Sch	XING N/L Ped	XING N/L Sch
6-7	0				
7-8	1898				
8-9	2230				
9-10	2147				
3-4	2322				
4-5	2494				
5-6	2459				
6-7	0				
TOTAL	13550				

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	66	53	93	212
8-9	54	54	162	270
9-10	47	42	164	253
3-4	418	94	77	589
4-5	395	88	59	542
5-6	304	97	34	435
6-7	0	0	0	0
TOTAL	1284	428	589	2301

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	152	0	138	290
8-9	209	0	154	363
9-10	226	0	125	351
3-4	186	0	220	406
4-5	140	0	212	352
5-6	105	0	156	261
6-7	0	0	0	0
TOTAL	1018	0	1005	2023

Hours	TOTAL E-W	XING W/L Ped	XING W/L Sch	XING E/L Ped	XING E/L Sch
6-7	0				
7-8	502				
8-9	633				
9-10	604				
3-4	995				
4-5	894				
5-6	696				
6-7	0				
TOTAL	4324				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-007

STREET:
North/South Garey St

East/West US-101 on and off-ramps/Commercial St

Day: Thursday **Date:** 10/8/2009 **Weather:** CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ **District:** _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	22	830	123	700	96	915	44	745
PM PK 15 MIN	126	500	116	315	148	515	127	400
AM PK HOUR	59	745	433	800	329	900	165	700
PM PK HOUR	447	445	400	300	485	330	395	315

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	9	26	6		41
8-9	11	35	8		54
9-10	8	32	5		45
3-4	26	232	11		269
4-5	4	325	12		341
5-6	3	388	6		397
6-7	0	0	0		0
TOTAL	61	1038	48		1147

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	148	40	226		414
8-9	149	31	253		433
9-10	134	32	229		395
3-4	92	15	293		400
4-5	51	11	185		247
5-6	71	10	163		244
6-7	0	0	0		0
TOTAL	645	139	1349		2133

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
455				
487				
440				
669				
588				
641				
0				
3280				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	147	50	16		213
8-9	210	42	11		263
9-10	261	60	8		329
3-4	394	65	8		467
4-5	377	50	6		433
5-6	393	39	7		439
6-7	0	0	0		0
TOTAL	1782	306	56		2144

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	15	95	55		165
8-9	10	75	57		142
9-10	12	61	78		151
3-4	15	108	233		356
4-5	12	68	269		349
5-6	13	63	201		277
6-7	0	0	0		0
TOTAL	77	470	893		1440

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
378				
405				
480				
823				
782				
716				
0				
3584				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-008

STREET:
North/South: Alameda St
East/West: Temple St

Day: Thursday Date: 10/8/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	211	930	410	845	131	945	54	730
PM PK 15 MIN	311	530	311	430	241	500	71	315
AM PK HOUR	790	800	1574	800	420	800	185	715
PM PK HOUR	1213	500	1214	345	879	445	273	315

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	104	594	8		706
8-9	83	703	4		790
9-10	63	660	5		728
3-4	47	1045	1		1093
4-5	59	1062	3		1124
5-6	65	1144	4		1213
6-7	0	0	0		0
TOTAL	421	5208	25		5654

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	50	981	330		1361
8-9	49	1182	343		1574
9-10	33	953	270		1256
3-4	67	797	268		1132
4-5	62	872	246		1180
5-6	82	755	246		1083
6-7	0	0	0		0
TOTAL	343	5540	1703		7586

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
2067				
2364				
1984				
2225				
2304				
2296				
0				
13240				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	94	142	96		332
8-9	105	167	148		420
9-10	111	163	126		400
3-4	198	271	106		575
4-5	251	366	190		807
5-6	237	444	168		849
6-7	0	0	0		0
TOTAL	996	1553	834		3383

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	19	137	20		176
8-9	21	116	28		165
9-10	10	107	20		137
3-4	32	170	67		269
4-5	28	135	56		219
5-6	11	113	48		172
6-7	0	0	0		0
TOTAL	121	778	239		1138

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
508				
585				
537				
844				
1026				
1021				
0				
4521				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-021

STREET:
North/South: Los Angeles St
East/West: Temple St

Day: Thursday Date: 10/15/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	122	930	322	845	246	830	161	800
PM PK 15 MIN	429	530	165	0	268	515	250	430
AM PK HOUR	412	900	1199	0	878	815	551	800
PM PK HOUR	1425	500	612	0	939	500	828	415

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	29	165	28		222
8-9	24	212	43		279
9-10	35	327	50		412
3-4	44	615	32		691
4-5	49	700	19		768
5-6	75	1313	37		1425
6-7	0	0	0		0
TOTAL	256	3332	209		3797

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	123	697	80		900
8-9	182	930	87		1199
9-10	165	813	88		1066
3-4	122	328	124		574
4-5	119	332	139		590
5-6	96	386	45		527
6-7	0	0	0		0
TOTAL	807	3486	563		4856

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
1122				
1478				
1478				
1265				
1358				
1952				
0				
8653				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	45	308	133		486
8-9	56	515	266		837
9-10	49	387	258		694
3-4	45	426	121		592
4-5	87	530	89		706
5-6	123	761	55		939
6-7	0	0	0		0
TOTAL	405	2927	922		4254

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	62	282	70		414
8-9	110	367	74		551
9-10	130	264	72		466
3-4	59	462	162		683
4-5	63	608	153		824
5-6	60	448	173		681
6-7	0	0	0		0
TOTAL	484	2431	704		3619

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
900				
1388				
1160				
1275				
1530				
1620				
0				
7873				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-019

STREET:
North/South: Alameda St
East/West: 2nd St

Day: Thursday Date: 10/8/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	213	800	285	845	66	945	64	745
PM PK 15 MIN	280	400	245	415	141	515	51	0
AM PK HOUR	777	730	1064	800	207	900	237	745
PM PK HOUR	1054	500	918	345	531	500	173	500

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	65	625	20		710
8-9	65	647	26		738
9-10	63	599	30		692
3-4	101	772	27		900
4-5	111	847	38		996
5-6	125	868	61		1054
6-7	0	0	0		0
TOTAL	530	4358	202		5090

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	33	742	36		811
8-9	52	948	64		1064
9-10	47	810	59		916
3-4	35	685	105		825
4-5	58	767	81		906
5-6	42	732	68		842
6-7	0	0	0		0
TOTAL	267	4684	413		5364

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
1521				
1802				
1608				
1725				
1902				
1896				
0				
10454				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	34	81	85		200
8-9	28	82	57		167
9-10	45	81	81		207
3-4	139	120	127		386
4-5	119	174	142		435
5-6	131	265	135		531
6-7	0	0	0		0
TOTAL	496	803	627		1926

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	46	110	52		208
8-9	42	116	61		219
9-10	43	92	41		176
3-4	36	65	36		137
4-5	29	74	36		139
5-6	34	96	43		173
6-7	0	0	0		0
TOTAL	230	553	269		1052

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
408				
386				
383				
523				
574				
704				
0				
2978				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-020

STREET:
North/South Alameda St
East/West 3rd St/4th Pl

Day: Thursday **Date:** 10/8/2009 **Weather:** CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ **District:** _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	1	0	17	945	0	0	5	930
PM PK 15 MIN	1	0	20	515	0	0	6	445
AM PK HOUR	2	0	46	900	0	0	8	0
PM PK HOUR	1	0	73	445	0	0	13	0

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	1	1	0		2
8-9	0	0	0		0
9-10	0	0	0		0
3-4	0	0	0		0
4-5	0	1	0		1
5-6	0	1	0		1
6-7	0	0	0		0
TOTAL	1	3	0		4

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	3	27	8		38
8-9	1	22	3		26
9-10	3	37	6		46
3-4	1	33	4		38
4-5	6	46	10		62
5-6	5	48	19		72
6-7	0	0	0		0
TOTAL	19	213	50		282

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
40				
26				
46				
38				
63				
73				
0				
286				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	0	0	0		0
8-9	0	0	0		0
9-10	0	0	0		0
3-4	0	0	0		0
4-5	0	0	0		0
5-6	0	0	0		0
6-7	0	0	0		0
TOTAL	0	0	0		0

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	0	0	4		4
8-9	0	1	6		7
9-10	0	0	8		8
3-4	0	1	7		8
4-5	1	0	12		13
5-6	0	1	8		9
6-7	0	0	0		0
TOTAL	1	3	45		49

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
4				
7				
8				
8				
13				
9				
0				
49				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Services

PROJECT# : 09-5326-020

STREET:
North/South: Alameda St
East/West: 3rd St/4th Pl

Day: Thursday Date: 10/8/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	205	745	266	830	0	0	622	745
PM PK 15 MIN	296	545	257	415	1	530	220	530
AM PK HOUR	758	730	1050	800	0	0	2375	715
PM PK HOUR	1085	500	911	345	1	0	797	500

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	109	537	0		646
8-9	115	613	0		728
9-10	141	604	1		746
3-4	143	821	0		964
4-5	133	878	0		1011
5-6	143	940	2		1085
6-7	0	0	0		0
TOTAL	784	4393	3		5180

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	1	700	112		813
8-9	1	848	201		1050
9-10	0	755	155		910
3-4	0	712	120		832
4-5	1	796	103		900
5-6	5	778	85		868
6-7	0	0	0		0
TOTAL	8	4589	776		5373

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
1459				
1778				
1656				
1796				
1911				
1953				
0				
10553				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	0	0	0		0
8-9	0	0	0		0
9-10	0	0	0		0
3-4	0	0	0		0
4-5	0	0	0		0
5-6	0	0	1		1
6-7	0	0	0		0
TOTAL	0	0	1		1

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	149	1960	141		2250
8-9	177	1941	154		2272
9-10	105	1375	96		1576
3-4	83	554	60		697
4-5	93	552	74		719
5-6	80	660	57		797
6-7	0	0	0		0
TOTAL	687	7042	582		8311

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
2250				
2272				
1576				
697				
719				
798				
0				
8312				

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Private Consultant:
National Data & Surveying Service

PROJECT# : 09-5326-021

STREET:
North/South: Los Angeles St
East/West: Temple St

Day: Thursday Date: 10/15/2009 Weather: CLEAR

Hours: 7:00-10:00AM & 3:00-6:00PM

School Day: _____ District: _____

	N/B	S/B	E/B	W/B
DUAL-	X	X	X	X
WHEELED	X	X	X	X
BIKES	X	X	X	X
BUSES	X	X	X	X

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	122	930	322	845	246	830	161	800
PM PK 15 MIN	429	530	165	0	268	515	250	430
AM PK HOUR	412	900	1199	0	878	815	551	800
PM PK HOUR	1425	500	612	0	939	500	828	415

NORTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	29	165	28		222
8-9	24	212	43		279
9-10	35	327	50		412
3-4	44	615	32		691
4-5	49	700	19		768
5-6	75	1313	37		1425
6-7	0	0	0		0
TOTAL	256	3332	209		3797

SOUTHBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	123	697	80		900
8-9	182	930	87		1199
9-10	165	813	88		1066
3-4	122	328	124		574
4-5	119	332	139		590
5-6	96	386	45		527
6-7	0	0	0		0
TOTAL	807	3486	563		4856

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
0				
1122				
1478				
1478				
1265				
1358				
1952				
0				
8653				

EASTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	45	308	133		486
8-9	56	515	266		837
9-10	49	387	258		694
3-4	45	426	121		592
4-5	87	530	89		706
5-6	123	761	55		939
6-7	0	0	0		0
TOTAL	405	2927	922		4254

WESTBOUND Approach

Hours	Lt	Th	Rt		Total
6-7	0	0	0		0
7-8	62	282	70		414
8-9	110	367	74		551
9-10	130	264	72		466
3-4	59	462	162		683
4-5	63	608	153		824
5-6	60	448	173		681
6-7	0	0	0		0
TOTAL	484	2431	704		3619

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0				
900				
1388				
1160				
1275				
1530				
1620				
0				
7873				

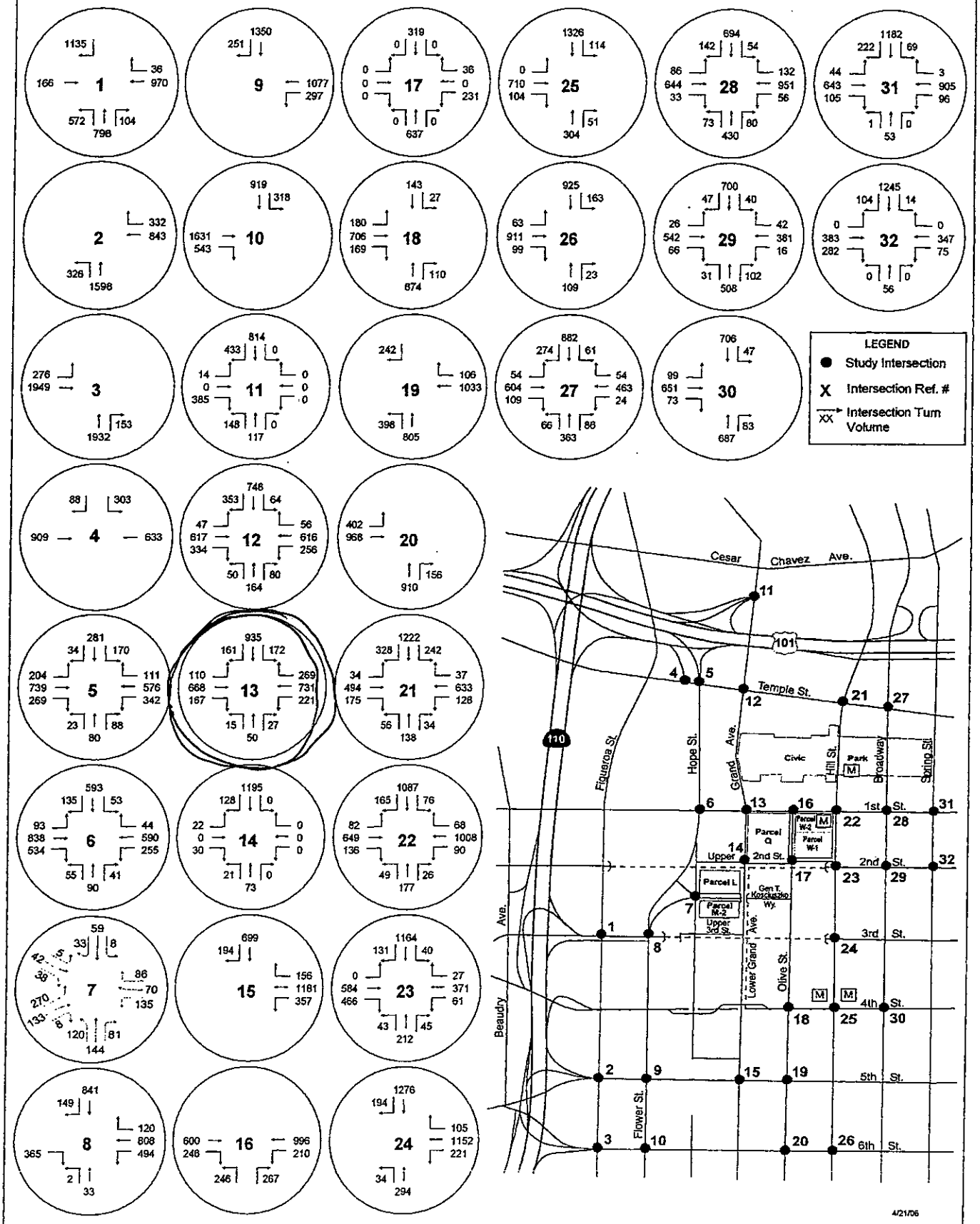


Figure 2-3
Existing Traffic Volumes - AM Peak Hour

Grand Avenue Project

The **Mobility** Group
Transportation Strategies & Solutions

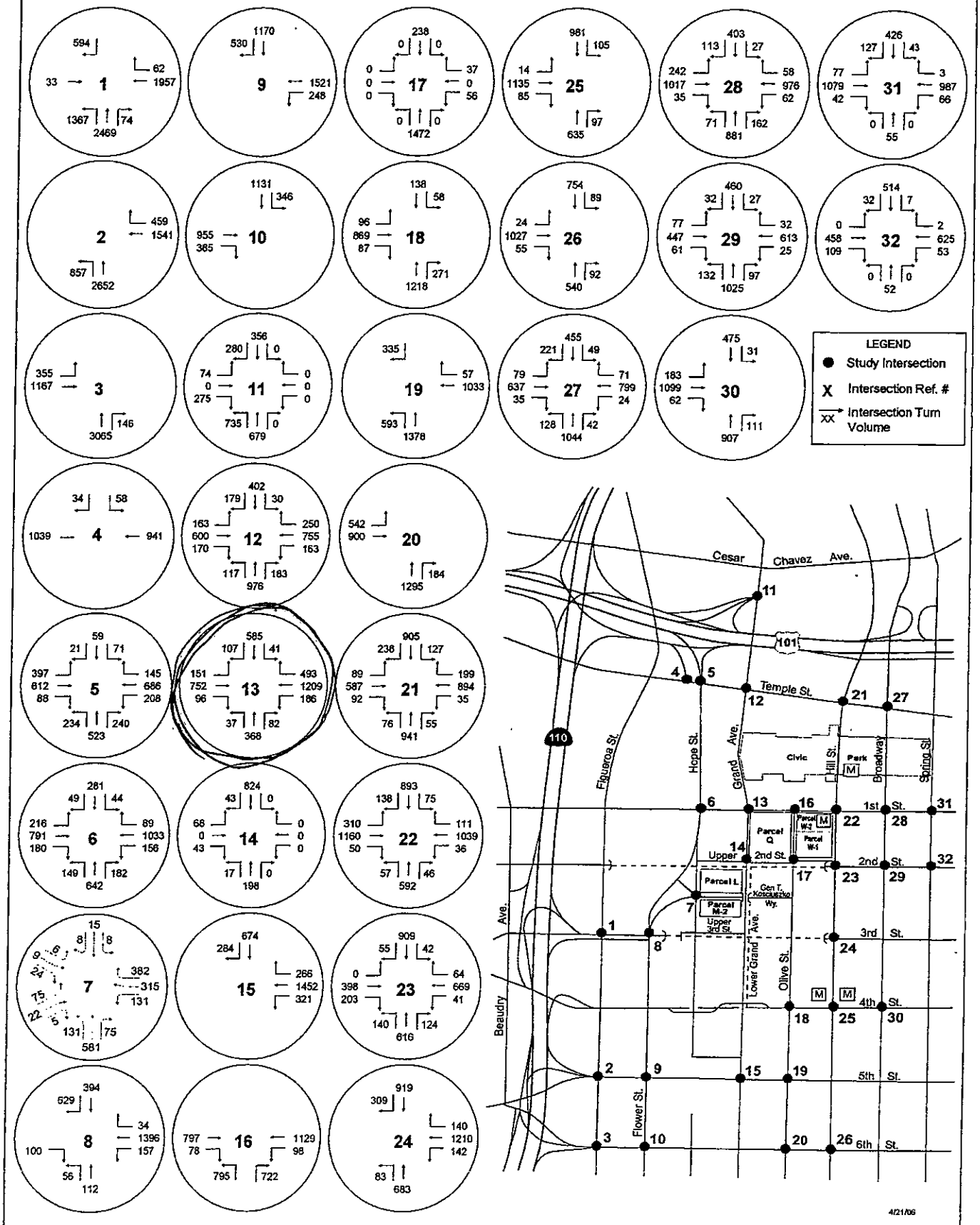
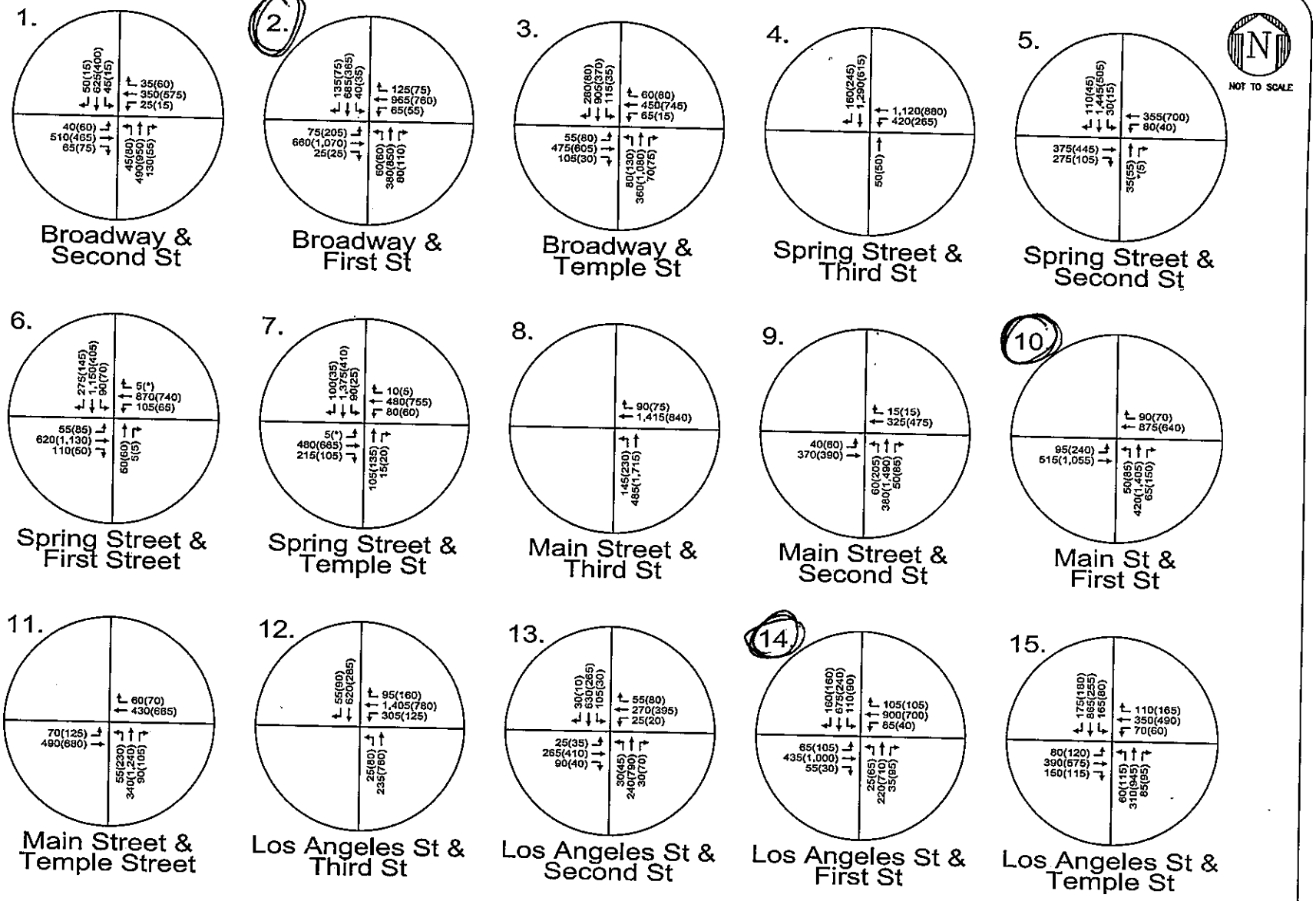


Figure 2-4
Existing Traffic Volumes - PM Peak Hour

Grand Avenue Project

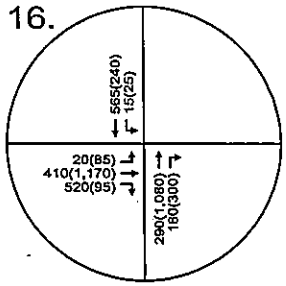
The **Mobility** Group
Transportation Strategies & Solutions



KAKU ASSOCIATES

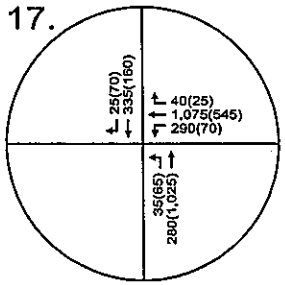
FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

16.



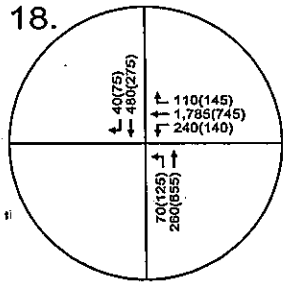
Los Angeles St & Aliso St

17.



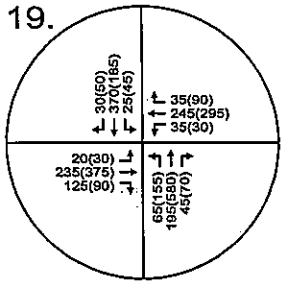
Los Angeles St & Arcadia St

18.



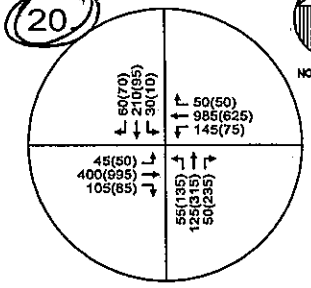
San Pedro St & Third St

19.



San Pedro St & Second St

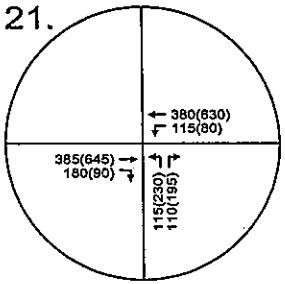
20.



San Pedro St & First St

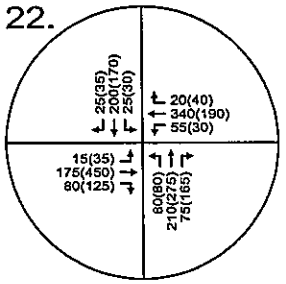
NOT TO SCALE

21.



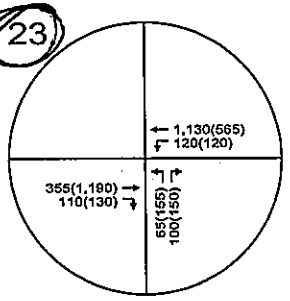
Judge John Aiso St & Temple St

22.



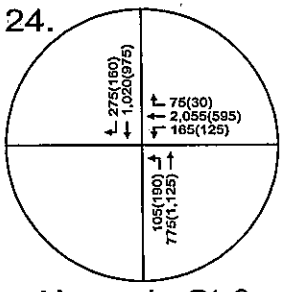
Central Ave & Second St

23.



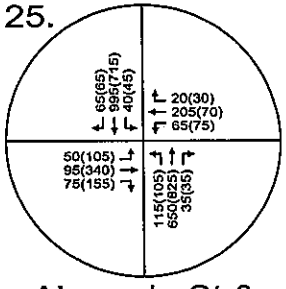
Central Ave & First St

24.



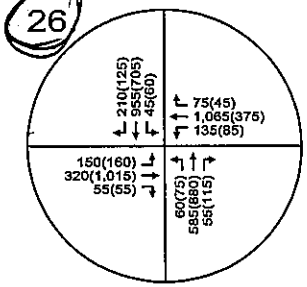
Alameda St & Third St

25.



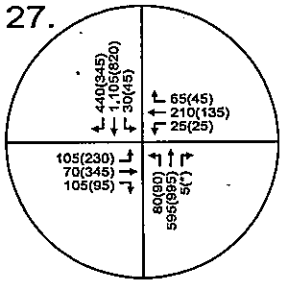
Alameda St & Second St

26.



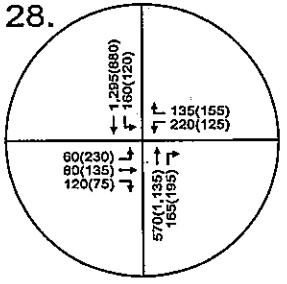
Alameda St & First St

27.



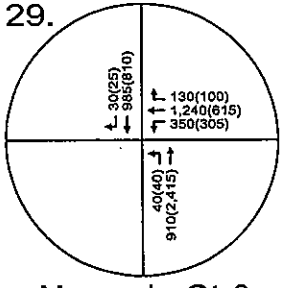
Alameda St & Temple St

28.



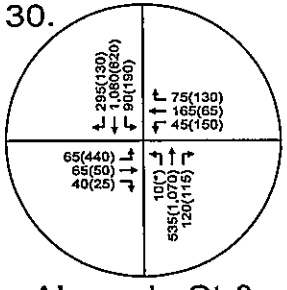
Alameda St & Aliso St

29.



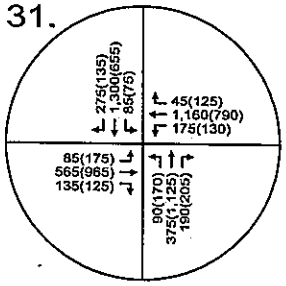
Alameda St & Arcadia St

30.



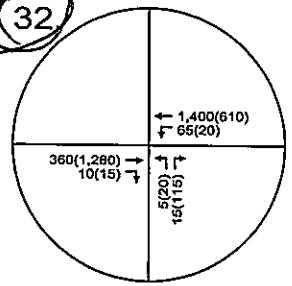
Alameda St & Los Angeles St

31.



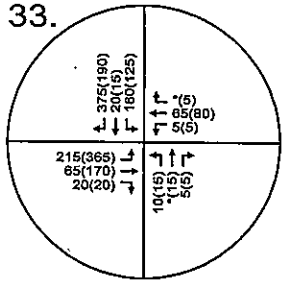
Alameda St &
Cesar E. Chavez

32.



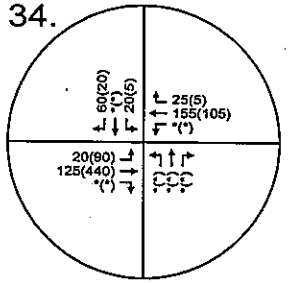
Hewitt St &
First St

33.



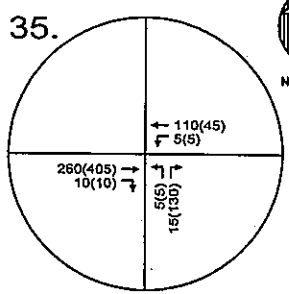
Hewitt St &
Commercial St

34.



Garey St &
Temple St

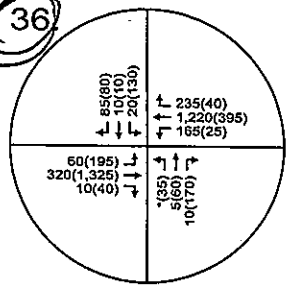
35.



Garey St &
Commercial St

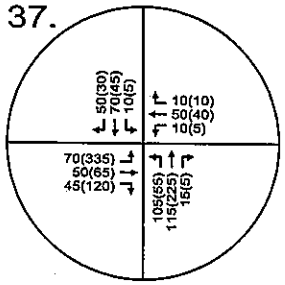
NOT TO SCALE

36.



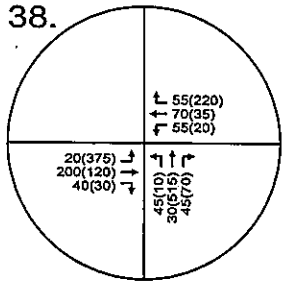
Vignes St &
First St

37.



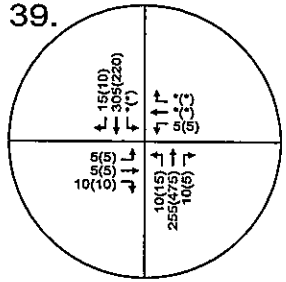
Vignes St &
Temple St

38.



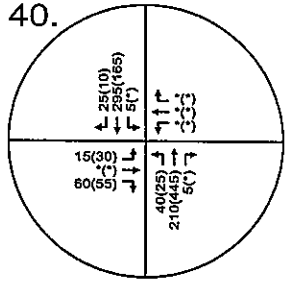
Vignes St &
Commercial St

39.



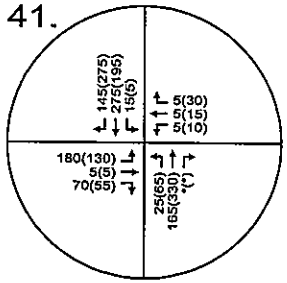
Center/Santa Fe &
First St

40.



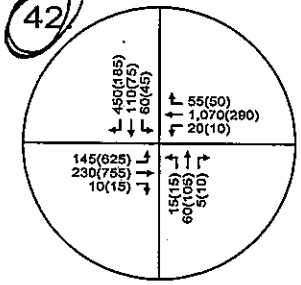
Center St &
Temple St

41.



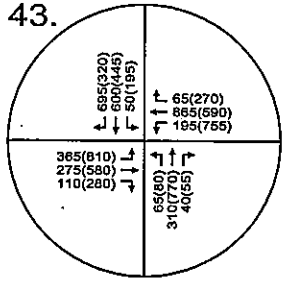
Center St &
Commercial St

42.



Mission St &
First St

43.



Mission St &
Cesar E. Chavez

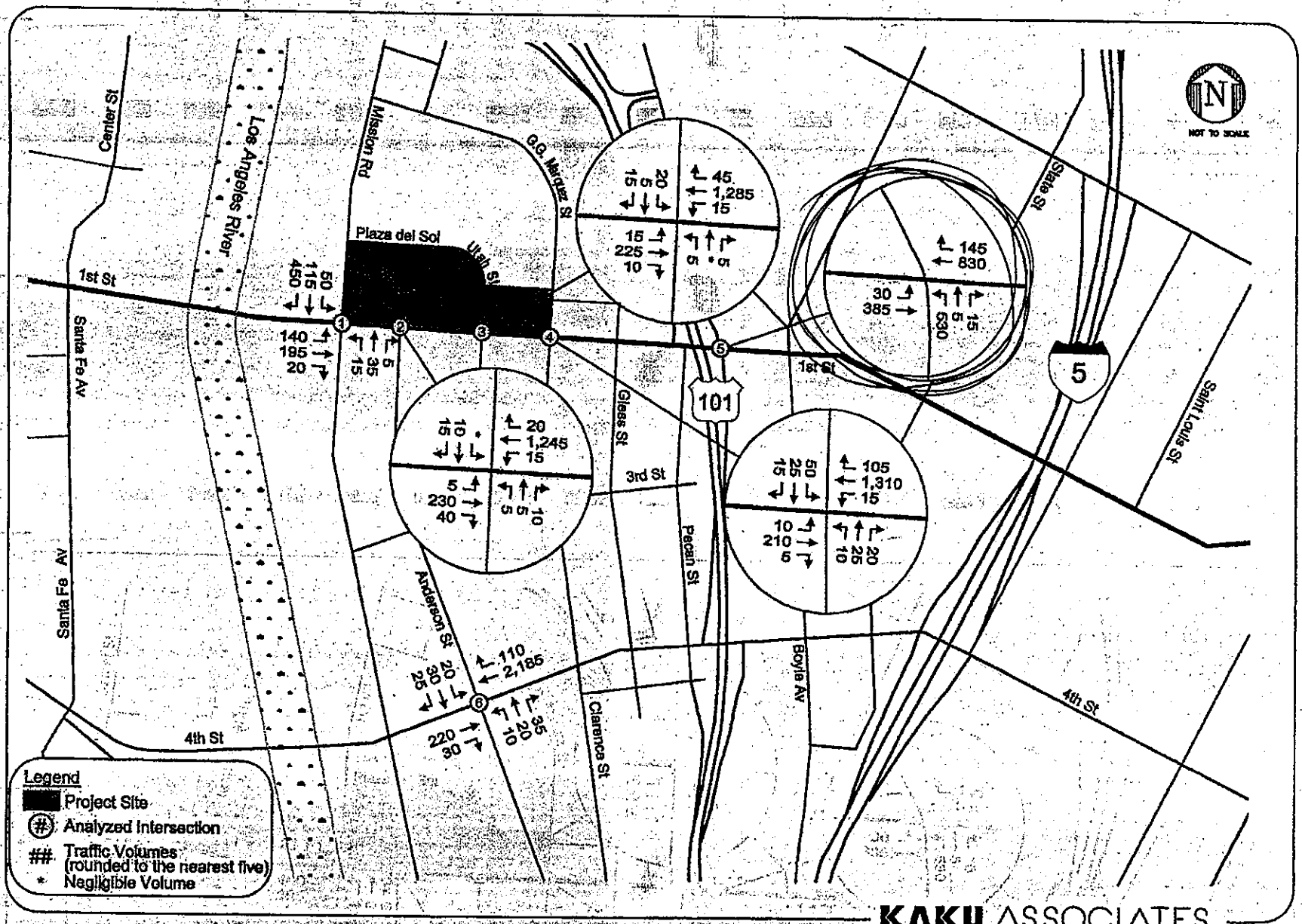


FIGURE 3
EXISTING TRAFFIC VOLUMES

MANGROVE ESTATES EIR

2009 VOLUME PROJECTIONS

2009 VOLUMES - AM PEAK

	Study Intersections	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
10	Grand Avenue/1st Street [b]	15	51	28	175	954	164	112	681	170	225	746	274	3597
11	Broadway/1st Street [a]	62	390	82	41	702	138	77	677	26	67	989	128	3377
12	Main Street/1st Street [a]	51	431	67	0	0	0	97	528	0	0	897	92	2163
13	Los Angeles Street/1st Street [a]	26	226	36	113	692	164	67	446	56	87	923	108	2942
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	56	128	51	31	215	62	46	410	108	149	1010	51	2317
15	Central Avenue/1st Street [a]	67	0	103	0	0	0	0	364	113	123	1158	0	1927
16	Alameda Street/1st Street [a]	62	600	56	46	979	215	154	328	56	138	1092	77	3803
17	Vignes Street/1st Street [a]	0	5	10	21	10	87	62	328	10	169	1251	241	2194
18	Mission Road/1st Street [a]	15	62	5	62	113	461	149	236	10	21	1097	56	2286
19	US-101 on and off-ramps/1st Street [a] *	543	5	15	0	0	0	31	395	0	0	851	149	1989
22	Hewitt Street/1st Street [a]	5	0	15	0	0	0	0	369	10	67	1435	0	1901

EXISTING VOLUMES - 2004/2005 - AM PEAK

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
10 [b]	15	50	27	172	935	161	110	668	167	221	731	269	3526
11 [a]	60	380	80	40	685	135	75	660	25	65	965	125	3295
12 [a]	50	420	65				95	515			875	90	2110
13 [a]	25	220	35	110	675	160	65	435	55	85	900	105	2870
14 [a]	55	125	50	30	210	60	45	400	105	145	985	50	2260
15 [a]	65		100					355	110	120	1130		1880
16 [a]	60	585	55	45	955	210	150	320	55	135	1065	75	3710
17 [a]	0	5	10	20	10	85	60	320	10	165	1220	235	2140
18 [a]	15	60	5	60	110	450	145	230	10	20	1070	55	2230
19 [a]	530	5	15				30	385			830	145	1940
22 [a]	5		15					360	10	65	1400		1855

NOTES:

[a] 2004 volumes from the Prop Q & F Civic Center Public Safety Facilities and East LA Area New High School No. 1 (*) studies

[b] 2005 volumes from the Grand Avenue Project

2004/2005 volumes were utilized with a 1/2% annual growth added until 2009 (4/5 years) for the adjusted based volume and then 1% annual growth thereafter until 2015 (6 years).

Growth Rate 4 years	1.02
Growth Rate 5 years	1.025

shift these volumes to WT no WL allowed

MANGROVE ESTATES EIR
2009 VOLUME PROJECTIONS

2009 VOLUMES - PM PEAK

	Study Intersections	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
10	Grand Avenue/1st Street [b]	38	375	84	42	597	109	154	767	98	190	1233	503	4189
11	Broadway/1st Street [a]	62	871	113	36	374	77	210	1097	26	56	779	77	3777
12	Main Street/1st Street [a]	87	1440	154	0	0	0	246	1081	0	0	656	72	3736
13	Los Angeles Street/1st Street [a]	67	728	97	92	246	164	108	1025	31	41	718	108	3424
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	138	323	241	10	97	72	51	1020	87	77	641	51	2809
15	Central Avenue/1st Street [a]	159	0	154	0	0	0	0	1220	133	123	579	0	2368
16	Alameda Street/1st Street [a]	77	902	118	62	723	128	164	1040	56	87	384	46	3787
17	Vignes Street/1st Street [a]	36	62	174	133	10	82	200	1358	41	26	405	41	2568
18	Mission Road/1st Street [a]	15	108	10	46	77	190	641	774	15	10	297	51	2235
19	US-101 on and off-ramps/1st Street [a]	0	0	0	0	0	0	0	0	0	0	0	0	0
22	Hewitt Street/1st Street [a]	21	0	118	0	0	0	0	1312	15	21	625	0	2112

EXISTING VOLUMES - 2004/2005 - PM PEAK

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
10 [b]	37	368	82	41	585	107	151	752	96	186	1209	493	4107
11 [a]	60	850	110	35	365	75	205	1070	25	55	760	75	3685
12 [a]	85	1405	150				240	1055			640	70	3645
13 [a]	65	710	95	90	240	160	105	1000	30	40	700	105	3340
14 [a]	135	315	235	10	95	70	50	995	85	75	625	50	2740
15 [a]	155		150					1190	130	120	565		2310
16 [a]	75	880	115	60	705	125	160	1015	55	85	375	45	3695
17 [a]	35	60	170	130	10	80	195	1325	40	25	395	40	2505
18 [a]	15	105	10	45	75	185	625	755	15	10	290	50	2180
19 [a]													0
22 [a]	20		115					1280	15	20	610		2060

NOTES:

[a] 2004 volumes from the Prop Q & F Civic Center Public Safety Facilities and East LA Area New High School No. 1 (*) studies

[b] 2005 volumes from the Grand Avenue Project

2004/2005 volumes were utilized with a 1/2% annual growth added until 2009 (4/5 years) for the adjusted based volume and then 1% annual growth thereafter until 2015 (6 years).

Growth Rate 4 years 1.02

Growth Rate 5 years 1.025

shift these volumes to WT no WL allowed

APPENDIX C
Intersection Level of Service Worksheets
Existing Conditions (Year 2009)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Alameda St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	C

-0.07 (ATSAC)
0.730

Street Name:	Alameda Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	96	348	110	48	1308	215	44	554	113	219	1301	41
Growth 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
Initial Bse:	96	348	110	48	1308	215	44	554	113	219	1301	41
User 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
PHF 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
PHF Volume:	96	348	110	48	1308	215	44	554	113	219	1301	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	348	110	48	1308	215	44	554	113	219	1301	41
PCE 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
MLF 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
FinalVolume:	96	348	110	48	1308	215	44	554	113	219	1301	41
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.28	0.72	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.91	0.09
Final Sat.:	1375	3134	991	1375	3543	582	1375	2750	1375	1375	3999	126
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.03	0.37	0.37	0.03	0.20	0.08	0.16	0.33	0.33
Crit Volume:	96				508			277		219		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Vignes St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	C

- 0.07 (MSAC)
0.728

Street Name:	Vignes Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	124	268	70	130	282	27	110	429	139	316	1445	225
Growth 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
Initial Bse:	124	268	70	130	282	27	110	429	139	316	1445	225
User 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
PHF 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
PHF Volume:	124	268	70	130	282	27	110	429	139	316	1445	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	268	70	130	282	27	110	429	139	316	1445	225
PCE 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
MLF 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
FinalVolume:	124	268	70	130	282	27	110	429	139	316	1445	225
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.05	0.09	0.10	0.02	0.08	0.16	0.10	0.23	0.53	0.16
Crit Volume:	124				141		110				723	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Mission Rd & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.106	- 0.1 (ATSAC/ATCS) 1.006
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	F	

Street Name:	Mission Road						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Prot+Permit			Permitted			Split Phase			Split Phase	
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	180	257	110	23	700	856	245	235	112	180	928	41
Growth 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
Initial Bse:	180	257	110	23	700	856	245	235	112	180	928	41
User 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
PHF 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
PHF Volume:	180	257	110	23	700	856	245	235	112	180	928	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	257	110	23	700	856	245	235	112	180	928	41
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	257	110	23	700	856	270	235	112	180	928	41
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.32	1.14	0.54	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1805	1572	748	1375	2634	116
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.08	0.02	0.25	0.62	0.15	0.15	0.15	0.13	0.35	0.35
Crit Volume:	180					~~856~~ 659			~~0~~ 197		485	
Crit Moves:	****					****			****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Vignes St & Ramirez St

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.358~~ 0.349
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx -0.07 (AM Adj)
Optimal Cycle:	36	Level Of Service:	A
			0.279

Street Name:	Vignes Street						Ramirez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1	1 0	1 1	0 1	0	1 0	0 1	1
Volume Module:												
Base Vol:	50	117	95	365	116	219	128	32	83	88	67	207
Growth 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
Initial Bse:	50	117	95	365	116	219	128	32	83	88	67	207
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	117	0	365	116	219	128	32	83	88	67	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	117	0	365	116	219	128	32	83	88	67	207
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	55	117	0	402	116	219	141	32	83	88	67	228
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.65	0.37	0.98	1.00	0.45	1.55
Final Sat.:	2750	2750	1375	2750	1375	1375	2266	515	1344	1375	625	2125
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.00	0.15	0.08	0.16	0.06	0.06	0.06	0.06	0.11	0.11
Crit Volume:		59		201			~~85~~ 83				~~147~~ 137	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Alameda St & Arcadia St/US-101 off-ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.706~~ 0.660 -0.07(ATSAC) 0.590=A
Loss Time (sec):	0	Average Delay (sec/veh):	~~xxxxxx~~
Optimal Cycle:	63	Level Of Service:	~~C~~ B

Street Name:	Alameda Street						Arcadia Street/US-101 off-ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 0 0 0			1 1 1 1 0		
Volume Module:												
Base Vol:	30	817	0	0	951	55	0	0	0	504	1152	130
Growth 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
Initial Bse:	30	817	0	0	951	55	0	0	0	504	1152	130
User 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
PHF 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
PHF Volume:	30	817	0	0	951	55	0	0	0	504	1152	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	817	0	0	951	55	0	0	0	504	1152	130
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	30	817	0	0	951	55	0	0	0	554	1152	130
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	0.00	0.00	0.00	1.00	2.80	0.20
Final Sat.:	1425	4275	0	0	4041	234	0	0	0	1425	3986	289
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.39	0.29	0.45
Crit Volume:	30					335		0				~~641~~ 576
Crit Moves:	****					****						****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Alameda St & Aliso St/Commerical St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

-0.07 (AM PK) 0.520

Street Name:	Alameda Street						Aliso Street/Commerical Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 0	3	0 0	2 0	1	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	691	168	115	1328	0	53	51	174	224	0	127
Growth 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
Initial Bse:	0	691	168	115	1328	0	53	51	174	224	0	127
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	691	0	115	1328	0	53	51	174	224	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	691	0	115	1328	0	53	51	174	224	0	127
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	691	0	115	1328	0	58	51	174	224	0	127
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4275	1425	1425	4275	0	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.08	0.31	0.00	0.02	0.04	0.12	0.16	0.00	0.09
Crit Volume:	0				443				174	224		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Garey St & Commerical St/US-101 ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322 0.345
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx - 0.07(MSAC)
Optimal Cycle:	28	Level Of Service:	A 0.275

Street Name:	Garey Street						Commerical Street/US-101 ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	0 1	0	0 1	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	8	32	5	134	32	229	261	60	8	12	61	78
Growth 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
Initial Bse:	8	32	5	134	32	229	261	60	8	12	61	78
User 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
PHF 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
PHF Volume:	8	32	5	134	32	229	261	60	8	12	61	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	32	5	134	32	229	261	60	8	12	61	78
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	32	5	134	32	229	287	60	8	12	61	78
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	1.42	0.22	0.81	0.19	1.00	2.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	507	2027	317	1150	275	1425	2850	1257	168	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.16	0.10	0.05	0.05	0.01	0.04	0.05
Crit Volume:		~~22~~ 23				229	144					78
Crit Moves:		****				****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Los Angeles St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

-0.07
0.501

Street Name:	Los Angeles Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	25	235	42	165	954	80	50	531	297	100	322	73
Growth 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
Initial Bse:	25	235	42	165	954	80	50	531	297	100	322	73
User 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
PHF 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
PHF Volume:	25	235	42	165	954	80	50	531	297	100	322	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	235	42	165	954	80	50	531	297	100	322	73
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	235	42	165	954	88	50	531	297	100	322	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.28	0.72	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	4500	1500	1500	1924	1076	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.11	0.21	0.06	0.03	0.28	0.28	0.07	0.11	0.05
Crit Volume:	25				318			414		100		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Alameda St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	A

Street Name:	Alameda Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	703	4	49	1182	343	105	167	148	21	116	28
Growth 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
Initial Bse:	83	703	4	49	1182	343	105	167	148	21	116	28
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	703	4	49	1182	0	105	167	148	21	116	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	703	4	49	1182	0	105	167	148	21	116	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	703	4	49	1182	0	105	167	148	21	116	28
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.06	0.94	1.00	1.61	0.39
Final Sat.:	1425	2834	16	1425	2850	1425	1425	1511	1339	1425	2296	554
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.03	0.41	0.00	0.07	0.11	0.11	0.01	0.05	0.05
Crit Volume:		354			591			105			72	
Crit Moves:					****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Grand Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

-0.07(ATSAC)
0.601

Street Name:	Grand Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	15	51	28	175	954	164	112	681	170	225	746	274
Growth 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
Initial Bse:	15	51	28	175	954	164	112	681	170	225	746	274
User 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
PHF 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
PHF Volume:	15	51	28	175	954	164	112	681	170	225	746	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	51	28	175	954	164	112	681	170	225	746	274
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	15	51	28	175	954	164	112	681	170	248	746	274
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.19	0.81
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	3127	1148
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.12	0.33	0.12	0.08	0.24	0.12	0.09	0.24	0.24
Crit Volume:	15				477			341		124		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Broadway & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

-0.07 (ATSAC) 0.584=A

Street Name:	Broadway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	62	390	82	41	702	138	77	677	26	67	989	128
Growth 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
Initial Bse:	62	390	82	41	702	138	77	677	26	67	989	128
User 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
PHF 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
PHF Volume:	62	390	82	41	702	138	77	677	26	67	989	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	390	82	41	702	138	77	677	26	67	989	128
PCE 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
MLF 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
FinalVolume:	62	390	82	41	702	138	77	677	26	67	989	128
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.48	0.52	1.00	1.67	0.33	1.00	2.89	0.11	1.00	2.66	0.34
Final Sat.:	1425	3532	743	1425	2382	468	1425	4117	158	1425	3785	490
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.29	0.29	0.05	0.16	0.16	0.05	0.26	0.26
Crit Volume:	62				420		77				372	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Main St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

- 0.07 (ADDED) = 0.358

Street Name:	Main Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	0 0	0	0 0	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	51	431	67	0	0	0	97	528	0	0	897	92
Growth 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
Initial Bse:	51	431	67	0	0	0	97	528	0	0	897	92
User 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
PHF 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
PHF Volume:	51	431	67	0	0	0	97	528	0	0	897	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	431	67	0	0	0	97	528	0	0	897	92
PCE 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
MLF 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
FinalVolume:	51	431	67	0	0	0	97	528	0	0	897	92
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	2.35	0.37	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.72	0.28
Final Sat.:	397	3356	522	0	0	0	1425	4275	0	0	3877	398
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.07	0.12	0.00	0.00	0.23	0.23
Crit Volume:			183	0			97				330	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Los Angeles St & 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

-0.07(AM+C) 0.452

Street Name:	Los Angeles Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	26	226	36	113	692	164	67	446	56	87	923	108
Growth 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
Initial Bse:	26	226	36	113	692	164	67	446	56	87	923	108
User 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
PHF 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
PHF Volume:	26	226	36	113	692	164	67	446	56	87	923	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	226	36	113	692	164	67	446	56	87	923	108
PCE 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
MLF 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
FinalVolume:	26	226	36	113	692	164	67	446	56	87	923	108
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.67	0.33	1.00	2.69	0.31
Final Sat.:	1500	2588	412	1500	3000	1500	1500	3998	502	1500	4029	471
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.08	0.23	0.11	0.04	0.11	0.11	0.06	0.23	0.23
Crit Volume:	26				346		67					344
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 San Pedro St/Judge John Aliso St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

~0,07(HCM) 0,454

Street Name:	San Pedro Street/Judge John Aliso						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	56	128	51	31	215	62	46	410	108	149	1010	51
Growth 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
Initial Bse:	56	128	51	31	215	62	46	410	108	149	1010	51
User 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
PHF 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
PHF Volume:	56	128	51	31	215	62	46	410	108	149	1010	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	128	51	31	215	62	46	410	108	149	1010	51
PCE 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
MLF 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
FinalVolume:	56	128	51	31	215	62	46	410	108	149	1010	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.48	1.09	0.43	0.20	1.40	0.40	1.00	1.58	0.42	1.00	1.90	0.10
Final Sat.:	715	1634	651	302	2094	604	1500	2375	625	1500	2856	144
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.03	0.17	0.17	0.10	0.35	0.35
Crit Volume:	56					154	46					531
Crit Moves:	****					****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Central Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

- 0.07 (AM Acc)
0.38

Street Name:	Central Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	67	0	103	0	0	0	0	364	113	123	1158	0
Growth 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
Initial Bse:	67	0	103	0	0	0	0	364	113	123	1158	0
User 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
PHF 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
PHF Volume:	67	0	103	0	0	0	0	364	113	123	1158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	0	103	0	0	0	0	364	113	123	1158	0
PCE 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
MLF 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
FinalVolume:	67	0	103	0	0	0	0	364	113	123	1158	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2289	711	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.39	0.00
Crit Volume:			103	0			0				579	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Alameda St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

-0.07 (AM Pk)
0.857 = D

Street Name:	Alameda Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	62	600	56	46	979	215	154	328	56	0	1230	77
Growth 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
Initial Bse:	62	600	56	46	979	215	154	328	56	0	1230	77
User 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
PHF 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
PHF Volume:	62	600	56	46	979	215	154	328	56	0	1230	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	600	56	46	979	215	154	328	56	0	1230	77
PCE 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
MLF 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
FinalVolume:	62	600	56	46	979	215	154	328	56	0	1230	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29	0.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2434	416	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.04	0.03	0.34	0.15	0.11	0.13	0.13	0.00	0.43	0.05
Crit Volume:	62				489		154				615	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Vignes St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Vignes Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	0	1! 0	0	1	1 0	1	0	0 0
Volume Module:												
Base Vol:	0	5	10	21	10	87	62	328	10	0	0	0
Growth 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
Initial Bse:	0	5	10	21	10	87	62	328	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	10	21	10	87	62	328	10	0	0	0
User 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
PHF 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
PHF Volume:	0	5	10	21	10	87	62	328	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	10	21	10	87	62	328	10	0	0	0
PCE 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
MLF 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
FinalVolume:	0	5	10	21	10	87	62	328	10	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.18	0.08	0.74	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	475	950	254	121	1051	453	2397	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.08	0.14	0.14	0.01	0.00	0.00	0.00
Crit Volume:	0				118			195			0	
Crit Moves:	****				****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Mission Rd & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.300
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

-0.1 (AASHTO/ATCS) 1.200

Street Name:	Mission Road						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	1 0	0 1	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	77	5	62	574	0	149	236	10	142	0	1032
Growth 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
Initial Bse:	0	77	5	62	574	0	149	236	10	142	0	1032
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	77	5	62	574	0	149	236	10	142	0	1032
User 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
PHF 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
PHF Volume:	0	77	5	62	574	0	149	236	10	142	0	1032
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	77	5	62	574	0	149	236	10	142	0	1032
PCE 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
MLF 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
FinalVolume:	0	77	5	62	574	0	149	236	10	142	0	1032
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.94	0.06	1.00	1.00	0.00	1.00	0.96	0.04	1.00	0.00	1.00
Final Sat.:	0	1338	87	1425	1425	0	1425	1367	58	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.04	0.40	0.00	0.10	0.17	0.17	0.10	0.00	0.72
Crit Volume:	0				574			246				1032
Crit Moves:	****				****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 US-101 ramps & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	US-101 ramps						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	0 0	1 0	1	0 0	0	0	1 0 1
Volume Module:												
Base Vol:	543	5	15	0	0	0	31	395	0	0	851	149
Growth 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
Initial Bse:	543	5	15	0	0	0	31	395	0	0	851	149
User 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
PHF 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
PHF Volume:	543	5	15	0	0	0	31	395	0	0	851	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	5	15	0	0	0	31	395	0	0	851	149
PCE 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
MLF 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
FinalVolume:	543	5	15	0	0	0	31	395	0	0	851	149
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1425	356	1069	0	0	0	1425	1425	0	0	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.38	0.01	0.01	0.00	0.00	0.00	0.02	0.28	0.00	0.00	0.60	0.10
Crit Volume:	543				0		31				851	
Crit Moves:	****						****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Alameda St & 2nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

-0.07(AISAC)
0.975

Street Name:	Alameda Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	65	647	26	52	948	64	28	82	57	42	116	61
Growth 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
Initial Bse:	65	647	26	52	948	64	28	82	57	42	116	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	647	26	52	948	64	28	82	0	42	116	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	647	26	52	948	64	28	82	0	42	116	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	647	26	52	948	64	28	82	0	42	116	61
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.87	0.13	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1425	2740	110	1425	2670	180	1425	1425	1425	1425	934	491
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.04	0.36	0.36	0.02	0.06	0.00	0.03	0.12	0.12
Crit Volume:	65					506	28					177
Crit Moves:	****					****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Alameda St & 3rd St/4th Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

-0.07(AM Pk)
0.684 = B

Street Name:	Alameda Street						3rd Street/4th Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 1	0
Volume Module:												
Base Vol:	121	635	0	0	825	189	0	0	0	189	2041	163
Growth 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
Initial Bse:	121	635	0	0	825	189	0	0	0	189	2041	163
User 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
PHF 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
PHF Volume:	121	635	0	0	825	189	0	0	0	189	2041	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	635	0	0	825	189	0	0	0	189	2041	163
PCE 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
MLF 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
FinalVolume:	121	635	0	0	825	189	0	0	0	189	2041	163
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.32	3.41	0.27
Final Sat.:	1500	3000	0	0	3000	1500	0	0	0	474	5117	409
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.00	0.00	0.28	0.13	0.00	0.00	0.00	0.40	0.40	0.40
Crit Volume:	121				413		0				598	
Crit Moves:	****				****						****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1 Alameda St & Cesar Chavez Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

- 0.07 (AM Adj)
0.761 = C

****

Street Name:	Alameda Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	178	1091	181	96	708	111	94	942	148	151	1186	131
Growth 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
Initial Bse:	178	1091	181	96	708	111	94	942	148	151	1186	131
User 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
PHF 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
PHF Volume:	178	1091	181	96	708	111	94	942	148	151	1186	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1091	181	96	708	111	94	942	148	151	1186	131
PCE 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
MLF 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
FinalVolume:	178	1091	181	96	708	111	94	942	148	151	1186	131
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.57	0.43	1.00	2.59	0.41	1.00	2.00	1.00	1.00	2.70	0.30
Final Sat.:	1375	3538	587	1375	3566	559	1375	2750	1375	1375	3715	410
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.07	0.20	0.20	0.07	0.34	0.11	0.11	0.32	0.32
Crit Volume:		424		96				471		151		
Crit Moves:		****		****				****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Vignes St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

-0.07(MBAc)
0.881 - D

Street Name:	Vignes Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	331	807	172	240	271	81	87	1077	136	125	1130	219
Growth 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
Initial Bse:	331	807	172	240	271	81	87	1077	136	125	1130	219
User 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
PHF 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
PHF Volume:	331	807	172	240	271	81	87	1077	136	125	1130	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	807	172	240	271	81	87	1077	136	125	1130	219
PCE 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
MLF 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
FinalVolume:	331	807	172	240	271	81	87	1077	136	125	1130	219
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.24	0.29	0.13	0.17	0.10	0.06	0.06	0.39	0.10	0.09	0.41	0.16
Crit Volume:		404		240				539		125		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Mission Rd & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.979~~ 0.962
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

-0.1 (ATSAC/ATCS)
0.862 = D

Street Name:	Mission Road						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	138	664	70	33	320	381	685	539	260	103	889	37
Growth 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
Initial Bse:	138	664	70	33	320	381	685	539	260	103	889	37
User 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
PHF 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
PHF Volume:	138	664	70	33	320	381	685	539	260	103	889	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	664	70	33	320	381	685	539	260	103	889	37
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	664	70	33	320	381	754	539	260	103	889	37
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	1.04	0.50	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	2004	1431	689	1375	2640	110
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.05	0.02	0.12	0.28	0.38	0.38	0.38	0.07	0.34	0.34
Crit Volume:		332		33					~~519~~ 495		463	
Crit Moves:		****		****					****		****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Vignes St & Ramirez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Vignes Street						Ramirez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1	1 0	1 1	0 1	0	1 0	0 1	1
Volume Module:												
Base Vol:	42	501	48	253	112	150	175	44	43	63	81	586
Growth 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
Initial Bse:	42	501	48	253	112	150	175	44	43	63	81	586
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	501	0	253	112	150	175	44	43	63	81	586
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	501	0	253	112	150	175	44	43	63	81	586
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	46	501	0	278	112	150	193	44	43	63	81	645
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	0.51	0.49	1.00	0.22	1.78
Final Sat.:	2750	2750	1375	2750	1375	1375	2750	695	680	1375	307	2443
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.00	0.10	0.08	0.11	0.07	0.06	0.06	0.05	0.26	0.26
Crit Volume:		251		139			96				363	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Alameda St & Arcadia St/US-101 off-ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619 0.604
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx -0.7(ATSAC)
Optimal Cycle:	49	Level Of Service:	B 0.534=A

Street Name:	Alameda Street						Arcadia Street/US-101 off-ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0	0	2 1	0	0	0 0	0	1	1 1 0
Volume Module:												
Base Vol:	15	1846	0	0	811	39	0	0	0	330	404	130
Growth 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
Initial Bse:	15	1846	0	0	811	39	0	0	0	330	404	130
User 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
PHF 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
PHF Volume:	15	1846	0	0	811	39	0	0	0	330	404	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1846	0	0	811	39	0	0	0	330	404	130
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	15	1846	0	0	811	39	0	0	0	363	404	130
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.86	0.14	0.00	0.00	0.00	1.42	2.09	0.49
Final Sat.:	1425	4275	0	0	4079	196	0	0	0	2023	2983	694
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.18	0.14	0.19
Crit Volume:		615		0				0				267
Crit Moves:		****		****								****

245

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Alameda St & Aliso St/Commerical St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694 - 0.7 (ATSAC)
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B 0.624

Street Name:	Alameda Street						Aliso Street/Commerical Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	3 0	0	2 0	1 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	1192	187	124	1016	0	447	107	72	158	0	222
Growth 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
Initial Bse:	0	1192	187	124	1016	0	447	107	72	158	0	222
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1192	0	124	1016	0	447	107	72	158	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	0	124	1016	0	447	107	72	158	0	222
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1192	0	124	1016	0	492	107	72	158	0	222
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4275	1425	1425	4275	0	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.09	0.24	0.00	0.17	0.08	0.05	0.11	0.00	0.16
Crit Volume:		397		124			246					222
Crit Moves:		****		****			****					****

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                     Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #7 Garey St & Commerical St/US-101 ramps
*********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):           0.662
Loss Time (sec):        0              Average Delay (sec/veh):        xxxxxx
Optimal Cycle:         55              Level Of Service:                    B
*********************************************************************************
Street Name:              Garey Street           Commerical Street/US-101 ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:          Include          Include          Include           Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Y+R:         4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  0  1    2  0  0  1  0    1  0  1  1  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:      19   264    14    89    15   292   402    67     9    14    99   282
Growth 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
Initial Bse:   19   264    14    89    15   292   402    67     9    14    99   282
User 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
PHF 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
PHF Volume:    19   264    14    89    15   292   402    67     9    14    99   282
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   19   264    14    89    15   292   402    67     9    14    99   282
PCE 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
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00
FinalVolume:   19   264    14    89    15   292   442    67     9    14    99   282
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       0.13  1.78  0.09  0.86  0.14  1.00  2.00  0.88  0.12  1.00  1.00  1.00
Final Sat.:   182  2533   134  1219   206  1425  2850  1256   169  1425  1425  1425
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.10  0.10  0.10  0.07  0.07  0.20  0.16  0.05  0.05  0.01  0.07  0.20
Crit Volume:              149               292   221                           282
Crit Moves:              ****              ****  ****                          ****
*********************************************************************************
```

0.693 -0.07 0.623 1375 K8

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Los Angeles St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

- 0,07 (ATSAC)
0,744 = C

Street Name:	Los Angeles Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	75	1313	37	96	386	45	123	761	55	60	448	173
Growth 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
Initial Bse:	75	1313	37	96	386	45	123	761	55	60	448	173
User 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
PHF 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
PHF Volume:	75	1313	37	96	386	45	123	761	55	60	448	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1313	37	96	386	45	123	761	55	60	448	173
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1313	37	96	386	50	123	761	55	60	448	173
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	4500	1500	1500	2798	202	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.02	0.06	0.09	0.03	0.08	0.27	0.27	0.04	0.15	0.12
Crit Volume:		657		96					408	60		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Alameda St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.662~~ 0.687
Loss Time (sec):	0	Average Delay (sec/veh):	~~xxxxxx~~ -0.07 (ATSAC)
Optimal Cycle:	55	Level Of Service:	B 0.617

Street Name:	Alameda Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	62	1096	1	54	885	275	235	328	179	33	149	63
Growth 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
Initial Bse:	62	1096	1	54	885	275	235	328	179	33	149	63
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1096	1	54	885	0	235	328	179	33	149	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1096	1	54	885	0	235	328	179	33	149	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1096	1	54	885	0	235	328	179	33	149	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.29	0.71	1.00	1.41	0.59
Final Sat.:	1425	2847	3	1425	2850	1425	1425	1844	1006	1425	2003	847
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.04	0.31	0.00	0.16	0.18	0.18	0.02	0.07	0.07
Crit Volume:			549	54			235					106
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Grand Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Grand Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	38	375	84	42	597	109	154	767	98	190	1233	503
Growth 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
Initial Bse:	38	375	84	42	597	109	154	767	98	190	1233	503
User 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
PHF 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
PHF Volume:	38	375	84	42	597	109	154	767	98	190	1233	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	375	84	42	597	109	154	767	98	190	1233	503
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	38	375	84	42	597	109	154	767	98	209	1233	503
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.13	0.87
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	3036	1239
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.06	0.03	0.21	0.08	0.11	0.27	0.07	0.07	0.41	0.41
Crit Volume:	38				299		154					579
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Broadway & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

-0.07(AM)
0.533 = A

Street Name:	Broadway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	62	871	113	36	374	77	210	1097	26	56	779	77
Growth 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
Initial Bse:	62	871	113	36	374	77	210	1097	26	56	779	77
User 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
PHF 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
PHF Volume:	62	871	113	36	374	77	210	1097	26	56	779	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	871	113	36	374	77	210	1097	26	56	779	77
PCE 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
MLF 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
FinalVolume:	62	871	113	36	374	77	210	1097	26	56	779	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.66	0.34	1.00	1.66	0.34	1.00	2.93	0.07	1.00	2.73	0.27
Final Sat.:	1425	3784	491	1425	2363	487	1425	4176	99	1425	3890	385
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.03	0.16	0.16	0.15	0.26	0.26	0.04	0.20	0.20
Crit Volume:		328			36			210				285
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Main St & 1st St

Cycle (sec): 100 — Critical Vol./Cap.(X): 0.736 – 0.07 (AiSAC)
Loss Time (sec): 0 — Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 — Level Of Service: C } 0.666 = B

Street Name:	Main Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	0 0	0	0 0	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	87	1440	154	0	0	0	246	1081	0	0	656	72
Growth 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
Initial Bse:	87	1440	154	0	0	0	246	1081	0	0	656	72
User 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
PHF 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
PHF Volume:	87	1440	154	0	0	0	246	1081	0	0	656	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1440	154	0	0	0	246	1081	0	0	656	72
PCE 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
MLF 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
FinalVolume:	87	1440	154	0	0	0	246	1081	0	0	656	72
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	2.57	0.27	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.70	0.30
Final Sat.:	221	3662	392	0	0	0	1425	4275	0	0	3852	423
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.00	0.00	0.00	0.17	0.25	0.00	0.00	0.17	0.17
Crit Volume:		560		0			246				243	
Crit Moves:		****					****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Los Angeles St & 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598 -0.07(ASAC)
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A 0.528

Street Name:	Los Angeles Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Permitted			Permitted			Permitted			Permitted	
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1 1 0			1 0 2 0 1			1 0 2 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	67	728	97	92	246	164	108	1025	31	41	718	108
Growth 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
Initial Bse:	67	728	97	92	246	164	108	1025	31	41	718	108
User 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
PHF 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
PHF Volume:	67	728	97	92	246	164	108	1025	31	41	718	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	728	97	92	246	164	108	1025	31	41	718	108
PCE 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
MLF 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
FinalVolume:	67	728	97	92	246	164	108	1025	31	41	718	108
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.91	0.09	1.00	2.61	0.39
Final Sat.:	1500	2647	353	1500	3000	1500	1500	4368	132	1500	3912	588
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.28	0.06	0.08	0.11	0.07	0.23	0.23	0.03	0.18	0.18
Crit Volume:			413	92					352	41		
Crit Moves:			****	****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 San Pedro St/Judge John Aliso St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

-0.07 (ANA) 0.591 = A

Street Name: San Pedro Street/Judge John Aliso 1st Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	138	323	241	10	97	72	51	1020	87	77	641	51
Growth 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
Initial Bse:	138	323	241	10	97	72	51	1020	87	77	641	51
User 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
PHF 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
PHF Volume:	138	323	241	10	97	72	51	1020	87	77	641	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	323	241	10	97	72	51	1020	87	77	641	51
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF 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
FinalVolume:	138	323	241	20	97	72	51	1020	87	77	641	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.92	0.69	0.12	1.12	0.76	1.00	1.84	0.16	1.00	1.85	0.15
Final Sat.:	590	1380	1030	178	1680	1143	1500	2764	236	1500	2779	221
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.06	0.06	0.06	0.03	0.37	0.37	0.05	0.23	0.23
Crit Volume:		351			10			554			77	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Central Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

-0.07 (AT SAC) 0.569 = A

Street Name:	Central Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	159	0	154	0	0	0	0	1220	133	123	579	0
Growth 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
Initial Bse:	159	0	154	0	0	0	0	1220	133	123	579	0
User 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
PHF 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
PHF Volume:	159	0	154	0	0	0	0	1220	133	123	579	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	154	0	0	0	0	1220	133	123	579	0
PCE 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
MLF 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
FinalVolume:	159	0	154	0	0	0	0	1220	133	123	579	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2705	295	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.45	0.45	0.08	0.19	0.00
Crit Volume:	159				0				677	123		
Crit Moves:	****								****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Alameda St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

-0.07 (AISAC)
0.675 = B

Street Name:	Alameda Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	77	902	118	62	723	128	164	1040	56	0	471	46
Growth 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
Initial Bse:	77	902	118	62	723	128	164	1040	56	0	471	46
User 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
PHF 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
PHF Volume:	77	902	118	62	723	128	164	1040	56	0	471	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	902	118	62	723	128	164	1040	56	0	471	46
PCE 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
MLF 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
FinalVolume:	77	902	118	62	723	128	164	1040	56	0	471	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10	0.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2704	146	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.08	0.04	0.25	0.09	0.12	0.38	0.38	0.00	0.17	0.03
Crit Volume:		451			62			548			0	
Crit Moves:		****			****			****			****	

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Vignes St & 1st St
********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):          0.831   0.789   -0.07(ATSA
Loss Time (sec):        0              Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        110              Level Of Service:                   D   C      0.719=C
********************************************************************************
Street Name:                Vignes Street                       1st Street
Approach:         North Bound      South Bound       East Bound        West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:          Permitted         Permitted        Split Phase       Split Phase
Rights:            Include           Include           Include           Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Y+R:          4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0
Lanes:         0  0  1!  0  0    0  0  1!  0  0    0  1  1  0  1    0  0  0  0  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:      36    62   174   133    10    82   200  1358    41     0     0     0
Growth 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
Initial Bse:   36    62   174   133    10    82   200  1358    41     0     0     0
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:   36    62   174   133    10    82   200  1358    41     0     0     0
User 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
PHF 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
PHF Volume:    36    62   174   133    10    82   200  1358    41     0     0     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   36    62   174   133    10    82   200  1358    41     0     0     0
PCE 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
MLF 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
FinalVolume:   36    62   174   133    10    82   200  1358    41     0     0     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1500
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       0.13  0.23  0.64  0.60  0.04  0.36  0.26  1.74  1.00  0.00  0.00  0.00
Final Sat.:   189   325   912   842    63   519   366  2484  1425     0     0     0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.19  0.19  0.19  0.16  0.16  0.16  0.55  0.55  0.03  0.00  0.00  0.00
Crit Volume:              272   133                     779                    0
Crit Moves:              ****  ****                    ****
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Mission Rd & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

-0.1 (AT5A2/AFCS)
0.852 = D

Street Name:	Mission Road						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	1 0	0 1	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	123	10	46	267	0	641	774	15	48	0	300
Growth 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
Initial Bse:	0	123	10	46	267	0	641	774	15	48	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	123	10	46	267	0	641	774	15	48	0	300
User 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
PHF 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
PHF Volume:	0	123	10	46	267	0	641	774	15	48	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	123	10	46	267	0	641	774	15	48	0	300
PCE 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
MLF 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
FinalVolume:	0	123	10	46	267	0	641	774	15	48	0	300
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.92	0.08	1.00	1.00	0.00	1.00	0.98	0.02	1.00	0.00	1.00
Final Sat.:	0	1318	107	1425	1425	0	1425	1398	27	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.03	0.19	0.00	0.45	0.55	0.55	0.03	0.00	0.21
Crit Volume:	0				267				789			300
Crit Moves:	****				****				****			****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

N/A

Intersection #19 US-101 ramps & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

Street Name:	US-101 ramps						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Alameda St & 2nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

-0.07 (AM Adj) → 0.508

Street Name:	Alameda Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	125	868	61	42	732	68	131	265	135	34	96	43
Growth 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
Initial Bse:	125	868	61	42	732	68	131	265	135	34	96	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	125	868	61	42	732	68	131	265	0	34	96	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	868	61	42	732	68	131	265	0	34	96	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	125	868	61	42	732	68	131	265	0	34	96	43
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.83	0.17	1.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1425	2663	187	1425	2608	242	1425	1425	1425	1425	984	441
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.03	0.28	0.28	0.09	0.19	0.00	0.02	0.10	0.10
Crit Volume:	125				400			265		34		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Alameda St & 3rd St/4th Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

-0.07 (ATSAC) 0.430

Street Name:	Alameda Street						3rd Street/4th Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 1	0
Volume Module:												
Base Vol:	143	940	0	0	778	85	0	0	0	87	707	76
Growth 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
Initial Bse:	143	940	0	0	778	85	0	0	0	87	707	76
User 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
PHF 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
PHF Volume:	143	940	0	0	778	85	0	0	0	87	707	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	940	0	0	778	85	0	0	0	87	707	76
PCE 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
MLF 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
FinalVolume:	143	940	0	0	778	85	0	0	0	87	707	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.40	3.25	0.35
Final Sat.:	1500	3000	0	0	3000	1500	0	0	0	600	4876	524
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.00	0.00	0.26	0.06	0.00	0.00	0.00	0.15	0.14	0.15
Crit Volume:	143				389			0				218
Crit Moves:	****				****							****

APPENDIX D
List of Related Projects

Map #	Address	Project Name	Land Use	Intensity	Project Description	Calc Basis	Daily	AM Peak Total	AM Peak IN	AM Peak OUT	PM Peak Total	PM Peak IN	PM Peak OUT
1	454 E Commercial St	Bus Maintenance & Inspection Facility	General Light Industry	87.120	Construct 2-acre bus maintenance & inspection facility	k.s.f.	0	30	27	3	10	2	8
2	Temple St/Vignes St	Prop Q & F Public Safety Civic Ctr Facility Plan (MTD) [a]	Government Building	56	MTD	employees	102	10	8	1	11	3	8
3	905 E 2nd St	Mixed-Use Project (Megatoys)	Condominium Retail	320 18.716	Construct 320 condos & 18716 sf retail	d.u. k.s.f.	1,207	64	11	53	92	62	30
4	701 E 3rd St	Bar/Lounge	Bar	8.77	Construct 8.77K SF bar/lounge	k.s.f.	789	0	0	0	66	44	22
5	300 S Santa Fe Ave	One Santa Fe Project (Mixed-Use)	Apartment Condominium Restaurant/Retail	442 17 25.000	Construct 442 apts, 17 live/work units, 25 ksf retail and restaurant	d.u. d.u. k.s.f.	2,443	208	42	166	229	149	80
6	2051 E 7th St	Mixed-Use	Condominium Retail	182 3.000	Construct 182 condos & 3K SF retail	d.u. k.s.f.	242	29	5	24	20	14	6
7	1005 S Mateo St	Industrial Park	Industrial	94.849	Replace 33600 sf industrial with 94849 sf industrial park	k.s.f.	426	49	41	8	49	11	38
8	1115 S Boyle Av	Warehouse/Office/Manufacturing	Warehouse Office Manufacturing	295.000 77.000 66.000	Construct 295ksf warehouse, 77ksf office & 66ksf manufacturing	k.s.f. k.s.f. k.s.f.	1,125	74	61	13	115	29	86
9	3555 E Whittier Bl	Senior Housing	Senior Housing	56	56-unit affordable senior housing	d.u.	195	5	3	2	7	5	2
10	1016 S Towne Ave	Wholesale mart	Wholesale Market	78.972	Construct 78972 SF wholesale mart	k.s.f.	2,100	53	27	26	181	91	90
11	800 E 12th St	Commercial condos	Manufacturing	320.497	Demo 1,458 SF restaurant & 23,488 SF warehouse & construct 320,497 SF light manufacturing condos	k.s.f.	962	221	171	50	214	78	136
12	800 E Pico Bl	Condos	Condominium	131	Construct 131 unit commercial condos	d.u.	619	44	8	36	54	37	17
13	819 S Santee St	Condos & retail (VTT67122)	Condominium Retail	96 7.800	Convert lt. man., off., & retail 8539 SF bldg. to 96 condos & 7.8KSF retail	d.u. k.s.f.	838	42	8	34	71	48	23
14	146 W 11th St	Mixed-Use (Herald Examiner)	Apartment Condominium Office Retail	20 565 32.670 37.600	Construct 20 apts, 32670 SF office, 37600 SF retail, & 565 condos	d.u. d.u. k.s.f. k.s.f.	5,563	346	59	287	565	379	186
15	1115 S Hill St	Mixed-use residential and retail	Condominium Retail	172 6.850	Construct 172 condominiums and 6850 sf retail	d.u. k.s.f.	543	-5	-1	-4	43	29	14
16	1301 S Olive St	Mixed-use	High-rise Condominium Retail	105 4.500	Construct 17-story mixed-use bldg: 105 DU condos & 4.5K SF retail	d.u. k.s.f.	810	51	10	41	72	45	27
17	1050 S Grand Av	Mixed-Use	Condominium Restaurant Retail	151 2.200 3.472	Construct 151 condos, 3472 SF retail, 2200 SF restaurant	d.u. k.s.f. k.s.f.	1,084	68	12	56	99	67	32
18	315 W 9th St	Mixed-use	Condominium Retail	210 9.000	Construct 210 condos & 9K SF retail	d.u. k.s.f.	1,100	62	11	51	98	66	32
19	860 S Olive St	9th/Olive Mixed Use	Condominium Restaurant Retail	353 6.000 18.900	Construct 98 live/wprk, 11.4ksf retail, 6ksf rest, Ph 2 255 condso & 7.5ksf retail	d.u. k.s.f. k.s.f.	2,759	131	23	108	171	115	56
20	948 S Figueroa St	Mixed-Use	Apartment Retail	156 7.500	Construct 156 apts & 7.5K SF retail	d.u. k.s.f.	0	0	0	0	62	41	21
21	939 S Flower St	FIDM Campus Expansion	College Apartment	95.700 112	Construct 95.7K SF school expansion & 112 apts	k.s.f. d.u.	0	0	0	0	-4	-3	-1
22	900 S Figueroa St	Mixed-Use (Concerto Tower)	Condominium Retail	629 27.000	Construct 629 condos & 27K SF retail	d.u. k.s.f.	2,624	183	32	151	238	160	78
23	851 S Francisco St	Metropolis Mixed-Use	Condominium Hotel Retail Office	836 480 46.000 988.255	Construct 836 condos, 988255 SF office, 480 hotel rms, 46K SF retail	d.u. room k.s.f. k.s.f.	8,010	625	550	75	898	153	745
24	848 S Grand Av	Embassy Tower	High-rise Condominium Supermarket	420 38.500	Construct 420 hi-rise condos w/ 38.5ksf grd flr market	d.u. k.s.f.	3,882	210	129	81	377	193	184
25	609 W 8th St	Mixed-use residential, hotel, retail and restaurant (Eighth & Grand)	Condominium Hotel Restaurant Retail	225 200 32.000 30.000	Construct 225 condominiums, 200 rooms Hotel, 30000 sf retail, and 32000 sf restaurant	d.u. room k.s.f. k.s.f.	4,908	194	97	97	401	269	132
26	0 W 8th St	8th & Grand Mixed-Use project	Condominium Restaurant Retail	875 10.000 34.061	Construct 875 condos, 34061 retail, & 10K SF restaurant	d.u. k.s.f. k.s.f.	4,162	257	44	213	372	250	122
27	745 S Spring St	Mixed-used Development	Condominium Retail	247 10.675	Construct 247 condominiums & 10,675 SF retail	d.u. k.s.f.	2,841	132	23	109	256	172	84
28	515 7th St	Quality restaurant & bar	Restaurant Bar	8.891 7.668	Construct 8,891 sf quality restaurant & 7,668 sf bar	k.s.f. k.s.f.	1,308	-1	-1	0	130	88	42
29	610 S Main St	Mixed-use development	Restaurant Retail Event Center	13.921 0.726 0.726	Construct 13921 SF restaurant, 726 SF retail, 726 SF pool/lounge/event ctr	k.s.f. k.s.f. k.s.f.	1,429	22	11	11	117	79	38
30	101 E 6th St	Restaurant, retail, and health club (101-131 E 6th St)	Health Club Restaurant Retail	5.066 11.018 8.927	Construct 5 sep. establishments incl.a 11,018 SF restaurant, 8,927 SF retail, and 5.066 SF Health Club in the same bldg.	k.s.f. k.s.f. k.s.f.	1,541	24	12	12	137	92	45
31	601 S Main St	6th & Main Residential Project	High-rise Condominium Retail	777 25.000	Construct 777 hi-rise condos & 25ksf specialty retail	d.u. k.s.f.	3,690	278	53	225	321	200	121
32	400 Main St	Bar and Restaurant (Medallion)	Restaurant Bar	5.265	5,265 sf restaurant and bar that seats 215	k.s.f.	522	5	3	2	76	51	25
33	418 S Spring St	Center Land (El Dorado)	High-rise Condominium Hotel Bar Restaurant/Retail Spa	96 122 3.500 10.000 2.000	Construct 96 hi-rise condos, 122 hotel rms, 10ksf rest./retail, 2ksf spa & 3.5ksf drinking pl	d.u. room k.s.f. k.s.f. k.s.f.	2,202	154	94	60	184	98	86
34	501 S Olive St	Park Fifth Project	Condominium Restaurant Retail	900 19.200 19.000	Construct 900 condos 19K SF retail & 19.2 KSF restaurants	d.u. k.s.f. k.s.f.	5,109	296	51	245	437	293	144
35	900 Wilshire Bl		Apartment Hotel/Office/Retail	100 1,775.00	1.775 million sf mixed use project (hotel, commercial and office, and 100 residential units)	d.u. k.s.f.	1,829	1,829	1,116	713	6,657	3,196	3,461
36	1027 W Wilshire Bl	Mixed-use development	Condominium Retail	402 4.728	Construct 402 condso & 4728 SF retail space	d.u. k.s.f.	1,498	113	20	93	136	92	44
37	1111 W Wilshire Bl	Mixed-use (Holland Partners)	Condominium Retail	420 40.000	Construct 420 condos & 40K SF retail	d.u. k.s.f.	2,900	146	25	121	263	177	86
38	1130 W Wilshire Bl	Office	Office	86.844	Construct 86844 sf office	k.s.f.	530	103	91	12	83	15	68
39	1136 W 6th St	Good Samaritan Mixed-Use Project	Apartment Retail	725 39.999	Construct 725 apts & 39999 sf retail	d.u. k.s.f.	3,800	230	46	184	341	222	119

Map #	Address	Project Name	Land Use	Intensity	Project Description	Calc Basis	Daily	AM Peak Total	AM Peak IN	AM Peak OUT	PM Peak Total	PM Peak IN	PM Peak OUT
40	1076 W 6th St	Piero II (Lorenzo Res Development)	Apartment Retail	600 20.000	Construct 600 res units & 20K SF retail	d.u. k.s.f.	3,005	234	47	187	368	240	128
41	1311 W 5th St	Apartments	Apartment	80	Construct 80 Apts	d.u.	538	41	9	32	50	33	17
42	477 S Lucas Av	Gratts Primary Ctr & Early Education Ctr	Elementary School	380	Construct 380 student school	students	0	156	86	70	0	0	0
43	431 S Lucas Av	Affordable apartments	Apartment	75	Construct 75 unit affordable housing (apts)	d.u.	504	31	7	24	47	31	16
44	1201 W Miramar St	LAUSD - Central LA High School #12	High School	500	Construct 500 student high school	students	0	130	90	40	0	0	0
45	322 Lucas Av												
46	1234 W 3rd St	Mixed-use	Apartment Retail	363 7.740	Construct 363-unit apts & 7740 SF retail	d.u. k.s.f.	1,691	113	23	90	141	92	49
47	250 S Hill St	Kawada Tower (Zen)	Condominium Retail	330 12.000	Construct 330 condos & 12ksf retail/restaurant	d.u. k.s.f.	1,551	124	22	102	138	93	45
	2nd/Main	Prop Q & F Public Safety Civic Ctr Facility Plan (PHF Parking Structure) [a]	Parking Structure	300	PHF Parking structure	stalls	840	78	75	3	80	11	68
48	221 S Los Angeles St	Condos	Condominium Retail	300 3.400	Construct 300 condos & 3.4K SF retail	d.u. k.s.f.	1,910	224	39	185	126	85	41
49	200 S Los Angeles St	Mixed-Use (Matsu)	Condominium Apartment Retail	570 280 50.000	Construct 570 condos, 280 apts, & 50K SF retail	d.u. d.u. k.s.f.	4,688	276	47	229	365	245	120
50	1st/Main	Prop Q & F Public Safety Civic Ctr Facility Plan (PHF) [a]	Government Building	2,400	PHF building with 2,400 employees	employees	1,277	115	102	13	146	46	101
51	0 Los Angeles St	Prop Q & F Public Safety Civic Ctr Facility Plan (Jail) [a]	Government Building	512	Metro Jail facility with 512 beds	beds	126	45	30	15	18	5	13
52	211 W Temple St	Hall of Justice	Government Building	1660	Retrofit Hall of Justice Bldg: from 1630 to 1660 employees plus 1000 pkg spc struct	employees	1,052	152	136	16	146	46	100
53	102 S Grand Av	Grand Avenue Implementation Plan (mixed-use)	Apartment Condominium Hotel Retail Government Office	412 1,648 275 449.000 68.000	Construct 1648 condos, 412 apts, 449K SF retail, 275 hotel rms, 68K SF County Office	d.u. d.u. room k.s.f. k.s.f.	0	1,326	809	517	2,270	1,090	1,180
54	110 N Beaudry Av	Mixed-Use	Apartment Retail	200 5.000	Construct 200 apts & 5K SF retail	d.u. k.s.f.	1,540	98	20	78	142	93	49
55	1430 W Beverly Bl	Beverly + Lucas Project	Apartment	157	Construct 157 Apts	d.u.	867	66	14	52	80	52	28
56	1200 W Colton St	LAUSD CLAHS #11 HRD/PDC	Office	25.5	Construct Human Resources Dept (25.5ksf office & exam facility 50 visitors) / Professional Development Ctr (conference facility 350 visitors)	k.s.f.	653	92	82	10	95	30	65
57	1030 Mignonette St	Mixed use project	Apartment Retail	204 5.000	Construct 204 DU & 5k SF retail	d.u. k.s.f.	2,350	132	27	105	216	141	75
58	327 N Fremont Av	Mixed-use (Da Vinci)	Apartment Retail	600 30.000	Construct 600 apts & 30K SF retail	d.u. k.s.f.	3,568	212	43	169	355	231	124
59	550 N Figueroa	Mixed use (Orsini III)	Apartment Retail	600 30.000	Construct 600 dwelling units apartment & 30,000 Sf retail	d.u. k.s.f.	1,462	112	23	89	258	168	90
60	500 N Bunker Hill Av	Supermarket & Retail	Supermarket Retail	17.000 4.200	Renovate existing fast food rest. w/ drive-thru & construct 17K SF supermarket & 4.2K SF retail space on vac. 38K SF site	k.s.f. k.s.f.	1,924	60	37	23	189	97	92
61	720 W Cesar E Chavez Av	Bunker Hill Mixed-Use	Condominium Restaurant Retail	272 8.000 6.431	Construct 272 condos, 6431 SF retail & 8K SF restaurant	d.u. k.s.f. k.s.f.	1,639	112	20	92	147	99	48
62	0 Cesar E Chavez St	Chinatown Gateway Project	Apartment Retail	280 22.000	Construct 280 apts & 22K SF retail	d.u. k.s.f.	2,665	152	31	121	247	161	86
63	715 N Yale St	Apartments	Apartment	65	Construct 65 apartments	d.u.	437	34	7	27	40	26	14
64	833 W Bartlett Street		Apartment	16	3-Story, 16-unit apartment building w/25 parking spaces	d.u.	108	9	2	7	10	7	3
65	855 N Figueroa Terr	Condos (TT67738)	Condominium	102	Construct 102 condos	d.u.	598	45	8	37	53	36	17
66	900 N Broadway	Blossom Plaza - Mixed use project	Condominium Retail Restaurant Cultural Center	223 22.008 175.000 7.000	Construct 223 unit condos, 22,008 SF retail, 175KSF restaurant, (9K sit-down & 6K fast-food), 7K SF cultural ctr, & 617 pkg spcs	d.u. k.s.f. k.s.f. k.s.f.	2,823	162	81	81	184	124	60
67	1101 N Main St	Chinatown condos	Condominium	300	Construct 300 condos	d.u.	1,102	71	13	58	87	59	28
68	920 N Vignes St	MTA Bus Facility	General Light Industry	647	Construct Metro Bus Maint & Operations (271 buses, 647 employees)	employees	1,927	72	60	12	75	16	59
			TOTAL				**116,537**	**10,756**	**4,912**	**5,843**	**19,722**	**10,469**	**9,253**

APPENDIX E
Intersection Level of Service Worksheets
Future without-Project Conditions (Year 2015)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Alameda St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862 0.893
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx - 0.1(PBAC/MRS)
Optimal Cycle:	135	Level Of Service:	D 0.793 = C

Street Name:	Alameda Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	96	348	110	48	1308	215	44	554	113	219	1301	41
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	102	369	117	51	1386	228	47	587	120	232	1379	43
Added Vol:	1	48	17	2	78	13	15	32	1	15	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	417	134	53	1464	241	62	619	121	247	1409	43
User 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
PHF 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
PHF Volume:	103	417	134	53	1464	241	62	619	121	247	1409	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	417	134	53	1464	241	62	619	121	247	1409	43
PCE 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
MLF 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
FinalVolume:	103	417	134	53	1464	241	62	619	121	247	1409	43
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.27	0.73	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.91	0.09
Final Sat.:	1425	3237	1038	1425	3671	604	1425	2850	1425	1425	4147	128
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.04	0.40	0.40	0.04	0.22	0.08	0.17	0.34	0.34
Crit Volume:	103				568			310		247		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Vignes St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Vignes Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	124	268	70	130	282	27	110	429	139	316	1445	225
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	131	284	74	138	299	29	117	455	147	335	1532	239
Added Vol:	4	28	3	3	7	1	6	42	1	2	41	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	312	77	141	306	30	123	497	148	337	1573	245
User 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
PHF 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
PHF Volume:	135	312	77	141	306	30	123	497	148	337	1573	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	312	77	141	306	30	123	497	148	337	1573	245
PCE 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
MLF 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
FinalVolume:	135	312	77	141	306	30	123	497	148	337	1573	245
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.06	0.10	0.11	0.02	0.09	0.18	0.11	0.25	0.57	0.18
Crit Volume:		156			141			123			786	
Crit Moves:		****			****			****			****	

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                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
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Intersection #3 Mission Rd & Cesar Chavez Ave
********************************************************************************
Cycle (sec):            100           Critical Vol./Cap.(X):         1.195  - 0.1 (ATSAC/ATCS)
Loss Time (sec):          0           Average Delay (sec/veh):      xxxxxx
Optimal Cycle:          180           Level Of Service:                  F  1.095
********************************************************************************
Street Name:                Mission Road                Cesar Chavez Avenue
Approach:         North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|-----------------||----------------||----------------||----------------|
Control:        Prot+Permit        Permitted       Split Phase      Split Phase
Rights:             Ovl               Ovl            Include          Include
Min. Green:     0     0     0   0     0     0   0     0     0   0     0     0
Y+R:          4.0   4.0   4.0 4.0   4.0   4.0 4.0   4.0   4.0 4.0   4.0   4.0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  1  0  1  0   1  0  1  1  0
------------|-----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:     180   257   110   23   700   856   245   235   112   180   928    41
Growth Adj:  1.06  1.06  1.06 1.06  1.06  1.06  1.06  1.06  1.06  1.06  1.06  1.06
Initial Bse:  191   272   117   24   742   907   260   249   119   191   984    43
Added Vol:      3     1     1    0     5    10     8    39     2     0    36     0
PasserByVol:    0     0     0    0     0     0     0     0     0     0     0     0
Initial Fut:  194   273   118   24   747   917   268   288   121   191  1020    43
User 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
PHF 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
PHF Volume:   194   273   118   24   747   917   268   288   121   191  1020    43
Reduct Vol:     0     0     0    0     0     0     0     0     0     0     0     0
Reduced Vol:  194   273   118   24   747   917   268   288   121   191  1020    43
PCE 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
MLF Adj:     1.00  1.00  1.00 1.00  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00
FinalVolume:  194   273   118   24   747   917   294   288   121   191  1020    43
------------|-----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1375  1375  1375 1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:  1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.00  2.00  1.00 1.00  2.00  1.00  1.26  1.23  0.51  1.00  1.92  0.08
Final Sat.:  1375  2750  1375 1375  2750  1375  1733  1689   703  1375  2638   112
------------|-----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.14  0.10  0.09 0.02  0.27  0.67  0.17  0.17  0.17  0.14  0.39  0.39
Crit Volume:  194                           917                  0               532
Crit Moves:  ****                     691  ****            226 ****              ****
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vignes St & Ramirez St

Cycle (sec): 100 — Critical Vol./Cap.(X): ~~0.396~~ 0.385 −0.1 (ATCS/ACS) **0.285**
Loss Time (sec): 0 — Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 38 — Level Of Service: A

Street Name:	Vignes Street						Ramirez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2 0 1			2 0 1 1 0			1 1 0 1 0			1 0 0 1 1		
Volume Module:												
Base Vol:	50	117	95	365	116	219	128	32	83	88	67	207
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	124	101	387	123	232	136	34	88	93	71	219
Added Vol:	0	9	5	7	3	0	0	0	0	25	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	133	106	394	126	232	136	34	88	118	71	245
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	133	0	394	126	232	136	34	88	118	71	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	133	0	394	126	232	136	34	88	118	71	245
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	58	133	0	433	126	232	149	34	88	118	71	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.65	0.37	0.98	1.00	0.42	1.58
Final Sat.:	2750	2750	1375	2750	1375	1375	2266	515	1344	1375	573	2177
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.16	0.09	0.17	0.07	0.07	0.07	0.09	0.12	0.12
Crit Volume:		67		217			~~91~~		88		~~170~~	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Alameda St & Arcadia St/US-101 off-ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Alameda Street						Arcadia Street/US-101 off-ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 1	0
Volume Module:												
Base Vol:	30	817	0	0	951	55	0	0	0	504	1152	130
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	32	866	0	0	1008	58	0	0	0	534	1221	138
Added Vol:	0	64	0	0	77	1	0	0	0	27	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	930	0	0	1085	59	0	0	0	561	1227	140
User 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
PHF 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
PHF Volume:	32	930	0	0	1085	59	0	0	0	561	1227	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	930	0	0	1085	59	0	0	0	561	1227	140
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	930	0	0	1085	59	0	0	0	617	1227	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	0.00	0.00	0.00	1.00	2.80	0.20
Final Sat.:	1425	4275	0	0	4053	222	0	0	0	1431	3978	291
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.43	0.31	0.48
Crit Volume:	32					381		0				683
Crit Moves:	****					****						****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Alameda St & Aliso St/Commerical St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

0.1 (ASSUMED)
0.547 = A

Street Name:	Alameda Street						Aliso Street/Commerical Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	3	0 1	1	3	0 0	2	0 1	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	691	168	115	1328	0	53	51	174	224	0	127
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	732	178	122	1408	0	56	54	184	237	0	135
Added Vol:	0	52	9	15	89	0	0	0	0	1	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	784	187	137	1497	0	56	54	184	238	0	147
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	784	0	137	1497	0	56	54	184	238	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	784	0	137	1497	0	56	54	184	238	0	147
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	784	0	137	1497	0	62	54	184	238	0	147
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4275	1425	1425	4275	0	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.10	0.35	0.00	0.02	0.04	0.13	0.17	0.00	0.10
Crit Volume:	0				499				184	238		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Garey St & Commerical St/US-101 ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Garey Street						Commerical Street/US-101 ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 1	0	0 1	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	8	32	5	134	32	229	261	60	8	12	61	78
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	34	5	142	34	243	277	64	8	13	65	83
Added Vol:	0	2	0	13	2	20	10	0	0	0	2	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	36	5	155	36	263	287	64	8	13	67	96
User 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
PHF 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
PHF Volume:	8	36	5	155	36	263	287	64	8	13	67	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	36	5	155	36	263	287	64	8	13	67	96
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	36	5	155	36	263	315	64	8	13	67	96
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	1.45	0.21	0.81	0.19	1.00	2.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	486	2060	304	1157	268	1425	2850	1257	168	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.18	0.11	0.05	0.05	0.01	0.05	0.07
Crit Volume:			25			263	158					96
Crit Moves:			****			****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Los Angeles St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Los Angeles Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	25	235	42	165	954	80	50	531	297	100	322	73
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	27	249	45	175	1011	85	53	563	315	106	341	77
Added Vol:	33	260	5	9	62	0	3	10	7	4	26	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	509	50	184	1073	85	56	573	322	110	367	82
User 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
PHF 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
PHF Volume:	60	509	50	184	1073	85	56	573	322	110	367	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	509	50	184	1073	85	56	573	322	110	367	82
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	509	50	184	1073	93	56	573	322	110	367	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.28	0.72	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	4500	1500	1500	1921	1079	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.03	0.12	0.24	0.06	0.04	0.30	0.30	0.07	0.12	0.05
Crit Volume:		255		184					447	110		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605 0.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	B C

-0.1 (AFBAL/AFCI)
0.601 = B

Street Name:	Alameda Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	703	4	49	1182	343	105	167	148	21	116	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	88	745	4	52	1253	364	111	177	157	22	123	30
Added Vol:	13	50	0	1	70	18	10	3	3	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	795	4	53	1323	382	121	180	160	22	129	30
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	795	4	53	1323	0	121	180	160	22	129	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	795	4	53	1323	0	121	180	160	22	129	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	795	4	53	1323	0	121	180	160	22	129	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.06	0.94	1.00	1.63	0.37
Final Sat.:	1425	2835	15	1425	2850	1425	1425	1509	1341	1425	2317	533
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.04	0.46	0.00	0.09	0.12	0.12	0.02	0.06	0.06
Crit Volume:		400			661		121					79
Crit Moves:					****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Grand Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	D

-0.1 CATEGORICS
0.751 = C

Street Name:	Grand Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Protected		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	2 0	2	1 0
Volume Module:												
Base Vol:	15	51	28	175	954	164	112	681	170	225	746	274
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	54	30	186	1011	174	119	722	180	239	791	290
Added Vol:	27	162	0	1	290	0	0	55	28	0	88	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	216	30	187	1301	174	119	777	208	239	879	293
User 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
PHF 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
PHF Volume:	43	216	30	187	1301	174	119	777	208	239	879	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	216	30	187	1301	174	119	777	208	239	879	293
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	43	216	30	187	1301	174	119	777	208	262	879	293
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.25	0.75
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	3205	1070
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.02	0.13	0.46	0.12	0.08	0.27	0.15	0.09	0.27	0.27
Crit Volume:	43				651			388		131		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Broadway & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Broadway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	62	390	82	41	702	138	77	677	26	67	989	128
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	413	87	43	744	146	82	718	28	71	1048	136
Added Vol:	8	42	0	1	8	2	9	50	3	0	55	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	455	87	44	752	148	91	768	31	71	1103	144
User 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
PHF 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
PHF Volume:	74	455	87	44	752	148	91	768	31	71	1103	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	455	87	44	752	148	91	768	31	71	1103	144
PCE 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
MLF 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
FinalVolume:	74	455	87	44	752	148	91	768	31	71	1103	144
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.52	0.48	1.00	1.67	0.33	1.00	2.89	0.11	1.00	2.65	0.35
Final Sat.:	1425	3590	685	1425	2381	469	1425	4111	164	1425	3782	493
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.32	0.32	0.06	0.19	0.19	0.05	0.29	0.29
Crit Volume:	74				450		91					416
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Main St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Main Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 1	1 0	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	51	431	67	0	0	0	97	528	0	0	897	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	54	457	71	0	0	0	103	560	0	0	951	98
Added Vol:	8	14	9	0	0	0	0	41	0	0	82	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	471	80	0	0	0	103	601	0	0	1033	100
User 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
PHF 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
PHF Volume:	62	471	80	0	0	0	103	601	0	0	1033	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	471	80	0	0	0	103	601	0	0	1033	100
PCE 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
MLF 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
FinalVolume:	62	471	80	0	0	0	103	601	0	0	1033	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	2.31	0.39	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.74	0.26
Final Sat.:	433	3284	558	0	0	0	1425	4275	0	0	3899	376
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.07	0.14	0.00	0.00	0.26	0.26
Crit Volume:			204	0			103				377	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Los Angeles St & 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Los Angeles Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	26	226	36	113	692	164	67	446	56	87	923	108
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	28	240	38	120	734	174	71	473	59	92	978	114
Added Vol:	36	274	17	0	70	3	24	18	8	11	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	514	55	120	804	177	95	491	67	103	1022	114
User 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
PHF 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
PHF Volume:	64	514	55	120	804	177	95	491	67	103	1022	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	514	55	120	804	177	95	491	67	103	1022	114
PCE 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
MLF 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
FinalVolume:	64	514	55	120	804	177	95	491	67	103	1022	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.70	0.30
Final Sat.:	1500	2709	291	1500	3000	1500	1500	3957	543	1500	4047	453
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.27	0.12	0.06	0.12	0.12	0.07	0.25	0.25
Crit Volume:	64				402		95				379	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 San Pedro St/Judge John Aliso St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576 - 0.1 (ATSAC/ATCS)
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A 0.476

Street Name:	San Pedro Street/Judge John Aliso						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 0 1 0			0 1 0 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	56	128	51	31	215	62	46	410	108	149	1010	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	59	136	54	33	228	66	49	435	114	158	1071	54
Added Vol:	0	4	1	1	1	1	1	34	0	1	54	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	140	55	34	229	67	50	469	114	159	1125	55
User 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
PHF 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
PHF Volume:	59	140	55	34	229	67	50	469	114	159	1125	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	140	55	34	229	67	50	469	114	159	1125	55
PCE 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
MLF 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
FinalVolume:	59	140	55	34	229	67	50	469	114	159	1125	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	1.10	0.43	0.21	1.39	0.40	1.00	1.61	0.39	1.00	1.91	0.09
Final Sat.:	701	1649	650	308	2084	608	1500	2411	589	1500	2860	140
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.03	0.19	0.19	0.11	0.39	0.39
Crit Volume:	59					165	50				590	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Central Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

-0.1 (AASHTO/ATES) 0.401

Street Name:	Central Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	67	0	103	0	0	0	0	364	113	123	1158	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	71	0	109	0	0	0	0	386	120	130	1227	0
Added Vol:	0	0	0	0	0	0	0	36	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	0	109	0	0	0	0	422	120	130	1283	0
User 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
PHF 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
PHF Volume:	71	0	109	0	0	0	0	422	120	130	1283	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	109	0	0	0	0	422	120	130	1283	0
PCE 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
MLF 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
FinalVolume:	71	0	109	0	0	0	0	422	120	130	1283	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.56	0.44	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2337	663	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.18	0.18	0.09	0.43	0.00
Crit Volume:			109	0			0				642	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Alameda St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.024
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

~ 0.1 (AASHTO/ARLS) 0.924 = E

Street Name:	Alameda Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	62	600	56	46	979	215	154	328	56	0	1230	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	636	59	49	1038	228	163	348	59	0	1304	82
Added Vol:	8	54	10	2	55	17	8	27	2	0	32	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	690	69	51	1093	245	171	375	61	0	1336	83
User 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
PHF 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
PHF Volume:	74	690	69	51	1093	245	171	375	61	0	1336	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	690	69	51	1093	245	171	375	61	0	1336	83
PCE 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
MLF 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
FinalVolume:	74	690	69	51	1093	245	171	375	61	0	1336	83
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.72	0.28	0.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2449	401	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.05	0.04	0.38	0.17	0.12	0.15	0.15	0.00	0.47	0.06
Crit Volume:	74				546		171				668	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Vignes St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	Level Of Service:	D

Street Name:	Vignes Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	1 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	0	5	10	21	10	87	62	328	10	169	1251	241
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	5	11	22	11	92	66	348	11	179	1326	255
Added Vol:	0	2	23	0	0	0	1	38	0	5	33	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	34	22	11	92	67	386	11	184	1359	256
User 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
PHF 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
PHF Volume:	0	7	34	22	11	92	67	386	11	184	1359	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	34	22	11	92	67	386	11	184	1359	256
PCE 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
MLF 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
FinalVolume:	0	7	34	22	11	92	67	386	11	184	1359	256
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.18	0.82	0.18	0.08	0.74	0.29	1.71	1.00	0.20	1.51	0.29
Final Sat.:	0	254	1171	254	121	1051	420	2430	1425	292	2152	406
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.09	0.09	0.09	0.16	0.16	0.01	0.63	0.63	0.63
Crit Volume:	0				125			226				900
Crit Moves:	****				****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Mission Rd & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.242
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Mission Road						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	15	62	5	62	113	461	149	236	10	21	1097	56
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	66	5	66	120	489	158	250	11	22	1163	59
Added Vol:	0	0	0	2	0	5	2	58	0	0	35	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	66	5	68	120	494	160	308	11	22	1198	62
User 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
PHF 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
PHF Volume:	16	66	5	68	120	494	160	308	11	22	1198	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	66	5	68	120	494	160	308	11	22	1198	62
PCE 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
MLF 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
FinalVolume:	16	66	5	68	120	494	160	308	11	22	1198	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.95	0.05
Final Sat.:	1425	1319	106	1425	1425	1425	1425	1378	47	1425	1354	71
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.05	0.08	0.35	0.11	0.22	0.22	0.02	0.88	0.88
Crit Volume:	16					494	0				1260	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 US-101 ramps & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.094
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	US-101 ramps						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	0 0	1 0	1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	543	5	15	0	0	0	31	395	0	0	851	149
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	576	5	16	0	0	0	33	419	0	0	902	158
Added Vol:	0	0	0	0	0	0	14	46	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	576	5	16	0	0	0	47	465	0	0	936	158
User 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
PHF 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
PHF Volume:	576	5	16	0	0	0	47	465	0	0	936	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	5	16	0	0	0	47	465	0	0	936	158
PCE 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
MLF 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
FinalVolume:	576	5	16	0	0	0	47	465	0	0	936	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1425	356	1069	0	0	0	1425	1425	0	0	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.40	0.01	0.01	0.00	0.00	0.00	0.03	0.33	0.00	0.00	0.66	0.11
Crit Volume:	576				0		47				936	
Crit Moves:	****						****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Alameda St & 2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606 0.639
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

-0.1 (ATSAC/ATCS)
0.539=A

Street Name:	Alameda Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1 1 0			1 0 1 1 0			1 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	65	647	26	52	948	64	28	82	57	42	116	61
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	686	28	55	1005	68	30	87	60	45	123	65
Added Vol:	9	32	3	4	21	32	17	5	9	13	13	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	718	31	59	1026	100	47	92	69	58	136	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	78	718	31	59	1026	100	47	92	0	58	136	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	718	31	59	1026	100	47	92	0	58	136	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	78	718	31	59	1026	100	47	92	0	58	136	87
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.82	0.18	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1425	2734	116	1425	2597	253	1425	1425	1425	1425	870	555
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.04	0.39	0.39	0.03	0.06	0.00	0.04	0.16	0.16
Crit Volume:	78				563			92			223	
Crit Moves:	****				****		47				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Alameda St & 3rd St/4th Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

-0.1(ASR/ATLS)
0.718 = C

Street Name:	Alameda Street						3rd Street/4th Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	0	0 0	0 0	0	1 2	1 0
Volume Module:												
Base Vol:	121	635	0	0	825	189	0	0	0	163	2041	163
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	128	673	0	0	875	200	0	0	0	173	2163	173
Added Vol:	1	44	0	0	41	3	0	0	0	12	35	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	717	0	0	916	203	0	0	0	185	2198	174
User 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
PHF 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
PHF Volume:	129	717	0	0	916	203	0	0	0	185	2198	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	717	0	0	916	203	0	0	0	185	2198	174
PCE 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
MLF 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
FinalVolume:	129	717	0	0	916	203	0	0	0	185	2198	174
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.29	3.44	0.27
Final Sat.:	1500	3000	0	0	3000	1500	0	0	0	434	5159	408
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.00	0.00	0.31	0.14	0.00	0.00	0.00	0.43	0.43	0.43
Crit Volume:	129				458			0			639	
Crit Moves:	****				****						****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Hewitt St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Hewitt Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	5	0	15	0	0	0	0	369	10	67	1435	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	5	0	16	0	0	0	0	391	11	71	1521	0
Added Vol:	0	0	0	0	0	0	0	38	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	16	0	0	0	0	429	11	71	1554	0
User 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
PHF 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
PHF Volume:	5	0	16	0	0	0	0	429	11	71	1554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	16	0	0	0	0	429	11	71	1554	0
PCE 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
MLF 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
FinalVolume:	5	0	16	0	0	0	0	429	11	71	1554	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.95	0.05	0.09	1.91	0.00
Final Sat.:	1425	0	1425	1425	1425	1425	0	2781	69	125	2725	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.15	0.15	0.57	0.57	0.00
Crit Volume:			16	0				220			813	
Crit Moves:			****					****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Alameda St & Cesar Chavez Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896 0.929
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D E

-0.1 (RSA/HS)
0.829 = D

Street Name:	Alameda Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	178	1091	181	96	708	111	94	942	148	151	1186	131
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	189	1156	192	102	750	118	100	999	157	160	1257	139
Added Vol:	1	82	15	1	64	23	17	43	1	12	52	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1238	207	103	814	141	117	1042	158	172	1309	141
User 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
PHF 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
PHF Volume:	190	1238	207	103	814	141	117	1042	158	172	1309	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1238	207	103	814	141	117	1042	158	172	1309	141
PCE 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
MLF 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
FinalVolume:	190	1238	207	103	814	141	117	1042	158	172	1309	141
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.57	0.43	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.71	0.29
Final Sat.:	1425	3663	612	1425	3645	630	1425	2850	1425	1425	3860	415
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.07	0.22	0.22	0.08	0.37	0.11	0.12	0.34	0.34
Crit Volume:			482	103				521		172		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Vignes St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.039
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

- 0.1 (ATSAC/ATCS)
0.939 = E

Street Name:	Vignes Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	331	807	172	240	271	81	87	1077	136	125	1130	219
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	351	855	182	254	287	86	92	1142	144	133	1198	232
Added Vol:	2	8	2	10	30	3	2	53	4	3	61	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	863	184	264	317	89	94	1195	148	136	1259	235
User 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
PHF 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
PHF Volume:	353	863	184	264	317	89	94	1195	148	136	1259	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	863	184	264	317	89	94	1195	148	136	1259	235
PCE 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
MLF 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
FinalVolume:	353	863	184	264	317	89	94	1195	148	136	1259	235
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.26	0.31	0.13	0.19	0.12	0.06	0.07	0.43	0.11	0.10	0.46	0.17
Crit Volume:		432		264				597		136		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #3 Mission Rd & Cesar Chavez Ave

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.077 1.059
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx -0.1 (attached)
Optimal Cycle:	180	Level Of Service:	F 0.959=E

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Street Name:	Mission Road						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	1 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	138	664	70	33	320	381	685	539	260	103	889	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	146	704	74	35	339	404	726	571	276	109	942	39
Added Vol:	2	5	1	0	3	7	10	49	7	1	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	709	75	35	342	411	736	620	283	110	1000	39
User 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
PHF 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
PHF Volume:	148	709	75	35	342	411	736	620	283	110	1000	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	709	75	35	342	411	736	620	283	110	1000	39
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	709	75	35	342	411	810	620	283	110	1000	39
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.41	1.09	0.50	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1945	1496	684	1375	2646	104
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.05	0.03	0.12	0.30	0.42	0.41	0.41	0.08	0.38	0.38
Crit Volume:		354			35			572			520	
Crit Moves:		****			****			**** 546			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vignes St & Ramirez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669 0.646
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B - 0.1 (AASHTO) 0.546=A

Street Name:	Vignes Street						Ramirez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1	1 0	1	1 0	1 0	1 0	0	1 1
Volume Module:												
Base Vol:	42	501	48	253	112	150	175	44	43	63	81	586
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	45	531	51	268	119	159	186	47	46	67	86	621
Added Vol:	0	2	13	23	14	0	0	0	0	13	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	533	64	291	133	159	186	47	46	80	86	632
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	533	0	291	133	159	186	47	46	80	86	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	533	0	291	133	159	186	47	46	80	86	632
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	49	533	0	320	133	159	204	47	46	80	86	695
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	0.51	0.49	1.00	0.22	1.78
Final Sat.:	2750	2750	1375	2750	1375	1375	2750	695	680	1375	302	2448
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.00	0.12	0.10	0.12	0.07	0.07	0.07	0.06	0.28	0.28
Crit Volume:		267		160			102				391	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Alameda St & Arcadia St/US-101 off-ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.690~~ 0.674
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

-0.1 (ATSAC/ATCS)
0.574 = A

Street Name:	Alameda Street		Arcadia Street/US-101 off-ramp	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	1 1 1 1 0

Movement	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	1846	0	0	811	39	0	0	0	330	404	130
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	1957	0	0	860	41	0	0	0	350	428	138
Added Vol:	0	92	0	0	65	0	0	0	0	28	25	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2049	0	0	925	41	0	0	0	378	453	147
User 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
PHF 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
PHF Volume:	16	2049	0	0	925	41	0	0	0	378	453	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2049	0	0	925	41	0	0	0	378	453	147
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	16	2049	0	0	925	41	0	0	0	416	453	147
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	0.00	0.00	0.00	1.43	2.08	0.49
Final Sat.:	1425	4275	0	0	4092	183	0	0	0	2045	2958	697
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.15	0.21
Crit Volume:		683		0				0				300
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Alameda St & Aliso St/Commerical St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

-0.1 (NBL/ATS) 0.670 = B

Street Name:	Alameda Street						Aliso Street/Commerical Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 0	3	0 0	2 0	1	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	1192	187	124	1016	0	447	107	72	158	0	222
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1264	198	131	1077	0	474	113	76	167	0	235
Added Vol:	0	71	1	5	88	0	0	0	0	3	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1335	199	136	1165	0	474	113	76	170	0	255
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1335	0	136	1165	0	474	113	76	170	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1335	0	136	1165	0	474	113	76	170	0	255
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1335	0	136	1165	0	521	113	76	170	0	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4275	1425	1425	4275	0	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.10	0.27	0.00	0.18	0.08	0.05	0.12	0.00	0.18
Crit Volume:		445		136			261					255
Crit Moves:		****		****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Garey St & Commerical St/US-101 ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Garey Street						Commerical Street/US-101 ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	0 1	0	0 1	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	19	264	14	89	15	292	402	67	9	14	99	282
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	20	280	15	94	16	310	426	71	10	15	105	299
Added Vol:	0	2	0	23	3	17	6	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	282	15	117	19	327	432	71	10	15	105	310
User 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
PHF 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
PHF Volume:	20	282	15	117	19	327	432	71	10	15	105	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	282	15	117	19	327	432	71	10	15	105	310
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	282	15	117	19	327	475	71	10	15	105	310
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.78	0.09	0.86	0.14	1.00	2.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	181	2535	133	1227	198	1425	2850	1256	169	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.23	0.17	0.06	0.06	0.01	0.07	0.22
Crit Volume:			158			327	238					310
Crit Moves:			****			****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #8 Los Angeles St & Temple St

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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Street Name:	Los Angeles Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	1 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	75	1313	37	96	386	45	123	761	55	60	448	173
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	80	1392	39	102	409	48	130	807	58	64	475	183
Added Vol:	13	165	3	1	174	0	16	28	26	3	17	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1557	42	103	583	48	146	835	84	67	492	187
User 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
PHF 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
PHF Volume:	93	1557	42	103	583	48	146	835	84	67	492	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1557	42	103	583	48	146	835	84	67	492	187
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1557	42	103	583	52	146	835	84	67	492	187
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	4500	1500	1500	2725	275	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.03	0.07	0.13	0.03	0.10	0.31	0.31	0.04	0.16	0.12
Crit Volume:		778		103					459	67		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Alameda Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	62	1096	1	54	885	275	235	328	179	33	149	63
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	1162	1	57	938	292	249	348	190	35	158	67
Added Vol:	7	57	0	0	81	9	13	6	15	1	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1219	1	57	1019	301	262	354	205	36	161	69
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1219	1	57	1019	0	262	354	205	36	161	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1219	1	57	1019	0	262	354	205	36	161	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1219	1	57	1019	0	262	354	205	36	161	69
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.27	0.73	1.00	1.40	0.60
Final Sat.:	1425	2848	2	1425	2850	1425	1425	1805	1045	1425	1997	853
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.04	0.36	0.00	0.18	0.20	0.20	0.03	0.08	0.08
Crit Volume:			610	57			262				115	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Grand Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993 -0.1 (ATSAC/ATCS)
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E 0.893 = D

Street Name:		Grand Avenue						1st Street				
Approach:		North Bound			South Bound			East Bound			West Bound	
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Permitted			Permitted			Prot+Permit			Protected	
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			2 0 2 1 0	
Volume Module:												
Base Vol:	38	375	84	42	597	109	154	767	98	190	1233	503
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	40	398	89	45	633	116	163	813	104	201	1307	533
Added Vol:	61	371	0	5	390	0	0	99	38	0	77	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	769	89	50	1023	116	163	912	142	201	1384	534
User 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
PHF 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
PHF Volume:	101	769	89	50	1023	116	163	912	142	201	1384	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	769	89	50	1023	116	163	912	142	201	1384	534
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	101	769	89	50	1023	116	163	912	142	222	1384	534
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.16	0.84
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	3084	1191
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.06	0.03	0.36	0.08	0.11	0.32	0.10	0.08	0.45	0.45
Crit Volume:	101				511		163				639	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Broadway & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

-0.1 (AASHTO/KOA) 0.565 = A

Street Name:	Broadway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	62	871	113	36	374	77	210	1097	26	56	779	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	923	120	38	396	82	223	1163	28	59	826	82
Added Vol:	4	27	0	5	19	7	4	112	7	0	40	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	950	120	43	415	89	227	1275	35	59	866	97
User 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
PHF 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
PHF Volume:	70	950	120	43	415	89	227	1275	35	59	866	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	950	120	43	415	89	227	1275	35	59	866	97
PCE 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
MLF 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
FinalVolume:	70	950	120	43	415	89	227	1275	35	59	866	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.66	0.34	1.00	1.65	0.35	1.00	2.92	0.08	1.00	2.70	0.30
Final Sat.:	1425	3796	479	1425	2349	501	1425	4162	113	1425	3846	429
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.03	0.18	0.18	0.16	0.31	0.31	0.04	0.23	0.23
Crit Volume:			357	43			227				321	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Main St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

-0.1 (ATSAC/ATCS) 0.717 = C

Street Name:	Main Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 1	1 0	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	87	1440	154	0	0	0	246	1081	0	0	656	72
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1526	163	0	0	0	261	1146	0	0	695	76
Added Vol:	25	55	21	0	0	0	1	105	0	0	53	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1581	184	0	0	0	262	1251	0	0	748	77
User 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
PHF 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
PHF Volume:	117	1581	184	0	0	0	262	1251	0	0	748	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1581	184	0	0	0	262	1251	0	0	748	77
PCE 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
MLF 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
FinalVolume:	117	1581	184	0	0	0	262	1251	0	0	748	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	2.52	0.29	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.72	0.28
Final Sat.:	266	3591	418	0	0	0	1425	4275	0	0	3875	400
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.00	0.00	0.00	0.18	0.29	0.00	0.00	0.19	0.19
Crit Volume:		628			0			262				275
Crit Moves:		****						****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Los Angeles St & 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

- 0.1 (ATSAC / ATCS) 0.618 = B

Street Name:	Los Angeles Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	67	728	97	92	246	164	108	1025	31	41	718	108
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	71	772	103	98	261	174	114	1087	33	43	761	114
Added Vol:	14	127	11	0	202	2	54	43	29	25	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	899	114	98	463	176	168	1130	62	68	799	114
User 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
PHF 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
PHF Volume:	85	899	114	98	463	176	168	1130	62	68	799	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	899	114	98	463	176	168	1130	62	68	799	114
PCE 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
MLF 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
FinalVolume:	85	899	114	98	463	176	168	1130	62	68	799	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.84	0.16	1.00	2.62	0.38
Final Sat.:	1500	2663	337	1500	3000	1500	1500	4266	234	1500	3936	564
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.07	0.15	0.12	0.11	0.26	0.26	0.05	0.20	0.20
Crit Volume:			506	98			168				305	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #14 San Pedro St/Judge John Aliso St & 1st St

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

-0.1 (crosswalks)
0.620 = B

****

Street Name: San Pedro Street/Judge John Aliso 1st Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	138	323	241	10	97	72	51	1020	87	77	641	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	146	342	255	11	103	76	54	1081	92	82	679	54
Added Vol:	0	1	1	1	3	1	0	52	1	1	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	343	256	12	106	77	54	1133	93	83	741	54
User 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
PHF 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
PHF Volume:	146	343	256	12	106	77	54	1133	93	83	741	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	343	256	12	106	77	54	1133	93	83	741	54
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF 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
FinalVolume:	146	343	256	23	106	77	54	1133	93	83	741	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.92	0.69	0.13	1.12	0.75	1.00	1.85	0.15	1.00	1.86	0.14
Final Sat.:	588	1381	1031	190	1686	1124	1500	2772	228	1500	2796	204
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.07	0.04	0.41	0.41	0.06	0.27	0.27
Crit Volume:			373	12				613		83		
Crit Moves:			****	****				****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Central Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Central Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	1 1 0	1	0 2	0 0
Volume Module:												
Base Vol:	159	0	154	0	0	0	0	1220	133	123	579	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	169	0	163	0	0	0	0	1293	141	130	614	0
Added Vol:	0	0	0	0	0	0	0	53	1	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	163	0	0	0	0	1346	142	130	678	0
User 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
PHF 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
PHF Volume:	169	0	163	0	0	0	0	1346	142	130	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	0	163	0	0	0	0	1346	142	130	678	0
PCE 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
MLF 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
FinalVolume:	169	0	163	0	0	0	0	1346	142	130	678	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2714	286	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.50	0.50	0.09	0.23	0.00
Crit Volume:	169				0			744		130		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Alameda St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	D

-0.1 (ATSAC/ATCS)
0.723 = C

Street Name:	Alameda Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	0 0	2 0	1
Volume Module:												
Base Vol:	77	902	118	62	723	128	164	1040	56	0	471	46
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	956	125	66	766	136	174	1102	59	0	499	49
Added Vol:	5	52	8	1	83	13	11	31	11	0	46	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1008	133	67	849	149	185	1133	70	0	545	51
User 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
PHF 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
PHF Volume:	87	1008	133	67	849	149	185	1133	70	0	545	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1008	133	67	849	149	185	1133	70	0	545	51
PCE 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
MLF 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
FinalVolume:	87	1008	133	67	849	149	185	1133	70	0	545	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12	0.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2683	167	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.09	0.05	0.30	0.10	0.13	0.42	0.42	0.00	0.19	0.04
Crit Volume:		504		67				602		0		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Vignes St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.106
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Vignes Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	36	62	174	133	10	82	200	1358	41	26	405	41
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	38	66	184	141	11	87	212	1439	43	28	429	43
Added Vol:	0	1	12	1	3	0	0	41	0	24	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	67	196	142	14	87	212	1480	43	52	477	43
User 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
PHF 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
PHF Volume:	38	67	196	142	14	87	212	1480	43	52	477	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	67	196	142	14	87	212	1480	43	52	477	43
PCE 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
MLF 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
FinalVolume:	38	67	196	142	14	87	212	1480	43	52	477	43
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.22	0.65	0.58	0.06	0.36	0.25	1.75	1.00	0.18	1.67	0.15
Final Sat.:	180	316	929	834	80	511	357	2493	1425	257	2377	216
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.17	0.17	0.17	0.59	0.59	0.03	0.20	0.20	0.20
Crit Volume:		301		142				846			286	
Crit Moves:		****		****				****			****	

952 416

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Mission Rd & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

D.1 (AASHTO/ATCS)
0.813 = D

Street Name:	Mission Road						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	15	108	10	46	77	190	641	774	15	10	297	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	114	11	49	82	201	679	820	16	11	315	54
Added Vol:	0	0	0	3	0	4	6	48	0	0	68	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	114	11	52	82	205	685	868	16	11	383	56
User 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
PHF 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
PHF Volume:	16	114	11	52	82	205	685	868	16	11	383	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	114	11	52	82	205	685	868	16	11	383	56
PCE 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
MLF 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
FinalVolume:	16	114	11	52	82	205	685	868	16	11	383	56
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	1425	1304	121	1425	1425	1425	1425	1399	26	1425	1243	182
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.04	0.06	0.14	0.48	0.62	0.62	0.01	0.31	0.31
Crit Volume:			125	52			685					439
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 US-101 ramps & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.045
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

N/A

Street Name:	US-101 ramps						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	0	0	0 0 0	1	0	1 0 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	7	44	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	7	44	0	0	57	0
User 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
PHF 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
PHF Volume:	0	0	0	0	0	0	7	44	0	0	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	7	44	0	0	57	0
PCE 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
MLF 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
FinalVolume:	0	0	0	0	0	0	7	44	0	0	57	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1425	1425	0	0	0	0	1425	1425	0	0	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.04	0.00
Crit Volume:		0			0		7				57	
Crit Moves:							****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Alameda St & 2nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Alameda Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	125	868	61	42	732	68	131	265	135	34	96	43
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	133	920	65	45	776	72	139	281	143	36	102	46
Added Vol:	10	36	28	25	28	41	17	25	11	14	8	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	956	93	70	804	113	156	306	154	50	110	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	956	93	70	804	113	156	306	0	50	110	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	956	93	70	804	113	156	306	0	50	110	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	956	93	70	804	113	156	306	0	50	110	58
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.75	0.25	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1425	2598	252	1425	2499	351	1425	1425	1425	1425	935	490
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.05	0.32	0.32	0.11	0.21	0.00	0.04	0.12	0.12
Crit Volume:	143					459		306		50		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Alameda St & 3rd St/4th Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Alameda Street						3rd Street/4th Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 1	0
Volume Module:												
Base Vol:	143	940	0	0	778	85	0	0	0	87	707	76
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	152	996	0	0	825	90	0	0	0	92	749	81
Added Vol:	2	68	0	0	50	2	0	0	0	12	63	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	1064	0	0	875	92	0	0	0	104	812	86
User 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
PHF 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
PHF Volume:	154	1064	0	0	875	92	0	0	0	104	812	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1064	0	0	875	92	0	0	0	104	812	86
PCE 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
MLF 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
FinalVolume:	154	1064	0	0	875	92	0	0	0	104	812	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.42	3.24	0.34
Final Sat.:	1500	3000	0	0	3000	1500	0	0	0	624	4864	512
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.00	0.00	0.29	0.06	0.00	0.00	0.00	0.17	0.17	0.17
Crit Volume:	154				437		0				251	
Crit Moves:	****				****						****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Hewitt St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.854~~ 0.894
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

-0.1 (ATSAC/ATCS)
0.794=C

Street Name:	Hewitt Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 0 1 0			1 0 1 0 1			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	21	0	118	0	0	0	0	1312	15	21	625	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	22	0	125	0	0	0	0	1391	16	22	663	0
Added Vol:	0	0	1	0	0	0	0	41	0	1	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	126	0	0	0	0	1432	16	23	710	0
User 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
PHF 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
PHF Volume:	22	0	126	0	0	0	0	1432	16	23	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	126	0	0	0	0	1432	16	23	710	0
PCE 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
MLF 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
FinalVolume:	22	0	126	0	0	0	0	1432	16	23	710	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.98	0.02	0.06	1.94	0.00
Final Sat.:	1425	0	1425	1425	1425	1425	0	2819	31	90	2760	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.51	0.51	0.26	0.26	0.00
Crit Volume:			126	0					724		~~366~~ 424	
Crit Moves:			****						****		~~****~~	

APPENDIX F
Intersection Level of Service Worksheets
Future with Project Conditions (Year 2015)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Alameda St & Cesar Chavez Ave

Cycle (sec): 100 Critical Vol./Cap.(X): ~~0.876~~ 0.908 -0.1 (ATSAC/ATCS)
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: ~~D~~ E

0.808 = D

Street Name:	Alameda Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	96	348	110	48	1308	215	44	554	113	219	1301	41
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	102	369	117	51	1386	228	47	587	120	232	1379	43
Added Vol:	5	56	20	2	96	13	15	32	9	26	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	425	137	53	1482	241	62	619	129	258	1409	43
User 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
PHF 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
PHF Volume:	107	425	137	53	1482	241	62	619	129	258	1409	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	425	137	53	1482	241	62	619	129	258	1409	43
PCE 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
MLF 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
FinalVolume:	107	425	137	53	1482	241	62	619	129	258	1409	43
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.27	0.73	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.91	0.09
Final Sat.:	1425	3235	1040	1425	3677	598	1425	2850	1425	1425	4147	128
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.04	0.40	0.40	0.04	0.22	0.09	0.18	0.34	0.34
Crit Volume:	107					574		310		258		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Vignes St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Vignes Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	124	268	70	130	282	27	110	429	139	316	1445	225
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	131	284	74	138	299	29	117	455	147	335	1532	239
Added Vol:	4	31	3	3	13	1	6	46	1	3	52	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	315	77	141	312	30	123	501	148	338	1584	245
User 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
PHF 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
PHF Volume:	135	315	77	141	312	30	123	501	148	338	1584	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	315	77	141	312	30	123	501	148	338	1584	245
PCE 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
MLF 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
FinalVolume:	135	315	77	141	312	30	123	501	148	338	1584	245
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.06	0.10	0.11	0.02	0.09	0.18	0.11	0.25	0.58	0.18
Crit Volume:		158			141			123			792	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Mission Rd & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.199
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1.199 − 0.1 (AM+L/TCS) = 1.099

Street Name:	Mission Road						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	180	257	110	23	700	856	245	235	112	180	928	41
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	191	272	117	24	742	907	260	249	119	191	984	43
Added Vol:	3	4	1	0	10	11	8	42	2	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	276	118	24	752	918	268	291	121	191	1030	43
User 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
PHF 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
PHF Volume:	194	276	118	24	752	918	268	291	121	191	1030	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	276	118	24	752	918	268	291	121	191	1030	43
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	276	118	24	752	918	294	291	121	191	1030	43
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.25	1.24	0.51	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1716	1701	709	1375	2639	111
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.09	0.02	0.27	0.67	0.17	0.17	0.17	0.14	0.39	0.39
Crit Volume:	194					918	0				537	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vignes St & Ramirez St

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.400~~ 0.390
Loss Time (sec):	0	Average Delay (sec/veh):	~~xxxxxx~~ -0.1 (ATSAC/ATCS)
Optimal Cycle:	38	Level Of Service:	A

0.290

Street Name:	Vignes Street						Ramirez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2 0 1			2 0 1 1 0			1 1 0 1 0			1 0 0 1 1		
Volume Module:												
Base Vol:	50	117	95	365	116	219	128	32	83	88	67	207
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	124	101	387	123	232	136	34	88	93	71	219
Added Vol:	0	9	34	14	3	0	0	0	0	43	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	133	135	401	126	232	136	34	88	136	71	248
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	133	0	401	126	232	136	34	88	136	71	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	133	0	401	126	232	136	34	88	136	71	248
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	58	133	0	441	126	232	149	34	88	136	71	273
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.65	0.37	0.98	1.00	0.41	1.59
Final Sat.:	2750	2750	1375	2750	1375	1375	2266	515	1344	1375	567	2183
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.16	0.09	0.17	0.07	0.07	0.07	0.10	0.13	0.13
Crit Volume:		67		~~220~~			~~91~~				~~172~~	
Crit Moves:		****		****			****				****	
				224					88		160	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Alameda St & Arcadia St/US-101 off-ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778 0.773
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

- 0.1 (AASHTO)

0.673 = B

Street Name:	Alameda Street						Arcadia Street/US-101 off-ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2	1 0	0 0	0	0 0	1	1	1 1 0
Volume Module:												
Base Vol:	30	817	0	0	951	55	0	0	0	504	1152	130
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	32	866	0	0	1008	58	0	0	0	534	1221	138
Added Vol:	0	121	0	0	114	1	0	0	0	96	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	987	0	0	1122	59	0	0	0	630	1227	140
User 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
PHF 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
PHF Volume:	32	987	0	0	1122	59	0	0	0	630	1227	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	987	0	0	1122	59	0	0	0	630	1227	140
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	987	0	0	1122	59	0	0	0	693	1227	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.85	0.15	0.00	0.00	0.00	1.08	2.72	0.20
Final Sat.:	1425	4275	0	0	4060	215	0	0	0	1543	3865	291
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.45	0.32	0.48
Crit Volume:	32					394		0				683
Crit Moves:	****					****						****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Alameda St & Aliso St/Commerical St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

- 0.1 (ASSUME ATCS)
0.571 = A

Street Name:	Alameda Street						Aliso Street/Commerical Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 0	3	0 0	2 0	1	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	691	168	115	1328	0	53	51	174	224	0	127
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	732	178	122	1408	0	56	54	184	237	0	135
Added Vol:	0	109	9	15	194	0	0	0	0	1	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	841	187	137	1602	0	56	54	184	238	0	147
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	841	0	137	1602	0	56	54	184	238	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	841	0	137	1602	0	56	54	184	238	0	147
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	841	0	137	1602	0	62	54	184	238	0	147
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4275	1425	1425	4275	0	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.10	0.37	0.00	0.02	0.04	0.13	0.17	0.00	0.10
Crit Volume:	0				534				184	238		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Garey St & Commerical St/US-101 ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411 0.430
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx -0.1 (ASAL/ATCS)
Optimal Cycle:	32	Level Of Service:	A 0.330

Street Name:	Garey Street						Commerical Street/US-101 ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	0 1	0	0 1	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	8	32	5	134	32	229	261	60	8	12	61	78
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	34	5	142	34	243	277	64	8	13	65	83
Added Vol:	0	38	0	13	101	20	10	0	0	0	2	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	72	5	155	135	263	287	64	8	13	67	96
User 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
PHF 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
PHF Volume:	8	72	5	155	135	263	287	64	8	13	67	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	72	5	155	135	263	287	64	8	13	67	96
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	72	5	155	135	263	315	64	8	13	67	96
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.68	0.12	0.53	0.47	1.00	2.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	282	2392	176	762	663	1425	2850	1257	168	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.20	0.20	0.18	0.11	0.05	0.05	0.01	0.05	0.07
Crit Volume:		43			290		158					96
Crit Moves:		****			****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Los Angeles St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

0.1(KTSC/KTLS)
0.620 = B

Street Name:	Los Angeles Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	1 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	25	235	42	165	954	80	50	531	297	100	322	73
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	27	249	45	175	1011	85	53	563	315	106	341	77
Added Vol:	33	260	5	74	62	0	3	47	7	4	48	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	509	50	249	1073	85	56	610	322	110	389	82
User 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
PHF 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
PHF Volume:	60	509	50	249	1073	85	56	610	322	110	389	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	509	50	249	1073	85	56	610	322	110	389	82
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	509	50	249	1073	93	56	610	322	110	389	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	4500	1500	1500	1964	1036	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.03	0.17	0.24	0.06	0.04	0.31	0.31	0.07	0.13	0.05
Crit Volume:		255		249					466	110		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	Alameda Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	83	703	4	49	1182	343	105	167	148	21	116	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	88	745	4	52	1253	364	111	177	157	22	123	30
Added Vol:	13	50	0	106	70	18	10	105	3	0	29	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	795	4	158	1323	382	121	282	160	22	152	87
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	795	4	158	1323	0	121	282	160	22	152	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	795	4	158	1323	0	121	282	160	22	152	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	795	4	158	1323	0	121	282	160	22	152	87
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.28	0.72	1.00	1.27	0.73
Final Sat.:	1425	2835	15	1425	2850	1425	1425	1819	1031	1425	1815	1035
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.11	0.46	0.00	0.09	0.16	0.16	0.02	0.08	0.08
Crit Volume:		400			661				221	22		
Crit Moves:					****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Grand Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

-0.1 (ATSAC/ATCS)
0.763 = C

Street Name:	Grand Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Permitted			Permitted			Prot+Permit			Protected	
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			2 0 2 1 0	
Volume Module:												
Base Vol:	15	51	28	175	954	164	112	681	170	225	746	274
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	54	30	186	1011	174	119	722	180	239	791	290
Added Vol:	27	162	0	1	290	0	0	88	28	0	109	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	216	30	187	1301	174	119	810	208	239	900	293
User 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
PHF 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
PHF Volume:	43	216	30	187	1301	174	119	810	208	239	900	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	216	30	187	1301	174	119	810	208	239	900	293
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	43	216	30	187	1301	174	119	810	208	262	900	293
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.26	0.74
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	3224	1051
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.02	0.13	0.46	0.12	0.08	0.28	0.15	0.09	0.28	0.28
Crit Volume:	43				651			405		131		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #11 Broadway & 1st St

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

-0.1(AASHTO)
0.628 = B

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Street Name:	Broadway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	62	390	82	41	702	138	77	677	26	67	989	128
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	413	87	43	744	146	82	718	28	71	1048	136
Added Vol:	8	42	0	1	8	2	9	83	3	0	76	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	455	87	44	752	148	91	801	31	71	1124	144
User 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
PHF 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
PHF Volume:	74	455	87	44	752	148	91	801	31	71	1124	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	455	87	44	752	148	91	801	31	71	1124	144
PCE 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
MLF 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
FinalVolume:	74	455	87	44	752	148	91	801	31	71	1124	144
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.52	0.48	1.00	1.67	0.33	1.00	2.89	0.11	1.00	2.66	0.34
Final Sat.:	1425	3590	685	1425	2381	469	1425	4118	157	1425	3791	484
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.32	0.32	0.06	0.19	0.19	0.05	0.30	0.30
Crit Volume:	74				450		91					423
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Main St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486 -0.1 (ATSAC/ATCS) 0.386
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Main Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 1 1 0			0 0 0 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	51	431	67	0	0	0	97	528	0	0	897	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	54	457	71	0	0	0	103	560	0	0	951	98
Added Vol:	8	14	10	0	0	0	0	73	0	0	104	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	471	81	0	0	0	103	633	0	0	1055	100
User 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
PHF 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
PHF Volume:	62	471	81	0	0	0	103	633	0	0	1055	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	471	81	0	0	0	103	633	0	0	1055	100
PCE 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
MLF 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
FinalVolume:	62	471	81	0	0	0	103	633	0	0	1055	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	2.30	0.40	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.74	0.26
Final Sat.:	432	3279	564	0	0	0	1425	4275	0	0	3906	369
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.07	0.15	0.00	0.00	0.27	0.27
Crit Volume:		205		0			103					385
Crit Moves:		****					****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Los Angeles St & 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

- 0.1 (ATSAC/ATCS)
0.531 = A

Street Name:	Los Angeles Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1 1 0			1 0 2 0 1			1 0 2 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	26	226	36	113	692	164	67	446	56	87	923	108
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	28	240	38	120	734	174	71	473	59	92	978	114
Added Vol:	36	274	25	0	70	3	24	52	8	15	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	514	63	120	804	177	95	525	67	107	1044	114
User 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
PHF 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
PHF Volume:	64	514	63	120	804	177	95	525	67	107	1044	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	514	63	120	804	177	95	525	67	107	1044	114
PCE 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
MLF 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
FinalVolume:	64	514	63	120	804	177	95	525	67	107	1044	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.70	0.30
Final Sat.:	1500	2671	329	1500	3000	1500	1500	3988	512	1500	4055	445
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.27	0.12	0.06	0.13	0.13	0.07	0.26	0.26
Crit Volume:	64				402		95					386
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 San Pedro St/Judge John Aliso St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

-0.1 (AB32/ATCS) 0.484

Street Name:	San Pedro Street/Judge John Aliso						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	56	128	51	31	215	62	46	410	108	149	1010	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	59	136	54	33	228	66	49	435	114	158	1071	54
Added Vol:	0	4	10	1	1	1	1	75	0	10	80	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	140	64	34	229	67	50	510	114	168	1151	55
User 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
PHF 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
PHF Volume:	59	140	64	34	229	67	50	510	114	168	1151	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	140	64	34	229	67	50	510	114	168	1151	55
PCE 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
MLF 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
FinalVolume:	59	140	64	34	229	67	50	510	114	168	1151	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	1.06	0.49	0.21	1.39	0.40	1.00	1.63	0.37	1.00	1.91	0.09
Final Sat.:	677	1593	730	308	2084	608	1500	2450	550	1500	2863	137
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.03	0.21	0.21	0.11	0.40	0.40
Crit Volume:	59					165	50				603	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Central Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523 -0.1(ATSAC/ATCS) 0.423
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Central Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	67	0	103	0	0	0	0	364	113	123	1158	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	71	0	109	0	0	0	0	386	120	130	1227	0
Added Vol:	0	0	15	0	0	0	0	86	0	11	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	0	124	0	0	0	0	472	120	141	1319	0
User 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
PHF 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
PHF Volume:	71	0	124	0	0	0	0	472	120	141	1319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	124	0	0	0	0	472	120	141	1319	0
PCE 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
MLF 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
FinalVolume:	71	0	124	0	0	0	0	472	120	141	1319	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2393	607	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.20	0.20	0.09	0.44	0.00
Crit Volume:			124	0			0				660	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #16 Alameda St & 1st St

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

- 0.1 (ATSAC/ATCS)
0.940 = E

****

Street Name:	Alameda Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0	0 0	2	0 1
Volume Module:												
Base Vol:	62	600	56	46	979	215	154	328	56	0	1230	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	636	59	49	1038	228	163	348	59	0	1304	82
Added Vol:	8	54	84	2	55	17	8	92	2	0	78	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	690	143	51	1093	245	171	440	61	0	1382	83
User 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
PHF 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
PHF Volume:	74	690	143	51	1093	245	171	440	61	0	1382	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	690	143	51	1093	245	171	440	61	0	1382	83
PCE 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
MLF 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
FinalVolume:	74	690	143	51	1093	245	171	440	61	0	1382	83
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24	0.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2501	349	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.10	0.04	0.38	0.17	0.12	0.18	0.18	0.00	0.48	0.06
Crit Volume:	74				546		171				691	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Vignes St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.893~~ 1.073
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	~~D~~ F

-0.1 (ASAC/ATCS)

0.973:E

Street Name:	Vignes Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 0 1 0			0 0 1! 0 0			0 1 1 0 1			0 1 0 1 0		
Volume Module:												
Base Vol:	0	5	10	21	10	87	62	328	10	169	1251	241
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	5	11	22	11	92	66	348	11	179	1326	255
Added Vol:	0	2	23	0	0	0	1	49	0	5	64	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	34	22	11	92	67	397	11	184	1390	256
User 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
PHF 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
PHF Volume:	0	7	34	22	11	92	67	397	11	184	1390	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	34	22	11	92	67	397	11	184	1390	256
PCE 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
MLF 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
FinalVolume:	0	7	34	22	11	92	67	397	11	184	1390	256
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.18	0.82	0.18	0.08	0.74	0.29	1.71	1.00	0.20	1.52	0.28
Final Sat.:	0	254	1171	254	121	1051	410	2440	1425	287	2164	399
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.09	0.09	0.09	0.16	0.16	0.01	0.64	0.64	0.64
Crit Volume:	0				125			~~232~~ 297				~~915~~ 1002
Crit Moves:	****				****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Mission Rd & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.263 -0.1(ATSAC/ATCS) 1.163
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Mission Road						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 0 1 0			1 0 1 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	15	62	5	62	113	461	149	236	10	21	1097	56
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	66	5	66	120	489	158	250	11	22	1163	59
Added Vol:	0	0	0	2	0	10	5	68	0	0	60	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	66	5	68	120	499	163	318	11	22	1223	62
User 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
PHF 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
PHF Volume:	16	66	5	68	120	499	163	318	11	22	1223	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	66	5	68	120	499	163	318	11	22	1223	62
PCE 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
MLF 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
FinalVolume:	16	66	5	68	120	499	163	318	11	22	1223	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.95	0.05
Final Sat.:	1425	1319	106	1425	1425	1425	1425	1379	46	1425	1356	69
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.05	0.08	0.35	0.11	0.23	0.23	0.02	0.90	0.90
Crit Volume:	16					499	0					1285
Crit Moves:	****					****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 US-101 ramps & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.112 1.057
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F -0.1 (ASM ATCS) 0.957=E

Street Name:	US-101 ramps						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	0 0	1 0	1	0 0	0	0	1 0 1
Volume Module:												
Base Vol:	543	5	15	0	0	0	31	395	0	0	851	149
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	576	5	16	0	0	0	33	419	0	0	902	158
Added Vol:	0	0	0	0	0	0	14	55	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	576	5	16	0	0	0	47	474	0	0	962	158
User 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
PHF 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
PHF Volume:	576	5	16	0	0	0	47	474	0	0	962	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	5	16	0	0	0	47	474	0	0	962	158
PCE 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
MLF 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
FinalVolume:	576	5	16	0	0	0	47	474	0	0	962	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1425	356	1069	0	0	0	1425	1425	0	0	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.40	0.01	0.01	0.00	0.00	0.00	0.03	0.33	0.00	0.00	0.68	0.11
Crit Volume:	576				0		47				962	
Crit Moves:	****						****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Alameda St & 2nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Alameda Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	65	647	26	52	948	64	28	82	57	42	116	61
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	686	28	55	1005	68	30	87	60	45	123	65
Added Vol:	9	104	3	4	21	32	20	14	9	40	18	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	790	31	59	1026	100	50	101	69	85	141	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	78	790	31	59	1026	100	50	101	0	85	141	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	790	31	59	1026	100	50	101	0	85	141	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	78	790	31	59	1026	100	50	101	0	85	141	87
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.82	0.18	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1425	2744	106	1425	2597	253	1425	1425	1425	1425	882	543
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.04	0.39	0.39	0.03	0.07	0.00	0.06	0.16	0.16
Crit Volume:	78				563			101			228	
Crit Moves:	****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Alameda St & 3rd St/4th Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Alameda Street						3rd Street/4th Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 1	0
Volume Module:												
Base Vol:	121	635	0	0	825	189	0	0	0	163	2041	163
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	128	673	0	0	875	200	0	0	0	173	2163	173
Added Vol:	1	103	0	0	65	6	0	0	0	12	35	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	776	0	0	940	206	0	0	0	185	2198	186
User 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
PHF 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
PHF Volume:	129	776	0	0	940	206	0	0	0	185	2198	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	776	0	0	940	206	0	0	0	185	2198	186
PCE 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
MLF 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
FinalVolume:	129	776	0	0	940	206	0	0	0	185	2198	186
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.29	3.42	0.29
Final Sat.:	1500	3000	0	0	3000	1500	0	0	0	432	5135	434
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.31	0.14	0.00	0.00	0.00	0.43	0.43	0.43
Crit Volume:	129				470			0			642	
Crit Moves:	****				****						****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Hewitt St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Hewitt Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1	0	1	0 1	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	5	0	15	0	0	0	0	369	10	67	1435	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	5	0	16	0	0	0	0	391	11	71	1521	0
Added Vol:	0	21	0	12	43	46	139	38	0	0	33	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	16	12	43	46	139	429	11	71	1554	31
User 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
PHF 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
PHF Volume:	5	21	16	12	43	46	139	429	11	71	1554	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	16	12	43	46	139	429	11	71	1554	31
PCE 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
MLF 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
FinalVolume:	5	21	16	12	43	46	139	429	11	71	1554	31
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	1.00	1.00	0.48	1.48	0.04	0.08	1.88	0.04
Final Sat.:	1425	811	614	1425	1425	1425	685	2113	52	122	2674	53
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.01	0.03	0.03	0.20	0.20	0.20	0.58	0.58	0.58
Crit Volume:			37	12				289				828
Crit Moves:			****	****				****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Alameda St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Alameda Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	178	1091	181	96	708	111	94	942	148	151	1186	131
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	189	1156	192	102	750	118	100	999	157	160	1257	139
Added Vol:	18	110	28	1	84	23	17	43	15	20	52	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1266	220	103	834	141	117	1042	172	180	1309	141
User 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
PHF 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
PHF Volume:	207	1266	220	103	834	141	117	1042	172	180	1309	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1266	220	103	834	141	117	1042	172	180	1309	141
PCE 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
MLF 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
FinalVolume:	207	1266	220	103	834	141	117	1042	172	180	1309	141
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.56	0.44	1.00	2.57	0.43	1.00	2.00	1.00	1.00	2.71	0.29
Final Sat.:	1425	3643	632	1425	3658	617	1425	2850	1425	1425	3860	415
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.35	0.07	0.23	0.23	0.08	0.37	0.12	0.13	0.34	0.34
Crit Volume:		495		103				521		180		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Vignes St & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

-0.1 (AASHTO/HCS) 0.948 = E

Street Name:	Vignes Street						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	331	807	172	240	271	81	87	1077	136	125	1130	219
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	351	855	182	254	287	86	92	1142	144	133	1198	232
Added Vol:	2	18	4	10	37	3	2	66	4	4	68	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	873	186	264	324	89	94	1208	148	137	1266	235
User 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
PHF 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
PHF Volume:	353	873	186	264	324	89	94	1208	148	137	1266	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	873	186	264	324	89	94	1208	148	137	1266	235
PCE 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
MLF 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
FinalVolume:	353	873	186	264	324	89	94	1208	148	137	1266	235
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.26	0.32	0.14	0.19	0.12	0.06	0.07	0.44	0.11	0.10	0.46	0.17
Crit Volume:		437		264				604		137		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Mission Rd & Cesar Chavez Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.086 1.068
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx -0.1(xxxx/xxx)
Optimal Cycle:	180	Level Of Service:	F 0.968

Street Name:	Mission Road						Cesar Chavez Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	138	664	70	33	320	381	685	539	260	103	889	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	146	704	74	35	339	404	726	571	276	109	942	39
Added Vol:	2	13	1	0	8	8	11	62	7	1	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	717	75	35	347	412	737	633	283	110	1007	39
User 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
PHF 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
PHF Volume:	148	717	75	35	347	412	737	633	283	110	1007	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	717	75	35	347	412	737	633	283	110	1007	39
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	717	75	35	347	412	811	633	283	110	1007	39
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.41	1.10	0.49	1.00	1.93	0.07
Final Sat.:	1375	2750	1375	1375	2750	1375	1934	1514	677	1375	2647	103
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.05	0.03	0.13	0.30	0.42	0.42	0.42	0.08	0.38	0.38
Crit Volume:		358			35			576				523
Crit Moves:		****			****			****				****

859 54

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vignes St & Ramirez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676 0.653
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

-0.1 (AASHTO/ATCS)
0.553=A

Street Name:	Vignes Street						Ramirez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1	1 0	1 1	0 1	0	1 0	0 1	1
Volume Module:												
Base Vol:	42	501	48	253	112	150	175	44	43	63	81	586
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	45	531	51	268	119	159	186	47	46	67	86	621
Added Vol:	0	2	30	31	14	0	0	0	0	66	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	533	81	299	133	159	186	47	46	133	86	643
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	533	0	299	133	159	186	47	46	133	86	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	533	0	299	133	159	186	47	46	133	86	643
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	49	533	0	329	133	159	204	47	46	133	86	707
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	0.51	0.49	1.00	0.22	1.78
Final Sat.:	2750	2750	1375	2750	1375	1375	2750	695	680	1375	298	2452
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.00	0.12	0.10	0.12	0.07	0.07	0.07	0.10	0.29	0.29
Crit Volume:		267		165			102				397	
Crit Moves:		****		****			****				****	

365

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Alameda St & Arcadia St/US-101 off-ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735 0.726
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

-0.1 (ARDAT)
ATCS
0.626 = B

Street Name:	Alameda Street						Arcadia Street/US-101 off-ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 1	0
Volume Module:												
Base Vol:	15	1846	0	0	811	39	0	0	0	330	404	130
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	1957	0	0	860	41	0	0	0	350	428	138
Added Vol:	0	273	0	0	106	0	0	0	0	69	25	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2230	0	0	966	41	0	0	0	419	453	147
User 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
PHF 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
PHF Volume:	16	2230	0	0	966	41	0	0	0	419	453	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2230	0	0	966	41	0	0	0	419	453	147
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	16	2230	0	0	966	41	0	0	0	461	453	147
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	0.00	0.00	0.00	1.51	2.00	0.49
Final Sat.:	1425	4275	0	0	4100	176	0	0	0	2155	2848	697
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.21	0.16	0.21
Crit Volume:		743		0				0		305		
Crit Moves:		****		****						****		

291

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Alameda St & Aliso St/Commerical St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

-0.1 (ATSAC/ATCS)
0.713 = D

Street Name:	Alameda Street						Aliso Street/Commerical Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 0	3	0 0	2 0	1	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	1192	187	124	1016	0	447	107	72	158	0	222
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1264	198	131	1077	0	474	113	76	167	0	235
Added Vol:	0	253	1	5	171	0	0	0	0	3	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1517	199	136	1248	0	474	113	76	170	0	255
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1517	0	136	1248	0	474	113	76	170	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1517	0	136	1248	0	474	113	76	170	0	255
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1517	0	136	1248	0	521	113	76	170	0	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4275	1425	1425	4275	0	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.10	0.29	0.00	0.18	0.08	0.05	0.12	0.00	0.18
Crit Volume:		506		136			261					255
Crit Moves:		****		****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Garey St & Commerical St/US-101 ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Street Name:	Garey Street						Commerical Street/US-101 ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	0 1	0	0 1	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	19	264	14	89	15	292	402	67	9	14	99	282
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	20	280	15	94	16	310	426	71	10	15	105	299
Added Vol:	0	114	0	23	53	17	6	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	394	15	117	69	327	432	71	10	15	105	310
User 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
PHF 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
PHF Volume:	20	394	15	117	69	327	432	71	10	15	105	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	394	15	117	69	327	432	71	10	15	105	310
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	394	15	117	69	327	475	71	10	15	105	310
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.84	0.07	0.63	0.37	1.00	2.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	134	2618	99	898	527	1425	2850	1256	169	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.13	0.13	0.23	0.17	0.06	0.06	0.01	0.07	0.22
Crit Volume:		214				327	238					310
Crit Moves:		****				****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Los Angeles St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

-0.1 (ASSAC/ATCS)
0.875 = D

Street Name:	Los Angeles Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	1 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	75	1313	37	96	386	45	123	761	55	60	448	173
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	80	1392	39	102	409	48	130	807	58	64	475	183
Added Vol:	13	165	3	35	174	0	16	70	26	3	73	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1557	42	137	583	48	146	877	84	67	548	187
User 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
PHF 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
PHF Volume:	93	1557	42	137	583	48	146	877	84	67	548	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1557	42	137	583	48	146	877	84	67	548	187
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1557	42	137	583	52	146	877	84	67	548	187
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	4500	1500	1500	2737	263	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.03	0.09	0.13	0.03	0.10	0.32	0.32	0.04	0.18	0.12
Crit Volume:		778		137				480		67		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Alameda St & Temple St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886 0.918
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	D E -0.1 CATSAN/ATLS 0.818=D

Street Name:	Alameda Street						Temple Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	62	1096	1	54	885	275	235	328	179	33	149	63
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	1162	1	57	938	292	249	348	190	35	158	67
Added Vol:	7	57	0	83	81	9	13	82	15	1	60	183
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1219	1	140	1019	301	262	430	205	36	218	250
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1219	1	140	1019	0	262	430	205	36	218	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1219	1	140	1019	0	262	430	205	36	218	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1219	1	140	1019	0	262	430	205	36	218	250
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1376
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.35	0.65	1.00	1.00	1.00
Final Sat.:	1425	2848	2	1425	2850	1425	1425	1930	920	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.10	0.36	0.00	0.18	0.22	0.22	0.03	0.15	0.18
Crit Volume:			610	140			262					250
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Grand Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.005 -0.1 (KTSA/MTS)
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F 0.905 = E

Street Name:	Grand Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			2 0 2 1 0		
Volume Module:												
Base Vol:	38	375	84	42	597	109	154	767	98	190	1233	503
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	40	398	89	45	633	116	163	813	104	201	1307	533
Added Vol:	61	371	0	5	390	0	0	139	38	0	129	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	769	89	50	1023	116	163	952	142	201	1436	534
User 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
PHF 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
PHF Volume:	101	769	89	50	1023	116	163	952	142	201	1436	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	769	89	50	1023	116	163	952	142	201	1436	534
PCE 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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	101	769	89	50	1023	116	163	952	142	222	1436	534
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.19	0.81
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	3116	1159
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.06	0.03	0.36	0.08	0.11	0.33	0.10	0.08	0.46	0.46
Crit Volume:	101				511		163				657	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Broadway & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

0.1 (ATSAC/ATCS)
0.577 = A

Street Name:	Broadway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	62	871	113	36	374	77	210	1097	26	56	779	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	66	923	120	38	396	82	223	1163	28	59	826	82
Added Vol:	4	27	0	5	19	7	4	152	7	0	91	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	950	120	43	415	89	227	1315	35	59	917	97
User 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
PHF 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
PHF Volume:	70	950	120	43	415	89	227	1315	35	59	917	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	950	120	43	415	89	227	1315	35	59	917	97
PCE 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
MLF 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
FinalVolume:	70	950	120	43	415	89	227	1315	35	59	917	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.66	0.34	1.00	1.65	0.35	1.00	2.92	0.08	1.00	2.71	0.29
Final Sat.:	1425	3796	479	1425	2349	501	1425	4166	109	1425	3867	408
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.03	0.18	0.18	0.16	0.32	0.32	0.04	0.24	0.24
Crit Volume:			357	43			227				338	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Main St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	D

-0.1 (ATSAC/ATCS)
0.732 = C

Street Name:	Main Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	0 0	0	0 0	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	87	1440	154	0	0	0	246	1081	0	0	656	72
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1526	163	0	0	0	261	1146	0	0	695	76
Added Vol:	25	55	26	0	0	0	1	146	0	0	110	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1581	189	0	0	0	262	1292	0	0	805	77
User 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
PHF 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
PHF Volume:	117	1581	189	0	0	0	262	1292	0	0	805	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1581	189	0	0	0	262	1292	0	0	805	77
PCE 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
MLF 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
FinalVolume:	117	1581	189	0	0	0	262	1292	0	0	805	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	2.51	0.30	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.74	0.26
Final Sat.:	265	3581	429	0	0	0	1425	4275	0	0	3901	374
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.00	0.00	0.00	0.18	0.30	0.00	0.00	0.21	0.21
Crit Volume:		629		0			262					294
Crit Moves:		****					****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Los Angeles St & 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

-0.1(AASHTO/ATLS) 0.634 = B

Street Name:	Los Angeles Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	67	728	97	92	246	164	108	1025	31	41	718	108
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	71	772	103	98	261	174	114	1087	33	43	761	114
Added Vol:	14	127	21	0	202	2	54	88	29	38	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	899	124	98	463	176	168	1175	62	81	855	114
User 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
PHF 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
PHF Volume:	85	899	124	98	463	176	168	1175	62	81	855	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	899	124	98	463	176	168	1175	62	81	855	114
PCE 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
MLF 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
FinalVolume:	85	899	124	98	463	176	168	1175	62	81	855	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.85	0.15	1.00	2.65	0.35
Final Sat.:	1500	2637	363	1500	3000	1500	1500	4275	225	1500	3969	531
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.07	0.15	0.12	0.11	0.27	0.27	0.05	0.22	0.22
Crit Volume:			511	98			168					323
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 San Pedro St/Judge John Aliso St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757 -0.1 (ATSAC/ATCS)
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C 0.657 = B

Street Name: San Pedro Street/Judge John Aliso — 1st Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	138	323	241	10	97	72	51	1020	87	77	641	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	146	342	255	11	103	76	54	1081	92	82	679	54
Added Vol:	0	1	18	1	3	1	0	108	1	19	132	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	343	273	12	106	77	54	1189	93	101	811	54
User 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
PHF 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
PHF Volume:	146	343	273	12	106	77	54	1189	93	101	811	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	343	273	12	106	77	54	1189	93	101	811	54
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF 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
FinalVolume:	146	343	273	23	106	77	54	1189	93	101	811	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.90	0.72	0.13	1.12	0.75	1.00	1.85	0.15	1.00	1.88	0.12
Final Sat.:	575	1350	1075	190	1686	1124	1500	2782	218	1500	2813	187
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.07	0.04	0.43	0.43	0.07	0.29	0.29
Crit Volume:			382	12					641	101		
Crit Moves:			****	****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Central Ave & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

-0.1 (ASAL ATCS)
0.649 = B

Street Name:	Central Avenue						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	159	0	154	0	0	0	0	1220	133	123	579	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	169	0	163	0	0	0	0	1293	141	130	614	0
Added Vol:	0	0	23	0	0	0	0	126	1	27	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	186	0	0	0	0	1419	142	157	765	0
User 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
PHF 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
PHF Volume:	169	0	186	0	0	0	0	1419	142	157	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	0	186	0	0	0	0	1419	142	157	765	0
PCE 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
MLF 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
FinalVolume:	169	0	186	0	0	0	0	1419	142	157	765	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2727	273	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.52	0.52	0.10	0.25	0.00
Crit Volume:			186	0				781		157		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Alameda St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	D

-0.1 (ATSAC/ATCS) 0.756=B

Street Name:	Alameda Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 1 1 0			0 0 2 0 1		
Volume Module:												
Base Vol:	77	902	118	62	723	128	164	1040	56	0	471	46
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	956	125	66	766	136	174	1102	59	0	499	49
Added Vol:	5	52	70	1	83	13	11	126	11	0	159	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1008	195	67	849	149	185	1228	70	0	658	51
User 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
PHF 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
PHF Volume:	87	1008	195	67	849	149	185	1228	70	0	658	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1008	195	67	849	149	185	1228	70	0	658	51
PCE 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
MLF 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
FinalVolume:	87	1008	195	67	849	149	185	1228	70	0	658	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11	0.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2696	154	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.14	0.05	0.30	0.10	0.13	0.46	0.46	0.00	0.23	0.04
Crit Volume:		504		67					649	0		
Crit Moves:		****		****					****	****		

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
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Intersection #17 Vignes St & 1st St
********************************************************************************
Cycle (sec):          100               Critical Vol./Cap.(X):         1.130
Loss Time (sec):        0               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180               Level Of Service:                  F
********************************************************************************
Street Name:            Vignes Street                      1st Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:        Permitted        Permitted        Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Y+R:           4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:          0  0  1!  0  0   0  0  1!  0  0   0  1  1  0  1   0  1  0  1  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:       36   62  174   133   10   82   200 1358   41    26  405   41
Growth Adj:   1.06 1.06 1.06  1.06 1.06 1.06  1.06 1.06 1.06  1.06 1.06 1.06
Initial Bse:    38   66  184   141   11   87   212 1439   43    28  429   43
Added Vol:       0    1   12     1    3    0     0   83    0    24   74    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    38   67  196   142   14   87   212 1522   43    52  503   43
User 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
PHF 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
PHF Volume:     38   67  196   142   14   87   212 1522   43    52  503   43
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    38   67  196   142   14   87   212 1522   43    52  503   43
PCE 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
MLF 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
FinalVolume:    38   67  196   142   14   87   212 1522   43    52  503   43
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.13 0.22 0.65  0.58 0.06 0.36  0.24 1.76 1.00  0.17 1.68 0.15
Final Sat.:    180  316  929   834   80  511   348 2502 1425   246 2397  207
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.21 0.21 0.21  0.17 0.17 0.17  0.61 0.61 0.03  0.21 0.21 0.21
Crit Volume:       301         142                  867                    299
Crit Moves:        ****        ****                 ****                  ****
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1.295 -0.1 (ATSAC/ATCS) 1.195 973 429

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Mission Rd & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

-0.1 (AGREE/ATCS) 0.833=D

Street Name:	Mission Road						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	15	108	10	46	77	190	641	774	15	10	297	51
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	114	11	49	82	201	679	820	16	11	315	54
Added Vol:	0	0	0	3	0	10	14	81	0	0	88	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	114	11	52	82	211	693	901	16	11	403	56
User 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
PHF 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
PHF Volume:	16	114	11	52	82	211	693	901	16	11	403	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	114	11	52	82	211	693	901	16	11	403	56
PCE 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
MLF 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
FinalVolume:	16	114	11	52	82	211	693	901	16	11	403	56
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.88	0.12
Final Sat.:	1425	1304	121	1425	1425	1425	1425	1400	25	1425	1251	174
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.04	0.06	0.15	0.49	0.64	0.64	0.01	0.32	0.32
Crit Volume:			125	52			693				459	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 US-101 ramps & 1st St

N/A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.058	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	20	Level Of Service:	A	

Street Name:	US-101 ramps						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0 0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	7	78	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	7	78	0	0	76	0
User 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
PHF 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
PHF Volume:	0	0	0	0	0	0	7	78	0	0	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	7	78	0	0	76	0
PCE 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
MLF 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
FinalVolume:	0	0	0	0	0	0	7	78	0	0	76	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1425	1425	0	0	0	0	1425	1425	0	0	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.05	0.00
Crit Volume:		0			0			7			76	
Crit Moves:							****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Alameda St & 2nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

-0.1 (AMSTC/AMLS)
0.649 = B

Street Name:	Alameda Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	125	868	61	42	732	68	131	265	135	34	96	43
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	133	920	65	45	776	72	139	281	143	36	102	46
Added Vol:	10	95	28	25	28	41	20	34	11	93	25	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1015	93	70	804	113	159	315	154	129	127	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	1015	93	70	804	113	159	315	0	129	127	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1015	93	70	804	113	159	315	0	129	127	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	1015	93	70	804	113	159	315	0	129	127	58
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.75	0.25	1.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1425	2612	238	1425	2499	351	1425	1425	1425	1425	980	445
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.32	0.32	0.11	0.22	0.00	0.09	0.13	0.13
Crit Volume:			554	70				315		129		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Alameda St & 3rd St/4th Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

-0.1(AST2/ATLS)
0.486 = A

Street Name:	Alameda Street						3rd Street/4th Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	2 1	0
Volume Module:												
Base Vol:	143	940	0	0	778	85	0	0	0	87	707	76
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	152	996	0	0	825	90	0	0	0	92	749	81
Added Vol:	2	119	0	0	120	12	0	0	0	12	63	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	1115	0	0	945	102	0	0	0	104	812	95
User 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
PHF 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
PHF Volume:	154	1115	0	0	945	102	0	0	0	104	812	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1115	0	0	945	102	0	0	0	104	812	95
PCE 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
MLF 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
FinalVolume:	154	1115	0	0	945	102	0	0	0	104	812	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.41	3.22	0.37
Final Sat.:	1500	3000	0	0	3000	1500	0	0	0	618	4821	561
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.00	0.00	0.31	0.07	0.00	0.00	0.00	0.17	0.17	0.17
Crit Volume:	154				472		0				253	
Crit Moves:	****				****						****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Hewitt St & 1st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966 1.172
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E F

-0.1 (ATSAC/ATCS)
1.072

Street Name:	Hewitt Street						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	21	0	118	0	0	0	0	1312	15	21	625	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	22	0	125	0	0	0	0	1391	16	22	663	0
Added Vol:	0	27	1	42	134	114	157	41	0	1	47	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	27	126	42	134	114	157	1432	16	23	710	26
User 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
PHF 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
PHF Volume:	22	27	126	42	134	114	157	1432	16	23	710	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	27	126	42	134	114	157	1432	16	23	710	26
PCE 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
MLF 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
FinalVolume:	22	27	126	42	134	114	157	1432	16	23	710	26
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	1.00	1.00	0.20	1.78	0.02	0.06	1.87	0.07
Final Sat.:	1425	251	1174	1425	1425	1425	279	2543	28	87	2665	98
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.03	0.09	0.08	0.56	0.56	0.56	0.27	0.27	0.27
Crit Volume:			153	42					802 1038		379 487	
Crit Moves:			****	****					****		****	