Appendix G Traffic Report

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

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I. 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 I 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

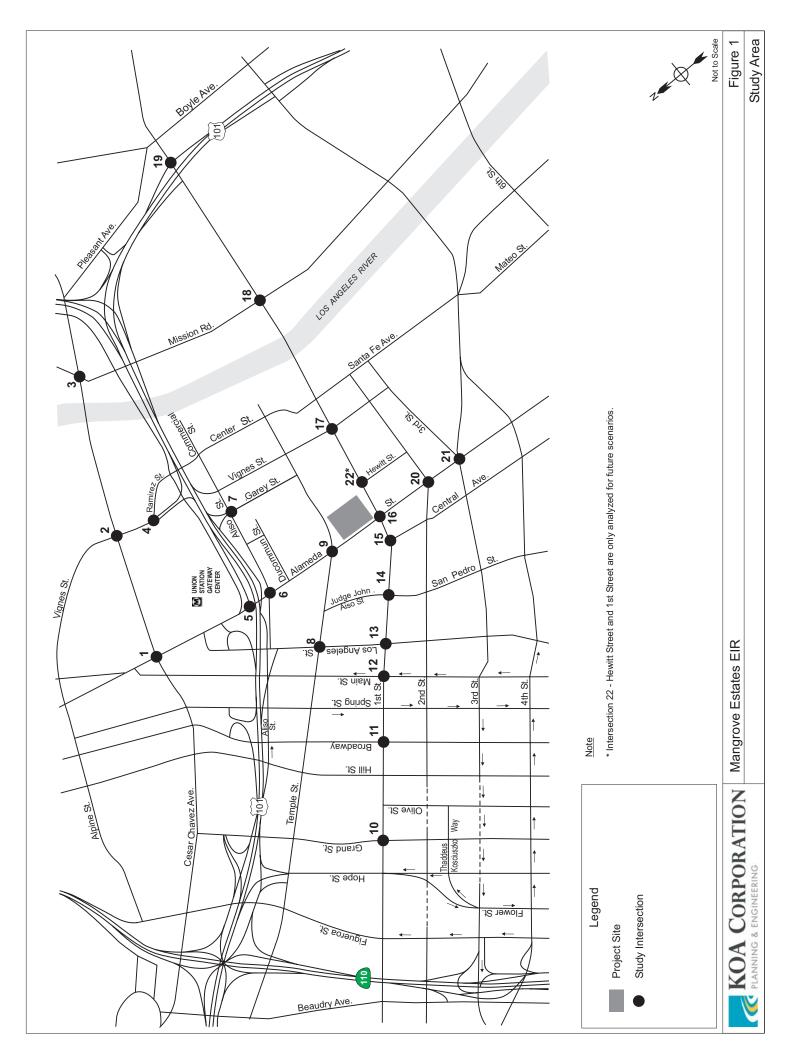
The traffic analysis conducted is based on methodology and criteria set forth by the City of Los Angeles Department of Transportation (LADOT). Prior to the start of the study, KOA coordinated with staff from the LADOT to obtain consensus on the traffic scope, methodology and assumptions. A Memorandum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

I.I Project Study Area

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

- I. 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
- II. 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)





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 Ist 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 Ist Street at:

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



Aeriel source: Google Earth Pro, 2009.

Not to Scale

KOA CORPORATION	Mangrove Estates EIR	Figure 2
PLANNING & ENGINEERING		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 I defines the level-of-service criteria.



LOS	I able 1: Level-of-Service Definitions	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
В	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
С	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: and Interii	Highway Capacity Manual, Special Report 209, Transportation Research Board n Materials on Highway Capacity, NCHRP Circular 212, 1982	, Washington D.C., 2000

Table I: Level-of-Service Definitions

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

	# L	anes		Parking R	estrictions			
Segment	NB/EB			North Side / East Side	South Side / West Side	General Land Use	Posted Speed Limit (mph)	
CESAR CHAVEZ AVENUE (Major Highwa	y Class II)			•				
West of Alameda St	2 2/3 Striped NSAT NSAT t 2 2/3 Striped NSAT NSAT		Commercial	35				
Between Alameda St & Vignes St	2	2/3	Striped	ed 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 ST	REET (Coll	ector)					•	
West of Alameda St	3/2	0	Striped	NSAT	NSAT	Office/Freeway	35	
Between Alameda St & Garey St	Garey St 2 2 Striped NSAT NSAT NSAT		Industrial	35				
East of Garey St	1	1/2		NSAT	NSAT	Industrial	35	
TEMPLE STREET (Major Highway Class II	NB/EB SB/WB Type North Side / East Side South Side / West Side ay Class II) 2 2/3 Striped NSAT NSAT NSAT Residential/Commercial 2 2/3 Striped NSAT NSAT NSAT Residential/Commercial 2 2 Striped NSAT NSAT NSAT Commercial 2 2 Striped NSAT NSAT NSAT Commercial 3/2 0 Striped NSAT NSAT NSAT Industrial 3/2 0 Striped NSAT NSAT NSAT Industrial 1 1/2 Striped NSAT NSAT NSAT Industrial 2 2 Striped NP NSAT Office Office 2 2 Striped NP NSAT Office Office 2 2 Striped NSAT NSAT Office Office 3 3 Stri							
West of Los Angeles St	1	Î I	Striped	-	NSAT	Office	35	
Between Los Angeles St & Judge John Aiso St	2	2 2 Striped NSAT 2 2 Striped NP NSAT 2 2 Striped NP NSAT 2 2 Striped NSAT OI		Office	35			
Judge John Aiso St & Alameda St	2	2	Striped	NSAT	NSAT	Office/Parking	35	
East of Alameda St	1	I	Striped	NSAT	NSAT	Metro/Industrial	35	
IST STREET (Major Highway Class II)	ay Class II) 3 2 Striped I Hr Parking 9AM-4PM; NS 7-9AM, I Hr Parking 9AM-4PM; NS 7-9AM, Co.							
West of Grand St	3 2 Striped I Hr Parking 9AM-4PM; NS 7-9AM, I Hr Parking 9AM-4PM; NS 7-9A		u	Commercial	35			
Between Grand St & Olive St	3	3	Striped	NSAT	u	Commercial/Office	35	
Olive St & Broadway	3	3	Striped	NSAT		Commercial/Office	35	
, Between Broadway & Main St	3	3	Striped	NSAT	u	Office	35	
Between Main St & Los Angeles St	3	3	Striped	NSAT	NSAT	Office	35	
Between Los Angeles St & San Pedro St/Judge Iohn Aliso St	2	3	Striped	NSAT	l Hr 8AM-4PM; NS 4-6PM	Commercial	35	
Between San Pedro St/Judge John Aliso St & Central Ave	2	2	Striped	I Hr Parking 9AM-6PM; NS 7-9AM	l 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							30	
Between Vignes St & Misson Rd							30	
East of Mission Rd							30	
2ND STREET (Collector)								
West of Alameda St	2	1	Striped	I Hr Parking 9AM-6PM; NS 7-9AM	I Hr Parking 8AM-4PM; NS 4-6PM	Commercial	35	
East of Alameda St	Alameda St I I Striped 2 Hr Parking 8AM-6PM I0 Hr Parking 6AM-4PM Residential/Parking		Residential/Parking	35				
3RD STREET/4TH PLACE (Secondary)	n							
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	

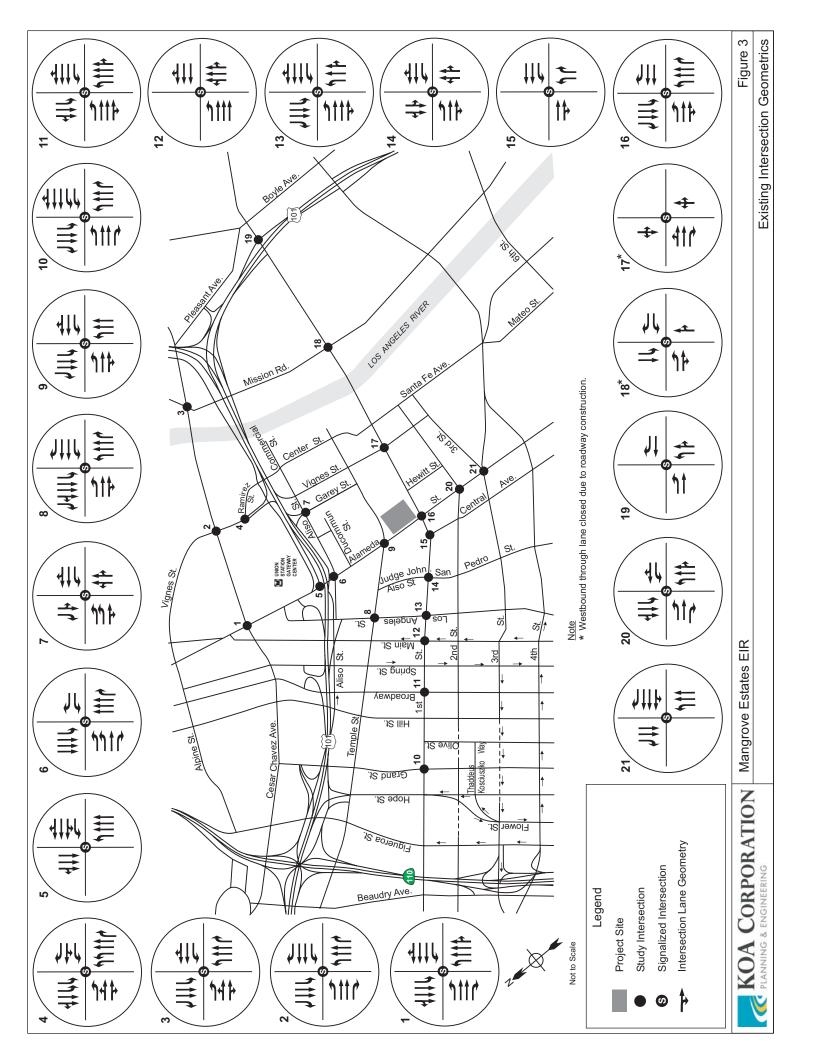


Table 2: Roadway Description (Continued)

Segment		anes		Parking Re				
Segment	NB/EB	NB/EB SB/WB		North Side / East Side	South Side / West Side	General Land Use	Posted Speed Limit (mph)	
BROADWAY (Secondary)								
North of 1st St	NB/EB SB/WB Type North Side / East Side South Side / West Side ondary) 3 2 Striped NSAT NSAT Comme 3 2 Striped NP 9AM-3PM; NS 7-9AM, 3-6PM NS Comme 3 2 Striped NP 9AM-3PM; NS 7-9AM, 3-6PM NS Comme condary) 4 0 Striped NSAT NSAT Cit 3 0 Striped NSAT NSAT Camme 3 3 0 Striped/Raised NSAT NSAT Camme Ist St. 2 3 Striped/Raised NSAT NSAT Comme 1st St. 2 3 Striped/Raised NSAT NSAT Comme ET/JUDGE JOHN ALISO STREET (Major Highway Class II) 2 2 Striped 2 Hr Parking 8AM-6PM NSAT Comme		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	,, , , , , , , , , , , , , , , , , , ,		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 ALIS	O STREET	(Major His	hway Class II)					
North of 1st St	2	2	Striped	2 Hr Parking 8AM-6PM	NSAT	Commercial	35	
South of 1st St	2	2	Striped	I Hr Parking 8AM-4PM; NS 4-6PM	15 Min Parking 8AM-6PM	Office	35	
CENTRAL AVENUE (Major Highway Class	II & Secon	dary Highy	way)					
South of 1st St	2		Striped	NSAT	I Hr Parking 8AM-6PM	Commercial/Residential	35	
ALAMEDA STREET (Major Highway Class								
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 & 1 st 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)					0			
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	Striped	2 Hr Parking 8AM-6PM	2 Hr Parking 8AM-6PM	Commerical/Temple	25	
South of 1st St		1	Striped	No Restriction	No Restriction	Office/Residential	25	
MISSION ROAD (Major Highway Class II &	Secondary	()					•	
North of Cesar Chavez Ave	2	3 Striped I Hr Parking 8AM-6PM NSAT Commercial/Industrial		35				
Between Cesar Chavez Ave & Ist St	2	2	Striped	NS 4PM-6PM	No Restriction	Industrial	35	
North of 1st St	2	I	Striped	15 Min Parking 7AM-5PM	No Restriction	School	25	
South of 1st St	1	I	Striped	No Restriction	No Restriction	Industrial	25	
RAMIREZ STREET (Major Highway Class I	I)							
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





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.

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	I-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	lst St	9-11 Mins	8-15 Mins
30/31	Mid-city Transit Center	Monterey Park	lst St	6-10 Mins	7-10 Mins
37	Fairfax/Washington	Downtown LA	l st St	5-10 Mins	6-7 Mins
40	South Bay Galleria	Union Station	lst St	15-30 Mins	10-20 Mins
42	LAX	Downtown LA	lst 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	lst 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	lst St	12-15 Mins	10 Mins
78/79/378	Arcadia	Downtown LA	l st St	I-8 Mins	10 Mins
81	Eagle Rock	Exposition Park	Hill St	5-10 Mins	6-9 Mins
83	Eagle Rock	Downtown LA	l st 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	l st St	25 Mins	25-30 Mins
Metro Limited Stop Service	1				
333	Santa Monica	Downtown LA	Cesar Chavez Ave	10-15 Mins	6-8 Mins
Metro Express Bus Lines					
439	LAX	Downtown LA	lst St	40-50 Mins	25-50 Mins
442	Hawthorne	Union Station	lst St	25-30 Mins	30-35 Mins
444	Rancho Palos Verdes	Union Station	lst 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	lst 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	Ist 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
730	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
776	Sylmar Station	Downtown LA	Hill St	12-20 Mins	14-16 Mins
Metro Rail			I	12-2011113	11-1011113
Red & Purple	7th Metro Center	Union Station	I .	5-6 Mins	5-6 Mins
neu a rui pie	/un ried o Center	Onion Station	•	5-0 FILLS	2-01.1112

Table 3: Transit Service Summary



Transit Line		Operating Route		Weekday	Headway
	From:	To:	Via:	AM	PM
Antelope Valley Transit Author	ity Lines				
785	Lancaster/Palmdale	Los Angeles	Main St	25-30 Mins	20-30 Mins
oothill 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	l st 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					
I	Gardena	Downtown LA	l st St	15-30 Mins	15-30 Mins
ADOT Commuter Express Lin	ies		•	•	
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	l st St	25-30 Mins	20-40 Mins
ADOT DASH Lines					
А	Little Tokyo	City West	l st St	7 Mins	7 Mins
В	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	l st 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 Line	S		•	•	
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	l st St	30 Mins	30 Mins
2	Del Amo Center	Union Station	lst St	60 Mins	60 Mins

Table 3: Transit Service Summary (Continued)

Source: I. Metro

2. LADOT Transit Services

3. Antelope Valley Transit Authority

4. Foothill Transit

5. Gardena Bus

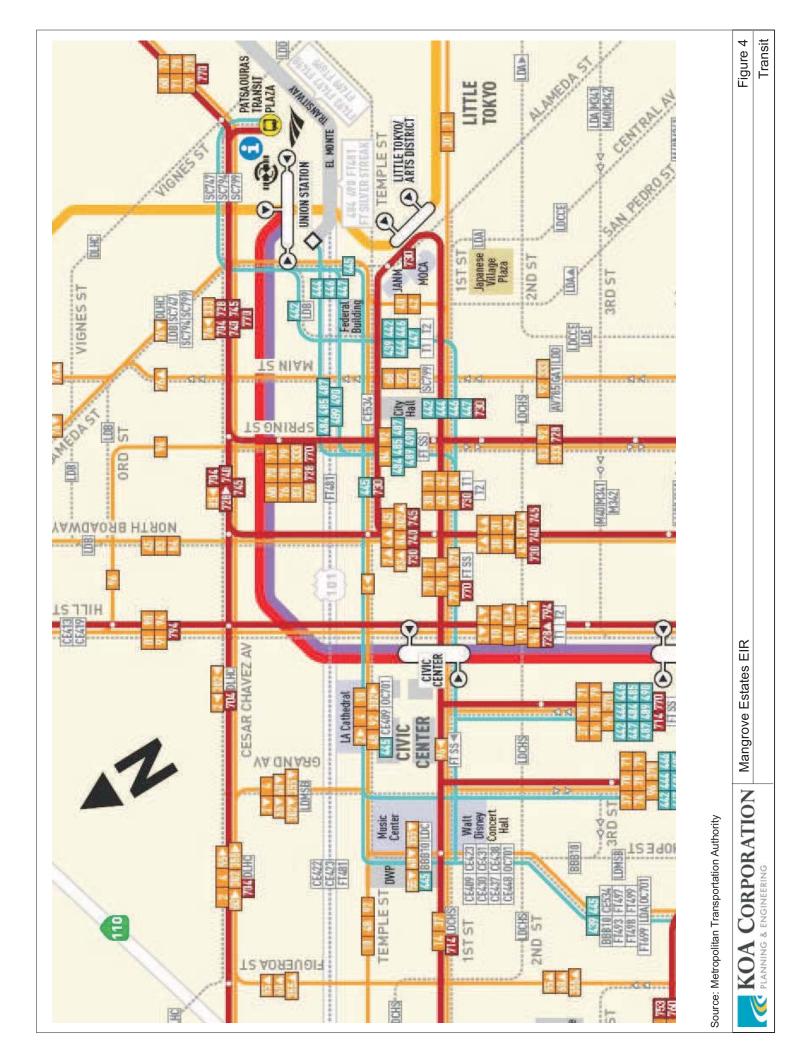
6. Orange County Transportation Authority

7. City of Santa Monica Big Blue Bus

8. Santa Clarita

9. Torrance Transit

Montebello





2.3 Existing Traffic Volumes

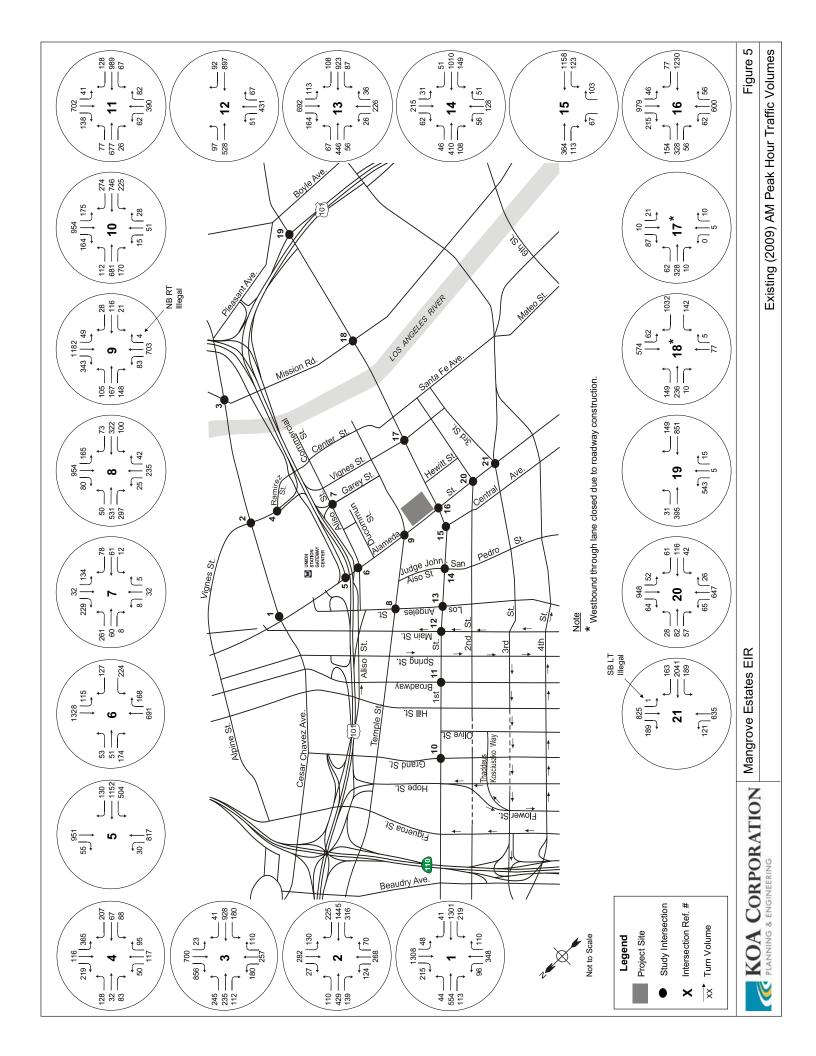
KOA compiled new manual intersection turn movement counts that were conducted at the study intersections on October 7th (Wednesday) and October 8th (Thursday) of 2009. Peak period turning movement counts were collected between the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. As previously mentioned, 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.

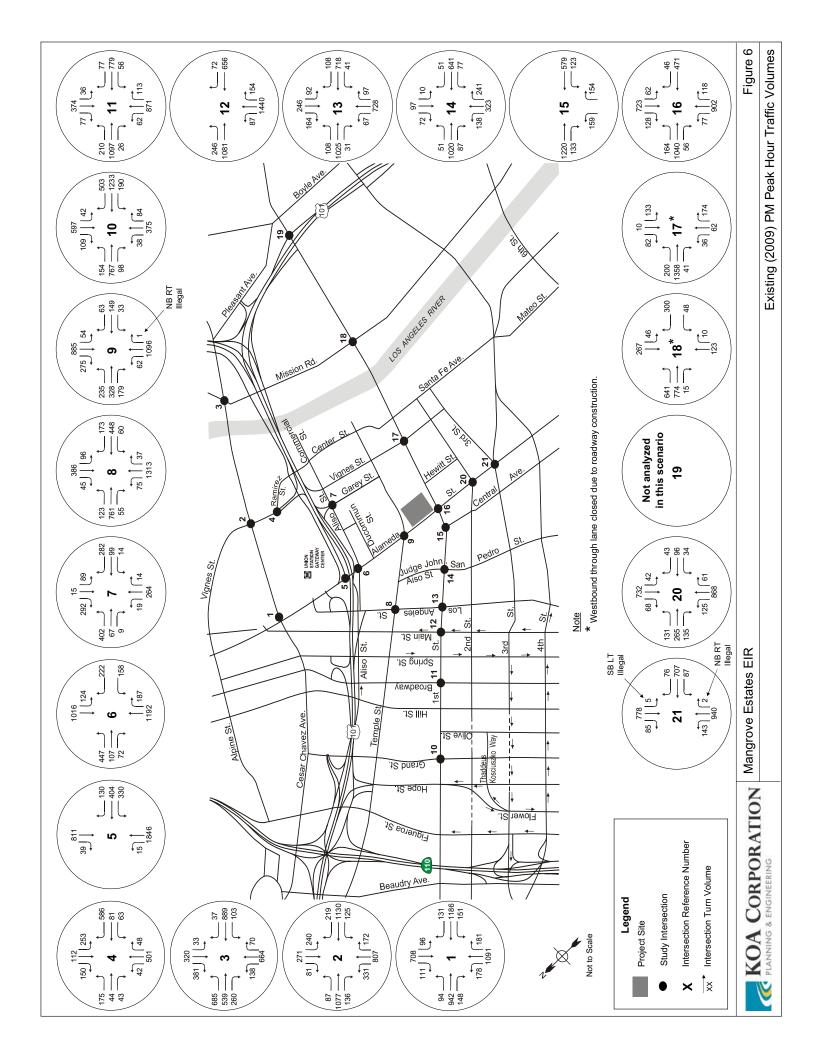
The results of counts were utilized to determine existing weekday AM and PM peak-hour conditions. Traffic count summaries are provided in Appendix B of this report.

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.







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/Ist Street

	Study Intersections	AM Pea	ak Hour	PM Pea	ık Hour
	Study intersections	V/C	LOS	V/C	LOS
Ι	Alameda Street/Cesar E. Chavez Avenue [a]	0.730	С	0.761	С
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.728	С	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	Α	0.526	А
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.590	Α	0.534	А
6	Alameda Street/Aliso Street [a]	0.520	Α	0.624	В
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.275	Α	0.623	В
8	Los Angeles Street/Temple Street [a]	0.501	Α	0.744	С
9	Alameda Street/Temple Street [a]	0.550	А	0.617	В
10	Grand Avenue/1st Street [a] *	0.601	В	0.680	В
11	Broadway/Ist Street [a] *	0.584	Α	0.533	А
12	Main Street/Ist Street [a] *	0.358	Α	0.666	В
13	Los Angeles Street/Ist Street [a] *	0.452	Α	0.528	А
14	Judge John Aiso Street/San Pedro Street/1st Street [a] *	0.454	Α	0.591	А
15	Central Avenue/1st Street [a] *	0.385	Α	0.569	А
16	Alameda Street/Ist Street [a] *	0.857	D	0.675	В
17	Vignes Street/1st Street [a] *	0.138	Α	0.719	С
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	Α	0.508	А
21	Alameda Street/3rd Street/4th Place [a]	0.684	В	0.430	А

Table 4: Existing 2009 Level-of-Service Summary

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 1 st 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.

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.

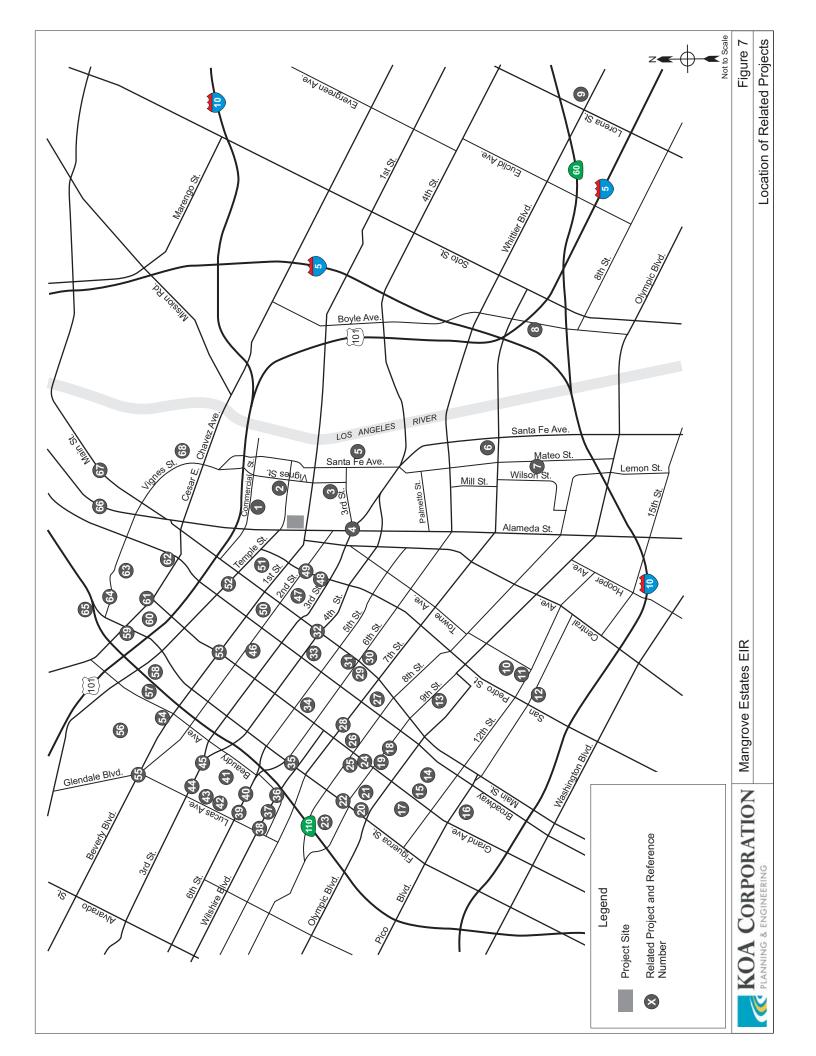
Roadway Improvements

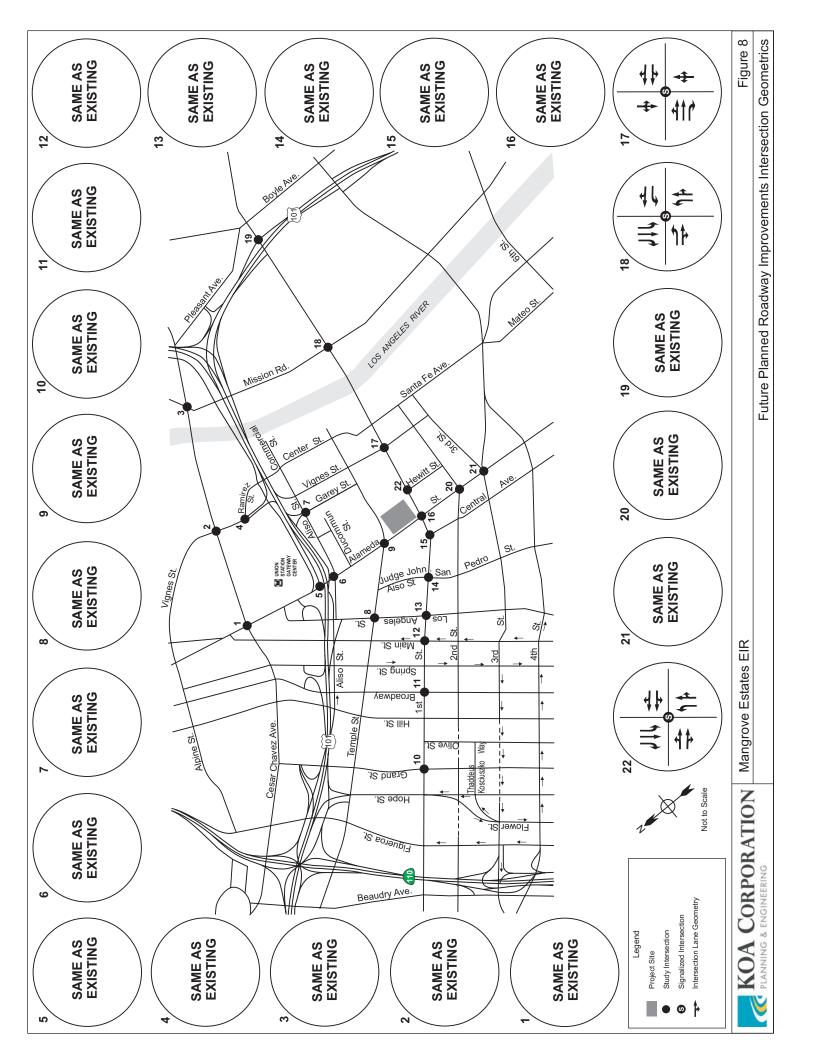
The future traffic analysis takes into account planned roadway improvement anticipated to be completed within the timeframe of the proposed Project. KOA Corporation conducted research in the City of Los Angeles. Significant planned roadway capacity enhancements in the immediate study area include roadway 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:

- <u>Hewitt Boulevard and Ist Street:</u> 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.
- <u>Vignes Street and 1st Street:</u> 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.
- <u>Mission Road and 1st Street:</u> 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.







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.

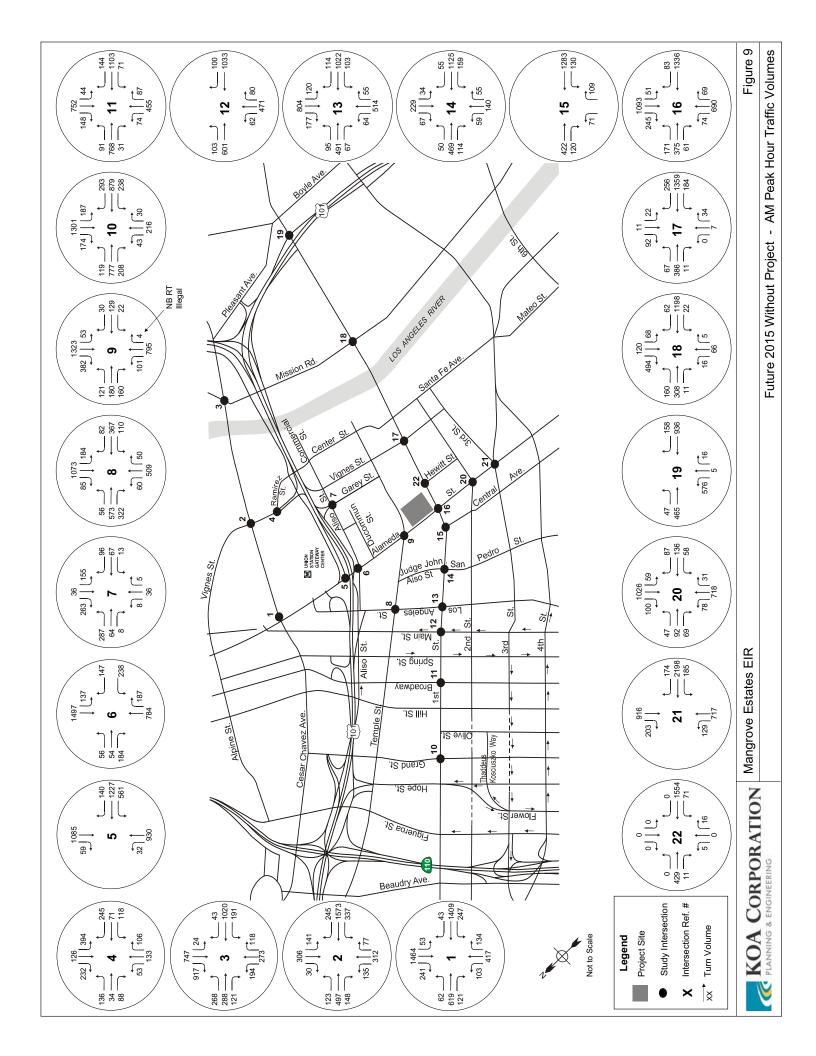
Metro Regional Connector Transit Corridor Project

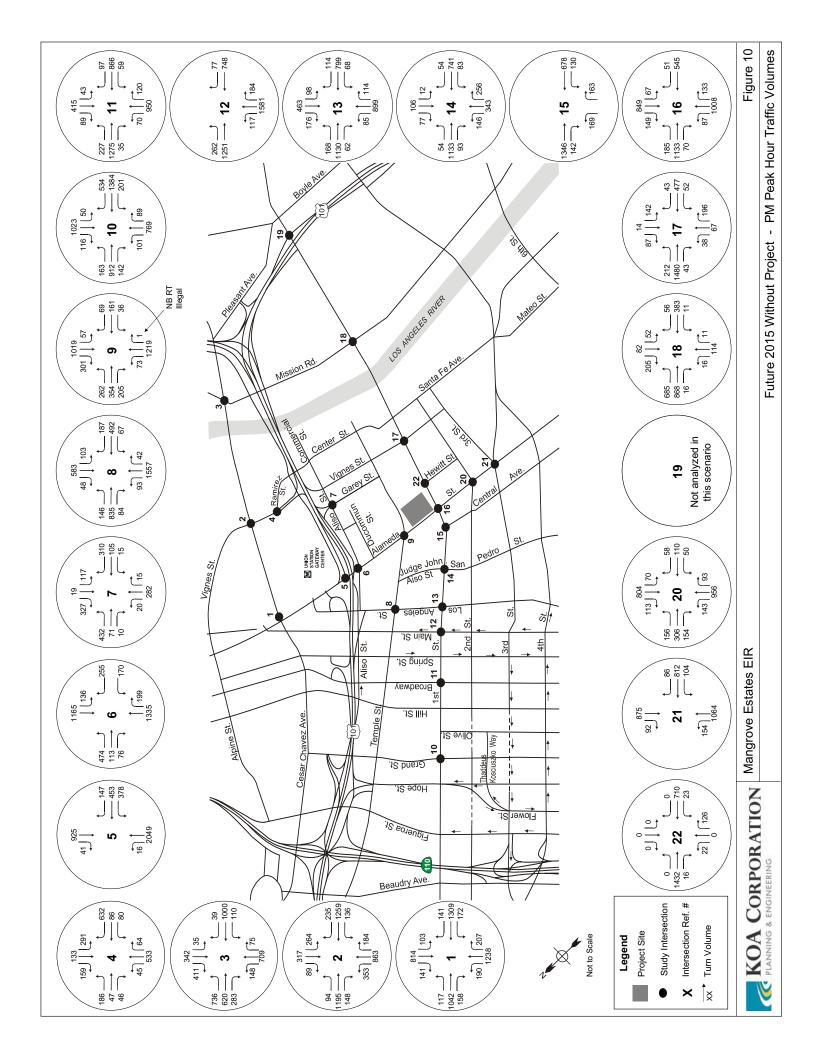
The Metro Regional Connector would directly connect the Metro Gold Line, Metro Expo Line, and Metro Blue Line. Metro has initiated a study to look at potential project alternatives. There is a possibility that a Regional Connector station may be incorporated into the Project site. However, Metro has 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.







3.5 Peak Hour Intersection Level of Service

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

			Existin	ig 2009		Fu	ture 2015	No Proj	ect
Study Intersections			AM Peak Hour		PM Peak Hour		AM Peak Hour		ak Hour
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Ι	Alameda Street/Cesar E. Chavez Avenue [a]	0.730	С	0.761	С	0.793	С	0.829	D
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.728	С	0.881	D	0.777	С	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	Α	0.526	Α	0.285	Α	0.546	Α
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.590	Α	0.534	Α	0.621	В	0.574	A
6	Alameda Street/Aliso Street [a]	0.520	Α	0.624	В	0.547	Α	0.670	В
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.275	Α	0.623	В	0.294	Α	0.659	В
8	Los Angeles Street/Temple Street [a]	0.501	Α	0.744	С	0.564	Α	0.838	D
9	Alameda Street/Temple Street [a]	0.550	Α	0.617	В	0.601	В	0.659	В
10	Grand Avenue/Ist Street [a]	0.601	В	0.680	В	0.751	С	0.893	D
П	Broadway/Ist Street [a]	0.584	Α	0.533	Α	0.623	В	0.565	A
12	Main Street/1st Street [a]	0.358	Α	0.666	В	0.380	Α	0.717	С
13	Los Angeles Street/Ist Street [a]	0.452	Α	0.528	Α	0.526	Α	0.618	В
14	Judge John Aiso Street/San Pedro Street/Ist Street [a]	0.454	Α	0.591	Α	0.476	Α	0.620	В
15	Central Avenue/Ist Street [a]	0.385	Α	0.569	Α	0.401	Α	0.595	A
16	Alameda Street/Ist Street [a]	0.857	D	0.675	В	0.924	E	0.723	С
17	Vignes Street/Ist Street [a]	0.138	Α	0.719	С	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	Α	0.508	Α	0.539	А	0.572	A
21	Alameda Street/3rd Street/4th Place [a]	0.684	В	0.430	Α	0.718	С	0.461	A
22	Hewitt Street/Ist Street [a]	-	-	-	-	0.661	В	0.794	С

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

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 Ist Street LOS E during the AM peak period
- Vignes Street and Ist 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.

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."
- <u>Walk Adjustment</u> 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.
- <u>CBD Adjustment</u> 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.



	ITE		-	Average	A	M Peak He	our	PM Peak Hour		
Land Use	Code	Inten	sitv	Weekday	In	Out	Total	In	Out	Total
Trip Generation Rates			,					<u> </u>		
Apartment	220		d.u.	6.72	20%	80%	0.51	65%	35%	0.62
General Office Building	710	1.000	u.u. k.s.f.	4,607	88%	12%	680	17%	83%	639
-	495	1.000	k.s.f.	22.88	61%	39%	1.62	29%	71%	1.64
Recreational Community Center										
Residential Condominium/Townhouse	230		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			1.		.					
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	ct Subtotal			19,314	824	399	1,223	807	1,183	1,990
Project Credits										
Transit Credit (25%) [a]				II						
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]					· · /	,	、 <i>,</i>			
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 Captur		200.000	laoni	(475)	(13)	(22)	(35)	(21)	(18)	(39)
CBD Adjustment [d]	e Subtotal			(175)	(13)	(22)	(33)	(21)	(10)	(37)
Residential	220	445	d.u.	0	0	0	0	0	0	0
Office	710	500.000	u.u. k.s.f.	0	0	0	0	0	0	0
Live/Work Units	230	83	к.s.i. 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 Adjustmer	it Subtotal		_	(2,238)	(31)	(19)	(50)	(100)	(108)	(208)
Net Project Trips			L	1		1		1		
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 T	ΟΤΔΙ			10,806	533	238	771	444	702	1,146

Table 6: Project Trip Generation Estimate

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.

Traffic Impact Study Mangrove Estates - Mixed Use, Transit Oriented Development Project January 5, 2010

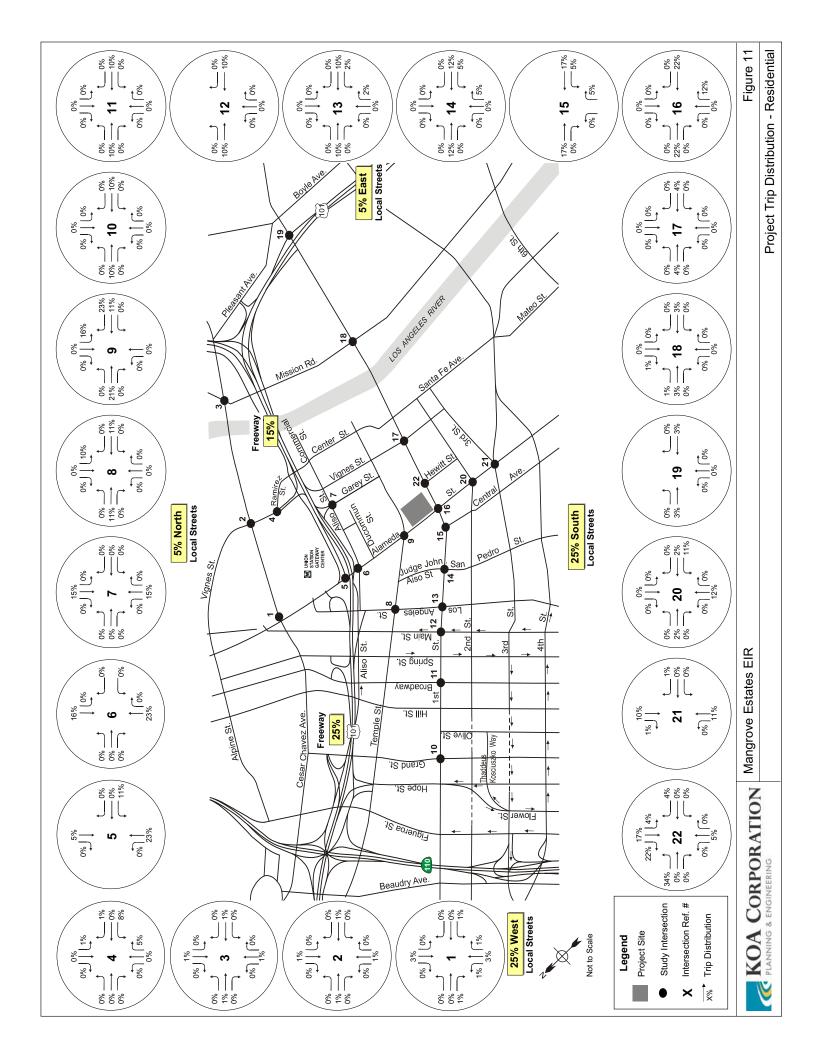


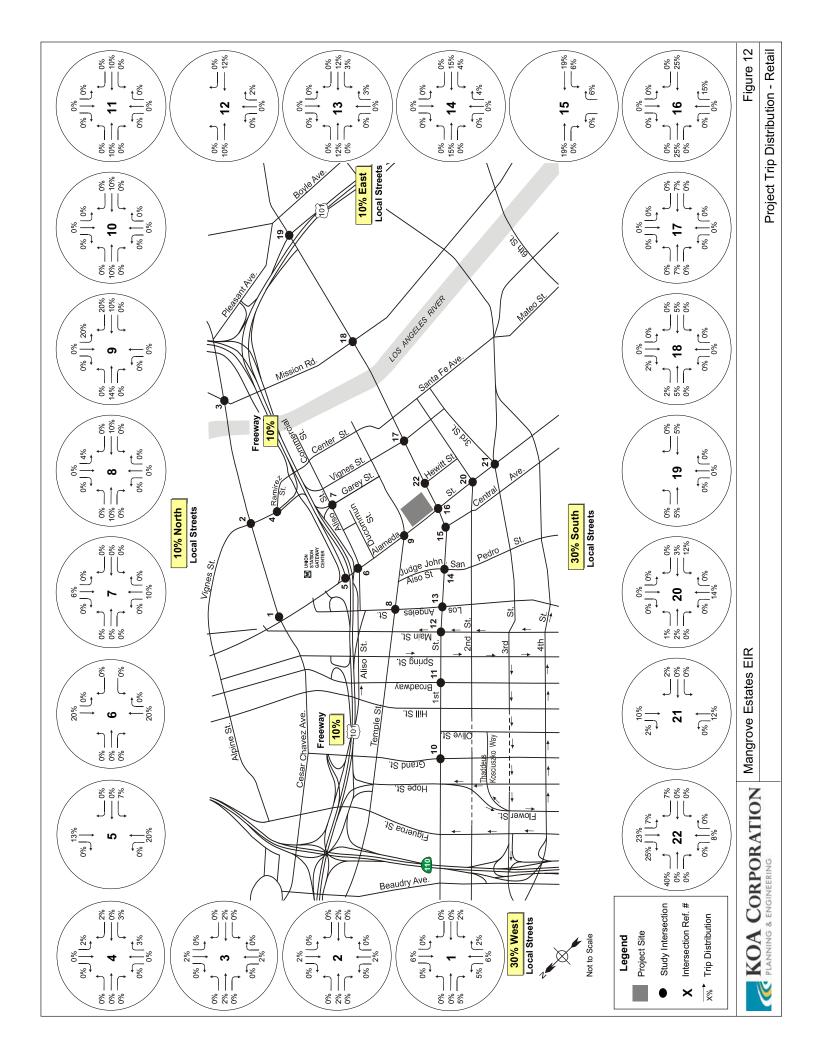
4.2 Project Trip Distribution

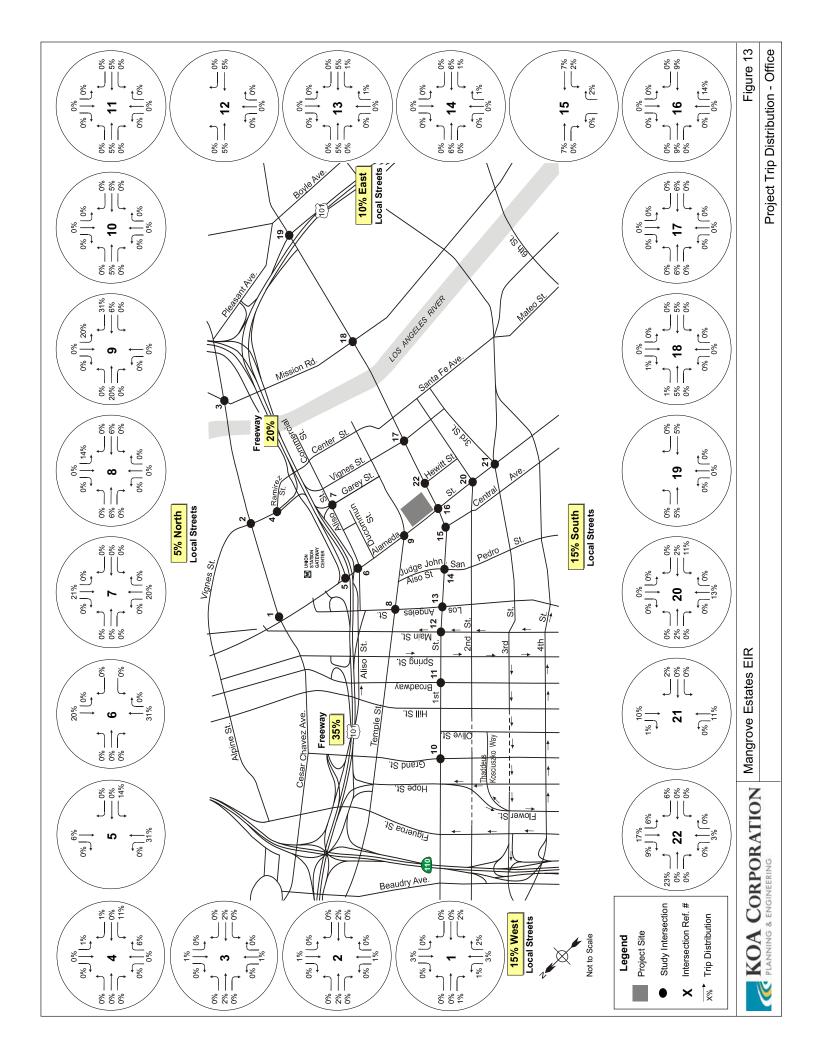
Trip Distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of other land uses to which project trips would originate or terminate. Figures 11, 12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

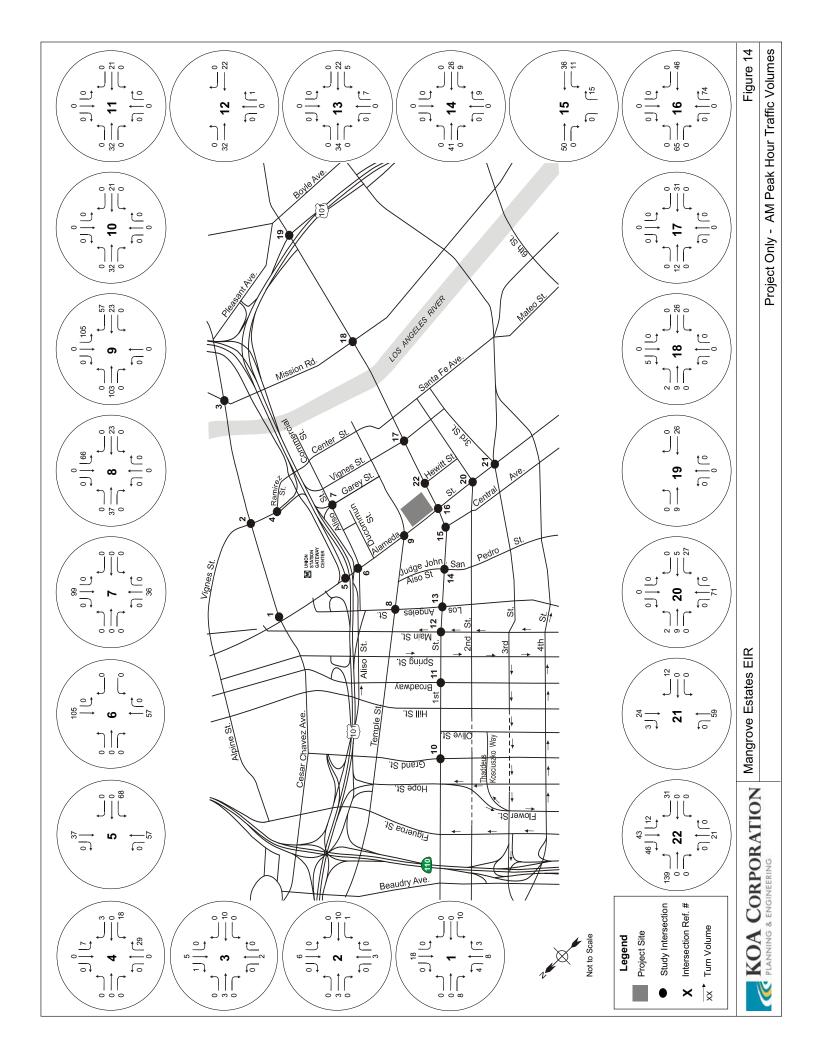
4.3 Project Trip Assignment

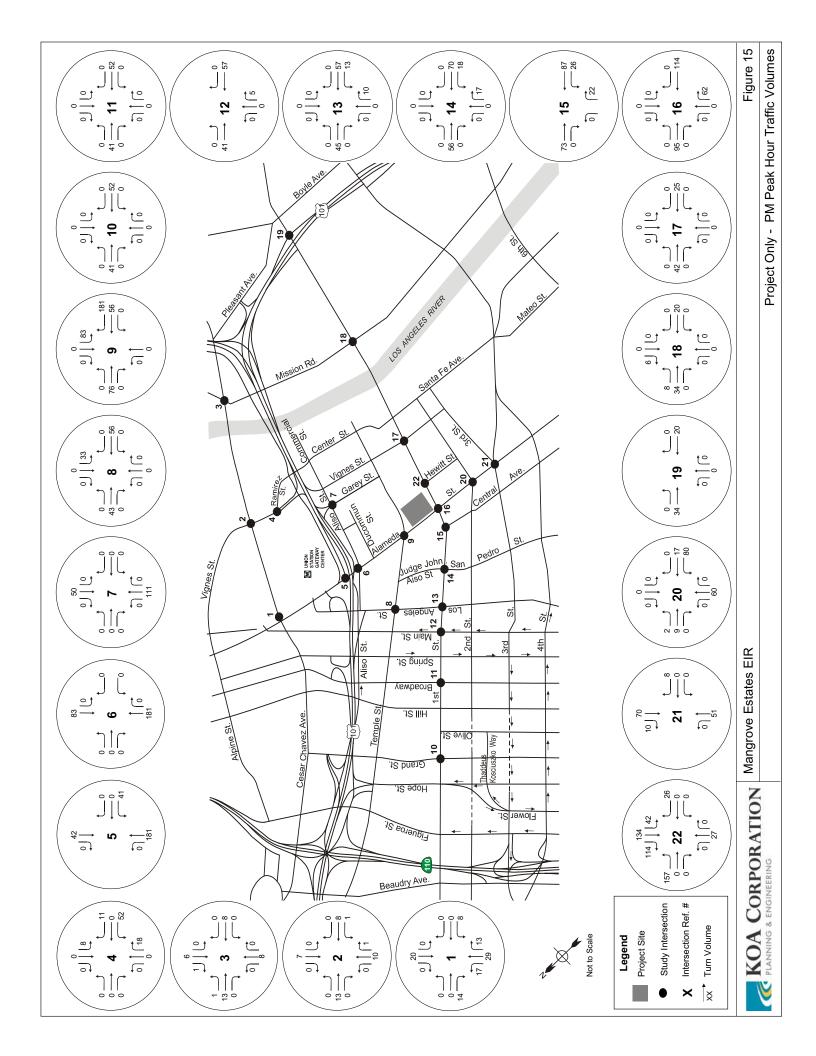
Based on the trip generation and distribution assumptions described above, Project traffic was assigned onto the roadway system based on driveway locations and the availability of local roadways to access the regional highway system. The Project-only AM and PM peak hour trip assignments are illustrated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











This section documents future traffic conditions at the study intersections with the addition of Projectgenerated 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-ofservice 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 Projec	it i can	Tiour	LCVCI	-01-50		umm	u y	
		Fu	ture 2015	No Proj	ect	Fut	ure 2015	With Pro	ject
	Study Intersections	AM Pea	ak Hour	PM Pea	ak Hour	AM Pea	ak Hour	PM Pea	ak Hour
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Ι	Alameda Street/Cesar E. Chavez Avenue [a]	0.793	С	0.829	D	0.808	D	0.845	D
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.777	С	0.939	E	0.782	С	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	А	0.546	А	0.290	Α	0.553	Α
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	В	0.574	Α	0.673	В	0.626	В
6	Alameda Street/Aliso Street [a]	0.547	Α	0.670	В	0.571	Α	0.713	С
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.294	Α	0.659	В	0.330	Α	0.700	В
8	Los Angeles Street/Temple Street [a]	0.564	Α	0.838	D	0.620	В	0.875	D
9	Alameda Street/Temple Street [a]	0.601	В	0.659	В	0.632	В	0.818	D
10	Grand Avenue/1st Street [a]	0.751	С	0.893	D	0.763	С	0.905	E
11	Broadway/Ist Street [a]	0.623	В	0.565	Α	0.628	В	0.577	Α
12	Main Street/Ist Street [a]	0.380	Α	0.717	С	0.386	Α	0.732	С
13	Los Angeles Street/Ist Street [a]	0.526	Α	0.618	В	0.531	Α	0.634	В
14	Judge John Aiso Street/San Pedro Street/Ist Street [a]	0.476	Α	0.620	В	0.484	Α	0.657	В
15	Central Avenue/Ist Street [a]	0.401	Α	0.595	А	0.423	Α	0.649	В
16	Alameda Street/Ist Street [a]	0.924	E	0.723	С	0.940	E	0.756	С
17	Vignes Street/Ist Street [a]	0.955	E	1.171	F	0.973	E	1.195	F
18	Mission Road/Ist 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	А	0.572	А	0.545	Α	0.649	В
21	Alameda Street/3rd Street/4th Place [a]	0.718	С	0.461	А	0.728	С	0.486	Α
22	Hewitt Street/Ist Street [a]	0.661	В	0.794	С	0.851	D	1.072	F

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

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.

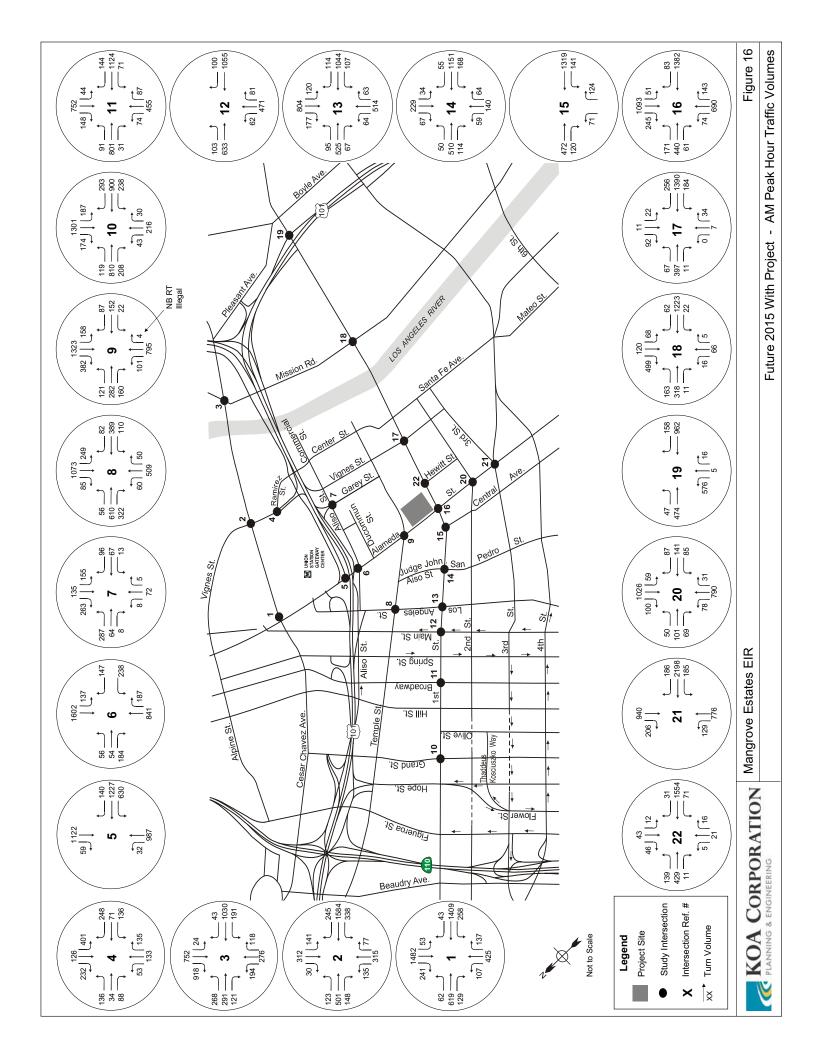
As shown in Table 7, 14 of the 22 study intersections are expected to operate at LOS D or better during both the AM and PM peak hours. Of the remaining eight intersections that are forecasted to operate at LOS E or F, six of the intersections are the same intersections forecasted under the "without-project"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

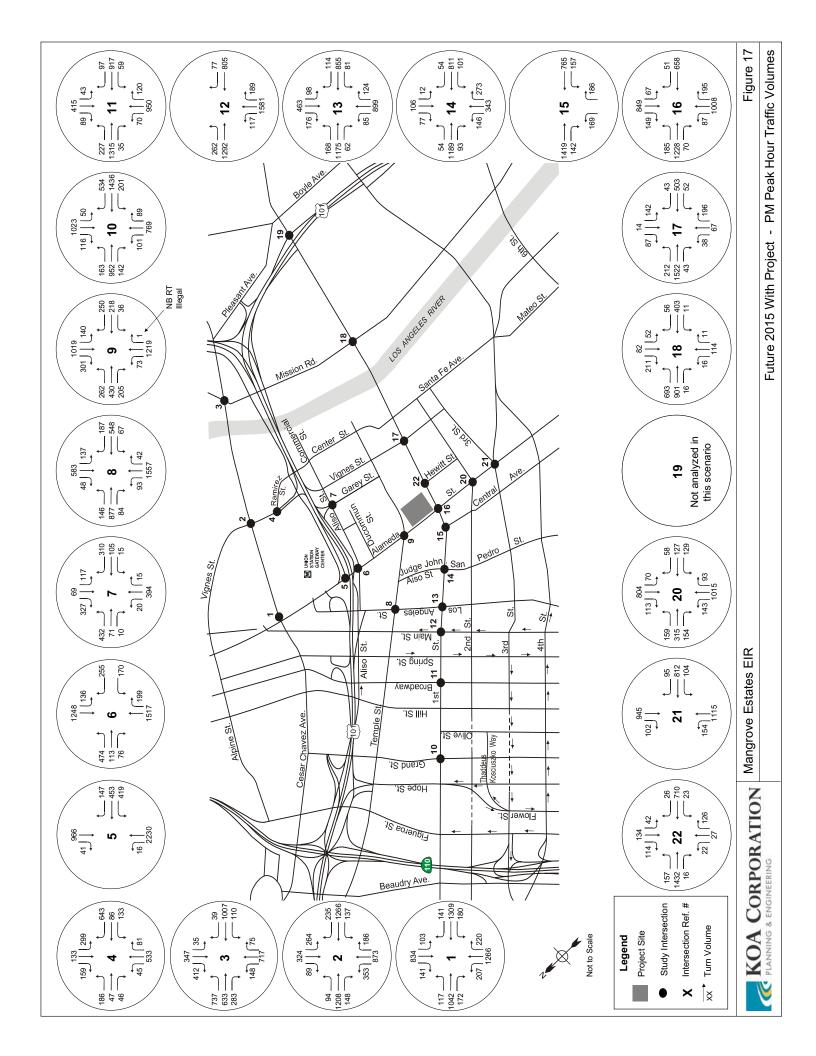
- Vignes Street and Cesar E. Chavez Avenue LOS E during the PM peak period
- Mission Road and Cesar E. Chavez Avenue LOS F during the AM peak period and LOS E during the PM peak period
- Grand Avenue and 1st Street LOS E during the PM peak period
- Alameda Street and Ist Street LOS E during the AM peak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





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
с	< 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.

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		Table 8	8: Proje	set Imp	able 8: Project Impact Summary	nmary							
		Fut	Future 2015 No Project	No Proj∈	sct	Futu	re 2015 \	Future 2015 With Project	ect	Change	Change in V/C	Change	Change in V/C
	Study Intersections	AM Pea	M Peak Hour	PM Pea	PM Peak Hour	AM Peak Hour	k Hour	PM Peak Hour	k Hour	AΜ	Sig	Μd	Sig
		VIC	ros	V/C	ros	VIC	ros	VIC	LOS	Peak	Impact?	Peak	Impact?
-	Alameda Street/Cesar E. Chavez Avenue [a]	0.793	υ	0.829	۵	0.808	۵	0.845	۵	0.015	ON	0.016	NO
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.777	U	0.939	ш	0.782	υ	0.948	ш	0.005	ON	0.009	NO
m	Mission Road/Cesar E. Chavez Avenue [a]	1.095	ш	0.959	ш	1.099	ш	0.968	ш	0.004	ON	0.009	0N N
4	Vignes Street/Ramirez Street [a]	0.285	A	0.546	A	0.290	A	0.553	A	0.005	0N	0.007	Q
2	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	В	0.574	A	0.673	В	0.626	В	0.052	ON	0.052	NO
9	Alameda Street/Aliso Street [a]	0.547	A	0.670	В	0.571	A	0.713	υ	0.024	ON	0.043	YES
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.294	A	0.659	В	0.330	A	0.700	В	9:036	ON	0.041	NO
∞	Los Angeles Street/Temple Street [a]	0.564	A	0.838	۵	0.620	ю	0.875	۵	0.056	oN	0.037	YES
6	Alameda Street/Temple Street [a]	0.601	В	0.659	В	0.632	В	0.818	۵	1 8 0'0	ON	0.159	YES
01	Grand Avenue/I st Street [a]	0.751	υ	0.893	D	0.763	υ	0.905	ш	0.012	ON	0.012	YES
=	Broadway/Ist Street [a]	0.623	В	0.565	A	0.628	В	0.577	A	0.005	ON	0.012	NO
12	Main Street/Ist Street [a]	0.380	A	0.717	υ	0.386	A	0.732	υ	900'0	ON	0.015	NO
13	Los Angeles Street/1st Street [a]	0.526	A	0.618	В	0.531	A	0.634	В	0.005	ON	0.016	NO
4	Judge John Aiso Street/San Pedro Street/Ist Street [a]	0.476	A	0.620	В	0.484	A	0.657	В	800.0	ON	0.037	NO
15	Central Avenue/Ist Street [a]	0.401	۷	0.595	٨	0.423	٨	0.649	В	0.022	ON	0.054	0N N
16	Alameda Street/Ist Street [a]	0.924	ш	0.723	υ	0.940	ш	0.756	υ	910.0	YES	0.033	0N N
17	Vignes Street/Ist Street [a]	0.955	ш	1.171	u.	0.973	ш	1.195	u.	810.0	YES	0.024	YES
81	Mission Road/Ist Street [a]	1.142	ш	0.813	۵	1.163	ш	0.833	۵	0.021	YES	0.020	YES
61	US-101 on and off-ramps/1st Street [a]	0.939	Ш	N/A	N/A	0.957	Ш	N/A	N/A	810.0	YES	N/A	N/A
20	Alameda Street/2nd Street [a]	0.539	A	0.572	A	0.545	A	0.649	В	900.0	ON	0.077	NO
21	Alameda Street/3rd Street/4th Place [a]	0.718	υ	0.461	A	0.728	υ	0.486	A	010.0	ON	0.025	NO
22	Hewitt Street/Ist Street [a]	0.661	В	0.794	υ	0.851	۵	1.072	L.	061.0	YES	0.278	ΥES

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 Ist Street
- Vignes Street and Ist Street
- Mission Road and 1st Street
- US-101 on and off-ramps and 1st Street
- Hewitt Street and Ist 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 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.

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Project Traffic Impacts

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			Future No	Project	Future With Project	n Project	Ū	ï	With Mitigation	gation	Ū		
	Study Intersections	Peak Period	V/C or	301	V/C or	- U E	un V/C	olg Imnact ?	V/C or	301	un V/C	residuai Impact?	
			Delay [a]	LCS	Delay [a]	LOS			Delay [a]	LC3		mpace	Mitigation Measure
9	6 Alameda Street/Aliso Street [a]	AM Peak	0.547	A	0.571	A	0.024	٥N	0.567	A	0.020	No	TDM measures
	-	PM Peak	0.670	В	0.713	υ	0.043	YES	0.704	υ	0.034		
8	Los Angeles Street/Temple Street [a]	AM Peak	0.564	۷	0.620	В	0.056	No	0.609	В	0.045	YES	TDM measures
		PM Peak	0.838	D	0.875	D	0.037	YES	0.867	D	0.029		
6	Alameda Street/Temple Street [a]	AM Peak	0.601	В	0.632	В	0.031	No	0.624	В	0.023	VEC	TDM measures
		PM Peak	0.659	В	0.818	D	0.159	YES	0.780	υ	0.121		
0	10 Grand Avenue/1st Street [a]	AM Peak	0.751	υ	0.763	С	0.012	No	0.760	С	0.009	VES	TDM measures
		PM Peak	0.893	D	0.905	Е	0.012	YES	0.903	Е	0.010		
16	16 Alameda Street/1st Street [a]	AM Peak	0.924	Е	0.940	Е	0.016	YES	0.937	Е	0.013	VES	TDM measures
		PM Peak	0.723	υ	0.756	υ	0.033	No	0.750	υ	0.027		
17	17 Vignes Street/Ist Street [a]	AM Peak	0.955	Е	0.973	Е	0.018	YES	0.969	Е	0.014	YES	TDM measures
		PM Peak	1.171	F	1.195	F	0.024	YES	1.191	F	0.020		
8	18 Mission Road/ 1 st Street [a]	AM Peak	1.142	ч	1.163	ч	0.021	YES	1.159	н	0.017	YES	TDM measures
		PM Peak	0.813	D	0.833	D	0.020	YES	0.829	D	0.016		
61	19 US-101 on and off-ramps/1st Street [a]	AM Peak	0.939	Е	0.957	Е	0.018	YES	0.953	Е	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	22 Hewitt Street/Ist Street [a]	AM Peak	0.661	В	0.851	۵	0.190	YES	0.842	۵	0.181	YES	TDM measures
		PM Peak	0.794	υ	1.072	F	0.278	YES	1.015	F	0.221	)	

Table 9: TDM Strategy Mitigation Impact Summary

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 Ist Street
- Alameda Street and Ist Street

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

### Study intersections

- I. 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. Ist St. and Central Ave. (2070 controller upgrade and installation of system loops on all approaches)
- 4. Ist St. and San Pedro St. (2070 controller upgrade and installation of system loops on all approaches)



### Non study intersections

- I. Ist St. between San Pedro St. and Central Ave. (2070 controller upgrade only)
- 2. Ist 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:

- I. 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

L			Future No Project	-	Future With Project			;	With Mitigation	igation	1		
	Study Intersections	Peak Period	V/C or Delay [a]	ros	V/C or Delay [a]	ros	Change in V/C	Sig Impact ?	V/C or Delay [a]	ros	Change in V/C	Residual Impact?	Mitigation Measure
9	Alameda Street/Aliso Street [a]	AM Peak	0.547	A	0.571	۷	0.024	٩	0.567	A	0.020		TDM measures
		PM Peak	0.670	۵	0.713	υ	0.043	YES	0.704	υ	0.034	02	
ω	Los Angeles Street/Temple Street [a] [b]	AM Peak	0.564	A	0.620	в	0.056	No	0.599	A	0.035	°N No	TDM measures and Signal Upgrade (signal controller upgrades,
		PM Peak	0.838	D	0.875	۵	0.037	YES	0.857	D	0.019	02	new system loops, and CCI V cameras within a mini-system)
6	9 Alameda Street/Temple Street [a] [b]	AM Peak	0.601	в	0.632	в	0.031	٥N	0.614	в	0.013	YFS	TDM measures and Signal Upgrade (signal controller upgrades,
		PM Peak	0.659	ß	0.818	۵	0.159	YES	0.770	υ	0.111	2	new system loops, and CC1 V cameras within a mini-system)
01	10 Grand Avenue/1st Street [a] [b]	AM Peak	0.751	υ	0.763	υ	0.012	٥N	0.750	С	-0.001	No	TDM measures and Signal Upgrade (signal controller upgrades,
		PM Peak	0.893	D	0.905	Ш	0.012	YES	0.893	۵	0.000		new system loops, and CCI V cameras within a mini-system)
16	16 Alameda Street/1st Street [a] [b]	AM Peak	0.924	Е	0.940	Е	0.016	YES	0.927	Е	0.003	ON No	TDM measures and Signal Upgrade (signal controller upgrades,
		PM Peak	0.723	υ	0.756	υ	0.033	No	0.740	υ	0.017		new system loops, and CCI v cameras within a mini-system)
17	17 Vignes Street/1st Street [a]	AM Peak	0.955	Е	0.973	ш	0.018	YES	0.969	Е	0.014	VEC	TDM measures
		PM Peak	1.171	ш	1.195	ш	0.024	YES	1.191	ш	0.020	2	
18	18 Mission Road/1st Street [a]	AM Peak	1.142	F	1.163	F	0.021	YES	1.159	F	0.017	VEC	TDM measures
		PM Peak	0.813	D	0.833	D	0.020	YES	0.829	D	0.016	3	
61	US-101 on and off-ramps/1st Street [a]	AM Peak	0.939	Е	0.957	Е	0.018	YES	0.953	Е	0.014	VEC	TDM measures
		PM Peak	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	
22	22 Hewitt Street/ Ist Street [a]	AM Peak	0.661	В	0.851	D	0.190	YES	0.842	D	0.181	VFS	TDM measures
		PM Peak	0.794	υ	1.072	ц	0.278	YES	1.015	щ	0.221		

Notes:

- Decrease in 0.1 taken for existing ATSAC and ATCS.
 - Decrease of 0.01 for signal upgrades at adjacent intersections as a potential mitigation measure.
 - 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:

- <u>Los Angeles Street and Temple Street:</u> 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.
- <u>Grand Avenue and 1st Street:</u> 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.
- <u>Alameda Street and 1st Street:</u> 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 Ist Street and Temple Street. The unavoidable significant traffic impacted intersections are:

- <u>Alameda Street and Temple Street:</u> 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.
- <u>Vignes Street and 1st Street:</u> 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.
- <u>Mission Road and 1st Street:</u> 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.
- <u>US-101 on/off-ramps and 1st Street</u>: 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.
- <u>Hewitt Street and 1st Street</u>: 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 I – 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.



	Onsite		Alterr	natives	
Characteristic	Development Analyzed in EIR	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

### Table 11: Summary of Project Alternatives

sf: square feet



### 7.2 Project Alternative Trip Generation Forecasts

### Alternative | Trip Generation

The Alternative I 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

	ITE			Average	A	<b>1</b> Peak He	our	PI	M Peak H	our
Land Use	Code	Inten	sity	Weekday	In	Out	Total	In	Out	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	010	1.000	10.0.11	0,132	0170	3770		10/0	52/0	
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 Su			laoni	13,145	431	258	689	571	725	1,296
Project Credits	btottai			13,113	151	250	007	5/1	725	1,270
Transit Credit (25%) [a]										
Residential	220	278	d.u.	(467)	(7)	(28)	(36)	(28)	(15)	(43)
Office	710	180.000	u.u. k.s.f.	(525)	(66)	. ,	(75)	(12)	(13)	(70)
Live/Work Units	230	75	к.s.i. d.u.	. ,	. ,	(9)		. ,	. ,	. ,
	495	12.500	u.u. k.s.f.	(110)	(2)	(7)	(8)	(7)	(3)	(10)
Community Space Retail	820	140.000	k.s.f.	(72) (2,113)	(3) (30)	(2)	(5) (48)	(2) (94)	(4)	(5) (196)
Transit Credit Subt		140.000	к.з.і.	, ,	(108)	(65)	(172)	(143)	(102)	. ,
	.0101			(3,286)	(108)	(69)	(172)	(143)	(101)	(324)
Walk Credit 5% [b]			<u>.</u>	(02)	(1)	(1)		(1)		(0)
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 Subto	otal			(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 Su	btotal			(320)	(8)	(16)	(24)	(16)	(11)	(27)
CBD Adjustment [d]			-			1		1		r
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		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 Su	btotal			(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 TOTA		-	•	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.

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### 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

	ITE			Average	A	M Peak He	our	PI	M Peak H	our
Land Use	Code	Inten	sity	Weekday	In	Out	Total	In	Out	Total
Trip Generation Rates				•					•	
Apartment	220	I	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	I	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		1								
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 Su	btotal			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 Subt	otal			(3,538)	(149)	(70)	(219)	(147)	(214)	(360)
Walk Credit 5% [b]				(0,000)	()	(, ,	()	()	(=)	(000)
Residential	220	293	d.u.	(98)	(2)	(6)	(8)	(6)	(3)	(9)
Office	710	330.000	k.s.f.	(167)	(2)	(3)	(3)	(4)	(19)	(22)
Live/Work Units	230	55	d.u.	(16)	(0)	(1)	(1)	(1)	(1)	(1)
	495	16.500	u.u. k.s.f.	. ,		. ,		(0)		. ,
Community Space Retail	820	132.000	k.s.f.	(19) (407)	(1) (6)	(1) (4)	(1) (9)	(18)	(1) (20)	(I) (38)
Walk Credit Subto		132.000	K.3.I.	(708)	(30)	(14)	(44)	(18)	(43)	(72)
				(708)	(30)	(+1)	(44)	(23)	(5)	(72)
Internal Capture [c]			1.	((0))	(1)	(1)	(=)	(1)		(1)
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 Su	btotal			(314)	(9)	(15)	(23)	(14)	(12)	(26)
CBD Adjustment [d]			1.							
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		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 Su	btotal			(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 TOTA				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.

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### 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 I

Alternative I 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.

KOA CORPORATION PLANNING & ENGINEERING

vel-of-Service Summary
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Т
2
I: Alternative
4
Table

		Future 2015 No Project	5 No Proj	ect	Futı	re 2015 1	Future 2015 With Project	lect	Chang	Change in V/C	Change	Change in V/C
Study Intersections	A M P	AM Peak Hour	PM Pe	PM Peak Hour	AM Pea	AM Peak Hour	PM Peak Hour	lk Hour	AΜ	Sig	Μd	Sig
	VIC	ros	VIC	ros	VIC	SOT	VIC	ros	Peak	Impact?	Peak	Impact?
I Alameda Street/Cesar E. Chavez Avenue [a]	0.793	υ	0.829	۵	0.802	۵	0.839	۵	600.0	ON	010.0	ON
2 Vignes Street/Cesar E. Chavez Avenue [a]	0.777	υ	0.939	ш	0.779	С	0.945	ш	0.002	ON	900'0	ON
3 Mission Road/Cesar E. Chavez Avenue [a]	1.095	ш	0.959	ш	1.097	L	0.964	ш	0.002	ON	0.005	ON
4 Vignes Street/Ramirez Street [a]	0.285	A	0.546	A	0.288	۷	0.551	A	0.003	ON	0.005	ON
5 Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	В	0.574	۷	0.626	В	0.603	В	0.005	ON	0.029	ON
6 Alameda Street/Aliso Street [a]	0.547	A	0.670	В	0.559	۲	0.694	В	0.012	ON	0.024	ON
7 Garey Street/US-101 on and off-ramps/Commercial Street [	et [a] 0.294	A	0.659	В	0.305	۷	0.681	В	0.011	ON	0.022	ON
8 Los Angeles Street/Temple Street [a]	0.564	A	0.838	۵	0.591	۲	0.862	۵	0.027	ON	0.024	YES
9 Alameda Street/Temple Street [a]	0.601	В	0.659	В	0.619	В	0.751	υ	0.018	ON	0.092	YES
10 Grand Avenue/1st Street [a]	0.751	C	0.893	D	0.758	С	0.901	ш	0.007	ON	0.008	ON
I Broadway/Ist Street [a]	0.623	В	0.565	۷	0.626	В	0.572	A	0.003	NO	0.007	0N N
12 Main Street/Ist Street [a]	0.380	A	0.717	υ	0.384	A	0.727	υ	0.004	NO	0.010	ON
13 Los Angeles Street/Ist Street [a]	0.526	A	0.618	в	0.529	۷	0.628	в	0.003	ON	010.0	ON
14 Judge John Aiso Street/San Pedro Street/Ist Street [a]	0.476	A	0.620	В	0.481	۷	0.646	В	0.005	ON	0.026	ON
I5 Central Avenue/ Ist Street [a]	0.401	A	0.595	۷	0.414	۷	0.632	В	0.013	ON	0.037	ON
16 Alameda Street/Ist Street [a]	0.924	ш	0.723	υ	0.935	Ш	0.747	υ	0.011	YES	0.024	ON
<pre>I7 Vignes Street/Lst Street [a]</pre>	0.955	ш	1.171	u.	0.965	Ш	1.186	L	0.010	YES	0.015	YES
18 Mission Road/1st Street [a]	1.142	ш	0.813	۵	1.153	L	0.826	D	0.011	YES	0.013	ON
19 US-101 on and off-ramps/1st Street [a]	0.939	ш	N/A	N/A	0.948	Э	N/A	N/A	0.009	ON	V/N	V/A
20 Alameda Street/2nd Street [a]	0.539	A	0.572	A	0.544	۲	0.618	В	0.005	ON	0.046	ON
21 Alameda Street/3rd Street/4th Place [a]	0.718	υ	0.461	۷	0.724	С	0.476	۷	0.006	ON	0.015	ON
22 Hewitt Street/Ist Street [a]	0.661	в	0.794	υ	0.834	D	0.988	ш	0.173	YES	0194	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 Ist Street
- Vignes Street and Ist Street
- Mission Road and Ist Street
- Hewitt Street and Ist 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.

KOA CORPORATION PLANNING & ENGINEERING

Level-of-Service Summary
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15: Alternative
Table

		Ρ	Future 2015 No Project	No Proj	ect	Futu	Ire 2015 \	Future 2015 With Project	ject	Chang∈	Change in V/C	Chang∈	Change in V/C
	Study Intersections	AM Pe	AM Peak Hour	PM Pe	PM Peak Hour	AM Pea	AM Peak Hour	PM Pea	PM Peak Hour	AΜ	Sig	ΜЧ	Sig
		VIC	ros	VIC	ros	VIC	ros	VIC	ros	Peak	Impact?	Peak	Impact?
_	Alameda Street/Cesar E. Chavez Avenue [a]	0.793	υ	0.829	۵	0.805	۵	0.840	D	0.012	ON	0.011	0N
2	Vignes Street/Cesar E. Chavez Avenue [a]	0.777	υ	0.939	ш	0.781	υ	0.946	ш	0.004	ON	0.007	ON
3	Mission Road/Cesar E. Chavez Avenue [a]	1.095	L	0.959	Ш	1.098	L	0.965	Е	0.003	ON	900.0	ON
4	Vignes Street/Ramirez Street [a]	0.285	A	0.546	A	0.288	A	0.551	A	0.003	0N	0.005	0N N
5	Alameda Street/US-101 off-ramp/Arcadia Street [a]	0.621	В	0.574	¥	0.627	В	0.611	В	900'0	ON	0.037	ON
9	Alameda Street/Aliso Street [a]	0.547	¥	0.670	B	0.565	A	0.700	В	810.0	ON	0:030	ON
7	Garey Street/US-101 on and off-ramps/Commercial Street [a]	0.294	¥	0.659	B	0.307	A	0.688	В	0.013	ON	0.029	ON
8	Los Angeles Street/Temple Street [a]	0.564	¥	0.838	D	0.604	В	0.864	D	0.040	ON	0.026	YES
6	Alameda Street/Temple Street [a]	0.601	В	0.659	B	0.621	В	0.765	υ	0.020	ON	0.106	YES
10	Grand Avenue/Ist Street [a]	0.751	c	0.893	D	0.760	υ	0.902	ш	600'0	ON	600'0	ON
П	Broadway/Ist Street [a]	0.623	В	0.565	A	0.626	В	0.573	۷	£00'0	ON	800'0	ON
12	Main Street/Ist Street [a]	0.380	A	0.717	υ	0.392	A	0.728	υ	0.012	NO	0.011	ON
13	Los Angeles Street/Ist Street [a]	0.526	¥	0.618	В	0.530	A	0.629	В	0.004	ON	110.0	ON
14	Judge John Aiso Street/San Pedro Street/1st Street [a]	0.476	A	0.620	В	0.482	A	0.647	В	900'0	ON	0.027	ON
15	Central Avenue/Ist Street [a]	0.401	A	0.595	A	0.416	A	0.633	В	0.015	ON	0.038	ON
16	Alameda Street/Ist Street [a]	0.924	ш	0.723	υ	0.935	Ш	0.747	υ	0.011	YES	0.024	ON
17	Vignes Street/Ist Street [a]	0.955	Э	171.1	ш	0.968	ш	1.188	ш	0.013	YES	210.0	YES
18	Mission Road/Ist Street [a]	1.142	Ľ	0.813	۵	1.157	ш	0.827	D	0.015	YES	0.014	ON
19	US-101 on and off-ramps/1st Street [a]	0.939	Э	N/A	N/A	0.952	ш	N/A	N/A	0.013	YES	V/N	V/N
20	Alameda Street/2nd Street [a]	0.539	A	0.572	A	0.544	A	0.627	В	0.005	NO	0.055	ON
21	Alameda Street/3rd Street/4th Place [a]	0.718	υ	0.461	A	0.725	υ	0.479	A	0.007	ON	0.018	ON
22	Hewitt Street/I st Street [a]	0.661	В	0.794	υ	0.839	۵	0.996	ш	0.178	YES	0.202	ΥES

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 Ist Street
- Alameda and Ist Street
- Vignes Street and Ist Street
- Mission Road and Ist Street
- US-101 on/off-ramps and 1st Street
- Hewitt Street and Ist 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 III 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.

		Scenario I: 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							
I bedroom	312	l per unit [a]	312	l per unit [d]	312	l per unit [a/d]	312
2 bedroom	133	1.25 per unit [a]	166	l per unit [d]	133	1.25 per unit [a]	166
Live/Work	83	1.25 per unit [a]	104	l per unit [d]	83	l per unit [d]	83
Office	500,000	2 per 1,000 [b]	1,000	.6 per 1,000 [d]	300	l per 1,000 [e]	500
Community center	25,000	2 per 1,000 [c]	50	l per 1,000 [d]	25	l per 1,000 [d]	25
Retail/Restaurant	200,000	2 per 1,000 [b]	400	l per 1,000 [d]	200	l per 1,000 [d]	200
Total Parking Spaces			2,032		1,053		1,286
		Shared Parking	2,010		1,042		1,275

### **Table 16: Project Parking Scenarios**

Note:

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

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

[c] Used general institutional rate of I 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 ( $3^{rd}$  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 D List of Related Projects

### 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: <u>The office, residential, and retail general distribution patterns were based on</u> <u>the Los Angeles County CMP-RSA Distribution with additional refinement</u> <u>for the project study area (see attached Figure IA-IC).</u>

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

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: <u>See attached Figure 2.</u> (Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

- I. 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/Ist 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 ap	proval by L	ADOT)
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 I
Pass-By Trip	YES	no – varies by use see Table I
Walk Credit	YES	no – varies by use see Table I
CBD Adjustment	YES	no – varies by use see Table I
Transit Credit	YES	no - 25% for the future Metro Gold
		Line Little Tokyo/Arts District
		Station

#### Consultant

#### Client

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Name

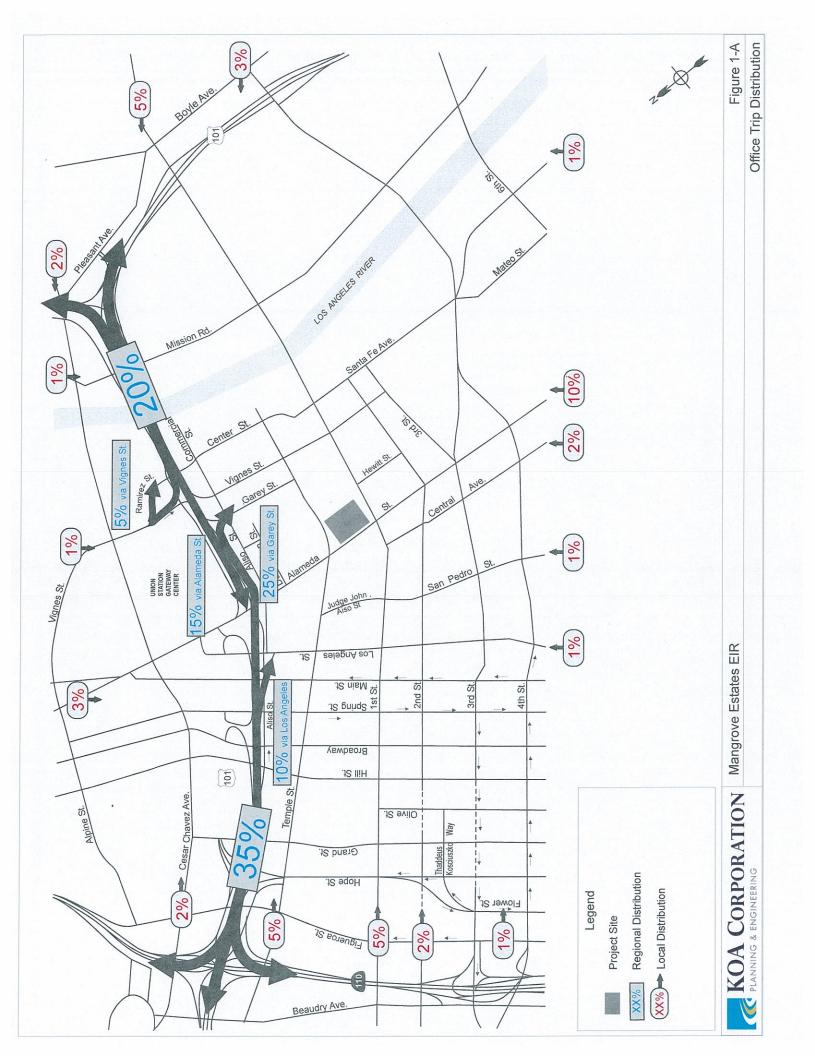
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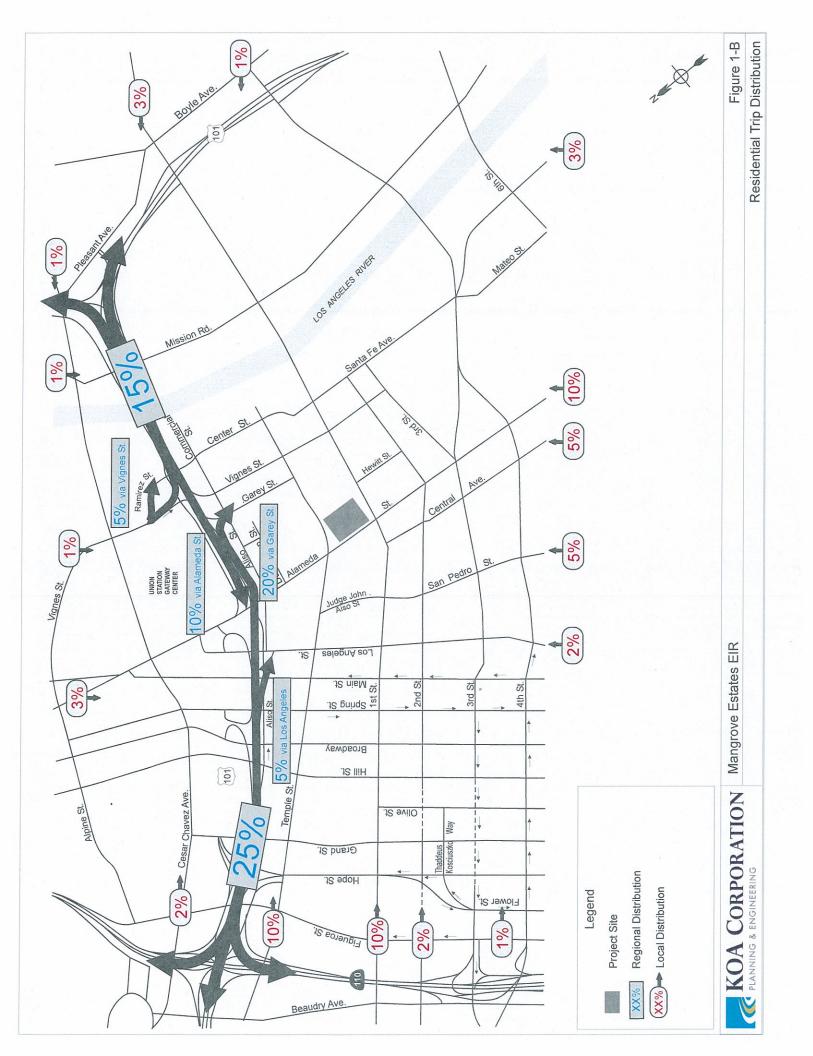
Consultant's Representative

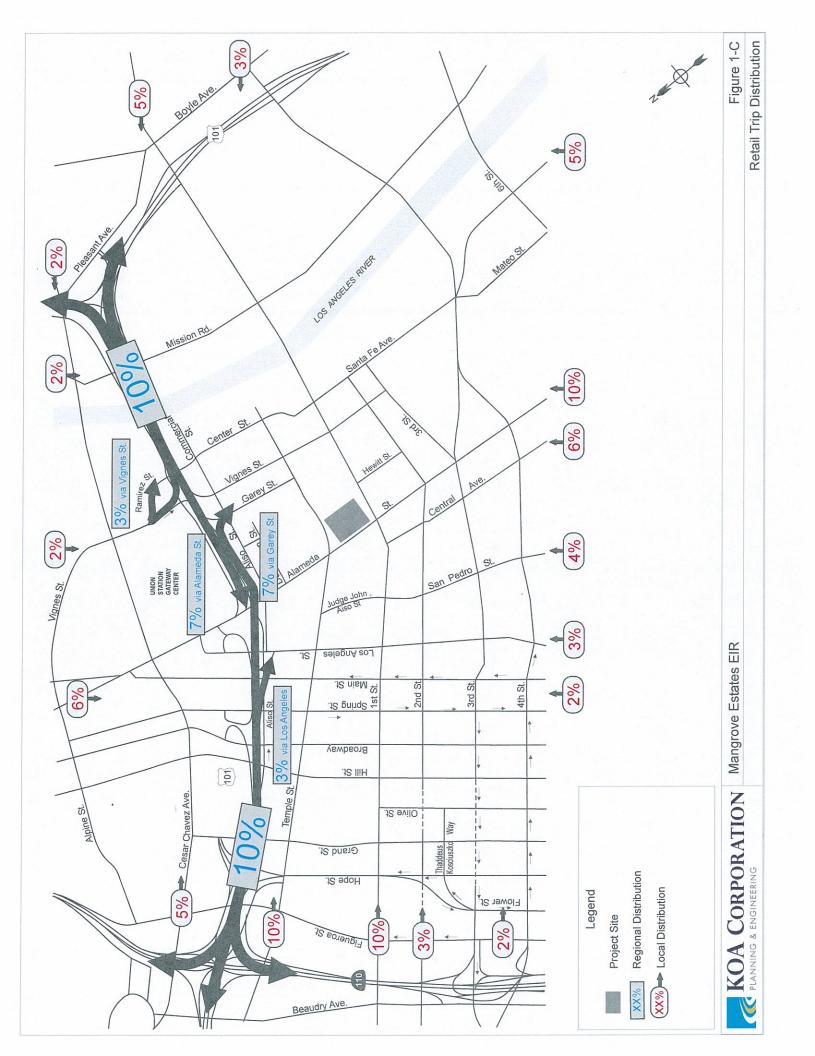
Date

LADOT's Representative

11-23-09 Date







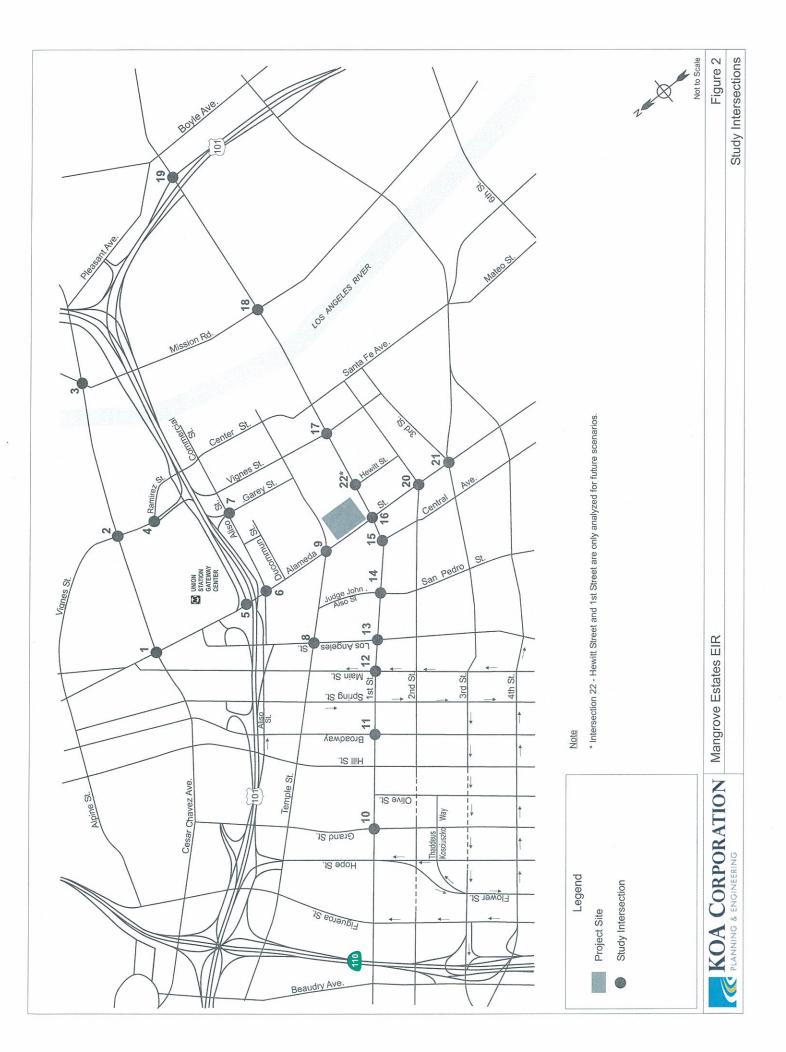
## Table I - Project Trip Generation Mangrove Estates EIR

and the state of the state of the	ITE	12 12		Average	A	M Peak H	our	P	M Peak H	our
Land Use	Code	Inter	nsity	Weekday	In	Out	Total	In	Out	Tota
Trip Generation Rates						151502981	N. AND		19 1 To	
Apartment	220	I	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		1						13	1	1
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 Su	btotal	13133/12		19,314	824	399	1,223	807	1,183	1,990
Project Credits				and the second second					The Part of the Pa	21220123
Transit Credit (25%) [a]										
Residential	220	445	d.u.	(748)	(12)	(45)	(57)	(45)	(24)	(69)
Office	710	500.000	-	(1,152)	(150)	(20)	(170)	(13)	(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		(2,664)	(37)	(23)	(60)	(119)	(129)	
Transit Credit Subt		200.000	K.3.1.	(4,829)	(206)	(100)	(306)	(202)	(123)	(248)
Walk Credit 5% [b]				(4,027)	(206)	(100)	(308)	(202)	(296)	(498)
Residential	220	1 445	<b>I</b> . <b>I</b>	(150)	(2)	(0)	(11)	(8)		
Office	220	445	d.u.	(150)	(2)	(9)	(11)	(9)	(5)	(14)
	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 Subto	tal	2.5.7.5.2		(966)	(41)	(20)	(61)	(40)	(59)	(100)
nternal Capture [c]					10213	62.53		122225		1. N. / 1. S.
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 Sub	total	1.2.2.34		(475)	(13)	(22)	(35)	(21)	(18)	(39)
BD Adjustment [d]	1203	2 16 5 5 5		Contraction of	181210		Del Con	1.3519	Mark St.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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 Sub	total			(2,238)	(31)	(19)	(50)	(100)	(108)	(208)
let Project Trips				(/	<u></u>	()	(, ]	(,	(,	()
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		
Live/Work Units	230	83		3,225					371	447
			d.u.		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		1.5mm		10,806	533	238	771	444	702	1,146

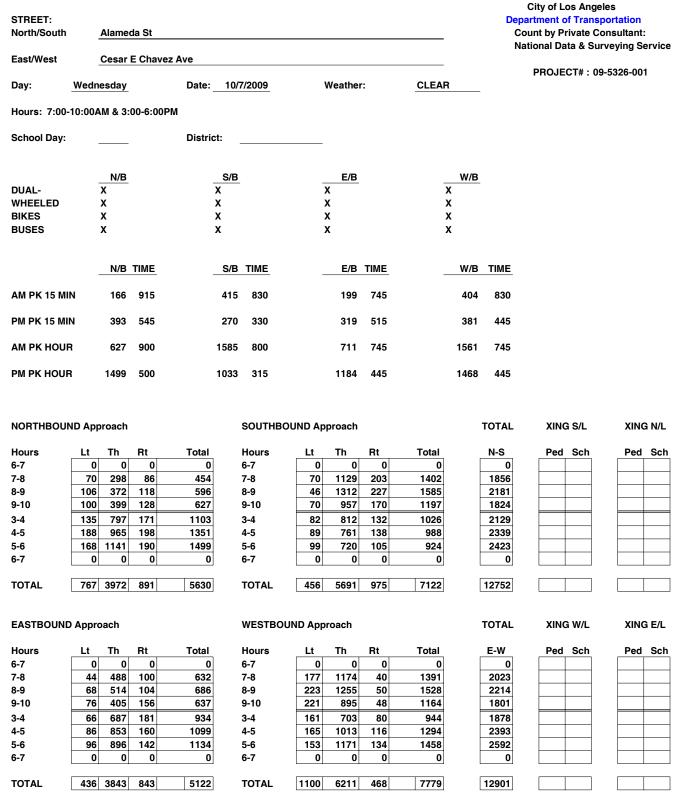
Source: ITE, 7th Edition

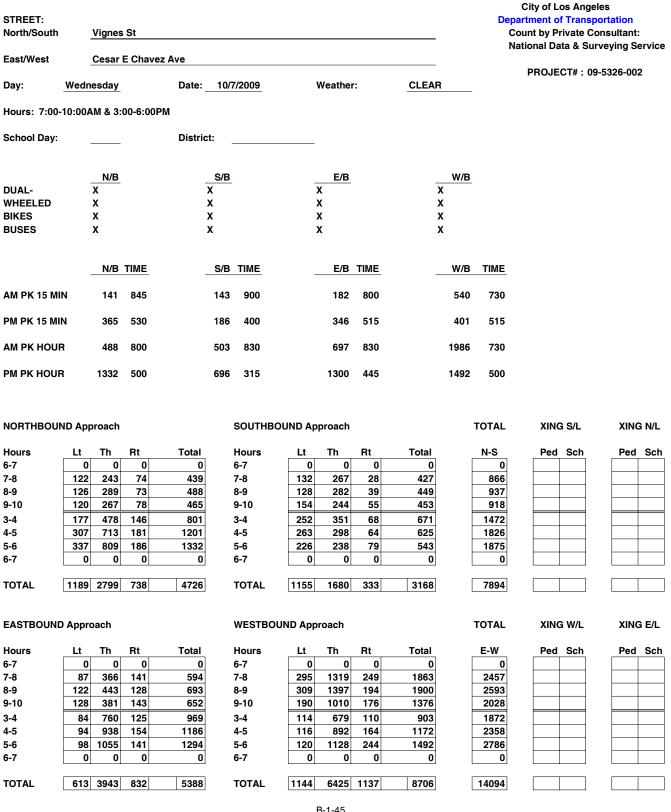
Notes:

[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.

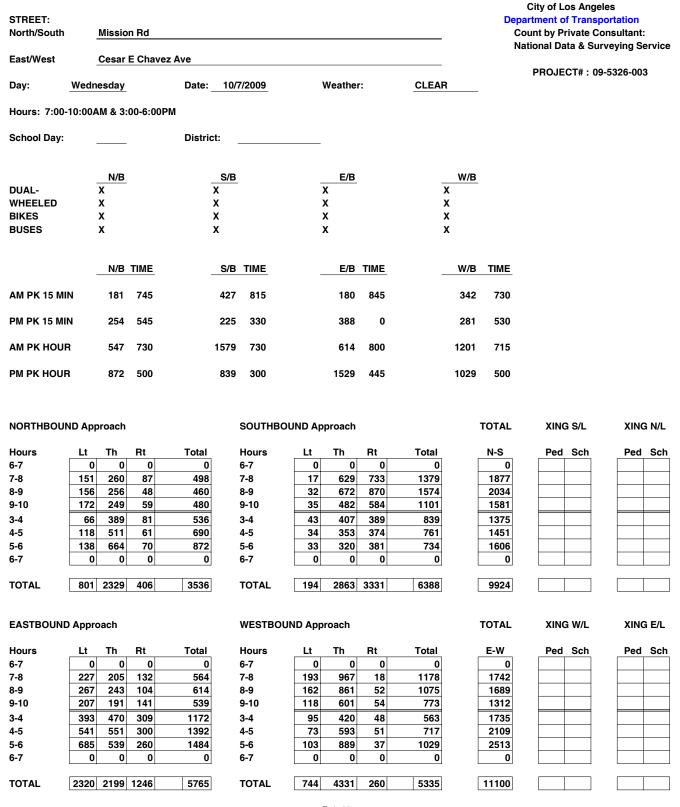


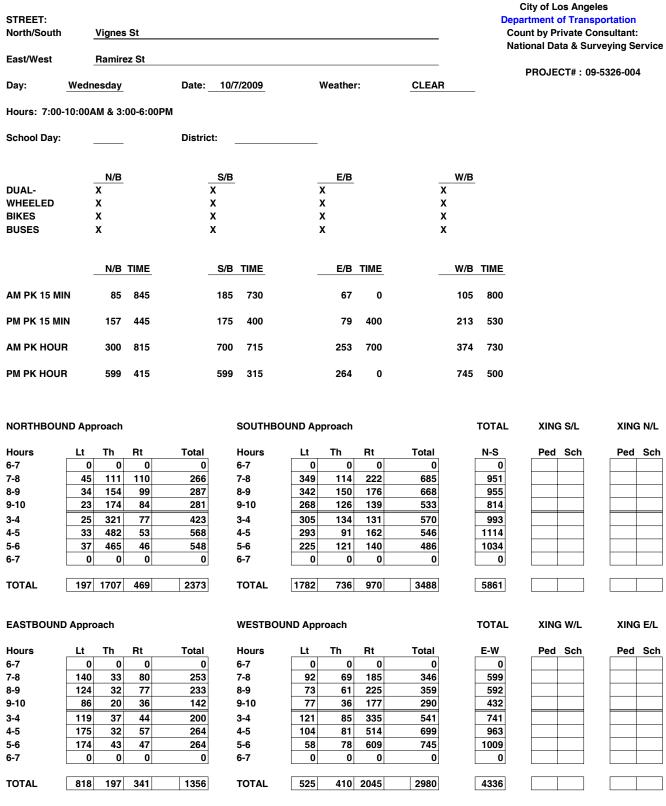


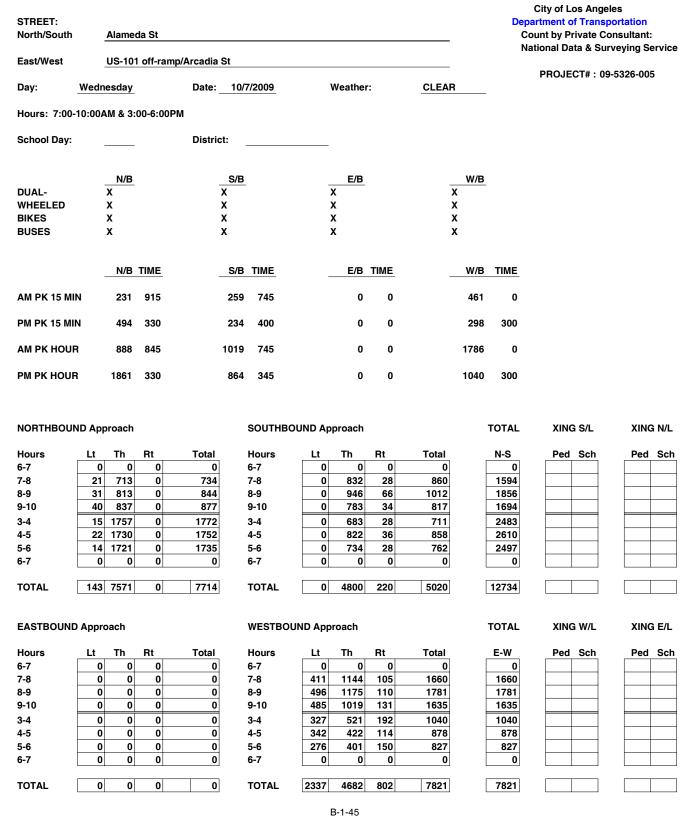


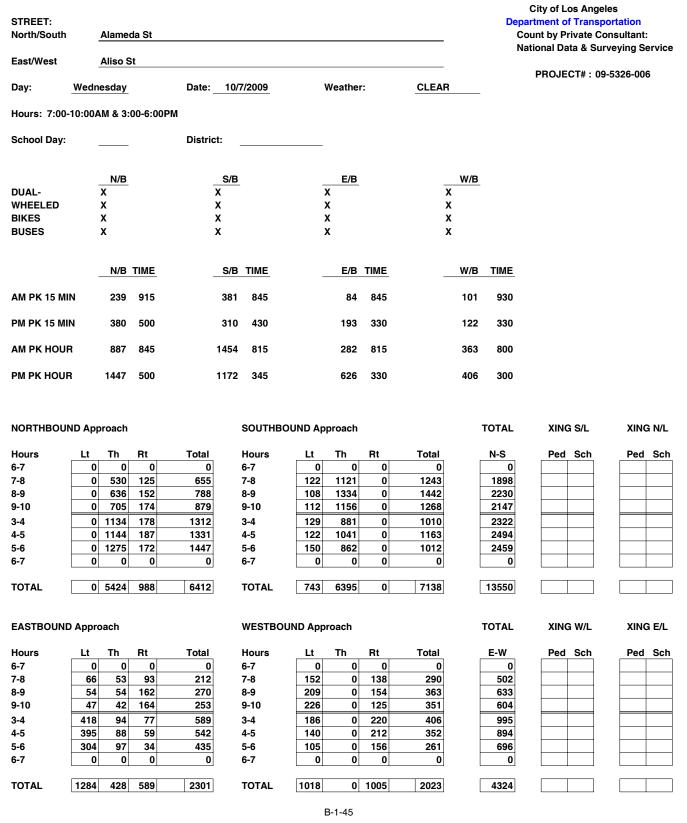


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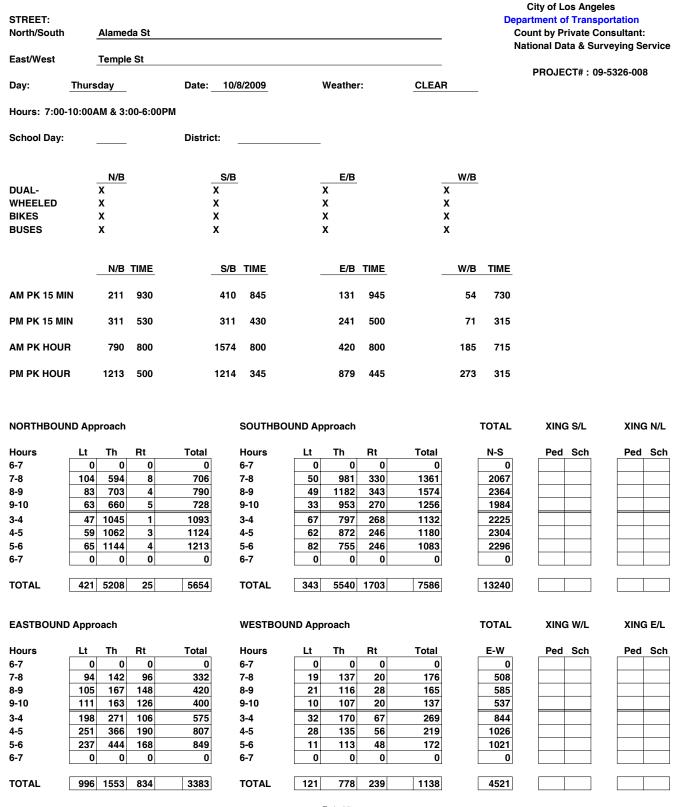








		TR	AFFIC C	OUNT SU	MMARY					
STREET: North/South	Garey	St						C	City of Los Ange partment of Trans Count by Private Co National Data & Su	portation onsultant:
East/West	US-10	on and o	off-ramps/Co	ommercial St				I		
Day: <u>T</u> h	nursday		Date:	10/8/2009	Weather:		CLEAR		PROJECT# : 09	-5326-007
Hours: 7:00-10:	:00AM & 3:	00-6:00PN	Λ							
School Day:			District:							
	N/B		5	S/B	E/B		v	V/B		
DUAL-	X		X		X		x			
WHEELED	х		х		Х		х			
BIKES	х		Х		х		х			
BUSES	X		X		X		x			
	N/B	TIME		S/B TIME	E/B	TIME		V/B TIME		
AM PK 15 MIN	22	830	1	23 700	96	915		44 745		
PM PK 15 MIN	126	500	1	16 315	148	515		127 400		
AM PK HOUR	59	745	4	133 800	329	900		165 700		
PM PK HOUR	447	445	4	100 300	485	330	:	395 315		
NORTHBOUND					OUND Approach			TOTAL	XING S/L	XING N/L
	Lt Th	Rt	Total	Hours	Lt Th	Rt	Total	N-S	Ped Sch	Ped Sch
6-7	0 0	0	0	6-7	0 0	0	0	0		
7-8	9 26	6	41	7-8	148 40	226	414	455		
8-9	11 35	8	54	8-9	149 31	253	433	487		
9-10	8 32	5	45	9-10	134 32	229	395	440		
3-4	26 232	11	269	3-4	92 15	293	400	669		
4-5	4 325	12	341	4-5	51 11	185	247	588		
5-6	3 388	6	397	5-6	71 10	163	244	641		
6-7	0 0	0	0	6-7	0 0	0	0	0		
TOTAL	61 1038	48	1147	TOTAL	645 139	1349	2133	3280		
EASTBOUND A	pproach			WESTBO	UND Approach			TOTAL	XING W/L	XING E/L
Hours _I	Lt Th	Rt	Total	Hours	Lt Th	Rt	Total	E-W	Ped Sch	Ped Sch
6-7	0 0	0	0	6-7	0 0	0	0	0		
	147 50	16	213	7-8	15 95	55	165	378		
	210 42	11	263	8-9	10 75	57	142	405		
9-10	261 60	8	329	9-10	12 61	78	151	480		
3-4	394 65	8	467	3-4	15 108	233	356	823		
	377 50	6	433	4-5	12 68	269	349	782		
	393 39	7	439	5-6	13 63	201	277	716		
6-7	0 0	0	0	6-7	0 0	0	0	0		

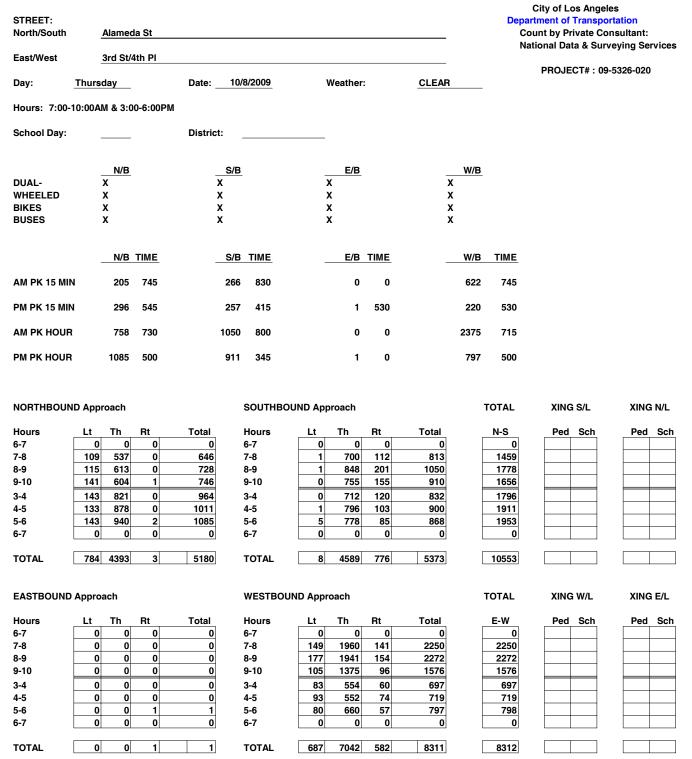


													City of Los A	ngeles
STREET:													epartment of Tr	
North/South	L	os An	geles St										Count by Private National Data &	e Consultant: Surveying Service
East/West	Ţ	emple	St											
Day:	Thursd	ay		Date:	10/15/	2009	,	Weather	:	CLEAR			PROJECT#	: 09-5326-021
Hours: 7:00-1	10:00AN	/ & 3:0	00-6:00PM											
School Day:	_			District	: _									
	_	N/B		_	S/B		-	E/B		_	W/B			
DUAL-	X			)				X		X				
WHEELED	X			)				X		X				
BIKES	X			>				X		X				
BUSES	х			)	(			x		Х				
		N/B	ТІМЕ		S/B	TIME		E/B	TIME		W/B	ТІМЕ		
AM PK 15 MIN	. –	122	930	_	322	845	-	246	830		161	800		
PM PK 15 MIN	1	429	530		165	0		268	515		250	430		
AM PK HOUR		412	900	1	199	0		878	815		551	800		
PM PK HOUR		1425	500		612	0		939	500		828	415		
NORTHBOUN	D Appr	oach			s	OUTHBO	UND Ap	proach				TOTAL	. XING S/L	XING N/L
Hours	Lt	Th	Rt	Total	F	lours	Lt	Th	Rt	Total		N-S	Ped Scl	n Ped Sch
6-7	0	0	0	0	6	-7	0	0	0	0		0		
7-8	29	165	28	222	7	'-8	123	697	80	900		1122		
8-9	24	212	43	279	8	-9	182	930	87	1199		1478		
9-10	35	327	50	412	9	-10	165	813	88	1066		1478		
3-4	44	615	32	691	3	-4	122	328	124	574		1265		
4-5	49	700	19	768	4	-5	119	332	139	590		1358		
5-6	75	1313	37	1425	5	-6	96	386	45	527		1952		
6-7	0	0	0	0	6	-7	0	0	0	0	l	0		
TOTAL	256	3332	209	3797	T	OTAL	807	3486	563	4856		8653		
EACTROUND	A 1919 19 4	h				VECTRON		reesh				TOTAL	. XING W/I	XING E/L
EASTBOUND	••					VESTBOU								
Hours	Lt	Th	Rt	Total		lours	Lt	Th	Rt	Total		E-W	Ped Scl	n Ped Sch
6-7	0	0	0	0		-7	0	0	0	0		0		
7-8	45	308	133	486		-8	62	282	70	414		900		
8-9	56	515	266	837		-9	110	367	74	551		1388		
9-10	49	387	258	694		-10	130	264	72	466		1160		╡ ┝━━┿━━╡
3-4	45	426	121	592		-4	59	462	162	683		1275		┥ ┝━━┝━━┥
4-5	87	530	89	706		-5	63	608	153	824		1530		$\downarrow$ $\mid$
5-6	123	761	55	939		-6	60	448	173	681		1620		┥ ┝━━┝━━┥
6-7	0	0	0	0	6	5-7	0	0	0	0	l	0		
TOTAL	405	2927	922	4254	T	OTAL	484	2431	704	3619		7873		

B-1-45

STREET: North/South		Alamed									City of Los Ange epartment of Trans Count by Private C National Data & Su	portation onsultant:
East/West		2nd St									PROJECT# : 0	9-5326-019
Day:	Thurs	day		Date:	10/8/2009	Weathe	r:	CLEAR				
Hours: 7:00-	10:004	AM & 3:0	00-6:00	PM								
School Day:				District	::							
		N/B			S/B	E/B			W/B			
DUAL-		Х		)	(	X	-	x				
WHEELED		Х		)	(	Х		х				
BIKES		х		)	(	Х		х				
BUSES		х		>	(	X		х				
		N/B	TIME		S/B TIME	E/B	ТІМЕ		W/B	ТІМЕ		
				_								
AM PK 15 MII	N	213	800		285 845	66	945		64	745		
PM PK 15 MI	N	280	400		245 415	141	515		51	0		
AM PK HOUR	1	777	730	•	1064 800	207	900		237	745		
PM PK HOUR	8	1054	500		918 345	531	500		173	500		
NORTHBOUN	ND App	oroach			SOUTHB	OUND Approach			-	TOTAL	XING S/L	XING N/L
Hours	Lt	Th	Rt	Total	Hours	Lt Th	Rt	Total		N-S	Ped Sch	Ped Sch
6-7	0	0	0	0	6-7	0 0	0	0	Γ	0		
7-8	65	625	20	710	7-8	33 742	36	811		1521		
8-9	65	647	26	738	8-9	52 948	64	1064		1802		
9-10	63	599	30	692	9-10	47 810	59	916		1608		
3-4	101	772	27	900	3-4	35 685	105	825		1725		
4-5	111	847	38	996	4-5	58 767	81	906		1902		
5-6	125	868	61	1054	5-6	42 732		842		1896		
6-7	0	0	0	0	6-7	0 0	0	0		0		
TOTAL	530	4358	202	5090	TOTAL	267 4684	413	5364		10454		
EASTBOUND	) Appr	oach			WESTBC	OUND Approach			-	TOTAL	XING W/L	XING E/L
Hours	Lt	Th	Rt	Total	Hours	Lt Th	Rt	Total		E-W	Ped Sch	Ped Sch
6-7	0	0	0	0	6-7	0 0		0		0		
7-8	34	81	85	200	7-8	46 110	52	208		408		
8-9	28		57	167	8-9	42 116		219		386		
9-10	45	81	81	207	9-10	43 92	41	176	L	383		
3-4	139		127	386	3-4	36 65		137		523		
4-5	119	174	142	435	4-5	29 74		139		574		
5-6	131	265	135	531	5-6	34 96		173	Ļ	704		
6-7	0	0	0	0	6-7	0 0	0	0	L	0		
TOTAL	496	803	627	1926	TOTAL	230 553	269	1052		2978		

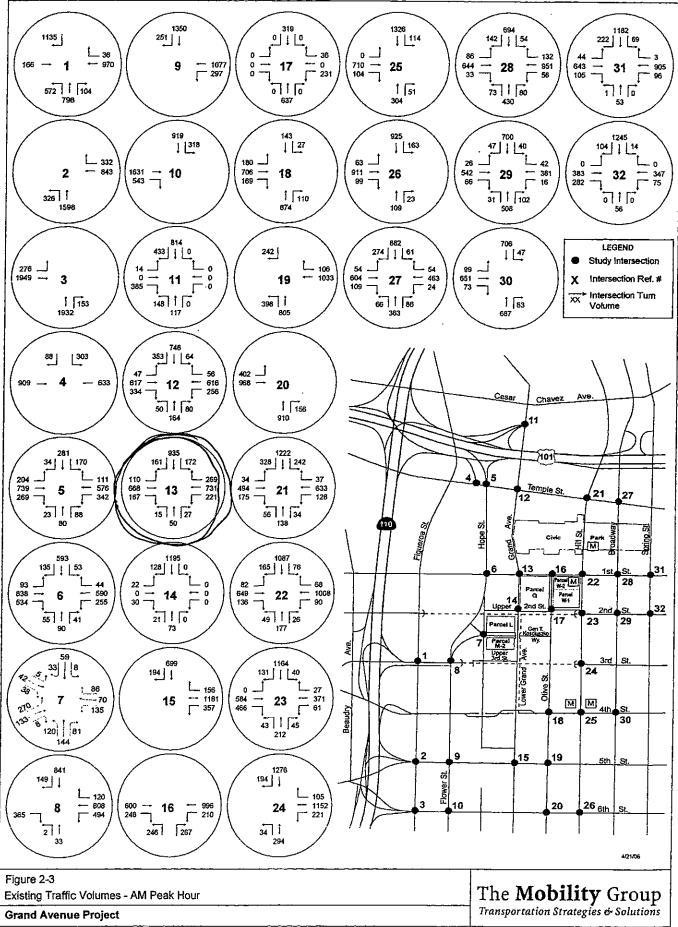
STREET: North/South East/West	-	Alamed 3rd St/4											City of Los An epartment of Tra Count by Private National Data & S	nsportation
Lustinest	-												PROJECT# :	09-5326-020
Day:	Thurse	day		Date:	10/8	/2009	N	Veather	:	CLEAR				
Hours: 7:00-	-10:00A	M & 3:	00-6:00PN	Λ										
School Day:	-			District:	-									
	_	N/B			S/B		_	E/B		_	W/B			
DUAL-		X		Х			Х			Х				
WHEELED BIKES		X X		X X			X X			X X				
BUSES		^ X		X			X			X				
DUCLU		A.		Λ			~			~				
	-	N/B	TIME		S/B	TIME	_	E/B	TIME		W/B	TIME		
AM PK 15 MI	IN	1	0		17	945		0	0		5	930		
PM PK 15 MI	Ν	1	0		20	515		0	0		6	445		
AM PK HOU	R	2	0		46	900		0	0		8	0		
PM PK HOU	R	1	0		73	445		0	0		13	0		
NORTHBOU	ND App	roach			;	SOUTHE	OUND App	oroach			,	TOTAL	XING S/L	XING N/L
Hours	Lt	Th	Rt	Total		Hours	Lt	Th	Rt	Total	r	N-S	Ped Sch	Ped Sch
6-7	0	0	0	0		6-7	0	0	0	0	-	0		
7-8 8-9	1	1	0	2		7-8 3-9	3	27 22	8	38 26	ŀ	40 26		
9-10	0	0	0	0		9-10	3	37	6	46	ŀ	46		
3-4	0	0	0	0		3-4	1	33	4	38	ŀ	38		
4-5	0	1	0	1	4	4-5	6	46	10	62		63		
5-6	0	1	0	1		5-6	5	48	19	72		73		
6-7	0	0	0	0	(	6-7	0	0	0	0		0		
TOTAL	1	3	0	4	-	TOTAL	19	213	50	282	[	286		
EASTBOUNI	O Appro	ach			,	WESTBO	OUND Appr	oach				TOTAL	XING W/L	XING E/L
Hours	Lt	Th	Rt	Total		Hours	Lt	Th	Rt	Total	-	E-W	Ped Sch	Ped Sch
6-7	0	0	0	0		6-7	0	0	0	0	ļ	0		
7-8 8 0	0	0	0	0		7-8 • •	0	0	4	4	ŀ	4		
8-9 9-10	0	0	0	0		3-9 9-10	0	1 0	6 8	7	ł	7 8		
3-4	0	0	0	0		3-4	0	1	7	8	F	8		
3-4 4-5	0	0	0	0		4-5	1	0	12	13	ŀ	13		
5-6	0	0	0	0		5-6	0	1	8	9		9		
6-7	0	0	0	0	(	6-7	0	0	0	0	[	0		
TOTAL	0	0	0	0	•	TOTAL	1	3	45	49	[	49		

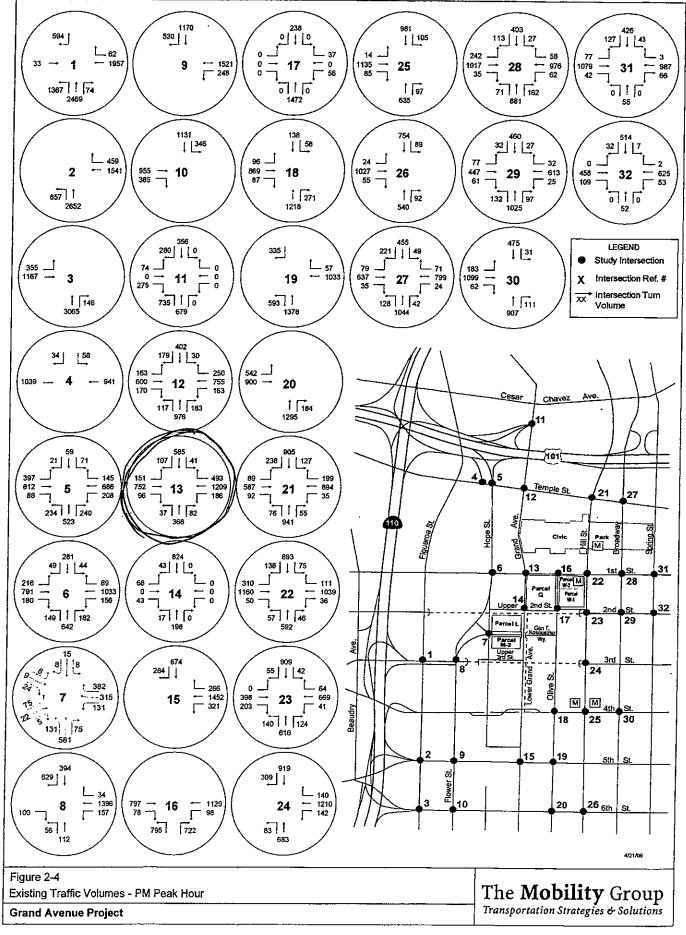


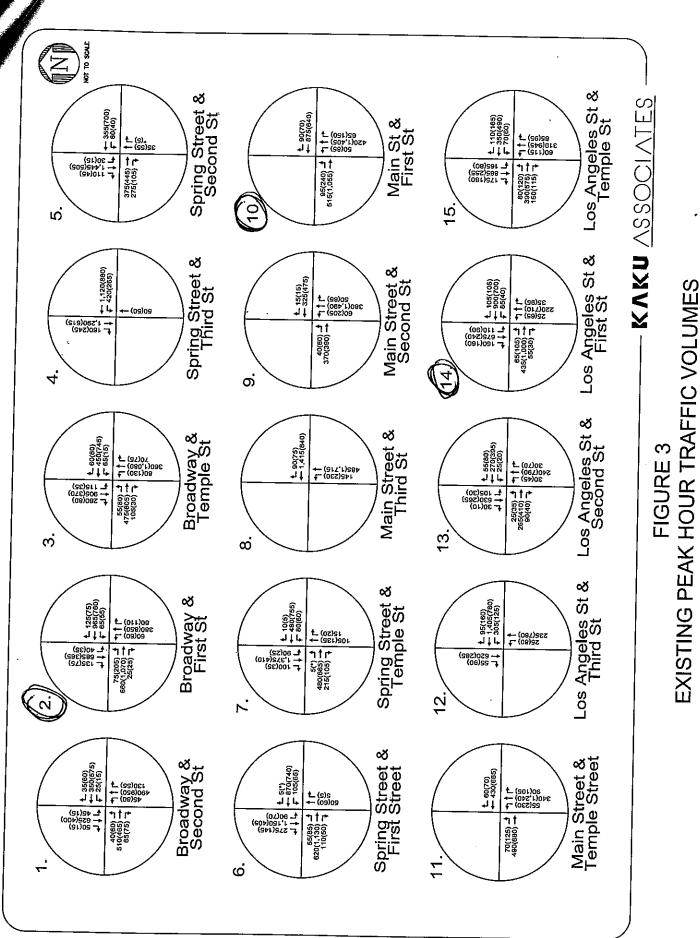
B-1-45

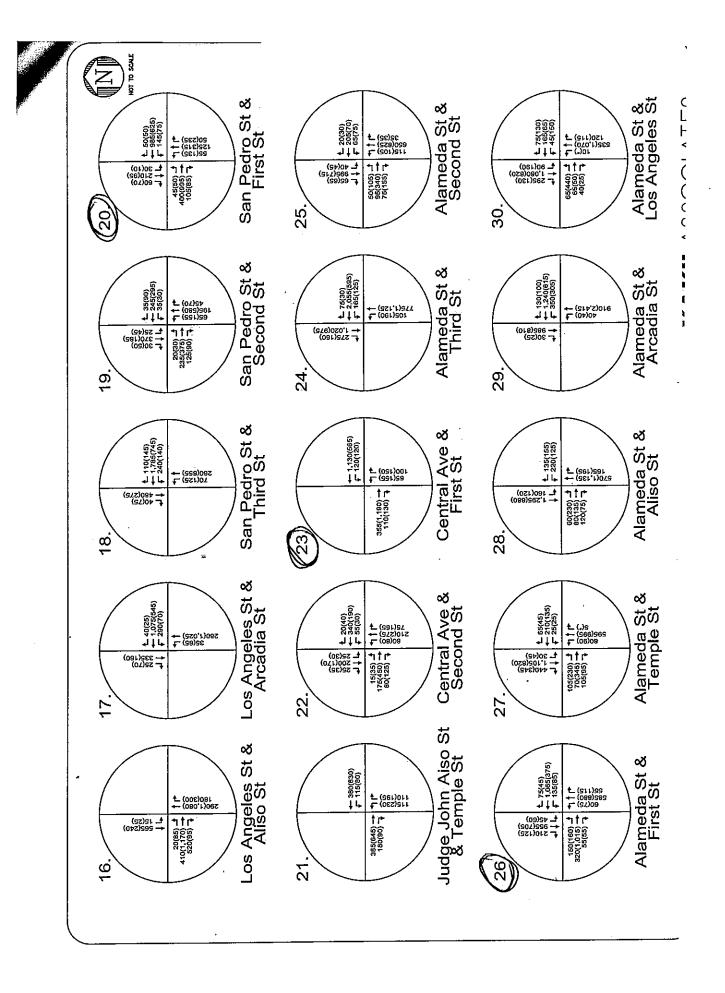
													City of Los A	ngeles
STREET:													epartment of Tr	
North/South	L	os An	geles St										Count by Private National Data &	e Consultant: Surveying Service
East/West	Ţ	emple	St											
Day:	Thursd	ay		Date:	10/15/	2009	,	Weather	:	CLEAR			PROJECT#	: 09-5326-021
Hours: 7:00-1	10:00AN	/ & 3:0	00-6:00PM											
School Day:	_			District	: _									
	_	N/B		_	S/B		-	E/B		_	W/B			
DUAL-	X			)				X		X				
WHEELED	X			)				X		X				
BIKES	X			>				X		X				
BUSES	х			)	(			x		Х				
		N/B	ТІМЕ		S/B	TIME		E/B	TIME		W/B	ТІМЕ		
AM PK 15 MIN	. –	122	930	_	322	845	-	246	830		161	800		
PM PK 15 MIN	1	429	530		165	0		268	515		250	430		
AM PK HOUR		412	900	1	199	0		878	815		551	800		
PM PK HOUR		1425	500		612	0		939	500		828	415		
NORTHBOUN	D Appr	oach			s	OUTHBO	UND Ap	proach				TOTAL	. XING S/L	XING N/L
Hours	Lt	Th	Rt	Total	F	lours	Lt	Th	Rt	Total		N-S	Ped Scl	n Ped Sch
6-7	0	0	0	0	6	-7	0	0	0	0		0		
7-8	29	165	28	222	7	'-8	123	697	80	900		1122		
8-9	24	212	43	279	8	-9	182	930	87	1199		1478		
9-10	35	327	50	412	9	-10	165	813	88	1066		1478		
3-4	44	615	32	691	3	-4	122	328	124	574		1265		
4-5	49	700	19	768	4	-5	119	332	139	590		1358		
5-6	75	1313	37	1425	5	-6	96	386	45	527		1952		
6-7	0	0	0	0	6	-7	0	0	0	0	l	0		
TOTAL	256	3332	209	3797	T	OTAL	807	3486	563	4856		8653		
EACTROUND	A 1919 19 4	h				VECTRON		reesh				TOTAL	. XING W/I	XING E/L
EASTBOUND	••					VESTBOU								
Hours	Lt	Th	Rt	Total		lours	Lt	Th	Rt	Total		E-W	Ped Scl	n Ped Sch
6-7	0	0	0	0		-7	0	0	0	0		0		
7-8	45	308	133	486		-8	62	282	70	414		900		
8-9	56	515	266	837		-9	110	367	74	551		1388		
9-10	49	387	258	694		-10	130	264	72	466		1160		╡ ┝━━┿━━╡
3-4	45	426	121	592		-4	59	462	162	683		1275		┥ ┝━━┝━━┥
4-5	87	530	89	706		-5	63	608	153	824		1530		$\downarrow$ $\mid$
5-6	123	761	55	939		-6	60	448	173	681		1620		┥ ┝━━┝━━┥
6-7	0	0	0	0	6	5-7	0	0	0	0	l	0		
TOTAL	405	2927	922	4254	T	OTAL	484	2431	704	3619		7873		

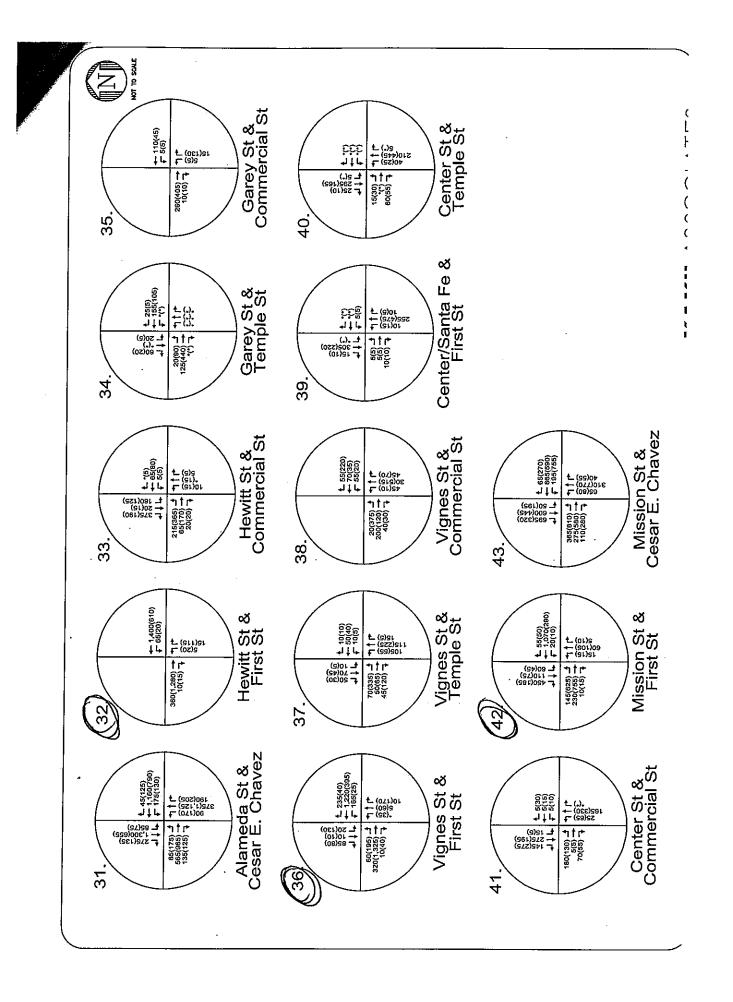
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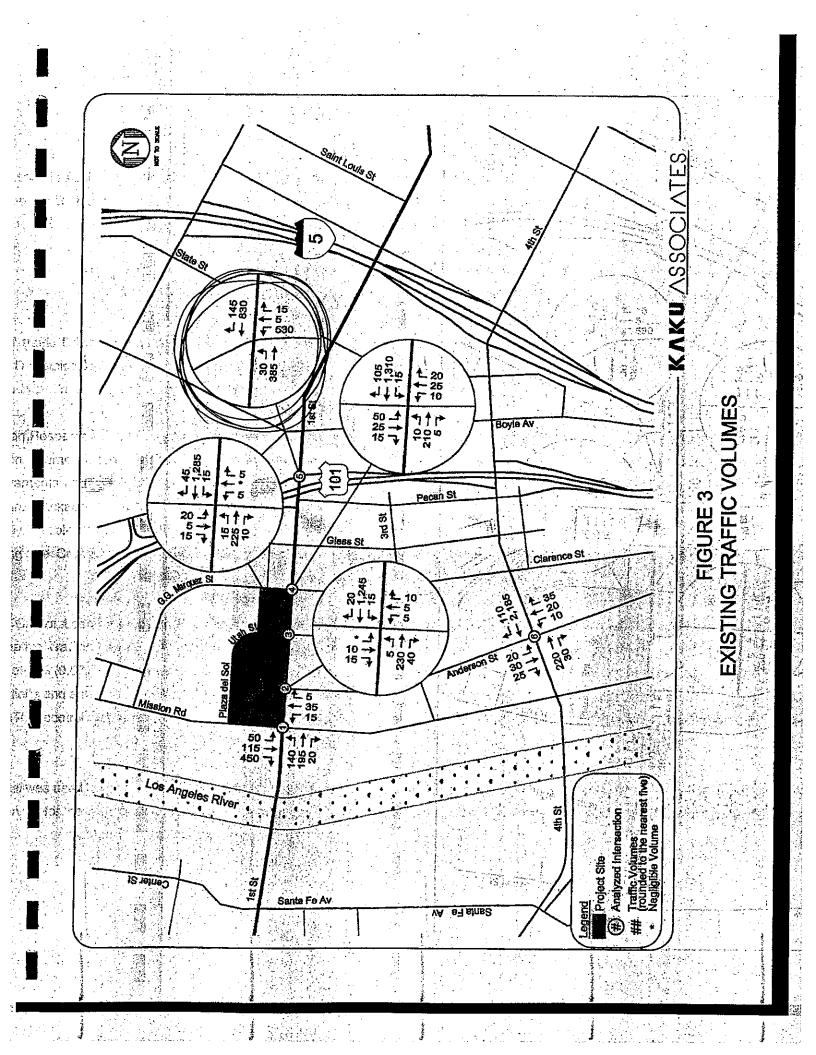












## MANGROVE ESTATES EIR 2009 VOLUME PROJECTIONS

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60.07			2009 VOLI	2009 VOLUMES - AM PEAK	4 PEAK												EXISTING VOLUMES - 2004/2005 - AM PEAK	VOLUME	S - 2004/20	05 - AM P	EAK	
	Study II	Study Intersections	NL	ž	Ä	SL	s	SR	EL	ET	ER	٨٢	ΨT	WR	TOTAL		Ъ	Ł	R	SL	ST	
01	Grand Avenue/1 st Street [b]	Street [b]	15	51	28	175	954	164	112	681	170	225	746	274	3597	[q] 0I	15	50	27	12	935	
=	Broadway/I st Street [a]	at [a]	62	390	82	4	702	138	77	677	26	67	686	128	3377	II [a]	99	380	80	4	685	
12	Main Street/1st Street [a]	eet [a]	51	431	67	0	0	0	67	528	0	0	897	92	2163	12 [a]	50	420	65			
13	Los Angeles Street/I st Street [a]	/lst Street [a]	26	226	36	113	692	164	67	446	56	87	923	108	2942	13 [a]	25	220	35	011	675	
4		Judge John Aiso Street/San Pedro Street/Ist Street [a]	56	128	5	31	215	62	46	410	108	149	1010	5	2317	14 [a]	55	125	2	R	210	
15	Central Avenue/1st Street [a]	t Street [a]	67	0	103	0	0	0	0	364	113	123	1158	0	1927	15 [a]	65		001			
9	Alameda Street/Ist Street [a]	: Street [a]	62	909	56	46	626	215	154	328	56	138	1092	11	3803	16 [a]	99	585	55	45	955	
17	Vignes Street/1st Street [a]	treet [a]	0	5	9	21	0	87	62	328	0	169	1251	241	2194	17 [a]	•	S	9	8	9	
8	Mission Road/1 st Street [a]	treet [a]	15	62	5	62	=	461	149	236	0	21	1 097	56	2286	18 [a]	15	60	5	8	2	
61		US-101 on and off-ramps/1st Street [a] *	543	5	15	0	0	0	31	395	0	0	851	149	1989	19 [a]	530	S	S			
22	Hewitt Street/Ist Street [a]	Street [a]	5	0	15	0	0	0	0	369	10	67	1435	0	1901	22 [a]	5		15			
l																						

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 112% annual growth added until 2009 (4/5 years) for the adjusted based volume and then 1% annual growth thereafter until 2015 (6 years).

1.02	1.025	
Growth Rate 4 years	Growth Rate 5 years	

shift these volumes to WT no WL allowed

	ž	Ł	¥	SL	ST	SR	Ш	ħ	Ë	٨٢	Ŧ	WR	TOTAL
[q] 0I	15	50	27	17	935	191	011	668	167	221	731	269	3526
[1] [a]	60	380	80	\$	685	135	75	660	25	65	965	125	3295
12 [a]	5	420	65				95	515			875	90	2110
13 [a]	25	220	35	0	675	160	65	435	S	8	906	105	2870
14 [a]	55	125	20	8	210	60	45	400	105	145	985	50	2260
15 [a]	65		001					355	110	120	1130		1880
16 [a]	99	585	55	<del>4</del> 5	955	210	150	320	S	135	1065	75	3710
17 [a]	•	S	0	30	0	85	99	320	0	165	1220	235	2140
18 [a]	5	60	S	8	110	450	145	230	9	8	1070	55	2230
19 [a]	530	5	15				30	385			830	145	1940
22 [a]	5		15					360	2	<del>8</del>	1400		1855

# MANGROVE ESTATES EIR 2009 VOLUME PROJECTIONS

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		2009 VOLUMES - PM PEAK	UMES - PI	M PEAK										
	Study Intersections	R	Ł	R	SL	ST	SR	E	Ŀ	ER	ML	Ť	WR	TOTAL
0	Grand Avenue/1st Street [b]	38	375	84	42	597	601	154	767	96	190	1233	503	4189
=	Broadway/1st Street [a]	62	871	113	36	374	17	210	1097	26	56	611	77	3777
12	Main Street/Ist Street [a]	87	1440	154	0	0	0	246	1801	0	0	656	72	3736
3	Los Angeles Street/1 st Street [a]	67	728	26	92	246	164	108	1025	31	4	718	108	3424
4	Judge John Aiso Street/San Pedro Street/1st Street [a]	138	323	241	0	26	2	51	1020	87	1	641	51	2809
5	Central Avenue/1st Street [a]	159	0	154	0	0	0	0	1220	133	123	579	0	2368
9	Alameda Street/Ist Street [a]	14	902	118	62	723	128	164	1040	56	87	384	46	3787
17	Vignes Street/I st Street [a]	36	62	174	133	0	82	200	1358	41	26	405	4	2568
8	Mission Road/I st Street [a]	15	108	0	46	11	190	641	774	15	0	297	51	2235
61	US-101 on and off-ramps/1st Street [a]	0	0	0	0	0	0	0	0	0	0	0	0	
ä	Hewitt Street/1st Street [a]	21	0	118	0	0	0	0	1312	15	21	625	0	2112

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 112% annual growth added until 2009 (4/5 years) for the adjusted based volume and then 1% annual growth thereafter until 2015 (6 years).

1.02	1.025	
Growth Rate 4 years	Growth Rate 5 years	

shift these volumes to WT no WL allowed

	z	ħ	R	SL	ST	SR	Ц	t	ER	۲	Ŧ	WR	TOTAL
[뎩 0]	37	368	82	4	585	107	151	752	96	186	1209	493	4107
[a]	99	850	011	35	365	75	205	1070	25	55	760	75	3685
12 [a]	85	1405	150				240	1055			640	20	3645
13 [a]	65	710	95	8	240	160	105	1000	8	4	700	105	3340
14 [a]	135	315	235	9	95	70	ß	995	85	75	625	8	2740
15 [a]	155		150					1190	130	120	565		2310
l6 [a]	75	880	115	8	705	125	160	1015	55	85	375	45	3695
17 [a]	35	60	170	130	9	80	195	1325	<del>\$</del>	25	395	\$	2505
18 [a]	15	105	9	\$	75	185	625	755	15	2	290	8	2180
19 [a]													0
22 [a]	50		115					1280	15	20	610		2060

Existing AM			Fr	i Nov	13,	2009 0	9:11:2	2			Page	4-1
		נ	Level C	f Ser	vice	Computa	ation 1	Report				
*****									ternati			
							*****	*****	*****	*****	****	*****
Intersection												
cycle (sec): oss Time (s ptimal Cycl		т	0			Automatic	ar vo.	L./Caj	p.(A):			800
oss ilme (s ntimel Cycl		•	14			Lovel	Je Dero	ay (se cuide	ec/ven/	•	<u>x x x</u>	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
************	*****		L** ******	*****	*****	******	UL SE.		; ******	*****	*****	し ******
treet Name:												
pproach:	No	rth Bo	and	Sol	uth B	ound	E	agt Br	ar Chav Sund	UZ AVU	est B	hund
vement:	T.	- т	- R	т.	асы р. - Т	- R	T	.эс л. - т		т		
vement:	1	<u>+</u>	l				 	·				
ontrol: ghts: .n. Green: -R:	Pro	ot+Pe	rmit '	Pro	ot+Pe	rmit	יי ו	ermi [†]	ر tted	Pro	ot+Pe	rmit
ahts:		Inclu	ıde		Incl	ude		Ov1			Incl	ude
n. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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
nes:	1 (	02	1 0	1 (	2	1 0	1 (	) 2	01	1 (	02	1 0
nes:				j				•				
lume Modul	e:											
se Vol:									113			
wth Adj:												
itial Bse:	96	348	110	្48	1308	215	44					
r Adj:`	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj												
Volume:									113			41
luct Vol:												
duced Vol:												
E Adj: E Adj:												
7 Adj: nalVolume:												1.00
turation F				1			1		1	1		
t/Lane:				1375	1375	1375	1375	1375	1375	1375	1375	1375
justment:												
les:												
nal Sat.:												
acity Ana				•		I	1		I	I		
l/Sat:				0.03	0.37	0.37	0.03	0.20	0.08	0.16	0.33	0.33
it Volume:					508			277		219		
it Moves:					****			****		****		
*****		*****	*****	*****	*****	******	*****	****	******	*****	****	*****

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Existing AM			F.]	1 NOV									· <b>_</b>
					vice	Computa	tion :	Repor	t				-
****						d (Base					بالارتقار بالدرالة		1.
							*****	****	******	*****	****	*****	*
Intersection *********	*****	*****	******		*****	******	*****	*****	******	*****	*****	*****	-
Cycle (sec): Loss Time (s Optimal Cycl		1(	00			Critic	alVo	1 /Car	n (X)•		0	 798	- 0.0
Loss Time (s	ec) i	-	0			Averac	re Dela	av (g)	ec/veh)	•	· · ·	720 YYY .	<u> </u>
Optimal Cycl	e:	. 1:	13.			Level	Of Se	rvice	:	•	1044	C	<b>\</b> 0.7
*****	****	*****	******	*****	* * * * *	* * * * * * *	****	****	*****	****	* * * * *	- * * * * * *	*
Street Name:		T	Vignes	Street	t			Ces	ar Chav	ez Av	enue		
Approach:	No	rth Bo	ound	So	uth B	ound	Ea	ast Be	ound	W	est B		
Movement.	Τ.	<u> </u>	- D	Τ.	- m	_ P	т	- <b>T</b>	_ D	· ۲		ъ	
Control.													
Rights: Min. Green: Y+R: Lanes:	-	Ovl	_		0vl	-		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:	, <u> </u>	0 2	0 1	, 1 (	J 2	0 1	T (	J 2	0 1	1	02	0 1	
Volume Modul	 e•						1						I
Base Vol:		268	70	130	282	27	110	429	139	316	1445	225	
Growth Adj:													
Initial Bse:										316			
User Adj: 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	
PHF Volume: Reduct Vol: 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:													
FinalVolume:	124	268	70.	130	282	27	. 110	429	139	316	1445	225	
			·						[				ľ
Saturation F				1000	1075	1000	1000						
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:													
Lanes: Final Sat.:													
	T213	2/3V		1	2150		1	2/50	1272 	1	2/50		ı.
Capacity Anal				1			1			1			I
Vol/Sat:				0.09	0.10	0.02	0.08	0.16	0.10	0.23	0.53	0.16	
Crit Volume:					141		110				723		
Crit Moves:					****		****				****		

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Existing AM	Fri Nov 13, 2009	09:11:22	Page 6-1
	Level Of Service Comp 12 Planning Method (B	ase Volume Alternative)	· · · · · · · · · · · · · · · · · · ·
Intersection #3 Mission	n Rd & Cesar Chavez A	<i>r</i> e	
Cycle (sec): 10 Loss Time (sec): Optimal Cycle: 18	00 Cri 0 Ave: 30 Lev	cical Vol./Cap.(X): cage Delay (sec/veh): al Of Service:	$\begin{array}{c} 1.106 \\ \times \times \times \times \times \\ F \end{array} = 0.1 (HUA \\ ATC \\ F \\ 1.006 \end{array}$
Street Name: Approach: North Bc Movement: L - T	Mission Road ound South Bound - R L - T - 1	Cesar Chavez East Bound C L - T - R I	Avenue West Bound
Control: Prot+Per Rights: Ovl Min. Green: 0 0 Y+R: 4.0 4.0 Lanes: 1 0 2	. Ovl	Include	Include
Y+R: 4.0 4.0 Lanes: 1 0 2 Volume Module: Base Vol: 180 257 Growth Adj: 1.00 1.00	110 23 700 8	6 245 235 112 1	80 928 41
Initial Bse: 180 257 User Adj: 1.00 1.00 PHF Adj: 1.00 1.00	110         23         700         8!           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00	66 245 235 112 1 00 1.00 1.00 1.00 1. 00 1.00 1.00 1.0	.80 928 41 00 1.00 1.00 00 1.00 1.00
PHF Volume:       180       257         Reduct Vol:       0       0         Reduced Vol:       180       257         PCE Adj:       1.00       1.00	0 0 0 110 23 700 85	0 0 0 0 6 245 235 112 1	.80 928 41
MLF Adj: 1.00 1.00 FinalVolume: 180 257	1.00 1.00 1.00 1.0 110 23 700 85	0 1.10 1.00 1.00 1. 6 270 235 112 1	00 1.00 1.00 .80 928 41
Saturation Flow Module: Sat/Lane: 1375 1375 Adjustment: 1.00 1.00	1375 1375 1375 137 1.00 1.00 1.00 1.0	5 1375 1375 1375 13 0 1.00 1.00 1.00 1.	75 1375 1375 00 1.00 1.00
Lanes: 1.00 2.00 Final Sat.: 1375 2750	1375 1375 2750 137	5 1805 1572 748 13	75 2634 116
Capacity Analysis Modul Vol/Sat: 0.13 0.09 Crit Volume: 180 Crit Moves: ****			13 0.35 0.35 485 ****
********	**************************************	***************************************	*****

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Existing AM							•		
	i Circular 2		f Service ning Meth		ation Rep	ort			•
*****								******	•
Intersection **********					******	******	*****	*****	
Cycle (sec): Loss Time (s Optimal Cycl **********	10	00		Critic	al Vol./	Cap.(X):	0,	358 6	3.349
Loss Time (s	ec):	0	•	Averaç	je Delay	(sec/veh)	): xxx	xxx	-0.07(
Optimal Cycl	e:	3,6		Level	Of Servi	ce:		А	( a
****	*****	******	*****	******	******	******	******	******	10.279
Street Name:	,	/ignes :	Street	_		Ramire	z Street		·
Approach:									
Movement:	ь - т I	- R	ь-т 1	- R	.Б-'	r – R	ь - т	- R	
Control.	Brotost	 .ed	Droto	 ated	0-1	Dhace	[]	 haac	•
Control: Rights:	Tano	-cu na	FLOCE	lude	ahtte Shtte	riide	Spiit P Ovl		
Min. Green:	0 0	 0	0	0 0	0 110		0 0	0	
Y+R:	4.0 4.0	4.0	4.0 4.	0 4.0	4.04	.0 4 0	4040	4 0	
Min. Green: Y+R: Lanes:	2 0 2	0 1	2 0 1	1 0	1 1	0 1 0	1 0 0	1 1	
Volume Modul			•		•			•	
Base Vol:	50 117	95	365 11	6 219	128 3	32 83	88 67	207	
Growth Adj:	1.00 1.00	1.00	1.00 1.0	0 1.00	1.00 1.0	00 1.00	1.00 1.00	1.00	
Initial Bse:							[*] 88 67	207	ň
User Adj:	1.00 1.00	0.00	1.00 1.0	0 1.00	1.00 1.0	00 1.00	1.00 1.00		
PHF Adj:	1.00 1.00	0.00							
PHF Volume: Reduct Vol:	50 117	0					88 67		
Reduct Vol:	0 0	0	0	) () )					
Reduced Vol:							88 67		
PCE Adj: MLF Adj:									
FinalVolume:			402 11					228	
		1	402 11	, 213 l	141 3		88 87		
Saturation F	low Module:			, I	1			1	
Sat/Lane:			1375 137	5 1375	1375 133	75 1375	1375 1375	1375	
Adjustment:	1.00 1.00	1.00	1.00 1.00	0 1.00	1.00 1.0	00 1.00	1.00 1.00	1.00	
Lanes:									
Final Sat.:	2750 2750	1375	2750 137	5 1375	2266 51	1344	1375 625	2125	
apacity Anal									
/ol/Sat:				3 0.16		06 0.06	0.06 0.11	0.11	
rit Volume:	59		201		85		141		
Crit Moves:		ەە- بەر بەر بەر بەر بەر بەر	****		****		****		
**********	*********	******	*******	******	83	******	137		

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Existing AM		Fri	Nov 13,	2009 09	:11:22		Page	8-1	
*****	Circular 21	L2 Planr	ning Metho	d (Base	tion Report Volume Alt	: cernati	ve)		
Intersection *********	#5 Alameda	a St & A	Arcadia St	/US-101	off-ramp				
Cycle (sec): Loss Time (s Optimal Cycl	1(	00		Critic	al Vol./Cap	).(X):	0.7	0.6 0.4	160
Loss Time (s	ec):	0		Averag	e Delay (se	ec/veh)	: ixxxe	XX B	
Optimal Cycl	e: 6	53 <u>.</u> *******		Level	Of Service:	; ; ;	*******	C U	0.590=A
Street Name: Approach: Movement: Control:	7	lameda	Street	~ ~ ~ ~ ~ ~ ~ ~	Arcadia 9	Street/	US-101 off-	ramp	
Approach:	North Bo	ound	South Be	ound	East Bo	ound	West Bo	ound	
Movement:	L - T	-` R	L – Т	- R	L - T	- R	L – T	– R	
						·			
Control:	Permit	ted	Permit	tted	Split Pl	nase	Split Ph	ase	
RIGNES:	Inciu	lae	Incli	ude	Incli	lde	Inclu	ide -	
Min. Green: V.D.	4 0 4 0	4 0		1 0		1 0		1 0	
Min. Green: Y+R: Lanes:	$\frac{4.0}{1.0}$	0 0	4.0 4.0	1 0	4.0 4.0	4.0	4.0 4.0	1 0	
						·			
Volume Modul	e:			I	· .	1	1	ł	
Base Vol:									
Growth Adj:								1.00	a
Initial Bse:				55			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: Reduct Vol: Reduced Vol:	30 817	0	0 951	55 0	0 0	0	504 1152	130	
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 F	low Module:	*							
Sat/Lane:	1425 1425	1425	1425 1425	1425	1425 1425	1425	1425 1425	1425	
Adjustment:									
Lanes: Final Sat.:									
							1425 5900		
Capacity Ana				ł	1	1	I	1	
Vol/Sat:			0.00 0.24	0.24	0.00 0.00	0.00	0.39 0.29	0.45	
Crit Volume:	30	÷		335	0			641	
Crit Moves:				****				****	
*********	******	******	********	******	* * * * * * * * * * * *	*****	*******		
								576	

Existing AM			F)	ri Nov	13,	2009 09	9:11:2	2			Page	9-1	_
		]	Level (	Of Ser	vice	Computa	tion :	Repor			• <b></b>	<u></u>	-
	Circu	<b>lar 2</b> 2	12 Plan	nning I	Metho	d (Base	e Volu	me Al	ternati	ve)			
**********									******	*****	*****	*****	*
Intersection													
*******													
Cycle (sec): Loss Time (s Optimal Cycl		10	00			Critic	al Vo	1./Ca	p.(X):		0.	590 🔔	007
Loss Time (s	ec):		0			Averag	je Dela	ay (s	ec/veh)	:	XXX	XXX	105
Optimal Cycl	e:		45.			Level	Of Se	rvice	:			A	10.0
*****													* •
Street Name:	<b>37</b>	ן יד ללאיי	Alameda	a stree	9C	2	ALI:	so St:	reet/Co	mmeri	.ca⊥ S	treet	
Approach:		тсп В( т	Jund	501	utn B	ound	Е; т	ast B	ound	۲ ۲			
Movement:	ىر 11	- T	- K	· 11	- T	- к . I	- ц -	- т	- R	ц ц	- T		
Control	1	 Dermit		1	Dormi	 ++od	 [~~	 11+ m	 haac	 C~			I
Rights.		Tano		• 1	Tnal	ude	sp.	Thal	udse ude	sp	Thal	ude	
Control: Rights: Min. Green:	n	19101	 ^	n	1101	n n	n	THOT	α <u>α</u> ε Λ	•		uue 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	
Y+R: Lanes:	0	0 3	0 1	1 (	 	0 0	2	0 1	0 1	1	0 0	0 1	
	1						I		1	1			1
Volume Modul				1		•	•		I	1			1
Base Vol:		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	
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:			-	115	1328	0	53	51	174	224	0	127	
Reduct Vol:					0			0	0	0	0	0	
Reduced Vol:	0	691	0	115	1328	0	53	51	174	224	0	127	
PCE Adj:											1.00		
MLF Adj:						1.00				1.00	1.00	1.00	
FinalVolume:											0		
		<b></b>											ł
Saturation F													
Sat/Lane:													
Adjustment:													
Lanes:													
Final Sat.:	0	4275	1425	1425	4275	°.	2850	1425	1425	1425	0	1425	(
				1									i.
Capacity Anal				0 00	0 27	0 00	0 00	0 04	0 10	0 1 -	0 00		
Vol/Sat:		0.10	0.00	0.08		0.00	0.02	0.04				0.09	
Crit Volume: Crit Moves:					443 ****				174 ****	224 ****			
					****				****	****			

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Existing AM			F1	ci Nov	13,	2009 09	9:11:2	2		P	age :	10-1 	
						Computa		Repor					
									ternati				
*****									******	******	****	******	
Intersection ********	#7 G	arey a	95 & CC	ommeri	cal S	t/US-10	1 ram	ps 	ىلەر بىلەر بىلەر بىلەر بىلەر بىلەر	ماد ماد باد ماد ماد م	و ماد ماد ماد .	والمراجعة والمراجعة والمراجعة	
Cycle (sec): Loss Time (s Optimal Cycl	ec) •	·	0			Averac	ar vu. Ar Dal	av (e	p.(A): og/wob)		xxx	322 O.3	
Optimal Cvcl	e.		28			Level	Of Se	rvice	• •	•	****	A	- 0,07(M
******	****	*****	, ,,	*****	****	******	*****	*****	• *******	*****			50.275
Street Name:									al Stre				101213
Approach:											st Bo	-	
Movement:						- R			- R			- R	
Control:	Sp	lit Pł	iase '	Sp	lit P	hase '	P:	rotec	 ted	' P	ermit	ted	
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde	
Min. Green:	0	0	0	· 0	0	0	0	0	0	0		0	
Y+R: Lanes:	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 :	ι Ο	0 1	2 (	0 0	10	1 0	1	1 0	
			·	[									
Volume Modul													
Base Vol:							261				61		
Growth Adj:								*	1.00			1.00	
Initial Bse:				134			261			12	61	78	
User Adj: PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00				
PHF Volume:		32		134			261		1.00	1.00		1.00 78	
Reduct Vol:		52 0				229				12			
Reduced Vol:			5						8		61		
PCE Adj:									1.00		-	1.00	
MLF Adj:									1.00				
FinalVolume:			5			229	287			12	61	78	
									-				
Saturation F	Low Mo	odule:		•			•			•			
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 Anal													
Vol/Sat:	0.02	0.02	0.02	0.12	0.12			0.05	0.05	0.01	0.04		
Crit Volume:		22				229	144					78	
Crit Moves: ************		****		·			****	اد بالد بالد واور واور م	. د. باد باد به به به به باد با		****	****	
		23		^*****			~ * * * * * *	*****	******	*****	****	*****	

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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

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Existing AM			Fr	i Nov	13,	2009 09	:11:2	2		]	Page 1	11-1	
													-
		I	evel O	f Ser	vice	Computa	tion	Report	<b>.</b> .				
	Circul	ar 21	2 Plan	ning 1	Metho	d (Base	. Volu	me Alt	ernati	ve)			
*********							*****	*****	******	*****	*****	******	t
Intersection													
*******													
Cycle (sec):	<b>)</b>	10	0			Critic	al vo	1./Car	(X):	_	0.5	571 <u>-</u>	0.07
Optimal Cycle	=C/: a.	3	0. :4			T.evel	OF Se	ay (se rvice		•	XXX	α Σί	0.501
Cycle (sec): Loss Time (se Optimal Cycle	*****	*****	' ******	*****	*****	******	*****	******	, ; * * * * * * *	*****	*****	*****	0.501
Street Name: Approach: Movement: Control:		Los	Angel	es St:	reet			3	[emple	Street	E		
Approach:	Nor	th Bo	und	Soi	uth B	ound	E	ast Bo	ound	We	est Bo	ound	
Movement:	ь –	т	– R	L ·	- Т	- R	Г	- т	- R	г	- т	- R	
Control:	P	ermit	ted	]	Permi	tted	· ·	Permit	ted	1	Permit	ted	
Rights:		Inclu	lde		Incl	ude		Inclu	ıde		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+K:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Y+R: Lanes:			l	· · ·	J Z		т 		l	1		· · · · · · · · · · · · · · · · · · ·	
Volume Module	₹:		1	[		1	1		1	1		I	
Base Vol:			42	165	954	80	50	531	297	100	322	73	
Growth Adj:													
Initial Bse:	25	235	42	[°] 165	954	80	50	531	297	100	32Ž	73	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00				
PHF Adj:													
PHF Volume:											322		
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: 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:	25	235	42	1.00	954	2.10	1.00	521	207	100	1.00	73	
			l			l	1			1	322 		
Saturation Fl	ow Mod	dule:	1	I		1	I		I	1	•	I	
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:										1.00		1.00	
Lanes:	1.00 2	2.00	1.00	1.00	3.00	1.00	1.00	1.28	0.72	1.00	2.00	1.00	
Final Sat .:													
Capacity Anal				•		<b>.</b>							
		0.08	0.03	0.11		0.06	0.03				0.11	0.05	а. С
Crit Volume: Crit Moves:	25 ****				318			414 ****		100 ****			
**************************************		*****	*****	*****			*****				*****	*****	

Existing AM Fri Nov 13, 2009 09:11:22 Page 12-1
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 - 0.620
Loss Time (sec):0Average Delay (sec/veh):xxxxxxOptimal Cycle:87Level Of Service:A
Optimal Cycle:         87         Level Of Service:         A         0.550           ************************************
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
Control:PermittedProtectedProt+PermitPermittedRights:IncludeIgnoreIncludeIncludeMin. Green:000000
Rights: Include Ignore Include Include
Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""></t<>
Lanes: $101101020110101010110$
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 1.0
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 1.0
PHF Adj: 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.0
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         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         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 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.0
MLF Adj: 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.0
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
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
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: **** **** ****
***************************************
158 21

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Existing AM		Wed De	ec 23, 200	9 14:14:5	5	Page 13	-1	
•		evel Of Se					•	
					me Alternat			
				****	*******	******	****	•
Intersection				****	*****	****	****	
								LTSH
Cycle (sec): Loss Time (sec) Optimal Cycle	مم) . بر	0		erage Del	av (sec/veb	)	1 - <u>0.02(</u> x B <b>10.60</b>	
			Le	vel Of Se	nyice.		R 1060	51 1
*****		,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	*******	*****	******	****	*****	1
Street Name:		Grand Aver				Street		
Approach:	North Bo	und C	outh Boun	a 12	ast Bound	West Boy	nd	
Movement:	T T			ы. D. Т.		T T	D -	
	 		*		K	 		
Control	Dermit	ted	Dermitte	!! d Dra	ot. Permit	Brotecte	i ,	
Pichts.			Ov]	a ri	Include	Trelud	~ A	
Control: Rights: Min. Green:	0 0	. 0	0 0	0 0	0 0	0 0	<u> </u>	
Lanes:	1 0 2	0 1 1	0 2 0	1 1		2 0 2 1	0	
	1	·						
Volume Module	ا چ -			11 .		4.0 4.0 2 0 2 1	I	
Base Vol:		28 17			681 170			
Growth Adj:							1.00	
Initial Bse:				164 112			274	
User Adj:				.00 1.00			1.00	
PHF Adj:	1.00 1.00	1.00 1.0		2	1.00 1.00	2	1.00	2
PHF Volume:	15 51	28 17			681 170		274	
PHF Volume: Reduct Vol:	0 0	0	0 0	0 0	0 0	0 0	0	
Reduced Vol:		28 17	5 954	164 112	681 170	225 746	274	
PCE Adj:	1.00 1.00	1.00 1.0	0 1.00 1	.00 1.00	1.00 1.00	1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00 1.0	0 1.00 1	.00 1.00	1.00 1.00	1.10 1.00	1.00	,
FinalVolume:	15 51	28 · 17		164 112		248 746	274	· ·
Saturation F				• •			•	
Sat/Lane:	1425 1425	1425 142	5 1425 1	425 1425	1425 1425	1425 1425	1425	
Adjustment:	1.00 1.00	1.00 1.0	0 1.00 1	.00 1.00	1.00 1.00	1.00 1.00	1.00	
Lanes:	1.00 2.00	1.00 1.0	0 2.00 1	.00 1.00	2.00 1.00	2.00 2.19	0.81	
Final Sat.:				425 1425			1148	
				!		]		
Capacity Anal	lysis Modul	.e: .					•	
Vol/Sat:	0.01 0.02	0.02 0.1	2 0.33 0	.12 0.08	0.24 0.12	0.09 0.24	0.24	
Crit Volume:	15		477		341 .	124		
Crit Moves:						****		
****	*****	******	******	* * * * * * * * * *	*******	******	* * * * *	

· ·											
Existing AM	•	We	d Dec 23,	2009 1	4:14:55			Page 1	.4-1		
		<u>-</u>									
			f Service	Comput	ation Dor						
	Circular 2						ive)	•••			
. ****								*****	*****	• .	·.
Intersection											
*******	*****	******	******	*****	*******	* * * * * * * * *	*****	* * * * * *	*****		:
Cycle (sec): Loss Time (s Optimal Cycl	1	00		Criti	cal Vol.,	/Cap.(X):		0.6	54	0 02(	ALSA
Loss Time (s	ec):	0		Avera	ge Delay	(sec/veh	):	хххх	xx 🦿		
Optimal Cycl	e: .	54 ******	الد عاد عاد باد باد عاد عاد عاد عاد عاد	Level	Of Servi	ice:	ماد ماد نقد ماد نقد	والمروقة والمروقة والمروقة	В	10.58	4=A1
Street Name:		Broa	dway	******	* * * * * * * * * *	1et	Street	*****	*****		-
Approach:	North B	ound	South	Bound	East	- Bound	ULEEC W	est Bo	und	-	
Movement:	L - T	- R	ь - 1	- R	·L -	T - R	г	- T	- R		
		!					11				
Control: Rights: Min. Green:	Permit	tted	Perm	itted	Prot	⊦Permit		Permit	ted		-
Rights:	. Inclu	ude	Inc	lude	Ir	nclude	•	Inclu	de .		
Min. Green:	0 0	0	0	0 0	0	0 0	0	0	0		
Y+R: Lanes:	4.0 4.0	1 0	4.0 4.	1 0	4.0 4	4.0 4.0 2 1 0	4.0	4.0 0 2			
	[	1					11	• <u> </u>			
Volume Modul			1		· ·				Ţ		
Base Vol:	62 390	82	41 70	2 138	77 <del>(</del>	577 26	67	989	128		
Growth Adj:						.00 1.00	1.00	1.00	1.00		
Initial Bse:		82	41 70			577 26	67		128	•	
User Adj: PHF Adj:	1.00 1.00	1.00		2				1.00	1.00	,	• •
			1.00 1.0			.00 1.00 577 26	1.00	1.00 989	1.00 128		-
PHF Volume: Reduct Vol:	02 550	02	0 10		0				0		
Reduced Vol:			41 70				67	-	128		
PCE Adj:	1.00 1.00	1.00	1.00 1.0	0 1.00		.00 1.00		1.00	1.00		
MLF Adj:		1.00						1.00	1.00		
FinalVolume:			41 70		. 77 6			-989	128		
Coturation R					·I						•
Saturation F. Sat/Lane:			1425 142	5 1425	1425 14	25 1425	1425	1425	1425		
Adjustment:	-	-			1.00 1.			1.00			
Lanes:					1.00 2.			2.66			
Final Sat.:	1425 3532	743	1425 238	2 468	1425 41	17 158	1425	.3785	490	•	
Conscient Ans											
capacity Ana.	rysis modul								0.05		
Vol/Sat: Crit Volume:	0.04 0.11	0.11	0.03 0.2	9 U.29 0	0.050.	16 0.16	0.05	0.26 372	0.26		
Crit Moves:	****		42 ***	*	// ****	•		3/2 ****	•		
****							*****	*****	*****		

Eviating M Nod Dog 22 2000 14.14.55 Dags 15 1
Existing AM Wed Dec 23, 2009 14:14:55 Page 15-1
Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
**************************************
Intersection #12 Main St & 1st St
III.EISECLION #12 Mall 5. & ISC 5.
Cycle (sec):100Critical Vol./Cap.(X):0.428Loss Time (sec):0Average Delay (sec/veh):xxxxxOptimal Cycle:33Level Of Service:A***********************************
Loss Time (sec): 0 Average Delay (sec/ven): XXXXXX
optimal cycle: 33 Level of Service: A 0,350
Street Name: Main Street 1st Street Approach: North Bound South Bound East Bound West Bound
Approach: North Bound South Bound East Bound West Bound
Movement: $L - T - R L - T - R L - T - R$
Control:       Permitted       Permitted       Prot+Permit       Permitted         Rights:       Include       Include       Include         Min. Green:       0       0       0       0       0       0
Concror: Permitted Permitted Prot+Permit Permitted
krance: Tucinge Tucinge Tucinge Tucinge
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         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         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: $0 \pm 1 \pm 0 = 0 = 0 = 0 = 0 = 0 = 0 = 0 = 0 = 0$
Lanes: 0 1 1 1 0 0 0 0 0 0 1 0 3 0 0 0 2 1 0 
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 1.0
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 1.0
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         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         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         97         528         0         0         897         92           Reduct Vol:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""></t<>
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 1.0
FinalVolume: 51 431 67 0 0 0 97 528 0 0 897 92
Saturation Flow Module.
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Lanes: 0.28 2.35 0.37 0.00 0.00 0.00 1.00 3.00 0.00 2.72 0.28
Final Sat.:       397       3356       522       0       0       1425       4275       0       0       3877       398
oupuorof induito. *
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:         ****         ****         ****
Crit Moves: **** *******************************
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Existing AM	Wed Dec 23, 2009	14:14:55	Page 16-1
	l Of Service Compu Planning Method (Bas		ive)
*****	****	****	****
Intersection #13 Los Angel		*****	****
Cycle (sec):100Loss Time (sec):0Optimal Cycle:30	Crit	ical Vol./Cap.(X):	0.522 -
Loss Time (sec): 0	Aver	age Delay (sec/veh)); XXXXXX -
**************************************	Leve. *************	L OI Service: *********************	A ***********
Street Name: Los An	geles Street	1st	Street
Approach: North Bound Movement: L - T -	South Bound	East Bound L - T - R	West Bound L - T - R
		-	
Control: Permitted Rights: Include Min. Green: 0 0	Permitted	Permitted .	Permitted
Min. Green: 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
			10210
Volume Module:		-	
Base Vol: 26 226		4 67 446 56	87 923 108
Growth Adj: 1.00 1.00 1. Initial Bse: 26 226	00 1.00 1.00 1.00 36 113 692 164		1.00 1.00 1.00 87 923 108
User Adj: 1.00 1.00 1.			1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.			1.00 1.00 1.00
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		87 923 108 0 0 0
Reduced Vol: 26 226		67 446 56	87 923 108
PCE Adj: 1.00 1.00 1.0			1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.0 FinalVolume: 26 226		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1.00 1.00 1.00 87 923 108
Saturation Flow Module:			•
Sat/Lane: 1500 1500 150 Adjustment: 1.00 1.00 1.0			1500 1500 1500 1.00 1.00 1.00
Lanes: 1.00 1.73 0.2	27 1.00 2.00 1.00		1.00 2.69 0.31
	12 1500 3000 1500		1500 4029 471
Capacity Analysis Module:		.11	[]
Vol/Sat: 0.02 0.09 0.0	09 0.08 0.23 0.11	0.04 0.11 0.11	
Crit Volume: 26 Crit Moves: ****	. 346 ****	67 ***	. 344
****	*****	*****	****

Existing AM	Wed Dec 23, 2009 14	:14:55	Page 17-1
-			
	1 Of Service Computa		· .
	lanning Method (Base		
*****	.		* * * * * * * * * * * * * * * * * * * *
Intersection #14 San Pedro			د به
Loss Time (sec) · 0	Averag	ar vor./Cap.(A); e Delav (sec/veh)	$\frac{0.524}{2000} - 0.07(434)$
Optimal Cycle: 30	Tevel	of Service:	A CALLER
*****	*****	*****	****************
Street Name:San Pedro Stree	et/Judge John Aliso	1st S	Street
Street Name:San Pedro Stree Approach: North Bound	South Bound	East Bound	West Bound
Movement: L - T - 1	R T – T – R	T. – T. – R	T. – T. – R
Control: Permitted Rights: Include Min. Green: 0 0	!		
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 Lanes: 0 1 0		4.0 4.0 4.0	4.0 4.0 4.0
Volume Module:			
Base Vol: 56 128			149 1010 51
Growth Adj: 1.00 1.00 1.0			
· · · · · · · · · · · · · · · · · · ·	51 31 215 62	46 410 108	149 1010 51
	0 1.00 1.00 1.00		
PHF Adj: 1.00 1.00 1.0	00 1.00 1.00 1.00		1.00 1.00 1.00
	51 31 215 62	46 410 108	149 1010 51
		0 0 0	0 0 0
Reduced Vol: 56 128		46 410 108	149 1010 51
PCE Adj: 1.00 1.00 1.0		1.00 1.00 1.00	1.00 1.00 1.00
5	00 1.00 1.00 1.00	1.00 1.00 1.00	
Saturation Flow Module:			
Sat/Lane: 1500 1500 150		1500 1500 1500	1500 1500 1500
Adjustment: 1.00 1.00 1.0			
Lanes: 0.48 1.09 0.4		1.00 1.58 0.42	
Final Sat.: 715 1634 65		1500 2375 625	
Capacity Analysis Module:	• •	, I	
Vol/Sat: 0.08 0.08 0.0	0.10 0.10 0.10	0.03 0.17 0.17	0.10 0.35 0.35
Crit Volume: 56	154		. 531 .
Crit Moves: ****	****		****
****	****	* * * * * * * * * * * * * * * * * *	****

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Existing AM		· We	ed Dec 23,	2009 14	:14:55		Page 3	18-1
				·		-		
	Tircular		Of Service nning Metho				into)	•
**********	********	******	**********	*******	*********	******	LVC) ***********	* * * * * * *
Intersection	#15 Cent	ral Ave	& 1st St					
*********	*******	*****	********	******	******	*****	********	****
Cycle (sec): Loss Time (se Optimal Cycle		100		Critic	al_Vol./Ca	p.(X):	0.4	155 <u>- 0,07</u>
Loss Time (se	3¢):	0		Averag	e Delay (s	ec/veh)		CXX 1 2
**************************************	 *********	∠0 ******	*******	телет і	UI Service	: ******	******	A 10. 20
Street Name:		Centra	l Avenue			lst 9	Street	
Approach:	North	Bound	South B	ound	East B	ound	West Bo	ound
Movement,	Т. – П	- D	τ Π	ъ	т п	n	т п	-
Control: Rights: Min. Green: Y+R:]	
Control:	Perm	ltted	Permi	tted	Permi	tted	Permit	ted
Alguls: Min. Green.	0 100	u v Tinge		ude	1ncl	uae		ae
Y+R:	4.0 4.	0 4.0	4.0 4.0	4.0	4.0 4.0	4 0	4040	4 0
Lanes:	1 0 0	0 1	0 0 0	0 0	0 0 1	1 0	1 0 2	0 0
Lanes: Volume Module								
Volume Module	≥:	والمعتشد	. •	•	· .			•
Base Vol:	67	0 103	0 0	0	0 364	113	123 1158	0
Growth Adj: Initial Bse:	1.00 1.0	0 1.00	1.00 1.00	1.00	1.00 1.00	1.00		_
User Adj:				1 00	0 364	113	123 1158 1.00 1.00	0
PHF Adj:	1.00 1.0	0 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
PHF Volume: Reduct Vol:	0	0 0	0 0	0	0 0	0	0 0	-
Reduced Vol:	67	0 103	0 0	0	0 364	113		0
PCE Adj:								
MLF Adj: FinalWaluma.								
FinalVolume:					0 364		123 1158	. 0
Saturation Fl	ow Modul	e:	1-9				1	
Sat/Lane:			1500 1500	1500	1500 1500	1500	1500 1500	1500
Adjustment:	1.00 1.0	0 1.00	1.00 1.00	1.00	1.00 1.00			1.00
Lanes:	1.00 0.0	0 1.00	0.00 0.00	0.00	0.00 1.53	0.47		0.00
Final Sat.:	1500	0 1500	0 0	٥	0 2289	711	1500 3000	٥.
	voie Mea							
Vol/Sat:	NUT NOT	1 0 07	0 00 0 00	0 00	0 00 0 16	0 16	0 08 0 30	0 00
Crit Volume:	0.0 <u>x</u> 0.0	103	0	0.00	0.00 0.10	0.10	579	0.00
Crit Volume: Crit Moves:		****	-		****		****	
*****	******	******	******	******	*********	*****	*****	*****

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Existing AM Wed Dec 23, 2009 14:14:55 Page 19-1	
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 -0.07 (A) Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx 0.857 Optimal Cycle: 180 Level Of Service: E 0.857	isr.
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx 10 \$53.	
Optimal Cycle: 180 Level Of Service: E	-0
**************************************	THE OWNER OF TAXABLE
Street Name: Alameda Street 1st Street	
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R	
$Movement: \square - I - K \square - I - K \square - T - K \square - T - K \square - T - K$	
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 0	
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	
Lanes: 10201 10201 10110 00201	
Movement: $L - T - R$ Movement: $L - T - R$ Control: Permitted Permitted Prot+Permit Permitted Rights: Include Ovl Include Include Min. Green: 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 Lanes: 1 0 2 0 1 1 0 0 2 1 Volume Module: Encode Encode Encode Encode Encode Encode	
VOLUME MOQULE:	
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 1.0	
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
Uşer Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	\$
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 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 1.0	
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
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	
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
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	
Final Sat.: 1425 2850 1425 2434 416 0 2850 1425	
capacity marysis 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: **** **** ****	
Crit Moves: **** *******************************	
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C	iraul					Computa (Futu)							
**********											*****	*****	*
Intersection													
*****	****	*****	*****	*****	****	*****	*****	*****	*****	****	*****	*****	*
Cycle (sec):			00						p.(X):		0.3	220 (9.208 - 0,07 (HISAZ * 0.138
Loss Time (s	ec):		0			Averaç Level	ge Del	ay (se	ec/veh)	:	xxx	xxx	- 0.07 (MSAZ
Optimal Cycl	e:	2	24			Level	Of Se	rvice	:			А	
*****	****	*****	******	*****	*****	******	*****	*****			*****	*****	* [1), \3.50 \
Street Name:		7	/ignes	Stree	t	_				street			
Approach:	_NO	rth Bo	ound	So	uth B	ound_	_ E	ast Bo	ound	W	eat b	ouno	
Movement:	ц Г	- т	- R	ь I	- Т	- R	ь	- T	- R	, L	- T	- R	1
Control:		Bormit			Downig	tted	[
Rights:		Inclu				ude	_		nase 1de	sp	lit Pl Inclu		
Min. Green:	0	0	10e 0	0	THCT	0		111011		0	10010		
Y+R:		-				4.0						4.0	
Lanes:	0	0 0	1 0	0	0 11	0 0	 0		0 1			0 0	
Volume Modula	1 1		·]				1			1			1
Volume Modula	∋:		1	1		I	I		I	I			1
Base Vol:	0	5	10	21	10	87	62	328	10	0	0	0	
Growth Adj:												1.00	
Initial Bse:				21				328	10	2.000			
Added Vol:	0		0	0	0		0		0	0	-	Ő	
PasserByVol:	0	0	0	0	0	0	0	0	Ő	0	Ő	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	Ó	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	5	10	21	10	87	62	328	10	0	0	0	
-						1.00					1.00	1.00	
• - ,			1.00			1.00			1.00	1.00	1.00	1.00	
FinalVolume:			10			87			10	0		0	
						·							
Saturation Fl												/	1603
Sat/Lane:										1425	1425	1425	1940
Adjustment:													
						0.74					0.00		
Final Sat.:	υ	475	950	254	121	1051	453	2397	1425	0	0	0	I.
		Mod		1						1			l
Capacity Anal /ol/Sat:				0 00	0 00	0 00	0 14	0.14	0 01	0 00		0 00	
Crit Volume:			0.01	0.08	118	0.08	0.14	0.14 195	0.01	0.00	0.00	0.00	
	U ****				****			195 ****			U		

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									••••				-
			Level ()f Ser	vice	Computa	ation	Repor	 t				-
C	ircul		2 Planr			-		-		:ive)			
******	****	*****	******	*****	****	*****	*****	****	******	*****	****	*****	k
Intersection													
Cycle (sec):			00	*****					p.(X):			300 🗕	1 1/ATSKELAT
						Avera	ze Del	av (s	ec/veh)	. •	XXX		0.1(ATSAZ/AT
Loss Time (s Optimal Cycl	e:	1	80			Level	Of Se	rvice	ec/veh) :	•	7002	F	1.200
*****	****	****	*****	*****	****	*****	*****	****	******	*****	****	- ******	
Street Name:			Missic	on Roa	d					Street			
Approach: Movement:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound	
Movement:	. Г	- T	- R	Г	- Т	- R	L	- Т	- R	Г		- R	
]									
Control:			tted		Permi	tted	Sp	lit P		Sp	lit P		
Rights:			ude	-	Incl	ude 0	-	Incl		-	Incl		
Min. Green: Y+R:				0	0	0	0	0			0	-	:
I+K: Lanes:	4.0	4.0	4.0 1 0	4.0								4.0	
	1	0 0	I	L .	U I	0 0	1		10			0 1	
Volume Modul			!	1		,	1						
Base Vol:	с. О	77	5	62	574	0	149	236	10	142	n	1032	
Growth Adj:	-						-				-		
Initial Bse:				62			149			142		1032	
Added Vol:	0	0		0	0		0			0	Ō		
PasserByVol: Initial Fut:	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:			_		574	+	149		10	142	0		
Reduct Vol:	-		0	0	0	-	0	0	•	0	0	0	
Reduced Vol:			5		574	+	149			142	-	1032	
PCE Adj:													
MLF Adj: FinalVolume:			1.00 5			1.00						1.00	
	-			-	-	-		236		142	-	1032	
Saturation F							1				•		
Sat/Lane:				1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:													
Lanes:			0.06									1.00	
Final Sat.:	0	1338	87	1425	1425	0	1425	1367	58				
Capacity Anal													
Vol/Sat:			0.06	0.04	0.40	0.00	0.10	0.17	0.17	0.10	0.00	0.72	
Crit Volume:					574			246				1032	
Crit Moves:	****				****			****				****	

Existing AM		We	ed Dec 23,	2009 14:	14:55		Page	22-1	_
		Level ()f Service ning Metho	Computat	ion Report	 t	•• - •••	•	-
**************************************	******* #19 US-	********* 101 ramps	**************************************	******	******	******	******		
**********	******	********	*****	******	********	*****	*******		
Cycle (sec): Loss Time (se Optimal Cycle	og) •	100		Critica	I Vol./Cap	р.(X):	1.	000 O	950
Optimal Cvcle	e:	180		Level 0	f Service	ec/ven) •	· · · · · · · · · · · · · · · · · · ·	XXX F	-0.1(Aiste
****	 *******	********	******	*******	********	• * * * * * * *	********	<u>ت</u> *****	* Arcs
Street Name:		US-101	ramps			lst S	treet		(
Approach: Movement:	North	Bound	South B	ound	East Bo	ound	West B	ound	LO STO
Movement:	_ L: -	T - R	L – T	- R	L - T	- R	L - T	- R	0.850=
						-			
Control: Rights: Min. Green: Y+R: Lapon	Split	Phase	Split P	hase	Permit	ted	Permi	tted	
Min Green.	0 11	CLUGE	. Incl	ude	Inclu	ide	Incl	ude	
MIII. Green: V ₊ D·	4 0 4	0 0	4 0 4 0	1 0		1 0	0 0	0	
Lanes:	1 0	0 1 0	4.0 4.0	4.0	4.0 4.0	4.0	4.0 4.0	4.0	
Lanes: Volume Module									I
Volume Module) 9: ·			11		1	1		[
Base Vol:		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		
Initial Bse:	543	5 15	0 0	0	31 395		0 851		
User Adj:	, 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	
PHF Volume:	543	5 15		0	31 395 0 0	0	0 851	149	
Reduct Vol:	0	0 0					0 0	-	
Reduced Vol: PCE Adj:				0		0	0 851		
MLF Adj:			1.00 1.00		$1.00 \ 1.00$ $1.00 \ 1.00$				
FinalVolume:				0	31 395		1.00 1.00 0 851	$1.00 \\ 149$	
						-			1
Saturation F			1	11		1	1		-
Sat/Lane:	1425 14	25 1425	1425 1425	1425	1425 1425	1425	1425 1425	1425	1500
Adjustment:	1.00 1.				1.00 1.00	1.00	1.00 1.00		-
Lanes:				0.00	1.00 1.00	0.00	0.00 1.00	1.00	
Final Sat.:	1425 3	56 1069 _.	0 0	0 :	1425 1425	0	0 1425	1425	
Capacity Apal				/					
capacity Miai	увта но	uure: .						_	
		OT 0.01	0.00 0.00	0.00 (0.02 0.28	0.00		0.10	
Crit Volume: Crit Moves:			0	-	31		851 ****		
*********		*******						****	
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Existing AM

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Fri Nov 13, 2009 09:11:23

Page 23-1

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		ar 21	L2 Plar	ming 1	Metho	Computa d (Base	Volu	me Al	ternati				
**************** Intersection						******	*****	*****	******	*****	*****	******	*
*****					* * * * *								*
Cycle (sec):		10	00			Critic Averag	al Vo	l./Caj	p.(X):		0.5	545	- 0.07(
Loss Time (s						Averag	re Del	ay (s	ec/veh)	:	XXX	xxx	
Optimal Cycl						Level	Of Se	rvice	:			A	0.97
**************************************							****	* * * * *				*****	*L
Approach:	Nori	th Bo	lameda	SOL	et nth B	ound	F	agt B		Street w	est Bo	haurd	
Movement:			-			- R			- R		- T		
													.
Control:	Pe	ermit	ted	1	Permi	tted ude	•	Permi	tted '	Pr	ot+Pei	rmit	•
Rights:	-	Inclu	ide '		Incl	ude		Igno	re		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
¥+R: -	4.0	4.0	4.0	4.0	4.0	4.0	4.0					4.0	
Lanes:						10			0 1		0 0		
 Volume Modul			1				1						I
Base Vol:		647	26	52	948	64	28	82	57	42	116	61	
Growth Adj:												1.00	
Initial Bse:				•1		64						W	
User Adj:	1.00 1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:		647	26		948		28	82	0	42	116	61	
Reduct Vol:	-	0		0			0	-	-	0		0	
Reduced Vol:		647	26		948				-		116	61	
PCE Adj:						1.00						1.00	
MLF Adj: FinalVolume:		L.UU 647	1.00		1.00 948	1.00 64					1.00	1.00 61	
			- +						-				1
Saturation F				1		1	1		I	1			I
Sat/Lane:				1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:												1.00	
Lanes:	1.00 1	L.92	0.08	1.00	1.87	0.13	1.00	1.00	1.00	1.00		0.34	
Final Sat.:											934		
								• • · ·					
Capacity Ana				0.04		0.00							
Vol/Sat: Crit Volume:		.24	0.24	0.04	0.36			0.06	0.00	0.03	0.12		
Crit Moves:	65 ****					506 ****	28 ****					177 ****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Existing AM												-
		Level ()f Servi	.ce (Computa	ation 1	Repor	t				-
*****	Circular	212 Plar	ning Me	thoo	i (Base	e Volu	ne Al	ternati	.ve)			
						*****	****	******	*****	****	*****	*
Intersection ********						*****		******	*****		. ماد ماد ماد ماد ماد	-
Logg Time (g		100			Averac	ar vu. Te Dol'	L./Caj	Ų.(Λ): οσ/wob)	_	0.	/54 /	- 0.1
Cycle (sec): Loss Time (s Optimal Cycl	A.	59			Lovel	OF CAR	ay (Su Grige		•	X.X.X.	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	10
**************************************	******	 ********	******	****	******		*****	: ******	*****	*****	ر. ******	ιu.
												·
Street Name: Approach:	North	Bound	Sout	ከ ፑና	hund	T:	aet P	ound	.y ระบบ 1 เม	erace	ound	
Movement:	T 7	P	T	С Т	- R	т	. т	- P	т	- 50 D'		
					l	· س		I			- к	1
Movement: Control: Rights: Min. Green: Y+R: Lanes:	r Pern	nitted	I De	rmi t	ted	I I	Permit	-ted		Dermi	tted	i -
Rights:	Inc	lude	т. Т	nclu	ide		Tncl	ide	•	Tnal	ude	
Min. Green:	0	0 0	0	0		0	11101	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	
anes:	1 0 2	0 0	0 0	2	0 1	0 0	> 0	0 0	0 3	1 2	1 0	
												1
Jolume Module			1		ſ	1		I	1			1
Base Vol:	121 63	5 0	0	825	189	0	0	0	189	2041	163	
rowth Adj:	1.00 1.0	0 1.00	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	121 63	5 Ő	0	825	189	0	0	0	189	2041	163	
Jser Adj:	1.00 1.0	0 1.00	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00 1.0	0 1.00	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	121 63	5 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:												
PCE Adj:	1.00 1.0	0 1.00	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00 1.0	0 1.00	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
inalVolume:	121 63	50	0	825	189	0	0	0	189	2041	163	
												
Saturation Fl	low Modul	e:										
Sat/Lane:	1500 150	0 1500	1500 1	500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00 1.0	0 1.00	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
lanes:												
inal Sat.:	1500 300	0 0	0 30	000	1500	0	0	0	474	5117		
								!		• -		
Capacity Anal	ysis Mod	ule:									I	
/ol/Sat:	0.08 0.2	1 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:	****		**	* * *						****		
*******	******	******	******		*****	*****	*****	*****	****		يد بد بد بد بد بد	2

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Existing PM Fri Nov 13, 2009 09:13:31 Page 4-1													_
						Computa							-
		lar 2	12 Plar	ming 1	Metho	d (Base	Volu	ne Al	ternati				
********	****	*****	******	*****	****	*****	* * * * *	****	******	*****	****	*****	*
Intersection #1 Alameda St & Cesar Chavez Ave													
													*
************************************													A A TO LEVEN
Loss Time (sec): 0 Average Delay (sec/veh): xxxxx - 0.07													C. O F(MISTE)
Optimal Cycle: 135 Level Of Service: D 0.													0.761=d
													*
Street Name: Alameda Street Cesar Chavez Avenue													
Approach: North Bound South Bound East Bound West Bound													
Movement:		- Т	- R	<u></u> . г	- Т	- R	<u>ь</u>	- Т	~ R .	Ľ	- Т	- R	
Control: Rights: Min. Green: Y+R: Lanes:													
Control:	Pr	ot+Pe	cmit	Pro	ot+Pe	rmit]	Permit	tted	Pro	ot+Pe:	rmit	•
Rights:		Inclu	ıde		Incl	ude		Ovl			Inclu	ude	
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	02	10	, 1 () 2	10	, 1 (02	0 1	1 (02	1 0	
vorume modul	. .												
Base Vol:					708			942			1186		
Growth Adj:													
Initial Bse:			181		708		94			151			
User Adj:	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		
PHF Volume:					708			942			1186		
Reduct Vol:										0			
Reduced Vol:					708			942			1186		
PCE Adj:											1.00		
MLF Adj:						1.00						1.00	
FinalVolume:						111					1186		
Saturation F													
Sat/Lane:													
Adjustment:													
Lanes:												0.30	
Final Sat.: 1375 3538 587 1375 3566 559 1375 2750 1375 1375 3715 410											1		
Capacity Analysis Module:													
Vol/sat: 0.13 0.31 0.07 0.20 0.07 0.34 0.11 0.11 0.32 0.32 Crit Volume: 424 96 471 151													
•													
Crit Moves:						المحاف المحاف المحاف المحاف	المراجب والمراجع	****	المحاج المحاج والمحاج والم	****		المراجعة المراجعة وال	L
**********	*****	* * * * * *	*****	*****	*****	*****	*****	*****	*****	****	****	*****	5

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Existing PM Fri Nov 13, 2009 09:13:31 Page 5-1													
**************************************	I Circular 23	Level Of 12 Planni	Service .ng Metho	Computa d (Base ******	tion R Volum	eport ne Alt	ernati	ve)			. '		
					*****	*****	*****	*****	****	******			

Loss Time (sec): 0 Average Delay (sec/veh): XXXXXX													
Optimal Cycle: 180 Level Of Service: E 0.881													
									****	*****			
Street Name:	Ţ	/ianes St	reet			Cesa	r Chav	ez Ave	nue				
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R													
		-											
Control:	Prot+Per	mit	Prot+Pe	rmit	Pro	t+Per	mit '	Pro	t+Per	mit '			
Rights: Min. Green:	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			
Y+R: 4.0													
		-											
Volume Modul					-		-	-					
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:			240 271		87			125	1130	219			
User Adj:	1.00 1.00	1.00 1	.00 1.00		1.00			1.00	1.00	1.00			
PHF Adj:			.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:			240 271			1077			1130				
Reduct Vol:			0 0						0				
Reduced Vol:				81		1077		125					
PCE Adj:			.00 1.00		1.00			1.00					
MLF Adj:			.00 1.00		1.00			1.00					
FinalVolume:			240 271			1077			1130				
Saturation F							·						
Sat/Lane:							1375						
Adjustment:													
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1													
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: **** **** ****												
Crit Moves:				******	*****		*****		****	*****			

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Existing PM	`	Fri Nov 13, 2	009 09:13:31		Page 6-1	
	Lev	el Of Service C Planning Method	omputation Rep	ort		-
					-/ * * * * * * * * * * * * * * * * * * *	
		1 & Cesar Chave				
ماد عاد عاد عاد عاد عاد عاد عاد عاد عاد ع	. ماد	لله مله مله مله عله مله مله مله مله مله مله مله مله مله م	۵۰ ماید ماید ماید ماید ماید ماید ماید ماید	*****	****	k
Cvcle (sec):	100		Critical Vol./	Cap.(X):	9-979 0 xxxxxx E	962
Loss Time (s	ec): 0	•	Average Delay	(sec/veh):	xxxxxx	. Mayler
Optimal Cycl	e: 180		Level Of Servi	.ce:	E	2011 CALSTER AT
******	****	*****	*****	*****	****	0.862 =
Street Name:	Mi	ssion Road		esar Chave:	z Avenue	
Approach:		d South Bo			West Bound	
Movement:	L - T -	R L - T	- R L -	T - R	L - T - R	
				-		
Control:	Prot+Permit	t Permit	ted Split	Phase	Split Phase	
Rights:	Ovl	Ovl	Ir	clude	Include	
Min. Green:	0 0		0 0	0 0	Include 0 0 0 4.0 4.0 4.0	
Y+R:	4.0 4.0 4	4.0 4.0 4.0	4.0 4.0 4	.0 4.0	4.0 4.0 4.0	
Lanes:	1020	1.1 1 0 2				I
Volume Modul						
Base Vol:		70 33 320	381 685 5	39 260	103 889 37	
		.00 1.00 1.00			L.00 1.00 1.00	
	138 664				•	2
User Adi:	1.00 1.00 1	.00 1.00 1.00			L.00 1.00 1.00	
PHF Adi:	1.00 1.00 1	.00 1.00 1.00 .00 1.00 1.00	1.00 1.00 1.	00 1.00 1	L.00 1.00 1.00	
PHF Volume:	138 664	70 33 320	381 685 5		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 5	39 260	103 889 37	
		.00 1.00 1.00			L.00 1.00 1.00	
MLF Adj:	1.00 1.00 1	.00 1.00 1.00		00 1.00 1	L.00 1.00 1.00	
	138 664			39 260	103 889 37	
				-		
	low Module:					
Sat/Lane:	1375 1375 13	375 1375 1375	1375 1375 13	75 1375 1	L375 1375 1375	
		.00 1.00 1.00				
					L.00 1.92 0.08	
		375 1375 2750				r
				-		l
	lysis Module:	0.5 0 00 0 10	0 00 0 00 [°] 0			
	332	33	0.28 0.38 0.	30 0.30 0	0.07 0.34 0.34 463	
Crit Volume: Crit Moves:	334 ****	****		****	****	
			****	*****	**************	ł
		,		495		
				C+1.		

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Existing PM					:13:31			7-1
		Level Of	Service	Computa	tion Report Volume Alt	=		
******								****
Intersection								
*********				*****	*******	******	*******	******
Cycle (sec):	1	00		Critic	al Vol./Car	5.(X):	0.6	517 0.596
Loss Time (s	ec):	0		Averag	e Delay (se	ec/veh)	: xxxxa	
Cycle (sec): Loss Time (s Optimal Cycl	e:	60		Level	Of Service:			в А
********	******	******	******	******	*********	******	********	****** 0,
Street Name:		Vignes St			F			
Approach:	North B	ound	South B	ound	East Bo	ound	West Bo	
Movement:					L – T			
Control	Brotest	\ - Fod	Drotor	 Fod	[Colit Di	
Control: Rights:	Tapo	re	Thel	ude	' Split Pl Inclu	ide	Oul Dul	1030
Min. Green:	0 0	0	0 0	0	0 0	0	0 0	0
Y+R: '								-
Lanes:								
Volume Module	e:				-		-	
Base Vol:			253 112		175 44		63 81	586
Growth Adj:				*		•		
Initial Bse:			253 112		175 44			586
User Adj: PHF Adj:					1.00 1.00			
PHF Adj: PHF Volume:			253 112				1.00 1.00 63 81	586
Reduct Vol:				150	0 0			0
Reduced Vol:						43		
PCE Adj:							1.00 1.00	
MLF Adj:	1.10 1.00	0.00 1	.10 1.00		1.10 1.00			1.10
FinalVolume:	46 501	0	278 112				63 81	645
								·
Saturation F								
Sat/Lane:					1375 1375			
Adjustment:								
Lanes:					2.00 0.51			
Final Sat.:					2750 695 			
Capacity Anal								
Vol/Sat:			.10 0 08	0.11	0.07 0 06	0.06	0.05 0 264	0.26
Crit Volume:			139	*•**	96	0.00	383	3.20
Crit Moves:	****		***		****		x***	

Existing PM			F1	i Nov	13,	2009 09	9:13:3	1.			Page	8-1	
		·	Level C)f Serv	ice -	Computa d (Base	tion	 Repor	 t				
*****											****	******	
Intersection	#5 A	lamed	a St &	Arcadi	a St	/US-101	off-	ramp					
*****	****	****	******	*****	****	******	*****	****	*****	*****	****	******	1
Cycle (sec):		1	00			Critic	al Vo	l./Caj	p.(X):		0	25-0.6	04
Loss Time (s	ec):		0			Averag	re Del	ay (s	ec/veh)	:	xxx	cxx "	D.7/ATSA
Optimal Cycl	e:		49	•		Level	Of Se	rvice	:			В	1
***************** Cycle (sec): Loss Time (sec) Optimal Cycle ************************************	****	*****	******	******	****	******	*****	*****	******	******	*****	******	0.534=
Street Name:	37	ر مر با با ب	Alameda	Stree	5 	3	Arc	adia :	Street/	US-101	OII-	ramp	
Approach:	NO T	ortn Be	Juna	sou	CU R(ouna	т	ast B	ouna	we	SC BC	buna	
Street Name: Approach: Movement: Control:	ىر ا	- L	- ĸ	- u 		- ĸ	ں !	- <u>.</u> T.	- ĸ		1	- K	
Control.) -	Dermi	ted	 ס	ermi	 tted	ן קה	lit pi	hase	1 9m7	it DF	iase	,
Rights:		Inclu	ıde	۲.	Inclu	ude	SP.	Inclu	ude	001	Inclu	ide	
Min. Green:	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	03	0 0	. 0 0	2	1 0	0	0 0	0 0	1 1	1	10	
Y+R: Lanes:]												
Volume Module	e:									-			
Base Vol:								0		330			
Growth Adj:													
Initial Bse:					811				0				
User Adj:	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: Reduct Vol: Reduced Vol:	15	1846	0	0	811	39	0	0	0	330	404	130	
Reduct vol:	15	1040	0	0	011	20	0	0	0	220	0	0	
PCE Adj:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	330	404	130	
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:						39							
Saturation F				I		1	I		I	1		I	
Sat/Lane:				1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:													
Lanes:													
Final Sat.:	1425	4275	0	0	4079	196	0	0	0	2023	2983	694	
Capacity Anal												۔ د	
Vol/Sat:			0.00	0.00	0.20	0.20	0.00		0.00	0.18	0.14	0.29	
Crit Volume:		615		0				0				267	
Crit Moves:		****		****								****	
* * * * * * * * * * * * *	****	*****	*****	*****	****	*****	****	****	*****	*****		~	
												245	

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Existing PM

Level Of Service Computation Report													
	I	evel Of	Service	Computa	tion Report	t							
					Volume Al								
**********	*******	******	******	*****	*******	******	*******	*****					
Intersection *********		******	*******	******	****	*****	******	*****					
Cycle (sec):	10	0		Critic	al Vol./Ca	p.(X):	0.6 : xxxx	94 - 1	7/Aiste)				
Loss Time (se	ec):	0		Averac	e Delay (s	ec/veh)	: xxxx						
Optimal Cycle	e: 6	1		Level	Of Service	:		в 1 0.	624				
 ***********	******	******	******	*****	*****	*****	*****	****					
Street Name:		lameda					mmerical St						
Approach:	North Bo	und	South B	ound	East Bo	ound	West Bo	ound					
Approach: Movement:	L - Т	- R	L - Т	- R	L - T	- R	ь – т	- R					
									•				
Control:			Permi	tted	Split P		Split Ph	lase					
Rights:	Ignor		Incl		Inclu		Inclu	ıde					
Min. Green:	0 0				0 0			0					
Y+R:			4.0 4.0	4.0	4.0 4.0	4.0	4.0 4.0						
Lanes:	0 0 3		103	0 0	201	0 1	100	0 1					
Volume Module													
Base Vol:	0 1192		124 1016		447 107		158 0						
_	*				1.00 1.00	••		~					
Initial Bse:			124 1016		447 107		158 0	222					
Üser Adj:	1.00 1.00		1.00 1.00		1.00 1.00								
PHF Adj:			1.00 1.00		1.00 1.00			1.00					
PHF Volume:		-	124 1016	-	447 107		158 0	222					
Reduct Vol:				0	0 0	0	0 0	0					
Reduced Vol:			124 1016		447 107		158 0						
					1.00 1.00								
2					1.10 1.00			1.00					
FinalVolume:			124 1016				158 0	222					
		••]								
Saturation Fl			1495 1495	1405	1405 1405	1405	1405 1405	1425					
Sat/Lane:													
Adjustment:													
					2.00 1.00			1.00					
Final Sat.:					2850 1425			1425					
Capacity Apal					1		1	1					
Capacity Anal Vol/Sat:			0 0 0 0 24	0 00	0 17 0 09	0 05	0.11 0.00	0 16					
Crit Volume:					246	0.05	0.11 0.00	222					
Crit Moves:		,			240 ****			<i>444</i> ****	•				
**************************************				*****		******	******						

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Existing PM	Fri Nov 13,	2009 09:13:31		Page 10-1
	evel Of Service			
	2 Planning Metho	-	-	
* * * * * * * * * * * * * * * * * * * *				* * * * * * * * * * * *
Intersection #7 Garey St				

Cycle (sec): 100	0	Critical Vol.	/Cap.(X):	0.692 0.693
Loss Time (sec): (<u>0</u>	Average Delay	(sec/veh):	XXXXXX - OD(Kite)
Cycle (sec): 100 Loss Time (sec): 0 Optimal Cycle: 55 ************************************	5	Level Of Serv	ice:	B
**************************************	**************	****************	***************	********** 0.623
Street Name: (Jarey Street	Comme	rical Street/US	-101 ramps
Movement I T				
Street Name:OApproach:North BoxMovement:LLTControl:Split Pha	-	- K 11 -	i	- I - K
Control: Split Pha	ase Snlit P	Phase Pro	tected	Permitted
Rights: Includ	de Incl	ude I	nclude	Include
Rights: Includ 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	10 0 1 0	0 1 2 0	0 1 0 1	0 1 1 0
Y+R: 4.0 4.0 Lanes: 0 1 0 1				
Volume Module:			•	
Base Vol: 19 264				99 282
Growth Adj: 1.00 1.00				*
Initial Bse: 19 264	14 89 15	292 402	67 9 14	99 282
User Adj: 1.00 1.00 PHF Adj: 1.00 1.00	1.00 1.00 1.00		.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		1.00 1.00
PHF Volume: 19 264 Reduct Vol: 0 0 Reduced Vol: 19 264	14 69 15	292 402	0 0 0	99 282 0 0
Reduced Vol: 19 264	14 89 15	292 402	67 9 14	99 282
PCE Adi: 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:	<i>v</i>			
Sat/Lane: 1425 1425	1425 1425 1425	1425 1425 1	425 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: 0.13 1.78				
Final Sat.: 182 2533	134 1219 206	1425 2850 1	256 169 1425	1425 1425
Capacity Analysis Module		0 00 0 10 0		0 07 0 20
Vol/Sat: 0.10 0.10 Crit Volume:	145	292 221	.05 0.05 0.01	282
Crit Moves:	****	<i>434 42⊥</i> **** ****		202 ****
***************************************	*****		*****	
	KS			
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Existing PM			F:	ri Nov	13,	2009 09	:13:3	1			Page :	11-1	-
	Circu	ılar 2	Level (12 Plai	Of Ser	vice Metho	Computa d (Base	tion Volu	Repor me Al	t ternati	.ve)			
**************************************	1 #8 I	los An	geles \$	st & T	emple	St							
Cycle (sec): Loss Time (s Optimal Cycl	sec): .e:		0 77 [,]			Averag Level	e Del Of Se	ay (s rvice	ec/veh) :	:	XXX		0.07(A154c) 0.744 = C
**************************************									****** Temple			*****	•
Approach:	Nc	orth B	ound	So	ith B	ound	E	ast Be	ound	W	est Bo	ound	
Movement:	Г	- T	- R	Ъ	- T	- R	L	- Т	- R	Г	- T	- R	1
Control: Rights:	1	Permi	tted		Permi	tted	1	Permi	tted		Permit	ted	I .
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde	
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	02	0 .1	1 () 2	1 1	1	0 1	10	1	02	0 1	ı
Volume Modul	 e:												
Base Vol:		1313	37	96	386	45	123	761	55	60	448	173	
Growth Adj:						1.00							
Initial Bse:					386		*	761			448	173	*
User Adj:	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:					386		123				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	1.10	1.00	1.00	1.00		1.00	1.00	
FinalVolume:						50					448	173	
]						
Saturation F													
Sat/Lane:											1500		
Adjustment:											1.00		
Lanes:						1.00						1.00	
Final Sat.:						1500					3000	1500	1
Capacity Ana				I			1			1			
Vol/Sat:				0.06	0.09	0.03	0.08	0.27	0.27	0.04	0.15	0.12	
Crit Volume:	0.00	657	V.V4	96	5.05	v.v5	0.00	5.27	408	60	0.10	v.12	
Crit Moves:		****		****					****	****			
********	****		******		****	*****	****	*****			*****	*****	r -

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Existing PM Fri Nov 13, 2009 09:13:31 Page 12-1	
Level Of Service Computation Report	
Circular 212 Planning Method (Base Volume Alternative)	

Intersection #9 Alameda St & Temple St	
***************************************	1
Cycle (sec):100Critical Vol./Cap. (X): 0.662 0.662 0.662 Loss Time (sec):0Average Delay (sec/veh): $xxxxxx - 0$ Optimal Cycle:55Level Of Service:B	51
Loss Time (sec): 0 Average Delay (sec/veh): $xxxxx = 0$,	.07-(47
Optimal Cycle: 55 Level Of Service: B - 17	7612
	0.917
Street Name: Alameda Street Temple Street	
Approach: North Bound South Bound East Bound West Bound	
Movement: $L - T - R L - T - R L - T - R$	
Control: Dermitted Protected Drot: Dermit Dermitted	
Control:PermittedProtectedProt+PermitPermittedRights:IncludeIgnoreIncludeIncludeMin. Green:000000	
Rights:IncludeIgnoreIncludeIncludeMin. Green: 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	
Lanes: $1 \ 0 \ 1 \ 1 \ 0 \ 2 \ 0 \ 1 \ 1 \ 0 \ 0$	
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 1.0	
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 1.0	
PHF Adj: 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.0	
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 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	
MLF Adj:1.001.001.001.001.001.001.001.00FinalVolume:62109615488502353281793314963	
Saturation Flow Module:	
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425	575
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	· =
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: **** **** **** ****	

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Existing PM		Wed	Dec 23,	2009 14	:14:47		Page 1	.3-1
			comiac		+ion Demain			
					tion Repor Volume Al			
******	**************************************	*******	********	*******	*******	*******	. V C / : * * * * * * * * * * * *	****
Intersection								
	••			*****	*****	******	*******	****
<pre>***************** Cycle (sec): Loss Time (s Optimal Cycl ************************************</pre>	1	00		Critic	al Vol./Ca	p.(X):	0.7	50
Loss Time (s	ec):	. 0		Averag	e Delay (s	ec/veh)	: xxxx	xx -0.07(A
Optimal Cycl	e:	74		Level	Of Service	:		C A
*****	*******	********	******	*****	*******	******	********	****** 0.05
Street Name: Approach:	Noveh P	Grand Av	enue South P	ound	Beet P	lst S	Treet	
Movement:			оцси в г. – т		East B	ouna _ P	west BC	
Movement: Control: Rights: Min. Green: Y+R: Lanes: Volume Module	 	! !			 	l		K
Control:	' Permi	tted	Permi	tted	Prot+Pe	rmit	Protect	ed
Rights:	0v1		Ovl		Incl	ude	Inclu	de
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:	102	0 1 .	102	01	102	0 1	202	1 0
17-1		-]			
Base Vol:	30 375	01	10 507	109	154 767	98	190 1233	503
Growth Adj:								503 1.00
Initial Bse:					154 767		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	
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: Reduced 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: 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
MUF AUJ: FinalVolume.	20 275	1.00 1	.UU 1.UU 40 507	1.00	154 767	1.00	1.10 1.00	
FinalVolume:		04 	~4 JY/	T03	TD# \0\	90 	209 1233	503
Saturation F					1		1	1
Sat/Lane:			25 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: Final Sat.:	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 14	25 2850	1425	1425 2850	1425	2850 3036	1239
Canadity Anal]	
Capacity Anal	LYSIS MOUUL	Le:	-					
Vol/Sat: Crit Volume:		0.06 0.	20.21	0.08	0.11 0.27 1E4	0.07	0.07 0.41	0.41 579
Crit Moves:			477 ****		154 ****			ン/フ ****

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Existing PM

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BAISCING FM	Hed Dec 25, 2009 14	• +	rage 14-1
	Level Of Service Computa L2 Planning Method (Base		ve)

Intersection #11 Broadw	vay & 1st St *************	****	****
Cycle (sec): 10	00 Critic 0 Averag 7 Level	al Vol./Cap.(X):	0.603 _0 02/4
Loss Time (sec):	0 Averag	e Delay (sec/veh)	: XXXXXX
Optimal Cycle: 4	.7 Level	Of Service:	B 1 0533
Approach North Bo	Broadway South Bound	East Bound	West Bound
Street Name: Approach: North Bo Movement: L - T	- R L - T - R	L - T - R	L - T - R
	!		[]
Movement:L-TControl:PermitRights:IncluMin. Green:00Y+R:4.04.0Lanes:10	ted Permitted	Prot+Permit	Permitted
Rights: Inclu	de 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	$4.0 \ 4.0 \ 4.0$
Volume Module:	*****]
Base Vol: 62 871	113 36 374 77	210 1097 26	56 779 77
Base Vol: 62 871 Growth Adj: 1.00 1.00 Initial Bse: 62 871	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 PHF Adj: 1.00 1.00 PHF Volume: 62 871 Reduct Vol: 0 0	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			
Reduced Vol: 62 871 PCE Adj: 1.00 1.00		210 1097 26	
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 Final Sat.: 1425 3784	0.34 1.00 1.66 0.34	1.00 2.93 0.07	1.00 2.73 0.27
Final Sat.: 1425 3784			
Capacity Analysis Module	 ••		1
Vol/Sat: 0.04 0.23		0.15 0.26 0.26	0.04 0.20 0.20
Crit Volume: 328	36	210	285
Crit Volume: 328 Crit Moves: ****	***	****	***
	*****		****

Existing PM

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		evel Of Service				· · · · · · · · · · · · · · · · · · ·	
**********	lircular 21	2 Planning Meth	100 (Base	VOLUME AL	ternati	VC) *************	
Intersection	#12 Main S	st & 1st St				****	
Cvcle (sec):	10	0	Critic	al Vol /Ca	n (x) •	0 736 ^	M2 (Aistr')
Loss Time (se	ec):	0	Averag	e Delav (s	ec/veh)	· · · · · · · · · · · · · · · · · · ·	UTINICAL
Optimal Cycle	e: 7	0	Level	Of Service	:	0.736-0, xxxxxxx c) (5 laldo = B
*********	******	******	******	*****	******	*****	
Street Name:		Main Street			1st S	treet	
Approach:	North Bo	und South	Bound	East Bo	ound	West Bound	
Movement:	ь - т	- R L - 1	r - R	L - T	- R	West Bound L - T - R Permitted	
Control	 Downit					 De	
Rights.	. reruitt	de Tra	ulude	Prot+Pel	ude	Permitted Include 0 0 4.0 4.0 0 2 1 0	
Min. Green:	0 0		0 0	0 0	100		
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		1 0 3	0 0	0 0 2 1 0	
Lanes: 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 1.0 154 0	0 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		0 1.00	1.00 1.00	1.00	1.00 1.00 1.00	
PHF ACJ:	27 1440	1.00 1.00 1.0	0 1.00	1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00 0 656 72	
Reduct Vol:	0 0	154 0	0 0	246 1081	0	0 0 0 0	
Reduced Vol:	87 1440	0 0 154 0	0 0	246 1081	0	0 656 72	
PCE Adi:	1.00 1.00	1.00 1.00 1.0	0 1.00	1.00 1.00	1.00		
MLF Adj:	1.00 1.00	1.00 1.00 1.0	0 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 Fl	.ow Module:						
Sat/Lane:	1425 1425	1425 1425 142	5 1425	1425 1425	1425	1425 1425 1425	
Adjustment:	1.00 1.00	1.00 1.00 1.0	0 1.00	1.00 1.00	1.00	1.00 1.00 1.00 0.00 2.70 0.30	
Lanes:	0.16 2.57	0.27 0.00 0.0	0 0.00	1.00 3.00	0.00	0.00 2.70 0.30	
Final Sat.:	221 3662	392 0	υ Ο	1425 4275	0,	0 3852 423	
Capacity Anal	veie Modula						
capacity maa	ybrb Hodur	··				0.00 0.17 0.17	
Crit Volume:	560	0.00	0 0.00	246	0.00	243	
Crit Moves:	****	0		****		****	
*****			*******	*******	*****	*****	

Existing PM		Wed	Dec 23,	2009 14	:14:47		Page 1	6-1	
*******	Circular 21	l2 Plann:	ing Metho ********	d (Base ******	tion Report Volume Alt	ernati		****	
Intersection	******	*******	*******	******	*****	******	*****	*****	
Cycle (sec): Loss Time (s Optimal Cycl	1(ec): e: 3	0 0 36		Critic Averag Level	al Vol./Car e Delay (se Of Service:	o.(X): ec/veh)	0.5 : xxxx	98 -0, XX 1 0.	07(A15A2)
Street Name:			s Street			1st Si			
Approach:	North Bo	ound	South B	ound	East Bo	ound	West Bo		
Movement:	L - T	~ R	L - T	- R	L – T	- R	L – T	- R	
Control:	Permit	· ·	Dermi	 tted	Permit	ted	Permit	ted	
Rights:	Inclu	ide	Incl	ude	Inclu	ide	Inclu	lde	
Rights: Min. Green: Y+R:	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:	101	1 0	102	01	102	10	1 0 2	10	
Lanes:		· ·]	
Volume Module Base Vol:	- .							108	
Growth Adj:			JZ 240						
Initial Bse:			92 246		108 1025		41 718	108	
User Adj:			L.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	L.00 1.00	1.00	1.00 1.00		1.00 1.00	1.00	÷
PHF Volume:		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:		=	92 246					108	
PCE Adj:			L.00 1.00				1.00 1.00		
MLF Adj:			L.00 1.00		1.00 1.00		1.00 1.00	1.00	
FinalVolume:		97			108 1025	31	41 718 	108	
Saturation F									
Sat/Lane:			1500 1500	1500	1500 1500	1500	1500 1500	1500	
Adjustment:							1.00 1.00		
Lanes:	1.00 1.76		L.00 2.00		1.00 2.91		1.00 2.61		
Final Sat.:	1500 2647	353 1	500 3000	1500	1500 4368	132	1500 3912	588	
Conscient 2no	-	-							
capacity Ana.	tysis modul	.e: 🐳 🖓							
Vol/Sat:	0.04 0.27	0.28 0	0.06 0.08	0.11	0.07 0.23			0.18	
Crit Volume:		413	92			352	41		
Crit Moves:			***	- • د با ب با با با با	۰۰ - ۹۰ - باد باد باد بار بار بار بار بار بار	****	****	ىلەر بالەر بۇر بۇر بۇر	
******	* * * * * * * * * * * *	*****	*******	******	* * * * * * * * * * * *	*****		*****	

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Existing PM													
						Computa							
						d (Base							
********										*****	*****	******	
Intersection ********	. #14 *****	san Pe	earo st	/Juag	e Jon	n Alls() SC &	: 1SC \	55		د حد حد حد حد حد	ماد ماد حاد ماد ماد ماد م	
Cycle (sec) ·		11	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~			Critic	al Vo		- (Y) •		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		~~/~
Cycle (sec): Loss Time (s Optimal Cycl	ec):	Ξ,	0			Avera	re Del	av (se	2. (A/. ec/veh)	•	××××	- 0 ⊥ - 0	17) + U.
Optimal Cvcl	e:	4	42	•		Level	Of Se	rvice	· · · · · · · · · · · · · · · · · · ·	•	~~~~	вб	54121
*****	*****	*****	 ******	****	*****	******	*****	*****	* * * * * * * *	*****	*****	****	
Street Name:	San P	edro S	Street/	Judqe	John	Aliso			1st S	Street			
Approach: Movement:	No	rth Bo	Jund	So	uth B	ound	E	ast Bo	ound	Ŵ	est Bo	ound	
Movement:	ь	- T	- R	L	- т	- R	L	- т	- R	Г	- т	- R	
Control: Rights: Min. Green: Y+R:													
Control:		Permit	ted .		Permi	tted		Permit	ted		Permit	ted	
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R: T-m	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	T 0	1 0	0	1 0	10	1	0 1	10	1	0 1	1 0	
Lanes: Volume Moduly													
Base Vol:			241			72		1020			641		
Growth Adj:						1.00					1.00		
Initial Bse:		323	241		97			1020		1.00		51	
User Adj:								1.00			1.00		
PHF Adj:						1.00		1.00			1.00	1.00	7
PHF Volume:					97	72 0	51	1020	87	77	641	51	
Reduct Vol:								0	0	0	0	0	
Reduced Vol:						72		1020		77	641	51	
PCE Adj:						1.00		1.00	1.00	1.00	1.00	1.00	
MLF Adj:			1.00			1.00		1.00			1.00	1.00	
FinalVolume:			241			72		1020	87			51	
Saturation F				1	1	1 - 0 0							
Sat/Lane:								1500			1500		
Adjustment: Lanes:								1.00	1.00 0.16		1.00	1.00 0.15	
Final Sat.:	590	1380	1020	179		1143		⊥.84 2764			1.85 2779		
				1			1		ودم ا	1			
Capacity Anal	lvsis	Modul	e:	1			1		·	1		- -	
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: Crit Moves:		351		10				554	0.01				
Crit Moves:		****		****				****		****			

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Existing PM Wed Dec 23, 2009 14:14:47 Page 18-1
Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
Intersection #15 Central Ave & 1st St

Cycle (sec):100Critical Vol./Cap.(X):0.6390.07 (ArshoLoss Time (sec):0Average Delay (sec/veh):xxxxxxOptimal_Cycle:40Level Of Service:B
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx)
Optimal_Cycle: 40 Level Of Service: B 0.549 c A

Street Name: Central Avenue 1st Street
Approach: North Bound South Bound East Bound West Bound
Movement: $L - T - R$ $L - T - R$ $L - T - R$
Movement: Internet Internet <t< td=""></t<>
Control: Permitted Permitted Permitted
Min Green 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 <th< td=""></th<>
Lanes: 10001000000011010200
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volumo modulo.
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 1.0
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 1.0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Volume: 159 0 154 0 0 0 1220 133 123 579 0 Reduct Vol: 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 1.0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
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 150
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
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 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: **** ****

Existing PM		Wed Dec 23,	2009 14:	14:47		Page 1	9-1	
	rcular 212 P	l Of Service lanning Metho	d (Base V	Volume [°] Alt	ernative			
******	*****	*****	******	*******	*****	******	* * * * * *	
Intersection #								
****	********	*****	*******	********	*******	******	****** ~ 07 (A	·c4r
Cycle (sec): Loss Time (sec Optimal-Cycle:	100		Critical	l_Vol./Cap). (X) :	0.7	45 -0	<u> </u>
Loss Time (sec): 0		Average	Delay (se	c/veh):	. XXXX	XX [0.671 =	B
Optimal Cycle:	73		Level O	t Service:			C CIERS	
*****			******	*****			*****	
Street Name:	Alamo	eda Street	d		1st Str	eet Wort Do		
Approach: Movement:				East BO	una .	west BO		
Movement:		к ц - т П	- R	ц - т	- R .	L - T	- K	
Control:	Dormittod	Dormi	·	Drot Drot		Dorm!t:	 Fod	
Dichte.	Traludo	Permi	LLeg	Prot+Per	all .	Permit	de .	
Rights: Min. Green: Y+R:	Tucinde		0		ae	TUCTO	0	
MIII. GLECH:	4 0 4 0 4	0 0 0	4 0	4 0 4 0	4 0	4 0 4 0	4.0	
LTR:	4.0 4.0 4 1 0 3 0 .	· · · · · · · · · · · · · · · · · · ·	4.0	4.0 4.0	1 0	4.0 4.0	4.V N 1	
	I 0 2 0 .				ll-	0 0 2	!	
Lanes: Volume Module:			11		11-		1	
Base Vol:						0 471		
Growth Adj: 1						.00 1.00		
Initial Bse:				164 1040			46	
User Adj: 1		0 1.00 1.00		1.00 1.00		.00 1.00		
PHF Adj: 1				1.00 1.00			1.00	
PHF Volume:				164 1040			46	
Reduct Vol:				0 0	0		0	
Reduced Vol:	77 902 1	8 62 723	128	0 0 164 1040	56	0 471		
PCE Adj: 1		0 1.00 1.00		L.00 1.00	1.00 1	.00 1.00		
MLF Adj: 1.		0 1.00 1.00		L.00 1.00			1.00	
FinalVolume:		62 723		164 1040			46	
		-11	-					
Saturation Flow		11			11		I	
Sat/Lane: 14		25 1425 1425	1425 1	L425 1425	1425 14	425 1425	1425	
Adjustment · 1	00 1 00 1.0	0 1 00 1 00	1 00 1		1 00 1	00 1 00	1.00	
Lanes: 1.	.00 2.00 1.0	0 1.00 2.00	1.00 1	L.00 1.90	0.10 0	.00 2.00	1.00	
Final Sat.: 14	425 2850 142	1425 2850	1425 1	L425 2704	146	0 2850	1425	
Lanes: 1. Final Sat.: 14 			-					
Capacity Analys	sis Module:	4 1			11		i i	
Vol/Sat: 0.	.05 0.32 0.0	0.04 0.25	0.09 0).12 0.38	0.38 0	.00 0.17	0.03	
Crit Volume: Crit Moves:	451	62		548		0		
Crit Moves:	****	* * * *		****	*:	***		
*****	*****	*****	*******	*******	******	******	* * * * * *	

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-						Computa							
۲ **********						(Futu)					ب. ب. ب. ب. ب.	*****	+
Intersection													^
**********						******	*****	*****	******	*****	* * * * *	******	*
Cycle (sec):			00			Critic	al Vo	1./Ca	p.(X):		0.	82/ 1	789
Loss Time (s	ec):		0			Avera					xxx	xxx U	101 -0.07
Loss Time (s Optimal Cycl	e:	1	10			Level						D	C IDJA.
*****	* * * * *	* * * * *	*****	*****	* * * * *	******	*****	*****	******	*****	****	*****	* (0.111.
Street Name:			Vignes							Street			
Approach:			ound			ound					est Bo		
Movement:			- R			- R			- R		- Т		
	•						•		,	,			
Control:	1					tted	-		nase	Sp	lit P		
Rights:	_	Inclu				ıde			ıde		Incl		
Min. Green:		0			-	0			0		0	-	
Y+R:		4.0		4.0				4.0			4.0		
Lanes:			0 0			0 0		1 1		0	0 0	0 0	1
Volume Module													
Base Vol:		62	174	133	10	82	200	1358	41	0	0	0	
Growth Adj:										-	-	-	
Initial Bse:			174	133				1358	41	1.00		1.00	
Added Vol:			1,1	0		02		0	0	ő	-	ő	
PasserByVol:		-	-	õ	•	-	ŏ	•	õ	õ	-	ő	
Initial Fut:				133	-	82		1358	-	Ő	-	0	
User Adj:		1.00				-				1.00	1.00	1.00	
PHF Adj:						1.00							
PHF Volume:	36	62	174	133		82		1358	41	0	0	0	
Reduct Vol:		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				
MLF Adj:											1.00		
FinalVolume:			174	133		82		1358	41	. 0	0	0	
			1			·			•]			
Saturation Fl					.		.					. /	1001
Sat/Lane:											1425		1500
Adjustment:													
						0.36					0.00	0.00	
Final Sat.: 					63				1425	0	0	0	t .
Capacity Anal				1						1			I
Vol/Sat:				0 16	0 16	0 16	0 55	0 55	0 02	0 00	0 00	0 00	
Crit Volume:		J. 1./		133	0.10	0.10	0.00	779	0.03	0.00	0.00	0.00	
Crit Moves:				****				****					

													-
_			Level (~		-					
**********			2 Plan:								*****	******	.
Intersection													•
****						******	*****	****	*****	*****	****	******	*
Cycle (sec):		1	00			Critic	al Vo	1./Ca	p.(X):			952	DI LATSAN has
Loss Time (s	ec):		0			Averaç Level	ge Del	ay (s	- ec/veh)	:	xxx	xxx -	-U.I (RISTURIC
Loss Time (s Optimal Cycl	e:	1	80			Level	Of Se	rvice	:			E	-0.1 (ATSACATC
		****	******	*****	*****	******	*****	****				* * * * * * *	
Street Name:			Missio	on Roa	d	-	_			Street			
Approach:	NO	rth B	ound - R	_ So	uth B	ound	E	ast B	ound		est_B		
Movement:	ப 1	- T	- K	ц Ц	- T	- R	ц Г	- T	- R		- T		
Control:			tted						hase		lit P		
Rights:			ude			ude	SP		ude	зp	Incl		
Min. Green:			0		0		0			0			
Y+R:		4.0				4.0					4.0		
Lanes:	0	0 0	1 0	1		0 0			1 0	1	0 0	01	
]	-											
Volume Modul	e:												
Base Vol:		123			267			774		48			
Growth Adj:												1.00	
Initial Bse:	-	123	- +	46						48	-		
Added Vol:	-	0	•	0	0	-	-	-	0	0	-	•	
PasserByVol: Initial Fut:		0 123		0 46	-	0 0	0	0 774	-	0 48	-	0 300	
User Adj:								1.00			_	1.00	
PHF Adj:			1.00					1.00			1.00	1.00	
PHF Volume:					267		641			48	0	300	
Reduct Vol:	0	0	0	0	0		0			0		0	
Reduced Vol:	0	123	10	46		0	641	774	15	48	Ō	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	
FinalVolume:	-	123				٥.		774			0	300	
Saturation F				1405	1495	1405	1 / 0 -					- ·	
Sat/Lane: Adjustment:								1425			1425		
Lanes:			0.08					0.98				1.00 1.00	
Final Sat.:			107							1425		1425	
Capacity Anal	•		,	1		1	1		I	I		I	
Vol/Sat:			0.09	0.03	0.19	0.00	0.45	0.55	0.55	0.03	0.00	0.21	
Crit Volume:					267				789			300	
Crit Moves:	****				****				****			* * * *	

		· .								
Existing PM		• Wed 1	Dec 23,	2009 14 	:14:47			I	Page 2	2-1
		evel Of S						\		
**********	ircular 21								*****	***
Intersection										
********		÷		******	*****	****	*****	*****	****	*****
Cycle (sec):	10	0		Critic	al Vol	./Cap	. (X) :		0.0	000
Loss Time (se	c): (0		Averag	e Delay	y (se	c/veh)	: .	XXXX	xx
Optimal Cycle		D .	•	Level						·
********	******	******	*******	*****	*****	****	*****	*****	*****	*****
Street Name:	_	JS-101 ra	•		· _			reet		
Approach:	North Bo		South B			st Bo	una		est Bo	
Movement:	L - T	- K 1	. – T	- ĸ	Ъ – ł	T 		- LL -	- T 	- к l
Control:	Split Pha	ase	Split P	hase	I Pr	ermiz	ted	т ,	Permit	ted
Rights:	Inclu		Inclu			Inclu			Inclu	•
Min. Green:	0 0	0	0 0		0	0	0	· 0	0	0
Y+R:	4.0 4.0	4.0 4	4.0 4.0	4.0	4.9	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 0 3	10.0	0 0	00	10	1	00	0 0) 1	01
		<u>- </u>			· · · · · ·					
Volume Module		•			, 	•	•	•	•	•
Base Vol: Growth Adj:	0 0 0	0 0.00 0.	0 0.00		0.00 (0	0 0.00	0 0.00	0	0.00
Initial Bse:	0.00 0.00	ر. 0.00 ۵.0	0 0.00	0	0.00	0.00	0.00	0.00	0.00	0.00
	0.00 0.00		00 0.00		-	-	0.00	-	0.00	-
	0.00 0.00		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:	00	0 🥖	0 0	0	0	0	0	0	0	0
	0.00 0.00		00 0.00		0.00 (0.00	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
Saturation Flo	www.Modulo						1			
Sat/Lane:		0	0 0	0	0	0	0	0	0	0
•	1.00 1.00	=	00 1.00	1.00	1.00		1.00	-	1.00	-
	0.00 0.00		00 0.00	0.00	0.00 0		0.00	0.00		0.00
Final Sat.:		0	0 0	0	. 0	0	0	0	0	0
	/_									
Capacity Analy	ysis Module	31 e		I	•			•		
	0.00 0.00		00 0.00	0.00	0.00 (00.0	0.00	0.00	0.00	0.00
Crit Volume:	. 0		0			0			0	
Crit Moves:										
******	********	*******	*****	*****	*****	* * * * *	*****	* * * * * *	*****	*****

Existing PM		Fri	Nov 13, 2	2009 09	:13:31	• • • • • •	Page 2	3-1	-
	Circular 21	l2 Plann	ing Method	l (Base	tion Report Volume Alt	ernati			
*******				******	********	******	*******	*****	t
Intersection					********		********	*****	
Loss Time (s	ed):	0		Averag	e Delav (se	c/veh)	: xxxx	xx -	U.07/4592)
Cycle (sec): Loss Time (sec) Optimal Cycle	e: 4	4		Level	Of Service:	:		A	[1 508]
*******	*********	******	*****	******	********	******	*******	*****	0.500
Street Name: Approach:	Z	lameda	Street			2nd S	treet		
Approach:	North Bo	ound	South Bo	ound	East Bo	ound	West Bo	und	
Movement: Control:	L – Т	- R	Ъ-Т	- R	L - T	- R	L - T	– R	
		·							
Control:	Permit	ted	Permit	ted	Permit	ted	Prot+Per	mit	
Rights:	Inclu	lde	Inclu	ıde	Ignor	re	Inclu	lde	
Min. Green: Y+R: Lanes:	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:	L V L	T 0	TOT	T O		0 1	1 0 0	T O	
Volume Module		!						!	
Base Vol:		61	42 732	68	131 265	135	34 96	43	
Growth Adj:									
Initial Bse:		*			[°] 131 265		34 96		• •
User Adj:					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	
PHF Volume: Reduct Vol: 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:									
FinalVolume:	125 868	61	42 732	68	131 265	0	34 96	43	
		-			-]			
Saturation Fl									
Sat/Lane:									
Adjustment:									
Lanes:									
Final Sat.:	1425 2663	187 :	1425 2608	242	1425 1425	1425	1425 984 I	441.	
	unin Modul	·							
Capacity Anal Vol/Sat:			0 0 2 0 2 0	0 20	0 00 0 10	0 00	0 00 0 10	0 10	
Crit Volume:		0.33 (400		265	0.00	34	0.10	
Crit Moves:			±00 ****		∠o⊃ ****		34 ****		
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Existing PM			Fr										
****		ılar 2	Level 0 12 Plan	ning :	vice Metho	d (Base	tion : Volu	Repor	t ternati	.ve)			-
Intersection	#21	Alame	da St &	3rd	St/4t	h Pl							
Cycle (sec):		1	00			Critic	al Vo	1./Ca	p.(X):		0.	500	nnalisim
Cycle (sec): Loss Time (s Optimal Cycl	ec):		0	•		Avera	je Del	ay (s	ec/veh)	:	xxx	xxx	-0.07(HISM) 10.430)
Optimal Cycl	e:		29.			Level	Of Se	rvice	:			A	10.430)
*******	****	*****	******	****	****	******	*****	*****	******	*****	****	*****	*
Street Name:			Alameda						Street				
Approach: Movement:	NO T	ortn B	ouna	50	исл в	ound	E E	ast Be	ouna	- Wi T	est B	ouna - R	
Movement:	ىر ا	- T	- R	ىر 	- T	- ĸ	<u>د</u>]	- T	- ĸ				. [
Control:			tted	ŀ	Permi	tted	1	Permit	tted	1	Permi	tted	l
Rights:		Incl	ude		Incl	ude		Incl	ıde	-	Incl		
Min. Green:		0 0		0	0		0	0			0		1
Y+R:	4.0	4.0		4.0				4.0	4.0	4.0	4.0	4.0)
Lanes:						01			0 0			1 0	
Volume Modul		0.4.0	•	~			•	•	0	0.7		DC	
Base Vol:						85					707		
Growth Adj: Initial Bse:								1.00	1.00 0	*	1.00 707		*
User Adj:								-	,1.00		1.00		
PHF Adj:									1.00				
PHF Volume:				0			0						-
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				
MLF Adj:							1.00			1.00			
FinalVolume:					778				0		707		
	•		•										1
Saturation F				1500	1500	1600	1500	1500	1500	1500	1500	1500	
Adjustment:										1500	1.00		
Lanes:											3.25		
Final Sat .:						1500	0.00	0.00	0.00		4876		
							-						
Capacity Ana	lysis	Modu	le: '						•				-
Vol/Sat:		0.31	0.00	0.00			0.00	0.00	0.00	0.15	0.14		
Crit Volume:					389		0					218	
Crit Moves:	****				****				ta alla alla alla di si di si di si	م من الله الله الله الله الله الله الله الل	44444.	****	
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APPENDIX D List of Related Projects

								AM Peak	AM Peak	AM Peak	PM Peak	PM Peak	PM Peak
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	OUT
Т	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	320	Construct 320 condos & 18716 sf retail	d.u.	1.207	64		53	92	62	30
4	701 E 3rd St	Bar/Lounge	Retail Bar	18.716 8.77	Construct 8.77K SF bar/lounge	k.s.f. k.s.f.	789	0	0	0	66	44	22
	300 S Santa Fe Ave	One Santa Fe Project (Mixed-Use)	Apartment	442	Construct 442 apts, 17 live/work units, 25					-			
5			Condominium	17	ksf retail and restaurant	d.u.	2,443	208	42	166	229	149	80
	2051 E 7th St	Mixed-Use	Restaurant/Retail Condominium	25.000 182	Construct 182 condos & 3K SF retail	k.s.f. d.u.							
6		Tinke Ose	Retail	3.000		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	k.s.f.	426	49	41	8	49		38
	1115 S Boyle Av	Warehouse/Office/Manufacturing	Warehouse	295.000	industrial park Construct 295ksf warehouse, 77ksf office	k.s.f.							
8			Office	77.000	& 66ksf manufacturing	k.s.f.	1,125	74	61	13	115	29	86
9		Contra Hausten	Manufacturing	66.000		k.s.f.	195	5	3	2	7	5	2
10	3555 E Whittier Bl 1016 S Towne Ave	Senior Housing Wholesale mart	Senior Housing Wholesale Market	56 78.972	56-unit affordable senior housing Construct 78972 SF wholesale mart	d.u. k.s.f.	2,100	53	27	26	181	91	90
	800 E 12th St	Commercial condos	Manufacturing	320.497	Demo 1,458 SF restaurant & 23,488 SF	k.s.f.							
П					warehouse & construct 320,497 SF light		962	221	171	50	214	78	136
	800 E Pico Bl	Condos	Condominium	131	manufacturing condos Construct 131 unit commercial condos	d.u.							
12							619	44	8	36	54	37	17
13	819 S Santee St	Condos & retail (VTT67122)	Condominium	96	Convert It. man., off., & retail 8539 SF	d.u.	838	42	8	34	71	48	23
	146 W 11th St	Mixed-Use (Herald Examiner)	Retail Apartment	7.800 20	bldg. to 96 condos & 7.8KSF retail Construct 20 apts, 32670 SF office, 37600	k.s.f. d.u.			<u> </u>		<u> </u>		
14		,	Condominium	565	SF retail, & 565 condos	d.u.	5,563	346	59	287	565	379	186
			Office	32.670		k.s.f.	2,203	5.5				5	
	1115 S Hill St	Mixed-use residential and retail	Retail Condominium	37.600 172	Construct 172 condominiums and 6850 sf	k.s.f. d.u.		-					
15			Retail	6.850	retail	k.s.f.	543	-5	-1	-4	43	29	14
16	1301 S Olive St	Mixed-use	High-rise Condominium	105	Construct 17-story mixed-use bldg: 105	d.u.	810		10	41	77	45	27
16			Retail	4.500	DU condos & 4.5K SF retail	k.s.f.	810	51	10	41	72	45	2/
	1050 S Grand Av	Mixed-Use	Condominium	151	Construct 151 condos, 3472 SF retail,	d.u.							
17			Restaurant	2.200	2200 SF restaurant	k.s.f.	1,084	68	12	56	99	67	32
	315 W 9th St	Mixed-use	Retail Condominium	3.472 210	Construct 210 condos & 9K SF retail	k.s.f. d.u.							
18			Retail	9.000		k.s.f.	1,100	62	Ш	51	98	66	32
	860 S Olive St	9th/Olive Mixed Use	Condominium	353	Construct 98 live/wprk, 11.4ksf retail, 6ksf								
19			Restaurant	6.000	rest, Ph 2 255 condso & 7.5ksf retail	k.s.f.	2,759	131	23	108	171	115	56
20	948 S Figueroa St	Mixed-Use	Retail Apartment	18.900 156	Construct 156 apts & 7.5K SF retail	d.u.	0	0	0	0	62	41	21
20			Retail	7.500		k.s.f.	v	•		Ů	02		21
21	939 S Flower St	FIDM Campus Expansion	College	95.700	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)	Apartment Condominium	629	Construct 629 condos & 27K SF retail	d.u.	2,624	183	32	151	238	160	78
22			Retail	27.000		k.s.f.	2,624	183	32	151	238	160	/8
	851 S Francisco St	Metropolis Mixed-Use	Condominium	836 480	Construct 836 condos, 988255 SF office,	d.u.							
23			Hotel Retail	480	480 hotel rms, 46K SF retail	room k.s.f.	8,010	625	550	75	898	153	745
			Office	988.255		k.s.f.							
24	848 S Grand Av	Embassy Tower	High-rise Condominium	420 38.500	Construct 420 hi-rise condos w/ 38.5ksf	d.u. k.s.f.	3,882	210	129	81	377	193	184
24			Supermarket	38.500	grd flr market	K.S.T.	3,002	210	12/	01	5//	175	104
	609 W 8th St	Mixed-use residential, hotel, retail and	Condominium	225	Construct 225 condominiums, 200 rooms	d.u.							
25		restaurant (Eighth & Grand)	Hotel	200	Hotel, 30000 sf retail, and 32000 sf	room	4,908	194	97	97	401	269	132
			Restaurant	32.000 30.000	restaurant	k.s.f.							
	0 W 8th St	8th & Grand Mixed-Use project	Condominium	875	Construct 875 condos, 34061 retail, &	d.u.							
26			Restaurant	10.000	10K SF restaurant	k.s.f.	4,162	257	44	213	372	250	122
	745 S Spring St	Mixed-used Development	Retail Condominium	34.061 247	Construct 247 condominiums & 10,675 SF	k.s.f. d.u.							-
27			Retail	10.675	retail	k.s.f.	2,841	132	23	109	256	172	84
28	515 7th St	Quality restaurant & bar	Restaurant	8.891	Construct 8,891 sf quality restaurant &	k.s.f.	1,308	-1	-1	0	130	88	42
	610 S Main St	Mixed-use development	Bar Restaurant	7.668	7,668 sf bar Construct 13921 SF restaurant, 726 SF	k.s.f. k.s.f.						+	
29			Retail	0.726	retail, 726 SF pool/lounge/event ctr	k.s.f.	1,429	22	- 11		117	79	38
			Event Center	0.726		k.s.f.						l	
	101 E 6th St	Restaurant, retail, and health club (101-13 E 6th St)	I Health Club Restaurant	5.066 11.018	Construct 5 sep. establishments incl.a 11,018 SF restaurant, 8,927 SF retail, and	k.s.f. k.s.f.							
30		2 001 30	Retail	8.927	5.066 SF Health Club in the same bldg.	k.s.f.	1,541	24	12	12	137	92	45
		ALCOMOLO DE LE DED L											
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	5.265	5,265 sf restaurant and bar that seats 215	k.s.f.	522	5	3	2	76	51	25
	418 S Spring St	Center Land (El Dorado)	Bar High-rise Condominium	96	Construct 96 hi-rise condos, 122 hotel	d.u.						<u> </u>	
			Hotel	122	rms, 10ksf rest./retail, 2ksf spa & 3.5ksf	room							
33			Bar	3.500	drinking pl	k.s.f.	2,202	154	94	60	184	98	86
			Restaurant/Retail	10.000		k.s.f.							
			Spa	2.000		k.s.f.							
	501 S Olive St	Park Fifth Project	Condominium	900	Construct 900 condos 19K SF retail &	d.u.							
34			Restaurant	19.200	19.2 KSF restaurants	k.s.f.	5,109	296	51	245	437	293	144
	900 Wilshire Bl		Retail Apartment	19.000 100	1.775 million sf mixed use project (hotel,	k.s.f. d.u.							
35			Hotel/Office/Retail	1,775.00	commercial and office, and 100 residential		1,829	1,829	1,116	713	6,657	3,196	3,461
					units)								
36	1027 W Wilshire Bl	Mixed-use development	Condominium Retail	402 4.728	Construct 402 condso & 4728 SF retail	d.u. k.s.f.	1,498	113	20	93	136	92	44
37	IIII W Wilshire Bl	Mixed-use (Holland Partners)	Condominium	4.728	space Construct 420 condos & 40K SF retail	d.u.	2,900	146	25	121	263	177	86
			Retail	40.000		k.s.f.	-						
38	1130 W Wilshire Bl 1136 W 6th St	Office	Office	86.844	Construct 86844 sf office	k.s.f.	530	103	91	12	83	15	68
	LILLAD VV 6th St	Good Samaritan Mixed-Use Project	Apartment	725	Construct 725 apts & 39999 sf retail	d.u.	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
	1201 W Miramar St 322 Lucas Av	LAUSD - Central LA High School #12	High School	500	Construct 500 student high school	students	0	130	90	40	0	0	0
46	1234 W 3rd St	Mixed-use	Apartment Retail	363 7.740	Construct 363-unit apts & 7740 SF retail	d.u. ksf	1,691	113	23	90	141	92	49
47	250 S Hill St	Kawada Tower (Zen)	Condominium Retail	330	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]		300	PHF Parking structure	stalls	840	78	75	3	80	п	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	lst/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	412 1,648 275 449.000	Construct 1648 condos, 412 apts, 449K SF retail, 275 hotel rms, 68K SF County Office	d.u. d.u. room k.s.f.	0	1,326	809	517	2,270	1,090	1,180
54	110 N Beaudry Av	Mixed-Use	Government Office Apartment Retail	68.000 200 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. ksf	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	223 22.008 175.000	Construct 223 unit condos, 22,008 SF retail, 175KSF restaurant, (9K sit-down & 6K fast-food), 7K SF cultural ctr, & 617	d.u. k.s.f. k.s.f.	2,823	162	81	81	184	124	60
			Cultural Center	7.000	DKØ SDCS	k.s.f.							
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

Pre-Project	2015 AM	Fri N	ov 13, 2009	09:15:26	Page	6-1
				utation Repor ture Volume A		
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Intersection	-					
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Street Name:		Alameda St:	reet	Ces	ar Chavez Avenue	
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Added Vol:	1 48	17	2 78 1	13 15 32		0
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				41 62 619		
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PHF Adj:						
PHF Volume:				41 62 619		43
Reduct Vol:					0 0 0	0
Reduced Vol:				41 62 619		
PCE Adj:						
MLF Adj:					1.00 1.00 1.00	
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Adjustment:			00 1.00 1.0		1.00 1.00 1.00	1.00
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Pre-Project	2015	AM 	F1	i Nov	13,	2009 09):15:2	6 			Page	8-1
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Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Circular 21 Protected Suplite Phase Split Phase Split Phase Split Phase Split Phase Split Phase Split Phase Split Phase Split Phase Split Phase Split Phase Split Phase Split Phas	re-Project	2015	AM	F)	ci Nov	13;	2009 09	9:15:26	5			Page	9-1
Circular 212 Planning Method (Future Volume Alternative) ************************************													
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Volume: 67 217 91 68 170 Moves: **** **** **** ****	Sat:				0.16	0.09	0.17	0.07/	0.07	0.07	0.09	0.12	0.12
Moves: **** **** **************************	Volume:							9/1					
***************************************	Moves:							* */* *		80		****	
128		*****	*****	*****	*****	*****	*****	*****	****	*****	*****		*****
												128	

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Interform Andmedia Screet Artadia Screet/05-101 Olf-Tamp ovement: L - T - R L - T - R L - T - R L - T - R L - T - R ovement: L - T - R L - T - R L - T - R L - T - R L - T - R ovement: L - T - R L - T - R L - T - R L - T - R L - T - R ontrol: Permitted Permitted Split Phase Split Phase ights: Include Include Include Include in. Green: 0 0 0 0 0 0 0 eds: 1 0 3 0 0 2 0 0 0 0 0 0 olume Module: aserol: 30 817 0 951 55 0 0 54 1221 138 dded Vol: 0 64 0 77 1 0 0 27 6 2 asserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 </th <th>Pre-Project</th> <th>2015</th> <th>AM</th> <th>Fı</th> <th>i Nov</th> <th>13,</th> <th>2009 09</th> <th>9:15:2</th> <th>5</th> <th></th> <th>I</th> <th>Page 1</th> <th>10-1</th> <th></th>	Pre-Project	2015	AM	Fı	i Nov	13,	2009 09	9:15:2	5		I	Page 1	10-1	
Circular 212 Planning Method (Future Volume Alternative) ntersection #5 Alameda St & Arcadia St/US-101 off-ramp rest Name: 100 Critical Vol./Cap.(X): 0.770 (J-72) oss Time (sec): 0 Average Delay (sec/veh): 2 C - 0.1(sec primal Cycle:														
Circular 212 Planning Method (Future Volume Alternative) ntersection #5 Alameda St & Arcadia St/US-101 off-ramp rest and the set of the set o				Level C)f Ser	vice	Computa	ation 1	Report	t				
ntersection #5 Alameda St & Arcadia St/US-101 off-ramp vycle (sec): 100 Critical Vol./Cap.(X): 0.770 9.421 css Time (sec): 0 Average Delay (sec/veh): 0.700 9.421 css Time (sec): 81 Level Of Service: 0.116** treet Name: Alameda Street Arcadia Street/US-101 off-ramp 0.116** treet Name: Alameda Street Arcadia Street/US-101 off-ramp 0.116** pproach: L - T - R L - T - R L - T - R L - T - R orement: L - T - R L - T - R L - T - R L - T - R ontrol: Permitted Permitted Split Phase Split Phase ights: Include Include Include Include in. Green: 0 <	C	ircul									ive)			
ycle (sec): 100 Critical Vol./Cap.(X): 0.776 772 oss Time (sec): 0 Average Delay (sec/veh): 0.776 772 ptimal Cycle: 81 Level Of Service: 0.16xx treet Name: Alameda Street Arcadia Street/US-101 off-ramp pproach: North Bound South Bound East Bound West Bound ovement: L - T - R L - T - R L - T - R L - T - R	******	****	****	******	*****	****	*****	*****	* * * * *	******	*****	*****	******	•
ycle (sec): 100 Critical Vol./Cap.(X): 0.776 772 oss Time (sec): 0 Average Delay (sec/veh): 0.776 772 ptimal Cycle: 81 Level Of Service: 0.16xx treet Name: Alameda Street Arcadia Street/US-101 off-ramp pproach: North Bound South Bound East Bound West Bound ovement: L - T - R L - T - R L - T - R L - T - R	Intersection	#5 A	lamed	a St &	Arcad	ia St	/US-101	l off-:	ramp					
Interform Interform North Bound South Bound East Bound West Bound orgenent: L - T - R L - T - R L - T - R L - T - R L - T - R ontrol: Permitted Permitted Split Phase Split Phase ights: Include Include Include Include in. Green: 0 0 0 0 0 0 0 otames: 1 0 0 0 0 0 0 0 0 0 olume Module: ase Vol: 30 817 0 0 0 0 0 0 1 1 1 0 orowth Adj: 1.06										* * * * * * *	*****	****	******	- 11
Interform Interform North Bound South Bound East Bound West Bound orgenent: L - T - R L - T - R L - T - R L - T - R L - T - R ontrol: Permitted Permitted Split Phase Split Phase ights: Include Include Include Include in. Green: 0 0 0 0 0 0 0 otames: 1 0 0 0 0 0 0 0 0 0 olume Module: ase Vol: 30 817 0 0 0 0 0 0 1 1 1 0 orowth Adj: 1.06	Cycle (sec):		1	00			Critic	al Vo	l./Caj	p.(X):		0.7) ארו	,721
Interform Andmedia South Bound North Bound South Bound West Bound ovement: L - T - R L - T - R L - T - R L - T - R L - T - R ontrol: Permitted Permitted Split Phase Split Phase ights: Include Include Include Include in. Green: 0 0 0 0 0 0 0 otames: 1 0 3 0 0 0 0 0 0 0 0 0 olume Module: ase Vol: 30 817 0 951 55 0 0 534 1221 138 dded Vol: 0 64 0 77 1 0 0 27 6 2 asserByVol: 0	Loss Time (s	ec):		0			Averag	re Dela	ay (s	ec/veh)	:	Xaop	έxx Č	n 1 (msk
Interform Andmedia South Bound North Bound South Bound West Bound ovement: L - T - R L - T - R L - T - R L - T - R L - T - R ontrol: Permitted Permitted Split Phase Split Phase ights: Include Include Include Include in. Green: 0 0 0 0 0 0 0 otames: 1 0 3 0 0 0 0 0 0 0 0 0 olume Module: ase Vol: 30 817 0 951 55 0 0 534 1221 138 dded Vol: 0 64 0 77 1 0 0 27 6 2 asserByVol: 0	Optimal Cycl	e:		81 .			Level	Of Se	rvice	:			c í	- 0.1(
Interform Interform North Bound South Bound East Bound West Bound orgenent: L - T - R L - T - R L - T - R L - T - R L - T - R ontrol: Permitted Permitted Split Phase Split Phase ights: Include Include Include Include in. Green: 0 0 0 0 0 0 0 otames: 1 0 0 0 0 0 0 0 0 0 olume Module: ase Vol: 30 817 0 0 0 0 0 0 1 1 1 0 orowth Adj: 1.06	*****	****	****	* * * * * * *	*****	* * * * *	*****	*****	* * * * *	*****	*****	*****	*****	1 1.621=
ppproach: North Bound South Bound East Bound West Bound covement: L T T R L T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T R R L 0 0 0 0 0 0 0 0 C D </td <td>Street Name:</td> <td></td> <td>i</td> <td>Alameda</td> <td>Stre</td> <td>et</td> <td></td> <td>Arca</td> <td>adia 8</td> <td>Street/</td> <td>'US-101</td> <td>off</td> <td>-ramp</td> <td>10.0</td>	Street Name:		i	Alameda	Stre	et		Arca	adia 8	Street/	'US-101	off	-ramp	10.0
control: Permitted Permitted Split Phase Split Phase in. Green: 0	Approach:	No												
control: Permitted Permitted Split Phase Split Phase in. Green: 0	Movement:											ч	- R	
Ontrol: Permitted Permitted Split Phase Split Phase Split Phase ights: Include Include Include Include Include in. Green: 0														
ights: Include Include Include Include Include Include in. Green: 0	Control:		Permi	tted		Permi	tted	Sp	lit Pl	iase				
In. Green: 0	Rights:		Incl	ude		Incl	ude		Inclu	ıde	-			
+R: 4.0 4	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
anes: 1 0 3 0 0 0 2 1 0 0 0 0 1 1 1 1 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	
olume Module: ase Vol: 30 817 0 0 951 55 0 0 504 1152 130 rowth Adj: 1.06 1.00 0	Lanes:	1	03	0 0	0	02	1 0	0 0	0 0	0 0	1 1	. 1	1 0	
olume Module: ase Vol: 30 817 0 0 951 55 0 0 504 1152 130 rowth Adj: 1.06 0		1												
rowth Adj: 1.06 1.00					•		•	•		•	•			
nitial Bse: 32 866 0 0 1008 58 0 0 534 1221 138 dded Vol: 0 64 0 0 77 1 0 0 0 27 6 2 asserByVol: 0	Base Vol:	30	817	. 0	0	951	55	0	0	0	504	1152	130	
dded Vol: 0 64 0 0 77 1 0 0 27 6 2 asserByVol: 0 </td <td>Growth Adj:</td> <td>1.06</td> <td>1.06</td> <td>1:06</td> <td></td> <td></td> <td></td> <td>1.06</td> <td>1.06</td> <td>1.06</td> <td>1.06</td> <td>1.06</td> <td>1.06</td> <td></td>	Growth Adj:	1.06	1.06	1:06				1.06	1.06	1.06	1.06	1.06	1.06	
nitial Fut: 32 930 0 0 1085 59 0 0 561 1227 140 ser Adj: 1.00	Initial Bse:	32	866	° o	0	1008	່ 58	Č O	0	0	534	1221	138	
nitial Fut: 32 930 0 0 1085 59 0 0 561 1227 140 ser Adj: 1.00	Added Vol:	0	64	0	0	77	1	0	0	0		6	2	
nitial Fut: 32 930 0 0 1085 59 0 0 0 561 1227 140 ser Adj: 1.00 0 <td>PasserByVol:</td> <td>0</td> <td>0</td> <td></td> <td></td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td>	PasserByVol:	0	0			0	0				0	0	0	
HF Adj: 1.00 0					0	1085	59		0	0			140	
HF Volume: 32 930 0 0 1085 59 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	-							1.00	1.00	1.00	1.00	1.00	1.00	
educt Vol: 0	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	
educed Vol: 32 930 0 0 1085 59 0 0 561 1227 140 CE Adj: 1.00<	PHF Volume:	32	930	0	0	1085	59	0	0	0	561	1227	140	
CE Adj: 1.00	Reduct Vol:			-	-	-		0	0	0	0	0	0	
LF Adj: 1.00								-	-	-				
inalVolume: 32 930 0 0 1085 59 0 0 617 1227 140 aturation Flow Module:														
aturation Flow Module: at/Lane: 1425 1425 1425 1425 1425 1425 1425 1425	MLF Adj:								1.00	1.00	1.10	1.00		
aturation Flow Module: at/Lane: 1425 1425 1425 1425 1425 1425 1425 1425									-	-				
at/Lane: 1425								[
djustment: 1.00		low Me	odule	:										
anes: 1.00 3.00 0.00 0.00 2.84 0.16 0.00 0.00 0.00 1.00 2.80 0.20 inal Sat.: 1425 4275 0 0 4053 222 0 0 0 1431 3978 291	Sat/Lane:													
inal Sat.: 1425 4275 0 0 4053 222 0 0 0 1431 3978 291 	-												1.00	
apacity Analysis Module: ol/Sat: 0.02 0.22 0.00 0.00 0.27 0.27 0.00 0.00	Lanes:			0.00										
apacity Analysis Module: ol/Sat: 0.02 0.22 0.00 0.00 0.27 0.27 0.00 0.00	Final Sat.:	1425	4275	0	. 0	4053		. –	0	0	1431	3978		
bl/Sat: 0.02 0.22 0.00 0.00 0.27 0.27 0.00 0.00	· · · · · · · · · · · · · · · · · · ·												·	
cit Volume: 32 381 0 683 cit Moves: **** ****														
rit Moves: ****	Vol/Sat:		0.22	0.00	0.00	0.27		0.00		0.00	0.43	0.31		
***************************************	Crit Volume:								0				/ / /	
	Crit Moves:													
Ø14	******	*****	*****	******	*****	*****	******	*****	*****	*****	*****		. (
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Pre-Project												
	1					Computa				- ! `		-
····	*****	ar 21.	5 Plam 5 ******	*****	*****	(Futur	re vo⊥	ume A.	⊥ternat *******	:1ve)	*****	*****
Intersection												
******	****	****	*****	*****	*****	******	*****	*****	*****	*****	*****	*****
Cycle (sec): Loss Time (s Dptimal Cycl		10	00			Critic	al Vo	1./Caj	p.(X):		0.6	547
Loss Time (s	ec):		0	·		Averag	je Del	ay (s	ec/veh)	:	-xxx	cxx 🦯
Optimal Cycl	e::	5	53			Level	Of Se	rvice	:			в /
		*****	*****	*****	* * * * *	******	*****	*****	*****	*****	*****	*****
Street Name:						-						
Approach:												
Movement:	ىل 	- T	- R	ы. !	- T	- R	<u>م</u> ا	- T	- R	ياً. 1	- T	- R
Control:	1	Permit	ted	۲	Permi	tted	I	 וס t+ ו	hase	1 Sn	 זיד ווֹד	iage
Rights:		Ignoi	te .		Incl	ude	DP.		ude	50	Inclu	ide
Min. Green:			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	03	0 1	1 () 3	0 0	2	01	01	1 (0 0	01
Volume Modul	-	.				_			~			
ase Vol:				115			53	51		224		127
rowth Adj:											1.06	
nitial Bse:	0	132	178 9	122 15	1408 00	U O	56					135
Added Vol: PasserByVol:	n n	52 N	9		0			0 0	0	1		12 0
Initial Fut:	0		187	137		ő	56					
Jser Adj:								1.00			1.00	
PHF Adj:			0.00			1.00		1.00			1.00	
PHF Volume:	0		0		1497		56			238	0	147
educt Vol:		0		0	0			0	0	0	0	0
Reduced Vol:								-			0	
CE Adj:						1.00					1.00	
ILF Adj:						1.00						1.00
inalVolume:	0	784	0	137	1497	0	62	54	184		0	147
aturation F						[I					
at/Lane:			1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
djustment:			1.00						1.00			
anes:						0.00					0.00	
inal Sat.:	0	4275	1425	1425	4275	0	2850	1425	1425	1425	0	1425
				1								
apacity Anal				_	_	_						
ol/Sat:		0.18	0.00	0.10		0.00	0.02	0.04			0.00	0.10
rit Volume:	0				499				184	238		

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Pre-Project	2015	AM	F1	i Nov	13,	2009 09	9:15:2	6]	Page 3	12-1	
C	ircul					Computa (Futur)			t lternat	ive)	-		
*****											*****	******	
Intersection	#7 G	arey :	St & Co ******	mmeric	al S	t/US-10 ******)1 ramj	ps *****	*****	*****	* * * * * *	******	• • •
**************************************		1	00			Critic	al Vo	1./Caj	p.(X): ec/veh) :		تر 0	180 D.	Ņ
Loss Time (s	ec):		0.			Averag	ge Dela	ay (se	ec/veh)	:	xxxx	cxx	-1
Optimal Cycl			3 Oj			Level	Of Se:	rvice	:			A	
*****													-
Street Name: Approach:	No	where D	Garey	street	- 	<i>-</i> 7	Com	nerica	al Stre	et/US·	-101 1	ramps	
Approach: Movement:			- R			- R			- R		est Bo - T		l
									- ĸ	!			
Control:	י מצ	lit Pl	hase	່ຽວໄ	lit P	hase	P	rotect	ted		Permit		
Rights:			ude			ude			ude	-	Inclu		
Min. Green:	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 1 0	4.0	4.0	4.0	
Lanes:	0	10	10	0 1	0	01	2 (0 0	10	10) 1	10	
·												[
Volume Module			_						•		~ ~		
	8		5	134	32	229 1.06	261	60		12	61	78	
Growth Adj: Initial Bse:		\$		1.06 142		-2			v	1.06 13		1.06 83	
Added Vol:				142		243	10				2	13	
PasserByVol:			Ő	0	0	0			ŏ	ŏ		0	
Initial Fut:		36	5	155	36		287	64	8		67		
User Adj:		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	
Reduced Vol:				155					8		67		
PCE Adj:								1.00			1.00		
MLF Adj: FinalVolume:		1.00 36		1.00 155				1.00 64		13 ±.00	1.00 67	1.00 96	
											-		
Saturation F						I	I		I	Ι.		I	~
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	121
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	104
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 .:									168				
Capacity Anal Vol/Sat:				6 7 7	0 1 2	0 10	0 77	0 05	0 05	0 01		0 07	
Crit Volume:	0.02	0.02	25	0.12	0.13	263	158	0.05	0.05	0.01	0.05	96	
Crit Moves:			****			****	****					****	
*******	*****	*****	*****	*****	****	*****	*****	*****	******	*****	*****	*****	

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Pre-Project :	2015	AM	F	ri Nov	13,	2009 09	:15:2	6		F	age	13-1	
													-
- 													- .
						Computa							
						(Futur							
******							****	*****	******	*****	****	*****	*
Intersection	#8 L	os Ang	geles §	St & Te	emple	St							
*******	*****	*****	******	*****	****	******	*****	*****	******	*****	****	*****	* (mala)
Cycle (sec):	•	10	00			Critic	al Vo	1./Caj	p.(X):		0.0	664 🦯	J. J. HISACIMUS)
Loss Time (se	BC):		0			Averag	e Dela	ay (se	ec/veh)	:	XXX	xxx	12
Cycle (sec): Loss Time (se Optimal Cycle	∃:	4 	43 <u>.</u> 			Level	Of Se:	rvice	•			B	10.564-1-1
Chucot Nome	****	*****	*******		*****	*****	****	*****	******	******	****	*****	1
Street Name:												ound	
Approach: Movement:	NO T	тсн В(_ т		້ວວເ	. т . т		EG T	ລອບ B0 _ ຫ	D	т. Т.	st Bo		
	ىر 	- L	- <u>r</u>	· ц	- I	- ĸ		- +	- ĸ				t
Control:		Permit	ted	. I	Permi	tted	I	Permi	-ted	F	ermi	tted	1 .
Rights:	•	Incl	ıde	. 1	Incl	ude	-	Inclu	ude	F	Inch	ude	
Min. Green:	0	1	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	ude 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	
													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: Added Vol: PasserByVol:	Ž7	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:							56	573	322	110	367	82	
User Adj:						1.00	1.00	1.00	1.00			1.00	
PHF Adj:						1.00		1.00	1.00			1.00	
PHF Volume:				184			56		322		367	82	
Reduct Vol:				0		0			0		0	0	
Reduced Vol:											367		
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:													
FinalVolume:													
													l
Saturation Fl				1500	1 5 0 0	1500	1500	1500	1500	1500	1500	1500	
						1500							
Adjustment: Lanes:						1.00			1.00				
Final Sat.:						1500			1079				
													1
Capacity Anal			•	1			1			1 = = = = = =			I
				0.12	0.24	0.06	0.04	0.30	0.30	0.07	0.12	0.05	
Crit Volume:		255	0.00	184			0.01	5.50	447	110	~ •	0.00	
Crit Moves:		****		****					****	****			
*****	****		*****	*****	****	******	* * * * * *	*****	*****	*****	****	*****	ł

Pre-Project 2015 AM	Fri Nov 13, 2009 09):15:27	Page 14-1	
T	1.05.0			
	1 Of Service Computa anning Method (Futur		ive)	

Intersection #9 Alameda St		****	****	
Cycle (sec): 100	Critic	al Vol./Cap.(X):	0.605 070	1 10001
Loss Time (sec): 0	Averac	e Delay (sec/veh)		- D.1 (ADAL)
Cycle (sec):100Loss Time (sec):0Optimal Cycle:162	Level	Of Service:	/ в С	Aics
**********	******	*****	*************	0.601=B
Street Name: Alam Approach: North Bound	eda Street	Temple	Street	0.001-2)
Approach: North Bound	South Bound	East Bound	West Bound	
Movement: L - T - 1	R L - T - R	L - T - R	$\mathbf{L} - \mathbf{T} - \mathbf{R}$	
	!!!		[•
Control: 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 Lanes: 1 0 1 1	.0 4.0 4.0 4.0	4.0 4.0 4.0		
		ТОТТО	ТОТТО	
Volume Module:				
	4 49 1182 343	105 167 148	21 116 28	
Growth Adj: 1.06 1.06 1.0				
Initial Bse: 88 745			22 123 30	
	0 1 70 18	10 3 3		
PasserByVol: 0 0	0 0 0 0	0 0 0		
Initial Fut: 101 795	4 53 1323 382	121 180 160		
User Adj: 1.00 1.00 1.0	00 1.00 1.00 0.00	1.00 1.00 1.00		
PHF Adj: 1.00 1.00 1.0	00 1.00 1.00 0.00	1.00 1.00 1.00		
PHF Volume: 101 795		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 1.0	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 1.0	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	
FinalVolume: 101 795				
Saturation Flow Module:				
	25 1425 1425 1425			9HS
Adjustment: 1.00 1.00 1.0		1.00 1.00 1.00		
-	01 1.00 2.00 1.00	1.00 1.06 0.94		
		1425 1509 1341		
Capacity Analysis Module:				
	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:	* * * *	***	****	
*****	*****	* * * * * * * * * * * * * * * * * * * *	*****	

Pre-Project	2015	AM 	F	ri Nov	13,	2009 09	9:15:2	7]	Page :	L5-1	
		 . :	Level (Of Ser	 vice	Computa	ation 1	Repor					
. C		ar 21	2 Planı	ning M	ethod	(Futu	re Volu	ume A	lternat			le ale ale ale ale ale ale a	
Intersection						******	*****	****	*****		*****	*****	
******						*****	*****	****	******	*****	*****	*****	,
Cycle (sec): Loss Time (s Optimal Cycl		1	00			Critic	cal Vo	L./Ca	p.(X):		0.8	351 -1	16550 pics
Loss Time (s	iec) :	-	0			Averag	je Dela	ay (s	ec/veh)	:	XXXX	cox '	
Cycle (sec): Loss Time (s Optimal Cycl	e:	1:	25 25			Level	Of Se:	rvice	: 			D	D.751=C
Street Name:	*****	*****	Grand		*****	*****	*****	****	lst S	******	*****	******(
Approach:		rth Bo	Srana	Avenu	e uth B	ound	تر	et B	18L S Dund	We We	est Bo	bund	-
Movement:						- R			- R		- T		
Control:			tted]	Permi	tted	· Pro	ot+Pe:	rmit	Pr	cotect		
Rights:		Ovl			Ovl			Incl	ude 0		Inclu	ıde	
Min. Green:		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			
Lanes:	1 (02	0 1	1 (02	0 1	1 () 2	01	20) 2	1 0	
Volume Modul												·	
Base Vol:		51	. 28	175	954	164	110	C 0 1	170	225	746	274	
Growth Adj:								681		225	746	274 1.06	
Initial Bse:			30	186				722			791		
· fov bebba	27	162	0				0	55		200	88	3	
PasserByVol:	0	0	0	1 0	0	0		0		-	0	0	
Initial Fut:					1301		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	
PHF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:					1301		119	777	208	239	879	293	
			0			0	0	0	0	0	0	0	
Reduced Vol:		216		187			119	777			879	293	
PCE Adj: MLF Adj:						1.00						1.00	
FinalVolume:				187		174		777			879	1.00 293	
Saturation F						ł	1		1	I		I	
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:						1.00			1.00			1.00	
Lanes:		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			1425			1425			1070	
a													
Capacity Ana Vol/Sat:				0 12	0 40	0 10	0 00	A 98	0 15	0 00	A 97	0.07	
Crit Volume:		0.08	0.02	0.13	0.46 651	0.12	0.08	388	0.15	0.09	0.27	0.27	·
Crit Moves:	43 ****				+***			****		****			
**********		*****	*****	*****		******	*****		*****		****	*****	

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Pre-Project	2015	AM	F:	ri Nov	13,	2009 0	9:15:2	7			Page :	16-1	-
C		lar 21		ning M	ethod	(Futu:	re Vol	ume A	lternat				- •
Intersection	#11 *****	Broad	way & : *****	lst St	*****	*****	*****	****	*****	*****	*****	*****	*
Cycle (sec): Loss Time (sec) Optimal_Cycle ***********	ec): e:	1	00 0 67 ******	*****	****	Criti Avera Level	cal Vo ge Del Of Se	l./Ca ay (s rvice	p.(X): ec/veh) :	:	0.3 XXXX	$\frac{1}{23}$	0.1 (Ashlarics)
Street Name:			Broa	adwav					1st S	treet		· · · · · · · · · · · · · · · · · · ·)
Approach:	No	orth B	ound	Soi	uth B	ound	E	ast B	ound	Weiller Wei	est Bo	und	
Movement:	L	- T	- R	Ъ	- т	– R	L.	- T	- R	T.	- т	~ R	
Control:		Permi	tted	1	Permi	tted	Pr	ot+Pe:	rmit [.]	· 1	Permit	ted	•
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R: Lanes:	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	02	1 0	1 () 1	1 0		02	10	1 (02	1 0	i
Volume Module				[ļ
Base Vol:	-	390	82	41	702	138	77	677	26	67	989	128	
Growth Adj:									1.06				
Initial Bse:										71	*		لا
Added Vol:			0	1	8	2	9	50	3	0	55	8	
PasserByVol :	0	0	0	0	0	0	0	0	3 0	0	0	0	
Initial Fut:	74	455	87	44	752	148	91	768	31	71	1103		
User Adj:						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		
PHF Volume:		455			752			768					
Reduct Vol:										0			
Reduced Vol:							91				1103		
PCE Adj:									1.00	1.00	1.00		
MLF Adj: FinalVolume:							1.00 91			1.00		1.00 144	
Saturation F	Low M	odule:	:	1		1	I		· · · · · · · · · · · · · · · · · · ·	1		I	
					1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:											1.00		
									0.11				
Final Sat.:						469						493	
Capacity Anal													
				0.03	0.32	0.32	0,06	0.19	0.19	0.05	0.29	0.29	
Crit Volume:					450		91			0.00		416	
Crit Moves:	****				****		****					****	
********	****	*****	*****	*****	****	*****	*****	*****	******	*****	*****	*****	1

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Pre-Project	2015	AM	Fr	i Nov	13,	2009 09	9:15:2	7			Page	17-1	
			Level C										
*********			2 Plann								*****	******	
Intersection													
******					****	******	*****	*****	******	*****	****	******	
Cycle (sec):		1	00 [.]			Critic	al Vo	l./Ca	p.(X):		0.4	480	D.1(tistz
Loss Time (s	ec):		0	•		Averag	je Del	.ay (s	ec/veh)	:	xxx	xxx 🔶	As i
Optimal Cycl	e:		36			Level	Of Se	rvice	:			А	TIC I
******	****	*****	******	****	*****	* * * * * * *	*****	****	******	*****	****	******	10.380)
Street Name:			Main S							Street			<u> </u>
Approach:											est Bo		
Movement:	ц I	- T	- R	L	- т	- R	ь	- T	- R	Ъ	- T		
Control:	1	Dermi	 tted	1	Dormi	 ++od			 cmit		Permit		
Rights:			ude		Inclu			Incl			Inclu		•
Min. Green:							0	0	0	0	0	0	
	-	4.0		4.0				4.0		-	_	4.0	
Lanes:									0 0			1 0	
]	
Volume Modul	e:			-		-							
Base Vol:				0	0			528			897		
Growth Adj:													•
Initial Bse:	54	457	[*] 71 9 0	0	0	0		560	0		951		
Added Vol:	8		9	0	0	0	0		0	-	82	2	
PasserByVol: Initial Fut:				0	0	0	0			0			
User Adj:		471								-	1033		
PHF Adj:		1.00	1.00 1.00		1.00	1.00		1.00	1.00 1.00		1.00	1.00 1.00	
PHF Volume:			80	1.00	1.00	0	103		1.00		1033	100	
Reduct Vol:					Ő	ΥÕ	0		ŏ	ő		100	
Reduced Vol:		471			-	0			-	Ŧ	1033	100	
PCE Adj:									-	-		1.00	
MLF Adj:		1.00	1.00							1.00		1.00	
FinalVolume:			80	0	0	0	103	601	0	0	1033	100	
									·				
Saturation F													
Sat/Lane:		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	
Lanes:		2.31		0.00		0.00		3.00	0.00		2.74	0.26	
Final Sat.:		3284	558	0	0	0 l	1425	4275	0 1		3899	376	
Capacity Anal	•		 	1					·				
Vol/Sat:			0.14	0.00	0.00	0.00	0.07	0.14	0.00	0.00	0.26	0.26	
Crit Volume:		*•	204	0.00	0.00		103	V. 74	0.00	0.00	377	0.20	
Crit Moves:			****	5			****				****		
*****	****	*****	******	*****	*****	******	****	****	*****	*****	*****	******	

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treet Name: Los Angeles Street Ist	Pre-Project	2015	AM	F:	ri Nov	13,	2009 0	9:15:2	7			Page :	18-1
mtersection #13 Los Angeles St & 1st Street ************************************			lar 21	2 Planı	ning M	ethod	(Futur	ce Vol	ume A	lternat			
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx								*****	****	******	*****	*****	*****
ooss Time (sec): 0 Average Delay (sec/veh): XXXXX ptimal Cycle: 39 Level Of Service: B treet Name: Los Angeles Street Ist Street ovement: L T R L T R Kets Hound ovement: L T R L T R L T R ovement: L T R L T R L T R Permitted outrol: Permitted Permitted Permitted Permitted Include Include Include Include Include Include Include Include A 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>*****</td> <td>****</td> <td>*****</td> <td>*****</td> <td>*****</td> <td>*****</td>								*****	****	*****	*****	*****	*****
treet Ist Street	Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 0 39 ******		****	Critic Averag Level	al Vo ge Dela Of Se	l./Ca ay (s rvice	p.(X): ec/veh) :	:	0.0 xxxx	526 xxx B
pproach:North BoundSouth BoundEast BoundWest Bound Covenent:L-T-RL-T-IncludeIncl	Street Name:		Τo	s Angel	les St	reet				let 9	treet		ľ
Overment: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L L T R L T R L T R L L T R L L T R L L T R L T R L L T R L <thl< th=""> L <thl< th=""> <thl< <="" td=""><td></td><td></td><td>orth B</td><td>ound</td><td>SOL</td><td>uth B</td><td>ound</td><td>R:</td><td>ast B</td><td>ound</td><td></td><td>est Br</td><td>ound</td></thl<></thl<></thl<>			orth B	ound	SOL	uth B	ound	R:	ast B	ound		est Br	ound
	Movement:												
control: Permitted Permitted Permitted Include													
ights: Include Include Include Include Include Include Include in. Green: 0<	Control:	·	Permi	tted	1	Permi	tted	۰ ۲۰ ۱	Permi	tted	1	Permit	ted
in. Green: 0	Rights:												
+R: 4.0 anes: 1 0 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 1 <		C									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	
	Lanes:	1	0 1	10	1 () 2	01	1 (02	1 0	1 (0 2	1 0
ase Vol: 26 26 36 113 692 164 67 446 56 87 923 108 rowth Adj: 1.06 1.00 0													
rowth Adj: 1.06 1.00	Volume Module	e:			•			•			•		
nitial Bse: 28 240 38 120 734 174 71 473 59 92 978 114 dded Vol: 36 274 17 0 70 3 24 18 8 11 44 0 asserByVol: 0				-	113	692	164	67	446	56	87	923	108
dded Vol: 36 274 17 0 70 3 24 18 8 11 44 0 asserByVol: 0 <	Growth Adj:	1.06	5 1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
asserByVol: 0 <td< td=""><td>Initial Bse:</td><td>28</td><td>240</td><td>38</td><td>120</td><td>734</td><td>174</td><td>71</td><td>473</td><td>59</td><td>° 92</td><td>978</td><td>114</td></td<>	Initial Bse:	28	240	38	120	734	174	71	473	59	° 92	978	114
nitial Fut: 64 514 55 120 804 177 95 491 67 103 1022 114 ser Adj: 1.00	Added Vol:										11	44	0
ser Adj: 1.00	-					-				0	0	0	0
HF Adj: 1.00 0 <				-									
HF Volume: 64 514 55 120 804 177 95 491 67 103 1022 114 educt Vol: 0<													
educt Vol: 0													
educed Vol: 64 514 55 120 804 177 95 491 67 103 1022 114 CE Adj: 1.00 1													
CE Adj: 1.00	-											-	
LF Adj: 1.00													
inalVolume: 64 514 55 120 804 177 95 491 67 103 1022 114	_												
aturation Flow Module: at/Lane: 1500 1.00													
aturation Flow Module: at/Lane: 1500 1.00			J14	55 l		ōU4	I	95	491	Б7 Г	103	1022	114
at/Lane: 1500 1.00	Saturation F.	low M	lodule	:				1			1		
djustment: 1.00	Sat/Lane:	1500	1500	1500								1500	1500
inal Sat.: 1500 2709 291 1500 3000 1500 1500 3957 543 1500 4047 453													
apacity Analysis Module: ol/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 rit Volume: 64 402 95 379 rit Moves: **** **** ****					1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.70	0.30
apacity Analysis Module: ol/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 rit Volume: 64 402 95 379 rit Moves: ****													
cl/Sat: 0.04 0.19 0.08 0.27 0.12 0.06 0.12 0.12 0.07 0.25 0.25 rit Volume: 64 402 95 379 rit Moves: **** ****									•				
rit Volume: 64 402 95 379 rit Moves: **** **** ****					0.08	0.27	0.12	0.06	0.12	0.12	0.07	0.25	0.25
rit Moves: **** **** **** ****										V. 12	0.07		0.20
***************************************	Crit Moves:												
		****	*****	*****	*****	****	*****	*****	*****	*****	*****	*****	*****

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Pre-Project	2015	AM 	F1	ci Nov	13,	2009 09	9:15:2	7		I	age :	19-1
C	ircul					Computa (Futur				:ive)		
*******	****	****	*****	******	****	******	*****	****	*****	*****	****	******
Intersection ********	. #14 *****	San P(*****	edro St ******	:/Judge	e Joh ****	n Alisc *******	> St &	1st : *****	St ******	*****	****	* * * * * * *
Cycle (sec): Loss Time (s Optimal Cycl	ec): e:		00 0 34			Averag Level	je Dela Of Se:	ay (so rvice	p.(X): ec/veh) :	•	xxx	A
******								****			*****	******
Street Name:										Street		_
Approach:			ound			ound		•			est Bo	
Movement:			- R			- R .			- R		- Т	
							I			-		
Control:	•					tted	1		tted	I	Permit	
Rights:			ıde			ude		Inclu			Inclu	
Min. Green:		0	-			0		0	-	0	0	0
Y+R:		4.0		4.0			4.0			4.0		
Lanes:			10			10			10) 1	10
									-		·	
Volume Modul												
Base Vol:		128			215		46	410	108		1010	51
Growth Adj:					.,		1.06		9			1.06
Initial Bse:		136			228			435	114		1071	54
Added Vol:		_	1		1		1	34	0	1	54	1
PasserByVol:			0		0	-	0	0	0	0	0	0
Initial Fut:				34	-		50	469			1125	55
User Adj:		1.00		1.00				1.00				1.00
PHF Adj:		1.00		1.00				1.00		1.00		1.00
PHF Volume:	59		55	34		67	50	469	114		1125	55
	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:		140		34			50	469	114		1125	55
PCE Adj:				1.00				1.00				1.00
MLF Adj:		1.00		1.00			1.00		1.00	1.00		1.00
FinalVolume:		140	55		229	• •		469	114		1125	55
			•			!						[
Saturation F												
Sat/Lane:		1500				1500						1500
Adjustment:									1.00		•	1.00
Lanes:						0.40			0.39			0.09
Final Sat.:		1649	650		2084		1500		589			140
Conscient Ana												
Capacity Anal				0 4 4	0 7 7	0 17	0 00	0 10	0 10	0 77	A	
Vol/Sat:		0.08	0.08	0.11	0.11	0.11		0.19	0.19	0.11		0.39
Crit Volume:	59 ****					165	50				590	
Crit Moves:		• بالديادية، والديا		، • المراجعة المراجعة		****	****				****	
**********	*****	*****	****	****	****	*****	*****	*****	*****	*****	*****	*****

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 0 2337 663 1500 3000 0	Pre-Project	2015	AM	Fı	ri Nov	13,	2009 09	9:15:2	7		J	Page 2	20-1
Circular 212 Planning Method (Puture Volume Alternative) ************************************		• 						·					
Circular 212 Planning Method (Puture Volume Alternative) ************************************			j	Level (Of Ser	vice	Computa	ation 3	Report	t			· -
Intersection #15 Central Ave & lst St Cycle (sec): 100 Critical Vol./Cap.(X): 0.501 -0. Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx Optimal Cycle: 29 Level Of Service: A Street Name: Central Avenue Ist Street Approach: North Bound South Bound West Bound Movement: L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted North Bound South A.0 4.0 4.0 4.0 Min. Green: 0 0 0 0 0 0 0 Volume Module: Isse Yl 1.06 <			ar 212	2 Planr	ning M	ethod	(Futur	e Vol	ume A	lternat			-
Cycle (sec): 100 Critical Vol./Cap.(X): 0.501 -0 Loss Time (sec): 0 Average Delay (sec/veh): XXXXX Optimal Cycle: 29 Level Of Service: A Street Name: Central Avenue Ist Street Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R							* * * * * * *	*****	****	* * * * * * *	*****	****	******
Loss Time (sc): 0 Average Delay (sec)ven): XXXXXX 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 L - T - R						*****							
Loss Time (sc): 0 Average Delay (sec)ven): XXXXXX 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 L - T - R	Cycle (sec):		10	00			Critic	al Vo	l./Car	o.(X) :		0.5	501 -0
Street Name: Central Avenue Ist 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 <td>Loss Time (s</td> <td>ec):</td> <td></td> <td>0</td> <td></td> <td></td> <td>Averag</td> <td>re Dela</td> <td>ay (se</td> <td>ec/veh)</td> <td>:</td> <td>XXX</td> <td>xxx -</td>	Loss Time (s	ec):		0			Averag	re Dela	ay (se	ec/veh)	:	XXX	xxx -
Street Name: Central Avenue Ist Street Approach: North Bound South Bound East Bound West Bound Movement: L T T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R R T R R T R R T R R T R R T R R T R R T R<	Optimal Cycl	.e.: , ,		29			Level	Of Se	rvice	:			A
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-RControl:PermittedPermittedPermittedPermittedPermittedIncludeRights:IncludeIncludeIncludeIncludeIncludeMin. Green:00000000ValueMovement:10000000ValueMovement:100000000ValueMovement:1000000000ValueModule:Movement:North Bound0000000000ValueModule:Movement:North Bound000000000000ValueModule:Movement:North Bound00							******	*****	* * * * * *			*****	******
$\begin{array}{c c c c c c c c c c c c c c c c c c c $							המווכ	E.	aet P			at P	ound
Control: Permitted Permitted Include Include Include Include Min. Green: 0													
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Capacity Analysis Module:	Final Sat.:		-		-	_		, 0	2337	663	1500	3000	0
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Crit Volume: 109 0 642 Crit Moves: **** **** ****		-			0 00	0 00	0 00	0 00	0 10	0 10	0 00	A 43	0 00
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Pre-Project	2015	AM	F1	i Nov	13,	2009 09	:15:2	7]	Page :	21 - 1
c	ircul					Computa (Futur				ive)		
*****											*****	*****
Intersection	****	*****	******	*****	****	******	*****	* * * * *	*****	*****	****	*****
Cycle (sec): Loss Time (s Optimal Cycl		1(00			Critic	al Vo	L./Ca	o.(X):		1.0	024 /
Loss Time (s	ec):	•	0			Averac	e Dela	ay (s	ec/veh)	:	xxx	xxx
Optimal Cycl	e:	18	30.			Level	Of Ser	rvice	:			F

Street Name:		7	Alameda	Stree	-t				lst S	treet		•
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Yovement: Control:	ь	- т	- R	ь -	- Т	- R	L ·	- т	- R	L -	- т	- R
					· , -		[
Control:	-	Permit	ted	·	Permi	tted	Pro	t+Pe	rmit '	·	Permi	tted
lights:		Inclu	ıde		Ovl			Inclu	ıde		Inclu	ude
Rights: Min. Green:	0	0	0	Ö	0	0	0	0	0	0	0	0
(+R: Lanes:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
anes:	1	02	0 1	1 0) 2	01	1 () 1	10	0 0) 2	01
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olume Modul	e:											
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owth Adj:				1.06	1.06							
itial Bse:				49		228	163	348	59	0	1304	82
ded Vol:	8	54	10	2	55	17	8	27	2	0	32	l
sserByVol:	0	0	0	0	0	0	0	0	2 0	0	0	0
itial Fut:	74	690	69	51	1093	245	171	375	61	0	1336	83
er Adj:	1.00	1.00	1.00						1.00			1.00
HF Adj:						1.00			1.00			
IF Volume:					1093			375		0		
duct Vol:										0		
educed Vol:									61			
CE Adj:									1.00			1.00
F Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
nalVolume:	74	690	69	51	1093	245	171	375	61	0	1336	83
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curation F	TOM WO	oaute:										
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rit Volume:			0.05	0.04	546		171	0.15	0.15	0.00	668	0.00
it Moves:					040 ****		1/1 ****				****	

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Pre-Project 2015 AM Fri Nov 13, 2009 09:15:27 Page 22-1 _____ Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #17 Vignes St & 1st St Critical Vol./Cap.(X): Average Delay (sec/veh): Level Of Service: Cycle (sec): 0.878/1.055 100 Loss Time (sec): 0 Optimal Cycle: 152 Vignes Street1st StreetNorth BoundSouth BoundEast BoundL - T - RL - T - R Street Name: Vignes Street Approach: Movement: Control:PermittedPermittedSplit PhaseSplit PhaseRights:IncludeIncludeIncludeInclude Include 0 0 0 Include 0 0 0 Rights: Min. Green:

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Pre-Project	2015	АМ	Fı	ci Nov	13,	2009 09	9:15:2	7			Page 2	23-1	
													-
		-	Level ()f Ser	vice	Computa	tion 1	Report	L				
C	ircul					(Futur				ive)			
*********											*****	******	
Intersection	#18	Missid	on Rd &	2 1st	st								
*****						******	*****	*****	* * * * * * *	*****	*****	******	,
Cycle (sec):		1(00			Critic	al Vo	L./Car	o. (x) :		1.2	242 _0	(monthes)
Loss Time (s			•			Averag	re Dela	av (se	ec/veh)		XXXX		T Chicarles
Optimal_Cycl		18	80			Averag Level	Of Se	rvice	:	-		F 7	1 (ATSA / ATZS)
*****			*****	*****	*****								
Street Name:										treet		· . ·	
Approach:						ound	Ea	ast Bo			est Bo	ound	۶
Movement:	ь	- Т	– R	Ъ	- т	- R	ъ.	- T	- R	T.	- т	- R	
									- <u>-</u>				
Control:		Permit	tted '	•	Permi	tted	' P1	rotect	.ed '	. P	rotect	ed '	
Rights:			ıde		Ovl				-		Inclu		
Min. Green:	0	· 0	0	0	0	0	0	0	0	0	0	.0	
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Lanes:			1 0			0 1			10		D O		
	·												
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	2Ž	1163	59	
Added Vol:	0	0	0 0	2 0	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	
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		494	160	308	11	22	1198	62	
	0	0	0	· 0	0	0	0	0	0	0	0	0	
Reduced Vol:		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		
MLF Adj:		1.00	1.00		1.00			1.00		1.00	1.00		
FinalVolume:		66		. 68		494	160	308	11		1198	62	
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Saturation F													
Sat/Lane:		1425		1425				1425		1425		1425	
Adjustment:							1.00			1.00		1.00	
Lanes:		0.93			1.00		1.00			1.00		0.05	
Final Sat.:			106		1425		1425		47	1425	1354	71	
			1				1		·				
Capacity Anal				0 05	0 00	0.25	0 77	0 00	0 00	0 00	0 00	0 00	
Vol/Sat:		0.05	0.05	0.05	0.08	0.35	0.11	0.22	0.22	0.02		0.88	
Crit Volume:	16 ****					4 <i>9</i> 4 ****	****				1260 ****		
Crit Moves:		*****		ماند به به به به				*****	لل الله الله الله الله الله ا				
						331	160			**			
						~~ 1	140						

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 C	ircul		Level C 2 Plann							:ive)			•
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Intersection ************** Cycle (sec): Loss Time (sec) Optimal Cycle ************************************	#19 1 *****	US-10:	L ramps ******	& 1st	: St *****	*****	*****	****	*****	******	****	******	*~~Q
Cycle (sec):		10	00			Critic	al Vo	L./Caj	p.(X):		1,	194	151
Loss Timė (s	ec):		0	•		Averag	je Dela	ay (se	ec/veh)	:	xxx	cxx	n1/tinle
Optimal Cycl	e:	18	30_			Level	Of Se:	rvice	:			F	1 000
*****	****	*****	******	*****	*****	******	*****	*****	******	******	****	*****	0.9372
Doroco Houngi			00 TOT	. rampi						CTCCC			1
Approach:													
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			•										l
Control:	Sp.	lit Ph	nase	Spl	lit Pl	nase		Permit	tted	P	ermit	ted	
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Added Vol: PasserByVol:	0	0	0	0	0	0	14				34	0	
PasserByvol:	0	0	0	0	0	0	0	0	0	0.	0	0	
Initial Fut:			16					465		0			
User Adj: PHF Adj:													
-										1.00			
PHF Volume: Reduct Vol:					-	0	47 0			0		158	
Reduced Vol:				0					0 0	0		0	
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PCE Adj: MLF Adj:			1.00							1.00			
FinalVolume:		1.00	1.00	1.00	1.00		47	1.00			936	1.00 158	
Saturation F				[1			1			
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Crit Moves:	****				•		****			4	****	-	

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Pre-Project 2015 AM Fri Nov 13, 2009 09:15:27 Page 25-1 Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #20 Alameda St & 2nd St Cycle (sec): 0,606 D.65 100 Critical Vol./Cap.(X): Loss Time (sec): 0 Optimal Cycle: 56 Average Delay (sec/veh): XXXXXX -0.1(tist 56 Level Of Service: в 机公 Street Name: Alameda Street 2nd Street Approach: North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - RMovement: L - T - R
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Pre-Project 20	015 A	АМ 	F1	ri Nov	13,	2009 09	9:15:2	7		J	Page 2	26-1
Cir		ar 212	2 Planr	ning M	ethod		e Volu	ume A	lternat		*****	*****
Intersection #	#21 A	Alamed	da St &	and a	st/4t	h Pl						
Cycle (sec): Loss Time (sec Optimal Cycle: *********	c): :	1(, *****	00 `0 7 <u>9</u> *******	*****	****	Critic Averag Level	al Vo pe Dela Of Se	l./Caj ay (so rvice	p.(X): ec/veh) : *******	:	0.8 XXXX *****	B18 KXX D
Street Name: Approach:		7	Alameda	(Stre	et			3rd	Street	/4th I	lace	1
Movement:	г - Т	- Т	- R	L	- Т	- R	L ·	авс В - Т	- R	wе Ъ -	:зс ВС • Т	- R
Movement: 		 ermi+	 -ted		Dermi	 tted			 -ted		 	
Rights:									ude		Inclu	_
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R: Lanes:	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) 2	0 1	0 (0 0	00,	01	. 2	10
- Volume Module:	• 						1					
Base Vol:		635	0	0	825	189	0	0	0	163	2041	163
Growth Adj: 1								1.06	1.06			
Initial Bse:	128	673	0	0	875	200	0	0	0		2163	
Added Vol:	1	44	0	0	41	3 0	0	0	0	12	35	1
PasserByVol:			0	0	0	0	0	0	0	0	0	· 0
Initial Fut:			0	0	916	203	0	0	0	185	2198	174
User Adj: 1	L.00	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00
PHF Adj: 1									1.00			1.00
PHF Volume:					916		0				2198	174
Reduct Vol:			0				0			0		
Reduced Vol:			0		916				0			174
-			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 Flo	 w Mo	dule:	-				1					
				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
			0.00						0.00			0.27
Final Sat.: 1	500	3000	0	0	3000	1500	0	0	0	434	5159	408
-					•	!						·
Capacity Analy				0 00	0 77	0 14	0 00	A AA	0 00	0 4 7	o 40	0 40
Vol/Sat: 0 Crit Volume:		U.24	0.00	0.00	458	0.⊥4		0.00	0.00	0.43		0.43
	***				458 ****		0				639 ****	
******		****	*****	*****		******	*****	****	******			*****

Pre-Project	2015	AM	F:	ri Nov	13,	2009 09	9:15:2	7]	Page 2	27-1
			-									
~						Computa						
C *********						l (Futu)					نه مله مله مله مله مل	44 alle alle alle alle alle al
Intersection							*****	****	*****	****	* * * * * *	*****
*****	****	*****	******	*****	****							
Cycle (sec): Loss Time (s Optimal Cycl		10	00			Critic	al Vo	l./Cap	p.(X):		0.7	136 1).
oss Time (s	ec):	•	0			Averag	je Del	ay (se	ec/veh)	:	xxx	xx Ž
ptimal Cycl	e:		70			Level	Of Se	rvice	:		2	С
******	****	*****	******	******	* * * * *	******	*****	*****	******	*****	* * * * * *	*****
treet Name:		F	Hewitt	Street	3				lst S	treet		
pproach:											est Bo	ound
ovement:	Г	- T	– R	ь -	- Т	- R	Г	- Т	- R	L.	- т	- R
												!
ontrol:		Permit	ted	I	Permi	tted	Sp	lit Pl	hase	Sp]	lit Ph	lase
ights: in. Green:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
in. Green:	0	0	0	0	0	0	0	0	0	0	0	
1		I • 0		1. 0		v	I .0	1. 0	±. 0	- .v		
nes: ·,												10
ume Modul												
se Vol:		0	15	0	0	0	0	369	10	67	1435	0
wth Adj:												
tial Bse:	5	0	16	1.00 0	1.00	0		391		71		
led Vol:	0	ő	0	0	Ő	0			0	, T 0	33	0
sserByVol:	0	0	16 0 0	Ő	ŏ	Ő	0 0	0	ŏ	ő	33 0	ŏ
itial Fut:	5	0	16	0	ō	Ō	ō	429	11	71	1554	õ
er Adj:								1.00				1.00
7 Adj.						1.00			1.00			1.00
F Volume:			16			0	Ó		11		1554	0
luct Vol:	0		0			0				0	0	0
luced Vol:		0				0					1554	Ō
E Adj:	1.00	1.00	1.00									1.00
F Adj:									1.00		1.00	1.00
nalVolume:	5	0	16	0	0	0		429	11		1554	0
												·
turation F									•			•
t/Lane:		1425		1425			1425	1425	1425	1425	1425	1425
justment:				1.00				1.00	1.00			1.00
nes:		0.00		1.00			0.00	1.95	0.05			0.00
al Sat.:	1425	0	1425	1425	1425	1425	0	2781	69	125	2725	0
									·			
acity Anal												
l/Sat:	0.00	0.00			0.00	0.00	0.00		0.15	0.57	0.57	0.00
it Volume:			16	0				220			873	
it Moves:			****					****			****	
*********	*****	*****	*****	*****	****	*****	*****	*****	*****	*****		*****
											88	
											_	

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Pre-Project	2015	РМ	F1	i Nov	13,	2009 09	9:22:0	7			Page	6-1	
		ar 21	2 Plann	ning Me	ethod	Computa (Futur	e Vol	ume A	lternat				
****	****	****	******	*****	****	*****	*****	****	******	*****	*****	******	
Intersection	****						*****	****	*****	*****	*****	******	
Cycle (sec):		10	00			Critic	al Vo	l./Caj	9.(X):		0.8	396/0.	929
Loss Time (se Optimal Cycle	ec):		0			Averag	re Dela	ay (se	ec/veh)	:	xxx	6xx _	-0.1(455
												ъ£	-0.1(#3
*****		•										******	50.829 =
Street Name:			Alameda	Stree	et	_		Cesa	ar Chav	ez Ave	enue	_	10
Approach:													
Movement:						- R 			- R 		- T 		
Control:	Pr	ot+Pe	rmit '	Pro	ot+Pe	rmit '	· ,	Permit	ted	' Pro	ot+Pei		
Rights:			ıde		Incl	ude		Ovl			Inclu	ıde	
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	02	1 0	1 (2	10	1 () 2	01	1 (2		
Volume Module													
Base Vol:					708			942			1186	131	
Growth Adj:				1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	
Initial Bse:			192	102	750	118	100	999	157	160	1257	139	
Added Vol:					64		17	43	1	12	52	2	
PasserByVol:						0	0	0	0	0	0	0	
Initial Fut:					81,4			1042			1309	141	
User Adj:						1.00			1.00		1.00		
PHF Adj:		1.00				1.00			1.00		1.00	1.00	
PHF Volume:					814			1042			1309	141	
Reduct Vol:						0	0	0	0	0	0	0	
Reduced Vol:					814				158		1309		
PCE Adj:									1.00		1.00		
						1.00							
FinalVolume:				103					158		1309	141	
Saturation Fl												- ·	1375
Sat/Lane:		1425				1425						1425	1910
Adjustment:									1.00			1.00	
		2.57				0.44							
Final Sat.: 		3663	612 	1425			1425		1425	1425		415	
I													
Capacity Anal				0 07	0 00			A 20	0 17	0 10	0.74	0 04	
Vol/Sat: Crit Volume:	0.13	0.34			0.22	0.22	0.08		0.11		0.34	0.34	
Crit Moves:			482 ****	103 ****				521 ****		172 ****			
STIC MOVES:				~ ~ ^ ^						~ ~ ~ ~ ~			

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Pre-Project												·
						Computa (Futur			t tlternat	:ive)		·
******											*****	*****
Intersection							*****	****	*****	****	*****	*****
Lycle (sec):	:	10	00			Critic	al Vo	1./Ca	p.(X):		1.0)39 - (XX F
loss Time (s	sec):		0			Averag	re Del	ay (s	p.(X): ec/veh) :	:	XXXX	cxx
Dptimal_Cycl	.e:	18	80.			Level	Of Se	rvice	:			F
*******		*****	******	*****	****	******	****	*****	******	*****	*****	*****
Street Name:	:	7	Vignes	Stree	t			Cesa	ar Chav	ez Av	enue	
pproach:	No	rth Bo	ound	So	uth B	ound	E.	ast Be	ound	W	est Bo	
lovement:	Ъ	- Т	- R	Ŀ	- Т	- R	Ľ	- Т	- R	L	- т	- R
	·]								
control:	Pr	ot+Pei	rmit	Pro	ot+Pe:	rmit	Pre	ot+Pei	rmit	Pro	ot+Pei	mit
lights: lin. Green:	-	Ov1	-	-	Ov1	-	-	Ov1	_	-	Ovl	-
un. Green:	0	1 0	0	0	0	0	0	0	0	0	0	0
Anes:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
		0 Z	· · · · · · · · · · · · · · · · · · ·	1		I	1	0 2	0 1	1	0 2	0 1
olume Modul				1			.		71	1		
ase Vol:		807	172	240	271	81	87	1077	136	125	1130	219
rowth Adj:									1.06			
nitial Bse:			182		287		92			133		•
dded Vol:		8		10		3	2	53		3		
asserByVol:			0	0	0	0	0	0	0	0		0
nitial Fut:						89		1195		136		
ser Adj:	1.00	1.00	1.00						1.00			1.00
HF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HF Volume:			184		317	89	94	1195	148	136	1259	235
educt Vol:				0						0	0	0
educed Vol:						89		1195			1259	
CE Adj:						1.00					1.00	
LF Adj:										1.00		
inalVolume:			184	264	317	89	94	1195	148		1259	235
aturation F]								
at/Lane:				1375	1375	1375	1375	1375	1375	1375	1375	1375
djustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
anes:						1.00						1.00
inal Sat.:						1375						1375
apacity Ana	lysis	Modul	.e:				-			•		
ol/Sat:			0.13		0.12	0.06	0.07	0.43	0.11	0.10	0.46	0.17
rit Volume:		432	•.	264				597		136		
rit Moves:		* * * *		****				****		* * * *		

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Pre-Project	2015 PM	E	'ri Nov	13,	2009 09	9:22:0	7 			Page	8-1	-
c	ircular	Level 212 Plan	Of Serv						ive)			-
****										****	*****	ł.
Intersection	#3 Miss	sion Rd &	Cesar	Chav	ez Ave							
**********	******	*****		*****	******	*****	*****	******	*****	****	*****	·
Cycle (sec): Loss Time (sec) Optimal Cycle ************************************		100			Critic	al Vo	1./Ca	p.(X):		1,4	277 (.0	159
Loss Time (s	ec):	0			Avera	ye Dela	ay (s	ec/veh)	:	xxxx	cxx	A) ABACK
Optimal Cycle	e:	180			Level	Of Sea	rvice	:			F	
******	******	******	******	****	*****	*****	****	******	*****	****	******	0 959=1
										nue	1	
Approach:	North	ı Bound	Sou	ith B	ound	Ea	ast B	ound	We	st Bo		
Movement:	ь -	T - R	ь -	- T	- R	Г	- Т	- R	ь –	т	- R	
Control:	Prot+	Permit	I	Permi	tted	Sp.	lit P	hase	Spl	it Pł	ıase	•
Rights: Min. Green:	C)vl		Ovl			Incl	ude		Inclu	ıde	
Min. Green:	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			
Lanes:										1	1 0	
								[
Volume Module	-											
Base Vol:				320		685				889		
Growth Adj:												
Initial Bse:									109		39	
Added Vol:											0	
PasserByVol:						0			-	_	0	
Initial Fut:										1000		
User Adj:							1.00				1.00	
PHF Adj:							1.00				1.00	
PHF Volume:				342		736		283	110		39	
Reduct Vol:								0		0	0	
Reduced Vol:					411							
-			1.00					1.00			1.00	
FinalVolume:			1.00 35		411	1.10		1.00 283			1.00	
											39	
Saturation Fl			11		1	1			1			
	1375 13		1375	1375	1375	1376	1375	1375	1375	1275	1375	
Adjustment:			1.00					1.00				
Lanes:	1.00 2.		1.00					0.50			0.08	
	1375 27					1945		684	1375		104	
Capacity Anal			11		I	I .		I	1		I	
	-	26 0.05	0.03	0.12	0.30	0.42	0.41	0.41	0.08	0.38	0.38	
Crit Volume:		54	35			572				520		
Crit Moves:	-	**	****			****	5410	,		****		
	******	*******	******	****	******	*****	****	******	*****	* * * * *	*****	

Pre-Project	2015	PM	F:	ri Nov	13,	2009 0:	9:22:0	7	-`		Page	9-1	_
			Level (Of Ser	vice	Computa	ation	Report	:				
						(Futu:							
*******						*****	*****	*****	******	*****	*****	*****	*
Intersection	****	****	*****	*****	*****	*****	*****	*****	*****	*****	*****	******	κ.
Cycle (sec): Loss Time (s Optimal Cycl ************ Street Name:		1	00			Critic	cal Vo	l./Car	o.(X):		0.6	2850	646 1
Loss Time (s	sec):		0			Avera	ge Del	aý (se	ec/veh)	:	xxxx	cxx Č.	1 (ASALA
Optimal Cycl	.e:	!	69			Level	Of Se	rvice	:			в 🗂	0.1
*********	*****	*****	*****	*****	****	******	*****	* * * * * *	*****	*****	*****	******	ALL =A
Street Name:		•	Vignes	Stree	t			I	Ramirez	Stree	et		10540-1
Approach:	No	rth B	ound	So	uth B	ound	E	ast Bo	ound	We	est Bo	ound	1°
Movement:	\mathbf{L}	- T	- R	Г	- т	- R	L	- т	- R	Ъ	- Т		
									·				
Control:	P	rotect	ted	P:	rotect	ted ude 0	Sp	lit Pł	ase	Sp	lit Pł	lase	
Rights:		Igno:	re		Incl	ude	-	Inclu	ıde	_	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	02	01	2 (01	1 0	1	10	1 0	1 (0 0	1 1	
Volume Modul	ė:						•			1 -			
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	
Initial Bse:				268					46			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		
User Adj:	1.00	1.00	0.00	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	
PHF Volume:	45	533	0	291		159	186	47	46	80	86	632	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:						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							
FinalVolume:	49	533	0	320	133	159	204	47	46	80	86	695	
					•								
Saturation F									•			•	
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:						1.00		1.00			1.00	1.00	
Lanes:						1.00		0.51	0.49		0.22	1.78	
Final Sat.:			1375	2750		1375		695	680	1375	302	2448	
													
Capacity Anal									,			,	
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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*****									******	*****	****	* * * * * * *	*
Intersection													
*********	****	*****	******	*****	****	******	*****	*****	******	*****	*****	******	. Al
Cycle (sec):		τι	00			Critic	ar vo	1./Car).(X):		0.	590 D.(0°7
Loss lime (s	ec):		0			Averag	le Der	ay (se	ec/ven)	:	XXX	xxx	-11 (FBAR
opcimai <u>cyc</u> i	*****	· · · · · · · · · · · · ·	<u>, , , , , , , , , , , , , , , , , , , </u>	*****	*****	*******	UL 50	******	; *******			B +++++++	×
Cycle (sec): Loss Time (s Optimal Cycl ************************************		1	lameda	Stre	et		Arc	adia S	Street/	119-10		- ramn	No styl =
Approach:	No	rth Bo	nund	So	uth B	ound	E	ast Bo	ound	We We	et R	-und	102.1
Movement:	L	- T	- R	L	- Т	- R	Ŀ	цве 20 - Т	- R	г	- т	- R	1
			·										ſ
Control:		Permit	ted	•	Permi	tted	Sp	lit Pł	lase	Sp	lit Pl	hase	I
Rights:		Inclu	ıde		Incl	ude	-2	Inclu	ıde	- 12 -	Inclu	ıde	
Rights: 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	03	0 0	0 0	02	10	0	0 0	0 0	1 1	L 1	1 0	
Volume Modul													
Base Vol:					811					330			
Growth Adj:				1.06	1.06				1.06	1.06	1.06	1.06	
Initial Bse:				0			0			350		138	
Added Vol:			0	0	65	0		0	0	28	25	9	
PasserByVol:									0		0	0	
Initial Fut:									0		453	147	
User Adj:									1.00		1.00	1.00	
PHF Adj:									1.00			1.00	
PHF Volume:	16	2049,	0		925		-	0	-	378	453	147	•
Reduct Vol: Reduced Vol:	0	0	0	0	0			0	0	0		-	
				0					0			147	
PCE Adj:									1.00				
MLF Adj:									1.00				
FinalVolume:					925				٥.				
										1			
Saturation Fl				1495	1475	1495	1405	1405	1495	1495	1405	1405	
Sat/Lane: Adjustment:			1425						1425 1.00			1425	
Lanes:			0.00						0.00				
Final Sat.:		4275	0.00		4092	183		0.00	0.00	1.43 2045		697	
Jac.:							J		1			روی 	
Capacity Anal				ı		I	I		1	1	-	1	
Vol/Sat:				0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.15	0.21	
Crit Volume:		683		0				0				3,00	
Crit Moves:		****		****				-				****	

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e-Project	2015 	PM	F1	ci Nov	13, 	2009 09):22:0	7 			Page :	11-1
												
c	ircul					Computa (Futur			t lternat	ive)		
********	*****	****	******	*****	****	******	*****	*****	******	*****	****	*****
ersection	1 #6 A	lameda	a St &	Aliso	st/C	ommeric	al St					
*******	*****	****	*****	*****	* * * * *	*****	****	****	*****	*****	*****	*****
le (sec):		10	00			Critic	al Vo	1./Ca	p.(X):		0.1	770 /
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Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 14-1 _____ Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #9 Alameda St & Temple St 0,733 0. 159 Cycle (sec): Critical Vol./Cap.(X): 100 xxxxxx -0.1 (ASAC/ARE Loss Time (sec): 0 Optimal Cycle: 70 Average Delay (sec/veh): Level Of Service: Alameda Street Temple Street North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R L - T - I Street Name: Approach: Movement: L - T - R Permitted Permitted Protected Prot+Permit Control: Include 0 0 0 Rights: Include Iqnore Include 0 0 0 0 0 0 Min. Green: 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 1 0 Volume Module: Base Vol: 62 1096 1 54 885 235 328 275 179 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 7 0 9 Added Vol: 57 0 81 13 6 15 1 3 2 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 Initial Fut: 73 1219 1 57 1019 301 262 354 205 36 161 69 1.00 73 1219 262 354 PHF Volume: 1 57 1019 0 205 36 161 69 Reduct Vol: 0 0 0 0 0 0 0 0 0 0.0 0 Reduced Vol: 0 0 0 Reduced Vol: 73 1219 1 0 262 354 57 1019 205 36 161 69 PCE Adj: 1.00 MLF Adj: FinalVolume: 73 1219 1 57 1019 0 262 354 205 36 161 69 Saturation Flow Module: 1425 BK 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 57 Crit Volume: 610 262 115 Crit Moves: **** **** **** ****

Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 15-1 Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #10 Grand Ave & 1st St Critical Vol./Cap. (X): 0.993 -0.1(Fister Ates) Cvcle (sec): 100 Average Delay (sec/veh): Level Of Service: Loss Time (sec): 0 Optimal Cycle: 180 XXXXXX E Street Name: Grand Avenue 1st Street Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R -----|-----||------|| Control:PermittedPermittedProtectedRights:OvlIncludeInclude Rights: Ovl Ovl Include Include 0 0 0 0 0 0 0 0 0 0 0 0 Min. Green:

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Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 16-1 Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #11 Broadway & 1st St - 0.1 (ATSACKTUS 100 Critical Vol./Cap.(X): 0.665 Cvcle (sec): Loss Time (sec): 0 Optimal Cycle: 55 Average Delay (sec/veh): XXXXXX Level Of Service: в Broadway 1st Street North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R Street Name: Broadway Approach: Movement: Control: Permitted Permitted Prot+Permit Permitted Rights: Include Include Include Include Include Include 0 0 0 Rights: Include Include 0 0 0 0 0 0 Min. Green: 0 0 ۵

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Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 17-1 ______ Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #12 Main St & 1st St Cycle (sec):100Critical Vol./Cap. (X):0.817 - 0.1 (Augulation for the section of د، ^D Street Name:Main Street1st StreetApproach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R -----||-----|| Control:PermittedPermittedProt+PermitPermittedRights:IncludeIncludeIncludeIncludeMin. Green:00000 0 0 0

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 PHF Volume:
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Pre-Project	2015	PM	F1	ci Nov	13,	2009 09	9:22:0	7		I	Page 1	L8-1	
						Computa							
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Intersection							*****	****	*****	*****	*****	*****	
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*****	****	*****	* * * * * * *	*****	****	*****	*****	****	* * * * * * *	*****	*****	*****	D.(1) = B
Street Name:		Los	s Angel	les Sti	reet				1st S	treet		ι ι	
Approach:	No	rth Bo	ound	Sou	ith B	ound	Ea	ast B	ound		est Bo		
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	•		•							•		-	
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Lanes:			4.0 1 0			4.0 0 1			4.0		4.0) 2		
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Growth Adj:		1.06		-					1.06			1.06	
Initial Bse:			103	-	261		114	1087	33	43	761	114	
Added Vol:	14	127	11	0	202	2	54		29	25	38	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:			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	
PHF Adj:		1.00		1.00				1.00	1.00	1.00		1.00	
PHF Volume:	85		114	98	463	176		1130	62	68	799	114	
Reduct Vol:				0	0		0	0	0	0	0	0	
Reduced Vol:		899			463			1130		68	799	114	
PCE Adj: MLF Adj:						1.00			1.00			1.00	
-				1.00				1.00	1.00 62		799	1.00	
FinalVolume:		899			463			1130				114	
Saturation F				1		1	1		· · · · ·	1		1	
Sat/Lane:		1500		1500	1500	1500	1500	1500	1500	1500	1500	1500	
		1.00		1.00				1.00		1.00		1.00	
Lanes:		1.78	0.22	1.00					0.16	1.00		0.38	
Final Sat.:			337	1500		1500		4266	234	1500		564	
				1					İ				-
Capacity Ana	-												
Vol/Sat:	0.06	0.34			0.15	0.12		0.26	0.26	0.05		0.20	
Crit Volume:			506	98			168				305		
Crit Moves:			****	****			****				****		
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ntersection **********	. ₩14 ****	san Pe	earo st ******	:/Juag *****	e Jon *****	n Allsc ******) SC &	1SC : ****	SC ******	****	*****	*****
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oss Time (s	ec):		0			Averag	e Del	ay (s	ec/veh)	:	XXXX	\cos^{-1}
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luced Vol:						77		1133			741	
E Adj:						1.00					1.00	
F Adj:		1.00		1.00					1.00		1.00	
alVolume:	146		256	23	106	77	54	1133	93	83	741	54
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al Sat.:	-	1381	1031		1686						2796	204
pacity Anal										I		
l/Sat:	_			0.06	0.06	0.07	0.04	0.41	0.41	0.06	0.27	0.27
it Volume:			373	12	5.00	v.v.	v. v .	613	A+27	83	0.27	0.27
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Intersection	#15	Centra	al Ave	& 1st	St							
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Street Name:			Central							treet		
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PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
PHF Volume:			163		0			1346		130		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
CE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
1LF Adj:	1.00		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			163		0		0			130		0
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Saturation F												
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re-Project	2015	РМ 	F1	i Nov	13,	2009 09	9:22:0	7 - -			Page 2	21-1
						Computa					- -	
		lar 21	2 Plann	ning M	ethod	l (Futur	e Vol	ume A	lternat			
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tersection *******						******	*****	****	*****	****	****	*****
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ss Time (s	ec):		0			Averag	je Del	ay (s	ec/veh)	:	XXX	xxx j
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reet Name:								~ ~ ~ ~ ~	~ ~ ~ ~ ~ ~ ~		~ ~ ~ ~ ~ ~ ~ ~	*****
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ed Vol:												
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r Adj:									1.00			
Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
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uced Vol:	87	1008	133	67	849	149	185	1133	70	0	545	51
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acity Anal	-			0 0F	A 74	0 10	0 10		A 4A	0 00	A 7 A	
/Sat: t Volume:	0.06	0.35 504	0.09	0.05	0.30	0.10	0.13	0.42 602	0.42		0.19	0.04
t Moves:		504 ****		/ ۲ ****				602 ****		0 ****		
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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Fri Nov 13, 2009 09:22:07 Pre-Project 2015 PM Page 22-1 Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #17 Vignes St & 1st St ***** Critical Vol./Cap.(X): Average Delay (sec/veh): Level Of Service: 1.271 Cycle (sec): 1.106 100 -D. 1(+342 Loss Time (sec): 0 Optimal Cycle: 180 XXXXXXX F Vignes Street 1st Street Street Name: North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R L - T - R Approach: Movement: Permitted Permitted Split Phase Split Phase Control: Include Rights: Include Include Include 0 0 0 Min. Green: 0 0 0 0 0 0 0 0 ٥ 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: Volume Module: 36 200 1358 Base Vol: 62 174 133 10 82 26 405 41 41 1.06 141 11 87 212 1439 Initial Bse: 38 66 184 43 28 429 43 0 1 1 3 0 0 41 0 0 Added Vol: 12 24 48 0 0 ວ ວ່ 0 0 0 0 0 0 0 0 PasserByVol: Initial Fut: 38 67 196 142 14 87 212 1480 43 52 477 43 PHF Adj: 1.00 87 43 PHF Volume: 38 67 196 142 14 212 1480 52 477 43 0 Reduct Vol: 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 1.00 MLF Adj: FinalVolume: 38 67 196 142 14 87 212 1480 43 52 477 43 -----||-----||/------|| Saturation Flow Module: 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 2.86 **** **** **** Crit Moves: 952 416

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Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 24-1 Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #19 US-101 ramps & 1st St Cycle (sec):100Critical Vol./Cap.(X):Loss Time (sec):0Average Delay (sec/veh):Optimal Cycle:19Level Of Service: 0.045 Loss Time (sec): 0 Optimal Cycle: 19 XXXXXX А Street Name:US-101 ramps1st StreetApproach:North BoundSouth BoundEast BoundWeMovement:L - T - RL - T - RL - T - RL - T West Bound L - T - R Control:Split PhaseSplit PhasePermittedPermittedRights:IncludeIncludeIncludeIncludeMin. Green:000000 0 / 0 0 0

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 FinalVolume: 0 0 0 0 0 0 0 7 44 0 0 57 0 Saturation Flow Module: Final Sat.: /1425 1425 0 0 0 0 1425 1425 0 0 1425 1425 Capacity Ánalysis Module: Crit Vólume: Ω 0 7 57 Crit/Moves: **** * * * *

Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 25-1 _____ _____ Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #20 Alameda St & 2nd St Cycle (sec):100Critical Vol./Cap.(X):0.6720.1 (AffLoss Time (sec):0Average Delay (sec/veh):xxxxxxKOptimal Cycle:57Level Of Service:B0 (22) Street Name:Alameda Street2nd StreetApproach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R
 Control:
 Permitted
 Permitted
 Permitted

 Rights:
 Include
 Include
 Include
 0 0 0 0 0 Min. Green: Y+R: Lanes: Volume Module: Base Vol: 125 868 61 42 732 68 131 265 135 34 96 43 Initial Bse: 133 920 65 45 776 72 139 281 36 102 143 46 36 11 Added Vol: 10 28 25 28 41 17 25 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 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 70 804 156 306 0 50 110 113 58 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 MLF Adj: FinalVolume: 143 956 93 70 804 113 156 306 0 50 110 58 Saturation Flow Module: 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: **** **** **** ****

Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 26-1 Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #21 Alameda St & 3rd St/4th Pl Critical Vol./Cap. (X): 0.561 -0.1 (ATX ATC) Cycle (sec): 100 Loss Time (sec): 0 Optimal Cycle: 33 Average Delay (sec/veh): XXXXXX Level Of Service: Α Alameda Street 3rd Street/4th Place North Bound South Bound East Bound West Bound Street Name: Approach: L-T-R L-T-R L-T-R Movement: Permitted Permitted Permitted Permitted Control: Rights: Include Include Include Include 0 0 0 0 0 0 0 0 0 Min. Green: 0 0 Ω 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 1 2 1 0 Volume Module: Base Vol: 143 940 0 0 778 85 0 0 87 707 76 0 Initial Bse: 152 996 0 0 825 90 0 0 0 92 749 81 . 0 2 0 Added Vol: 2 68 0 50 0 0 12 5 63 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 154 1064 0 875 92 0 0 0 104 812 86 PHF Volume: 154 1064 92 0 0 875 0 0 0 104 812 86 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 154 1064 0 875 92 0 0 0 104 812 86 MLF Adj: FinalVolume: 154 1064 0 0 875 92 0 0 0 104 812 86 Saturation Flow Module: Final Sat.: 1500 3000 0 0 3000 1500 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 Ω 251 Crit Moves: **** **** ****

Pre-Project 2015 PM Fri Nov 13, 2009 09:22:07 Page 27-1 Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Intersection #22 Hewitt St & 1st St Critical Vol., Cap. Average Delay (sec/veh): Cycle (sec): 100 Critical Vol./Cap.(X): 0,854 0,894 Loss Time (sec): 0 Optimal Cycle: 127 XXXXXX -0.1/msh D Street Name: Hewitt Street 1st Street North BoundSouth BoundEast BoundWest BoundL - T - RL - T - RL - T - RL - T - R Approach: Movement: L - T - R

 Control:
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		 I	Level ()f Ser	vice	 Computa			 t				-
C		lar 212	2 Planı	ning M	ethod	(Futur	e Vol:	ume A	lternat		*****	*****	ł
Intersection								****		` 	****		
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Movement:	Ъ 	- T	- R	ь 	- T	- R 	1		1	F F	- т _.		
Control:	Pr	ot+Per	mit	Pro	ot+Pe	rmit	'	Permi	tted 0	I Pre	ot+Pei	rmit I	- -
Rights:		Inclu	ıde		Incl	ude		Ovl			Inclu	ıde	
Min. Green:	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	
Lanes:			1 0	1 (02	1 0	1 (02	0 1	1	02		
Volume Module													
Base Vol:		348			1308		44				1301		
Growth Adj:							1.06			1.06			
Initial Bse:			117	51	1386		47		•		1379	43	
Added Vol:			20	2			15		9	26		0	
PasserByVol:			0		0		0			0			
Initial Fut:					1482		62	-			1409		
User Adj:		1.00			1.00			1.00			1.00		
PHF Adj:		1.00			1.00			1.00			1.00		
PHF Volume: Reduct Vol:		425	137		1482		62	619	129		1409	43	
Reduced Vol:	107	-	0	0	0 1482	-	0 62	0 619	-	0	0		
PCE Adj:		1.00		1.00			1.00		+	258 1.00	1409		
MLF Adj:		1.00		1.00				1.00		1.00			
FinalVolume:			137		1482			619			1409		
				-		-	-					l	
Saturation F				I		1	I		1	I		i	
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1375
Adjustment:							1.00					1.00	· · · ·
Lanes:						0.42				1.00			
Final Sat.:		3235		1425				2850	1425		4147	128 	
Capacity Anal				1		1	1			1			
Vol/Sat:	-			0.04	0.40	0.40	0.04	0.22	0.09	0.18	0.34	0.34	
Crit Volume:						574		310		258			
Crit Moves:	****					****		****		****			
*********	****	*****	*****	*****	*****	******	*****	*****	******	*****	*****	*****	

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Intersection	#2 V	iqnes	st & C	Cesar (have	z Ave						
****	****	*****	*****	******	****	*****	*****	****	*****	****	* * * * * *	*****
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Cycle (sec): Loss Time (se	ec).:	•	0			Averag	e Dela	ay (se	ec/veh)	:	XXXX	CXX
Optimal_Cycle	B:		30			Level	Of Sei	rvice	:			D
**************************************	****	******	******	******	.****	******	*****	C	******* ar Chav	*****	*****	*****
Street Name: Approach:											enue est Bo	bund
Movement:									– R			
	~	·		 						 		·
Control:	' Pr	ot+Per	mit '	Pro	ot+Pe:	rmit	' Pro	ot+Per	rmit	' Pro	ot+Per	mit
Rights:					Ovl						Ovl	
din. Green:		0	0	0	0	0	0	-	0	-	0	0
(+R:			4.0		4.0	4.0	4.0					4.0
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nitial Bse:					299			455			1532	1.06 239
ded Vol:			3	- 30				46	-	3		6
asserByVol:						ō		0		ō		0 0
nitial Fut:										338	1584	245
ser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
IF Volume:			77	141	312		123	501	148		1584	245
educt Vol:		-	0	0	0	_	0	0	-	0	0	0
duced Vol:		315			312		123				1584	
- 4		1.00 1.00		1.00 1.00				1.00			1.00 1.00	1.00 1.00
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		2750		1375			1375				2750	1375
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Ol/Sat:	0.10	158	0.06	0.10 141	0.11	0.02	123	0.18	0.11	0.25	0.58 792	0.18
rit Moves:		****		141 ****			۲۲23 ****				/] Z * * * *	

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Cerrection #3 Mission Rd & Cesar Chavez Ave C:le (sec): 100 Critical Vol./Cap.(X): 1.199 - 0. STime (sec): 0 Average Delay (sec/veh): xxxxxx cimal Cycle: 180 Level Of Service: F reet Name: Mission Road Cesar Chavez Avenue F rement: L - T - R L - T - R L - T - R Split Phase rement: O T O O 0 0 0 0 0 htrol: Prot+Permit Permitted Split Phase Split Phase Split Phase hfs: Ovl Ovl Ovl Include Include 1. Green: 0	Post-Project	2015	AM	Tt	1e Nov	24,	2009 10):20:2	9			Page	9-1
tersection #3 Mission Rd & Cesar Chavez Ave tersection #3 Mission Rd & Cesar Chavez Ave cle (sec): 100 Critical Vol./Cap.(X): 1.199 _ 0. ss Time (sec): 0 Average Delay (sec/veh): xxxxxx timal Cycle: 180 Level Of Service: F recet Name: Mission Road Cesar Chavez Avenue proach: North Bound South Bound East Bound West Bound rement: L - T - R L - T - R L - T - R L - T - R non							 Computa	ation 1	Report	 t			
the (sec): 100 Critical Vol./Cap.(X): 1.199 - 0. ss Time (sec): 0 Average Delay (sec/veh): xxxxxx timal_Cycle: 180 Level Of Service: F recet Name: Mission Road Cesar Chavez Avenue West Bound proach: North Bound South Bound East Bound West Bound rement: L - T - R L - T - R L - T - R L - T - R													*****
cle (sec): 100 Critical Vol./Cap.(X): 1.199 - 0. ss Time (sec): 0 Average Delay (sec/veh): xxxxxx timal_Cycle: 180 Level Of Service: F timal_Cycle: 180 Cesar Chavez Avenue F proach: North Bound South Bound East Bound West Bound rement: L T R L T R incl: Port+Permit Permitted Split Phase Split Phase Split Phase ghts: Ovl Ovl Ovl Include Include Include i. Green: 0 0 0 0 0 0 0 vemedule: sevol: 180 257 110 23 700 856 245 235 112 180 928 41 uem Module: sevol: 180 257 110 23 700 856 245 235 112 180 928 43 led Vol: 3 4 1 0 10 1.06	Intersection	#3 М	issior	n Rđ&	Cesar	Chav	ez Ave						
Mission Road Cesar Chavez Avenue proach: North Bound South Bound East Bound West Bound vrement: L T T R L L T R L L T R L L L L L L L L L L L L L L L													
Mission Road Cesar Chavez Avenue proach: North Bound South Bound East Bound West Bound vrement: L T T R L L T R L L T R L L L L L L L L L L L L L L L	Cycle (sec):		10	00			Critic	al Vo	l./Caj	р.(X):		1.1	.99 - 0
Mission Road Cesar Chavez Avenue proach: North Bound South Bound East Bound West Bound vement: L T T R L L T R L L L L L L L L L L L L L L L <thl< th=""> <thl< th=""> L L</thl<></thl<>	Loss Time (se	∋c).:	•	0			Avera	je Dela	ay (se	ec/veh)	:	XXXX	xx
Cesar Chavez Avenue proach: North Bound South Bound East Bound West Bound proach: North Bound South Bound East Bound West Bound proach: North Bound South Bound East Bound West Bound proach: North Bound Ovl The Control of the second The Split Phase phts: Ovl Ovl The U The U The U attroit 0 0 0 0 0 0 0 attroit 0 0 0 0 0 0 0 0 0 attroit 0 0 0 0 0 0 0 0 0 0 attroit 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	Optimal_Cycle	3:	18	30			Level	Of Se	rvice	:			F
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A:0 4.0 1.0 1 0 1 </td <td>in. Green:</td> <td>0</td>	in. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Dacity Analysis Module: //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 t Volume: 194 918 0 537 t Moves: **** **** ****	-												
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C ********						(Futur							
						*****	*****	*****	******	*****	*****	*****	
Intersection	* * * * *	*****	*****		* * * * *								
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*******						******						******	
Street Name:			/ignes						Ramirez				0.290
Approach:						ound					est Bo		
Movement:						- R							
			·										
Control:	Р	rotect	ed.	Pi	rotec	ted	Spl	lit Pl	nase	Sp.	lit Pł	nase	
Rights:		Tduoi	ce i		TUCT	ude		Inch	ide		OAT		
Min. Green:			0				0	0	0		0	0	
Y+R:						4.0							
Lanes:			0 1			10			10		0 0	1 1	
Volume Modul													
Base Vol:	50		95	365			128	32	83	88	67	207	
Growth Adj:			1.06						1.06		N	1.06	
Initial Bse:			101		123		136		88	93	71	219	
Added Vol:		-	34	14	_			0	0	43	0	29	
PasserByVol:			0	-	0	-	+	0		· 0		0	
Initial Fut:			135				136	34		136	71	248	
User Adj:		1.00	0.00		1.00			1.00			1.00	1.00	
PHF Adj:		1.00	0.00		1.00			1.00	1.00		1.00	1.00	
PHF Volume:	53	133	0	401	126		136	34	88	136	71	248	
Reduct Vol:	0	0	0	0	0	_	0	0	0	0	0	0	
Reduced Vol:			0	401			136	34		136	71	248	
PCE Adj: MLF Adj:	1.00	1.00	0.00								1.00		
-				1.10				1.00	1.00	++	1.00	1.10	
FinalVolume:		133	0				149	34	88	136		273	l
Coturation P							1		·	1			
Saturation F				1275	1275	1275	1275	1275	1275	1275	1275	1275	
Sat/Lane: Adjustment:		1375	1375				1375 1.00		1375		1375	1375	
Adjustment: Lanes:		2.00		2.00			1.65			1.00 1.00		1.00 1.59	
Final Sat .:			1375	2750			2266		0.98 1344	1375		2183	
Final Sat.:				-			-			13/3		2103	ł
Capacity Anal				1			I			1			
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Crit Volume:	0.02	67	0.00	220	5.09	V • ± /		5.07	0.07	0.10	15	U + 13	
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				24					88		160		
									00				

Street Name: Alameda Street Arcadia Street/US-101 off-ramp Approach: North Bound South Bound East Bound West Bound Movement: L - T - R	Post-Project	2015	AM	Tu	le Nov	24,	2009 10	:20:29	• 		I 	Page 1	L1-1 	·
Intersection #5 Alameda St & Arcadia St/US-101 off-ramp Cycle (sec): 100 Critical Vol./Cap.(X): 0.776 0.743 Cycle (sec): 0 Average Delay (sec/veh): XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		• • • •												
Intersection #5 Alameda St & Arcadia St/US-101 off-ramp Average Delay (sec/veh): 0.776 0.743 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx Optimal Cycle: 84 Level of Service: C - 0.1(4) Street Name: Alameda Street Arcadia Street/US-101 off-ramp Rast Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Split Phase Split Phase Min, Green: 0 0 0 0 0 0 0 0 Street 1 0 <td></td> <td>*****</td> <td>******</td> <td></td>												*****	******	
Cycle (sec): 100 Critical Vol./Cap.(X): 0.776 0.743 Cycling (sec): 0 Average Delay (sec/veh): XCRCX Optimal Cycle: 84 Level Of Service: C - 0.1(A) Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R - 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 0 0 0 0 0 0 0														
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx										*****	*****	****	******	
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Cycle (sec):		10	00			Critic	al Vol	L./Car	o.(X):		0.7	176 0.3	H3
Optimal Cycle: 84 Level Of Service: 7 C 7 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 Vik: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Value 30 0 0 2.1 0 0 0 1.1 1 0 Value 30 0 0 2.5 0 0 0.504 1.52 1.06 Growth Adj: 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 PasserByVol: 0 0 0 0 0 0 0 0 0 0 <t< td=""><td>Loss Time (s</td><td>ec):</td><td></td><td>0</td><td>• .</td><td></td><td>Averag</td><td>e Dela</td><td>iy (se</td><td>ec/veh)</td><td>:</td><td>xxx</td><td>exix</td><td></td></t<>	Loss Time (s	ec):		0	• .		Averag	e Dela	iy (se	ec/veh)	:	xxx	exix	
Attraction Alameda Street Arcadia Street/US-101 off-ramp Street Name: L - T - R L - T - R L - T - R L - T - R 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 Vil: 4.0 4	Optimal Cycl	e:	. 8	34			Level	Of Sei	rvice	:			с -	· · · · · · · · · · · · · · · · · · ·
Approach:North BoundSouth BoundEast BoundWest Bound Y, Y, Y	*****	*****	*****	******	*****	****	*****	*****	*****	******	*****	*****	******	Ki
Movement: L T R L L T R L T R L L T R L <thl< th=""> L <thl< th=""> <thl< t<="" td=""><td>Street Name:</td><td></td><td>1</td><td>lameda</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>off-</td><td>-ramp</td><td>1.123:</td></thl<></thl<></thl<>	Street Name:		1	lameda								off-	-ramp	1.123:
Control: Permitted Permitted Split Phase Split Phase Sights: Include Include Include Include Min. Green: 0	Approach: 🕚	NO	rth Bo	ound	Soi	ith B	ound				We	st Bo	ound	V. VI -
Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include Win. Green: 0											_	_		
Rights: Include Include Include Include Include Include Min. Green: 0												·; ·		
Min. Green: 0 <th< td=""><td></td><td>2</td><td></td><td></td><td>1</td><td>Permi</td><td>tted</td><td>Sp.</td><td></td><td></td><td>Spl</td><td></td><td></td><td>•</td></th<>		2			1	Permi	tted	Sp.			Spl			•
Y+R: 4.0	Rights:		Inclu				ude		Incli	ıde		Inclu	ıde	
Lanes: 1 0 3 0 0 0 2 1 0 0 0 0 1 <td>Min. Green:</td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td>	Min. Green:		-			-		-			-	-		
Volume Module: Base Vol: 30 817 0 951 55 0 0 504 1152 130 Growth Adj: 1.06 1.00 1.00 0 <td< td=""><td>Y+R:</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td></td><td></td><td></td><td></td><td>4.0</td><td>4.0</td><td></td></td<>	Y+R:	4.0	4.0	4.0	4.0	4.0	4.0					4.0	4.0	
Wolume Module: 30 817 0 0 951 55 0 0 504 1152 130 Browth Adj: 1.06 1.00 1.00 0									0 (0 0	1 1	. 1	1 0	
Base Vol: 30 817 0 0 951 55 0 0 504 1152 130 Growth Adj: 1.06 1.00 1.00 0				•]						
Growth Adj: 1.06 0														
Initial Bse: 32 866 0 0 1008 58 0 0 0 534 1221 138 Added Vol: 0 121 0 0 114 1 0 0 96 6 2 PasserByVol: 0								0	0	0	504	1152	130	
Added Vol: 0 121 0 0 14 1 0 <	Growth Adj:				1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0
PasserByVol: 0 <t< td=""><td>Initial Bse:</td><td>32</td><td>866</td><td>0</td><td>0</td><td>1008</td><td>58</td><td>0</td><td>0</td><td>0</td><td>534</td><td>1221</td><td>138</td><td></td></t<>	Initial Bse:	32	866	0	0	1008	58	0	0	0	534	1221	138	
Initial Fut: 32 987 0 0 1122 59 0 0 630 1227 140 User Adj: 1.00 0	Added Vol:	0	121	0	0	114			0	0	96	6	2	
User Adj: 1.00 0	PasserByVol:	0	0	0	0	0	0	· 0	0	0	0	0	0	
PHF Adj: 1.00 0	Initial Fut:	32	987	0	0	1122	59	0	0	0	630	1227	140	
PHF Volume: 32 987 0 0 1122 59 0 0 630 1227 140 Reduct. Vol: 0	Üser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Reduct. Vol: 0 <t< td=""><td>PHF Adj:</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td></td></t<>	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	
Reduced Vol: 32 987 0 0 1122 59 0 0 630 1227 140 PCE Adj: 1.00 1.0	PHF Volume:	32	987	0	0	1122	59	0	0	0	630		140	
PCE Adj: 1.00	Reduct. Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
MLF Adj: 1.00	Reduced Vol:		-					0	0	0			140	
FinalVolume: 32 987 0 0 1122 59 0 0 693 1227 140 Saturation Flow Module:	-				1.00	1.00								
Saturation Flow Module: Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425	-			1.00				1.00	1.00	1.00				
Saturation Flow Module: Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425									0	0	693	1227	140	
Sat/Lane: 1425 0 0 1.00														
Adjustment: 1.00 <td>Saturation F</td> <td>low Mo</td> <td>odule:</td> <td></td>	Saturation F	low Mo	odule:											
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														I
Final Sat.: 1425 4275 0 0 4060 215 0 0 1543 3865 291 Capacity Analysis Module:														
Capacity Analysis Module: Vol/Sat: 0.02 0.23 0.00 0.28 0.28 0.00 0.00 0.45 0.32 0.48 Crit Volume: 32 394 0 683 Crit Moves: **** **** ****														
Capacity Analysis Module: Jol/Sat: 0.02 0.23 0.00 0.28 0.28 0.00 0.00 0.45 0.32 0.48 Crit Volume: 32 394 0 683 Crit Moves: **** **** ****				-				-	-	-				
Vol/Sat: 0.02 0.23 0.00 0.28 0.28 0.00 0.00 0.45 0.32 0.48 Crit Volume: 32 394 0 683 Crit Moves: **** **** ****									·]			·	
Crit Volume: 32 394 0 683 Crit Moves: **** **** **** ************************************													_	
Crit Moves: **** *******************************			0.23	0.00	0.00	0.28		0.00		0.00	0.45	0.32		
***************************************									0				683	
													** * *	
	*********	*****	*****	*****	*****	****	******	*****	*****	*****	*****	*****	69	

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Post-Project	2015	AM	Tu	e Nov	24,	2009 10					age 1?	.2-1	_
									-				-
		I	Sevel C	f Ser	vice	Computa	tion F	Report					
		ar 212	2 Plann	ing Me	ethod	(Futur	e Volu	ime A	lternat				
******								*****	******	*****	*****	*****	
Intersection	* * * * *	*****	******	*****	****	*****	*****						
Cycle (sec): Loss Time (se		10	00			Critic	al Vol	L./Car	o.(X):		0.6	⁵⁷¹ ~ (1 ASAL KUS)
						Averag	re Dela	iy (se	ec/veh)	:	XXXX		
Optimal Cycle				ب حاد حاد حاد حاد عاد	مله مله مله مله ما	Level	OI Sei	vice:	بالد باد باد باد باد باد باد	د د د د د د		B	10571=A
Street Name:						******							
Approach:						ound					est Bo		
Movement:						- R			- R		. т		
Control:	•	Permit	ted	' ı		tted			nàse '	•	lit Ph	-	
Rights:		Ignoi	re						ıde	-	Inclu		
Min. Green:	0	0	0	0	0	ude 0	0	0	0	0	0	0	
Y+R:		4.0		4.0			4.0			4.0			
Lanes:			01			00			0 1) ()	01	
			[
Volume Module											-		
Base Vol:		691		115			53	51	174	224	0	127	
Growth Adj: Initial Bse:		732	178		1408	~	1.06		1.06	1.06 237		135	4
Added Vol:		109	1/8		194		56	54 0	10 4	237		135	
PasserByVol:			ő	0			0	ŏ	0		ŏ		
Initial Fut:			187		1602		56	54		238	ō	-	
User Adj:						1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:		1.00	0.00	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:		841	=	137		-	56	54	184	238	0		
PCE Adj:						1.00						1.00	
MLF Adj:		1.00		1.00			1.10		1.00			1.00	
FinalVolume:		841	0		1602	0	62		184	238	0	147	
Saturation F]			[·	
Sat/Lane:				1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:									1.00			1.00	
						0.00			1.00			1.00	
Final Sat.:		4275				0			1425			1425	
Capacity Anal													
Vol/Sat:		0.20	0.00	0.10		0.00	0.02	0.04			0.00	0.10	
Crit Volume:					534				184				
0110 1101001			*****		****			ە. بەر بەر يەر يەر	****		المحاف والمراقب والم	المحاجبة والمعادمة	
*********	****	*****	*****	*****	****	*****	*****	*****	*****	*****	*****	*****	•

Post-Project	2015	AM	T1	le Nov	24,	2009 10					Page 1	L3-1	
						Computa				_			
						(Futur							
*****									******	*****	*****	******	
Intersection									******		* * * *		
			00			Critic						11	f30 0.1 (ASAL)
Cycle (sec): Loss Time (s	og) .					Averac	a Dol	av (a	p.(A); ec/veb)			LTT A.	alment
Optimal Cycl			32			Level	Of Se	ny (se rvice		•	~~~~	Δ	U.I (Mase)
********										*****	*****	******	- tocs
Street Name:			Garey										0.330
Approach:	No	rth Bo	-			ound					est Bo	-	
Movement:	L	- T	- R	L	- т	- R	L	- т	- R	Ъ	- т		
							1						
Control: Rights:	Sp	lit Pl	lase	Sp	lit P	nase '	P:	rotect	ted '	-	Permit		
Rights:	~	Inclu	ıde	-	Inclu	ıde		Inclu	ude		Inclu	ıde	
Min. Green:	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	
Lanes:			10			0 1			10		01	10	
												·	
Volume Modul	e:												
Base Vol:	8		5	134		229	261		8	12		78	
Growth Adj:	2				3	1.06		1.06	"	1.06		1.06	2
Initial Bse:		34	5	142		243	277		8	13		83	
Added Vol:	-		0	13		20	10	-	0	0		13	
PasserByVol:		_	0	0	0	0	0	-	0	-	0	0	
Initial Fut:		· —	5	155	135	263	287		-	13			
User Adj:			1.00		1.00			1.00			1.00		
PHF Adj:		1.00	1.00		1.00	1.00		1.00			1.00	1.00	
PHF Volume:	8		5	155	135	263	287	64		13	67	96	
Reduct Vol:		-	0	0	125	0	0	0	0	0	0	0	
Reduced Vol: PCE Adj:		72	- 5	155	135		287	-	-	13	67 1.00		
-		1.00	1.00 1.00		1.00			1.00 1.00			1.00		
MLF Adj: FinalVolume:					1.00 135	1.00 263	315			1.00	1.00 67	1.00 96	
										1			
Saturation F				1		I	I		1	1		I	_
Sat/Lane:		1425		1425	1425	1425	1425	1425	1425	1425	1425	1425	137
Adjustment:				1.00			1.00					1.00	12 / G
Lanes:		1.68		0.53			2.00				1.00		
Final Sat .:		2392	176		663	1425		1257			1425	1425	
Capacity Anal	lysis	Modu]	.e: '	-		•	-		·	-		•	
Vol/Sat:	0.03	ز0.03	/0.03	0.20	0.20	0.18	0.11	0.05	0.05	0.01	0.05	0.07	
Crit Volume:		<u>4</u> 3			290		158					96	
Crit Moves:		****			****		****	•				****	
*******	*****	A	*****	*****	*****	*****	*****	*****	******	*****	*****	*****	
		47.											

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				· ·										
· ,						Computa								
									lternat					
*****							*****	*****	******	*****	*****	*****		
Intersection	****	*****	******	*****	****	*****								
Cycle (sec): Loss Time (s Optimal_Cycl	-	1(00			Critic	al Vol	L./Caj	o.(X): ec/veh) :	_	0.'	720 - (
Loss Time (s	ec):		0			Averag	e Dela	ay (se	ec/veh)	:	XXXX	cxx		
Optimal_Cycl ***********	e:		51 						-					
												- - - 7		
	reet Name: Los Angeles Street Temple Street proach: North Bound South Bound East Bound West Bound													
Movement:	L	- T	- R	ь.	- T	- R	ц	- T	- R	Ъ				
									- .					
Control:		Permit	tted	. I	Permi	tted	I	Permi	tted]	Permit	tted		
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde		
Min. Green:						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				
Lanes:	1	02	01,	1 () 2	11,	1 () 1	10	- I (5 2	0 1		
Volume Modul				1			I							
Base Vol:		235	47	165	954	80	50	531	297	100	322	73		
Growth Adj:														
Initial Bse:						85						 77		
Added Vol:						0				4				
PasserByVol:	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		
PHF Adj:	1.00					1.00		1.00	1.00		1.00			
PHF Volume:	60	509			1073		56	610	322	110		82		
Reduct Vol:						0		0	0	-		0		
Reduced Vol:		509		249				610	-		389			
PCE Adj:												1.00		
MLF Adj:		1.00		1.00 249		1.10 93		1.00			1.00 389	1.00 82		
FinalVolume:		509												
Saturation F				1			1			1				
Sat/Lane:		1500		1500	1500	1500	1500	1500	1500	1500	1500	1500		
Adjustment:						1.00			1.00			1.00		
Lanes:						1.00			0.69		2.00	1.00		
		3000				1500	1500					1500		
			•											
Capacity Anal				0 17	0.04	0.00	0.04	0 J J	0 21	0.07	0 1 2	0 05		
Vol/Sat: Crit Volume:	0.04	255	0.03	0.17 249	0.24	0.06	0.04	1.21	0.31 466	110	0.13	0.05		
Crit Moves:		∠55 ****		249 ****					400 ****	**** TTO				
**************************************	*****		*****		*****	*****	*****	****			*****	*****		

Post-Project	2015	AM	T1	le Nov	24,	2009 10):20:2	9		Page	15-1	
	· · -					Computa						-
*********						(Futu)					*****	*
Intersection												
********						******	*****	*****	******	******	*****	*
Cycle (sec):		10	00			Critic	al Vo	l./Car	p.(X):	. 0.	635 0	73Z
Loss Time (s	ec):	•	0			Averag	e Del	ay (se	ec/veh)	: xxx	xxx /	-0.1(mm)
Optimal Cycl	e:	18	80			Level	Of Se:	rvice	:	· /	вС	(2) TA
*****				*****	****	*****	*****	*****	******	********	*****	*
Street Name:		7	Alameda	Stre	et			5	Temple	Street		(D.632 = B)
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast Bo	ound	West B	ound	
Movement:	L	- T	- R	ь	- т	- R	L	- Т	- R	L - T	- R	
Control:		Permit	ted	P	rotec	ted	Pro	ot+Per	rmit	Permi	tted	
Rights:		Inclu	ıde			re		Inclu	ude	Incl	ude	
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	
Lanes:	1	01	1 0	1 (0 1		01	10	101	1 0	
,												· ·
Volume Modul	e:											•
Base Vol:			4		1182		105	167		21 116		
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:			0	106	70	18	10	105	3	0 29	57	
PasserByVol:			0	0	0	0	0	-	0	0 0	0	
Initial Fut:			4		1323		121			22 152		
User Adj:		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		
PHF Volume:	101		4		1323		121			22 152		
•	0	-	0	0	-	0	0	-	0	0 0	_	
Reduced Vol:					1323					22 152		
PCE Adj:		1.00		1.00				1.00				
MLF Adj:		1.00		1.00				1.00				
FinalVolume:			4		1323	0		282	160	22 152		1
				I								l
Saturation F				1405	1405	1405	1405	1405	1405	1406 1405	105	1375
Sat/Lane: Adjustment:		1425		1425			1425 1.00			1425 1425		ins
Lanes:		1.99		1.00 1.00				1.28		1.00 1.00 1.00 1.27		•
Final Sat .:		2835	15	1425				1819		1425 1815		
Dac.:			·									l
Capacity Anal	lvsis			I		I	ł		1	i -		I
Vol/Sat:	-			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:		/			****				****	****		
*****	*****	*****	*****	*****	*****	******	*****	*****	*****	******	******	r
	ol				(q62	2						

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Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative) Thresection #10 Grand Ave & 1st St Cycle (sec): 100 Critical Vol./(cap.(X): 0.663 Street Name: Grand Avence Ist Street Average Delay (sec/veh): xxxxxx Control: Permitted Prot+Permit Protected Moth Bound Suth Bound East Bound West Bound Mothed Ovl Include Include Minude Moth Permitted Prot+Permit Protected Mothed A: 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4	Post-Project	2015	AM	T t	le Nov	24,	2009 10	:20:2	9]	Page 1	16-1		
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 Street Name: Grand Avenue Level of Service: D Street Name: Grand Avenue Level of Service: D Control: Permitted Permitted Prot+Permit Protected Rights: Ovl Ovl Ovl Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					of Ser	 vice									
Intersection #10 Grand Ave & 1st St Cycle (sec): 10 Critical Vol./Cap.(X): 0.863 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx Optimal_Cycle: 136 Level Of Service: D Street Name: Grand Avenue Ist 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 Prot+Permit Protected Min. Green: 0 0 0 0 0 0 0 Value Module: Base Vol: 15 51 28 175 954 164 112 681 1.06			ar 212	2 Planr	ning Me	ethod	(Futur	e Volu	ume A	lternat			1. ala ala ala ala ala ala		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$							*****	*****	*****	*****	*****	*****	*****		
Street Name: Grand Avenue Ist Street Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L U North Bound West Bound Control: Permitted Permitted ProtPermit Include Inc	******	****	*****	******	*****	* * * * *									
Ist Street Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R K T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R R T T R R T T R R T T R <	Cycle (sec):		10	00			Critic	al Vo	l./Caj	p.(X):		0.8	363 _1		
Ist Street Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R R T T R R T T R R T T R R T T R R T T R <	Loss Time (s	ec):		0			Averag	re Dela	ay (se	ec/veh)	:	XXX	xxx `		
Ist Street Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R R T T R R T T R R T T R R T T R R T T R <	Optimal_Cycle	e:	1:	36			Level	Of Se	rvice	:			D		
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-RL-T-RControl:PermittedPermittedProt+PermitProtectedIncludeIncludeIncludeMin. Green:000000000000YHR:4.04.04.04.04.04.04.04.04.04.04.04.0Lanes:10201102012021000 <td< td=""><td>*******</td><td colspan="14">Name: 3st Street</td></td<>	*******	Name: 3st Street													
Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R C T R C T R L - T R L C T R L - T R L C T R L C T R L C T C T R L C T R L C T R L C C T R L C C C C C C C C C C															
Control: Permitted Permitted Prot+Permit Protected Rights: Ov1 Ov1 Include Include Min. Green: 0	Approach:	NO	rth Bo	ound	Sou	uth B	ound	Ea	ast Bo	ound	We	est_Bo	ound		
Control: Permitted Permitted Prot-Permit Protected Rights: Ovl Ovl Include Include Min. Green: 0	Movement:	L I	- T	- R	Li ·	- Т	- R.	<u></u> Б	- т	- R	<u></u>	- т	- R		
1 + 1: 1 · 0 · 2 · 0 · 1 1 · 0 · 2 · 0 · 1 1 · 0 · 2 · 0 · 1 1 · 0 · 2 · 0 · 1 2 · 0 · 2 · 1 · 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 · 1.00 · 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0	Control·	ŀ	 Permit	 tted	:l	Permi	tted ·	' Dr/	ot+De	 rmit	ים . ח	rotect	 ted		
Y+R: 4.0	Rights:	•		u	,	ົ້ດຫາ		τ.v	Inclu	ide		Tncl	ide		
1 + 1: 1 · 0 · 2 · 0 · 1 1 · 0 · 2 · 0 · 1 1 · 0 · 2 · 0 · 1 1 · 0 · 2 · 0 · 1 2 · 0 · 2 · 1 · 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 · 1.00 · 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0	Min. Green:	n	0	0	n	0	0	0	0	0	0	0	O		
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 2 1 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 (2	0 1	2 (2	10		
Volume Module: Base Vol: 15 51 28 175 954 164 112 681 170 225 746 274 Growth Adj: 1.06 1.00 1.00 1.00 1.00 0 <td></td> <td>[]</td> <td></td> <td> </td> <td> </td> <td></td> <td> </td> <td> </td> <td></td> <td> </td> <td> </td> <td></td> <td> </td>		[]													
Growth Adj: 1.06 1.07 1.09 3 PasserByVol: 0				•	•		•	•		'	•				
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															
Added Vol: 27 162 0 1 290 0 0 88 28 0 109 3 PasserByVol: 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		
PasserByVol: 0 <t< td=""><td>Initial Bse:</td><td>16</td><td>54</td><td>30</td><td>186</td><td>1011</td><td>174</td><td>1[`]19</td><td>722</td><td>180</td><td>239</td><td>791</td><td>290</td></t<>	Initial Bse:	16	54	30	186	1011	174	1 [`] 19	722	180	239	791	290		
Initial Fut: 43 216 30 187 1301 174 119 810 208 239 900 293 User Adj: 1.00 0	Added Vol:	27	162	0	1	290	0	0	88	28	0	109	3		
User Adj: 1.00 0 </td <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>. 0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>				0	0	0	. 0	0	0	0	0	0	0		
PHF Adj: 1.00 208 239 900 293 Reduct Vol: 0<					187	1301	174	119	810	208	239	900	293		
PHF Volume: 43 216 30 187 1301 174 119 810 208 239 900 293 Reduct Vol: 0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1.00</td><td></td><td></td><td></td></t<>										1.00					
Reduct Vol: 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1.00</td><td></td><td></td><td></td></td<>										1.00					
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>43</td><td>216</td><td>30</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	PHF Volume:	43	216	30											
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Reduct Vol:	0	0	0								-	-		
MLF Adj: 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															
Sat/Lane: 1425															
Adjustment: 1.00 <td></td> <td></td> <td></td> <td></td> <td>1425</td> <td>1425</td> <td>1425</td> <td>1425</td> <td>1425</td> <td>1425</td> <td>1425</td> <td>1425</td> <td>1425</td>					1425	1425	1425	1425	1425	1425	1425	1425	1425		
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2	•														
Final Sat.: 1425 2850 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	_	-			-						-		-		
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				•	I		Į	I		I	I				
					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 Volume:	43				651			405		131				
Crit Moves: **** **** ****		****				****			****		****				
***************************************	******	*****	*****	*****	*****	****	*****	*****	*****	*****	*****	*****	******		

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Post-Project	2015	AM	Tu	le Nov	24,	2009 10):20:29)		I	Page :	17-1
												
_			Level C									
C			2								*****	******
Intersection												
******	****	****	******	*****								
Cycle (sec): Loss Time (s Optimal_Cycl *********** Street Name: Approach:		1(00			Critic	al Vol	./Caj	p.(X):		0.9	728 ,
Loss Time (s	ec):		0	•		Averag	ge Dela	ıy (s	ec/veh)	:	xxx	_{xxx}
Optimal_Cycl	e:	(58			Level	Of Ser	vice	:			С
****	****	*****	******	*****	* * * * *	*****	*****	****	******	*****	*****	******
Street Name:	л		Broa	Idway		đ	77-	7	lst S	treet		
Approach: Movement:												
Control	-	Dermit	-+ od `	•	Dormit	-tod	Dro	t. Do	rmit	· . т	lormi	-+od
Rights:		Inclu	ude	-	Inclu	ude		Incl	ude	_	Inclu	ıde
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	02	10	1 (01	1 0	1 0	2	1 0	1 0) 2	1 0
Rights: Min. Green: Y+R: Lanes:						{	[
VOTUME MOUUI						ι.						
Base Vol:				41				677			989	
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
Added Vol·	8	415	87 0	43 1	/44 8	140 2	o∠ 9	110	20	1	1048	136 8
Initial Bse: Added Vol: PasserByVol:	0		0 0	0	0	0	o o	0	0	0	,0	0
Initial Fut:	74	455	87	44	752 ⁻	148	91	801	31		1124	
User Adj:					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
PHF Volume:		455		44	=	148	91	801			1124	144
Reduct Vol:				· 0		0	0		0		0	-
Reduced Vol:				44				801				144
PCE Adj: MLF Adj:	1.00	1.00	1.00						1.00			
FinalVolume:			1.00		752	1.00 148		801		1.00		1.00
Saturation F	Low Mo	odule;	1 :	1		1	I		1	1		I
Sat/Lane:		1425		1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:						1.00			1.00			
Lanes:	1.00	2.52	0.48	1.00	1.67	0.33	1.00	2.89	0.11			
Final Sat.:			685	1425			1425		157			484
												[
Capacity Anal				0 03	0 22	0 22	0.00	A 70	0 10	0 05	0 20	0 20
Vol/Sat: Crit Volume:	0.05	0.13	0.13	0.03	450	0.32	0.06 91	0.19	0.19	0.05	0.30	0.30 423
Crit Moves:	/± ****				****		۲۲ ****					423 ****

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						Computa							
·*********									lternat			*****	*
Intersection											~ ~ ~ ~ ~ ~		-
************					****	******	*****	*****	******	****	*****	*****	*
Cycle (sec): Loss Time (s Optimal Cycl	ec):		0	•		Avera	re Dela	ay (s	ec/veh)	:	xxx	cxx ~t	1.10
Optimal Cycl	e:		86			Level	Of Se	rvice	:			Α	10.
*******	****	*****	******	*****	* * * * *	******	*****	****	*****	*****	*****	*****	*Ľ
Street Name:			Main S							treet			
Approach:	No	rth Bo	ound	So	ith B	ound	E	ast B	ound	W	est Bo	ound	
Novement:	Г	- T	– R	Ъ	- T	- R	Ъ	- Т	- R	\mathbf{L}	- Т	- R	,
 7	1	 De	·	1	/	 •••-			 				I
Control:	•	rermit	de	į	ermi	ccea udo	Pro	ンC+Pe:	rmit		rermit	ide	·
Rights: Ain. Green:	^	TUCIO	ude o	^	TUCT.	uae	^	TUCT	uae ^	^	TUCI	1de 0	
11n. Green: (+R:	4 0	4 0	U 4 0	4 0	4 0	U A 0	4 0	4 0	4.0	ں م ا	4 0	ں م م	
Lanes:	-±.0	 1 1	1 0	-1.0	- <u>-</u> ∪ > ∩	0 0	1 1	 	-+.V 0 0	-±.0		1 0	
	1			1			1		l	1			I
/olume Modul			1	1		I	I		I	1			1
Base Vol:		431	.67	0	0	0	97	528	0	0	897	92	
rowth Adj:										1.06	1.06	1.06	
Initial Bse:	54	4 57	71	0	0	0	103				951		
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	
Jser Adj:										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	
PHF Volume: Reduct Vol: Reduced 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	
CE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
LF Adj:													
inalVolume:						0			0		1055		1
aturation F				1			1						I
at/Lane:				1425	1425	1425	1425	1425	1425	1425	1425	1425	
djustment:											1.00		
anes:									0.00		2.74	0.26	
inal Sat.:			564	0.00	0.00		1425				3906	369	
						-							l I
apacity Ana				•		,			•	•			•
ol/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	
rit Volume:		205		0			103					385	
rit Moves:		****					****		•			****	

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		 ĭ	Level C	of Ser	vice v	 Computa			- t		·		
C: *********		ar 212	2 Plann	ing Me	ethod	(Futur	e Volu	ime A	lternat		*****	*****	e e e e e e e e e e e e e e e e e e e
Intersection													
*********							*****	****	******	*****	*****	******	
Cycle (sec):			00			Critic	al Vol	L./Ca	p.(X):		0.6	531 ~	B.I (HISAL)
Loss Time (se	ec):		0.			Averag	re Dela	iy (s	ec/veh)	:	xxx	cxx	
Optimal Cycle												в	ATCY)
*****										*****	****	*****	1 0.531=
Street Name:		Los	s Angel	es St	reet				1st S	treet			10.201
Approach:							Ea	ast B			est Bo	ound	
Movement:	L	- т	- R	L.	- Т	- R	ь -	- т	- R		- T		
Control:						tted '			tted		Permit	-	
Rights:			ıde			ude		Incl		-	Inclu		
Min. Green:	0	0	0		0				. 0	0	0	0	
Y+R:		4.0		4.0			4.0			4.0	-		
Lanes:			1 0			0 1			1 0) 2		
Volume Module			1	L		1	1		1	1		I	
Base Vol:		226	36	113	692	164	67	446	56	87	923	108	
Growth Adj:									1.06			1.06	
Initial Bse:		240			734			473	v		978	114	4
Added Vol:					70		24		8	15	66	0	
PasserByVol:				-	0		0	0		0	0	0	
Initial Fut:				120		-	95	-	67	-	1044	114	
User Adj:					1.00		1.00		1.00	1.00		1.00	
PHF Adj:		1.00			1.00		1.00		1.00	1.00		1.00	
PHF Volume:	64		63	120	804		95	525	67		1044	114	
Reduct Vol:	Ő			0	0		0	0		0	0	0	
Reduced Vol:		514		120	804		95	525	67		1044	114	
PCE Adj:					1.00		1.00					1.00	
MLF Adj:					1.00		1.00		1.00			1.00	
FinalVolume:		514	63		804			525	67		1044	114	
Saturation F				I		l	I		1	ı		1	
Sat/Lane:		1500		1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:				1.00					1.00			1.00	
Lanes:						1.00			0.34			0.30	
Final Sat .:						1500	1500		512	1500		445	
Capacity Anal						I	•		i	1		1	
Vol/Sat:	-		0.19	0.08	0.27	0.12	0.06	0.13	0.13	0.07	0.26	0.26	
Crit Volume:					402		95				·	386	
Crit Moves:	****				****		****					****	
****	****	*****	*****	*****	****	******	*****	****	*****	*****	****	*****	•

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Level Of Service Comput Circular 212 Planning Method (Futu	ure Volume Alternative)
***************************************	**************************************
Intersection #14 San Pedro St/Judge John Alis	
***************************************	***************************************
Cycle (sec): 100 Crit:	ical Vol./Cap.(X): 0.584 _// [//
Loss Time (sec): 0 Avera	age Delay (sec/veh): xxxxxx
Optimal_Cycle: 35 Level	l Of Service: A \ \ \ A
Cycle (sec):100Crit:Loss Time (sec):0AveraOptimal_Cycle:35Leve***********************************	***************************************
Street Name:San Pedro Street/Judge John Alise	b 1st Street
Street Name:San Pedro Street/Judge John Alise Approach: North Bound South Bound	East Bound West Bound
Movement: L T R L T R Control: Permitted Permitted Permitted	$\mathbf{L} - \mathbf{T} - \mathbf{R} \mathbf{L} - \mathbf{T} - \mathbf{R}$
	-
Control: Permitted Permitted	Permitted Permitted
Rights: Include Include	Include Include
Min. Green: 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	0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 1 0 1 0 1 0 1 0	10110 10110
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 Lanes: 0 1 0 1 0 1 0 1 0	-
Volume Module:	
Base Vol: 56 128 51 31 215 62	
Growth Adj: 1.06 1.06 1.06 1.06 1.06 1.06	5 1.06 1.06 1.06 1.06 1.06 1.06
Initial Bse: 59 136 54 33 228 60	5 49 435 114 158 1071 54
Added Vol: 0 4 10 1 1 2 PasserByVol: 0 0 0 0 0 0 0	L 1 75 0 10 80 1
PasserByVol: 0 0 0 0 0	0 0 0 0 0 0
Initial Fut: 59 140 64 34 229 6	7 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 Adi: 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 6	7 50 510 114 168 1151 55
Reduct Vol: 0 0 0 0 0	0 0 0 0 0
PHF Volume:59140643422967Reduct Vol:000000Reduced Vol:59140643422967	7 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 6	7 50 510 114 168 1151 55
FinalVolume: 59 140 64 34 229 67	-
Saturation Flow Module:	
Sat/Lane: 1500 1500 1500 1500 1500 1500) 1500 1500 1500 1500 1 500 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	
Final Sat.: 677 1593 730 308 2084 608	3 1500 2450 550 1500 2863 137
	-
Capacity Analysis Module:	
Vol/Sat: 0.09 0.09 0.09 0.11 0.11 0.11	
Crit Volume: 59 16!	
CIIC MOVED.	* **** ***
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Post-Project	2015	AM	Tu	le Nov	24,	2009 10	:20:3	.		Pag	e 21-1	_	
												_ ·	
÷		· I	Level C	f Serv	vice	Computa	tion 1	Report	t				
С	ircul					(Futur		-		ive)			
******											******	*	
Intersection	#15	Centra	al Ave	& 1st	st							•	
********	****	*****	******	*****	****	******	*****	*****	******	******	******	* c hai	
Cycle (sec):		10	00			Critic	al Vo	l./Caj	o.(X):		0.523 🦯	0.423	
Loss Time (s	ec):	•	0			Averag	e Dela	ay (se	ec/veh)	: x	xxxxx 1		
Optimal Cycl	e:	3	30			Level	Of Se:	rvice	:		A	0.423/	
********	****	*****	******	*****	****	******	*****	*****	*****	*******	******	*	
Street Name:	Street Name: Central Avenue 1st Street Approach: North Bound South Bound East Bound West Bound												
Approach:													
Movement:	. L	- Т	- R.	. Ь -	- T	- R`	<u></u> ь.	- T	- R .	<u>ь</u> -	T – R		
Control:													
Rights:													
Min. Green:													
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	00	, 0 (01	10	10	200	1	
			·									1	
Volume Modul		_		-									
Base Vol:		-		-		0				123 11			
Growth Adj:				~									
Initial Bse:		0	109	0	0	0	0	386	120	130 12	27 0		
Added Vol:		U	15	U	0	0	0	86	0	11 0	92 0		
PasserByVol: Initial Fut:	U 	0	104	0	0	0	0	470	100	0	00 190		
											19 0 00 1.00		
User Adj: 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 00 1.00		
PHF Auj:	1.00	1.00	124	1.00	0	1.00	1.00	1.00	120	141 13			
PHF Volume: Reduct Vol:	, 1	0	124	0	0	0	0	±/2	120		0 0		
Reduced Vol:	71	0	124	0	0	ů n	0	472	120				
PCE Adj:											00 1.00		
MLF Adj:											00 1.00		
FinalVolume:			124				0			141 13			
												1	
Saturation F	•		•	1		I	1		1	I		t.	
Sat/Lane:							1500	1500	1500	1500 15	00 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.:				. 0	-	-		2393	607				
	•		•									I	
Capacity Anal				0 00	0 00	0 00	0 00	0 20	0 20	0 00 0	44 0.00		
Vol/Sat:	0.05	0.00			0.00	0.00	0.00	0.20	0.20	0.09 0.	44 0.00 60		
Crit Volume: Crit Moves:			124 ****	0			U ****			o **			
**************************************	****	*****		*****	****	******		*****	******			*	

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						Computa							-
C *********						(Futur					*****	******	
Intersection	#16	Alame	da St &	1st \$	St								
*****	****	****	******	*****	****	******	*****	****	******	*****	*****	******	
********************** Cycle (sec): Loss Time (s Optimal_Cycl ************************************	. .	1	00			Critic	al Vo	1./Caj	p.(X):		1.0	$^{040} - 0$	1 min
Loss Time (s	ec):	-	0			Averag	e Dela	ay (s	ec/veh)	:	XXX		
optimai_Cyci	e: *****	 	******* 80			Levei	UI Se	rvice		****	***		0,940
Street Name:			a a a a a a a A l a mod a	Stree	 .+				let G	treet			
Approach:		-	11.0000000		~~				200 0	02000			
Movement:													
					·		1						
Control:		Permit	tted	I	Permi	tted	Pro	ot+Pe:	rmit		Permit	ted	
Rights:		Inclu	ıde	,	Ovl			Incl	ude		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Rights: Min. Green: 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	02	014	1 0) 2	01	1 () 1	1 0	0	0.2	01	
		_'											
Volume Modul	e:												
Base Vol:					979			328			1230		
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	
Initial Bse: Added Vol: PasserByVol:	8	54	84	2	55	17	8	92	2	0	78	1	
				0	0	0	0	0	0	0			
Initial Fut:						245					1382		
User Adj:									1.00		1.00		
PHF Adj:									1.00		1.00		
PHF Volume:		690	143		1093			440			1382	83	
Reduct Vol:	0	0	0	0		0			0	0		-	
Reduced Vol:	'/4	690	143	51		245							
PCE Adj: 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	1.00	
-					1093								:
FinalVolume:									61		1382	83	
Saturation F	•			1			1		1	1		1	•
Sat/Lane:			1425	1425	1425	1425	1425	1425	1425	1475	1425	1425	
Adjustment:							1.00				1.00		
Lanes:			1.00						0.24		2.00		
Final Sat.:			1425	1425			1425				2850		
Capacity Anal						•	•		1	•		I	
Vol/Sat:				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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		1	Level (of Ser	vice (Computa	tion	Report				
Ċ	ircul					(Futur				ive)		
- *********											*****	******
Intersection	#17	Vignes	s St &	1st Si	F							
******						******	*****	*****	*****	*****	*****	*****
Cycle (sec):		1(00			Critic	al Vo	i./Cap	. (X) :		0.8	393/1.1
Loss Time (s						Averac	ne Dela	av (se	c/veh)	:	XXXX	393/ .l
Optimal Cycl	e:	17	73			Level	Of Se	rvice:	-,,	-		DF
*****	****	*****	******	*****	*****	******	*****	*****	*****	*****	*****	******
Street Name:		7	Vignes	Street	t				lst S	treet		
Approach:						ound	E	ast Bo	und	Ŵe	est Bo	ound
Novement:	г	- т	- R	г.	- T	- R	L	- T	- R	ь -	- T	- R
Novement:												·
Control: Rights: Min. Green:	· ;	Permit	tted	 I	Permit	ted	So	lit Ph	ase '	Sp]	lit Ph	ase '
Rights:		Inclu	ıde		Inclu	ıđe	-	Inclu	de	-	Inclu	ıde
lin. Green:	0	0	0	0	0	0	0	0	0	0	0	0
(+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
(+R: Janes:	0	0 0	1 0	0 0) 1!	0 0	0 :	1 1	01	0 1	L 0	1 0
olume Modul	ė:			•		•	•		•	•		•
ase Vol:	0	5	10	21	10	87	62	328	10	169		
rowth 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
nitial Bse:	0	5	[`] 11	22	11	92	66	348	11	179	1326	255
dded Vol:	0	2	23	0	0	0	1	49	0	5	64	1
nitial Bse: dded Vol: asserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
nitial Fut:	0	7	34	22	11	92	67	397	11	184	1390	256
ser Adj:						1.00	1.00	1.00	1.00	1.00	1.00	1.00
HF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HF Volume:	0	7	34	22	11	92	67	397	11	184	1390	256
educt Vol: educed Vol:	0	0	0	0	0	0	0	0	0	0	0	0
educed Vol:	0	7	34	22	11	92	67	397	11	184	1390	256
CE Adj: LF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
LF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
inalVolume:	0	7	34	22	11	92	67	397	11	184	1390	256
												·
aturation F	low Mo	odule:										
Sat/Lane:												
djustment:												
anes:						0.74						
inal Sat.:												
						·			!			
apacity Ana	-											
ol/Sat:		0.03	0.03	0.09		0.09	0.16	0.16/	0.01	0.64	0.64	
rit Volume:					125			23/2				9⁄15
rit Moves:					****			*/* * *				****
******	* * * * * *	*****	******	*****	*****	*****	*****	*****	*****	*****		****** 7
								917			aol	1
								<i>u</i> .			•	

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Post-Project	2015	AM	Tu	e Nov	24,	2009 10	:20:30)		I	2 age 2	4-1
						Computa (Futur						
**********	*****	ar 214 *****	*******	*****	****	******	*****	*****	******	*****	*****	*****
Intersection												
و علوه علو علوه علوه علوه علو علو علو علو علو علو علو علو				******		*****	*****	*****	******	*****	*****	*****
Cycle (sec): Loss Time (se Optimal Cycle	ec): e:	10	0 0 30			Critic Averag Level	al Vol e Dela Of Ser	L./Cap ay (se rvice:	o.(X): c/veh)	:	1.2 xxxx	$\frac{63}{5} - 0$
*********	* * * * * *	*****	******	*****	****	* * * * * * * *	*****	*****	0	*****	*****	*****
Street Name:			Missio	on Roac	(IST S	treet	est Bo	
Approach:	NO:	rtn Bo	bund	Sou	ісл В . т		. Ea т.	187 BC _ m			est Bo - T	
Movement:	ы. Г	- т	- K	ц - I	• T	- R 	- u	- T.	- ĸ	· · · ·		
					ermi	tted	ו P1	rotect	ed	ן ייי די	rotect	ed
Control: Rights:	-	Tncli	ide	, r	Ovl			Inclu	ıde	~ -	Inclu	lde
Rights: Min. Green:	n	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 (1 0	1 (0 (1 0
]											• -
Volume Module				-								
Base Vol:			. 5		113			236			1097	
Growth Adj:	1.06	1.0Ģ	1.06			**			1.06			
Initial Bse:					120			250			1163	59
Added Vol:			0 0	2 0	0	10	5	68	0	0	60	3
PasserByVol:									0			
Initial Fut:				68			163				1223 1.00	
User Adj:								1.00			1.00	
PHF Adj:			1.00	1.00	120		163	1.00 318			1223	62
PHF Volume:			5 0	0	120		103	0		22		
Reduct Vol: Reduced Vol:			-		120						1223	-
PCE Adj:				1.00				1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00		1.00		
FinalVolume:			5		120			318			1223	62
						-						
Saturation F				•			•					
Sat/Lane:		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		
Lanes:	1.00	0.93						0.97		1.00		0.05
Final Sat.:		1319	106	1425				1379	46		1356	69
			I									·
Capacity Anal				· · -		0.05	0 11	0 00	0 00	0 00	0 00	0 00
Vol/Sat:		0.05	0.05	0.05	0.08	0.35		0.23	0.23	0.02	0.90	0.90 1285
Crit Volume:	16 ****					499 ****	0 ****				•	1200 ****
Crit Moves:		*****	******	*****	****			*****	******	*****	*****	
**********			*****									

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Post-Project	2015	AM	Tr	ae Nov	24,	2009 10):20:3()		I	age :	25-1	-
						Computa			t t	ive)			_
**********											****	*****	*
Intersection	1 #19	US-101	l ramps	: & 1si	t St								
*****						******	*****	****	******	*****	****	******	*
Cycle (sec):			00			Critic	al Vol	L./Caj	p.(X):		1.3	12/2 1	057
Loss Time (s	ec):		0.			Averac	re Dela	ay (s	ec/veh)	:	1.: xxx	xxx ''	
Optimal Cycl	e:	18	30			Level	Of Sei	vice	:		E E	F	-0.1(
*****	****	*****	******	*****	* * * * *	******	*****	****	******	*****	****	*****	*
Street Name:			US-101	. ramps	3				1st S	treet			50
Approach:	pproach: North Bound				ith B	ound	Ea	ast Bo	ound	We	10.4		
Movement:			- R						- R			- R	
			·						-				ļ
Control:	 Sp 	lit Pł	lase	Split Phase			Permitted			Permitted			
Rights:		Include			Include			Include			Include		
Min. Green:			0	0	0	0			0		0		
Y+R:			4.0				4.0			4.0			
Lanes:			10						0 0) 1	01	_
·			·										
Volume Modul	-								•				
Base Vol:				0	0	0		395	0	0	851		
Growth Adj:						1.06			1.06				
Initial Bse:			16			0		419			902	158	
Added Vol:	-		0	0	0 0	0	14	55	0		60	0	
PasserByVol:			0		0	0		0			0	0	
Initial Fut:		_	16			0	•	474		0		158	:
User Adj:						1.00			1.00			1.00	
PHF Adj:					1.00		1.00		1.00			1.00	
PHF Volume:	576	-	16	0	0	-	47		0	0	962	158	
	0		0	0	0	0	0	0		0	0	0	
Reduced Vol:			16	0		0		474		0	962	158	
PCE Adj:									1.00			1.00	
MLF Adj:						1.00			1.00			1.00	
FinalVolume:					0	0	47	474	0	0	962	158	,
0 - h	•												l
Saturation F				1405	1405	1405	1405	1405	1405	1405	1405	1.4	(in)
Sat/Lane:		1425				1425			1425	1425		14/25	1200
Adjustment:						1.00			1.00			x.00	
Lanes:						0.00	1.00		0.00	0.00		1.00	
Final Sat.:		356	1069	0	0	0,	1425		0		1425	1425	1
									·				I
Capacity Ana				0 00	0 00	0 00	0 02	0 22	0 00	0 00	0 60	0 17	
Vol/Sat:		0.01	0.01	0.00	0.00	0.00		0.33	0.00	0.00		0.11	
	- 17O				U		47				962		
Crit Volume: Crit Moves:	****						* * * *				****		

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Post-Project	2015	AM	Tu 	le Nov	24,							26-1 	
	ircul					Computa (Futur	tion 1	Repor					
*****	****	*****	*****	*****	* * * * *	******	****	*****	*****	*****	*****	*****	
Intersection	#20	Alamed	la St &	2nd :	St								
*****						******	****	****	*****	*****			
Cycle (sec):		10	00	•		Critic	al Vo	1./Ca	p.(X):		0.6	50\$ D.(pts .
Loss Time (s	ec):		0			Averag	e Dela	ay (s	ec/veh)	:	xxxy	exx Č	-0,1 (msm
Loss Time (s Optimal Cycl	e:	5	58			Level	Of Sea	rvice	:			в	
********	****	*****	******	*****	****	*****	****	****	*****	*****	*****	*****	nu
Street Name:		F	Alameda	1 Stre	et				2nd S	treet			1 DEINT:
Approach:		orth Bo	ound	So	South Bound			East Bound			est Bo	0.545=	
Movement:	L	- т	- R	Г	- т	- R	L		- R		- т		
													<
	Permitted Permitte							Permi	tted '	Pr			
Rights:					Include			Ignore			Inclu		
Min. Green:	0	0	0	0		0	0		0	0	0		
Y+R:						4.0					4.0	4.0	
Lanes:			1 0			1 0			0 1		0 0		
Volume Modul			ı	. 1		I	•		,	•		•	
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	
Initial Bse:	5	686	28		1005		30		•/		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:			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	
CE 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	
ILF 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		1026	100		101			141	87	
			·										
Saturation F	low M	odule:											
Sat/Lane:			1425				1425				1425		
Adjustment:							1.00			1.00	1.00	1.00	
lanes:	1.00	1.93					1.00				0.62	0.38	
Final Sat.:				1425					1425			543	
·													
apacity Ana													
		0.29	0.29	0.04		0.39	0.03	_	0.00	0.06		0.16	
Crit Volume:					563			101			228		
	****				****			1			****		
<pre>Init Moves: *********************************</pre>													

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Post-Project	2015	AM	T1	le Nov	24,	2009 10):20:3	0		Pag	ge 27-1	-
)f Ser	 vice	Computa			- -			
C *******		ar 212	2 Planr	ning M	ethod	(Futur	e Vol	ume A	lternat			+
Intersection								~ ~ ~ ~ ~ ~	~ ^ ~ ~ ~ ~ ~ ~			~
**********					-		*****	****	******	******	*******	*
Cycle (sec):		10	00			Critic	al Vo	l./Ca	p.(X):		0.828	(
Cycle (sec): Loss Time (s Optimal Cycl	ec):	•	0			Avera	re Del	ay (s	ec/veh)	: 3	- xxxxx	0.1/ 1582
Optimal Cycl	e:		83			Level	Of Se	rvice	:		D	
Loss Time (s Optimal Cycl ************************************	****	****	******	*****	* * * * *	*****	*****	*****	******	******	*******	*10206
											ace	10.120
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast B	ound	West	: Bound	
Movement:	ь	- T	– R	Г	- Т	- R	Г	- T	- R	ь -	T – R	
Control:		Permit	tted		Permi	tted		Permi	tted	Per	mitted	
Control: Rights: Min. Green:	_	Inclu	ıde		Incl	ude		Incl	ude	Ir	lclude	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0 0	
1+K:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0 4	1.0 4.0	
Lanes:	1	02	0 0	0	0 2	0 1	0	0 0	0 0		2 1 0	1
				1								I
Volume Module		C 2 F	~	~	005		•	~	•	1 6 2		
Base Vol: Growth Adj:					825		1 00			163 20		
Initial Bse:				т.06 0			1.06 0			173 23	N	
Added Vol:			0	0	675	200	0	0		1/3 23	35 13	
PasserByVol:			0	0	05	0	0	0	0	12		
Initial Fut:									0	-		
User Adj:									1.00			
PHF Adj:				1.00					1.00	1.00 1.		
PHF Volume:					940		0			185 21		
Reduct Vol:						0	-	-	0		0 0	
Reduced Vol:					940			Ő	-			
PCE Adj:	1.00	1.00						1.00	1.00	1.00 1.		
MLF Adj:				1.00				1.00		1.00 1.		
FinalVolume:	129	776	0	0	940	206	0		0	185 21	.98 186	
Saturation F						•			•			
Sat/Lane:		1500		1500	1500	1500	1500	1500	1500	1500 15	00 1500	
Adjustment:	1.00	1.00		1.00					1.00	1.00 1.	00 1.00	
Lanes:		2.00		0.00				0.00	0.00	0.29 3.		
Final Sat.:		3000	٥,		3000		. 0	0	٥.	432 51		
	•		1									
Capacity Anal	-											
Vol/Sat:			0.00	0.00		0.14		0.00	0.00	0.43 0.		
Crit Volume:	129 ****				470 ****		0				42 **	
Crit Moves:		****		فالمناف بالمراجه		مەرىقە مۇرىپەر بۇرىپ		د. ماه ماه ماه ما	ىلى بى بى بى بى بى			÷.
************	* * * * *	* * * * * *	*****	****	****	*****	****	*****	*****	******	******	×

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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Post-Project	2015	АМ	Tu	le Nov	24,	2009 10):20:3	0		Page	28-1	_
											- .	-
	1-00-1					Computa		-		- 4 X		
**********						(Futur					******	+
Intersection									~ ~ ~ ~ ~ ~ ~ ~ ~ ~		~ ~ ~ ~ ~ ~ ~	•
**********						*****	*****	****	******	*******	*****	*
Cycle (sec):		1(00			Critic	al Vo	1./Ca	p.(X):	0.	818 🕖	.951
Loss Time (s	ec) : ˈ	 	0			Avera	je Del	ay (s	ec/veh)	: xxx	xxx .	-0.1 (Aste)
Optimal Cycl		Ц)2			Level	Of Se	rvice	:	: ***	DĘ	
********	****	*****	*****	*****	****	******	****	* * * * *	*****	****	*****	\star $\star C_{S}$
Street Name:			Hewitt							treet		I A MILA
Approach:								ast Bo	ound .			100(=D)
Movement:	Ъ	- T	- R	Г	- Т	- R	L	- т	- R	L - T	~ R	and the second s
											÷	
Control:		Permit	ted		Permi	tted	Sp.	lit Pl	hase	Split P	hase	
Rights:			ıde		Incl	ude			ıde	Incl	ude	
Min. Green:	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 0 1 0	4.0	
Lanes:	. 1	0 0	10	. 1	01	01	. 0 :	10	1 0	0 1 0	1 0	
		`				- [[[1		
Volume Modul		_			_	_	_					
Base Vol:			15	0				369		67 1435	0	
Growth Adj:			4			1.06				**		
Initial Bse:			16		0	-		391	11	71 1521	0	
Added Vol:			0	12				38	0	0 33	31	
PasserByVol:		0	0	0			0	0	0	0 0	0	
Initial Fut:	-		16	12	43	-		429		71 1554		
User Adj: PHF Adj:					1.00				1.00			
		1.00				1.00		1.00				
PHF Volume: Reduct Vol:	5	21 0	16	12	43			429	11	71 1554	31	
Reduced Vol:			0 16	0 12		-	0			0 0	0	
PCE Adj:								429 1.00				
MLF Adj:				1.00				1.00			1.00 1.00	
FinalVolume:				1.00	43			429	1.00		31	
										/1 1554		
Saturation F	Low Mo	odule:	1	1		I	I		I	I	······	
				1425	1425	1425	1425	1425	1425	1425 1425	1425	
Adjustment:									1.00			
Lanes:			0.43				0.48					
Final Sat .:				1425				2113	52	122 2674	53	
									·			-
Capacity Anal	lysis	Modul	e: '	•		•	•		•			
Vol/Sat:				0.01	0.03	0.03	0.20	0.20,	0.20	0.58 0.58	0.58	
Crit Volume:			31	1,2				28/9			828	
Crit Moves:			*/* * *	****				*/* * *			****	
***********		*****	*****	*****	*****		*****			************	******* Adl	,
	5					Ч¢		441	,	¥	sur	
	-											

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						Computa	tion :	Repor					-
C *********						(Futur					*****	*****	۰. ۲
Intersection	#1 A	lameda	a St &	Cesar	Chav	ez Ave							
*****		*****	******				*****	****	******	****			
Cycle (sec):						Critic					0.9	91 <i>2</i> ()	143
Loss Time (s	ec):		0 ·			Averag	je Dela	ay (s	ec/veh)	:	XXX	yzxx	DILFH
Optimal Cycl	e':	18	30		•	Level	Of Se	rvice	:			E	-0.1 (1)
Loss Time (s Optimal Cycl ************************************	****	******	******	******	*****	******	*****	****	******	*****	*****	******	to call
Street Name:	17-	A A dense De	Alameda	1 Stree	et 		-	Ces	ar Chav	ez Av	enue	7	(1),243
Approacn:	NO	rtn BC	Juna	501	itn B	ouna	— Б а	ast B	ound	- W	est Bo	ound	L
Movement:													
ontrol.	D~	ot Der	rmit	Dree	t Do	~~~i+			⊦⊢ođ .			rem i te	
Rights.		Tnali	ide	EIC -	Tnel	ude	•		LLEU	FL	Tnali	1do	
Min. Green:	0	0	0	0	1011	0	0	0,1	0	0	1101	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	
Rights: Min. Green: Y+R: Lanes:	1	0 2	1 0	1 0	2	1 0	1 0	2	0 1	1	0 2	1 0	
			·				·						
Volume Module	e:			•		'	•		ı	•			
Base Vol:	178	1091	181	96	708	111	94		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:													
Added Vol:	18	110	[`] 28	1	84	23	ໍ 17	43	15	20	52	2	
PasserByVol:					0	0	0	0	0	0	0	0	
Initial Fut:				103	834	141	117			180	1309	141	
User Adj:				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	
PHF Volume:		1266			834			1042			1309	141	
Reduct Vol:											-	0	
Reduced Vol:			220						172		1309		
PCE Adj:						1.00			1.00		1.00		
MLF Adj:						1.00							
FinalVolume:					834		117				1309		
Saturation F				1405	1405	1405	1405	1405	1405	1 4 9 5	1 / 0 5		122
Sat/Lane:											1425	1425	1275
Adjustment:												1.00	
Lanes: Final Sat.:						0.43			1.00				
Sac.:			632						1425		3860	415 	
Capacity Anal	•			1		!	1		!				
Vol/Sat:	-			0 07	0 23	0.23	0 08	0 37	0 12	0 13	0 34	0 34	
Crit Volume:	0.20	495	0.55	103	0.25	0120	0.00	521	0.12	180	0.51	0.51	
Crit Moves:		****		****				****		****			

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Post-Project 2	2015 PM	Tu	e Nov 24,	2009 10	:20:38		Page	8-1	
Cir					tion Report e Volume A		ive)		
*******								******	
Intersection #			بالرجاد بالديال جاديات بالرجاد بالرجاد	ملد ماد ماد ماد ماد ماد	****	*****	*****	******	
Cycle (sec): Loss Time (sec Optimal Cycle: ************************************	10	0	•	Critic	al Vol./Caj	p.(X):	1.(048 ~DI	(FCAZ ATTS)
Loss Time (sec	c):	0	•	Averag	e Delay (se	ec/veh)	: xxxx	cxx 0.	CHDIE THE
Optimal Cycle:	:	;0 	بالد والد بالد بالد رالد رابد والد والد والد	Level	Of Service	:		F	10.948 = E
Street Name:		limee (Street	*****	Cesa	ar Chau		*****	1
Approach:	•	Tarch ,			CCDC	ar chav	C2 AVCHUC		
	L - T								
-		- .							
Control:			Prot+Pe:	rmit	Prot+Per	rmit	Prot+Pe:		-
Rights:	Ovl		Ovl		Ovl		Ovl		
Min. Green:	0 0	0	0 0	0	0 0	0	0 0	0	
Y+R: Lanes:	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		102	0 1	102	0 1	102	0 1	
Volume Module:		[[
Base Vol:		172	240 271	81	87 1077	136	125 1130	219	
Growth Adj: 1					1.06 1.06				
Initial Bse:	•7	182	254 287	86	92 1142		•	232	•
Added Vol:	2 18	4	10 37	3	2 66		4 68	3	
PasserByVol:	0 0	0	ວ່ວ	0	0 0	0	0 0	0	
Initial Fut:		186	264 324	89			137 1266	235	
User Adj: 1		1.00	1.00 1.00		1.00 1.00				
PHF Adj: 1		1.00	1.00 1.00		1.00 1.00				
	353 873	186	264 324		94 1208		137 1266	235	
Reduct Vol: Reduced Vol:			0 0			0	0 0	0	
	353 873 .00 1.00	186 1.00	264 324 1.00 1.00		94 1208 1.00 1.00			235 1.00	
MLF Adj: 1			1.00 1.00		1.00 1.00			1.00	
-	353 873		264 324			148	137 1266	235	
-									
Saturation Flo			I	1	1		I	1	
Sat/Lane: 1	375 1375	1375	1375 1375	1375	1375 1375	1375	1375 1375	1375	
Adjustment: 1			1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	
	.00 2.00		1.00 2.00		1.00 2.00			1.00	
Final Sat.: 1			1375 2750		1375 2750			1375	
Capacity Analy		 e:]	·			
Vol/Sat: 0			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:	****		***		****		****		
********	*******	******	*********	******	******	*****	*******	*****	

Post-Project	2015	РМ	T1	ie Nov	24,	2009 10):20:38	3		:	Page	9-1	
						Computa				• • •			
C ********						(Futur							
							******	****	******	*****	****	*****	
Intersection							*****	****	******	*****	****	*****	
											-	a Lin	1.5
Cycle (sec): Loss Time (s Optimal Cycl	ec) ·	ŕ,	0 .			Averac	re Dela	v (se	/veh)	•	×xxx		o (um'
Optimal Cvcl	e:	18	BÔ			Level	Of Ser	vice	:	•		 F	- DILAND
****	****	*****	 ******	*****	****	******	*****	****	· · * * * * * *	*****	****	- ******	-0,1(***** 6,968
Street Name:			Missic							ez Ave	nue		VILE
Approach:	No	rth Bo	ound					ist Bo	ound	We	st Bo	ound	
Movement:	Ŀ	- Т	- R	Ŀ	- Т	- R	L -	ч	- R	L –		– R	
										[
Control:	Pr	ot+Per	rmit]	Permi	tted	Spl	it Pl	lase	Spl	it Pl	lase	
Rights:		Ovl			Ovl				ıde		Inclu		
Min. Green:			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			
Lanes:	1	02	01,	1 0	02	01	11	. 0	10.	1 0	1	10	
									·				
Volume Modul	-	~~ .					605		0.50			20	
Base Vol:		664			320		685	539	260	103	889	37	
Growth Adj:							1.06		N	1.06		1.06	-
Initial Bse: Added Vol:					339 8		11	571 62	276 7	109 1	942 65	39	
PasserByVol:			1 0		0	8 0	0	62 0	0	0	0	0	
Initial Fut:					347		737	-		-	-	39	
User Adj:					1.00		1.00		1.00			1.00	
PHF Adj:		1.00			1.00		1.00		1.00	1.00		1.00	
PHF Volume:	148			35	347	412		633	283	110		39	
	0		, <u>,</u>	0	0		0	0	0	0	0	0	
Reduced Vol:					347	-	-	633	-		_	39	
PCE Adj:		1.00		1.00	-		1.00					1.00	
-		1.00		1.00			1.10		1.00			1.00	
FinalVolume:					347		811			110	1007	39	
									·				
Saturation F	low Me	odule:				•							
Sat/Lane:		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	
Lanes:		2.00	1.00	1.00			1.41		0.49			0.07	
Final Sat.:	1375	2750	1375		2750		1934	1514	677	1375 2	2647	103	
	<u> </u>											[
Capacity Anal	-						• • •		<u> </u>				
Vol/Sat:	0.11		0.05		0.13	0.30		0.42	0.42	0.08 (0.38	0.38	
Crit Volume:		35/8		35			576					523	
Crit Moves:	****	****		****				د خه ماه ماه ماه	****	***		****	
	~ ~ ~ 7 7 7							54					
		350	· ·					<u>د</u> ،					
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C	ircul					Computa (Futu)			t t	ive)		
********	****	* * * * *	*****	* * * * * *	****	*****	*****	****	*****	*****	****	******
Intersection	#4 V	iqnes	St & 1	Ramire	z St							
*****						*****	*****	****	******	*****	****	*****
Cycle (sec):		10	00			Critic	al Vo	l./Cai	p.(X):		0.6	576 D.LA
										:	xxx	$\frac{1}{2}$
Loss Time (s Optimal_Cycl	e:		70			Level	Of Se	rvice	:			в
******	****	****	******	*****	****	*****	*****	****	* * * * * * *	* * * * * *	*****	*****
Street Name:			Vignes						Ramirez	: Stree	t	576 D.U B - www.
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast Bo	ound	We	st Bo	ound
Movement:	L	- T	- R	Г	- T	- R	L	- T	- R	ь -	T	- R
Movement:												
Control:	P	rotect	ced	P	rotec	ted	Sp	lit Pl	hase '	Spl	it Ph	ase
Rights:			re			ude			ude	~	Ovl	
					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	02	0 1	2	01	10	1 :	10	1 0	1 0	0	1 1
				[]								
Volume Module	ė:						•		•	•		•
Base Vol:	42	501	48	253	1 12	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:	4 5	531	51	268	119		186		•	67		621
Added Vol:	0	2	30	31	14	0	0	0	0	66	0	22
PasserByVol:	0	0	0		0				0	0	0	0
Initial Fut:		533	.81	299	133	159	186		46	133	86	643
User Adj:	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	0.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45		0	299		159	186			133		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
-		1.00		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			133	86	707
			·									
Saturation F												
Sat/Lane:						1375				1375	1375	1375
Adjustment:							1.00			1.00	1.00	1.00
Lanes:							2.00			1.00	0.22	1.78
Final Sat.:						1375		695	680	1375	298	2452
	•											
Capacity Anal												
Vol/Sat:	0.02		0.00		0.10	0.12		0.07	0.07	0.10	9.29	0.29
Crit Volume:		267		165			102				3⁄97	
Crit Moves:		****		****			****				****	
*******	*****	*****	*****	*****	*****	******	*****	*****	******	*****	*****	*****
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						l (Futur							
****									******	*****	*****	*****	*
Intersection													_
*****											*****	******	*
Cycle (sec): Loss Time (s Optimal_Cycl		.1	00			Critic	al Vo	1./Caj	p.(X):		0.	ך.0 פינד	20
Loss Time (s	ec):		0			Averag	je Dela	ay (s	ec/veh)	:	xxx	έxx	AI LIST
Optimal_Cycl	e:	··· - · ·	70			Level	Of Se	rvice	:		1	С	-0.10.00
********													* ATLS
Street Name:						_			Street/				10.626 = E
Approach:						ound					est Bo		10.000-1
Movement:						- R			- R .		- Т		
Control:				•	Permi	tted	Spi		hase	Sp.	lit Pl		
Rights:			ude		Incl	ude 0		Incl	ude		Inclu		
Min. Green:		0								-	0	0	
Y+R:			4.0	4.0		4.0				4.0			
Lanes:			00			10			00		1 1	10	
Volume Modul													
Base Vol:				0			0	0			404	130	
Growth Adj:										1.06			
Initial Bse:			-		860			0	0		428	138	
Added Vol:	-	273			106		0	0 0	0	69		_	
PasserByVol:		0			0					0		-	
Initial Fut:		2230		0	966	41	0	-	0	419	453	147	
User Adj:					1.00			1.00			1.00		
PHF Adj:					1.00		1.00	1.00	1.00		1.00		
PHF Volume:		2230		0			0	0	0	419	453	147	
	0		_	0			0	0	0	0	0	0	
Reduced Vol:		2230		-	966		0	-	0	419			
PCE Adj:						1.00							
MLF Adj:			· ·	1.00				1.00			1.00		
FinalVolume:		2230			966		. 0	0	٥,	. 461	453	147	
	•			I						I			
Saturation F			•								a		
Sat/Lane:		1425		1425			1425			1425			
Adjustment:							1.00			1.00			
Lanes:		3.00		0.00			0.00				2.00		
Final Sat.:		4275	0		4100		0		0	2155	2848	697	
General 5				I						1			
Capacity Anal				A AA	0 01		0 00	A A A	0 00	0.07	<i>1</i> 0 1 C	0 01	
Vol/Sat:	0.01		0.00		0.24	0.24	0.00		0.00		0.10	0.21	
Crit Volume:		743		0 ****				0		305			
Crit Moves:		****			la ala ala -tt	المراجعة والمطلوطة	والمراجعة والمراجعة		ا بار بار بار بار بار بار	****			_
************	****	* * * * * *	* * * * * * * *	****	* * * * *	*****	*****	****	* * * * * * *	~~~**	~ ~ ~ * * * ¶ [. ~ . . * * * *	F
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		 1		of Ser	 rice	 Computa	tion 1	Repor	 •				
C ********		ar 212	2 Plann	ing Me	ethod	(Futur	e Volu	ume A	lternat		*****	*****	
Intersection													
********								****	******	*****	*****	*****	
Cycle (sec):		10	00			Critic	al Vol	l./Ca	o.(X):		0.8	13 _	1 [ATSAC
Cycle (sec): Loss Time (s Optimal_Cycl	ec):	•	0			Averag	e Dela	ay (s	ec/veh)	:	XXXX	xx - v	ATUS)
Optimal_Cycl	e:		99			Level	Of Sea	rvice	:			D	FICS)
*******	****	*****	*****	*****	****	*****	*****	*****	*****	*****	*****	*****	10.713 = 3]
Street Name:													0.115 -1
Approach:								ast Be	ound		est Bo		
Movement:						- R			- R ,		Т		
										-		•	
Control:		rermit	tted	I	ermi	tted	sp.	LIC P. 	nase	Sbl	it Ph	lase	
Rights:	~	rduoi	re ^	~	TUCL	uđe 0 4.0	~	TUCT	ae	^	Inclu	iae 🔨	
Min. Green: Y+R:	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	0 4.0	
Lanes:	4.0	4.0	4.0 0 1	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
	1		l	т. с Г		l	∠ (лана. Гелерияния Гелерияния	l	1			
Volume Modul			1	1		!	1			1		1	
Base Vol:		1192	187	124	1016	0	447	107	72	158	. 0	222	
Growth Adj:						1.06						1.06	
Initial Bse:		1264		¹ 131			474			167	~		
		253								3	ō	20	
Added Vol: PasserByVol:	0		ō	0	0	0 0	0	Ő		0		0	
Initial Fut:	0			136	1248	0	474	113			0		
User Adj:						1.00		1.00			1.00	1.00	
-		1.00				1.00		1.00		1.00	1.00	1.00	
PHF Volume:		1517			1248		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					113	76		0	255	
Saturation F							•						
Sat/Lane:		1425		1425			1425			1425		1425	
Adjustment:				1.00			1.00					1.00	
Lanes:						0.00			1.00			1.00	
Final Sat.:		4275	1425	1425		0	2850		1425	1425	0	1425	
]	[
Capacity Anal				0 70			0 7 0	0 00	0 05	0 10		0 10	
Vol/Sat:	0.00		0.00		0.29	0.00		0.08	0.05	0.12	0.00	0.18	
Crit Volume:		506 ****		136 ****			261 ****					255 ****	
Crit Moves:	****		******			• • • • • • • • •		ند مان مان مان مۇر م		*****	****		
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	-	I	Gevel C	of Ser	vice (Computa	tion 1	Report	:				
						(Futur							
***********									******	*****	*****	*****	*
Intersection	#7 G	arey S	St & Co	mmeri	cal St	-/US-10	1 ram	,s					
		1(*****								7,64 0.8	
Cycle (sec): Loss Time (s						Critic Averag	ar vo.	1.7 Ca	(A):			104 V.	
Ontimal Cycl	. .	-	70			Lovol	0£ 60-	mri an .				- C	-ar (marc
**************************************	-• *****	*****	, _ , * * * * * *	*****	*****	75ACT	*****	******	. * * * * * *	*****	*****	L *****	* 10.700 -
Street Name:			Garey	Stree	t		Com	nerica	al Stre	et/US	-101 1	ramps	6
Approach:	No	rth Bo	ound	So	uth Bo	ound	Ea	ast Bo	ound	We	est Bo	ound	
Movement:	L ·	- т	– R	Г	- т	⊢ R	ь	- Т	- R	Ъ	- Т	- R	
									·				1
Control:	Sp	lit Ph	ase	Spi	lit Pł	nase	P	rotect	:ed	· .]	?ermit	ted	
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde	
Min. Green:		0		-		0	0	0	0		0	-	
Y+R:						4.0							
Lanes:						01			10) 1		,
 Volume Module]
Base Vol:		264	14	89	15	292	402	67	0	7.4	00	282	
Growth Adj:					15			67	9	14 1.06	99		
Initial Bse:		280	-	94			426		1.08		105	299	
Added Vol:		114		23		· 17	420	,1	0		0	11	
PasserByVol:	-	0		23	0	0	0	-	0	Ő		0	
Initial Fut:				117				71	10		105	-	
User Adj:						1.00		1.00			1.00		
PHF Adj:					1.00	1.00		1.00		1.00		1.00	
PHF Volume:				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:		394			69	327		71	10		105	310	
			•										
Saturation Fl													10-7.4
Sat/Lane:										1425			1975
Adjustment:						1.00						/1.00	
Lanes:			0.07			1.00				1.00			
Final Sat.:		2618	99 l			1425				1425		1425	1
Capacity Anal				1			1			1			I
				0.13	0.13	0.23	0.17	0.06	0.06	0.01	0.07	0.22	
Crit Volume:		21/4				327						310	
Crit Moves:		****				****						****	

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Post-Project	2015	PM	Τι	le Nov	24,	2009 10	0:20:3	8		J	Page :	14-1
									-			
			Level (
Ci			2 Plann								la ala ala ala ala a	
							*****	****	*****	*****	*****	*****
Intersection **************							*****	*****	*****	*****	*****	******
Cvcle (sec):		1	00			Critic	cal Vo	1./Ca	p.(X):		0.	975
Cycle (sec): Loss Time (se Optimal Cycle	∋c):		0	•		Avera	qe Dela	ay (s	ec/veh)	:	xxx	xxx ~0
Optimal_Cycle	2:	1	80			Level	Of Se	rvice	: ,			Е
**********	****	****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	*****	******	*****	****	******
treet Name: pproach:		Lo	s Angel	les St	reet				Temple	Street	2	
pproach:	NO:	rth B	ound	So	uth B	ound	E	ast B	ound	We		
lovement:	Ъ	- Т	- R	L	- T	~ R	. Г	- Т	- R	_ L -	- Т	- R
 control:		 - ·										
control:]	Permi	tted		Permi	tted	2	Permi	tted	I		
lights: Min. Green:	~	TUCL	uae	~	TUGT	uae	~	Incl	uae	~	Inclu	
IIII. Green:	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	1 0	4 0	0	0
+R: anes: 	4.0	4.U 0 2	4.0	4.0	4.U ∩ 2	4.0	4.0	41.0 1 1	1 0	4.0	4.0	4.U 0 1
				· · ·						1	, <u> </u>	
lume Module	• :		I	I .					I	1		I
se Vol:		1313	37	96	386	45	123	761	55	60	448	173
rowth Adj:												
itial Bse:									58			
lded Vol:	13	165	3	35	174	0	16	70	26	3	73	4
asserByVol:							0	0	0	0	0	0
itial Fut:								877	84	67	548	187
er Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00
HF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
IF Volume:	93	1557	42	137	583	48	146	877	84	67	548	187
educt Vol: educed Vol:	0	10	0	0	0	0	. 0	0	0	0	0	0
educed vol: CE Adj:	1 00	1 00	42	1 00	1 00	48	146					
LF Adj:									1.00			
inalVolume:									84			
				1								
aturation F_1	ow Mo	odule	:	1		I	1		1	l		• 1
			1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
ljustment:									1.00			
			1.00			1.00			0.18			
nal Sat.:						1500	1500	2737	263	1500	3000	
			•									
apacity Anal	-											
	0.06		0.03		0.13	0.03	0.10		0.32		0.18	0.12
rit Volume:		778		137				480 ****		67		
rit Moves: *********	د حد جد جد	****		****		• • • • • • • • • •	ان الاستنبان بالويالون		. د. باد باد باد باد باد باد با	****	ا . على على ملك و	.د. باد باد بار بار بار بار
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Post-Project	2015	PM	Tu	le Nov	24,	2009 10	):20:3	8		]	Page 1	15-1	_
·	ircul:					Computa		-	t tlternat	ive)			-
- **********											*****	*****	*
Intersection						* * * * * * *	****	****	*****	****			
Cycle (sec): Loss Time (s Optimal_Cycl	ec): e:	.10	00 0 ⁻ 63			Critic Averaç Level	al Vo je Del Of Se	l./Caj ay (s rvice	p.(X): ec/veh) :	:	xxx	аяс О. схх D (	-0.1
*******						******						*****	
Street Name:			Alameda			-			Temple	Street	:	_	T2.818=P
Approach:													
Movement:			- R	ч. т. т. П. т.	- T	- R	ь F		- R		- T		1
Control:	יב ו ז	Permit	tted	1 P1	roter	 ted	 Pr/	ot+Pe	rmit	1	Permit	ted	i
Rights:	-	Inclu	ıde			re			ude		Inclu		
Min. Green:	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	
Lanes:	10	) 1	1 0	1 (	) 2	0 1	1 (	0 1	1 0	1 (	) 1	1 0	
													[
Volume Modul													
Base Vol:		1096		54		-	235		179	33	149	63	
Growth Adj:		7				•	1.06			1.06		1.06	v
Initial Bse: Added Vol:			1	83	938		249 13			35 1	158 60	67 183	
PasserByVol:		0		0	0	0	0			0	00	103	
Initial Fut:		1219			1019		262	•	-	36	218	250	
User Adj:				1.00				1.00		1.00		1.00	
	1.00			1.00				1.00		1.00		1.00	
PHF Volume:	73	1219	1		1019		262		205	36	218	250	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:		1219			1019		262	430		36	218	250	
			1.00			0.00		1.00		1.00		1.00	
						0.00		1.00		1.00		1.00	
FinalVolume:		1219		140		-		430	205	-+ -	218	250	1
Saturation F													1
Sat/Lane:				1425	1425	1425	1425	1425	1425	1425	1425	14⁄25	376
Adjustment:													·• /•*
									0.65				
Final Sat.:	1425	2848	2	1425	2850	1425	1425	1930	920	1425	1425	1425	
													1
Capacity Ana													
Vol/Sat:		0.43			0.36	0.00		0.22	0.22	0.03	0.15		
Crit Volume:				140			262					250	
Crit Moves:	******			**** +****	ليستعاليه		****	نه سانه مانه موله م		ال خد ساد مارد بارد مارد	ىلى بان بان بۇر	****	F
				~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		******		*****	******	*****	****	*****	•

						Computa						
						(Futur						
******						*****	*****	*****	******	*****	*****	*****
tersection **********	****	*****	*****	****	****							
cle (sec): ss Time (s		10	00			Critic	al Vo	1./Caj	p.(X):		1.(	005
ss Time (s	ec):		0			Averag	e Dela	ay (se	ec/veh)	:	xxx	xxx
imal_Cycl	e:	18	30			Level	Of Se	rvice	:			F
						*****	****	****				*****
eet Name: roach:						ound	T.	aat D		treet		hund
rement .	т.	<u>–</u> т	– P	т.	<u>-</u> т	- P	т.	- T	_ D	т.	- T	- P
		·					 			 		
trol:	I	Permit	ted	' ]	Permi	tted	Pre	ot+Pe:	rmit	' P.	rotect	ced
hts:		0v1		-	Ovl		_	Inclu	ude		Inclu	ıde
. Green:		, ,	U	0	0	0	0	0	0	0	0	0
1:	4.0	4.0	4.0	4.0	4.0	4.0	4.0					4.0
es:			0 1	1 0	02	01	, 1 (	02	01	. 2	02	1 0
				[			[					
me Modul												
Vol: th Adj:			84		597			767			1233	
ial Bse:			1.06		633		163				1307	
d Vol:				45 5	200	0					129	
serByVol:			0	0	0	0 0	ŏ		0			
ial Fut:			89		1023						1436	
: Adj:			1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume:	101	. 769	89	50	1023		163	-		201	1436	534
ct Vol:				0		0			0	0	-	-
ced Vol:			89		1023		163			•	1436	
Adj:	1.00					1.00			1.00		1.00	
Adj:		1.00		1.00				1.00			1.00	
ilVolume:			89		1023			952			1436	
ration F	•		•	1		!	[					
Lane:			1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
stment:											1.00	
s:		2.00	1.00								2.19	
l Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	3116	1159
ity Anal												
/Sat:				0.03	0.36	0.08	0.11	0.33	0.10	0.08	0.46	0.46
t Volume:			0.00	0.05	511	0.00	163		0.10	0.00	657	
t Moves:	****				****		****				****	

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Post-Project	2015	PM		ue Nov	24,	2009 10	0:20:3	8		]	Page 1	17-1	
*********		ar 21	2 Planı	ning M	ethod		re Volu	ume A	lternat		Kababata di d	1. d. d. d. d. d	
Intersection		•			****	******	*****	****	*****	*****	****	*****	
**********			_		****	*****	*****	****	*****	*****	*****	*****	
Cycle (sec): Loss Time (s Optimal Cycl	ec):	1	00 0 58	be alle alle ske ske ske	ata ata ata ata ata	Critic Averag Level	cal Vo ge Dela Of Se	l./Caj ay (s rvice	p.(X): ec/veh) :		0.0 xxx	677 xxx 0 B	<u>)  </u> 20
Street Name:		~ ~ ~ ~ ~ ~		adway						Street		******	5
Approach:		rth B			nth P	ound	<u>व</u>	ast P		,	est Bo	bund	
Movement:	J.	- Т	- R	- 30 Т.	асы р - Т	- R	ь. Т	лас р - Т					
							 			 		- R 	
Control:	· .	Permi	tted	. :	Permi	tted	' Pro	ot+Pe:	rmit	1	Permit	tted '	
Rights:			ude			ude			ude	_	Inclu		
Min. Green:			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	
Y+R: Lanes:	1	02	10	1 +	01	10	1 (	) 2	10	1 (	) 2	10	
	1		<b>-</b>										
Volume Modul					<b>.</b> - ·								
Base Vol:	62							1097			779		
Growth Adj:						1.06		1.06				1.06	
Initial Bse:		923			396			1163		59	826	82	
Added Vol:		27 0		5				152	7	0	91	15	
PasserByVol: Initial Fut:				43	0 415			0 1315	-		0	0	
User Adj:			-			89 1.00		1.00			917	97 1 00	
PHF Adj:		1.00				1.00			1.00 1.00		1.00 1.00	1.00 1.00	
PHF Volume:		950	120		415			1315	35	1.00	917	1.00 97	
_	0			0		0	22,		0	0	0	0	
Reduced Vol:		950	-		415			1315				97	
PCE Adj:		1.00				1.00		1.00				1.00	
_	1.00				1.00			1.00				1.00	
FinalVolume:		950		43		89		1315	35		917	97	
									[				
Saturation F	low Mo	odule	:										
Sat/Lane:													
Adjustment:													
									0.08				
Final Sat.:										1425		408	
	 1	Ma 37	·  !-					•				]	
Capacity Anal				0 02	0 10	0 10	0 10	0 20	0 22	0.04	0 04	0.04	
Vol/Sat: Crit Volume:		0.25	0.25 357	0.03 43	0.18	0.18		0.32	0.32	0.04		V.24	
Crit Moves:			35/ ****	43 ****			227 ****				338 ****		
**************************************	*****	*****			*****	******		****	*****	*****		******	

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Post-Project	2015	PM	T1	le Nov	24,	2009 10	:20:3	8		I	Page 1	18-1
						Computa						
									lternat			
********					****	******	****	*****	*****	*****	*****	******
Intersection	*****	*****	******	*****								
Cycle (sec): Loss Time (se Optimal_Cycle		10	00			Critic	al Vo	l./Caj	p.(X):		0.8	³³² 0
Loss Time (se	ec):	•	0			Averag	e Dela	ay (s	ec/veh)	:	XXXX	$cxx \sim 0$
Optimal_Cycle	e:	. 11	11			Level	Of Se	rvice	:			D
		****				******					*****	*****
Street Name: Approach:		-+h D-	Main S			0000		aat D		treet	at 17-	
Movement:	1						+			1		
Control: Rights: Min. Green: Y+R: Lanes:	а Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тарана Тара Тар	Permit	ted	, <b>,</b>	ermi	tted	l Pri	ot+Pe	rmit	 ק	ermi†	ted
Rights:	^	Incl	ıde		Incl	ude		Incl	ude	-	Inclu	ıde
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:	01	. 1	1 0	0 0	0	0 0	1 (	о з	0 0	0 0	2	1 0
		·										
volume Module	3:											
Base Vol:							246				656	
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
Initial Bse: Added Vol: PasserByVol:	25	55	26	0	0	0	1	146	0	0 0 0	110	1
Initial Fut:			100	0	0	0	0	1000	0	0	0	0
User Adj:									1.00			
PHF Adj:						1.00			1.00			1.00 1.00
PHF Volume:						0	262			0		77
Reduct Vol:	0	0	0	0			202			Ő		0
Reduced Vol:	117	1581	189	Ő	Ő	ō	262	1292	õ	õ	805	
PCE Adj:												
MLF Adj:									1.00			
FinalVolume:					-		262				805	77
												·
Saturation Fl												
	1425			1425				1425		1425		1425
Adjustment:						1.00			1.00			1.00
	0.19					0.00		3.00		0.00		0.26
Final Sat.:		3581	429	0	0		1425		0 • 1	0	3901	374
Capacity Anal			1						•			:
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:		****					* * * *					****
*****	*****	*****	*****	*****	****	******	*****	*****	******	*****	****	*****

											Page 1	
			Level (	of Ser	vice	 Computa	tion	 Repor	 t			<b>.</b>
C: *********									lternat *******		*****	*****
tersection							*****	*****	*****	*****	****	*****
oss Time (s	ec):		0			Averag	e Dela	ay (s	ec/veh)	:	XXXX	cxx ~(
ycle (sec): oss Time (se otimal_Cycle **********	e: *****	*****	5 <u>4</u> *******		*****	Level	Of Se:	rvice	: *******	*****	in den den den den de	C
treet Name:		цо	s Angel	les Sti	reet				lst S	treet		
proach:	No	orth B	ound	Soi	ith B	ound	E	ast B	ound	We	est Bo	ound
ovement:	ь	- T	- R	Ъ	- Т	- R	Ъ	- T	- R	<u></u> ь.	- Т	
ontrol:												
ights:											Permit Inclu	
in. Green:	0	) 0	0	0	0	0	0	0	0	0		
	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
+R: anes:	1	01	10	1 (	) 2	01	1	02	10	1 (	) 2	10
lume Module												
ase Vol:		728	97	. 92	246	164	108	1025	31	41	718	108
owth Adj:									1.06		1.06	
itial Bse:	71	. 772	103	98	261	174	<b>114</b>	1087	33	43	761	114
ded Vol:		127		0	202	2 0	54	88	29		94	0
sserByVol:				0	0	0	0	0	0	0	0	0
itial Fut: er Adj:		899			463			1175	62 1.00		855	
F Adj:	1.00	1.00	1.00	1.00 1.00					1.00		1.00	1.00
F Volume:		899	124		463			1175		81		114
duct Vol:		0	0	0	0	0	0	0	0	0	0	0
duced Vol:			124		463		168			81		•
E Adj:		1.00							1.00			1.00
F Adj: nalVolume:				1.00 98		1.00 176		1.00			1.00 855	1.00 114
turation F				1		I	1		I	1		
t/Lane:	1500	1500	1500				1500	1500	1500	1500	1500	1500
justment:							1.00					1.00
nes:			0.24						0.15			0.35
al Sat.: 							1500					531
acity Anal				1		1			[	1		
/Sat:	-			0.07	0.15	0.12	0.11	0.27	0.27	0.05	0.22	0.22
t Volume:			511	98			168					323
it Moves:			* * * *	****			****					****

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										·		<b></b>
						Computa	tion 1	Report				<b>-</b> .
·*********	*****	ar 21.	2 Plann ******	11ng M	ecnoa *****	(Futur	******	ume A. *****	tternat ******	:1ve)	*****	*****
ntersection												
****	*****	****	*****	*****	*****	******	*****	*****	 ******	****	*****	*****
ycle (sec):		10	00			Critic	al Vo	l./Caj	.(X):		0.1	757 -7
oss Time (s			0			Averag	je Dela	ay (se	ec/veh)	:	XXX	xxx 🗋
ptimal_Cycl			59			Level						С
*****								****				*****
treet Name:			-							treet		-
pproach:			ound			ound			ound		est_Bo	
ovement:		- T				- R 			- R		- T	- R
ontrol:	•		ted	,		tted			ted		Permit	_
ights:			ıde	-		ude		Inclu		·	Inclu	
in. Green:	0	0	0	0	0		0	0	0	0	0	
+R:	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
anes:	0	10	10	0 3	10	10	1 (	) 1	1 0	1	0 1	1 0
olume Modul												
ase Vol:			241	10	97			1020	87		641	
owth Adj:			^{1.06}			.,		1.06		*	1.06	
itial Bse:			255	11	103			1081		82		54
ded Vol: asserByVol:		_	18 0	1	3	1 0	0	108 0	1 0	19 0		0
nitial Fut:			273	-	106		-	1189		101		=
ser Adj:		1.00	1.00		1.00			1.00			1.00	
HF Adj:		1.00	1.00		1.00			1.00			1.00	
IF Volume:		343	273	12	106	77		1189	93	101		
educt Vol:	0	0	0	0	0	0	0	0		0	0	0
duced Vol:		343	273	12	106	77	54	1189	93	101	811	54
E Adj:		1.00	1.00	2.00				1.00		1.00	1.00	1.00
F Adj:		1.00		1.00			1.00	1.00	1.00		1.00	1.00
nalVolume:			273		106	77		1189	93		811	54
	1											
turation F				1500	1 5 0 0	1500	1500	1500	1500	1500	1500	1500
justment:			1500 1.00				1500 1.00			1500 1.00		
ines:				0.13						1.00		
.nal Sat.:			1075		1686					1500		187
pacity Ana				•		1			1	•		I
ol/Sat:				0.06	0.06	0.07	0.04	0.43	0.43	0.07	0.29	0.29
it Volume:			382	12					641	101		
it Moves:			* * * *	* * * *					****	****		

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Post_Project	2015	DM	ጥ		24	2009 10	. 20. 2	0		т		21_1	
Post-Project								o 		ء 		<del>-</del> -	
				·									-
~	1 an cu - 7					Computa				. <b>1</b>	•		
ن *********						(Futur) ******					*****	******	•
Intersection													
						*****	*****	****	*****	*****	*****	******	
Cycle (sec): Loss Time (s Optimal Cycl		10	00			Critic	al Vo	l./Ca	o.(X):		0.7	749 ,	1/ FKA
Loss Time (s	ec):		0	•		Averag	e Del	ay (s	ec/veh)	:	xxxx	cxx 7	M LINC
Optimal Cycl	e:	Į	5.7			Level	Of Se	rvice	:			С	101.49
											*****	******	
Street Name:		(	Centra]	Avenu	ıe				1st S	treet			-
Approach:	No	rth Bo	ound	Sou	ith B	ound	E	ast B	ound	We	est Bo	ound	
Movement:	Ъ	- T	- R	ь. '	- T	- R	Ъ	- T	- R	ь-	- Т	- R	
Control:		Dormi	 -+-0-	1		 =====	1	Dormi				 -+ 03	
Control: Rights:						ude							
Min. Green:													
Y+R:	4 0	4 0	4 0	4 0	4 0	4 0	0	4 0	4 0	4 0	4 0	4 0	
Y+R: Lanes:	1.0	0 0	0 1	0 (	) 0	0 0	0	9 1 0 1	1 0	1 0	-2.0	0 0	
							1						
Volume Modul				1		I	1		•	1		1	
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	
Initial Bse:	169	° O	163	0	0	ο Γ	0	1293	141	[°] 130	614	0	7
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	
Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj:	169	0	186	0	0	0	0	1419	142	157	765	0	
oper maj.				~						~		1.00	
PHF Adj:								1.00				1.00	
PHF Volume:				0	0		0			157		0	
Reduct Vol:	0	0	0	0	0				0	-	0	0	
Reduced Vol:										157			
PCE Adj:									1.00			1.00	
						1.00						1.00	
FinalVolume:			l	1			1	 T#TA	142 	1	201	I	
Saturation F				1		<b>-</b>	1		·	1		·	
Sat/Lane:				1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:									1.00			1.00	
						0.00						0.00	
Final Sat.:				0		0		2727				0	
												·	
Capacity Anal						•							
	0.11	0.00	0.12	0.00	0.00	0.00	0.00		0.52	0.10	0.25	0.00	
Crit Volume:			186	0				781		157			
Crit Moves:			****					****		****			
******	*****	*****	******	*****	*****	******	*****	*****	*****	*****	*****	******	

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Post-Project	2015	РМ	T1	ie Nov	24,	2009 10	:20:3	B 		P	age 2	2-1	
						 Computa							
C ********									lternat ******		****	******	
Intersection	#16 2	Alame	da St &	2 1st 8	St								
*****	****	****	*****	*****	****								
Cycle (sec): Loss Time (s Optimal_Cycl *********		10	00			Critic	al Vo	l./Caj	9.(X):		0.8	³⁵⁶ -D	1/ FSAZ
Loss Time (s	ec):		0			Averag	e Dela	ay (se	ec/veh)	:	XXXX	cxx V	
Optimal_Cycl	e:	1:	29			Level	Of Se	rvice	:			D	10.75
	*****	*****	******	*****	****	* * * * * * *	****	* * * * * *	******		* * * * *	******	
Street Name:						aund					at 7-		
Approach: Movement:									- R		st Bo		
Movement :													
Control:	1 = = = = = = = = = = = = = = = = = = =	Permit	tted	T	Permi	tted	Pro	ot+Per	rmit	P	ermit	ted:	
Rights:	-	Inclu	ıde		Ovl		~ ~ `	Inclu	ıde	-	Inclu		
Min. Green:	0	0	0	0	0	0	0	0	ıde 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			
Lanes:	1 (	02	0 1	1 (	) 2	01	1 0	) 1	10	0 0	2	01	
Volume Modul				•		•	•		•	•		•	
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	
Initial Bse:		956				136	174	1102	59	0	499	49	
Added Vol:			70	1	83	13	11	126	11	0 0	159	2	
PasserByVol:						0				0		0	
Initial Fut:	-	1008			849			1228		-	658	51	
User Adj:				1.00				1.00					
PHF Adj:				1.00				1.00				1.00	
PHF Volume:		1008			849	149		1228	70	0	658	51	
	0			0	0	-	0		0	0	0	0	
Reduced Vol:					849		185			0	658	51	
PCE Adj: MLF Adj:		1.00		1.00		1.00	1.00		1.00	1.00		1.00 1.00	
FinalVolume:					849		185		70		658	1.00	
Saturation F	-		•	1		1	1		1			!	
Sat/Lane:		1425		1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:						1.00			1.00			1.00	
Lanes:						1.00			0.11			1.00	
Final Sat.:				1425				2696	154		2850	1425	
Capacity Anal				1		•	•		1	•			
Vol/Sat:				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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Post-Project	2015 PM	Tu	ae Nov 24,	2009 10	0:20:38		Page 2	23-1
 C					ation Report re Volume Al		ive)	
*****	*******	*****	*******	******	**********	******	*******	*****
Intersection ***********		لله بله بله بله بله بله بله		******	*****	*****	****	*****
Cycle (sec): Loss Time (s Optimal Cycl	10 ec): e: 10	00 0 8 <u>0</u>		Critic Averac Level	cal Vol./Car ge Delay (se Of Service:	o.(X): ec/veh)	1.1 : xxxx	.30 (.2 xx F
*****	*******	*****	*****	******	**********	******	*******	*****
Street Name:	T	Vignes	Street			1st S	treet	
Approach:	North Bo	ound	South I	Bound	East Bo	ound	West Bo	und
Movement ·	т. – Т	- P	т. – т	- P	т. – Т	- 12	τ. – Τ	- R
						·	.	
Control: Rights:	Permit	tted	· Permi	tted	Split Pr	nase ' Ide	Split Ph	lase
Min. Green:								
ViR. Green.	4040	4 0	4040	, 0 1 4 0	4040	4 0	4040	4 0
(+R: Lanes:	0 0 1!	0 0		0 0	0 1 1	0 1	0 1 0	1 0
				·l		[	[	
Volume Modul								
ase Vol:			133 10				26 405	41
	•				1.06 1.06			4
itial Bse:			141 11	. 87		43	28 429	43
lded Vol: sserByVol:	0 1	12	1 3	0	0 83	0	24 74	0
							0 0	0
nitial Fut:				87				43
ser Adj:	1.00 1.00	1.00	1.00 1.00		1.00 1.00			
IF Adj:					1.00 1.00			1.00
IF Volume:		196		. 87	212 1522	43	52 503	43
educt Vol:			0 0				0 0	0
educed Vol:					212 1522			43
CE Adj:								1.00
	1.00 1.00							1.00
nalVolume:				. 87		43		43
				[				
aturation F			1405 1405	1405	1405 1405	1475	1405 1405	1405
					1425 1425			
ljustment: mes:								
inal Sat.:					0.24 1.76			
	180 316			511	348 2502			207
pacity Ana			I	I	I	1	i.	1
ol/Sat:			0.17 0.17	0.17	0.61 0.61⁄	0.03	0.21 0.21	0.21
rit Volume:	301		142		8,57			2999
rit Moves:	****		****		*/***			**/**
******	********	*****	*****	*****			******	******
					973		4	29
								•

Post-Project	201	5 PM	Tu 	le Nov	24,	2009 10						24-1
c	ircu		Level ( 2 Planr				ation 1	Repor	t lternat			
********											****	******
Intersection ********	****	* * * * * *	******	*****	****							
Cycle (sec): Loss Time (s Optimal_Cycl *********	ec): e:	1	00 0 80			Critic Averag Level	cal Voi ge Dela Of Se:	l./Caj ay (s rvice	p.(X): ec/veh) :	:	0.9 xxxx	933 xxx -0. E 1
*****	****	*****	******	*****	*****	*****	*****	****	******		*****	*****
Street Name:										treet		and
Approach: Movement:			ouna - R						ound - R		est во - Т	
	ں ا	- 1 	- ĸ	· ⊔	- T.	- ĸ	·		- ĸ 			
Control:	1	Permi	tted ·						ted			
Rights:		Tnc]	nge		Ovl			Incl	ude		Inclu	
Min. Green:	(	0 0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	) 4.0	4.0						4.0			
Lanes:	1	0 0	10	1 (	) 1	01	1 (	0 0	1 0	1 (	0 0	
Volume Modul			·	•			•			•		
Base Vol:				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
Initial Bse:			11			201	679	[°] 820	16	11	315	[°] 54
Added Vol:			0	3	0			81		0		2
PasserByVol:				0	0		0			0	-	
Initial Fut:		5 114	11	52	82		693		-		403	
User Adj:				1.00				1.00			1.00	
PHF Adj:				1.00				1.00			1.00	
PHF Volume:	-	5 114		52				901			403	56
	0		-	0	0	-	0	0		0	0	0
Reduced Vol:		5 114		52	82		693				403	
PCE Adj:				1.00					1.00			1.00
MLF Adj: FinalVolumo.				1.00			1.00				1.00	
FinalVolume:								901			403	56 l
Saturation F							1			1		
Sat/Lane:		5 1425		1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:							1.00			1.00		
Lanes:			0.08	1.00					0.02		0.88	
Final Sat .:				1425			1425				1251	174
Capacity Anal	•		•			I			I	1		I
Vol/Sat:				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:			****	****			****				****	

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Post-Project	2015 PM	Tue Nov 24	, 2009 10 	:20:38		Page 2	25-1
<b></b>							
	· Lev	vel Of Servic	e Computa	tion Report			
Ci	rcular 212 H	lanning Meth	od (Futur	e Volume Al	ternative)		$\wedge$
*********	********	******	******	*******	*****	*****	****
Intersection a		-		* * * * * * * * * * *	*****	******	
Cycle (sec):	100		Critic	al Vol./Cap	. (X) :	0/.0	058 HA
Loss Time (se	c): 0			e Delay (se		2000	cxx
Optimal Cycle		÷	_	Of Service:			A
*****	******	*****	******	*******	*******	*****	******
Street Name:	ບຣ	S-101 ramps			1st Stree	t	
Approach:	North Bour	nd South	Bound	East Bo	und	West Bo	ound
Movement:	L - T -	R L - '	T - R	<b>L - Т</b>	- R / L	- т	- R
.					/11		
Control:	Split Phas	se Split	Phase	Permit	ted	Permit	ted
Rights:	Include	e Ind	clude	Inclu		Inclu	ıde
Min. Green:	0 0	0 0	0 0	0 9	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	1.06 1.06 1	06 1.06 1.0	06 1.0,5	1.06 1.06	1.06 1.0	6 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
-		00 1.00 1.0		1.00 1.00		0 1.00	1.00
-		00 1.90 1.0		1.00 1.00		0 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	Ø O	0 0	7 78	0	0 76	0
-		00 1.00 1.0		1.00 1.00		0 1.00	1.00
-		.00 1.00 1.0		1.00 1.00		0 1.00	1.00
FinalVolume:	0 0/	0 0	0 0	7 78	0,,	0 76	0
	·····	!			[		
Saturation Flo				1.05 1.05			1.405
		425 1425 142				5 1425	
		.00 1.00 1.0					
	L ÓO 1.00 0 425 1425	.00 0.00 0.0					
Final Sat.: 1		0 / 0	0 0	1425 1425	0	0 1425	1425
Capacity Analy	vsis Module:		!				!
	0.00 0.00 0	.00 0.00 0.0	00.00	0.00 0.05	0.00 0.0	0 0.05	0.00
Crit Volume:	0		0	7		76	
Crit Moves:				****		****	
**********	*******	******	*******	*******	******	******	*****

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Des Time (sec):       0       Average Delay (sec/veh):       XXXXX       V.         ptimal_Cycle:       74       Level Of Service:       C       C         treet Name:       Alameda Street       2nd Street       C       C         pproach:       North Bound       South Bound       East Bound       West Bound         symmetric       L - T - R       L - T - R       L - T - R       L - T - R         orntrol:       Permitted       Permitted       Permitted       Prot+Permit         ights:       Include       Include       Ignore       Include         in. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Post-Project			Tu		24,	2009 10	:20:3	8		]	Page 2	26-1
mtersection #20 Alameda St & 2nd St         ycle (sec):       100       Critical Vol./Cap.(X):       0.749       -D.         ops Time (sec):       0       Average Delay (sec/veh):       xxxxxx       -D.         optimal Cycle:       74       Level Of Service:       C         treet Name:       Alameda Street       2nd Street       C         proach:       North Bound       South Bound       East Bound       West Bound         overgent:       L - T - R       L - T - R       L - T - R       L - T - R         overgent:       Include       Include       Include       Include         in. Green:       0       0       0       0       0       0       0         olume Module:       ase Vol:       125       868       61       42       732       68       131       265       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06		 47				vice	 Computa	tion 1	Report	 t			
ycle (scc):       100       Critical Vol./Cap.(X):       0.749       -0.         optimal Cycle:       74       Level Of Service:       C         treet Name:       Alameda Street       2nd Street       C         pproach:       North Bound       South Bound       East Bound       West Bound         verment:       L - T - R       L - T - R       L - T - R       L - T - R													*****
yole (sec):       100       Critical Vol./Cap.(X):       0.749       -0.         poss Time (sec):       0       Average Delay (sec/vec):       xxxxxx - 0.         poimal Cycle:       74       Level Of Service:       C         treet Name:       Alameda Street       2nd Street         porcach:       North Bound       South Bound       Feet Sound       West Bound         ovement:       L - T - R       L - T - R       L - T - R       L - T - R         ights:       Include       Include       Ignore       Include         ights:       10 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0 1 0 1													
Kreet Name:       Alameda Street       2nd Street         pproach:       North Bound       South Bound       East Bound       West Bound         ovement:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R			*****	******	*****	****	******	*****	*****	*****	*****	*****	******
Alameda Street       2nd Street         pproach:       North Bound       South Bound       East Bound       West Bound         ovement:       L - T - R       L - T - R       L - T - R       L - T - R	Cycle (sec):		10	00			Critic	al Vol	l./Caj			0.5	749D
Alameda Street       2nd Street         pproach:       North Bound       South Bound       East Bound       West Bound         pproach:       North Bound       South Bound       East Bound       West Bound         proment:       L - T - R       L - T - R       L - T - R       L - T - R         proment:       Permitted       Permitted       Permitted       Prot+Permit         in. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<	Loss Time (s	ec):	_	0			Averag	e Dela	ay (se	ec/veh)	:	XXX	CXX
treet Name:       Alameda Street       2nd Street         pproach:       North Bound       South Bound       East Bound       West Bound         pwement:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       L       T       R       L       L       T       R       L       L       L       T       R       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L <td>Optimal.Cyclo</td> <td>е:</td> <td></td> <td>74 • • • • • • • •</td> <td></td> <td></td> <td>Level</td> <td>Or Sei</td> <td>rvice</td> <td>* *</td> <td>نه ماد ماد باد باد باد</td> <td>ن حل حل حل مل مل</td> <td></td>	Optimal.Cyclo	е:		74 • • • • • • • •			Level	Or Sei	rvice	* *	نه ماد ماد باد باد باد	ن حل حل حل مل مل	
pproach:         North Bound         South Bound         East Bound         West Bound           ovement:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         R         -         T         -         R         R         -         T         -         R         R         -         T         -         R         R         -         T         R         R         T         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R													
Devenent:L-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-TRLCTRLCTRLCTRL	Approach.	No	rth Pr	sraileua Sund	C 20166	շ∟ ւքի ¤	ound	्य	agt Þ	≥nu S nund	ULCEL W	agt Pr	hund
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include       Include       Include       Include       Include       Include         in. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Control:	1	Permit	tted	' ·	Permi	tted	' I	Permit	tted '	.' Pro	ot+Pei	cmit
in. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Rights:		Inclu	ıde		Incl	ude		Ignor	re		Inclu	ıde
4R:       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4		0	0	0	0	0	0	0	0	0	0	0	0
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bolume Module:         ase Vol:       125       868       61       42       732       68       131       265       135       34       96       43         rowth 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       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	anes:	1	0 1	1 0	1 (	) 1	10	1 (	1	0 1	1 (	0 0	1 0
ase Vol:       125       868       61       42       732       68       131       265       135       34       96       43         rowth 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       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00				[	]								
rowth 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       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.06       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00													
nitial Bse:       133       920       65       45       776       72       139       281       143       36       102       46         dded Vol:       10       95       28       25       28       41       20       34       11       93       25       12         asserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <													
ded Vol:       10       95       28       25       28       41       20       34       11       93       25       12         asserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0				1.06	1.06	1.06	1.06	1.06	1.06	1.06			
asserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
nitial Fut:       143       1015       93       70       804       113       159       315       154       129       127       58         ser Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td< td=""><td></td><td></td><td></td><td></td><td>25</td><td>28</td><td>41</td><td></td><td></td><td></td><td></td><td></td><td></td></td<>					25	28	41						
ser Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td></td>													
HF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0													
HF Volume:       143 1015       93       70       804       113       159       315       0       129       127       58         educt Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0													
educt Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	_												
educed Vol:       143 1015       93       70       804       113       159       315       0       129       127       58         CE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       <										-			
CE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												_	-
LF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00													
inalVolume:       143 1015       93       70       804       113       159       315       0       129       127       58         aturation       Flow Module:	ILF Adj:	1.00	1.00	1.00									
aturation Flow Module:         at/Lane:       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00								159	315	.0	129	127	58
at/Lane:       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       1425       980       445													
djustment:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.425       1425       1425       1425       980       445	aturation F	low Me	odule:	:									
anes:       1.00       1.83       0.17       1.00       1.75       0.25       1.00       1.00       1.00       1.00       0.69       0.31         inal Sat.:       1425       2612       238       1425       2499       351       1425       1425       1425       1425       980       445         apacity Analysis Module:	at/Lane:												
Inal Sat.:       1425 2612       238       1425 2499       351       1425       1425       1425       1425       980       445         apacity Analysis Module:	-												
apacity Analysis Module:         bl/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         cit Volume:       554 70 315 129         cit Moves:       **** ****													
apacity Analysis Module:         bl/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         cit Volume:       554 70 315 129         cit Moves:       ****													
ol/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         cit Volume:       554 70 315 129         cit Moves:       **** ****		•									1		
cit Volume: 554 70 315 129 cit Moves: **** **** ****						0 33	0 33	0 77	0 22	0 00	0 00	0 1 2	0 13
cit Moves: **** **** **** ****		0.10	0.33			0.34	v.34	V. T.T		0.00		0.13	v.13
	rit Moves:												
		*****	*****			****	******	*****		******		*****	******

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C ********	1rcui	ar 212	2 Plann	ing M	etnod	(Futur	e vor.	ume A.	lternat	1ve)	ب عله عله عله عله عله	ملد عاد عاد عاد عاد عاد عا
ersection							~~~~~	~ ~ ~ ~ ~ ~	* * • • • • •	* * * * * *	~ ~ ~ ~ ~ ~	
*********					-		*****	*****	******	****	*****	******
cle (sec):		10	00			Critic	al Vo	1./Ca	p.(X):		0.5	586
s Time (s imal Cycl ********	ec):		0			Averag	e Dela	ay (s	ec/veh)	:	xxx	$\infty -0$
imal Cycl	e:	3	35			Level	Of Se	rvice	:			A
*****	****	*****	******	****	* * * * *	*****	****	****	******	*****	*****	******
eet Name:												
roach:	No	orth Bo	ound *	So	uth B	ound	E	ast Bo	ound	Ŵ	est Bo	ound
ement:						~ R						
trol:		Dormit	 -tođ	1	Dormi	 tted		Dormi i	 	1		 -+od
hts:		Theli	ide	1	Tnal	ude		Tnel	ude		Tncl	ide
1. Green:			0		0		n		0		0	0
			4.0				4.0					4.0
es:						0 1				0	1 2	1 0
ne Modul	e:			•			•			•		
Vol:	143	940	0		778				0		707	
th Adj:						<b>`</b>				4		
al Bse:				0				0			749	81
d Vol:		119	0					0		12		14
erByVol:			0 0					0	0 0	0	-	0 95
Adj:				-			-	-	1.00	104	1.00	
Adj:					1.00				1.00		1.00	1.00
Volume:			1.00	1.00		,		1.00		104		95
t.Vol:		-	-	-		0	-	õ	-	0		0
ced Vol:					945		0		0		812	95
Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Adj:		1.00	1.00		1.00				1.00		1.00	1.00
Volume:			٥.		945		_	+	٥.		812	95
									[	1		·
ration Fl				1500	1500	1500	1500	1500	1500	1500	1500	1600
Lane: stment:		1500	1500 1.00				1500		1500 1.00		1500 1.00	1500 1.00
scillenc:		2.00	0.00		2.00			0.00			3.22	0.37
l Sat.:			0.00		3000		0.00	0.00	0.00		4821	561
ity Anal			•	•		•	•		ı	•		
Bat:	0.10	0.37	0.00	0.00	0.31	0.07	0.00	0.00	0.00	0.17	0.17	0.17
Volume:	154				472		0				253	

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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Post-Project	2015	PM	Tr	ie Nov 2	24, 3	2009 10	:20:3	8			Page 2	8-1			
_				)f Servi											
				ning Met							* * * * * * *				
	**************************************														
					****	******	****	* * * * * * *	*****						
Cycle (sec):		1(	00			Critic	al Vo	l./Car	5.(X):		0.9	1.1	72 -0.1 (mstrc mrs)		
Cycle (sec): Loss Time (s Optimal_Cycl	ec):		0 .			Averag	e Dela	ay (se	ec/veh)	:	xxxy	xx 🍃	-DI (mstr		
Optimal_Cycl	e:, .	18	3,0			Level	Of Se	rvice	:			EF	(LITA)		
*****	****	*****	*****	******	***	*****	*****	*****	******	*****	* * * * * *	*****			
Street Name:				Street									1.072		
Approach:													' '		
Movement:		- т	- R	<u></u> ь –	т	- R'	. <b>L</b>	- т	- R	. Ц	- Т				
					· ·										
Control:				Pe	rmit	ted	Sp.	Lit Ph	lase	Sp.					
Rights:	~	Inclu	ide	1 0	.nc11	ıde	•	Inclu	ide	~	Inclu				
Min. Green: Y+R:	0	4 0	4 0	U 4 O	4 0	U 4 0	0	0	U A O	0	0	-			
Lanes:	4.0	4.0	1 0	4.0 1 0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:		0 0	i	I		• I	U.		·	U .	1 0	I			
Volume Modul	1 e:		1	1			1			1		1			
Base Vol:		0	118	0	0	0	0	1312	15	21	625	0			
Growth Adj:		-									1.06				
Initial Bse:		0	125	0	Ő	0		1391	•		663	0	*		
Added Vol:	0	27	1	42 0 42	134	114	157	41	0		47	26			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:		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 1	.00	1.00			1.00	1.00	1.00	1.00			
PHF Volume:	22		126	42				1432	16	23	710	26			
		0		0			0		0	0	_	0			
Reduced Vol:								1432				26			
PCE Adj:									1.00		1.00	1.00			
MLF Adj:									1.00			1.00			
FinalVolume:				42		114		1432			710	26			
Saturation F						[	1		!						
Sat/Lane:		1425		1425 1	425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:									1.00		1.00				
Lanes:				1.00 1					0.02			0.07			
Final Sat.:				1425 1				2543	28		2665	98			
Capacity Ana						•	-		•	-					
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				•	89⁄2		3119				
Crit Moves:			****	****					*/***		****				
*****	*****	*****	*****	******	****	*****	*****		******	*****		*****			
								1038	5		437-				
											1				

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