Mid-City/Exposition
Final EIS/EIR

Traffic Technical Memorandum &
Technical Analysis Worksheets

Prepared by:
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Technical analysis sheets

The intersection Level of Service (LOS) analysis sheets presented in this document were prepared to support Section 3.2 of the Final EIS/EIR, and were conducted using Highway Capacity Manual (HCM) Operation Method performed by TRAFFIX and SYNCHRO software.

The tables below indicate the source and the software used to calculate the LOS for each intersection and scenario:

Intersection		Existing Year 2000	Year 2020 No Project	Year 2020 With Project (LPA) & Mitigation
1	12th St /Flower St	Kaku Associates[1]	Kaku Associates[1]	Kaku Associates[1]
2	Flower St /Pico Blvd	Kaku Associates[1]	Kaku Associates[1]	Kaku Associates[1]
3	Flower St/Venice Blvd	Kaku Associates[1]	Kaku Associates[1]	Kaku Associates[1]
4	Flower St/Washington Blvd	Kaku Associates[1]	Kaku Associates[1]	Kaku Associates[1]
5	Hill St /Washington Blvd	DEIS/R[2]	Synchro	Synchro
6	Hill St /Adams Blvd	DEIS/R[2]	Synchro	Synchro
7	Hill St /30th St	DEIS/R[2]	Synchro	Synchro
8	Hill St /Jefferson Blvd	DEIS/R[2]	Synchro	Synchro
9	Flower St/Exposition Blvd	Synchro	Synchro	Synchro
10	Figueroa St/Exposition Blvd	Synchro	Synchro	Synchro
11	Vermont Ave/Exposition Blvd	Synchro	Synchro	Synchro
12	Normandie Ave/Exposition Blvd	Synchro	Synchro	Synchro
13	Western Ave/Exposition Blvd	Synchro	Synchro	Synchro
14	Arlington Ave/Exposition Blvd	Synchro	Synchro	Synchro
15	Crenshaw Blvd/36th St	N/A	Traffix	Traffix
16	Crenshaw Blvd/Exposition Bivd	Synchro	Traffix	Traffix
17	Crenshaw Blvd/Rodeo Rd	N/A	Traffix	Traffix
18	La Brea Ave/Exposition Blvd	Synchro	Synchro	Synchro
19	La Brea Ave/Jefferson Blvd	Synchro	Synchro	Synchro
20	La Cienega Blvd/Jefferson Blvd	Synchro	Traffix	Traffix
21	Jefferson Blvd /National Blvd	Synchro	Traffix	Traffix
22	National Blvd /Washington Blvd	Synchro	See Wash/Nat Memo[3]	See Wash/Nat Memo[3]
23	Washington Blvd/Robertson Blvd	N/A	Traffix	Traffix
24	Washington Blvd/Culver Blvd	N/A	Traffix	Traffix
25	Venice Blvd/Bagley Ave	N/A	Traffix	Traffix
26	Venice Blvd/Culver Blvd	N/A	Traffix	Traffix
27	Venice Blvd/Robertson Blvd	N/A	Traffix	Traffix
28	Venice Blvd/National Blvd	N/A	Traffix	Traffix
29	National Blvd/Bagley Ave	N/A	Traffix	Traffix

1 Memorandum by Kaku Associates; Flower Street Grade Crossing Analysis, November 5, 2004.

2 DEIR/EIS Mid-City Westside Corridor Technical Appendix F-J Intersection Traffic Analysis Worksheets, Meyer Mohaddes Associates, 2000.

3 Memorandum by Korve Engineering; Traffic and Rail Operations at Washington/National Intersection, December 6, 2004.

N/A Not Applicable

Also, SYNCHRO was used to conduct the analysis for the Hill Couplet, Flower Westside and Flower Eastside with Grade Separation conditions.

Level of Service Analysis
Existing Year 1999
AM Peak

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Mid-City West Side
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #151 Hills Street /Washington Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 77 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	11	43	43	11	43	43
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	81	349	87	44	449	75	51	571	131	95	812	48
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:	81	349	87	44	449	75	51	571	131	95	812	48
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	378	94	48	487	81	55	619	142	103	880	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	378	94	48	487	81	55	619	142	103	880	52
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
Final Vol.:	88	378	94	48	487	81	55	619	142	103	880	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.99	0.99	0.36	1.00	1.00	1.02	0.99	0.99	1.02	1.01	1.01
Lanes:	1.00	1.60	0.40	1.00	1.71	0.29	1.00	1.63	0.37	1.00	1.89	0.11
Final Sat.:	553	3001	746	679	3242	539	1931	3054	701	1931	3618	214
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.07	0.15	0.15	0.03	0.20	0.20	0.05	0.24	0.24
Crit Moves:	****						****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.12	0.52	0.52	0.13	0.53	0.53
Volume/Cap:	0.46	0.36	0.36	0.20	0.43	0.43	0.23	0.39	0.39	0.40	0.46	0.46
Delay/Veh:	24.5	22.1	22.1	21.1	22.8	22.8	36.2	13.1	13.1	36.8	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	22.1	22.1	21.1	22.8	22.8	36.2	13.1	13.1	36.8	13.3	13.3
DesignQueue:	3	13	3	2	17	3	2	16	4	5	22	1

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Mid-City West Side
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #152 Hill Street /Adams Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 83 Level Of Service: B

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:	25	25	25	25	25	25	58	58	58	58	58	58
Lanes:	0 1	1	1 0	0 1	1	1 0	0 1	1	1 0	0 1	1	1 0
Volume Module:												
Base Vol:	53	634	72	28	176	41	116	519	53	41	615	67
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:	53	634	72	28	176	41	116	519	53	41	615	67
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	687	78	30	191	44	126	563	57	44	667	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	687	78	30	191	44	126	563	57	44	667	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	687	78	30	191	44	126	563	57	44	667	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.79	0.79	0.79	0.30	0.96	0.96	0.84	0.84	0.84
Lanes:	0.21	2.51	0.28	0.34	2.16	0.50	1.00	1.82	0.18	0.17	2.55	0.28
Final Sat.:	340	4093	465	511	3253	749	561	3313	335	269	4083	447
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.06	0.06	0.06	0.22	0.17	0.17	0.16	0.16	0.16
Crit Moves:		****					****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.47	0.47	0.47	0.17	0.17	0.17	0.35	0.26	0.26	0.25	0.25	0.25
Delay/Veh:	22.7	22.7	22.7	19.9	19.9	19.9	7.4	6.9	6.9	6.8	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	22.7	19.9	19.9	19.9	7.4	6.9	6.9	6.8	6.8	6.8
DesignQueue:	2	23	3	1	6	1	2	10	1	1	12	1

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Mid-City West Side
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #153 Hills Street /30th Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 92 Level Of Service: B

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:	51	51	51	51	51	51	41	41	41	41	41	41
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	647	41	30	184	19	11	32	14	48	44	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	647	41	30	184	19	11	32	14	48	44	119
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	701	44	33	199	21	12	35	15	52	48	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	701	44	33	199	21	12	35	15	52	48	129
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
Final Vol.:	21	701	44	33	199	21	12	35	15	52	48	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.84	0.84	0.84	0.87	0.87	0.87	0.82	0.82	0.82
Lanes:	0.05	1.84	0.11	0.26	1.57	0.17	0.19	0.57	0.24	0.23	0.21	0.56
Final Sat.:	99	3303	207	415	2500	264	321	937	402	353	326	877
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.08	0.08	0.08	0.04	0.04	0.04	0.15	0.15	0.15
Crit Moves:		****									****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.38	0.38	0.38	0.14	0.14	0.14	0.08	0.08	0.08	0.33	0.33	0.33
Delay/Veh:	11.7	11.7	11.7	10.0	10.0	10.0	14.7	14.7	14.7	16.9	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	10.0	10.0	10.0	14.7	14.7	14.7	16.9	16.9	16.9
DesignQueue:	1	17	1	1	5	0	0	1	0	2	1	4

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Mid-City West Side
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #154 Hills Street /Jefferson Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 81 Level Of Service: B

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:	24	24	24	24	24	24	57	57	57	57	57	57
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	74	624	23	38	139	22	89	673	63	19	742	84
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:	74	624	23	38	139	22	89	673	63	19	742	84
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	677	25	41	151	24	96	730	68	21	804	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	677	25	41	151	24	96	730	68	21	804	91
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
Final Vol.:	80	677	25	41	151	24	96	730	68	21	804	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	1.01	1.01	0.22	1.00	1.00	0.75	0.75	0.75	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.73	0.27	0.21	1.64	0.15	0.05	1.75	0.20
Final Sat.:	1169	3707	137	425	3263	519	306	2324	216	80	3076	348
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.10	0.05	0.05	0.31	0.31	0.31	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.19	0.50	0.50	0.26	0.13	0.13	0.50	0.50	0.50	0.41	0.41	0.41
Delay/Veh:	19.6	22.4	22.4	20.9	19.0	19.0	9.0	9.0	9.0	8.3	8.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	22.4	22.4	20.9	19.0	19.0	9.0	9.0	9.0	8.3	8.3	8.3
DesignQueue:	3	23	1	1	5	1	2	14	1	0	16	2

9: Exposition Blvd & Harbor Frwy Off-Ramp

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR	ø8
Lane Configurations									
Ideal Flow (vphpl)	1900	1750	1800	1900	1800	1750	1800	1800	
Lane Width (ft)	12	12	12	12	11	12	12	12	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)		90	90		254	254	205	205	
Trailing Detector (ft)		6	6		248	248	10	10	
Turning Speed (mph)		15				9	15	9	
Satd. Flow (prot)	0	0	3009	0	5834	997	2751	1229	
Flt Permitted			0.997				0.980		
Satd. Flow (perm)	0	0	3009	0	5834	997	2751	1229	
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)			6			79			
Link Speed (mph)	35		35	35	35		45		
Link Distance (ft)	582		527	1097	2238		301		
Travel Time (s)	11.3		10.3	21.4	43.6		4.6		
Volume (vph)	0	18	317	0	422	75	190	550	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	0	0	353	0	444	79	489	290	
Turn Type		Perm				Perm		Perm	
Protected Phases			3		2		4		8
Permitted Phases		3				2		4	
Total Split (s)	0.0	25.0	25.0	0.0	30.0	30.0	35.0	35.0	60.0
Act Effct Green (s)			11.3		11.2	11.2	19.5	19.5	
Actuated g/C Ratio			0.21		0.20	0.20	0.36	0.36	
v/c Ratio			0.56		0.37	0.30	0.50	0.66	
Uniform Delay, d1			18.9		18.5	0.0	13.3	14.3	
Delay			20.7		21.3	7.5	13.8	15.6	
LOS			C		C	A	B	B	
Approach Delay			20.7		19.2		14.5		
Approach LOS			C		B		B		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 54.7
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 17.3 — Intersection LOS: B
Intersection Capacity Utilization 57.8% — ICU Level of Service A

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp

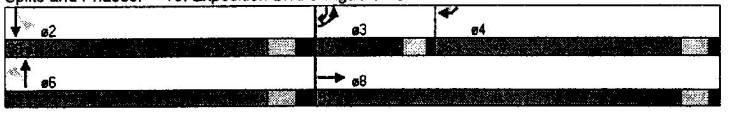
10: Exposition Blvd & Figueroa St.

Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1900	1750	1800	1900	1900	1800	1750	1900	1800	1750
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	150	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2656	5767	0	1320	5094	0	1593	2625	1314	0	2975	1400
Flt Permitted	0.950			0.487			0.114					
Satd. Flow (perm)	2656	5767	0	677	5094	0	191	2625	1314	0	2975	1400
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					1			31	77			2
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	182		334			2469		582		
Travel Time (s)		24.9	3.5		6.5			48.1		11.3		
Volume (vph)	509	1137	0	254	1773	9	79	280	134	0	548	320
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	536	1197	0	267	1875	0	83	359	77	0	577	337
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	15.0	51.0	0.0	39.0	39.0	0.0	39.0	39.0	15.0	0.0	36.0	36.0
Act Effct Green (s)	11.0	44.2		35.1	35.1		35.1	35.1	11.0		29.2	29.2
Actuated g/C Ratio	0.13	0.51		0.40	0.40		0.40	0.40	0.13		0.33	0.33
v/c Ratio	1.60	0.41		0.98	0.92		1.08	0.33	0.33		0.58	0.72
Uniform Delay, d1	38.2	13.4		25.7	24.7		26.1	16.3	0.0		24.0	25.3
Delay	226.1	13.4		74.6	31.4		142.2	17.3	9.6		24.0	25.8
LOS	F	B		E	C		F	B	A		C	C
Approach Delay		79.2			36.8			36.1		24.7		
Approach LOS		E			D			D		C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 87.3
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.60
Intersection Signal Delay: 48.5 — Intersection LOS: D
Intersection Capacity Utilization 87.8% — ICU Level of Service D

Splits and Phases: 10: Exposition Blvd & Figueroa St.

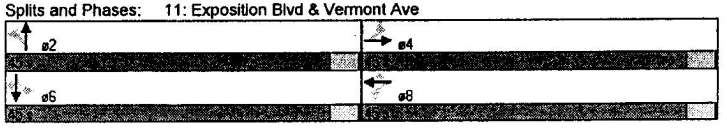


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	4837	0	0	4906	1531	1711	3384	0	1711	3421	1531
Flt Permitted		0.791			0.819		0.297			0.105		
Satd. Flow (perm)	0	3846	0	0	4026	1531	535	3384	0	189	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				40		12				79
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5575			1320			1228			1280	
Travel Time (s)		108.6			25.7			23.9			24.9	
Volume (vph)	159	1374	117	25	501	327	122	1116	87	129	715	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	1650	0	0	526	327	122	1203	0	129	715	79
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Total Split (s)	45.0	45.0	0.0	45.0	45.0	45.0	45.0	45.0	0.0	45.0	45.0	45.0
Act Effct Green (s)		41.0			41.0	41.0	41.0	41.0		41.0	41.0	41.0
Actuated g/C Ratio		0.46			0.46	0.46	0.46	0.46		0.46	0.46	0.46
v/c Ratio		0.94			0.29	0.45	0.50	0.78		1.50	0.46	0.11
Uniform Delay, d1		23.0			15.3	14.5	17.3	20.4		24.5	16.9	0.0
Delay		14.4			15.5	15.0	19.0	20.9		204.7	17.1	3.6
LOS		B			B	B	B	C		F	B	A
Approach Delay		14.4			15.3			20.7			42.2	
Approach LOS		B			B			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 20 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.50
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 96.7% ICU Level of Service E

Splits and Phases: 11: Exposition Blvd & Vermont Ave

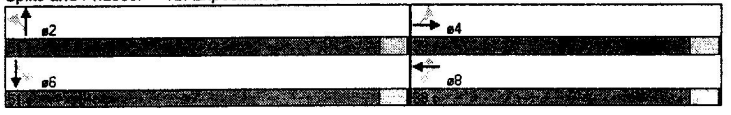


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3384	0	1711	3421	1531	1711	3397	0	1711	3380	0
Flt Permitted	0.244			0.114			0.252			0.197		
Satd. Flow (perm)	439	3384	0	205	3421	1531	454	3397	0	355	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				65		8			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5452			5575			1245			1299	
Travel Time (s)		106.2			108.6			24.3			25.3	
Volume (vph)	12	1246	95	2	756	65	111	968	48	113	800	71
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	12	1341	0	2	756	65	111	1016	0	113	871	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	39.0	39.0	0.0	39.0	39.0	39.0	51.0	51.0	0.0	51.0	51.0	0.0
Act Effct Green (s)	35.0	35.0		35.0	35.0	35.0	47.0	47.0		47.0	47.0	
Actuated g/C Ratio	0.39	0.39		0.39	0.39	0.39	0.52	0.52		0.52	0.52	
v/c Ratio	0.07	1.01		0.03	0.57	0.10	0.47	0.57		0.61	0.49	
Uniform Delay, d1	17.2	27.3		17.0	21.6	0.0	13.6	14.5		15.1	13.5	
Delay	15.0	39.7		13.5	16.0	2.2	15.3	14.8		21.4	13.8	
LOS	B	D		B	B	A	B	B		C	B	
Approach Delay		39.5			14.9			14.8			14.6	
Approach LOS		D			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 22.6 Intersection LOS: C
Intersection Capacity Utilization 82.0% ICU Level of Service D

Splits and Phases: 12: Exposition Blvd & Normandie Ave



Exposition LRT
13: Exposition Blvd & Western Ave

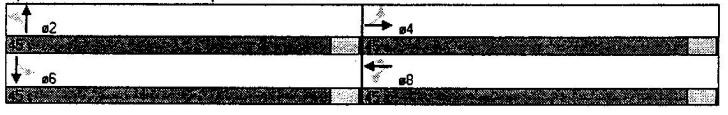
Existing 1999 - AM
12/8/2004

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3397	0	1711	3421	1531	0	3373	0	0	3367	0
Flt Permitted	0.210			0.098				0.883			0.754	
Satd. Flow (perm)	378	3397	0	176	3421	1531	0	2985	0	0	2546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				45		13			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5604			5452			1122			1278	
Travel Time (s)		109.2			106.2			21.9			24.9	
Volume (vph)	3	1336	70	3	905	171	57	1082	96	37	590	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	3	1406	0	3	905	171	0	1235	0	0	686	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	45.0	45.0	0.0	45.0	45.0	45.0	45.0	45.0	0.0	45.0	45.0	0.0
Act Effct Green (s)	41.0	41.0		41.0	41.0	41.0		41.0			41.0	
Actuated g/C Ratio	0.46	0.46		0.46	0.46	0.46		0.46			0.46	
v/c Ratio	0.02	0.91		0.04	0.58	0.24		0.90			0.59	
Uniform Delay, d1	13.3	22.6		13.7	18.1	10.7		22.4			17.8	
Delay	14.0	24.0		16.0	19.6	13.3		27.5			18.2	
LOS	B	C		B	B	B		C			B	
Approach Delay		23.9			18.6			27.5			18.2	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 22.7 Intersection LOS: C
Intersection Capacity Utilization 103.0% ICU Level of Service F

Splits and Phases: 13: Exposition Blvd & Western Ave



Exposition LRT
14: Exposition Blvd & Arlington Ave

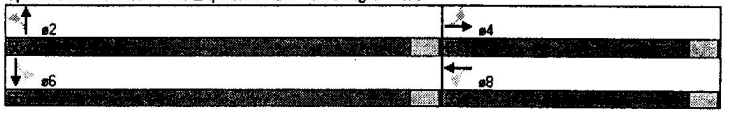
Existing 1999 - AM
12/8/2004

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3363	0	0	3387	0	0	3401	0	0	3397	0
Flt Permitted		0.837			0.938			0.868			0.901	
Satd. Flow (perm)	0	2829	0	0	3183	0	0	2961	0	0	3067	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			6			3			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		6666			5604			1201			1207	
Travel Time (s)		129.9			109.2			23.4			23.5	
Volume (vph)	41	301	29	19	570	31	56	910	17	25	666	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	371	0	0	620	0	0	983	0	0	717	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Act Effct Green (s)		26.1			26.1			55.9			55.9	
Actuated g/C Ratio		0.29			0.29			0.62			0.62	
v/c Ratio		0.45			0.67			0.53			0.38	
Uniform Delay, d1		25.2			27.8			9.6			8.3	
Delay		16.6			22.9			10.4			8.9	
LOS		B			C			B			A	
Approach Delay		16.6			22.9			10.4			8.9	
Approach LOS		B			C			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 74.7% ICU Level of Service C

Splits and Phases: 14: Exposition Blvd & Arlington Ave

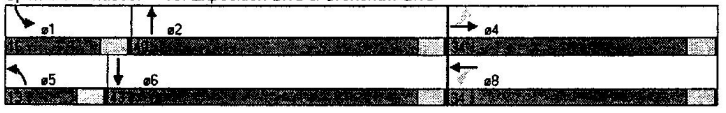


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3346	0	0	3267	0	1711	4906	0	1711	4896	0
Flt Permitted		0.816			0.942		0.950			0.950		
Satd. Flow (perm)	0	2750	0	0	3081	0	1711	4906	0	1711	4896	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			74			2			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		8250			6666			1061			1117	
Travel Time (s)		160.7			129.9			20.7			21.8	
Volume (vph)	31	180	23	19	444	190	43	1408	16	64	869	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	246	0	0	687	0	45	1499	0	67	938	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	13.0	40.0	0.0	16.0	43.0	0.0
Act Effct Green (s)		30.0			30.0		7.5	41.2		8.7	44.5	
Actuated g/C Ratio		0.33			0.33		0.08	0.46		0.10	0.49	
v/c Ratio		0.27			0.64		0.32	0.67		0.40	0.39	
Uniform Delay, d1		20.6			22.4		41.1	19.6		39.2	15.1	
Delay		20.0			4.1		38.6	20.3		37.5	15.3	
LOS		B			A		D	C		D	B	
Approach Delay		20.0			4.1			20.8			16.7	
Approach LOS		B			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 65.9% ICU Level of Service B

Splits and Phases: 16: Exposition Blvd & Crenshaw Blvd

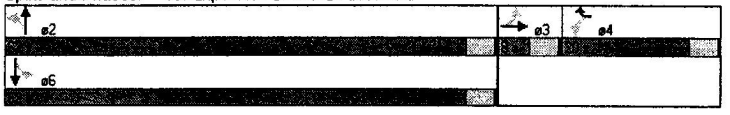


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		50	50	50		50	50	
Trailing Detector (ft)	0	0		0		0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1592	0	1711	0	1531	1711	4906	0	0	4911	0
Flt Permitted		0.990		0.745			0.090				0.938	
Satd. Flow (perm)	0	1592	0	1341	0	1531	162	4906	0	0	4606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				65		5			1	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		7230			8250			1035			1415	
Travel Time (s)		140.8			160.7			15.7			21.4	
Volume (vph)	4	0	15	1	0	65	10	2922	42	1	1779	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	19	0	1	0	65	10	2964	0	0	1786	0
Turn Type	Perm			custom		custom	Perm			Perm		
Protected Phases		3				4		2			6	
Permitted Phases	3			4		4	2			6		
Total Split (s)	8.0	8.0	0.0	20.0	0.0	20.0	62.0	62.0	0.0	62.0	62.0	0.0
Act Effct Green (s)		4.0		6.0		6.0	78.2	78.2			78.2	
Actuated g/C Ratio		0.04		0.07		0.07	0.87	0.87			0.87	
v/c Ratio		0.22		0.01		0.40	0.07	0.70			0.45	
Uniform Delay, d1		9.2		41.0		0.0	1.8	4.2			2.7	
Delay		23.0		58.0		30.8	3.3	4.4			1.7	
LOS		C		E		C	A	A			A	
Approach Delay		23.0			31.3			4.4			1.7	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 3.9 Intersection LOS: A
Intersection Capacity Utilization 74.7% ICU Level of Service C

Splits and Phases: 18: Exposition Blvd & La Brea Ave

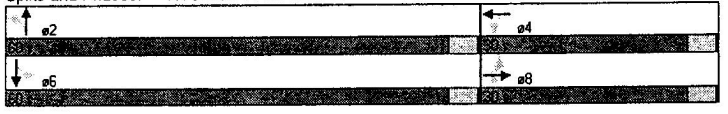


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3421	1531	1711	3397	0	1711	4901	0	1711	4817	0
Flt Permitted	0.154			0.348			0.108			0.071		
Satd. Flow (perm)	277	3421	1531	627	3397	0	194	4901	0	128	4817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51		3			7			8	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		9390			3456			1415			1384	
Travel Time (s)		182.9			67.3			21.4			21.0	
Volume (vph)	73	494	229	110	1022	51	180	2641	60	72	1417	218
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	73	494	229	110	1073	0	180	2701	0	72	1635	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		8			4			2			6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	30.0	30.0	30.0	30.0	30.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Act Effct Green (s)	26.0	26.0	26.0	26.0	26.0		56.0	56.0		56.0	56.0	
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.62	0.62		0.62	0.62	
v/c Ratio	0.91	0.50	0.48	0.61	1.09		1.49	0.88		0.90	0.55	
Uniform Delay, d1	30.9	26.6	20.1	27.6	31.9		17.1	14.2		14.7	9.6	
Delay	63.9	14.6	8.4	32.9	81.0		190.9	12.9		84.4	9.8	
LOS	E	B	A	C	F		F	B		F	A	
Approach Delay		17.3			76.5			24.0			12.9	
Approach LOS		B			E			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 29.8 Intersection LOS: C
Intersection Capacity Utilization 103.6% ICU Level of Service F

Splits and Phases: 19: Jefferson Blvd & La Brea Ave

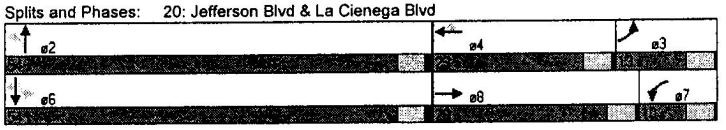


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	105		0	105		105
Storage Lanes	0		0	0		1	1		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	3447	0	3433	3539	1583	1770	5050	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.080			0.080		
Satd. Flow (perm)	3433	3447	0	3433	3539	1583	149	5050	0	149	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				2		12				266
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		6801			9390			1111			1349	
Travel Time (s)		132.5			182.9			16.8			20.4	
Volume (vph)	339	483	102	259	802	96	94	2614	119	23	1771	419
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	339	585	0	259	802	96	94	2733	0	23	1771	419
Turn Type	Prot			Prot		Perm	Perm			Perm		Perm
Protected Phases	3	8		7	4			2			6	
Permitted Phases						4	2			6		6
Total Split (s)	13.0	26.0	0.0	10.0	23.0	23.0	54.0	54.0	0.0	54.0	54.0	54.0
Act Effct Green (s)	9.0	19.1		8.9	19.0	19.0	50.0	50.0		50.0	50.0	50.0
Actuated g/C Ratio	0.10	0.21		0.10	0.21	0.21	0.56	0.56		0.56	0.56	0.56
v/c Ratio	0.99	0.79		0.77	1.07	0.29	1.13	0.97		0.28	0.63	0.42
Uniform Delay, d1	40.4	32.7		39.5	35.5	29.1	20.1	19.2		10.5	13.6	3.7
Delay	81.0	32.2		38.7	49.9	36.3	135.3	27.7		13.1	13.8	4.0
LOS	F	C		D	D	D	F	C		B	B	A
Approach Delay		50.1			46.2			31.2			12.0	
Approach LOS		D			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 30.1 Intersection LOS: C
Intersection Capacity Utilization 106.7% ICU Level of Service F

Splits and Phases: 20: Jefferson Blvd & La Cienega Blvd

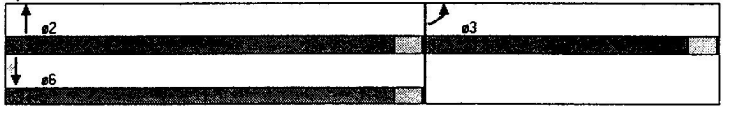


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50	50
Trailing Detector (ft)	0			0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3212	0	0	3421	3421	2694
Flt Permitted	0.967					
Satd. Flow (perm)	3212	0	0	3421	3421	2694
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	109					
Link Speed (mph)	35			35	35	
Link Distance (ft)	3564			3072	382	
Travel Time (s)	69.4			59.8	7.4	
Volume (vph)	318	154	0	565	772	782
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	472	0	0	565	772	782
Turn Type						Perm
Protected Phases	3			2	6	
Permitted Phases				2		6
Total Split (s)	37.0	0.0	0.0	53.0	53.0	53.0
Act Effct Green (s)	14.9			67.1	67.1	67.1
Actuated g/C Ratio	0.17			0.75	0.75	0.75
v/c Ratio	0.76			0.22	0.30	0.39
Uniform Delay, d1	27.3			3.5	3.8	4.1
Delay	26.9			3.9	2.9	3.1
LOS	C			A	A	A
Approach Delay	26.9			3.9	3.0	
Approach LOS	C			A	A	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 7.6 Intersection LOS: A
Intersection Capacity Utilization 41.9% ICU Level of Service A

Splits and Phases: 21: National Blvd & Jefferson Blvd



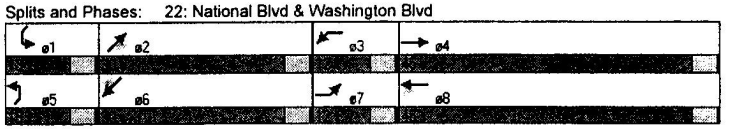
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	11	11	11	11	11	11
Storage Length (ft)	150		150	200		0	100		0	0		100
Storage Lanes	2		0	2		0	1		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		200	200		200	200	50	200	200	50
Trailing Detector (ft)	20	20		20	20		20	20	0	20	20	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3268	3451	0	3268	3462	0	1745	3490	1561	1745	3490	1561
Flt Permitted	0.950			0.417			0.950			0.950		
Satd. Flow (perm)	3268	3451	0	1435	3462	0	1745	3490	1561	1745	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			7				119			254
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2490			2063			2454			1948	
Travel Time (s)		48.5			40.2			47.8			37.9	
Volume (vph)	68	438	35	216	935	51	36	599	119	40	190	254
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lane Group Flow (vph)	68	473	0	216	986	0	36	599	119	40	190	254
Turn Type	Prot			pm+pt			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8					2			6
Total Split (s)	12.0	45.0	0.0	12.0	45.0	0.0	13.0	30.0	30.0	13.0	30.0	30.0
Act Effct Green (s)	6.9	41.0		50.0	43.6		7.0	32.0	32.0	7.1	32.1	32.1
Actuated g/C Ratio	0.07	0.41		0.50	0.44		0.07	0.32	0.32	0.07	0.32	0.32
v/c Ratio	0.30	0.33		0.25	0.65		0.30	0.54	0.20	0.32	0.17	0.38
Uniform Delay, d1	45.3	19.2		11.6	22.0		46.3	29.8	0.0	46.3	26.0	0.0
Delay	44.0	19.9		12.1	23.0		43.7	29.6	5.7	43.8	26.4	4.0
LOS	D	B		B	C		D	C	A	D	C	A
Approach Delay		22.9			21.1			26.5			16.1	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 5 (5%), Referenced to phase 2:NET and 6:SWT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 57.4% ICU Level of Service A

Exposition LRT
22: National Blvd & Washington Blvd
Existing 1999 - AM
12/8/2004

Splits and Phases: 22: National Blvd & Washington Blvd



Korve Eng.
KORVELOSL4-FF51
Synchro 5 Report

Level of Service Analysis
Existing Year 1999
PM Peak

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Mid- City West Side
PM Existing Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #151 Hills Street /Washington Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 77 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	11	43	43	11	43	43
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	66	282	115	86	585	104	31	910	24	37	1102	34
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:	66	282	115	86	585	104	31	910	24	37	1102	34
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	306	125	93	634	113	34	987	26	40	1195	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	306	125	93	634	113	34	987	26	40	1195	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	306	125	93	634	113	34	987	26	40	1195	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.97	0.97	0.39	0.99	0.99	1.02	1.01	1.01	1.02	1.01	1.01
Lanes:	1.00	1.42	0.58	1.00	1.70	0.30	1.00	1.95	0.05	1.00	1.94	0.06
Final Sat.:	366	2625	1072	750	3203	571	1931	3749	99	1931	3732	116
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.12	0.12	0.20	0.20	0.02	0.26	0.26	0.02	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.12	0.53	0.53	0.14	0.54	0.54
Volume/Cap:	0.59	0.35	0.35	0.37	0.59	0.59	0.14	0.50	0.50	0.15	0.59	0.59
Delay/Veh:	31.9	22.7	22.7	23.6	25.5	25.5	35.6	13.7	13.7	34.6	14.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	22.7	22.7	23.6	25.5	25.5	35.6	13.7	13.7	34.6	14.3	14.3
DesignQueue:	2	10	4	3	22	4	1	25	1	2	30	1

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Mid- City West Side
PM Existing Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #152 Hill Street /Adams Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 83 Level Of Service: B

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:	25	25	25	25	25	25	58	58	58	58	58	58
Lanes:	0	1 1	1 0	0	1 1	1 0	0	1 1	1 0	0	1 1	1 0
Volume Module:												
Base Vol:	45	446	44	47	570	67	68	695	28	28	707	42
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:	45	446	44	47	570	67	68	695	28	28	707	42
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	484	48	51	618	73	74	754	30	30	767	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	484	48	51	618	73	74	754	30	30	767	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	484	48	51	618	73	74	754	30	30	767	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.83	0.83	0.83	0.78	0.78	0.78	0.86	0.86	0.86
Lanes:	0.25	2.50	0.25	0.21	2.50	0.29	0.26	2.64	0.10	0.11	2.73	0.16
Final Sat.:	384	3791	376	325	3943	466	385	3921	156	174	4458	267
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.16	0.16	0.16	0.19	0.19	0.19	0.17	0.17	0.17
Crit Moves:					****			****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	0.36	0.36	0.44	0.44	0.44	0.30	0.30	0.30	0.27	0.27	0.27
Delay/Veh:	21.6	21.6	21.6	22.3	22.3	22.3	7.1	7.1	7.1	6.9	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	22.3	22.3	22.3	7.1	7.1	7.1	6.9	6.9	6.9
DesignQueue:	2	16	2	2	21	2	1	14	1	1	14	1

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Mid- City West Side
PM Existing Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #153 Hills Street /30th Street

Cycle (sec): 90 Critical Vol./Cap. (X): 0.240
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 92 Level Of Service: B

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:	51	51	51		51	51	51		41	41	41		41	41	41	
Lanes:	0	1 0	1	0	0	1 0	1	0	0	0	1! 0	0	0	0	1! 0	0
Volume Module:																
Base Vol:	16	464	29		13	569	12		6	82	14		3	42	7	
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:	16	464	29		13	569	12		6	82	14		3	42	7	
User Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	17	503	31		14	617	13		7	89	15		3	46	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	503	31		14	617	13		7	89	15		3	46	8	
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	
Final Vol.:	17	503	31		14	617	13		7	89	15		3	46	8	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.94		0.95	0.95	0.95		0.93	0.93	0.93		0.93	0.93	0.93	
Lanes:	0.06	1.83	0.11		0.04	1.92	0.04		0.06	0.80	0.14		0.05	0.81	0.14	
Final Sat.:	110	3253	200		79	3468	73		112	1422	240		93	1432	249	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.18	0.18	0.18		0.06	0.06	0.06		0.03	0.03	0.03	
Crit Moves:						****				****						
Green/Cycle:	0.55	0.55	0.55		0.55	0.55	0.55		0.45	0.45	0.45		0.45	0.45	0.45	
Volume/Cap:	0.28	0.28	0.28		0.32	0.32	0.32		0.14	0.14	0.14		0.07	0.07	0.07	
Delay/Veh:	10.9	10.9	10.9		11.2	11.2	11.2		15.2	15.2	15.2		14.6	14.6	14.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.9	10.9	10.9		11.2	11.2	11.2		15.2	15.2	15.2		14.6	14.6	14.6	
DesignQueue:	0	12	1		0	15	0		0	3	0		0	1	0	

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Mid- City West Side
PM Existing Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #154 Hills Street /Jefferson Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 81 Level Of Service: B

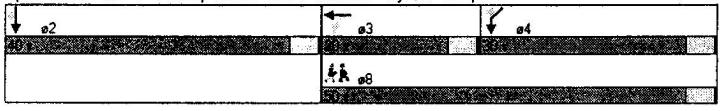
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	24	24	24		24	24	24		57	57	57		57	57	57	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	69	299	33		58	450	73		43	856	72		26	748	20	
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:	69	299	33		58	450	73		43	856	72		26	748	20	
User Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	75	324	36		63	488	79		47	928	78		28	811	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	324	36		63	488	79		47	928	78		28	811	22	
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	
Final Vol.:	75	324	36		63	488	79		47	928	78		28	811	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.27	1.00	1.00		0.43	1.00	1.00		0.88	0.88	0.88		0.91	0.91	0.91	
Lanes:	1.00	1.80	0.20		1.00	1.72	0.28		0.09	1.76	0.15		0.07	1.88	0.05	
Final Sat.:	518	3424	380		819	3255	527		150	2956	248		112	3254	88	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.09	0.09		0.08	0.15	0.15		0.31	0.31	0.31		0.25	0.25	0.25	
Crit Moves:						****				****						
Green/Cycle:	0.32	0.32	0.32		0.32	0.32	0.32		0.68	0.68	0.68		0.68	0.68	0.68	
Volume/Cap:	0.45	0.29	0.29		0.24	0.46	0.46		0.46	0.46	0.46		0.37	0.37	0.37	
Delay/Veh:	26.0	22.9	22.9		22.8	24.5	24.5		7.0	7.0	7.0		6.4	6.4	6.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.0	22.9	22.9		22.8	24.5	24.5		7.0	7.0	7.0		6.4	6.4	6.4	
DesignQueue:	3	11	1		2	17	3		1	16	1		0	14	0	

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR	ø8
Lane Configurations									
Ideal Flow (vphpl)	1900	1750	1800	1900	1800	1750	1800	1800	
Lane Width (ft)	12	12	12	12	11	12	12	12	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)		90	90		254	254	205	205	
Trailing Detector (ft)		6	6		248	248	10	10	
Turning Speed (mph)		15				9	15	9	
Satd. Flow (prot)	0	0	3012	0	5834	997	2710	1229	
Flt Permitted			0.998				0.986		
Satd. Flow (perm)	0	0	3012	0	5834	997	2710	1229	
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)			3			195			
Link Speed (mph)	35		35	35	35		45		
Link Distance (ft)	582		527	1097	2238		301		
Travel Time (s)	11.3		10.3	21.4	43.6		4.6		
Volume (vph)	0	19	564	0	992	185	49	255	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	0	0	614	0	1044	195	186	134	
Turn Type		Perm				Perm		Perm	
Protected Phases			3		2		4		8
Permitted Phases		3				2		4	
Total Split (s)	0.0	20.0	20.0	0.0	40.0	40.0	30.0	30.0	50.0
Act Effct Green (s)			17.6		21.3	21.3	13.6	13.6	
Actuated g/C Ratio			0.29		0.35	0.35	0.21	0.21	
v/c Ratio			0.71		0.51	0.41	0.32	0.51	
Uniform Delay, d1			19.5		15.9	0.0	22.7	23.7	
Delay			37.1		16.0	3.0	23.1	25.1	
LOS			D		B	A	C	C	
Approach Delay			37.1		13.9		24.0		
Approach LOS			D		B		C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 61.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 58.1% ICU Level of Service A

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp

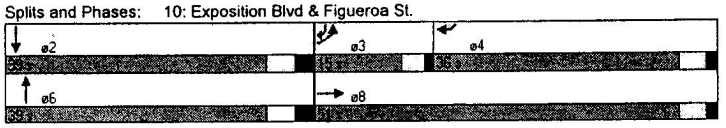


Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1900	1750	1800	1900	1900	1800	1750	1900	1800	1750
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	150	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2656	5767	0	1320	5079	0	1593	2698	1314	0	2975	1400
Flt Permitted	0.950			0.121			0.309					
Satd. Flow (perm)	2656	5767	0	168	5079	0	518	2698	1314	0	2975	1400
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					6				232			80
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	182		334			2469		582		
Travel Time (s)		24.9	3.5		6.5			48.1		11.3		
Volume (vph)	280	593	0	141	685	18	125	939	238	0	832	228
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	295	624	0	148	740	0	132	988	251	0	876	240
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	15.0	51.0	0.0	39.0	39.0	0.0	39.0	39.0	15.0	0.0	36.0	36.0
Act Effct Green (s)	11.0	46.9		35.1	35.1		35.1	35.1	11.0		32.0	32.0
Actuated g/C Ratio	0.12	0.52		0.39	0.39		0.39	0.39	0.12		0.36	0.36
v/c Ratio	0.91	0.21		2.28	0.37		0.66	0.94	0.69		0.83	0.44
Uniform Delay, d1	39.0	11.6		27.6	19.4		22.4	26.4	2.7		26.6	14.2
Delay	61.3	11.6		304.4	19.6		29.9	37.9	8.9		28.9	14.8
LOS	E	B		F	B		C	D	A		C	B
Approach Delay		27.5			67.1			31.8		25.8		
Approach LOS		C			E			C		C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.28
Intersection Signal Delay: 36.6 Intersection LOS: D
Intersection Capacity Utilization 92.5% ICU Level of Service E

Splits and Phases: 10: Exposition Blvd & Figueroa St.

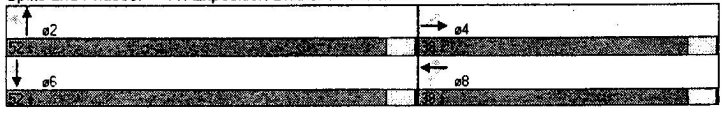


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	4793	0	0	4906	1531	1711	3387	0	1711	3421	1531
Flt Permitted		0.716			0.870		0.126			0.332		
Satd. Flow (perm)	0	3446	0	0	4277	1531	227	3387	0	598	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39				221		13				22
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5575			1320			1228			1280	
Travel Time (s)		108.6			25.7			23.9			24.9	
Volume (vph)	79	693	124	41	1080	360	56	651	47	159	1263	159
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	896	0	0	1121	360	56	698	0	159	1263	159
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Total Split (s)	38.0	38.0	0.0	38.0	38.0	38.0	52.0	52.0	0.0	52.0	52.0	52.0
Act Effct Green (s)		34.0			34.0	34.0	48.0	48.0		48.0	48.0	48.0
Actuated g/C Ratio		0.38			0.38	0.38	0.53	0.53		0.53	0.53	0.53
v/c Ratio		0.68			0.69	0.50	0.46	0.39		0.50	0.69	0.19
Uniform Delay, d1		22.3			23.6	7.5	13.0	12.0		13.3	15.5	9.3
Delay		10.2			23.9	8.2	16.4	12.2		14.7	15.9	9.5
LOS		B			C	A	B	B		B	B	A
Approach Delay		10.2			20.1			12.5			15.1	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 20 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 91.0% ICU Level of Service E

Splits and Phases: 11: Exposition Blvd & Vermont Ave

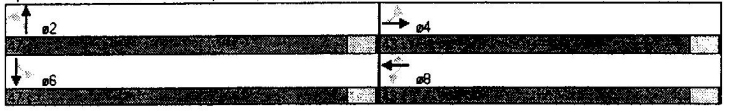


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3319	0	1711	3421	1531	1711	3408	0	1711	3384	0
Flt Permitted	0.103			0.239			0.093			0.298		
Satd. Flow (perm)	185	3319	0	430	3421	1531	167	3408	0	537	3384	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				132		4			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5452			5575			1245			1299	
Travel Time (s)		106.2			108.6			24.3			25.3	
Volume (vph)	12	653	161	7	1271	132	82	711	20	70	1290	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	12	814	0	7	1271	132	82	731	0	70	1391	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	43.0	43.0	0.0	43.0	43.0	43.0	47.0	47.0	0.0	47.0	47.0	0.0
Act Effct Green (s)	38.3	38.3		38.3	38.3	38.3	43.7	43.7		43.7	43.7	
Actuated g/C Ratio	0.43	0.43		0.43	0.43	0.43	0.49	0.49		0.49	0.49	
v/c Ratio	0.15	0.57		0.04	0.87	0.18	1.01	0.44		0.27	0.84	
Uniform Delay, d1	15.8	18.8		15.1	23.6	0.0	23.1	15.0		13.7	20.0	
Delay	18.3	17.0		28.4	41.4	14.1	115.3	15.4		15.2	22.1	
LOS	B	B		C	D	B	F	B		B	C	
Approach Delay		17.0			38.8			25.5			21.7	
Approach LOS		B			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 26.9 Intersection LOS: C
Intersection Capacity Utilization 88.6% ICU Level of Service D

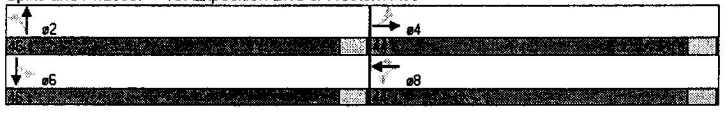
Splits and Phases: 12: Exposition Blvd & Normandie Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3370	0	1711	3421	1531	0	3394	0	0	3390	0
Flt Permitted	0.188			0.217				0.951			0.942	
Satd. Flow (perm)	339	3370	0	391	3421	1531	0	3228	0	0	3197	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				104		8			8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5604			5452			1122			1278	
Travel Time (s)		109.2			106.2			21.9			24.9	
Volume (vph)	4	789	88	10	947	128	4	829	46	14	1113	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	4	877	0	10	947	128	0	879	0	0	1190	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	44.0	44.0	0.0	44.0	44.0	44.0	46.0	46.0	0.0	46.0	46.0	0.0
Act Effct Green (s)	36.8	36.8		36.8	36.8	36.8		45.3			45.3	
Actuated g/C Ratio	0.41	0.41		0.41	0.41	0.41		0.50			0.50	
v/c Ratio	0.03	0.63		0.06	0.68	0.19		0.54			0.74	
Uniform Delay, d1	16.0	20.7		16.1	21.7	3.0		15.1			17.6	
Delay	13.2	19.3		19.2	25.3	8.2		16.4			19.2	
LOS	B	B		B	C	A		B			B	
Approach Delay		19.3			23.2			16.4			19.2	
Approach LOS		B			C			B			B	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 69.9% ICU Level of Service B

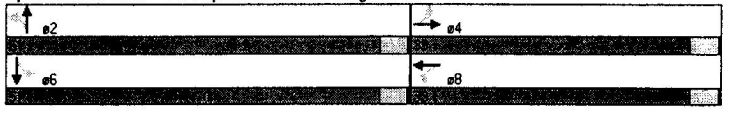
Splits and Phases: 13: Exposition Blvd & Western Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3356	0	0	3367	0	0	3404	0	0	3414	0
Flt Permitted		0.894			0.895			0.951			0.953	
Satd. Flow (perm)	0	3010	0	0	3025	0	0	3237	0	0	3254	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			12			6			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		6666			5604			1201			1207	
Travel Time (s)		129.9			109.2			23.4			23.5	
Volume (vph)	30	360	45	40	468	44	3	649	22	5	1173	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	435	0	0	552	0	0	674	0	0	1190	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	39.0	39.0	0.0	39.0	39.0	0.0	51.0	51.0	0.0	51.0	51.0	0.0
Act Effct Green (s)		30.3			30.3			51.7			51.7	
Actuated g/C Ratio		0.34			0.34			0.57			0.57	
v/c Ratio		0.42			0.54			0.36			0.64	
Uniform Delay, d1		22.2			23.6			10.2			12.8	
Delay		8.8			25.9			11.5			14.5	
LOS		A			C			B			B	
Approach Delay		8.8			25.9			11.5			14.5	
Approach LOS		A			C			B			B	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 62.4% ICU Level of Service B

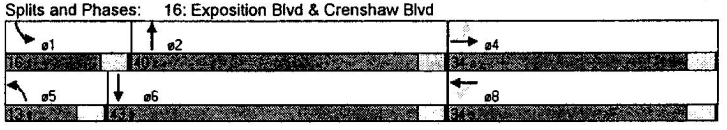
Splits and Phases: 14: Exposition Blvd & Arlington Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3360	0	0	3268	0	1711	4906	0	1711	4906	0
Flt Permitted		0.899			0.886		0.950			0.950		
Satd. Flow (perm)	0	3033	0	0	2910	0	1711	4906	0	1711	4906	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			61			3			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		8250			6666			1061			1117	
Travel Time (s)		160.7			129.9			20.7			21.8	
Volume (vph)	32	301	35	33	207	87	40	1166	17	105	1582	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	388	0	0	345	0	42	1245	0	111	1693	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	13.0	40.0	0.0	16.0	43.0	0.0
Act Effct Green (s)		24.3			24.3		7.4	45.6		10.1	50.2	
Actuated g/C Ratio		0.27			0.27		0.08	0.51		0.11	0.56	
v/c Ratio		0.47			0.42		0.30	0.50		0.58	0.62	
Uniform Delay, d1		26.5			21.9		41.0	15.1		39.2	14.5	
Delay		25.3			4.9		38.5	16.8		37.6	15.9	
LOS		C			A		D	B		D	B	
Approach Delay		25.3			4.9			17.5			17.2	
Approach LOS		C			A			B			B	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 59.9% ICU Level of Service A

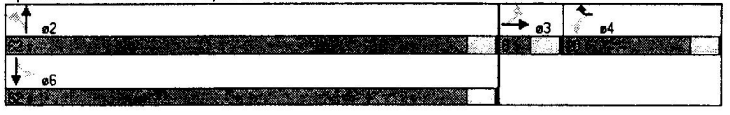
Splits and Phases: 16: Exposition Blvd & Crenshaw Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		50	50	50		50	50	
Trailing Detector (ft)	0	0		0		0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1607	0	1711	0	1531	1711	4901	0	0	4916	0
Flt Permitted		0.985		0.751			0.069				0.927	
Satd. Flow (perm)	0	1607	0	1352	0	1531	124	4901	0	0	4557	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				42		7			1	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		7230			8250			1035			1415	
Travel Time (s)		140.8			160.7			15.7			21.4	
Volume (vph)	3	0	7	3	0	42	8	2398	50	7	2877	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	10	0	3	0	42	8	2448	0	0	2891	0
Turn Type	Perm			custom		custom	Perm			Perm		
Protected Phases		3				4		2			6	
Permitted Phases	3			4		4	2			6		
Total Split (s)	8.0	8.0	0.0	20.0	0.0	20.0	62.0	62.0	0.0	62.0	62.0	0.0
Act Effct Green (s)		4.0		5.8		5.8	82.7	82.7			82.7	
Actuated g/C Ratio		0.04		0.06		0.06	0.92	0.92			0.92	
v/c Ratio		0.13		0.03		0.30	0.07	0.54			0.69	
Uniform Delay, d1		13.3		42.7		0.0	1.4	2.6			3.6	
Delay		28.4		47.3		21.1	2.5	2.1			1.8	
LOS		C		D		C	A	A			A	
Approach Delay		28.4			22.9			2.1			1.8	
Approach LOS		C			C			A			A	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 2.2 Intersection LOS: A
Intersection Capacity Utilization 68.0% ICU Level of Service B

Splits and Phases: 18: Exposition Blvd & La Brea Ave

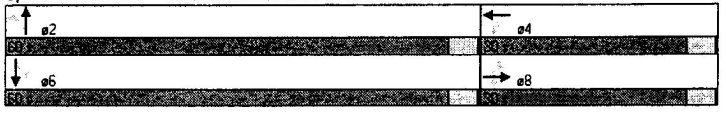


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3421	1531	1711	3363	0	1711	4876	0	1711	4876	0
Flt Permitted	0.217			0.154			0.071			0.073		
Satd. Flow (perm)	391	3421	1531	277	3363	0	128	4876	0	131	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9		15			19			18	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		9390			3456			1415			1384	
Travel Time (s)		182.9			67.3			21.4			21.0	
Volume (vph)	132	820	441	105	599	76	87	1793	107	86	2153	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	132	820	441	105	675	0	87	1900	0	86	2273	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		8			4			2			6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	30.0	30.0	30.0	30.0	30.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Act Effct Green (s)	26.0	26.0	26.0	26.0	26.0		56.0	56.0		56.0	56.0	
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.62	0.62		0.62	0.62	
v/c Ratio	1.17	0.83	0.98	1.31	0.69		1.09	0.62		1.05	0.75	
Uniform Delay, d1	32.0	29.9	31.1	32.0	27.7		17.1	10.4		17.2	11.9	
Delay	106.2	20.4	32.3	176.7	28.1		122.5	9.4		116.2	12.2	
LOS	F	C	C	F	C		F	A		F	B	
Approach Delay		32.3			48.1			14.3			15.9	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 90.9% ICU Level of Service E

Splits and Phases: 19: Jefferson Blvd & La Brea Ave

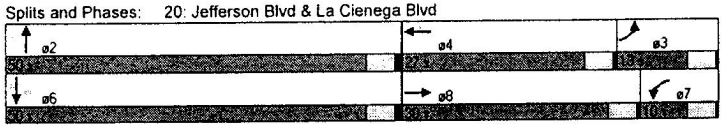


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	105		0	105		105
Storage Lanes	0		0	0		1	1		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	3398	0	3433	3539	1583	1770	5019	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.087			0.087		
Satd. Flow (perm)	3433	3398	0	3433	3539	1583	162	5019	0	162	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				2		25				136
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		6801			9390			1111			1349	
Travel Time (s)		132.5			182.9			16.8			20.4	
Volume (vph)	583	755	276	361	409	111	62	2327	215	43	2279	267
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	583	1031	0	361	409	111	62	2542	0	43	2279	267
Turn Type	Prot			Prot		Perm	Perm			Perm		Perm
Protected Phases	3	8		7	4			2			6	
Permitted Phases						4	2			6		6
Total Split (s)	13.0	30.0	0.0	10.0	27.0	27.0	50.0	50.0	0.0	50.0	50.0	50.0
Act Effct Green (s)	16.5	26.0		6.0	15.5	15.5	46.0	46.0		46.0	46.0	46.0
Actuated g/C Ratio	0.18	0.29		0.07	0.17	0.17	0.51	0.51		0.51	0.51	0.51
v/c Ratio	0.93	1.05		1.58	0.67	0.41	0.75	0.99		0.52	0.88	0.30
Uniform Delay, d1	36.1	31.9		42.0	34.8	32.5	17.4	21.5		14.6	19.5	5.8
Delay	78.7	56.8		209.1	46.7	42.5	55.6	33.3		27.9	20.7	6.1
LOS	E	E		F	D	D	E	C		C	C	A
Approach Delay		64.7			112.7			33.9			19.3	
Approach LOS		E			F			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.58
Intersection Signal Delay: 44.5 Intersection LOS: D
Intersection Capacity Utilization 111.4% ICU Level of Service G

Splits and Phases: 20: Jefferson Blvd & La Cienega Blvd

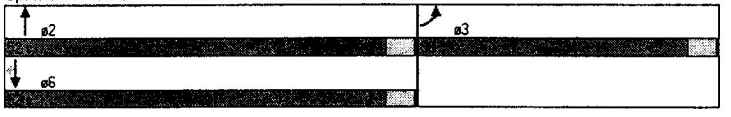


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50	50
Trailing Detector (ft)	0			0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3216	0	0	3421	3421	2694
Flt Permitted	0.967					
Satd. Flow (perm)	3216	0	0	3421	3421	2694
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	107					
Link Speed (mph)	35			35	35	
Link Distance (ft)	3564			3072	382	
Travel Time (s)	69.4			59.8	7.4	
Volume (vph)	850	403	0	954	495	352
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	1253	0	0	954	495	352
Turn Type						Perm
Protected Phases	3			2	6	
Permitted Phases				2		6
Total Split (s)	38.0	0.0	0.0	52.0	52.0	52.0
Act Effct Green (s)	34.0			48.0	48.0	48.0
Actuated g/C Ratio	0.38			0.53	0.53	0.53
v/c Ratio	0.98			0.52	0.27	0.24
Uniform Delay, d1	25.2			13.6	11.5	11.3
Delay	29.2			13.8	9.5	9.5
LOS	C			B	A	A
Approach Delay	29.2			13.8	9.5	
Approach LOS	C			B	A	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 70.0% ICU Level of Service B

Splits and Phases: 21: National Blvd & Jefferson Blvd

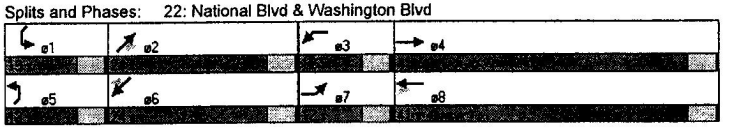


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	11	11	11	11	11	11
Storage Length (ft)	150		150	200		0	100		0	0		100
Storage Lanes	2		0	2		0	1		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		200	200		200	200	50	200	200	50
Trailing Detector (ft)	20	20		20	20		20	20	0	20	20	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3268	3458	0	3268	3427	0	1745	3490	1561	1745	3490	1561
Flt Permitted	0.950			0.113			0.950			0.950		
Satd. Flow (perm)	3268	3458	0	389	3427	0	1745	3490	1561	1745	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			20				258			98
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2490			2063			2454			1948	
Travel Time (s)		48.5			40.2			47.8			37.9	
Volume (vph)	142	1030	65	142	594	80	58	852	273	73	661	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lane Group Flow (vph)	142	1095	0	142	674	0	58	852	273	73	661	132
Turn Type	Prot			pm+pt			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8					2			6
Total Split (s)	12.0	41.0	0.0	12.0	41.0	0.0	13.0	24.0	24.0	13.0	24.0	24.0
Act Effct Green (s)	7.6	37.8		43.8	37.0		7.5	23.4	23.4	7.8	23.7	23.7
Actuated g/C Ratio	0.08	0.42		0.49	0.41		0.08	0.26	0.26	0.09	0.26	0.26
v/c Ratio	0.51	0.75		0.35	0.47		0.40	0.94	0.46	0.48	0.72	0.27
Uniform Delay, d1	39.4	21.9		10.1	18.7		40.0	33.4	1.4	40.1	30.8	6.6
Delay	39.6	22.4		7.2	17.7		38.8	71.8	5.1	39.0	36.2	10.2
LOS	D	C		A	B		D	E	A	D	D	B
Approach Delay		24.4			15.9			54.8			32.5	
Approach LOS		C			B			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 5 (6%), Referenced to phase 2:NET and 6:SWT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 33.2 Intersection LOS: C
Intersection Capacity Utilization 75.5% ICU Level of Service C

Splits and Phases: 22: National Blvd & Washington Blvd



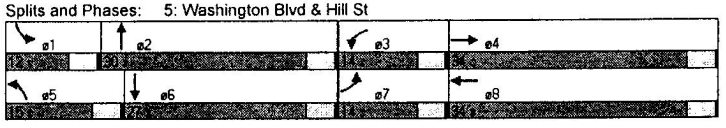
Level of Service Analysis
Year 2020 No LRT
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3096	0	1593	3160	0	1593	3090	0	1593	3115	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1593	3096	0	1593	3160	0	1593	3090	0	1593	3115	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			7			34			20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		842			849			2083			788	
Travel Time (s)		16.4			16.5			40.6			15.4	
Volume (vph)	48	539	124	90	766	45	76	329	82	42	423	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	51	698	0	95	853	0	80	432	0	44	520	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Total Split (s)	14.0	34.0	0.0	14.0	34.0	0.0	15.0	30.0	0.0	12.0	27.0	0.0
Act Effct Green (s)	7.9	26.1		9.0	29.1		9.2	37.7		7.1	33.7	
Actuated g/C Ratio	0.09	0.29		0.10	0.32		0.10	0.42		0.08	0.37	
v/c Ratio	0.36	0.76		0.60	0.83		0.49	0.33		0.35	0.44	
Uniform Delay, d1	40.9	27.0		39.9	27.9		39.3	18.0		41.5	21.9	
Delay	38.2	27.3		38.9	29.1		56.5	7.9		39.3	24.1	
LOS	D	C		D	C		E	A		D	C	
Approach Delay		28.1			30.1			15.5			25.3	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 48 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 64.4% ICU Level of Service B

Splits and Phases: 5: Washington Blvd & Hill St

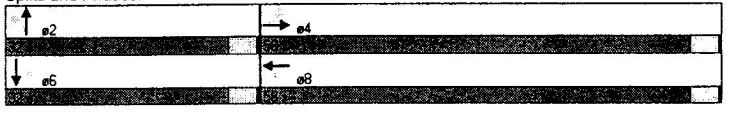


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3141	0	1593	3138	0	1593	3138	0	1593	3093	0
Flt Permitted	0.344			0.399			0.602			0.200		
Satd. Flow (perm)	577	3141	0	669	3138	0	1009	3138	0	335	3093	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			23			14			33	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		968			932			1055			2083	
Travel Time (s)		18.9			18.2			20.6			40.6	
Volume (vph)	115	513	52	41	608	66	52	627	71	28	174	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	121	595	0	43	709	0	55	735	0	29	226	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	58.0	58.0	0.0	58.0	58.0	0.0	32.0	32.0	0.0	32.0	32.0	0.0
Act Effct Green (s)	54.0	54.0		54.0	54.0		28.0	28.0		28.0	28.0	
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.31	0.31		0.31	0.31	
v/c Ratio	0.35	0.31		0.11	0.37		0.18	0.75		0.28	0.23	
Uniform Delay, d1	9.1	8.5		7.7	8.9		22.6	27.2		23.3	19.4	
Delay	9.9	8.6		8.0	9.1		28.1	32.5		16.1	12.0	
LOS	A	A		A	A		C	C		B	B	
Approach Delay		8.8			9.0			32.2			12.5	
Approach LOS		A			A			C			B	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 62.5% ICU Level of Service B

Splits and Phases: 6: Adams Blvd & Hill St

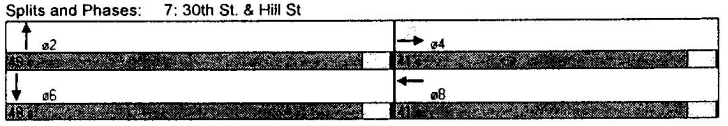


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1605	0	0	1532	0	0	3153	0	0	3128	0
Flt Permitted		0.944			0.928			0.944			0.833	
Satd. Flow (perm)	0	1530	0	0	1438	0	0	2980	0	0	2622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			87			10			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		885			980			1115			1055	
Travel Time (s)		17.2			19.1			21.7			20.6	
Volume (vph)	11	32	14	49	45	121	19	657	42	30	187	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	61	0	0	226	0	0	756	0	0	249	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	49.0	49.0	0.0	49.0	49.0	0.0
Act Effct Green (s)		37.0			37.0			45.0			45.0	
Actuated g/C Ratio		0.41			0.41			0.50			0.50	
v/c Ratio		0.10			0.35			0.51			0.19	
Uniform Delay, d1		12.1			10.7			14.8			11.7	
Delay		13.3			11.2			6.9			10.0	
LOS		B			B			A			A	
Approach Delay		13.3			11.2			6.9			10.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 55.3% ICU Level of Service A

Splits and Phases: 7: 30th St. & Hill St

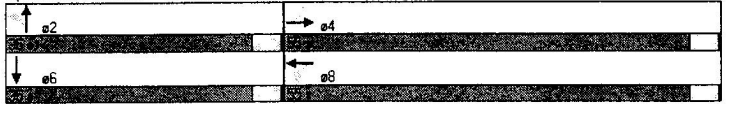


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3135	0	0	3134	0	1593	3169	0	1593	3122	0
Flt Permitted		0.709			0.924		0.640			0.241		
Satd. Flow (perm)	0	2234	0	0	2899	0	1073	3169	0	404	3122	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			22			4			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		828			902			1244			1115	
Travel Time (s)		16.1			17.6			24.2			21.7	
Volume (vph)	93	701	66	20	773	88	77	650	24	40	145	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	905	0	0	928	0	81	709	0	42	177	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	55.0	55.0	0.0	55.0	55.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0
Act Effct Green (s)		51.0			51.0		31.0	31.0		31.0	31.0	
Actuated g/C Ratio		0.57			0.57		0.34	0.34		0.34	0.34	
v/c Ratio		0.71			0.56		0.22	0.65		0.30	0.16	
Uniform Delay, d1		13.8			12.0		20.9	24.7		21.6	17.9	
Delay		14.4			12.3		21.6	25.1		26.5	21.5	
LOS		B			B		C	C		C	C	
Approach Delay		14.4			12.3			24.8			22.4	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 95.8% ICU Level of Service E

Splits and Phases: 8: Jefferson Blvd & Hill St



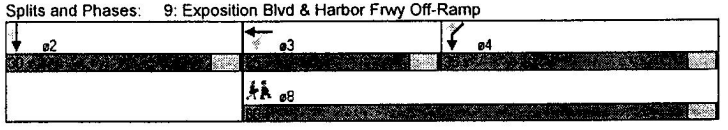
9: Exposition Blvd & Harbor Frwy Off-Ramp

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR	ø8
Lane Configurations									
Ideal Flow (vphpl)	1900	1750	1800	1900	1800	1750	1800	1800	
Lane Width (ft)	12	12	12	12	11	12	12	12	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)		90	90		254	254	205	205	
Trailing Detector (ft)		6	6		248	248	10	10	
Turning Speed (mph)		15				9	15	9	
Satd. Flow (prot)	0	0	3009	0	5834	997	2751	1229	
Flt Permitted			0.997				0.980		
Satd. Flow (perm)	0	0	3009	0	5834	997	2751	1229	
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)			6			81			
Link Speed (mph)	35		35	35	35		45		
Link Distance (ft)	582		527	1097	2238		301		
Travel Time (s)	11.3		10.3	21.4	43.6		4.6		
Volume (vph)	0	18	325	0	433	77	224	649	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	0	0	361	0	456	81	577	342	
Turn Type		Perm				Perm		Perm	
Protected Phases			3		2		4		8
Permitted Phases		3				2		4	
Total Split (s)	0.0	25.0	25.0	0.0	30.0	30.0	35.0	35.0	60.0
Act Effct Green (s)			11.9		11.4	11.4	22.7	22.7	
Actuated g/C Ratio			0.20		0.19	0.19	0.39	0.39	
v/c Ratio			0.59		0.40	0.31	0.54	0.72	
Uniform Delay, d1			20.6		20.4	0.0	13.5	14.8	
Delay			22.4		23.2	7.6	14.1	16.3	
LOS			C		C	A	B	B	
Approach Delay			22.4		20.9		14.9		
Approach LOS			C		C		B		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 58.8
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 63.1% ICU Level of Service B

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp



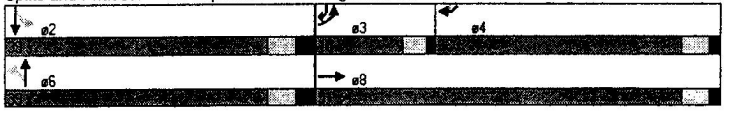
10: Exposition Blvd & Figueroa St.

Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	150	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	5767	0	1433	5377	0	1593	2771	1426	0	3141	1520
Flt Permitted	0.950			0.481			0.114					
Satd. Flow (perm)	2884	5767	0	726	5377	0	191	2771	1426	0	3141	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					1			31	79			1
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	182		334			2469		582		
Travel Time (s)		24.9	3.5		6.5			48.1		11.3		
Volume (vph)	522	1166	0	261	1818	9	81	287	137	0	562	328
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	549	1227	0	275	1923	0	85	367	79	0	592	345
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	15.0	51.0	0.0	39.0	39.0	0.0	39.0	39.0	15.0	0.0	36.0	36.0
Act Effct Green (s)	11.0	43.9		35.1	35.1		35.1	35.1	11.0		28.9	28.9
Actuated g/C Ratio	0.13	0.50		0.40	0.40		0.40	0.40	0.13		0.33	0.33
v/c Ratio	1.50	0.42		0.94	0.89		1.10	0.32	0.32		0.57	0.68
Uniform Delay, d1	38.0	13.5		24.9	24.1		25.9	16.1	0.0		23.9	25.0
Delay	207.9	13.5		63.1	28.1		148.1	17.1	9.5		23.9	25.4
LOS	F	B		E	C		F	B	A		C	C
Approach Delay		73.6			32.5			37.0		24.4		
Approach LOS		E			C			D		C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 87.1
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.50
Intersection Signal Delay: 44.9 Intersection LOS: D
Intersection Capacity Utilization 85.4% ICU Level of Service D

Splits and Phases: 10: Exposition Blvd & Figueroa St.



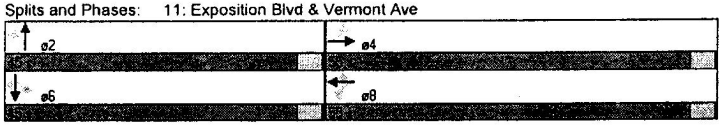
11: Exposition Blvd & Vermont Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	4837	0	0	4906	1531	1711	3384	0	1711	3421	1531
Flt Permitted		0.784			0.817		0.257			0.098		
Satd. Flow (perm)	0	3812	0	0	4016	1531	463	3384	0	176	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				23		10				82
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5575			1320			1228			1280	
Travel Time (s)		108.6			25.7			23.9			24.9	
Volume (vph)	166	1432	122	26	522	341	127	1163	91	134	745	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	1720	0	0	548	341	127	1254	0	134	745	82
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Total Split (s)	55.0	55.0	0.0	55.0	55.0	55.0	45.0	45.0	0.0	45.0	45.0	45.0
Act Effct Green (s)		51.0			51.0	51.0	41.0	41.0		41.0	41.0	41.0
Actuated g/C Ratio		0.51			0.51	0.51	0.41	0.41		0.41	0.41	0.41
v/c Ratio		0.88			0.27	0.43	0.67	0.90		1.86	0.53	0.12
Uniform Delay, d1		21.5			13.9	14.2	24.0	27.3		29.4	22.2	0.0
Delay		4.7			14.0	14.6	31.8	31.3		249.1	22.5	4.4
LOS		A			B	B	C	C		F	C	A
Approach Delay		4.7			14.3			31.4			52.6	
Approach LOS		A			B			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.86
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 100.2% ICU Level of Service F

Splits and Phases: 11: Exposition Blvd & Vermont Ave



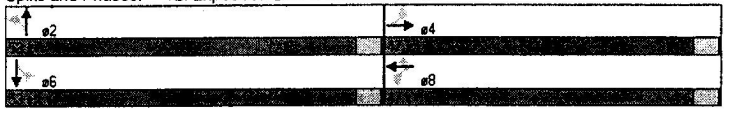
12: Exposition Blvd & Normandie Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3384	0	1711	3421	1531	1711	3397	0	1711	3380	0
Flt Permitted	0.214			0.093			0.190			0.136		
Satd. Flow (perm)	385	3384	0	167	3421	1531	342	3397	0	245	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				54		7			13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5452			5575			1245			1299	
Travel Time (s)		106.2			108.6			24.3			25.3	
Volume (vph)	14	1415	108	2	859	74	126	1099	55	128	909	81
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	14	1523	0	2	859	74	126	1154	0	128	990	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	47.0	47.0	0.0	47.0	47.0	47.0	53.0	53.0	0.0	53.0	53.0	0.0
Act Effct Green (s)	43.0	43.0		43.0	43.0	43.0	49.0	49.0		49.0	49.0	
Actuated g/C Ratio	0.43	0.43		0.43	0.43	0.43	0.49	0.49		0.49	0.49	
v/c Ratio	0.08	1.04		0.03	0.58	0.11	0.75	0.69		1.07	0.60	
Uniform Delay, d1	16.9	28.3		16.5	21.7	4.4	20.6	19.5		25.5	18.1	
Delay	5.1	34.4		13.0	15.8	3.5	36.0	19.9		105.5	18.4	
LOS	A	C		B	B	A	D	B		F	B	
Approach Delay		34.1			14.8			21.5			28.3	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 91.8% ICU Level of Service E

Splits and Phases: 12: Exposition Blvd & Normandie Ave



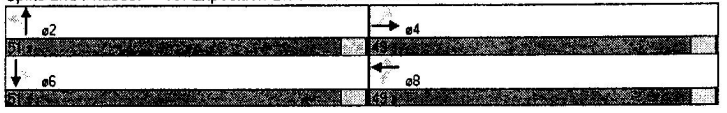
13: Exposition Blvd & Western Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3397	0	1711	3421	1531	0	3373	0	0	3367	0
Flt Permitted	0.193			0.089				0.872			0.736	
Satd. Flow (perm)	348	3397	0	160	3421	1531	0	2948	0	0	2485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				45		12			13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5604			5452			1122			1278	
Travel Time (s)		109.2			106.2			21.9			24.9	
Volume (vph)	3	1377	72	3	933	176	59	1115	99	38	608	61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	3	1449	0	3	933	176	0	1273	0	0	707	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	49.0	49.0	0.0	49.0	49.0	49.0	51.0	51.0	0.0	51.0	51.0	0.0
Act Effct Green (s)	44.3	44.3		44.3	44.3	44.3		47.7			47.7	
Actuated g/C Ratio	0.44	0.44		0.44	0.44	0.44		0.48			0.48	
v/c Ratio	0.02	0.96		0.04	0.62	0.25		0.90			0.59	
Uniform Delay, d1	15.7	26.9		15.7	21.3	12.6		23.7			18.7	
Delay	12.7	28.1		7.7	9.3	4.3		29.0			19.3	
LOS	B	C		A	A	A		C			B	
Approach Delay		28.1			8.5			29.0			19.3	
Approach LOS		C			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 6 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 22.2 Intersection LOS: C
Intersection Capacity Utilization 105.9% ICU Level of Service F

Splits and Phases: 13: Exposition Blvd & Western Ave



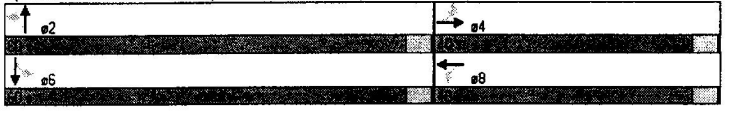
14: Exposition Blvd & Arlington Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3363	0	0	3387	0	0	3401	0	0	3397	0
Flt Permitted		0.772			0.933			0.841			0.881	
Satd. Flow (perm)	0	2610	0	0	3166	0	0	2869	0	0	2999	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			6			3			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		6666			5604			1201			1207	
Travel Time (s)		129.9			109.2			23.4			23.5	
Volume (vph)	47	348	34	22	660	36	65	1053	20	29	771	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	429	0	0	718	0	0	1138	0	0	830	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Act Effct Green (s)		34.9			34.9			57.1			57.1	
Actuated g/C Ratio		0.35			0.35			0.57			0.57	
v/c Ratio		0.47			0.65			0.69			0.48	
Uniform Delay, d1		24.7			27.1			15.2			12.6	
Delay		26.5			8.6			15.9			13.0	
LOS		C			A			B			B	
Approach Delay		26.5			8.6			15.9			13.0	
Approach LOS		C			A			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 88.5% ICU Level of Service D

Splits and Phases: 14: Exposition Blvd & Arlington Ave

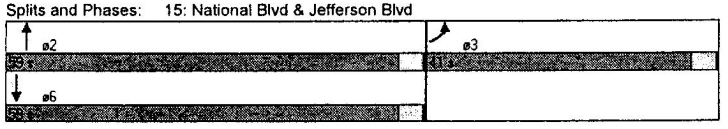


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50	50
Trailing Detector (ft)	0			0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3212	0	0	3421	3421	2694
Flt Permitted	0.967					
Satd. Flow (perm)	3212	0	0	3421	3421	2694
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	99					
Link Speed (mph)	35			35	35	
Link Distance (ft)	3564			3072	382	
Travel Time (s)	69.4			59.8	7.4	
Volume (vph)	328	159	0	584	797	808
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	487	0	0	584	797	808
Turn Type						Perm
Protected Phases	3			2	6	
Permitted Phases				2		6
Total Split (s)	41.0	0.0	0.0	59.0	59.0	59.0
Act Effct Green (s)	15.5			76.5	76.5	76.5
Actuated g/C Ratio	0.16			0.77	0.77	0.77
v/c Ratio	0.84			0.22	0.30	0.39
Uniform Delay, d1	32.5			3.3	3.6	3.9
Delay	18.0			3.7	1.8	1.9
LOS	B			A	A	A
Approach Delay	18.0			3.7	1.9	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 5.2 — Intersection LOS: A
Intersection Capacity Utilization 43.1% — ICU Level of Service A

Splits and Phases: 15: National Blvd & Jefferson Blvd



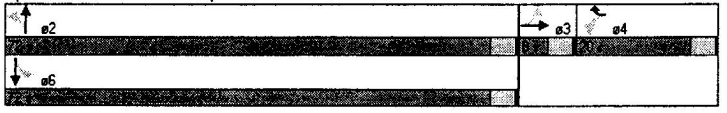
18: Exposition Blvd & La Brea Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		50	50	50		50	50	
Trailing Detector (ft)	0	0		0		0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1590	0	1711	0	1531	1711	4906	0	0	4916	0
Flt Permitted		0.990		0.744			0.084				0.938	
Satd. Flow (perm)	0	1590	0	1340	0	1531	151	4906	0	0	4611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				55		5			1	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		7230			8250			1035			1415	
Travel Time (s)		140.8			160.7			15.7			21.4	
Volume (vph)	4	0	16	1	0	68	10	3058	44	1	1862	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	20	0	1	0	68	10	3102	0	0	1869	0
Turn Type	Perm			custom		custom	Perm			Perm		
Protected Phases		3				4		2			6	
Permitted Phases	3			4		4	2			6		
Total Split (s)	8.0	8.0	0.0	20.0	0.0	20.0	72.0	72.0	0.0	72.0	72.0	0.0
Act Effct Green (s)		4.0		8.7		8.7	82.8	82.8			82.8	
Actuated g/C Ratio		0.04		0.09		0.09	0.83	0.83			0.83	
v/c Ratio		0.25		0.01		0.37	0.08	0.76			0.49	
Uniform Delay, d1		9.7		43.0		8.2	2.4	6.1			3.8	
Delay		24.7		15.0		8.4	4.2	6.6			2.2	
LOS		C		B		A	A	A			A	
Approach Delay		24.7			8.5			6.6			2.2	
Approach LOS		C			A			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 6 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 5.1 Intersection LOS: A
Intersection Capacity Utilization 77.6% ICU Level of Service C

Splits and Phases: 18: Exposition Blvd & La Brea Ave



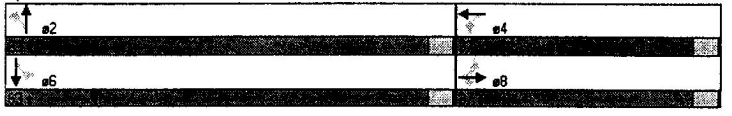
19: Jefferson Blvd & La Brea Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3421	1531	1711	3397	0	1711	4901	0	1711	4817	0
Flt Permitted	0.121			0.349			0.089			0.068		
Satd. Flow (perm)	218	3421	1531	628	3397	0	160	4901	0	122	4817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36		1			6			13	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		9390			3456			1415			1384	
Travel Time (s)		182.9			67.3			21.4			21.0	
Volume (vph)	77	519	241	116	1075	54	189	2777	63	76	1490	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	77	519	241	116	1129	0	189	2840	0	76	1719	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		8			4			2			6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	0.0	63.0	63.0	0.0	63.0	63.0	0.0
Act Effct Green (s)	33.0	33.0	33.0	33.0	33.0		59.0	59.0		59.0	59.0	
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33		0.59	0.59		0.59	0.59	
v/c Ratio	1.07	0.46	0.46	0.56	1.01		2.01	0.98		1.06	0.60	
Uniform Delay, d1	33.5	26.4	22.1	27.5	33.5		20.4	19.9		20.5	12.9	
Delay	104.7	24.6	20.5	29.4	55.6		261.7	27.5		118.1	13.1	
LOS	F	C	C	C	E		F	C		F	B	
Approach Delay		30.8			53.2			42.1			17.5	
Approach LOS		C			D			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.01
Intersection Signal Delay: 36.3 Intersection LOS: D
Intersection Capacity Utilization 108.3% ICU Level of Service F

Splits and Phases: 19: Jefferson Blvd & La Brea Ave

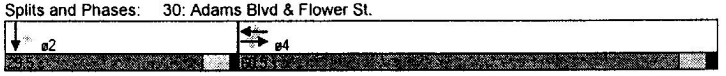


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR	SEL
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	14	12	12	10	12	12
Storage Length (ft)	120		0	120		0		0		0	0
Storage Lanes	1		0	1		0		0		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9		15		9	15
Satd. Flow (prot)	1486	2881	0	1486	4148	0	0	0	5249	0	0
Flt Permitted	0.190			0.305					0.992		
Satd. Flow (perm)	297	2881	0	477	4148	0	0	0	5249	0	0
Right Turn on Red			Yes								
Satd. Flow (RTOR)		69									
Link Speed (mph)		35			35		35		35		35
Link Distance (ft)		431			1288		432		406		909
Travel Time (s)		8.4			25.1		8.4		7.9		17.7
Volume (vph)	42	615	159	94	937	226	0	58	271	42	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	44	814	0	99	1224	0	0	0	390	0	0
Turn Type	Perm			Perm				Perm			
Protected Phases		4			4				2		
Permitted Phases	4			4				2			
Total Split (s)	60.5	60.5	0.0	60.5	60.5	0.0	0.0	29.5	29.5	0.0	0.0
Act Effct Green (s)	56.5	56.5		56.5	56.5				25.5		
Actuated g/C Ratio	0.63	0.63		0.63	0.63				0.28		
v/c Ratio	0.24	0.44		0.33	0.47				0.26		
Uniform Delay, d1	7.3	7.8		7.9	8.8				24.9		
Delay	15.6	16.5		8.7	9.0				25.1		
LOS	B	B		A	A				C		
Approach Delay		16.5			9.0				25.1		
Approach LOS		B			A				C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 71 (79%), Referenced to phase 2:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 53.7% ICU Level of Service A

Splits and Phases: 30: Adams Blvd & Flower St.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	10	10	12	12	12	12	10	10	12
Storage Length (ft)	0		0	155		0	0		0	0		150
Storage Lanes	0		1	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	2973	1377	1486	2973	0	0	0	0	0	5875	1083
Flt Permitted				0.245							0.988	
Satd. Flow (perm)	0	2973	1377	383	2973	0	0	0	0	0	5875	1083
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166									36
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			1253			1315			2334	
Travel Time (s)		9.5			24.4			25.6			45.5	
Volume (vph)	0	782	158	64	789	0	0	0	0	91	271	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	823	166	67	831	0	0	0	0	0	381	36
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		4			4						2	
Permitted Phases			4	4						2		2
Total Split (s)	0.0	45.0	45.0	45.0	45.0	0.0	0.0	0.0	0.0	45.0	45.0	45.0
Act Effct Green (s)		41.0	41.0	41.0	41.0						41.0	41.0
Actuated g/C Ratio		0.46	0.46	0.46	0.46						0.46	0.46
v/c Ratio		0.61	0.23	0.39	0.61						0.14	0.07
Uniform Delay, d1		18.4	0.0	16.1	18.5						14.2	0.0
Delay		18.8	2.5	18.1	18.9						14.1	5.6
LOS		B	A	B	B						B	A
Approach Delay		16.1			18.8						13.4	
Approach LOS		B			B						B	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 20 (22%), Referenced to phase 2:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 51.9% ICU Level of Service A

Splits and Phases: 31: Jefferson Blvd & Flower St.

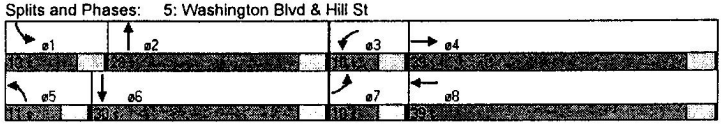
Level of Service Analysis
Year 2020 No LRT
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3173	0	1593	3169	0	1593	3045	0	1593	3112	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1593	3173	0	1593	3169	0	1593	3045	0	1593	3112	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			4			68			22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		750			640			1868			450	
Travel Time (s)		14.6			12.5			36.4			8.8	
Volume (vph)	29	852	22	35	1032	32	62	264	108	81	548	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	31	920	0	37	1120	0	65	392	0	85	679	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Total Split (s)	10.0	39.0	0.0	10.0	39.0	0.0	11.0	28.0	0.0	13.0	30.0	0.0
Act Effct Green (s)	5.9	44.2		5.9	44.2		6.7	21.6		8.2	23.0	
Actuated g/C Ratio	0.07	0.49		0.07	0.49		0.07	0.24		0.09	0.26	
v/c Ratio	0.30	0.59		0.36	0.72		0.55	0.50		0.58	0.84	
Uniform Delay, d1	42.3	18.2		42.4	19.9		41.2	24.1		40.3	30.5	
Delay	40.6	19.5		40.8	26.0		48.1	12.7		39.8	30.4	
LOS	D	B		D	C		D	B		D	C	
Approach Delay		20.1			26.5			17.7			31.4	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 24.6 Intersection LOS: C
Intersection Capacity Utilization 69.9% ICU Level of Service B

Splits and Phases: 5: Washington Blvd & Hill St

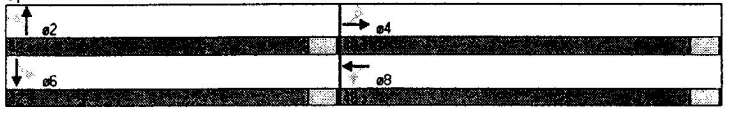


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3166	0	1593	3160	0	1593	3144	0	1593	3134	0
Flt Permitted	0.272			0.285			0.303			0.395		
Satd. Flow (perm)	456	3166	0	478	3160	0	508	3144	0	662	3134	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			14			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		727			617			888			1868	
Travel Time (s)		14.2			12.0			17.3			36.4	
Volume (vph)	69	701	28	28	713	42	45	450	44	47	575	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	73	767	0	29	795	0	47	520	0	49	677	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	48.0	48.0	0.0	48.0	48.0	0.0	42.0	42.0	0.0	42.0	42.0	0.0
Act Effct Green (s)	44.0	44.0		44.0	44.0		38.0	38.0		38.0	38.0	
Actuated g/C Ratio	0.49	0.49		0.49	0.49		0.42	0.42		0.42	0.42	
v/c Ratio	0.33	0.49		0.12	0.51		0.22	0.39		0.17	0.51	
Uniform Delay, d1	14.0	15.3		12.5	15.5		16.6	17.4		16.2	18.5	
Delay	15.3	15.6		13.2	15.7		28.7	28.6		5.3	8.7	
LOS	B	B		B	B		C	C		A	A	
Approach Delay		15.6			15.7			28.6			8.5	
Approach LOS		B			B			C			A	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 60.2% ICU Level of Service B

Splits and Phases: 6: Adams Blvd & Hill St

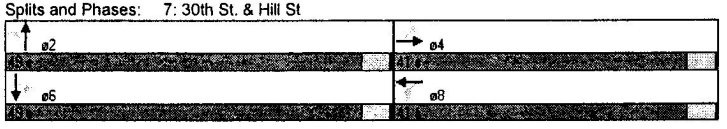


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1640	0	0	1643	0	0	3150	0	0	3173	0
Flt Permitted		0.992			0.992			0.930			0.941	
Satd. Flow (perm)	0	1631	0	0	1635	0	0	2936	0	0	2988	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			10			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		817			683			1044			888	
Travel Time (s)		15.9			13.3			20.3			17.3	
Volume (vph)	6	84	14	3	43	7	16	476	30	13	583	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	109	0	0	55	0	0	550	0	0	641	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	49.0	49.0	0.0	49.0	49.0	0.0
Act Effct Green (s)		37.0			37.0			45.0			45.0	
Actuated g/C Ratio		0.41			0.41			0.50			0.50	
v/c Ratio		0.16			0.08			0.37			0.43	
Uniform Delay, d1		14.9			14.0			13.5			14.2	
Delay		15.3			14.8			7.1			2.6	
LOS		B			B			A			A	
Approach Delay		15.3			14.8			7.1			2.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 6.0 Intersection LOS: A
Intersection Capacity Utilization 35.3% ICU Level of Service A

Splits and Phases: 7: 30th St. & Hill St

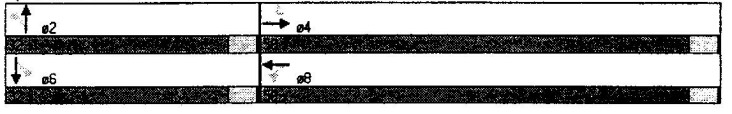


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3144	0	0	3166	0	1593	3138	0	1593	3118	0
Flt Permitted		0.875			0.896		0.304			0.471		
Satd. Flow (perm)	0	2756	0	0	2843	0	510	3138	0	790	3118	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			5			13			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		727			722			1218			1044	
Travel Time (s)		14.2			14.1			23.7			20.3	
Volume (vph)	45	892	75	27	779	21	72	311	34	60	469	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	1065	0	0	870	0	76	363	0	63	574	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	58.0	58.0	0.0	58.0	58.0	0.0	32.0	32.0	0.0	32.0	32.0	0.0
Act Effct Green (s)		54.0			54.0		28.0	28.0		28.0	28.0	
Actuated g/C Ratio		0.60			0.60		0.31	0.31		0.31	0.31	
v/c Ratio		0.64			0.51		0.48	0.37		0.26	0.58	
Uniform Delay, d1		11.5			10.3		25.1	23.2		23.2	25.0	
Delay		11.8			10.5		27.2	23.5		40.5	42.8	
LOS		B			B		C	C		D	D	
Approach Delay		11.8			10.5			24.1			42.6	
Approach LOS		B			B			C			D	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 84.9% ICU Level of Service D

Splits and Phases: 8: Jefferson Blvd & Hill St



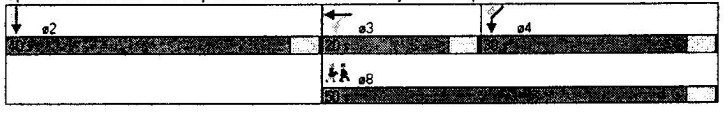
9: Exposition Blvd & Harbor Frwy Off-Ramp

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR	ø8
Lane Configurations									
Ideal Flow (vphpl)	1900	1750	1800	1900	1800	1750	1800	1800	
Lane Width (ft)	12	12	12	12	11	12	12	12	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)		90	90		254	254	205	205	
Trailing Detector (ft)		6	6		248	248	10	10	
Turning Speed (mph)		15				9	15	9	
Satd. Flow (prot)	0	0	3012	0	5834	997	2710	1229	
Flt Permitted			0.998				0.986		
Satd. Flow (perm)	0	0	3012	0	5834	997	2710	1229	
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)			3			164			
Link Speed (mph)	35		35	35	35		45		
Link Distance (ft)	582		527	1097	2238		301		
Travel Time (s)	11.3		10.3	21.4	43.6		4.6		
Volume (vph)	0	22	652	0	1146	214	58	301	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	0	0	709	0	1206	225	219	159	
Turn Type		Perm				Perm		Perm	
Protected Phases			3		2		4		8
Permitted Phases		3				2		4	
Total Split (s)	0.0	20.0	20.0	0.0	40.0	40.0	30.0	30.0	50.0
Act Effct Green (s)			16.7		25.7	25.7	15.2	15.2	
Actuated g/C Ratio			0.24		0.37	0.37	0.22	0.22	
v/c Ratio			0.99		0.56	0.48	0.37	0.60	
Uniform Delay, d1			26.2		17.5	4.1	23.0	24.3	
Delay			74.0		17.6	5.9	24.5	26.8	
LOS			E		B	A	C	C	
Approach Delay			74.0		15.8		25.5		
Approach LOS			E		B		C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 70.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 33.6 Intersection LOS: C
Intersection Capacity Utilization 66.0% ICU Level of Service B

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp



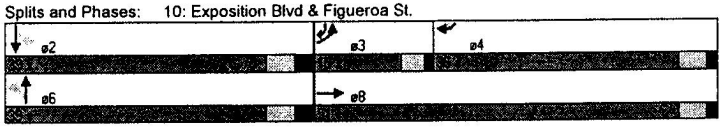
10: Exposition Blvd & Figueroa St.

Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	150	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	5767	0	1433	5361	0	1593	2848	1426	0	3141	1520
Flt Permitted	0.950			0.114			0.261					
Satd. Flow (perm)	2884	5767	0	172	5361	0	438	2848	1426	0	3141	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					6				231			53
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	182		334			2469		582		
Travel Time (s)		24.9	3.5		6.5			48.1		11.3		
Volume (vph)	324	685	0	163	792	21	144	1085	275	0	961	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	341	721	0	172	856	0	152	1142	289	0	1012	277
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	15.0	51.0	0.0	39.0	39.0	0.0	39.0	39.0	15.0	0.0	36.0	36.0
Act Effct Green (s)	11.0	47.0		35.0	35.0		35.0	35.0	11.0		32.0	32.0
Actuated g/C Ratio	0.12	0.52		0.39	0.39		0.39	0.39	0.12		0.36	0.36
v/c Ratio	0.97	0.24		2.57	0.41		0.89	1.03	0.77		0.91	0.48
Uniform Delay, d1	39.3	11.7		27.5	19.8		25.7	27.5	7.3		27.6	17.8
Delay	72.4	11.8		325.7	20.0		63.0	58.3	15.2		33.9	18.5
LOS	E	B		F	B		E	E	B		C	B
Approach Delay		31.3			71.1			50.9		30.6		
Approach LOS		C			E			D		C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.57
Intersection Signal Delay: 45.6 Intersection LOS: D
Intersection Capacity Utilization 99.4% ICU Level of Service E

Splits and Phases: 10: Exposition Blvd & Figueroa St.

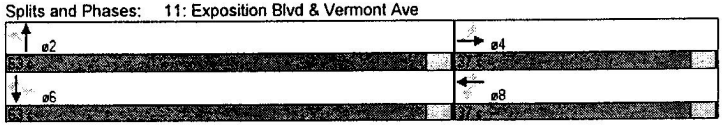


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	4793	0	0	4906	1531	1711	3387	0	1711	3421	1531
Flt Permitted		0.687			0.846		0.142			0.340		
Satd. Flow (perm)	0	3306	0	0	4159	1531	256	3387	0	612	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				255		13				12
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5575			1320			1228			1280	
Travel Time (s)		108.6			25.7			23.9			24.9	
Volume (vph)	80	700	125	41	1091	364	57	658	47	161	1276	161
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	905	0	0	1132	364	57	705	0	161	1276	161
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Total Split (s)	37.0	37.0	0.0	37.0	37.0	37.0	63.0	63.0	0.0	63.0	63.0	63.0
Act Effct Green (s)		31.9			31.9	31.9	60.1	60.1		60.1	60.1	60.1
Actuated g/C Ratio		0.32			0.32	0.32	0.60	0.60		0.60	0.60	0.60
v/c Ratio		0.87dl			0.85	0.55	0.37	0.35		0.44	0.62	0.17
Uniform Delay, d1		30.5			31.8	7.6	10.2	9.8		10.8	12.7	8.2
Delay		11.2			32.4	8.5	12.8	10.1		12.2	13.2	8.7
LOS		B			C	A	B	B		B	B	A
Approach Delay		11.2			26.6			10.3			12.6	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 91.8% ICU Level of Service E
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 11: Exposition Blvd & Vermont Ave

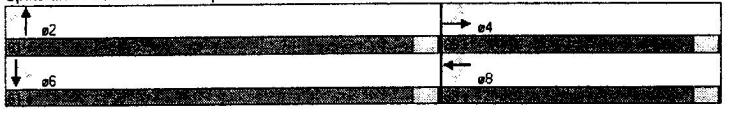


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3319	0	1711	3421	1531	1711	3408	0	1711	3384	0
Flt Permitted	0.114			0.133			0.070			0.281		
Satd. Flow (perm)	205	3319	0	239	3421	1531	126	3408	0	506	3384	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				121		5			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5452			5575			1245			1299	
Travel Time (s)		106.2			108.6			24.3			25.3	
Volume (vph)	14	740	182	8	1440	150	93	806	23	79	1462	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	14	922	0	8	1440	150	93	829	0	79	1576	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	39.0	39.0	0.0	39.0	39.0	39.0	61.0	61.0	0.0	61.0	61.0	0.0
Act Effct Green (s)	35.0	35.0		35.0	35.0	35.0	57.0	57.0		57.0	57.0	
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35	0.57	0.57		0.57	0.57	
v/c Ratio	0.19	0.78		0.10	1.20	0.24	1.29	0.43		0.27	0.82	
Uniform Delay, d1	22.6	27.9		21.9	32.5	4.2	21.6	12.1		10.9	17.2	
Delay	8.7	8.4		30.0	112.6	11.8	161.3	12.3		11.8	17.7	
LOS	A	A		C	F	B	F	B		B	B	
Approach Delay		8.4			102.7			27.3			17.4	
Approach LOS		A			F			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 44.2 Intersection LOS: D
Intersection Capacity Utilization 99.0% ICU Level of Service E

Splits and Phases: 12: Exposition Blvd & Normandie Ave

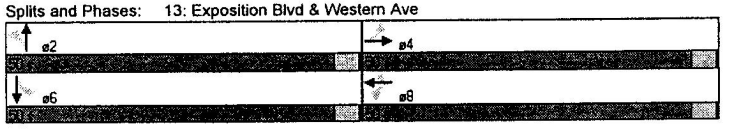


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3370	0	1711	3421	1531	0	3394	0	0	3390	0
Flt Permitted	0.181			0.209				0.950			0.941	
Satd. Flow (perm)	326	3370	0	376	3421	1531	0	3224	0	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				92		7			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5604			5452			1122			1278	
Travel Time (s)		109.2			106.2			21.9			24.9	
Volume (vph)	4	815	91	10	978	132	4	856	47	14	1149	65
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	4	906	0	10	978	132	0	907	0	0	1228	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	50.0	50.0	0.0	50.0	50.0	50.0	50.0	50.0	0.0	50.0	50.0	0.0
Act Effct Green (s)	43.5	43.5		43.5	43.5	43.5		48.5			48.5	
Actuated g/C Ratio	0.44	0.44		0.44	0.44	0.44		0.49			0.49	
v/c Ratio	0.03	0.61		0.06	0.66	0.18		0.58			0.79	
Uniform Delay, d1	16.2	21.3		16.4	22.3	5.0		18.3			21.4	
Delay	7.5	8.9		14.6	19.5	5.6		19.3			23.3	
LOS	A	A		B	B	A		B			C	
Approach Delay		8.9			17.9			19.3			23.3	
Approach LOS		A			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 6 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 72.0% ICU Level of Service C

Splits and Phases: 13: Exposition Blvd & Western Ave

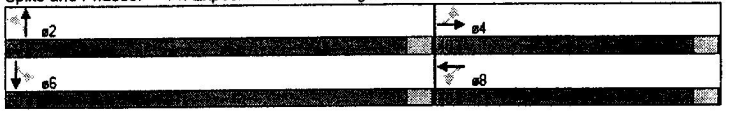


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3367	0	0	3360	0	0	3404	0	0	3414	0
Flt Permitted		0.887			0.885			0.951			0.953	
Satd. Flow (perm)	0	2998	0	0	2982	0	0	3237	0	0	3254	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			14			6			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		6666			5604			1201			1207	
Travel Time (s)		129.9			109.2			23.4			23.5	
Volume (vph)	43	502	47	32	386	48	3	697	24	5	1259	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	592	0	0	466	0	0	724	0	0	1277	0
Turn Type	Perm			Perm		Perm				Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		2				6		
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Act Effct Green (s)		25.5			25.5			66.5			66.5	
Actuated g/C Ratio		0.26			0.26			0.67			0.67	
v/c Ratio		0.77			0.60			0.34			0.59	
Uniform Delay, d1		33.9			31.7			7.1			9.2	
Delay		32.3			28.2			7.9			10.3	
LOS		C			C			A			B	
Approach Delay		32.3			28.2			7.9			10.3	
Approach LOS		C			C			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 67.4% ICU Level of Service B

Splits and Phases: 14: Exposition Blvd & Arlington Ave

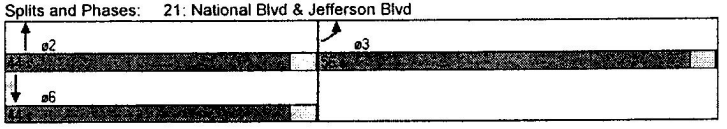


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50	50
Trailing Detector (ft)	0			0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3216	0	0	3421	3421	2694
Flt Permitted	0.967					
Satd. Flow (perm)	3216	0	0	3421	3421	2694
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	124					
Link Speed (mph)	35			35	35	
Link Distance (ft)	3564			3072	382	
Travel Time (s)	69.4			59.8	7.4	
Volume (vph)	914	433	0	1026	532	379
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	1347	0	0	1026	532	379
Turn Type						Perm
Protected Phases	3			2	6	
Permitted Phases				2		6
Total Split (s)	56.0	0.0	0.0	44.0	44.0	44.0
Act Effct Green (s)	52.0			40.0	40.0	40.0
Actuated g/C Ratio	0.52			0.40	0.40	0.40
v/c Ratio	0.78			0.75	0.39	0.35
Uniform Delay, d1	17.3			25.7	21.3	20.9
Delay	7.9			26.1	21.4	21.0
LOS	A			C	C	C
Approach Delay	7.9			26.1	21.3	
Approach LOS	A			C	C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 17.3 Intersection LOS: B
Intersection Capacity Utilization 74.7% ICU Level of Service C

Splits and Phases: 21: National Blvd & Jefferson Blvd



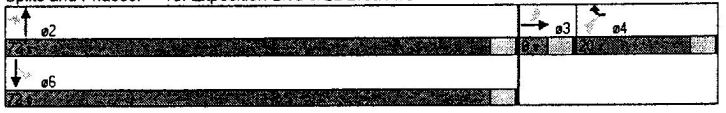
18: Exposition Blvd & La Brea Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		50	50	50		50	50	
Trailing Detector (ft)	0	0		0		0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1607	0	1711	0	1531	1711	4901	0	0	4916	0
Flt Permitted		0.985		0.751			0.059				0.925	
Satd. Flow (perm)	0	1607	0	1352	0	1531	106	4901	0	0	4547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				45					1	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		7230			8250			1035			1415	
Travel Time (s)		140.8			160.7			15.7			21.4	
Volume (vph)	3	0	7	3	0	45	9	2563	53	7	3076	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	10	0	3	0	45	9	2616	0	0	3090	0
Turn Type	Perm			custom		custom	Perm			Perm		
Protected Phases		3				4		2			6	
Permitted Phases	3			4		4	2			6		
Total Split (s)	8.0	8.0	0.0	20.0	0.0	20.0	72.0	72.0	0.0	72.0	72.0	0.0
Act Effct Green (s)		4.0		7.2		7.2	88.7	88.7			88.7	
Actuated g/C Ratio		0.04		0.07		0.07	0.89	0.89			0.89	
v/c Ratio		0.14		0.03		0.30	0.10	0.60			0.77	
Uniform Delay, d1		14.8		45.3		0.0	1.7	3.3			4.9	
Delay		31.3		20.7		8.9	3.1	3.0			3.4	
LOS		C		C		A	A	A			A	
Approach Delay		31.3			9.6			3.0			3.4	
Approach LOS		C			A			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 6 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 3.3 — Intersection LOS: A
Intersection Capacity Utilization 72.0% — ICU Level of Service C

Splits and Phases: 18: Exposition Blvd & La Brea Ave



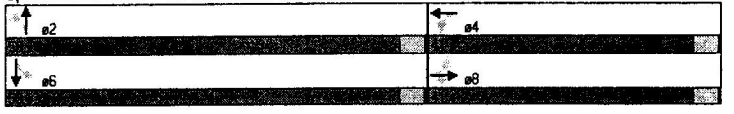
19: Jefferson Blvd & La Brea Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3421	1531	1711	3363	0	1711	4876	0	1711	4876	0
Flt Permitted	0.246			0.168			0.073			0.073		
Satd. Flow (perm)	443	3421	1531	303	3363	0	131	4876	0	131	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			3		9			15			14	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		9390			3456			1415			1384	
Travel Time (s)		182.9			67.3			21.4			21.0	
Volume (vph)	141	879	472	112	642	81	93	1921	115	92	2307	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	141	879	472	112	723	0	93	2036	0	92	2436	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		8			4			2			6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	41.0	41.0	41.0	41.0	41.0	0.0	59.0	59.0	0.0	59.0	59.0	0.0
Act Effct Green (s)	37.0	37.0	37.0	37.0	37.0		55.0	55.0		55.0	55.0	
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.37		0.55	0.55		0.55	0.55	
v/c Ratio	0.86	0.69	0.83	1.00	0.58		1.29	0.76		1.28	0.91	
Uniform Delay, d1	29.1	26.7	28.5	31.5	24.9		22.5	17.2		22.5	20.0	
Delay	32.3	26.5	29.3	98.0	25.2		157.4	15.6		159.8	22.0	
LOS	C	C	C	F	C		F	B		F	C	
Approach Delay		27.9			35.0			21.8			27.0	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 26.6 — Intersection LOS: C
Intersection Capacity Utilization 96.4% — ICU Level of Service E

Splits and Phases: 19: Jefferson Blvd & La Brea Ave

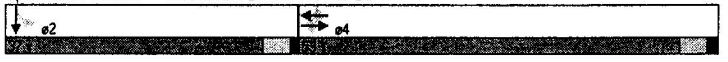


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR	SEL
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	14	12	12	10	12	12
Storage Length (ft)	120		0	120		0		0		0	0
Storage Lanes	1		0	1		0		0		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9		15		9	15
Satd. Flow (prot)	1486	2792	0	1486	4212	0	0	0	5334	0	0
Flt Permitted	0.085			0.218					0.999		
Satd. Flow (perm)	133	2792	0	341	4212	0	0	0	5334	0	0
Right Turn on Red			Yes								
Satd. Flow (RTOR)		4									
Link Speed (mph)		35			35		35		35		35
Link Distance (ft)		431			1288		432		406		909
Travel Time (s)		8.4			25.1		8.4		7.9		17.7
Volume (vph)	16	553	377	148	1458	149	0	22	1432	82	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	17	979	0	156	1692	0	0	0	1616	0	0
Turn Type	Perm			Perm				Perm			
Protected Phases		4			4				2		
Permitted Phases	4			4				2			
Total Split (s)	53.0	53.0	0.0	53.0	53.0	0.0	0.0	37.0	37.0	0.0	0.0
Act Effct Green (s)	49.0	49.0		49.0	49.0				33.0		
Actuated g/C Ratio	0.54	0.54		0.54	0.54				0.37		
v/c Ratio	0.24	0.64		0.84	0.74				0.83		
Uniform Delay, d1	10.7	14.3		17.2	15.6				25.9		
Delay	10.0	9.2		43.2	15.9				26.2		
LOS	A	A		D	B				C		
Approach Delay		9.2			18.2				26.2		
Approach LOS		A			B				C		

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 33 (37%), Referenced to phase 2:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 81.4% ICU Level of Service D

Splits and Phases: 30: Adams Blvd & Flower St.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	10	10	12	12	12	12	10	10	12
Storage Length (ft)	0		0	155		0	0		0	0		150
Storage Lanes	0		1	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	2973	1377	1486	2973	0	0	0	0	0	5916	1083
Flt Permitted				0.306							0.995	
Satd. Flow (perm)	0	2973	1377	479	2973	0	0	0	0	0	5916	1083
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			25									40
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			1253			1315			2334	
Travel Time (s)		9.5			24.4			25.6			45.5	
Volume (vph)	0	663	275	128	1062	0	0	0	0	125	1205	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	698	289	135	1118	0	0	0	0	0	1400	100
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		4			4						2	
Permitted Phases			4	4						2		2
Total Split (s)	0.0	45.0	45.0	45.0	45.0	0.0	0.0	0.0	0.0	45.0	45.0	45.0
Act Effct Green (s)		41.0	41.0	41.0	41.0						41.0	41.0
Actuated g/C Ratio		0.46	0.46	0.46	0.46						0.46	0.46
v/c Ratio		0.52	0.45	0.62	0.83						0.52	0.19
Uniform Delay, d1		17.4	15.1	18.6	21.4						17.4	8.5
Delay		17.7	15.7	23.1	22.7						7.5	2.3
LOS		B	B	C	C						A	A
Approach Delay		17.1			22.8						7.2	
Approach LOS		B			C						A	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:SBTL, Start of Green
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 59.6% ICU Level of Service A

Splits and Phases: 31: Jefferson Blvd & Flower St.

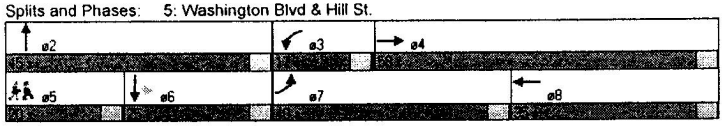
Level of Service Analysis
Year 2020 With LRT - LPA
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50			50		50	50	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3096	0	1593	3160	0	0	3106	0	1593	3118	0
Flt Permitted	0.950			0.950						0.466		
Satd. Flow (perm)	1593	3096	0	1593	3160	0	0	3106	0	781	3118	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5			21			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1363			567			2001			1425	
Travel Time (s)		26.6			11.0			39.0			27.8	
Volume (vph)	48	537	123	82	704	42	0	400	81	41	415	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	51	694	0	86	785	0	0	506	0	43	510	0
Turn Type	Prot			Prot						Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases										6		
Total Split (s)	40.0	58.0	0.0	17.0	35.0	0.0	0.0	45.0	0.0	25.0	25.0	0.0
Act Effct Green (s)	36.1	57.8		10.6	30.1			29.8		20.3	20.3	
Actuated g/C Ratio	0.33	0.54		0.10	0.28			0.28		0.19	0.19	
v/c Ratio	0.10	0.42		0.56	0.89			0.58		0.29	0.85	
Uniform Delay, d1	25.2	14.6		48.2	36.7			32.6		38.1	41.7	
Delay	25.9	15.5		46.8	41.0			32.6		39.1	45.4	
LOS	C	B		D	D			C		D	D	
Approach Delay		16.2			41.6			32.6			44.9	
Approach LOS		B			D			C			D	

Intersection Summary

Area Type: CBD
Cycle Length: 120
Actuated Cycle Length: 107.9
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 72.3% ICU Level of Service C

Splits and Phases: 5: Washington Blvd & Hill St.



Lane Group	ø5
Lane Configurations	
Ideal Flow (vphpl)	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Total Split (s)	20.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Uniform Delay, d1	
Delay	
LOS	
Approach Delay	
Approach LOS	

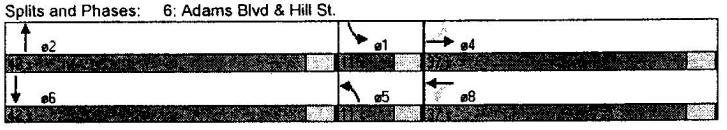
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3141	0	1593	3138	0	1593	1651	0	1593	1630	0
Flt Permitted	0.246			0.327			0.950			0.950		
Satd. Flow (perm)	412	3141	0	548	3138	0	1593	1651	0	1593	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			15			8			16	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		911			859			995			2001	
Travel Time (s)		17.7			16.7			19.4			39.0	
Volume (vph)	113	507	52	41	622	68	51	610	69	27	171	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	119	589	0	43	727	0	54	715	0	28	222	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	11.0	42.0	0.0	11.0	42.0	0.0
Act Effct Green (s)	26.3	26.3		26.3	26.3		6.6	41.1		6.5	39.2	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.08	0.52		0.08	0.49	
v/c Ratio	0.88	0.56		0.24	0.70		0.43	0.83		0.23	0.27	
Uniform Delay, d1	26.5	22.6		20.5	24.0		37.9	17.6		39.1	11.8	
Delay	45.5	21.3		20.6	22.7		39.8	35.9		40.3	14.5	
LOS	D	C		C	C		D	D		D	B	
Approach Delay		25.4			22.6			36.2			17.4	
Approach LOS		C			C			D			B	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 79.5
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 27.0 — Intersection LOS: C
Intersection Capacity Utilization 82.4% — ICU Level of Service D

Splits and Phases: 6: Adams Blvd & Hill St.

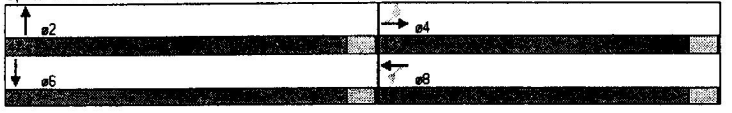


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50			50			50	
Trailing Detector (ft)	0	0		0	0			0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1819	0	0	1736	0	0	3157	0	0	3147	0
Flt Permitted		0.944			0.928							
Satd. Flow (perm)	0	1734	0	0	1629	0	0	3157	0	0	3147	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			91			10			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		818			826			1140			995	
Travel Time (s)		15.9			16.1			22.2			19.4	
Volume (vph)	11	32	14	49	45	122	0	661	41	0	215	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	61	0	0	227	0	0	739	0	0	246	0
Turn Type	Perm			Perm								
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Total Split (s)	43.0	43.0	0.0	43.0	43.0	0.0	0.0	47.0	0.0	0.0	47.0	0.0
Act Effct Green (s)		11.1			11.1			47.0			47.0	
Actuated g/C Ratio		0.17			0.17			0.71			0.71	
v/c Ratio		0.20			0.65			0.33			0.11	
Uniform Delay, d1		17.7			15.0			3.5			2.8	
Delay		17.0			13.9			4.2			3.5	
LOS		B			B			A			A	
Approach Delay		17.0			13.9			4.2			3.5	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 66.1
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 6.4 — Intersection LOS: A
Intersection Capacity Utilization 50.9% — ICU Level of Service A

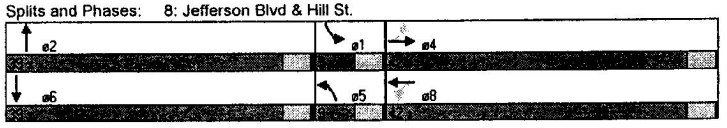
Splits and Phases: 7: 30th St. & Hill St.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3135	0	0	3134	0	1593	1668	0	1593	1643	0
Flt Permitted		0.641			0.923		0.950			0.950		
Satd. Flow (perm)	0	2019	0	0	2896	0	1593	1668	0	1593	1643	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			16			2			10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			870			1638			1140	
Travel Time (s)		16.0			16.9			31.9			22.2	
Volume (vph)	92	699	65	20	772	87	76	639	24	39	144	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	901	0	0	926	0	80	698	0	41	176	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	9.0	39.0	0.0	9.0	39.0	0.0
Act Effct Green (s)		38.0			38.0		5.0	38.6		5.1	35.0	
Actuated g/C Ratio		0.42			0.42		0.06	0.43		0.05	0.39	
v/c Ratio		1.05			0.75		0.90	0.97		0.48	0.27	
Uniform Delay, d1		26.4			22.5		41.5	26.3		44.0	18.4	
Delay		64.5			22.1		101.1	63.8		45.0	18.1	
LOS		E			C		F	E		D	B	
Approach Delay		64.5			22.1			67.6			23.2	
Approach LOS		E			C			E			C	

Intersection Summary
Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 48.3 Intersection LOS: D
Intersection Capacity Utilization 114.7% ICU Level of Service G

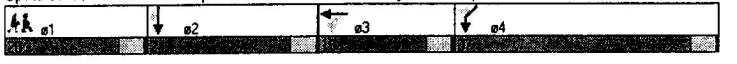
Splits and Phases: 8: Jefferson Blvd & Hill St.



Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR	ø1
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	12	12	12	
Storage Length (ft)		0				0	0	0	
Storage Lanes		0				1	2	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)		90	90		254	254	205	205	
Trailing Detector (ft)		6	6		248	248	10	10	
Turning Speed (mph)		15				9	15	9	
Satd. Flow (prot)	0	0	3176	0	6158	1083	2904	1297	
Flt Permitted			0.997				0.980		
Satd. Flow (perm)	0	0	3176	0	6158	1083	2904	1297	
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)			5			80			
Link Speed (mph)	35		35	35	35		45		
Link Distance (ft)	582		527	275	6786		301		
Travel Time (s)	11.3		10.3	5.4	132.2		4.6		
Volume (vph)	0	17	301	0	430	76	224	649	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	0	0	335	0	453	80	577	342	
Turn Type		Perm				Perm		Perm	
Protected Phases			3		2		4		1
Permitted Phases		3				2		4	
Total Split (s)	0.0	19.0	19.0	0.0	24.0	24.0	37.0	37.0	20.0
Act Effct Green (s)			12.7		11.8	11.8	27.4	27.4	
Actuated g/C Ratio			0.15		0.14	0.14	0.32	0.32	
v/c Ratio			0.69		0.53	0.36	0.61	0.81	
Uniform Delay, d1			33.4		33.6	0.0	23.9	26.0	
Delay			35.0		35.1	9.2	24.3	30.0	
LOS			D		D	A	C	C	
Approach Delay			35.0		31.2		26.4		
Approach LOS			D		C		C		

Intersection Summary
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 84.5
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 60.0% ICU Level of Service A

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp



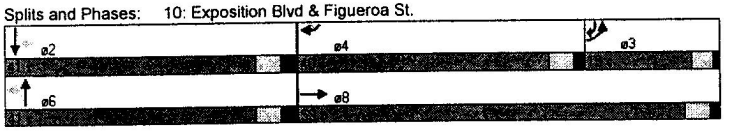
Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	0	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	3185	0	1433	5377	0	1593	2788	1426	0	2424	1520
Flt Permitted	0.950			0.485			0.108					
Satd. Flow (perm)	2884	3185	0	732	5377	0	181	2788	1426	0	2424	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					1			19	96			4
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	203		334			7116		582		
Travel Time (s)		24.9	4.0		6.5			138.6		11.3		
Volume (vph)	480	1072	0	262	1831	9	80	285	137	0	520	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	505	1128	0	276	1936	0	84	348	96	0	547	320
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	19.0	59.0	0.0	41.0	41.0	0.0	41.0	41.0	19.0	0.0	40.0	40.0
Act Effct Green (s)	15.2	52.0		40.0	40.0		40.0	40.0	15.2		32.8	32.8
Actuated g/C Ratio	0.15	0.52		0.40	0.40		0.40	0.40	0.15		0.33	0.33
v/c Ratio	1.15	0.68		0.94	0.90		1.17	0.31	0.32		0.69	0.64
Uniform Delay, d1	42.4	17.8		28.9	28.1		29.9	19.3	0.0		29.1	28.1
Delay	110.8	17.7		72.7	37.4		155.8	20.4	8.4		28.9	27.9
LOS	F	B		E	D		F	C	A		C	C
Approach Delay		46.4			41.8			39.8		28.5		
Approach LOS		D			D			D		C		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 40.8 Intersection LOS: D
Intersection Capacity Utilization 90.2% ICU Level of Service E

Exposition LRT
10: Exposition Blvd & Figueroa St.
2020 LRT - AM - LPA
12/8/2004

Splits and Phases: 10: Exposition Blvd & Figueroa St.



Korve Eng.
KORVELOSL4-FF51
Synchro 5 Report

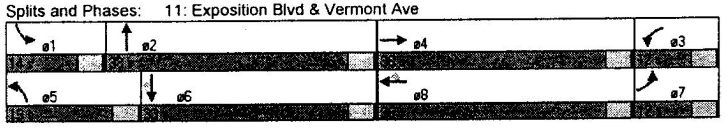
11: Exposition Blvd & Vermont Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3394	0	1711	3421	1531	1711	3384	0	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3394	0	1711	3421	1531	1711	3384	0	1711	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				235		9				45
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5575			1320			1228			1280	
Travel Time (s)		108.6			25.7			23.9			24.9	
Volume (vph)	238	969	54	25	497	324	133	1212	94	225	881	45
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	238	1023	0	25	497	324	133	1306	0	225	881	45
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Total Split (s)	12.0	36.0	0.0	12.0	36.0	36.0	19.0	38.0	0.0	14.0	33.0	33.0
Act Effct Green (s)	12.8	32.0		6.7	20.0	20.0	12.3	41.2		10.0	38.9	38.9
Actuated g/C Ratio	0.13	0.32		0.07	0.20	0.20	0.12	0.41		0.10	0.39	0.39
v/c Ratio	1.09	0.94		0.22	0.73	0.66	0.63	0.93		1.32	0.66	0.07
Uniform Delay, d1	41.8	32.8		47.5	37.4	9.4	41.7	30.2		45.0	27.1	0.0
Delay	94.6	26.3		43.9	36.9	10.3	41.3	53.1		159.8	31.5	8.2
LOS	F	C		D	D	B	D	D		F	C	A
Approach Delay		39.2			26.9			52.0			55.7	
Approach LOS		D			C			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 44.9 Intersection LOS: D
Intersection Capacity Utilization 94.1% ICU Level of Service E

Splits and Phases: 11: Exposition Blvd & Vermont Ave



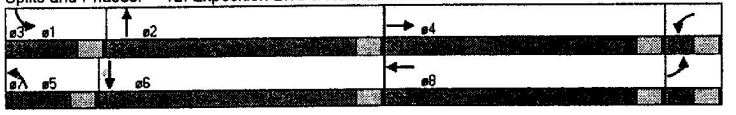
12: Exposition Blvd & Normandie Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3380	0	1711	3408	0	1711	3397	0	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3380	0	1711	3408	0	1711	3397	0	1711	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			3			5				84
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5452			5575			1245			1299	
Travel Time (s)		106.2			108.6			24.3			25.3	
Volume (vph)	111	918	77	2	649	18	220	1026	49	199	951	84
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	111	995	0	2	667	0	220	1075	0	199	951	84
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	8.0	39.0	0.0	8.0	39.0	0.0	13.0	39.0	0.0	14.0	40.0	40.0
Act Effct Green (s)	4.0	40.6		4.0	34.2		9.0	35.8		10.0	36.8	36.8
Actuated g/C Ratio	0.04	0.41		0.04	0.34		0.09	0.36		0.10	0.37	0.37
v/c Ratio	1.63	0.72		0.03	0.57		1.43	0.88		1.16	0.76	0.14
Uniform Delay, d1	46.0	24.7		49.5	26.8		45.5	33.0		45.0	30.5	0.0
Delay	217.8	5.3		29.0	10.6		183.9	35.1		129.2	28.3	5.0
LOS	F	A		C	B		F	D		F	C	A
Approach Delay		26.6			10.7			60.4			43.0	
Approach LOS		C			B			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.63
Intersection Signal Delay: 39.0 Intersection LOS: D
Intersection Capacity Utilization 85.4% ICU Level of Service D

Splits and Phases: 12: Exposition Blvd & Normandie Ave



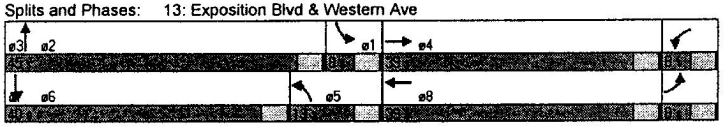
13: Exposition Blvd & Western Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3397	0	1711	3346	0	1711	3380	0	1711	3373	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3397	0	1711	3346	0	1711	3380	0	1711	3373	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			21			11			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5604			5452			1122			1278	
Travel Time (s)		109.2			106.2			21.9			24.9	
Volume (vph)	2	975	51	3	838	143	66	1116	97	38	600	60
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	2	1026	0	3	981	0	66	1213	0	38	660	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Total Split (s)	8.0	39.0	0.0	8.0	39.0	0.0	13.0	45.0	0.0	8.0	40.0	0.0
Act Effct Green (s)	4.0	35.0		4.0	35.0		8.1	50.6		4.0	45.3	
Actuated g/C Ratio	0.04	0.35		0.04	0.35		0.08	0.51		0.04	0.45	
v/c Ratio	0.03	0.86		0.04	0.83		0.48	0.71		0.56	0.43	
Uniform Delay, d1	49.5	30.0		49.3	29.0		44.3	22.6		48.7	21.5	
Delay	44.0	29.7		31.7	20.9		44.0	22.4		60.7	19.8	
LOS	D	C		C	C		D	C		E	B	
Approach Delay		29.8			20.9			23.5			22.0	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 6 (6%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 75.8% ICU Level of Service C

Splits and Phases: 13: Exposition Blvd & Western Ave



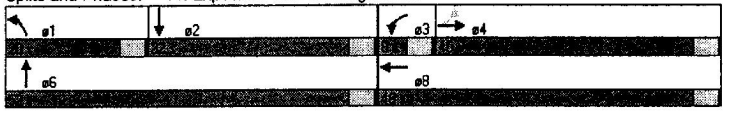
14: Exposition Blvd & Arlington Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50			50	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	1754	0	1711	1786	0	1711	3377	0	0	3404	0
Flt Permitted	0.216			0.950			0.950					
Satd. Flow (perm)	389	1754	0	1711	1786	0	1711	3377	0	0	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			3			14			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		6666			5604			1201			1207	
Travel Time (s)		129.9			109.2			23.4			23.5	
Volume (vph)	42	305	63	20	593	32	75	964	93	0	796	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	42	368	0	20	625	0	75	1057	0	0	826	0
Turn Type	Perm			Prot			Prot					
Protected Phases		4		3	8		1	6			2	
Permitted Phases	4											
Total Split (s)	40.0	40.0	0.0	8.0	48.0	0.0	20.0	52.0	0.0	0.0	32.0	0.0
Act Effct Green (s)	35.5	35.5		4.0	38.7		9.6	53.3			41.7	
Actuated g/C Ratio	0.36	0.36		0.04	0.39		0.10	0.53			0.42	
v/c Ratio	0.30	0.58		0.29	0.90		0.46	0.59			0.58	
Uniform Delay, d1	23.3	25.3		49.0	26.5		43.8	17.2			24.8	
Delay	27.0	27.4		48.1	46.9		42.0	16.6			24.9	
LOS	C	C		D	D		D	B			C	
Approach Delay		27.4			46.9			18.3			24.9	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 70.3% ICU Level of Service C

Splits and Phases: 14: Exposition Blvd & Arlington Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		50	50	50		50	50	
Trailing Detector (ft)	0	0		0		0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1592	0	1711	0	1531	1711	4906	0	0	4916	0
Flt Permitted		0.990		0.745			0.072				0.895	
Satd. Flow (perm)	0	1592	0	1341	0	1531	130	4906	0	0	4400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				63		3			1	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		7230			8250			1035			1415	
Travel Time (s)		140.8			160.7			15.7			21.4	
Volume (vph)	4	0	15	1	0	65	10	3022	43	1	1829	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	19	0	1	0	65	10	3065	0	0	1836	0
Turn Type	Perm			custom		custom	Perm			Perm		
Protected Phases		3				4		2			6	
Permitted Phases	3			4		4	2			6		
Total Split (s)	8.0	8.0	0.0	30.0	0.0	30.0	62.0	62.0	0.0	62.0	62.0	0.0
Act Effct Green (s)		4.0		6.3		6.3	87.9	87.9			87.9	
Actuated g/C Ratio		0.04		0.06		0.06	0.88	0.88			0.88	
v/c Ratio		0.24		0.01		0.42	0.09	0.71			0.47	
Uniform Delay, d1		10.2		46.0		1.4	1.7	4.2			2.7	
Delay		25.6		44.0		15.3	3.1	4.3			3.8	
LOS		C		D		B	A	A			A	
Approach Delay		25.6			15.7			4.3			3.8	
Approach LOS		C			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 4.3 Intersection LOS: A
Intersection Capacity Utilization 76.7% ICU Level of Service C

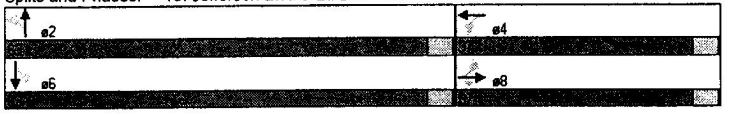
Splits and Phases: 18: Exposition Blvd & La Brea Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3421	1531	1711	3397	0	1711	4901	0	1711	4817	0
Flt Permitted	0.121			0.361			0.094			0.068		
Satd. Flow (perm)	218	3421	1531	650	3397	0	169	4901	0	122	4817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39		2			6			18	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		9390			3456			1415			1384	
Travel Time (s)		182.9			67.3			21.4			21.0	
Volume (vph)	74	502	233	108	999	50	187	2743	62	74	1462	225
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	74	502	233	108	1049	0	187	2805	0	74	1687	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		8			4			2			6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	0.0	63.0	63.0	0.0	63.0	63.0	0.0
Act Effct Green (s)	33.0	33.0	33.0	33.0	33.0		59.0	59.0		59.0	59.0	
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33		0.59	0.59		0.59	0.59	
v/c Ratio	1.03	0.44	0.44	0.50	0.93		1.87	0.97		1.03	0.59	
Uniform Delay, d1	33.5	26.3	21.5	26.9	32.4		20.6	19.6		20.5	12.7	
Delay	93.4	11.0	6.8	28.6	41.2		247.0	32.1		112.7	12.9	
LOS	F	B	A	C	D		F	C		F	B	
Approach Delay		17.3			40.0			45.6			17.1	
Approach LOS		B			D			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.87
Intersection Signal Delay: 33.7 Intersection LOS: C
Intersection Capacity Utilization 105.1% ICU Level of Service F

Splits and Phases: 19: Jefferson Blvd & La Brea Ave



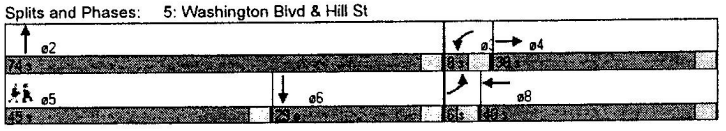
Level of Service Analysis
Year 2020 With LRT - LPA
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50			50		50	50	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3173	0	1593	3173	0	0	3067	0	1593	3112	0
Flt Permitted	0.950			0.950						0.487		
Satd. Flow (perm)	1593	3173	0	1593	3173	0	0	3067	0	816	3112	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			65			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1363			567			1764			1425	
Travel Time (s)		26.6			11.0			34.4			27.8	
Volume (vph)	29	842	22	34	1021	31	0	329	109	83	563	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	31	909	0	36	1108	0	0	461	0	87	698	0
Turn Type	Prot			Prot						Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases										6		
Total Split (s)	6.0	38.0	0.0	8.0	40.0	0.0	0.0	74.0	0.0	29.0	29.0	0.0
Act Effct Green (s)	2.0	35.6		4.0	36.0			49.0		25.0	25.0	
Actuated g/C Ratio	0.02	0.36		0.04	0.36			0.49		0.25	0.25	
v/c Ratio	0.97	0.80		0.57	0.96			0.30		0.42	0.88	
Uniform Delay, d1	48.8	28.9		47.8	30.4			12.8		31.4	35.2	
Delay	178.3	30.3		58.8	42.6			12.7		32.3	39.6	
LOS	F	C		E	D			B		C	D	
Approach Delay		35.2			43.1			12.7			38.8	
Approach LOS		D			D			B			D	

Intersection Summary

Area Type: CBD
Cycle Length: 120
Actuated Cycle Length: 99
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 35.6 — Intersection LOS: D
Intersection Capacity Utilization 64.3% — ICU Level of Service B

Splits and Phases: 5: Washington Blvd & Hill St



Lane Group	ø5
Lane Configurations	
Ideal Flow (vphpl)	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Total Split (s)	45.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Uniform Delay, d1	
Delay	
LOS	
Approach Delay	
Approach LOS	

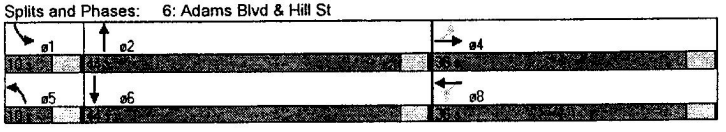
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3166	0	1593	3160	0	1593	1655	0	1593	1650	0
Flt Permitted	0.199			0.217			0.950			0.950		
Satd. Flow (perm)	334	3166	0	364	3160	0	1593	1655	0	1593	1650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7			7			9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		866			826			1041			1764	
Travel Time (s)		16.9			16.1			20.3			34.4	
Volume (vph)	69	701	28	28	719	43	46	459	45	47	567	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	73	767	0	29	802	0	48	530	0	49	668	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	10.0	44.0	0.0	10.0	44.0	0.0
Act Effct Green (s)	24.9	24.9		24.9	24.9		5.9	40.9		5.9	40.9	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.07	0.52		0.07	0.52	
v/c Ratio	0.70	0.77		0.25	0.80		0.42	0.62		0.43	0.78	
Uniform Delay, d1	24.8	25.4		21.1	25.7		38.5	14.3		38.5	16.4	
Delay	36.0	24.6		22.1	25.0		40.1	17.1		40.1	26.3	
LOS	D	C		C	C		D	B		D	C	
Approach Delay		25.6			24.9			19.0			27.3	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 79.4
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 24.5 — Intersection LOS: C
Intersection Capacity Utilization 79.0% — ICU Level of Service C

Splits and Phases: 6: Adams Blvd & Hill St

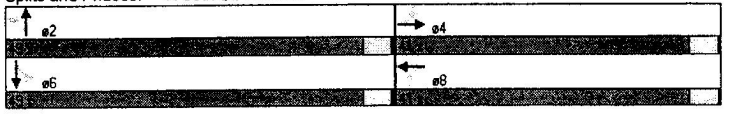


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1822	0	0	1826	0	0	3500	0	0	3525	0
Flt Permitted		0.992			0.992			0.928			0.940	
Satd. Flow (perm)	0	1813	0	0	1816	0	0	3255	0	0	3317	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			10			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		854			884			1167			1041	
Travel Time (s)		16.6			17.2			22.7			20.3	
Volume (vph)	6	84	14	3	43	7	17	487	30	13	579	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	109	0	0	55	0	0	563	0	0	636	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	49.0	49.0	0.0	49.0	49.0	0.0
Act Effct Green (s)		10.1			10.1			61.8			61.8	
Actuated g/C Ratio		0.13			0.13			0.79			0.79	
v/c Ratio		0.46			0.24			0.22			0.24	
Uniform Delay, d1		29.0			27.4			2.2			2.3	
Delay		21.8			20.6			2.7			2.7	
LOS		C			C			A			A	
Approach Delay		21.8			20.6			2.7			2.7	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.4
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 4.9 — Intersection LOS: A
Intersection Capacity Utilization 32.3% — ICU Level of Service A

Splits and Phases: 7: 30th St. & Hill St

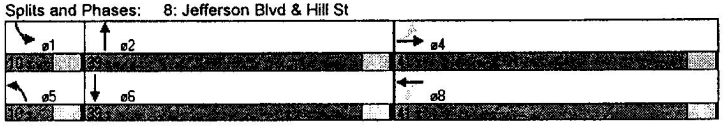


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	3144	0	0	3166	0	1593	1651	0	1593	1641	0
Flt Permitted		0.825			0.837		0.950			0.950		
Satd. Flow (perm)	0	2599	0	0	2655	0	1593	1651	0	1593	1641	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3			7			11	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		804			876			2022			1167	
Travel Time (s)		15.7			17.1			39.4			22.7	
Volume (vph)	45	886	75	27	777	21	74	320	35	60	468	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	1059	0	0	868	0	78	374	0	63	573	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	10.0	39.0	0.0	10.0	39.0	0.0
Act Effct Green (s)		36.8			36.8		6.0	35.1		6.0	35.1	
Actuated g/C Ratio		0.42			0.42		0.07	0.40		0.07	0.40	
v/c Ratio		0.97			0.78		0.74	0.56		0.60	0.86	
Uniform Delay, d1		25.2			22.4		41.8	20.4		41.3	24.2	
Delay		43.0			23.4		63.0	21.3		50.5	33.4	
LOS		D			C		E	C		D	C	
Approach Delay		43.0			23.4			28.5			35.1	
Approach LOS		D			C			C			D	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 87.7
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 33.5 — Intersection LOS: C
Intersection Capacity Utilization 100.9% — ICU Level of Service F

Splits and Phases: 8: Jefferson Blvd & Hill St

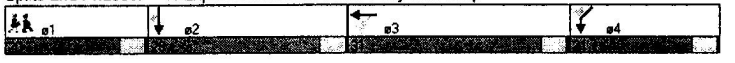


Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR	ø1
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	12	12	12	
Storage Length (ft)		0				0	0	0	
Storage Lanes		0				1	2	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)		90	90		254	254	205	205	
Trailing Detector (ft)		6	6		248	248	10	10	
Turning Speed (mph)		15				9	15	9	
Satd. Flow (prot)	0	0	3179	0	6158	1083	2860	1297	
Flt Permitted			0.998				0.986		
Satd. Flow (perm)	0	0	3179	0	6158	1083	2860	1297	
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)			3			216			
Link Speed (mph)	35		35	35	35		45		
Link Distance (ft)	582		527	275	6786		301		
Travel Time (s)	11.3		10.3	5.4	132.2		4.6		
Volume (vph)	0	21	616	0	1100	205	58	301	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	0	0	670	0	1158	216	219	159	
Turn Type		Perm				Perm		Perm	
Protected Phases			3		2		4		1
Permitted Phases		3				2		4	
Total Split (s)	0.0	31.0	31.0	0.0	28.0	28.0	21.0	21.0	20.0
Act Effct Green (s)			22.4		22.2	22.2	14.7	14.7	
Actuated g/C Ratio			0.26		0.26	0.26	0.17	0.17	
v/c Ratio			0.81		0.73	0.49	0.45	0.71	
Uniform Delay, d1			29.3		28.8	0.0	31.7	33.4	
Delay			30.1		29.9	4.6	33.4	39.5	
LOS			C		C	A	C	D	
Approach Delay			30.1		25.9		36.0		
Approach LOS			C		C		D		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 85.8
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 28.6 — Intersection LOS: C
Intersection Capacity Utilization 61.1% — ICU Level of Service B

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp



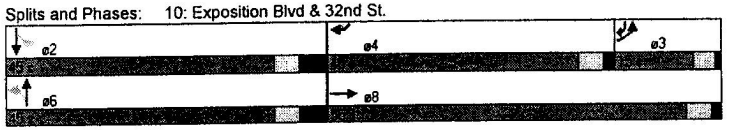
Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	0	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	3185	0	1433	5361	0	1593	2848	1426	0	2424	1520
Flt Permitted	0.950			0.098			0.260					
Satd. Flow (perm)	2884	3185	0	148	5361	0	436	2848	1426	0	2424	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					6				205			60
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	203		334			7116		582		
Travel Time (s)		24.9	4.0		6.5			138.6		11.3		
Volume (vph)	306	648	0	165	799	21	139	1041	264	0	908	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	322	682	0	174	863	0	146	1096	278	0	956	262
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	15.0	55.0	0.0	45.0	45.0	0.0	45.0	45.0	15.0	0.0	40.0	40.0
Act Effct Green (s)	11.0	51.0		41.0	41.0		41.0	41.0	11.0		36.0	36.0
Actuated g/C Ratio	0.11	0.51		0.41	0.41		0.41	0.41	0.11		0.36	0.36
v/c Ratio	1.02	0.42		2.85	0.39		0.82	0.94	0.82		1.10	0.45
Uniform Delay, d1	44.5	15.3		29.6	20.6		26.2	28.3	11.1		32.0	18.3
Delay	86.4	15.5		329.1	20.7		47.0	37.3	21.8		79.8	18.9
LOS	F	B		F	C		D	D	C		E	B
Approach Delay		38.2			72.5			35.4		66.7		
Approach LOS		D			E			D		E		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.85
Intersection Signal Delay: 52.0 Intersection LOS: D
Intersection Capacity Utilization 108.3% ICU Level of Service F

Exposition LRT
10: Exposition Blvd & 32nd St.
2020 LRT - PM - LPA
12/8/2004

Splits and Phases: 10: Exposition Blvd & 32nd St.



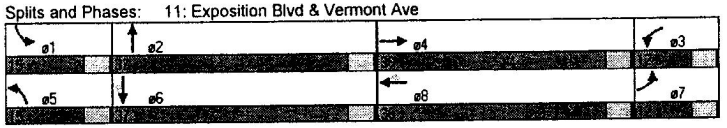
Korve Eng.
KORVELOSL4-FF51
Synchro 5 Report

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3353	0	1711	3421	1531	1711	3387	0	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3353	0	1711	3421	1531	1711	3387	0	1711	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				311		8				61
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5575			1320			1228			1280	
Travel Time (s)		108.6			25.7			23.9			24.9	
Volume (vph)	127	534	81	39	1015	338	52	609	44	214	1356	74
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	127	615	0	39	1015	338	52	653	0	214	1356	74
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Total Split (s)	12.0	36.0	0.0	12.0	36.0	36.0	15.0	37.0	0.0	15.0	37.0	37.0
Act Effct Green (s)	8.0	32.7		10.9	31.7	31.7	8.3	33.3		11.0	38.0	38.0
Actuated g/C Ratio	0.08	0.33		0.11	0.32	0.32	0.08	0.33		0.11	0.38	0.38
v/c Ratio	0.93	0.56		0.21	0.94	0.48	0.37	0.58		1.14	1.04	0.12
Uniform Delay, d1	44.1	26.8		42.7	33.2	1.9	44.4	28.5		44.5	32.2	3.7
Delay	73.6	20.5		39.5	41.1	4.3	42.8	27.6		121.9	79.6	8.2
LOS	E	C		D	D	A	D	C		F	E	A
Approach Delay		29.6			32.1			28.7			81.9	
Approach LOS		C			C			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 28 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 49.4 Intersection LOS: D
Intersection Capacity Utilization 89.2% ICU Level of Service D

Splits and Phases: 11: Exposition Blvd & Vermont Ave

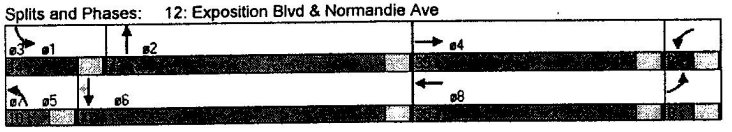


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3305	0	1711	3380	0	1711	3408	0	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3305	0	1711	3380	0	1711	3408	0	1711	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			9			3				103
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5452			5575			1245			1299	
Travel Time (s)		106.2			108.6			24.3			25.3	
Volume (vph)	85	521	153	6	995	85	153	857	23	149	1449	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	85	674	0	6	1080	0	153	880	0	149	1449	113
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	8.0	35.0	0.0	8.0	35.0	0.0	10.0	43.0	0.0	14.0	47.0	47.0
Act Effct Green (s)	4.0	37.4		4.0	31.0		6.0	39.0		10.0	43.0	43.0
Actuated g/C Ratio	0.04	0.37		0.04	0.31		0.06	0.39		0.10	0.43	0.43
v/c Ratio	1.25	0.53		0.09	1.02		1.49	0.66		0.87	0.99	0.16
Uniform Delay, d1	45.3	22.8		49.3	34.2		47.0	27.6		44.3	30.1	1.6
Delay	158.7	4.3		58.0	78.6		198.8	25.3		72.3	43.2	4.4
LOS	F	A		E	E		F	C		E	D	A
Approach Delay		21.6			78.5			51.0			43.2	
Approach LOS		C			E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 49.7 Intersection LOS: D
Intersection Capacity Utilization 96.8% ICU Level of Service E

Splits and Phases: 12: Exposition Blvd & Normandie Ave

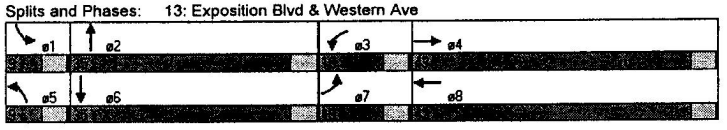


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3370	0	1711	3363	0	1711	3394	0	1711	3394	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3370	0	1711	3363	0	1711	3394	0	1711	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			16			6			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		5604			5452			1122			1278	
Travel Time (s)		109.2			106.2			21.9			24.9	
Volume (vph)	3	687	77	7	701	88	6	882	49	14	1121	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	3	764	0	7	789	0	6	931	0	14	1184	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Total Split (s)	13.0	43.0	0.0	13.0	43.0	0.0	9.0	35.0	0.0	9.0	35.0	0.0
Act Effct Green (s)	5.7	38.4		6.0	38.5		5.0	47.8		5.0	49.6	
Actuated g/C Ratio	0.06	0.38		0.06	0.39		0.05	0.48		0.05	0.50	
v/c Ratio	0.03	0.59		0.07	0.60		0.07	0.57		0.16	0.70	
Uniform Delay, d1	49.0	24.0		48.9	24.0		49.2	22.8		48.4	24.6	
Delay	54.7	17.6		54.1	15.3		45.7	21.1		45.9	27.9	
LOS	D	B		D	B		D	C		D	C	
Approach Delay		17.8			15.6			21.3			28.1	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 61.8% ICU Level of Service B

Splits and Phases: 13: Exposition Blvd & Western Ave

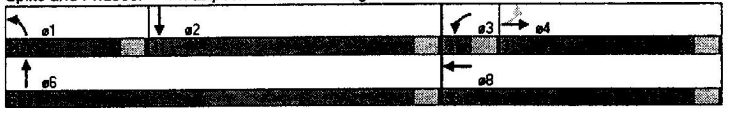


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50			50	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	1759	0	1711	1770	0	1711	3360	0	0	3418	0
Flt Permitted	0.543			0.950			0.950					
Satd. Flow (perm)	978	1759	0	1711	1770	0	1711	3360	0	0	3418	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			7			25			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		6666			5604			1201			1207	
Travel Time (s)		129.9			109.2			23.4			23.5	
Volume (vph)	41	477	87	23	274	34	28	727	101	0	1322	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	41	564	0	23	308	0	28	828	0	0	1335	0
Turn Type	Perm			Prot			Prot					
Protected Phases		4		3	8		1	6			2	
Permitted Phases	4											
Total Split (s)	31.0	31.0	0.0	8.0	39.0	0.0	20.0	61.0	0.0	0.0	41.0	0.0
Act Effct Green (s)	27.0	27.0		4.0	30.2		7.0	61.8			56.8	
Actuated g/C Ratio	0.27	0.27		0.04	0.30		0.07	0.62			0.57	
v/c Ratio	0.16	1.17		0.34	0.57		0.23	0.40			0.69	
Uniform Delay, d1	27.8	35.8		49.0	26.7		47.4	10.5			18.9	
Delay	45.4	122.4		43.3	46.4		43.5	10.0			20.5	
LOS	D	F		D	D		D	A			C	
Approach Delay		117.2			46.2			11.1			20.5	
Approach LOS		F			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 66 (66%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 39.3 Intersection LOS: D
Intersection Capacity Utilization 74.0% ICU Level of Service C

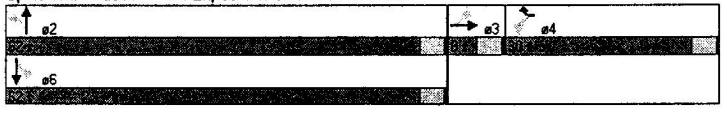
Splits and Phases: 14: Exposition Blvd & Arlington Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		50	50	50		50	50	
Trailing Detector (ft)	0	0		0		0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1607	0	1711	0	1531	1711	4901	0	0	4916	0
Flt Permitted		0.985		0.751			0.069				0.909	
Satd. Flow (perm)	0	1607	0	1352	0	1531	124	4901	0	0	4468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				43		5			1	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		7230			8250			1035			1415	
Travel Time (s)		140.8			160.7			15.7			21.4	
Volume (vph)	3	0	7	3	0	43	9	2554	53	7	3035	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	0	10	0	3	0	43	9	2607	0	0	3049	0
Turn Type	Perm			custom		custom	Perm			Perm		
Protected Phases		3				4		2			6	
Permitted Phases	3			4		4	2			6		
Total Split (s)	8.0	8.0	0.0	30.0	0.0	30.0	62.0	62.0	0.0	62.0	62.0	0.0
Act Effct Green (s)		4.0		6.0		6.0	92.6	92.6			92.6	
Actuated g/C Ratio		0.04		0.06		0.06	0.93	0.93			0.93	
v/c Ratio		0.14		0.04		0.33	0.08	0.57			0.74	
Uniform Delay, d1		14.8		47.7		0.0	1.3	2.5			3.7	
Delay		31.3		43.7		15.2	2.2	2.0			4.9	
LOS		C		D		B	A	A			A	
Approach Delay		31.3			17.0			2.0			4.9	
Approach LOS		C			B			A			A	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 3.7 Intersection LOS: A
Intersection Capacity Utilization 71.2% ICU Level of Service C

Splits and Phases: 18: Exposition Blvd & La Brea Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1711	3421	1531	1711	3363	0	1711	4876	0	1711	4876	0
Flt Permitted	0.240			0.146			0.068			0.068		
Satd. Flow (perm)	432	3421	1531	263	3363	0	122	4876	0	122	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			5		13			16			15	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		9390			3456			1415			1384	
Travel Time (s)		182.9			67.3			21.4			21.0	
Volume (vph)	138	858	461	107	608	77	93	1912	114	91	2274	127
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Group Flow (vph)	138	858	461	107	685	0	93	2026	0	91	2401	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		8			4			2			6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	0.0	63.0	63.0	0.0	63.0	63.0	0.0
Act Effct Green (s)	33.0	33.0	33.0	33.0	33.0		59.0	59.0		59.0	59.0	
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33		0.59	0.59		0.59	0.59	
v/c Ratio	0.97	0.76	0.91	1.23	0.61		1.29	0.70		1.26	0.83	
Uniform Delay, d1	33.0	29.9	31.6	33.5	27.5		20.5	14.2		20.5	16.4	
Delay	43.3	21.1	24.1	151.9	27.9		160.1	16.8		156.1	16.8	
LOS	D	C	C	F	C		F	B		F	B	
Approach Delay		24.2			44.7			23.1			21.9	
Approach LOS		C			D			C			C	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 25.4 Intersection LOS: C
Intersection Capacity Utilization 94.9% ICU Level of Service E

Splits and Phases: 19: Jefferson Blvd & La Brea Ave

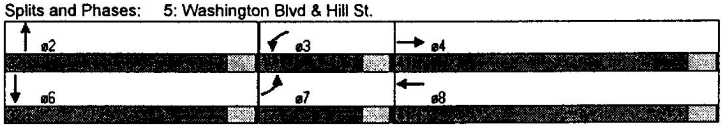
Level of Service Analysis
Year 2020 With LRT – Hill Couplet
AM & PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50			50			50	
Trailing Detector (ft)	0	0		0	0			0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3096	0	1593	3160	0	0	3106	0	0	3122	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1593	3096	0	1593	3160	0	0	3106	0	0	3122	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			8			27			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1363			567			1228			1425	
Travel Time (s)		26.6			11.0			23.9			27.8	
Volume (vph)	48	537	123	82	704	42	0	400	81	0	456	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	51	694	0	86	785	0	0	506	0	0	553	0
Turn Type	Prot			Prot								
Protected Phases	7	4		3	8			2			6	
Permitted Phases												
Total Split (s)	17.0	41.0	0.0	17.0	41.0	0.0	0.0	32.0	0.0	0.0	32.0	0.0
Act Effct Green (s)	7.8	20.8		9.0	24.2			29.0			29.0	
Actuated g/C Ratio	0.11	0.30		0.13	0.35			0.42			0.42	
v/c Ratio	0.30	0.72		0.42	0.70			0.38			0.41	
Uniform Delay, d1	31.3	20.1		29.6	19.7			13.5			14.0	
Delay	32.0	20.4		30.6	19.5			15.9			16.5	
LOS	C	C		C	B			B			B	
Approach Delay		21.2			20.6			15.9			16.5	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 68.6
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 19.0 — Intersection LOS: B
Intersection Capacity Utilization 55.0% — ICU Level of Service A

Splits and Phases: 5: Washington Blvd & Hill St.

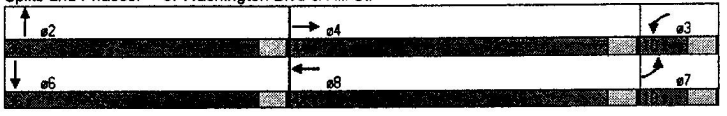


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50			50			50	
Trailing Detector (ft)	0	0		0	0			0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1593	3173	0	1593	3173	0	0	3067	0	0	3122	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1593	3173	0	1593	3173	0	0	3067	0	0	3122	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			56			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1363			567			1228			1425	
Travel Time (s)		26.6			11.0			23.9			27.8	
Volume (vph)	29	842	22	34	1021	31	0	329	109	0	646	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	31	909	0	36	1108	0	0	461	0	0	785	0
Turn Type	Prot			Prot								
Protected Phases	7	4		3	8			2			6	
Permitted Phases												
Total Split (s)	10.0	44.0	0.0	10.0	44.0	0.0	0.0	36.0	0.0	0.0	36.0	0.0
Act Effct Green (s)	6.4	25.8		7.4	26.7			20.5			20.5	
Actuated g/C Ratio	0.10	0.43		0.11	0.45			0.34			0.34	
v/c Ratio	0.20	0.66		0.20	0.78			0.42			0.72	
Uniform Delay, d1	29.4	14.0		28.6	14.6			13.5			17.2	
Delay	36.8	15.6		34.5	15.7			15.0			18.6	
LOS	D	B		C	B			B			B	
Approach Delay		16.3			16.3			15.0			18.6	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 59.5
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 16.7 — Intersection LOS: B
Intersection Capacity Utilization 65.4% — ICU Level of Service B

Splits and Phases: 5: Washington Blvd & Hill St.



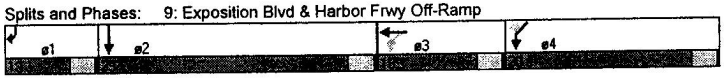
Level of Service Analysis
Year 2020 With LRT – Flower Westside
AM & PM Peak

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	12
Storage Length (ft)		0				0	0	0
Storage Lanes		0				1	2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		90	90		254	254	205	205
Trailing Detector (ft)		6	6		248	248	10	10
Turning Speed (mph)		15				9	15	9
Satd. Flow (prot)	0	0	3176	0	3079	1425	2904	1297
Flt Permitted			0.997				0.980	
Satd. Flow (perm)	0	0	3176	0	3079	1425	2904	1297
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)			5			80		
Link Speed (mph)	35		35	35	35		45	
Link Distance (ft)	582		527	275	1315		301	
Travel Time (s)	11.3		10.3	5.4	25.6		4.6	
Volume (vph)	0	17	301	0	430	76	224	649
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	0	335	0	453	80	577	342
Turn Type		Perm				custom		Perm
Protected Phases			3		2	1	4	
Permitted Phases		3						4
Total Split (s)	0.0	18.0	18.0	0.0	39.0	13.0	30.0	30.0
Act Effct Green (s)			11.9		14.9	5.4	26.3	26.3
Actuated g/C Ratio			0.16		0.21	0.07	0.36	0.36
v/c Ratio			0.64		0.72	0.45	0.55	0.73
Uniform Delay, d1			28.2		27.2	0.0	18.7	20.4
Delay			29.5		27.6	10.1	20.9	30.6
LOS			C		C	B	C	C
Approach Delay			29.5		25.0		24.5	
Approach LOS			C		C		C	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 72.5
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 25.6 — Intersection LOS: C
Intersection Capacity Utilization 65.5% — ICU Level of Service B

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp

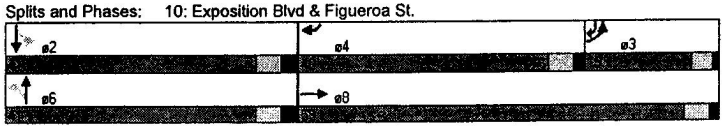


Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	0	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	3185	0	1433	5377	0	1593	2788	1426	0	2424	1520
Flt Permitted	0.950			0.485			0.108					
Satd. Flow (perm)	2884	3185	0	732	5377	0	181	2788	1426	0	2424	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					1			19	96			4
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	203		334			1647		582		
Travel Time (s)		24.9	4.0		6.5			32.1		11.3		
Volume (vph)	480	1072	0	262	1831	9	80	285	137	0	520	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	505	1128	0	276	1936	0	84	348	96	0	547	320
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	19.0	59.0	0.0	41.0	41.0	0.0	41.0	41.0	19.0	0.0	40.0	40.0
Act Effct Green (s)	15.2	52.0		40.0	40.0		40.0	40.0	15.2		32.8	32.8
Actuated g/C Ratio	0.15	0.52		0.40	0.40		0.40	0.40	0.15		0.33	0.33
v/c Ratio	1.15	0.68		0.94	0.90		1.17	0.31	0.32		0.69	0.64
Uniform Delay, d1	42.4	17.8		28.9	28.1		29.9	19.3	0.0		29.1	28.1
Delay	110.8	17.7		72.7	37.4		155.8	20.4	8.4		28.9	27.9
LOS	F	B		E	D		F	C	A		C	C
Approach Delay		46.4			41.8			39.8		28.5		
Approach LOS		D			D			D		C		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 40.8 — Intersection LOS: D
Intersection Capacity Utilization 90.2% — ICU Level of Service E

Splits and Phases: 10: Exposition Blvd & Figueroa St.

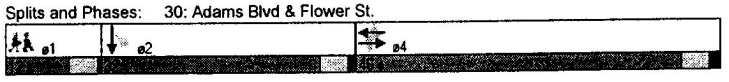


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR	SEL	ø1
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	50	50		50	50			50	50			
Trailing Detector (ft)	0	0		0	0			0	0			
Turning Speed (mph)	15		9	15		9		15		9	15	
Satd. Flow (prot)	1593	3087	0	1593	4444	0	0	0	4463	0	0	
Flt Permitted	0.149			0.258					0.992			
Satd. Flow (perm)	250	3087	0	433	4444	0	0	0	4463	0	0	
Right Turn on Red			Yes									
Satd. Flow (RTOR)		48										
Link Speed (mph)		35			35		35		35		35	
Link Distance (ft)		205			778		432		409		905	
Travel Time (s)		4.0			15.2		8.4		8.0		17.6	
Volume (vph)	41	608	157	96	958	231	0	57	266	41	0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	43	805	0	101	1251	0	0	0	383	0	0	
Turn Type	Perm			Perm				Perm				
Protected Phases		4			4				2			1
Permitted Phases	4			4				2				
Total Split (s)	46.0	46.0	0.0	46.0	46.0	0.0	0.0	32.0	32.0	0.0	0.0	12.0
Act Effct Green (s)	36.9	36.9		36.9	36.9				28.2			
Actuated g/C Ratio	0.43	0.43		0.43	0.43				0.33			
v/c Ratio	0.40	0.59		0.54	0.65				0.26			
Uniform Delay, d1	16.5	17.1		17.8	19.0				20.8			
Delay	18.2	17.0		19.2	18.9				22.1			
LOS	B	B		B	B				C			
Approach Delay		17.1			18.9				22.1			
Approach LOS		B			B				C			

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 85.2
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 18.8 — Intersection LOS: B
Intersection Capacity Utilization 54.4% — ICU Level of Service A

Splits and Phases: 30: Adams Blvd & Flower St.

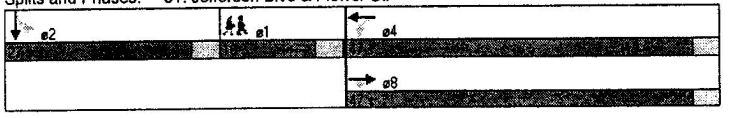


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	10	10	12	12	12	12	10	10	12
Storage Length (ft)	0		0	155		0	0		0	0		150
Storage Lanes	0		1	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		140	140	20	250					5	250	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	2973	1377	1486	2973	0	0	0	0	0	4170	0
Flt Permitted				0.256							0.989	
Satd. Flow (perm)	0	2973	1377	401	2973	0	0	0	0	0	4170	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166								17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			1253			1315			2334	
Travel Time (s)		9.5			24.4			25.6			45.5	
Volume (vph)	0	779	158	63	787	0	0	0	0	90	270	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	820	166	66	828	0	0	0	0	0	415	0
Turn Type			Perm	Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)	0.0	47.0	47.0	47.0	47.0	0.0	0.0	0.0	0.0	27.0	27.0	0.0
Act Effct Green (s)		30.6	30.6	30.6	30.6						23.3	
Actuated g/C Ratio		0.41	0.41	0.41	0.41						0.31	
v/c Ratio		0.67	0.25	0.40	0.68						0.31	
Uniform Delay, d1		17.6	0.0	15.3	17.7						18.4	
Delay		17.2	2.2	15.3	17.2						20.5	
LOS		B	A	B	B						C	
Approach Delay		14.6			17.1						20.5	
Approach LOS		B			B						C	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 74.2
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 16.6 — Intersection LOS: B
Intersection Capacity Utilization 52.6% — ICU Level of Service A

Splits and Phases: 31: Jefferson Blvd & Flower St.



Lane Group	ø1
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	16.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Uniform Delay, d1	
Delay	
LOS	
Approach Delay	
Approach LOS	

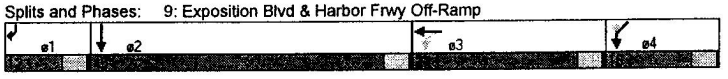
Intersection Summary

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	12
Storage Length (ft)			0			0	0	0
Storage Lanes			0			1	2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			90		254	254	205	205
Trailing Detector (ft)			6		248	248	10	10
Turning Speed (mph)			15			9	15	9
Satd. Flow (prot)	0	0	3179	0	3079	1425	2860	1297
Flt Permitted			0.998				0.986	
Satd. Flow (perm)	0	0	3179	0	3079	1425	2860	1297
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)			3			153		
Link Speed (mph)	35		35	35	35		45	
Link Distance (ft)	582		527	275	1315		301	
Travel Time (s)	11.3		10.3	5.4	25.6		4.6	
Volume (vph)	0	21	616	0	1100	205	58	301
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	0	670	0	1158	216	219	159
Turn Type		Perm				custom		Perm
Protected Phases			3		2	1	4	
Permitted Phases		3						4
Total Split (s)	0.0	27.0	27.0	0.0	45.0	12.0	16.0	16.0
Act Effct Green (s)			22.0		38.9	6.9	12.1	12.1
Actuated g/C Ratio			0.23		0.41	0.07	0.13	0.13
v/c Ratio			0.92		0.93	0.88	0.88dr	0.98
Uniform Delay, d1			35.9		27.1	12.7	39.6	41.7
Delay			47.0		33.6	31.6	41.4	106.1
LOS			D		C	C	D	F
Approach Delay			47.0		33.3		68.6	
Approach LOS			D		C		E	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 95.9
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 42.6 Intersection LOS: D
Intersection Capacity Utilization 80.7% ICU Level of Service D
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp

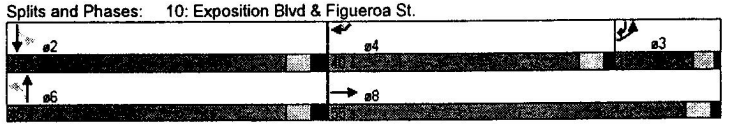


Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	0	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	3185	0	1433	5361	0	1593	2848	1426	0	2424	1520
Flt Permitted	0.950			0.098			0.260					
Satd. Flow (perm)	2884	3185	0	148	5361	0	436	2848	1426	0	2424	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					6				205			60
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	203		334			1647		582		
Travel Time (s)		24.9	4.0		6.5			32.1		11.3		
Volume (vph)	306	648	0	165	799	21	139	1041	264	0	908	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	322	682	0	174	863	0	146	1096	278	0	956	262
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	15.0	55.0	0.0	45.0	45.0	0.0	45.0	45.0	15.0	0.0	40.0	40.0
Act Effct Green (s)	11.0	51.0		41.0	41.0		41.0	41.0	11.0		36.0	36.0
Actuated g/C Ratio	0.11	0.51		0.41	0.41		0.41	0.41	0.11		0.36	0.36
v/c Ratio	1.02	0.42		2.85	0.39		0.82	0.94	0.82		1.10	0.45
Uniform Delay, d1	44.5	15.3		29.6	20.6		26.2	28.3	11.1		32.0	18.3
Delay	86.4	15.5		329.1	20.7		47.0	37.3	21.8		79.8	18.9
LOS	F	B		F	C		D	D	C		E	B
Approach Delay		38.2			72.5			35.4		66.7		
Approach LOS		D			E			D		E		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.85
Intersection Signal Delay: 52.0 Intersection LOS: D
Intersection Capacity Utilization 108.3% ICU Level of Service F

Splits and Phases: 10: Exposition Blvd & Figueroa St.

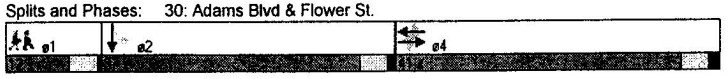


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR	SEL	ø1
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	50	50		50	50			50	50			
Trailing Detector (ft)	0	0		0	0			0	0			
Turning Speed (mph)	15		9	15		9		15		9	15	
Satd. Flow (prot)	1593	2991	0	1593	4513	0	0	0	4536	0	0	
Flt Permitted	0.108			0.156					0.999			
Satd. Flow (perm)	181	2991	0	262	4513	0	0	0	4536	0	0	
Right Turn on Red			Yes									
Satd. Flow (RTOR)		219										
Link Speed (mph)		35			35		35		35		35	
Link Distance (ft)		205			778		432		409		905	
Travel Time (s)		4.0			15.2		8.4		8.0		17.6	
Volume (vph)	16	553	377	150	1470	151	0	22	1411	81	0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Group Flow (vph)	17	979	0	158	1706	0	0	0	1593	0	0	
Turn Type	Perm			Perm				Perm				
Protected Phases		4			4				2			1
Permitted Phases	4			4				2				
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	0.0	37.0	37.0	0.0	0.0	12.0
Act Effct Green (s)	37.0	37.0		37.0	37.0				33.0			
Actuated g/C Ratio	0.41	0.41		0.41	0.41				0.37			
v/c Ratio	0.23	0.72		1.46	0.92				0.96			
Uniform Delay, d1	17.2	16.7		26.5	25.1				27.8			
Delay	19.8	17.1		195.3	29.5				37.6			
LOS	B	B		F	C				D			
Approach Delay		17.2			43.5				37.6			
Approach LOS		B			D				D			

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 35.5 — Intersection LOS: D
Intersection Capacity Utilization 90.0% — ICU Level of Service D

Splits and Phases: 30: Adams Blvd & Flower St.

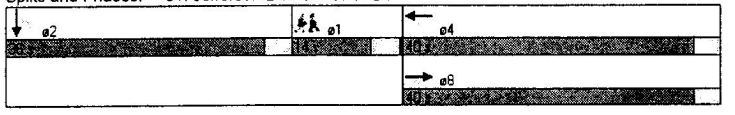


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	10	10	12	12	12	12	10	10	12
Storage Length (ft)	0		0	155		0	0		0	0		150
Storage Lanes	0		1	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		140	140	20	250					5	250	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	2973	1377	1486	2973	0	0	0	0	0	4212	0
Flt Permitted				0.283							0.996	
Satd. Flow (perm)	0	2973	1377	443	2973	0	0	0	0	0	4212	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263								14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			1253			1315			2334	
Travel Time (s)		9.5			24.4			25.6			45.5	
Volume (vph)	0	659	273	128	1059	0	0	0	0	125	1203	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	694	287	135	1115	0	0	0	0	0	1498	0
Turn Type			Perm	Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)	0.0	40.0	40.0	40.0	40.0	0.0	0.0	0.0	0.0	36.0	36.0	0.0
Act Effct Green (s)		36.0	36.0	36.0	36.0						32.0	
Actuated g/C Ratio		0.41	0.41	0.41	0.41						0.36	
v/c Ratio		0.57	0.40	0.75	0.92						0.97	
Uniform Delay, d1		20.0	1.3	22.1	24.6						27.3	
Delay		20.4	3.2	36.3	31.1						40.0	
LOS		C	A	D	C						D	
Approach Delay		15.4			31.7						40.0	
Approach LOS		B			C						D	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 88
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 30.7 — Intersection LOS: C
Intersection Capacity Utilization 73.5% — ICU Level of Service C

Splits and Phases: 31: Jefferson Blvd & Flower St.



Lane Group	ø1
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Total Split (s)	14.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Uniform Delay, d1	
Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Level of Service Analysis
Year 2020 With LRT – Flower Eastside with Grade Separation
AM & PM Peak

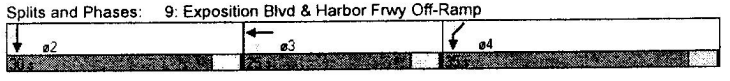
9: Exposition Blvd & Harbor Frwy Off-Ramp

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	12
Storage Length (ft)		0				0	0	0
Storage Lanes		0				1	2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		90	90		254	254	205	205
Trailing Detector (ft)		6	6		248	248	10	10
Turning Speed (mph)		15				9	15	9
Satd. Flow (prot)	0	0	3176	0	6158	1083	2904	1297
Flt Permitted			0.997				0.980	
Satd. Flow (perm)	0	0	3176	0	6158	1083	2904	1297
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)			6			80		
Link Speed (mph)	35		35	35	35		45	
Link Distance (ft)	582		527	275	1315		301	
Travel Time (s)	11.3		10.3	5.4	25.6		4.6	
Volume (vph)	0	17	301	0	430	76	224	649
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	0	335	0	453	80	577	342
Turn Type		Perm				Perm		Perm
Protected Phases			3		2		4	
Permitted Phases		3				2		4
Total Split (s)	0.0	25.0	25.0	0.0	30.0	30.0	35.0	35.0
Act Effct Green (s)			10.9		11.2	11.2	22.0	22.0
Actuated g/C Ratio			0.19		0.20	0.20	0.39	0.39
v/c Ratio			0.54		0.37	0.29	0.51	0.68
Uniform Delay, d1			19.9		19.4	0.0	12.9	14.1
Delay			22.0		22.2	7.5	13.3	15.1
LOS			C		C	A	B	B
Approach Delay			22.0		20.0		13.9	
Approach LOS			C		C		B	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 56.7
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 17.3 — Intersection LOS: B
Intersection Capacity Utilization 60.0% — ICU Level of Service A

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp



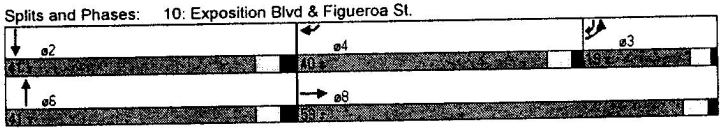
10: Exposition Blvd & Figueroa St.

Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	0	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	5767	0	1433	5377	0	1593	2788	1426	0	3141	1520
Flt Permitted	0.950			0.485			0.108					
Satd. Flow (perm)	2884	5767	0	732	5377	0	181	2788	1426	0	3141	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					1			19	96			4
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	203		334			1647		582		
Travel Time (s)		24.9	4.0		6.5			32.1		11.3		
Volume (vph)	480	1072	0	262	1831	9	80	285	137	0	520	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	505	1128	0	276	1936	0	84	348	96	0	547	320
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	19.0	59.0	0.0	41.0	41.0	0.0	41.0	41.0	19.0	0.0	40.0	40.0
Act Effct Green (s)	15.0	50.6		41.4	41.4		41.4	41.4	15.0		31.6	31.6
Actuated g/C Ratio	0.15	0.51		0.41	0.41		0.41	0.41	0.15		0.32	0.32
v/c Ratio	1.17	0.39		0.91	0.87		1.12	0.30	0.32		0.55	0.66
Uniform Delay, d1	42.5	15.2		27.5	26.8		29.3	18.4	0.0		28.3	29.2
Delay	113.6	14.9		68.4	35.7		152.3	19.8	8.4		27.7	28.6
LOS	F	B		E	D		F	B	A		C	C
Approach Delay		45.4			39.8			38.8		28.1		
Approach LOS		D			D			D		C		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 39.5 — Intersection LOS: D
Intersection Capacity Utilization 83.1% — ICU Level of Service D

Splits and Phases: 10: Exposition Blvd & Figueroa St.



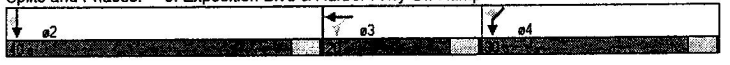
9: Exposition Blvd & Harbor Frwy Off-Ramp

Lane Group	EBT	WBL	WBT	NBT	SBT	SBR	SWL	SWR
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	12
Storage Length (ft)		0				0	0	0
Storage Lanes		0				1	2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		90	90		254	254	205	205
Trailing Detector (ft)		6	6		248	248	10	10
Turning Speed (mph)		15				9	15	9
Satd. Flow (prot)	0	0	3179	0	6158	1083	2860	1297
Flt Permitted			0.998				0.986	
Satd. Flow (perm)	0	0	3179	0	6158	1083	2860	1297
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)			3			165		
Link Speed (mph)	35		35	35	35		45	
Link Distance (ft)	582		527	275	1315		301	
Travel Time (s)	11.3		10.3	5.4	25.6		4.6	
Volume (vph)	0	21	616	0	1100	205	58	301
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	0	670	0	1158	216	219	159
Turn Type		Perm				Perm		Perm
Protected Phases			3		2		4	
Permitted Phases		3				2		4
Total Split (s)	0.0	20.0	20.0	0.0	40.0	40.0	30.0	30.0
Act Effct Green (s)			16.6		24.0	24.0	14.6	14.6
Actuated g/C Ratio			0.25		0.35	0.35	0.22	0.22
v/c Ratio			0.86		0.53	0.44	0.36	0.57
Uniform Delay, d1			24.0		17.1	3.5	22.3	23.4
Delay			49.7		17.2	5.4	23.8	25.9
LOS			D		B	A	C	C
Approach Delay			49.7		15.3		24.7	
Approach LOS			D		B		C	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 67.7
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 26.3 — Intersection LOS: C
Intersection Capacity Utilization 61.1% — ICU Level of Service B

Splits and Phases: 9: Exposition Blvd & Harbor Frwy Off-Ramp



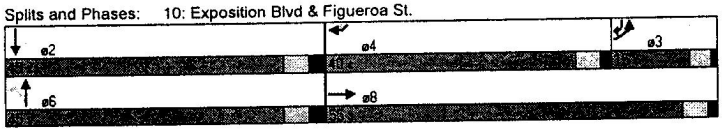
10: Exposition Blvd & Figueroa St.

Lane Group	EBL2	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	9	10	12	12	10	15	12	11	14
Storage Length (ft)				102			200		0	0	0	
Storage Lanes				1			1		1	0	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	200	200		150	150		200	200	200		150	150
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turning Speed (mph)	15			15		9	15		9	15	9	9
Satd. Flow (prot)	2884	5767	0	1433	5361	0	1593	2848	1426	0	3141	1520
Flt Permitted	0.950			0.098			0.260					
Satd. Flow (perm)	2884	5767	0	148	5361	0	436	2848	1426	0	3141	1520
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)					6				205			60
Link Speed (mph)		35	35		35			35		35		
Link Distance (ft)		1277	203		334			1647		582		
Travel Time (s)		24.9	4.0		6.5			32.1		11.3		
Volume (vph)	306	648	0	165	799	21	139	1041	264	0	908	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	322	682	0	174	863	0	146	1096	278	0	956	262
Turn Type	custom	custom		Perm			Perm		Over			Perm
Protected Phases	3	8			6			2	3		4	
Permitted Phases	3			6			2				4	4
Total Split (s)	15.0	55.0	0.0	45.0	45.0	0.0	45.0	45.0	15.0	0.0	40.0	40.0
Act Effct Green (s)	11.0	51.0		41.0	41.0		41.0	41.0	11.0		36.0	36.0
Actuated g/C Ratio	0.11	0.51		0.41	0.41		0.41	0.41	0.11		0.36	0.36
v/c Ratio	1.02	0.23		2.85	0.39		0.82	0.94	0.82		0.85	0.45
Uniform Delay, d1	44.5	13.6		29.6	20.6		26.2	28.3	11.1		29.4	18.3
Delay	86.4	13.7		329.1	20.7		47.0	37.3	21.8		31.7	18.9
LOS	F	B		F	C		D	D	C		C	B
Approach Delay		37.0			72.5			35.4		28.9		
Approach LOS		D			E			D		C		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.85
Intersection Signal Delay: 42.1 — Intersection LOS: D
Intersection Capacity Utilization 95.9% — ICU Level of Service E

Splits and Phases: 10: Exposition Blvd & Figueroa St.



Level of Service Analysis
Year 2020 With & Without LRT – Crenshaw Station
AM & PM Peak

Crenshaw Park N Ride Station
Traffic Impact Study

Scenario Report

Scenario:	Year 2020 AM peak - With Project
Command:	Default Command
Volume:	Year 2020 AM peak - With Project
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	AM Peak
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Crenshaw Park N Ride Station
Traffic Impact Study

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Crenshaw Par	868.00	Parking Struct	0.31	0.02	269	17	286	85.1
	Zone 1 Subtotal					269	17	286	85.1
2	Kiss and Rid	82.00	Kiss and Ride	0.31	0.31	25	25	50	14.9
	Zone 2 Subtotal					25	25	50	14.9
TOTAL						294	42	336	100.0

Crenshaw Park N Ride Station
Traffic Impact Study

Trip Distribution Report

Percent Of Trips AM Peak

Zone	To Gates 1	3	4	5	6	8
1	15.0	12.0	14.0	36.0	6.0	17.0
2	50.0	0.0	0.0	50.0	0.0	0.0

Crenshaw Park N Ride Station
Traffic Impact Study

Turning Movement Report
AM Peak

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 36th St/Crenshaw Blvd													
Base	47	1438	16	7	2342	51	22	1	60	1	3	27	4015
Added	0	0	135	53	0	0	0	0	0	5	0	3	196
Total	47	1438	151	60	2342	51	22	1	60	6	3	30	4211
#2 Exposition Blvd/Crenshaw Blvd													
Base	45	1477	17	67	914	23	29	170	22	19	455	195	3433
Added	0	135	29	0	5	0	0	32	0	4	2	0	207
Total	45	1612	46	67	919	23	29	202	22	23	457	195	3640
#3 Rodeo Rd/Crenshaw Blvd													
Base	77	1201	96	83	1956	46	64	322	117	154	393	35	4544
Added	0	109	0	1	6	2	38	0	0	0	0	16	172
Total	77	1310	96	84	1962	48	102	322	117	154	393	51	4716

Crenshaw Park N Ride Station
Traffic Impact Study

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 36th St/Crenshaw Blvd	A	2.6	0.505	A	3.4	0.534	+ 0.795 D/V
# 2 Exposition Blvd/Crenshaw Blvd	C	27.5	0.729	C	28.5	0.764	+ 1.008 D/V
# 3 Rodeo Rd/Crenshaw Blvd	B	17.8	0.905	B	18.2	0.917	+ 0.375 D/V

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 36th St/Crenshaw Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	1438	16	7	2342	51	22	1	60	1	3	27
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:	47	1438	16	7	2342	51	22	1	60	1	3	27
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:	47	1438	16	7	2342	51	22	1	60	1	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1438	16	7	2342	51	22	1	60	1	3	27
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
Final Vol.:	47	1438	16	7	2342	51	22	1	60	1	3	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.91	0.91	0.95	0.91	0.91	0.84	0.84	0.84	0.88	0.88	0.88
Lanes:	1.00	2.97	0.03	1.00	2.94	0.06	0.27	0.01	0.72	0.03	0.10	0.87
Final Sat.:	104	5120	57	1805	5061	110	425	19	1160	54	161	1451
Capacity Analysis Module:												
Vol/Sat:	0.45	0.28	0.28	0.00	0.46	0.46	0.05	0.05	0.05	0.02	0.02	0.02
Crit Moves:	****			****				****				
Green/Cycle:	0.85	0.85	0.85	0.05	0.90	0.90	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.53	0.33	0.33	0.08	0.51	0.51	0.52	0.52	0.52	0.19	0.19	0.19
Delay/Veh:	8.0	1.6	1.6	45.7	1.0	1.0	45.7	45.7	45.7	41.8	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	1.6	1.6	45.7	1.0	1.0	45.7	45.7	45.7	41.8	41.8	41.8
DesignQueue:	0	13	0	0	15	0	1	0	3	0	0	1

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 36th St/Crenshaw Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	1438	16	7	2342	51	22	1	60	1	3	27
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:	47	1438	16	7	2342	51	22	1	60	1	3	27
Added Vol:	0	0	135	53	0	0	0	0	0	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1438	151	60	2342	51	22	1	60	6	3	30
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:	47	1438	151	60	2342	51	22	1	60	6	3	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1438	151	60	2342	51	22	1	60	6	3	30
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
Final Vol.:	47	1438	151	60	2342	51	22	1	60	6	3	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.95	0.91	0.91	0.85	0.85	0.85	0.85	0.85	0.85
Lanes:	1.00	2.71	0.29	1.00	2.94	0.06	0.27	0.01	0.72	0.15	0.08	0.77
Final Sat.:	104	4628	486	1805	5061	110	428	19	1168	249	125	1247
Capacity Analysis Module:												
Vol/Sat:	0.45	0.31	0.31	0.03	0.46	0.46	0.05	0.05	0.05	0.02	0.02	0.02
Crit Moves:	****			****				****				
Green/Cycle:	0.84	0.84	0.84	0.06	0.90	0.90	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.54	0.37	0.37	0.54	0.51	0.51	0.51	0.51	0.51	0.24	0.24	0.24
Delay/Veh:	8.8	2.0	2.0	50.6	1.0	1.0	45.5	45.5	45.5	42.3	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	2.0	2.0	50.6	1.0	1.0	45.5	45.5	45.5	42.3	42.3	42.3
DesignQueue:	0	14	1	3	15	0	1	0	3	0	0	2

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Exposition Blvd/Crenshaw Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 4 (Y+R = 12 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	5	10	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	45	1477	17	67	914	23	29	170	22	19	455	195
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:	45	1477	17	67	914	23	29	170	22	19	455	195
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:	45	1477	17	67	914	23	29	170	22	19	455	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1477	17	67	914	23	29	170	22	19	455	195
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
Final Vol.:	45	1477	17	67	914	23	29	170	22	19	455	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.98	0.98	0.95	0.96	0.96
Lanes:	1.00	2.97	0.03	1.00	2.93	0.07	1.00	0.89	0.11	1.00	0.70	0.30
Final Sat.:	1805	5118	59	1805	5039	127	1805	1654	214	1805	1270	544
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.04	0.18	0.18	0.02	0.10	0.10	0.01	0.36	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.39	0.00	0.05	0.41	0.00	0.05	0.39	0.00	0.05	0.39	0.00
Volume/Cap:	0.36	0.74	xxxx	0.74	0.44	xxxx	0.32	0.26	xxxx	0.21	0.92	xxxx
Delay/Veh:	46.1	27.6	0.0	74.7	21.4	0.0	47.9	20.9	0.0	46.8	46.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	27.6	0.0	74.7	21.4	0.0	47.9	20.9	0.0	46.8	46.0	0.0
DesignQueue:	2	54	1	4	31	1	2	6	1	1	17	12

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Exposition Blvd/Crenshaw Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	4 (Y+R = 12 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	5	10	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	45	1477	17	67	914	23	29	170	22	19	455	195
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:	45	1477	17	67	914	23	29	170	22	19	455	195
Added Vol:	0	135	29	0	5	0	0	32	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1612	46	67	919	23	29	202	22	23	457	195
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:	45	1612	46	67	919	23	29	202	22	23	457	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1612	46	67	919	23	29	202	22	23	457	195
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
Final Vol.:	45	1612	46	67	919	23	29	202	22	23	457	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.99	0.99	0.95	0.96	0.96
Lanes:	1.00	2.92	0.08	1.00	2.93	0.07	1.00	0.90	0.10	1.00	0.70	0.30
Final Sat.:	1805	5023	143	1805	5040	126	1805	1688	184	1805	1272	543
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.04	0.18	0.18	0.02	0.12	0.12	0.01	0.36	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.39	0.00	0.05	0.41	0.00	0.05	0.39	0.00	0.05	0.39	0.00
Volume/Cap:	0.36	0.82	xxxx	0.74	0.44	xxxx	0.32	0.31	xxxx	0.25	0.92	xxxx
Delay/Veh:	46.1	30.3	0.0	74.7	21.4	0.0	47.9	21.4	0.0	47.2	46.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	30.3	0.0	74.7	21.4	0.0	47.9	21.4	0.0	47.2	46.5	0.0
DesignQueue:	2	59	3	4	31	1	2	7	1	1	17	12

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Rodeo Rd/Crenshaw Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.905
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	17.8
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	77	1201	96	83	1956	46	64	322	117	154	393	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1201	96	83	1956	46	64	322	117	154	393	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1201	96	83	1956	46	64	322	117	154	393	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1201	96	83	1956	46	64	322	117	154	393	35
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
Final Vol.:	77	1201	96	83	1956	46	64	322	117	154	393	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.90	0.90	0.95	0.91	0.91	0.34	0.91	0.91	0.30	0.95	0.85
Lanes:	1.00	2.78	0.22	1.00	2.93	0.07	1.00	1.47	0.53	1.00	2.00	1.00
Final Sat.:	131	4750	380	1805	5053	119	640	2542	924	566	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.59	0.25	0.25	0.05	0.39	0.39	0.10	0.13	0.13	0.27	0.11	0.02
Crit Moves:	****			****						****		
Green/Cycle:	0.68	0.68	0.68	0.05	0.73	0.73	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.87	0.37	0.37	0.91	0.53	0.53	0.37	0.47	0.47	1.01	0.40	0.08
Delay/Veh:	66.5	7.0	7.0	111.0	6.1	6.1	30.9	30.8	30.8	110.5	30.1	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	7.0	7.0	111.0	6.1	6.1	30.9	30.8	30.8	110.5	30.1	27.3
DesignQueue:	1	23	2	4	32	1	3	13	5	6	16	1

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rodeo Rd/Crenshaw Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	77	1201	96	83	1956	46	64	322	117	154	393	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1201	96	83	1956	46	64	322	117	154	393	35
Added Vol:	0	109	0	1	6	2	38	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1310	96	84	1962	48	102	322	117	154	393	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1310	96	84	1962	48	102	322	117	154	393	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1310	96	84	1962	48	102	322	117	154	393	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	1310	96	84	1962	48	102	322	117	154	393	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.90	0.90	0.95	0.91	0.91	0.33	0.91	0.91	0.30	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.93	0.07	1.00	1.47	0.53	1.00	2.00	1.00
Final Sat.:	129	4785	351	1805	5043	123	635	2542	924	561	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.60	0.27	0.27	0.05	0.39	0.39	0.16	0.13	0.13	0.27	0.11	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.68	0.68	0.68	0.05	0.73	0.73	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.87	0.40	0.40	0.91	0.53	0.53	0.60	0.47	0.47	1.03	0.41	0.12
Delay/Veh:	69.3	7.1	7.1	113.6	6.0	6.0	37.8	31.1	31.1	117.2	30.4	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	7.1	7.1	113.6	6.0	6.0	37.8	31.1	31.1	117.2	30.4	27.8
DesignQueue:	1	25	2	4	32	1	4	14	5	6	16	2

Crenshaw Park N Ride Station
Traffic Impact Study

Scenario Report

Scenario:	Year 2020 PM peak - With Project
Command:	Default Command
Volume:	Year 2020 PM peak - With Project
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	PM Peak
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Crenshaw Park N Ride Station
Traffic Impact Study

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Crenshaw Par	868.00	Parking Struct	0.05	0.44	43	382	425	85.5
	Zone 1 Subtotal					43	382	425	85.5
2	Kiss and Rid	82.00	Kiss and Ride	0.44	0.44	36	36	72	14.5
	Zone 2 Subtotal					36	36	72	14.5
TOTAL						79	418	497	100.0

Crenshaw Park N Ride Station
Traffic Impact Study

Trip Distribution Report

Percent Of Trips PM Peak

Zone	To Gates 1	3	4	5	6	8
1	15.0	12.0	14.0	36.0	6.0	17.0
2	50.0	0.0	0.0	50.0	0.0	0.0

Crenshaw Park N Ride Station
Traffic Impact Study

Turning Movement Report
PM Peak

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 36th St/Crenshaw Blvd													
Base	36	2073	7	19	1585	32	22	0	50	2	0	86	3912
Added	0	0	22	24	0	0	0	0	0	122	0	57	225
Total	36	2073	29	43	1585	32	22	0	50	124	0	143	4137
#2 Exposition Blvd/Crenshaw Blvd													
Base	43	1257	18	113	1704	29	33	309	36	34	216	91	3883
Added	0	22	21	0	122	0	0	5	0	92	46	0	308
Total	43	1279	39	113	1826	29	33	314	36	126	262	91	4191
#3 Rodeo Rd/Crenshaw Blvd													
Base	135	1402	293	201	1683	426	332	1088	113	178	1001	200	7052
Added	0	33	0	23	138	53	6	0	0	0	0	3	256
Total	135	1435	293	224	1821	479	338	1088	113	178	1001	203	7308

Crenshaw Park N Ride Station
Traffic Impact Study

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 36th St/Crenshaw Blvd	A	3.6	0.465	B	10.8	0.609	+ 7.151 D/V
# 2 Exposition Blvd/Crenshaw Blvd	C	31.8	0.586	D	40.1	0.666	+ 8.287 D/V
# 3 Rodeo Rd/Crenshaw Blvd	E	74.3	1.838	E	78.7	1.891	+ 4.464 D/V

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 36th St/Crenshaw Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		5	10	10		10	10	10		10	10	10	
Lanes:	1	0	2	1 0	1	0	2	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	36	2073		7	19	1585		32	22		0	50	2		0	86
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	36	2073		7	19	1585		32	22		0	50	2		0	86
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	36	2073		7	19	1585		32	22		0	50	2		0	86
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	36	2073		7	19	1585		32	22		0	50	2		0	86
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	36	2073		7	19	1585		32	22		0	50	2		0	86
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.13	0.91		0.91	0.95	0.91		0.91	0.76		1.00	0.76	0.86		1.00	0.86
Lanes:	1.00	2.99		0.01	1.00	2.94		0.06	0.31		0.00	0.69	0.02		0.00	0.98
Final Sat.:	255	5170		17	1805	5069		102	443		0	1008	37		0	1605
Capacity Analysis Module:																
Vol/Sat:	0.14	0.40		0.40	0.01	0.31		0.31	0.05		0.00	0.05	0.05		0.00	0.05
Crit Moves:		****			****								****			
Green/Cycle:	0.84	0.84		0.84	0.05	0.89		0.89	0.11		0.00	0.11	0.11		0.00	0.11
Volume/Cap:	0.17	0.48		0.48	0.21	0.35		0.35	0.44		0.00	0.44	0.48		0.00	0.48
Delay/Veh:	1.9	2.3		2.3	46.8	1.0		1.0	43.4		0.0	43.4	43.6		0.0	43.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	1.9	2.3		2.3	46.8	1.0		1.0	43.4		0.0	43.4	43.6		0.0	43.6
DesignQueue:	0	21		0	1	11		0	1		0	2	0		0	4

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 36th St/Crenshaw Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.609
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	36	2073	7	19	1585	32	22	0	50	2	0	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2073	7	19	1585	32	22	0	50	2	0	86
Added Vol:	0	0	22	24	0	0	0	0	0	122	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2073	29	43	1585	32	22	0	50	124	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2073	29	43	1585	32	22	0	50	124	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2073	29	43	1585	32	22	0	50	124	0	143
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
Final Vol.:	36	2073	29	43	1585	32	22	0	50	124	0	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.91	0.91	0.95	0.91	0.91	0.82	1.00	0.82	0.79	1.00	0.79
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.31	0.00	0.69	0.46	0.00	0.54
Final Sat.:	213	5105	71	1805	5069	102	475	0	1079	694	0	800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.41	0.02	0.31	0.31	0.05	0.00	0.05	0.18	0.00	0.18
Crit Moves:		****			****					****		
Green/Cycle:	0.66	0.66	0.66	0.05	0.71	0.71	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.26	0.62	0.62	0.48	0.44	0.44	0.16	0.00	0.16	0.61	0.00	0.61
Delay/Veh:	8.0	10.1	10.1	50.2	6.2	6.2	26.5	0.0	26.5	33.2	0.0	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	10.1	10.1	50.2	6.2	6.2	26.5	0.0	26.5	33.2	0.0	33.2
DesignQueue:	1	43	1	2	28	1	1	0	2	5	0	6

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Exposition Blvd/Crenshaw Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.586
Loss Time (sec):	4 (Y+R = 12 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	27	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	5	10	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	43	1257	18	113	1704	29	33	309	36	34	216	91
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:	43	1257	18	113	1704	29	33	309	36	34	216	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1257	18	113	1704	29	33	309	36	34	216	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1257	18	113	1704	29	33	309	36	34	216	91
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
Final Vol.:	43	1257	18	113	1704	29	33	309	36	34	216	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.98	0.98	0.95	0.96	0.96
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	1.00	0.90	0.10	1.00	0.70	0.30
Final Sat.:	1805	5104	73	1805	5085	87	1805	1675	195	1805	1278	538
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.06	0.34	0.34	0.02	0.18	0.18	0.02	0.17	0.17
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.39	0.00	0.05	0.41	0.00	0.05	0.39	0.00	0.05	0.39	0.00
Volume/Cap:	0.34	0.63	xxxx	1.25	0.82	xxxx	0.37	0.47	xxxx	0.38	0.43	xxxx
Delay/Veh:	45.9	25.3	0.0	224.4	28.8	0.0	48.5	23.3	0.0	48.6	22.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	25.3	0.0	224.4	28.8	0.0	48.5	23.3	0.0	48.6	22.8	0.0
DesignQueue:	2	45	1	6	61	2	2	11	2	2	8	5

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Exposition Blvd/Crenshaw Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.666
Loss Time (sec):	4 (Y+R = 12 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	32	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	5	10	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	1257	18	113	1704	29	33	309	36	34	216	91
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:	43	1257	18	113	1704	29	33	309	36	34	216	91
Added Vol:	0	22	21	0	122	0	0	5	0	92	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1279	39	113	1826	29	33	314	36	126	262	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1279	39	113	1826	29	33	314	36	126	262	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1279	39	113	1826	29	33	314	36	126	262	91
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
Final Vol.:	43	1279	39	113	1826	29	33	314	36	126	262	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.99	0.99	0.95	0.96	0.96
Lanes:	1.00	2.91	0.09	1.00	2.95	0.05	1.00	0.90	0.10	1.00	0.74	0.26
Final Sat.:	1805	5013	153	1805	5096	81	1805	1679	192	1805	1355	471
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.06	0.36	0.36	0.02	0.19	0.19	0.07	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.39	0.00	0.05	0.41	0.00	0.05	0.39	0.00	0.05	0.39	0.00
Volume/Cap:	0.34	0.65	xxxx	1.25	0.87	xxxx	0.37	0.48	xxxx	1.40	0.50	xxxx
Delay/Veh:	45.9	25.8	0.0	224.4	31.5	0.0	48.5	23.4	0.0	279.7	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	25.8	0.0	224.4	31.5	0.0	48.5	23.4	0.0	279.7	23.6	0.0
DesignQueue:	2	46	2	6	65	2	2	11	2	7	9	5

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Rodeo Rd/Crenshaw Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.838
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	74.3
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	135	1402	293	201	1683	426	332	1088	113	178	1001	200
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:	135	1402	293	201	1683	426	332	1088	113	178	1001	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1402	293	201	1683	426	332	1088	113	178	1001	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1402	293	201	1683	426	332	1088	113	178	1001	200
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
Final Vol.:	135	1402	293	201	1683	426	332	1088	113	178	1001	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.89	0.89	0.95	0.88	0.88	0.18	0.94	0.94	0.12	0.95	0.85
Lanes:	1.00	2.48	0.52	1.00	2.39	0.61	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	179	4179	873	1805	4015	1016	342	3225	335	228	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.76	0.34	0.34	0.11	0.42	0.42	0.97	0.34	0.34	0.78	0.28	0.12
Crit Moves:	****				****			****				
Green/Cycle:	0.42	0.42	0.42	0.05	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.78	0.79	0.79	2.26	0.88	0.88	1.85	0.64	0.64	1.48	0.53	0.24
Delay/Veh:	427.2	26.9	26.9	648.2	28.1	28.1	425.1	17.7	17.7	280.7	15.8	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	427.2	26.9	26.9	648.2	28.1	28.1	425.1	17.7	17.7	280.7	15.8	13.0
DesignQueue:	4	49	10	11	55	14	9	31	3	5	28	5

Crenshaw Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rodeo Rd/Crenshaw Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.891
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	78.7
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	135	1402	293	201	1683	426	332	1088	113	178	1001	200
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:	135	1402	293	201	1683	426	332	1088	113	178	1001	200
Added Vol:	0	33	0	23	138	53	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1435	293	224	1821	479	338	1088	113	178	1001	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1435	293	224	1821	479	338	1088	113	178	1001	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1435	293	224	1821	479	338	1088	113	178	1001	203
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
Final Vol.:	135	1435	293	224	1821	479	338	1088	113	178	1001	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.89	0.89	0.95	0.88	0.88	0.18	0.94	0.94	0.12	0.95	0.85
Lanes:	1.00	2.49	0.51	1.00	2.38	0.62	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	179	4200	858	1805	3979	1047	334	3225	335	220	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.76	0.34	0.34	0.12	0.46	0.46	1.01	0.34	0.34	0.81	0.28	0.13
Crit Moves:	****			****			****					
Green/Cycle:	0.42	0.42	0.42	0.06	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	1.78	0.80	0.80	2.17	0.95	0.95	1.95	0.65	0.65	1.56	0.54	0.24
Delay/Veh:	427.4	27.4	27.4	605.7	33.9	33.9	472.2	18.4	18.4	313.6	16.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	427.4	27.4	27.4	605.7	33.9	33.9	472.2	18.4	18.4	313.6	16.4	13.4
DesignQueue:	4	50	10	12	59	15	9	32	3	5	29	6

Level of Service Analysis
Year 2020 With & Without LRT – La Cienega Station
AM & PM Peak

La Cienega Park N Ride Station
Traffic Impact Study

Scenario Report

Scenario:	Year 2020 AM peak - With Project
Command:	Default Command
Volume:	Year 2020 AM Peak - With Project
Geometry:	Future AM
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	AM Peak
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

La Cienega Park N Ride Station
Traffic Impact Study

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	La Cienega P	530.00	Parking Struct	0.31	0.02	164	11	175	42.7
	Zone 1 Subtotal					164	11	175	42.7
2	La Cienega P	530.00	Parking Lot	0.31	0.02	164	11	175	42.7
	Zone 2 Subtotal					164	11	175	42.7
3	Kiss & Ride	97.00	Parking KissNR	0.31	0.31	30	30	60	14.6
	Zone 3 Subtotal					30	30	60	14.6
TOTAL						358	52	410	100.0

La Cienega Park N Ride Station
Traffic Impact Study

Trip Distribution Report

Percent Of Trips AM Peak

	To Gates			
	2	4	5	6
Zone				
1	19.0	0.0	50.0	21.0
2	3.0	2.0	0.0	5.0
3	50.0	0.0	50.0	0.0

La Cienega Park N Ride Station
Traffic Impact Study

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 La Cienega Blvd/Jefferson Blvd													
Base	94	2614	119	23	1800	426	340	485	102	262	810	97	7172
Added	0	0	0	51	0	0	0	3	0	0	0	2	56
Bus	0	0	8	0	0	0	0	0	0	6	0	0	14
Total	94	2614	127	74	1800	426	340	488	102	268	810	99	7242
#2 Jefferson Blvd/National Blvd													
Base	0	563	0	0	766	776	315	0	155	0	12	0	2587
Added	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	566	0	0	766	776	315	0	155	0	12	0	2590
#3 Jefferson Blvd/La Cienega Station Drwy													
Base	0	0	0	0	0	0	0	627	0	0	1169	0	1796
Added	2	0	2	0	0	0	0	8	31	34	1	0	78
Bus	6	0	0	0	0	0	0	8	0	8	0	0	22
Total	8	0	2	0	0	0	0	643	31	42	1170	0	1896

La Cienega Park N Ride Station
Traffic Impact Study

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 La Cienega Blvd/Jefferson Blvd	D	38.7	0.999	D	39.7	0.999	+ 1.067 D/V
# 2 Jefferson Blvd/National Blvd	C	29.8	0.422	C	29.8	0.422	-0.005 D/V
# 3 Jefferson Blvd/La Cienega Stat	A	0.0	0.324	A	1.6	0.330	+ 1.560 D/V

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 La Cienega Blvd/Jefferson Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5		10	10	5		10	0	5		10	10	5		10	10
Lanes:	1	0	2	1 0	1	0	3	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	94		2614	119	23		1800	426	340		485	102	262		810	97
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:	94		2614	119	23		1800	426	340		485	102	262		810	97
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	94		2614	119	23		1800	426	340		485	102	262		810	97
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	94		2614	119	23		1800	426	340		485	102	262		810	97
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	94		2614	119	23		1800	426	340		485	102	262		810	97
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.07		0.90	0.90	0.07		0.91	0.85	0.92		0.93	0.93	0.92		0.95	0.85
Lanes:	1.00		2.87	0.13	1.00		3.00	1.00	2.00		1.65	0.35	2.00		2.00	1.00
Final Sat.:	139		4926	224	139		5187	1615	3502		2905	611	3502		3610	1615
Capacity Analysis Module:																
Vol/Sat:	0.68		0.53	0.53	0.17		0.35	0.26	0.10		0.17	0.17	0.07		0.22	0.06
Crit Moves:	****								****						****	
Green/Cycle:	0.55		0.55	0.55	0.55		0.55	0.55	0.08		0.21	0.21	0.12		0.25	0.25
Volume/Cap:	1.23		0.96	0.96	0.30		0.63	0.48	1.21		0.79	0.79	0.62		0.90	0.24
Delay/Veh:	200.5		31.6	31.6	14.4		16.0	14.2	170.4		43.4	43.4	44.8		47.9	30.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	200.5		31.6	31.6	14.4		16.0	14.2	170.4		43.4	43.4	44.8		47.9	30.2
DesignQueue:	2		75	3	1		49	11	18		22	5	13		36	4

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 La Cienega Blvd/Jefferson Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.999
Loss Time (sec):	0 (Y+R = 13 sec)	Average Delay (sec/veh):	39.7
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	0	5	10	10	5	10	10
Lanes:	1 0	2	1 0	1 0	3	0 1	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	94	2614	119	23	1800	426	340	485	102	262	810	97
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:	94	2614	119	23	1800	426	340	485	102	262	810	97
Added Vol:	0	0	0	51	0	0	0	3	0	0	0	2
Bus:	0	0	8	0	0	0	0	0	0	6	0	0
Initial Fut:	94	2614	127	74	1800	426	340	488	102	268	810	99
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:	94	2614	127	74	1800	426	340	488	102	268	810	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2614	127	74	1800	426	340	488	102	268	810	99
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
Final Vol.:	94	2614	127	74	1800	426	340	488	102	268	810	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.90	0.90	0.07	0.91	0.85	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	2.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	139	4912	239	139	5187	1615	3502	2908	608	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.68	0.53	0.53	0.53	0.35	0.26	0.10	0.17	0.17	0.08	0.22	0.06
Crit Moves:	****						****				****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.08	0.21	0.21	0.12	0.25	0.25
Volume/Cap:	1.23	0.97	0.97	0.97	0.63	0.48	1.21	0.80	0.80	0.64	0.90	0.25
Delay/Veh:	200.5	32.1	32.1	114.2	16.0	14.2	170.4	43.7	43.7	45.2	47.9	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	200.5	32.1	32.1	114.2	16.0	14.2	170.4	43.7	43.7	45.2	47.9	30.3
DesignQueue:	2	75	4	2	49	11	18	22	5	13	36	4

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Jefferson Blvd/National Blvd

Cycle (sec):	110	Critical Vol./Cap. (X):	0.422
Loss Time (sec):	0 (Y+R = 13 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	55	Level Of Service:	C

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	10	0	0	10	10	10	0	10	0	35	0
Lanes:	1 0	2	0 0	0 0	1	1 1	1 0	1!	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	0	563	0	0	766	776	315	0	155	0	12	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	563	0	0	766	776	315	0	155	0	12	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	563	0	0	766	776	315	0	155	0	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	0	0	766	776	315	0	155	0	12	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	563	0	0	766	776	315	0	155	0	12	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.88	0.88	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.49	1.51	1.67	0.00	1.33	0.00	1.00	0.00
Final Sat.:	1900	3610	0	0	2488	2521	2921	0	2326	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.31	0.31	0.11	0.00	0.07	0.00	0.01	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.43	0.43	0.43	0.43	0.43	0.14	0.14	0.14	0.31	0.31	0.31
Volume/Cap:	0.00	0.36	0.00	0.00	0.72	0.72	0.77	0.00	0.48	0.00	0.02	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	27.0	27.0	51.6	0.0	43.9	0.0	26.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	27.0	27.0	51.6	0.0	43.9	0.0	26.4	0.0
DesignQueue:	0	20	0	0	29	29	17	0	8	0	1	0

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Jefferson Blvd/National Blvd

Cycle (sec): 110 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 55 Level Of Service: C

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	10	0		0	10	10		10	0	10		0	35	0	
Lanes:	1	0 2	0	0	0	0 1	1	1	1	0 1!	0	1	0	0 1	0	0
Volume Module:																
Base Vol:	0	563	0		0	766	776		315	0	155		0	12	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	563	0		0	766	776		315	0	155		0	12	0	
Added Vol:	0	3	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	566	0		0	766	776		315	0	155		0	12	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	566	0		0	766	776		315	0	155		0	12	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	566	0		0	766	776		315	0	155		0	12	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	566	0		0	766	776		315	0	155		0	12	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00		1.00	0.88	0.88		0.92	1.00	0.92		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.49	1.51		1.67	0.00	1.33		0.00	1.00	0.00	
Final Sat.:	1900	3610	0		0	2488	2521		2921	0	2326		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.00	0.31	0.31		0.11	0.00	0.07		0.00	0.01	0.00	
Crit Moves:						****			****					****		
Green/Cycle:	0.00	0.43	0.43		0.43	0.43	0.43		0.14	0.14	0.14		0.31	0.31	0.31	
Volume/Cap:	0.00	0.36	0.00		0.00	0.72	0.72		0.77	0.00	0.48		0.00	0.02	0.00	
Delay/Veh:	0.0	21.3	0.0		0.0	27.0	27.0		51.6	0.0	43.9		0.0	26.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	21.3	0.0		0.0	27.0	27.0		51.6	0.0	43.9		0.0	26.4	0.0	
DesignQueue:	0	21	0		0	29	29		17	0	8		0	1	0	

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Jefferson Blvd/La Cienega Station Drwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0	0	0	0 0	0	0	0	0 1	1	0	1	0 2	0	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	627	0		0	1169	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	627	0		0	1169	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	627	0		0	1169	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	627	0		0	1169	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	0		0	627	0		0	1169	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.95		1.00	0.95	1.00	
Lanes:	0.00	1.00	0.00		0.00	0.00	0.00		0.00	2.00	0.00		1.00	2.00	0.00	
Final Sat.:	0	1900	0		0	0	0		0	3610	0		1900	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.17	0.00		0.00	0.32	0.00	
Crit Moves:									****					****		
Green/Cycle:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	1.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.17	0.00		0.00	0.32	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.1	0.0	
DesignQueue:	0	0	0		0	0	0		0	0	0		0	0	0	

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson Blvd/La Cienega Station Drwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 1.6
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	627	0		0	1169	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	627	0		0	1169	0	
Added Vol:	2	0	2		0	0	0		0	8	31		34	1	0	
Bus:	6	0	0		0	0	0		0	8	0		8	0	0	
Initial Fut:	8	0	2		0	0	0		0	643	31		42	1170	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:	8	0	2		0	0	0		0	643	31		42	1170	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	0	2		0	0	0		0	643	31		42	1170	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	0	2		0	0	0		0	643	31		42	1170	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.97	1.00	0.97		1.00	1.00	1.00		1.00	0.94	0.94		0.95	0.95	1.00	
Lanes:	0.80	0.00	0.20		0.00	0.00	0.00		0.00	1.91	0.09		1.00	2.00	0.00	
Final Sat.:	1479	0	370		0	0	0		0	3420	165		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01		0.00	0.00	0.00		0.00	0.19	0.19		0.02	0.32	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.02	0.00	0.02		0.00	0.00	0.00		0.00	0.88	0.88		0.11	0.98	0.00	
Volume/Cap:	0.33	0.00	0.33		0.00	0.00	0.00		0.00	0.21	0.21		0.21	0.33	0.00	
Delay/Veh:	54.9	0.0	54.9		0.0	0.0	0.0		0.0	1.0	1.0		41.3	0.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.9	0.0	54.9		0.0	0.0	0.0		0.0	1.0	1.0		41.3	0.1	0.0	
DesignQueue:	0	0	0		0	0	0		0	5	0		2	1	0	

La Cienega Park N Ride Station
Traffic Impact Study

Scenario Report

Scenario:	Year 2020 PM peak - With Project
Command:	Default Command
Volume:	Year 2020 PM Peak - With Project
Geometry:	Future PM
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	PM Peak
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

La Cienega Park N Ride Station
Traffic Impact Study

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	La Cienega P	530.00	Parking Struct	0.05	0.44	27	233	260	42.9
	Zone 1 Subtotal					27	233	260	42.9
2	La Cienega P	530.00	Parking Lot	0.05	0.44	27	233	260	42.9
	Zone 2 Subtotal					27	233	260	42.9
3	Kiss & Ride	97.00	Parking KissNR	0.44	0.44	43	43	86	14.2
	Zone 3 Subtotal					43	43	86	14.2
TOTAL						97	509	606	100.0

La Cienega Park N Ride Station
Traffic Impact Study

Trip Distribution Report

Percent Of Trips PM Peak

Zone	To Gates 2	4	5	6
1	19.0	0.0	50.0	21.0
2	3.0	2.0	0.0	5.0
3	50.0	0.0	50.0	0.0

La Cienega Park N Ride Station
Traffic Impact Study

Turning Movement Report
PM Peak

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 La Cienega Blvd/Jefferson Blvd													
Base	65	2423	224	44	2339	274	590	764	279	372	421	114	7909
Added	0	0	0	27	0	0	0	1	0	0	5	51	84
PassBy	0	0	8	0	0	0	0	0	0	6	0	0	14
Total	65	2423	232	71	2339	274	590	765	279	378	426	165	8007
#2 Jefferson Blvd/National Blvd													
Base	0	1014	0	0	523	372	892	0	423	0	12	0	3236
Added	0	1	0	0	5	0	0	0	0	0	0	0	6
Total	0	1015	0	0	528	372	892	0	423	0	12	0	3242
#3 Jefferson Blvd/La Cienega Station Drwy													
Base	0	0	0	0	0	0	0	1032	0	0	907	0	1939
Added	44	0	49	0	0	0	0	1	5	6	12	0	117
Bus	6	0	0	0	0	0	0	8	0	8	0	0	22
Total	50	0	49	0	0	0	0	1041	5	14	919	0	2078

La Cienega Park N Ride Station
Traffic Impact Study

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 La Cienega Blvd/Jefferson Blvd	D	47.5	0.924	D	48.8	0.928	+ 1.360
# 2 Jefferson Blvd/National Blvd	D	48.4	0.591	D	48.4	0.591	+ 0.040
# 3 Jefferson Blvd/La Cienega Stat	A	0.0	0.286	A	4.5	0.362	+ 4.505

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 La Cienega Blvd/Jefferson Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 47.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	0	5	10	10	5	10	10
Lanes:	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	65	2423	224	44	2339	274	590	764	279	372	421	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2423	224	44	2339	274	590	764	279	372	421	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	2423	224	44	2339	274	590	764	279	372	421	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2423	224	44	2339	274	590	764	279	372	421	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	2423	224	44	2339	274	590	764	279	372	421	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.90	0.90	0.07	0.91	0.85	0.92	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00
Final Sat.:	152	4686	433	139	5187	1615	3502	2539	927	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.43	0.52	0.52	0.32	0.45	0.17	0.17	0.30	0.30	0.11	0.12	0.07
Crit Moves:		****						****			****	
Green/Cycle:	0.50	0.50	0.50	0.55	0.55	0.55	0.22	0.28	0.28	0.10	0.16	0.16
Volume/Cap:	0.86	1.03	1.03	0.58	0.82	0.31	0.77	1.07	1.07	1.06	0.73	0.44
Delay/Veh:	79.1	52.3	52.3	25.3	20.4	12.4	41.2	87.2	87.2	110.5	44.6	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	52.3	52.3	25.3	20.4	12.4	41.2	87.2	87.2	110.5	44.6	39.2
DesignQueue:	2	77	7	1	66	7	27	33	12	19	20	5

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 La Cienega Blvd/Jefferson Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.928
Loss Time (sec):	0 (Y+R = 13 sec)	Average Delay (sec/veh):	48.8
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	0	5	10	10	5	10	10
Lanes:	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	65	2423	224	44	2339	274	590	764	279	372	421	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2423	224	44	2339	274	590	764	279	372	421	114
Added Vol:	0	0	0	27	0	0	0	1	0	0	5	51
PasserByVol:	0	0	8	0	0	0	0	0	0	6	0	0
Initial Fut:	65	2423	232	71	2339	274	590	765	279	378	426	165
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:	65	2423	232	71	2339	274	590	765	279	378	426	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2423	232	71	2339	274	590	765	279	378	426	165
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
Final Vol.:	65	2423	232	71	2339	274	590	765	279	378	426	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.90	0.90	0.07	0.91	0.85	0.92	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	2.74	0.26	1.00	3.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00
Final Sat.:	152	4672	447	139	5187	1615	3502	2539	926	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.43	0.52	0.52	0.51	0.45	0.17	0.17	0.30	0.30	0.11	0.12	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.50	0.50	0.50	0.55	0.55	0.55	0.22	0.28	0.28	0.10	0.16	0.16
Volume/Cap:	0.86	1.04	1.04	0.93	0.82	0.31	0.77	1.08	1.08	1.08	0.74	0.64
Delay/Veh:	79.1	53.3	53.3	100.2	20.4	12.4	41.2	87.6	87.6	116.0	45.0	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	53.3	53.3	100.2	20.4	12.4	41.2	87.6	87.6	116.0	45.0	44.6
DesignQueue:	2	77	7	2	66	7	27	33	12	19	20	8

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Jefferson Blvd/National Blvd

Cycle (sec):	110	Critical Vol./Cap. (X):	0.591
Loss Time (sec):	0 (Y+R = 13 sec)	Average Delay (sec/veh):	48.4
Optimal Cycle:	55	Level Of Service:	D

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	10	0	0	10	10	10	0	10	0	35	0
Lanes:	1 0	2 0	0	0 0	1 1	1	1 0	1! 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	0	1014	0	0	523	372	892	0	423	0	12	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1014	0	0	523	372	892	0	423	0	12	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	1014	0	0	523	372	892	0	423	0	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1014	0	0	523	372	892	0	423	0	12	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1014	0	0	523	372	892	0	423	0	12	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.89	0.89	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	1.25	1.68	0.00	1.32	0.00	1.00	0.00
Final Sat.:	1900	3610	0	0	2968	2111	2936	0	2312	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.18	0.18	0.30	0.00	0.18	0.00	0.01	0.00
Crit Moves:		****					****				****	
Green/Cycle:	0.00	0.30	0.00	0.00	0.30	0.30	0.30	0.00	0.30	0.31	0.31	0.31
Volume/Cap:	0.00	0.94	0.00	0.00	0.59	0.59	1.01	0.00	0.61	0.00	0.02	0.00
Delay/Veh:	0.0	52.0	0.0	0.0	33.3	33.3	66.7	0.0	33.5	0.0	26.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	52.0	0.0	0.0	33.3	33.3	66.7	0.0	33.5	0.0	26.4	0.0
DesignQueue:	0	47	0	0	23	17	41	0	19	0	1	0

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Jefferson Blvd/National Blvd

Cycle (sec): 110 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 48.4
Optimal Cycle: 55 Level Of Service: D

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	10	0		0	10	10		10	0	10		0	35	0	
Lanes:	1	0 2	0	0	0	0 1	1	1	1	0 1!	0	1	0	0 1	0	0
Volume Module:																
Base Vol:	0	1014	0		0	523	372		892	0	423		0	12	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1014	0		0	523	372		892	0	423		0	12	0	
Added Vol:	0	1	0		0	5	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1015	0		0	528	372		892	0	423		0	12	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	1015	0		0	528	372		892	0	423		0	12	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1015	0		0	528	372		892	0	423		0	12	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1015	0		0	528	372		892	0	423		0	12	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00		1.00	0.89	0.89		0.92	1.00	0.92		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.76	1.24		1.68	0.00	1.32		0.00	1.00	0.00	
Final Sat.:	1900	3610	0		0	2980	2099		2936	0	2312		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.00	0.18	0.18		0.30	0.00	0.18		0.00	0.01	0.00	
Crit Moves:		****							****					****		
Green/Cycle:	0.00	0.30	0.00		0.00	0.30	0.30		0.30	0.00	0.30		0.31	0.31	0.31	
Volume/Cap:	0.00	0.94	0.00		0.00	0.59	0.59		1.01	0.00	0.61		0.00	0.02	0.00	
Delay/Veh:	0.0	52.2	0.0		0.0	33.4	33.4		66.7	0.0	33.5		0.0	26.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	52.2	0.0		0.0	33.4	33.4		66.7	0.0	33.5		0.0	26.4	0.0	
DesignQueue:	0	47	0		0	24	17		41	0	19		0	1	0	

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Jefferson Blvd/La Cienega Station Drwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	10	0	
Lanes:	0	0 1!	0	0	0	0 0	0	0	0	0 1	1	0	1	0 2	0	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1032	0		0	907	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	1032	0		0	907	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	1032	0		0	907	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	1032	0		0	907	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	0		0	1032	0		0	907	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.95		1.00	0.95	1.00	
Lanes:	0.00	1.00	0.00		0.00	0.00	0.00		0.00	2.00	0.00		1.00	2.00	0.00	
Final Sat.:	0	1900	0		0	0	0		0	3610	0		1900	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.29	0.00		0.00	0.25	0.00	
Crit Moves:										****				****		
Green/Cycle:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	1.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.29	0.00		0.00	0.25	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
DesignQueue:	0	0	0		0	0	0		0	0	0		0	0	0	

Venice/Robertson Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 National/Bagley

Cycle (sec): 60 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 120 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0	0
Volume Module:												
Base Vol:	28	200	153	103	188	69	79	937	35	87	625	31
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:	28	200	153	103	188	69	79	937	35	87	625	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	200	153	103	188	69	79	937	35	87	625	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	200	153	103	188	69	79	937	35	87	625	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	200	153	103	188	69	79	937	35	87	625	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.69	0.69	0.69	0.91	0.91	0.91	0.82	0.82	0.82
Lanes:	0.07	0.53	0.40	0.29	0.52	0.19	0.08	0.89	0.03	0.12	0.84	0.04
Final Sat.:	128	911	697	375	684	251	130	1544	58	182	1309	65
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.27	0.27	0.27	0.61	0.61	0.61	0.48	0.48	0.48
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.70	0.70	0.70	0.88	0.88	0.88	0.88	0.88	0.88	0.69	0.69	0.69
Delay/Veh:	22.4	22.4	22.4	39.1	39.1	39.1	15.4	15.4	15.4	7.6	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	39.1	39.1	39.1	15.4	15.4	15.4	7.6	7.6	7.6
DesignQueue:	1	5	4	2	5	2	1	11	0	1	7	0

Venice/Robertson Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 National/Bagley

Cycle (sec): 60 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 120 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0	0
Volume Module:												
Base Vol:	28	200	153	103	188	69	79	937	35	87	625	31
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:	28	200	153	103	188	69	79	937	35	87	625	31
Added Vol:	12	11	123	3	1	0	0	2	1	0	4	4
Bus:	2	0	0	0	0	0	0	0	2	0	1	0
Initial Fut:	42	211	276	106	189	69	79	939	38	87	630	35
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:	42	211	276	106	189	69	79	939	38	87	630	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	211	276	106	189	69	79	939	38	87	630	35
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
Final Vol.:	42	211	276	106	189	69	79	939	38	87	630	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.62	0.62	0.62	0.91	0.91	0.91	0.83	0.83	0.83
Lanes:	0.08	0.40	0.52	0.29	0.52	0.19	0.07	0.89	0.04	0.11	0.84	0.05
Final Sat.:	134	675	883	342	610	223	129	1535	62	182	1321	73
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.31	0.31	0.31	0.61	0.61	0.61	0.48	0.48	0.48
Crit Moves:		****						****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.72	0.72	0.72
Delay/Veh:	40.0	40.0	40.0	44.6	44.6	44.6	21.2	21.2	21.2	9.0	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	40.0	40.0	44.6	44.6	44.6	21.2	21.2	21.2	9.0	9.0	9.0
DesignQueue:	1	5	7	2	4	2	1	12	0	1	8	0

La Cienega Park N Ride Station
Traffic Impact Study

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #3 Jefferson Blvd/La Cienega Station Drwy

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 4.5
Optimal Cycle: 29 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Lanes:	0 0	1! 0	0	0 0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1032	0	0	907	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1032	0	0	907	0
Added Vol:	44	0	49	0	0	0	0	1	5	6	12	0
Bus:	6	0	0	0	0	0	0	8	0	8	0	0
Initial Fut:	50	0	49	0	0	0	0	1041	5	14	919	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:	50	0	49	0	0	0	0	1041	5	14	919	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	49	0	0	0	0	1041	5	14	919	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	0	49	0	0	0	0	1041	5	14	919	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	1.00	0.81	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	0.51	0.00	0.49	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	774	0	758	0	0	0	0	3589	17	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.29	0.29	0.01	0.25	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.80	0.80	0.02	0.82	0.00
Volume/Cap:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.36	0.36	0.36	0.31	0.00
Delay/Veh:	36.9	0.0	36.9	0.0	0.0	0.0	0.0	2.9	2.9	54.0	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	36.9	0.0	0.0	0.0	0.0	2.9	2.9	54.0	2.2	0.0
DesignQueue:	2	0	2	0	0	0	0	12	0	1	10	0

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Level of Service Analysis
Year 2020 With & Without LRT – Venice Station
AM & PM Peak